



British Automobile Racing Club

Yorkshire Centre

HAREWOOD SPEED HILLCLIMB

1962 - 2007 Celebrating 45 years of Harewood Speed Hillclimb



Price £3.75

2nd June 2007

Classic & Vintage Hillclimb

3rd June 2007

Jim Thomson Trophy



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British Automobile Racing Club

Yorkshire Centre

Classic & Vintage meeting

Saturday 2 June 2007

MSA National B permit No. 40793

Jim Thomson meeting

Sunday 3 June 2007

MSA National B permit No. 40157

Sunday is round 4 of the
Cubicle Centre Harewood Speed Hillclimb Championship
permit no. CH2007/044

And a round of Nottingham SCC Speed Championship, Scimitar and Sabre Championship, Morgan Parc Ferme Speed Championship, Porsche Club Speed Championship, Yorkshire Hillclimb & Sprint Championship

WARNING

Motor sport can be dangerous

Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only.

THEY ARE CONCERNED WITH YOUR SAFETY
IT IS A FURTHER CONDITION THAT ANIMALS ARE FORBIDDEN



BRITISH AUTOMOBILE RACING CLUB LTD, YORKSHIRE CENTRE
Programme designed and typeset by Dale Cordingley

Foreword



I very much hope you will enjoy the Classic and Vintage Meeting on Saturday. The entry list is not as large as our usual meetings, but as it becomes an established fixture there will be many more competitors in future years.

The Vintage Sports Car Club from whom the bulk of entries come caters only for cars built in the vintage period – up to 1930 and certain post vintage thoroughbred cars up to 1940. The definition of "Classic Car" is somewhat vague but here the cut off date is 1971. This may change in future.

There are some interesting cars here today. Greg Harrison's Austin Ulster is a regular contender in sprints and hillclimbs, Greg's father Geoff is also here as Chief Scrutineer. Les Proctor's usual car is a rapid bike engines sports racer capable of sub 60 second climbs but today he drives his blown MG Q-type. He will be up against stiff competition from Charles Gillett's Frazer Nash, a multiple winner of awards at Cadwell Park. Ken MacMaster is driving his Frazer Nash 328, somewhat different to the top single seater racing cars he drove in the 1970s.

Take a close look at Terry Rowing's Austin MG Special, particularly the rear-axle layout, then watch it go – only 746cc but supercharged and running on methanol. James Baxter will be a contender for FTD in the Frazer Nash Alvis. This car was driven to many successes by the late Guy Smith, but James has made it go even quicker.

George Laycock is driving the Grenfell Special with 4 litres of side-valve V8 engine, this car came here in 1965 driven by George's father Robert. Ronnie Clayton, 3 times Revington TR Champion is driving his TR4 in the same class as the immaculate MGA Twin-Cam of Chris Green and John Wilman's MG. John competed at the first ever Harewood Hillclimb.

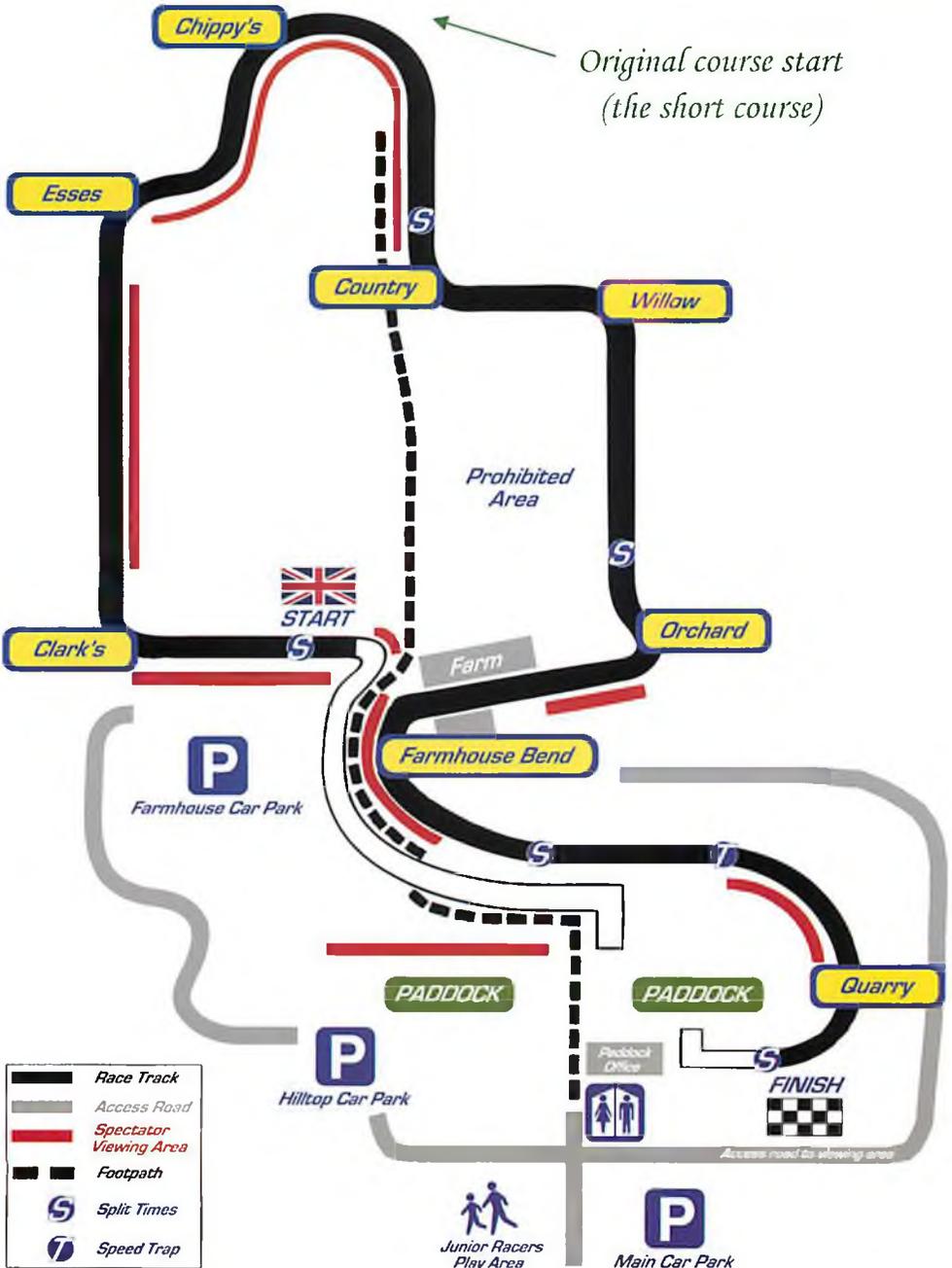
Bronwen Waggitt has decided to forego Shelsley Walsh Hillclimb and bring along the superbly restored Brabham BT30, another contender for FTD perhaps? There is not a misprint against Chris Williams's Napier Bentley, it is 24,000ccs. This is the Napier Lion engine, the same type of engine that powered Sir Malcolm Campbell's Bluebirds to many land speed records.

Enjoy the day!

John Green

John Green is an experienced competitor and an instructor at the Harewood Driving School. John has a close interest in the vintage and classic cars and will be comentating at the Classic & Vintage meeting on Saturday.

Track map



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Championship



Cubicle Centre Harewood Speed Hillclimb Championship

main championship and ladies championship

Marking is within classes, based on the improvement against the bogey time. The 2007 bogey times are the current class record at the start of each meeting with 18 seconds added. Championship marks are gained at the rate of 0.01 points for each 0.01 seconds by which the driver beats the bogey time of his or her class. A maximum of 20 marks can be gained at any meeting.

Any competitor who does not beat the bogey time will gain no marks for that meeting. Marks can only be gained in the two class runs on the 13th May. At the other seven rounds the three timed runs will count, unless a decision to the contrary is made after the first timed run. Marks in six of the eight rounds will count towards the championship result (Note: The 2nd June and 7th/8th July meetings are not rounds of the Harewood Speed Hillclimb Championship).

fastest time of the day

At each meeting marks will be awarded to the championship competitors who have recorded the ten fastest times of the day in the class runs. Marks will be awarded on the scale of 10 for the fastest competitor down to 1 mark for the tenth.

This weekend only the Sunday event is part of the championship.

championship positions after round 3

Pos	Driver	April	May 12th	May 13th	Total
1	David Sykes	17.56	17.09	17.59	52.24
2	James Kerr	17.51	17.06	17.62	52.19
3	Mike Smith	16.98	17.06	16.92	50.96
4	Robert Bellerby	17.12	17.15	16.69	50.96
5	Richard Vale	17.36	15.63	17.76	50.75
6	David Sturdy	16.38	16.55	17.01	49.94
7	Steve Foster	17.11	15.85	16.70	49.66
8	Dave Banner	17.19	15.53	16.78	49.50
9	James Blackmore	15.21	16.38	17.61	49.20
10	John Hoyle	16.38	16.02	15.44	47.84

FTD championship

Pos	Driver	April	May 12th	May 13th	Total
1	James Blackmore	9	10	10	29
2	Dave Banner	10	9	9	28
3	Iain Davidson	6	8	5	19
4	Peter Hamilton	7	6	3	16
5	David Grey	8	7	0	15

Welcome

On behalf of the BARC Yorkshire Centre, we welcome you all to the 2007 Harewood Speed Hillclimb series.

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contacts for BARC Yorkshire Centre

Chairman	Tim Wilson,	Tel: 01423 339062	tim@harewood-hill.co.uk
Secretary	John English	Tel: 01423 865134	barc.yorkshire@ntlworld.com
Competitions Secretary	Chris Seaman	Tel: 0114 258 5695 (w)	chris@seamans.fsnet.co.uk
Marketing & press	Andrew Thorpe	Tel: 01924 457600	cubicle@btconnect.com

keep up to date

If you would like to be kept up to date on Harewood Speed Hillclimb events, event previews, race reports, photographs and news see our website at www.harewoodhill.co.uk or send your email address to info@harewoodhill.co.uk and we will keep you up to date.

Harewood merchandise

See our merchandise shop for some great gear! It's overlooking the track close to Quarry corner.

BARC membership

To join the British Automobile Racing Club Yorkshire Centre, pick up an application form at the paddock office or apply on-line via our web site at www.harewoodhill.co.uk (click on 'Membership' on the Harewood & BARC Yorkshire menu).

*please enjoy yourselves and tell your friends
about Harewood Speed Hillclimb*



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History

"The fruit of many years searching for a really first class hill climb venue came to light on Sunday, 16th September when through the great kindness of Arnold Burton we were able to hold a meeting on his farm road at Stockton Farm, just along Harewood Avenue and right bang in the middle of the centre of club activities." So read the British Automobile Racing Club Yorkshire Centre Circular of October 1962.



Above is the farm yard before work started to create the hillclimb. The barn on the right had to be demolished.

Originally the track started at the lower part of the course just after Chippy's corner (see map) and climbed 250 foot from the valley floor to the finish over the 1006 meter course. The surface then was tar and chippings.

Only 75 cars were allowed to start the first event and all entries were filled within a week. The fastest time at that first meeting, for what we now call the "short course", was set by Tony Lanfranchi in an Elva Mk6 with a time of 51.61 seconds. The original tar and chippings track was quickly found to be unsuitable and so in mid 1963 the track was upgraded to an asphalt surface. In 1971 (the cut off date for the Classic & Vintage cars at the Saturday meeting) the hill record stood at 39.57 seconds.

In 1992 the track was extended back from Chippy's to the new start, adding an extra 442 meters, making it the longest permanent hillclimb course on the UK mainland. The initial hill record set for the "long course" was 59.90 seconds. In 2006 this was lowered to 49.19 by Scott Moran in his Gould race car.

What is speed hillclimbing?

The challenge of *Speed Hillclimbing* is to drive the course in the shortest possible time. The faster drivers are those who can get the car off the start quickly, the first 64 feet can take under two seconds, and then find the quickest and smoothest lines through each corner. The fastest cars can complete the 1448 metre course in under 50 seconds, with speeds exceeding 130 mph!

Cars are called down to the start in class order. Where a car is shared by another driver, the second driver (their numbers will start with a 7 or 9), will go down to the start in the batch before the other driver. The entries are divided into classes, so that similar cars compete against each other. Each driver not only competes in his or her own race against the clock, but also against other drivers in cars of similar performance.



A timing strut

Each car carries a small vertical blade at the front called a timing strut. As a car approaches the start, the marshals line the car up immediately behind the timing beam. A chock behind the rear wheel keeps the car in the right position. When the driver is given the green light, they start in their own time. As the car moves forward it breaks the light beam and starts the electronic timing equipment.

At the finish line there is another light beam that stops the digital timing equipment for that driver's run. In addition to the start and finish timing beams, there are others that allow the driver to see their 'split' times at given points on the course after their run. These times are shown on the bank of monitors at the rear of the paddock office and used by the commentators (see map for location of split time points).

If a car stops, slows or comes off the course, the marshals may show a red flag. This warns following drivers of a potential hazardous situation ahead. As a result a car may have to abandon a run through no fault of the driver and so will be given a re-run. If the red flag is given before Orchard the driver will return to the start via the road behind the barn. Otherwise the driver will continue to the finish, at a slower speed, then go down to the start via the slip road, to take the re-run.

Up to four cars can be on the hill at any one time. Timing is to the nearest one-hundredth of a second, a tiny amount, but one that can often decide a class win.

The ultimate achievement at each event is to establish the Fastest Time of the Day (FTD). This is usually claimed by one of the single seater racing cars, although wet weather can sometimes throw up an occasional surprise!



At the start – note the the marshal holding the wheel chock to stop the car rolling back

Have you visited our website yet?



If you want to know more or just keep up to date, then see our website for

- Latest news
- Pre-event information
- Regulations & entry forms
- Results & records
- History
- Photos
- In car videos
- How to get started
- Driving school
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Latest updates:
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Notices

jurisdiction

The meeting is governed by the General Regulations of the Motor Sports Association Ltd (incorporating the provisions of the International Sporting Code of the FIA) and the Supplementary Regulations issued for the event, the Harewood *Speed* Hillclimb Entry forms, event and championship regulations booklet 2007, the BARC *Speed* Event Classes 2007 and any written instructions the BARC Yorkshire Centre may issue for the event.

the programme

All information in this programme is copyright. The organisers have made every effort to ensure the accuracy of the programme and accept all contributed materials in good faith. If there are any errors or omissions then we apologise for them escaping our attention. Whilst every attempt will be made to adhere to the published programme, the organisers reserve the right to modify, curtail or abandon the meeting.

food & drink

Food and drink is available in close to the paddock area from 9.00am on Saturdays and Sundays. A licensed bar and ice cream is usually available.

litter

Will spectators please help the club by not dropping litter. Please use the containers provided and keep Harewood beautiful. Large items can be disposed of in the skip near the toilet block.

lost property & messages

If you find any articles or lose anything please report it to the Paddock Office. We regret that we cannot make announcements over the PA system, except in genuine emergencies.

acknowledgements

BARC Yorkshire Centre would like to thank Harewood Hill Ltd and those who subscribe to the shares which enables the long-term future of our events here. We also wish to thank West Yorkshire Police, Pennine Rescue, Pennine LRC, Teesside and North Yorkshire Ambulance Service for emergency services, The Crusty Pie Company, the marshals, the photographers who have allowed us to use their photographs, everyone who has helped or are helping and club members for making the event a success.

your personal safety

We take your safety seriously. Please take note of any signs or instructions given by our marshals. They are there to help the meeting run without a hitch.

Remember you have a duty of care for you own safety and that of any children. Children under 14 must be accompanied and remain under the control of an adult at all times.

Action back then

Photos © John Holroyd



Left - R Sanderson TR4 at the first Harewood meeting in 1962. Note the marshal sitting on a shooting stick at the track side and the fire extinguisher and bucket!

Right - Brian Waddilove in the E Type Jaguar Fixed Head Coupe before the BRM (below). Note the loose surface.



Left - Brian Waddilove has a big off approaching Quarry bend in the BRM F1 in 1964



Right - Chippy Stross, after whom a bend on the hill is named, seen here in his Porsche Carrera 2 in 1963. Note the marshal standing just where Brian Waddilove went through the fence!



Right - Ces Booth in 1963. A well known cometitor in all BARC speed events and races in the FN Le Mans Rep. For a short history of this famous car, which is still owned by the Booth family, see www.motorsportphotographs.com.



Left - Bing Crosby finding his Cooper Jap a handful on the loose surface as he exits Farmhouse bend in 1963. Bing still attends Harewood regularly.



Right - Peter Smith in his Speedwell Austin Healey Sprite in 1963 takes Farmhouse bend. Note the lack of armco barriers in those days.



Left - D.L. Gray Jaguar 3.8 in 1963 avoids the timing gear as he drifts across the finish line. No kerbs or gravel traps in those days!



Awards

As well as competing in their respective championships, in which many drivers are currently taking part, drivers are also competing today for the following Harewood Speed Hillclimb awards.

Fastest time	Saturday	Trophy
Fastest time	Sunday	Jim Thomson Trophy
2 nd FTD	Sunday	
3 rd FTD	Sunday	

Fastest time in class (<i>subject to 4 or more entries in the class</i>)	
2 nd fastest time in class (<i>subject to 6 or more entries in the class</i>)	
3 rd fastest time in class (<i>subject to 10 or more entries in the class</i>)	Sunday
4 th fastest time in class (<i>subject to 16 or more entries in the class</i>)	Sunday

Awards are presented 30 minutes after the conclusion of the meeting

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Officials

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Club Stewards
Clerk of the Course
Deputy Clerk of Course (Sunday)
Assistant Clerk of Course
Course Controller
Chief Marshal
Assistant Chief Marshal
Secretary of the Meeting
Assistant Secretary of the Meeting
Entries Secretary
Competition Secretary
MSA Timekeepers

Chief Scrutineer
Scrutineers
MSA Environmental Scrutineer
Commentator (Saturday/ Sunday)
Merchandise
Chief Paddock Marshal
Chief Start Marshal

Observers and Marshals to be allocated on arrival from the following:

Phil Andrews, Andrew Bell, Clive Bell, Rob Buchan, Graham Burrell, Neil Cruise, Martin Emery, Mike Evans, Rebecca Farrell, Andrew Fell, R J Fletcher, John Goldsborough, Richard Goldie, Tim Grindle, John Hawthorne, Arthur Heaton, Kevin Hebblethwaite, Alex Hill, Jan Jagger, Andrew Milnes, Dave Muscroft, Mike Parker, Michael Patchett, Craig Senior, Andy Sherratt, John Simons, Peter Simpson, Ivan Stephenson, Daphne Walker, Peter Walker, Peter Widdison, Bruce Woodhead, Andrew Wide, Graham Wide

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Richard Hardcastle
Paul Pocklington
David Naylor
John Milner
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Keith Davison
David Dalrymple
Lesley Geen
Jackie Wilson
Chris Seaman
David Clay
Roger Frost, Chris Winstanley
Geoff Harrison
Peter Bruce, Colin Salkfield, Stuart Baxter
John Hoole
John Green/ David Smailes
Carol Wide
Caroline Marston
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Hill Records



The first Harewood meeting took place on 16 September 1962. Shown below are the course records for the original (short – 1006 metre) course, which started near the exit of Chippys bend and the current (long – 1448 metre) course.

Short course

16.9.62	Tony Lanfranchi	Elva Mk6	51.61
21.4.63	Keith Schellenberg	Lister	49.79
8.9.63	Peter Boshier-Jones	Lotus 22	46.72
25.5.64	Tony Marsh	Marsh Special	45.16
13.9.64	Peter Westbury	Ferguson P99	44.45
10.9.67	Tony Marsh	Marsh Buick	42.94
16.6.68	Peter Lawson	BRM 4WD	42.86
15.9.68	Peter Lawson	BRM 4WD	41.43
19.4.70	Nick Williamson	McLaren M10A	40.25
11.9.71	David Hepworth	Hepworth FF	40.10
12.9.71	Roy Lane	McLaren M10B	39.57
10.9.72	Mike McDowell	Brabham BT36X	39.14
24.9.72	Richard Thwaites	McLaren M10A	38.47
31.7.77	Roy Lane	March 741 DFV	38.41
17.9.78	Chris Cramer	March 76A Ford	38.39
13.5.79	Peter Kaye	Pilbeam MP31 DFV	38.18
1.9.79	Chris Cramer	March 782 Hart	38.04
13.4.80	Marty Griffiths	Pilbeam MP40	37.79
1.6.80	Chris Cramer	March 782 Hart	37.46
12.7.81	Jim Thomson	Pilbeam MP40	36.72
16.5.82	Jim Thomson	Pilbeam MP40	36.64
11.7.82	Martin Bolsover	Pilbeam MP50	36.42
19.9.82	Martin Bolsover	Pilbeam MP50	36.28
10.7.83	Martin Bolsover	Pilbeam MP50	36.12
29.9.85	Ray Rowan	Toleman TG2/80	35.68
20.7.86	Ray Rowan	Toleman TG2/80	35.44

Long course

16.5.92	Paul Rendle	Chevron B49	59.90
17.5.92	Chris Seaman	Brabham BT30	56.91
14.6.92	Roy Lane	Pilbeam MP58	53.28
17.7.94	David Grace	Pilbeam MP58	53.15
9.7.95	Andy Priaux	Pilbeam MP58	51.74
11.5.03	Adam Fleetwood	Gould GR55	51.12
6.7.03	Adam Fleetwood	Gould GR55	50.67
16.5.04	Adam Fleetwood	Gould GR55	50.29
3.7.05	Martin Groves	Gould GR55	49.84
2.7.06	Scott Moran	Gould GR61X	49.19

Ladies Hill Record

28.8.05	Sarah Cordingley	OMS 2000M	55.58
2.7.06	Sandra Tomlin	Pilbeam MP72	54.32

Special thanks to John Holroyd for Help in providing the historic records above

Photo of Scott Moran on his record run and top left the time and speed as he stopped the clock

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Saturday competitors

Class 1 - Standard and modified pre-1941 sports cars up to 750cc unsupercharged

No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
14	Graham Beckett	Austin 7 Ulster	747	VSCC	Lincoln			
15	Malcolm McCoy	Austin Ulster	747	VSCC	Birmingham			
16	Greg Harrison	Austin Ulster	747	VSCC	Ilkley			
17	Chris Smith	Austin Brooklands	747	VSCC	Gedling			



Photo © www.whatnonegatives.com 2003

Greg Harrison in the 747cc Austin 7 Ulster accelerates up the hill

Class 2 - Standard and modified pre-1941 sports cars 751-1100cc unsupercharged and up to 750cc supercharged

22	Richard Parsons	GN Touring	1,100	VSCC	Holmesfield			
23	Roger Glistler	MG M Type Morris	847	VSCC	Ilkley			
24	John Williams	Riley Brooklands	1,089	VSCC	St Davids			

Class 3 - Standard and modified pre-1941 sports cars 1101-1500cc unsupercharged and up to 1100cc supercharged

729	David Johnson	Frazer Nash Colmore	1,496	VSCC	South Wigston			
29	Dennis Johnson	Frazer Nash Colmore	1,496	VSCC	South Wigston			
30	Julian Hindle	Riley 12-4 Lynx	1,496	VSCC	Billington			
31	Lachlan McKenzie	Frazer Nash	1,496	VSCC	Bosham			
33	Steven Pryke	Frazer Nash TT np	1,496	VSCC	Chelmsford			
34	Les Procter	MG Q Type Replica	850	BARC(Y)	Cleckheaton			
35	Jonathan Mellor	Frazer Nash	1,496	VSCC	Co Durham			
36	Wayne Gibson	Singer B37	1,500	VSCC	Wolverhampton			
37	Charles Gillett	Frazer Nash	1,496	VSCC	Beverley			

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Class 4 - Standard and modified pre-1941 sports cars 1501-2000cc unsupercharged and up to 1500cc supercharged

No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
42	Ken MacMaster	Frazer Nash 328	1,971	VSCC	Stoorbridge			
43	Gareth Frank	Lea Francis	1,497	VSCC	Bedale			

Class 5 - Standard and modified pre-1941 sports cars 2001-3000cc unsupercharged and up to 2000cc supercharged

47	Hugh MacInloch	Talbot 105	2,969	VSCC	Retford			
48	Nick Ridley	Talbot 10C	2,969	VSCC	Ipswich			
49	Paul Wignall	Talbot 105	2,969	VSCC	Leyburn			
50	Norman Pemberton	Talbot 95	2,969	VSCC	St Annes on Sea			
51	Noel Runnels-Moss	Vauxhall Velox 30-98	4,224	VSCC	Chester			
52	Jim Evans	Alvis Silvereagle	2,200	VSCC	Leyburn			
53	Peter Simonard	Beniley 3L	2,996	VSCC	Menston			

Class 6 - Standard and modified pre-1941 sports cars over 3000cc unsupercharged and over 2000cc supercharged

57	John Guyatt	Talbot Lago	4,000	VSCC	Newport-Pagnall			
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Ronnie Clayton in his Triumph TR4A will be competing in class 18, seen here tail out at the finish with hood flapping!

Class 8 - Special pre-1941 sports cars up to 1101 - 1500cc unsupercharged and up to 1100cc supercharged

No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
767	Fabienne Muschamp	FN BMW 315	1,498	VSCC	Cheltenham			
60	Tim Kneller	Riley 12/4	1,496	VSCC	Billingshurst			
61	Leonard Lord	Riley 12/4 Falcon	1,496	VSCC	Bristol			
62	Geoff Toms	Fiat 508S Balilla	1,098	VSCC	Homcastle			
63	Pete Candy	Riley	1,496	VSCC	Ferndown			
65	Peter Plant	Minor Meadows Marine	1,496	VSCC	Repton			
66	Tim Hopkinson	Riley Special	1,496	VSCC	Dronfield			
67	John Muschamp	FN BMW 315	1,498	VSCC	Cheltenham			
68	David Pryke	Riley 12-4 Special	1,279	VSCC	Bromsgrove			

Class 9 - Special pre-1941 sports cars up to 1501 - 3000cc unsupercharged and up to 2250cc supercharged

772	David Fairley	Frazer Nash	1,991	VSCC	Huddersfield			
70	Duncan Fish	Alvis 12/70	1,842	VSCC	Minehead			
71	Phillip Evans	A/C 16/80	1,911	VSCC	Mold			
72	Jonathan Fairley	Frazer Nash	1,991	VSCC	Huddersfield			
73	Dudley Sterry	HRS Sports Riley	1,496	VSCC	Lyndhurst			
74	Alan Harpley	Avon-Alvis ALV15	1,843	VSCC	Hawes			
75	Jeff Edwards	Alvis Silver Eagle Special	2,362	VSCC	Beeston			

Class 10 - Special pre-1941 sports cars over 3000cc unsupercharged and over 2250cc

777	Jamie Quartermaine	Vauxhall Velox 30-98	4,224	VSCC	Clapham			
77	Nicola Quartermaine	Vauxhall Velox 30-98	4,224	VSCC	Chester			
78	Donald Hoggard	Railton Straight 8	4,168	VSCC	Walkington			
79	Ray O'Beirne	Alvis Firebird	3,571	VSCC	Southsea			
81	Lawrence Wride	Bentley Tourer	4,398	VSCC	Beverley			
82	Matt Birkett	Singer 9 Sports	3,300	VSCC	Coalville			



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Del Liversidge in the Lotus Elan goes through the split time beacon as he approaches Orchard

Class 11 - Pre-1941 race cars up to 1100cc

No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
789	Patrick Rooney	Gillow Special	1,089	VSCC	Lutterworth			
86	Terry Rowing	Austin MG Special	746	VSCC	Colchester			
87	Ed Swain	Singer Junior	848	VSCC	Newark			
88	Anthony Garner	Lagonda Rapier	1,098	VSCC	Derby			
89	Michael Fountain	Gillow Special	1,089	VSCC	Lutterworth			

Class 12 - Pre-1941 race cars 1101 - 1500cc

796	Peter Evans	Frazer Nash Norris	1,498	VSCC	Lymm			
93	Ian Baxter	MG Bellevue Special	1,491	VSCC	Salisbury			
94	Rob Cobden	Riley Sports Special	1,498	VSCC	Seaford			
95	Tim Fletcher	Alvis SD 12/50	1,496	VSCC	Longframlington			
97	Ken Hawes	Frazer Nash Terror III	1,496	VSCC	Altrincham			
98	Kraig Mycock	Bugatti Type 13	1,496	VSCC	High Peak			

Class 13 - Pre-1941 race cars 1501 - 3000cc

102	Maurice Gleeson	Riley Special	2,500	VSCC	Accrington			
103	Graham Carr	GNAC Special	1,991	VSCC	Southwell			

Class 14 - Pre-1941 race cars over 3000cc

107	James Baxter	Frazer Nash	3,571	VSCC	Huddersfield			
108	Chris Williams	Napier Bentley	24,000	VSCC	Wolverhampton			



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Andrew Thorpe's smart Formula Ford Lotus 61M will be in class 19

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Attention competitors!

You can now see the provisional entry list for each event on the Harewood website and the list is regularly updated.

Last year a number of meetings were oversubscribed, so don't leave your entry until it's too late this year - there's no excuse!

You can find copies of the regulations and entry forms on the website too.

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Class 15 – Edwardian cars non automobile engines

No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
112	Nicholas Hildyard	Theophile Schneider	10,000	VSCC	Hull			

Class 18 – Classic sports cars built up to and including 1971

116	Keith Beningfield	MG XPAG	1,366	VSCC	Preston			
117	John Wilman	MG BGT	1,830	VSCC	High Peak			
118	Stuart Clough	Alpine A110	1,796	BARC(Y)	Northallerton			
119	Del Liversidge	Lotus Elan	1,594	BARC(Y)	Mirfield			
120	Ronnie Clayton	Triumph TR4A	2,330	BARC(Y)	Harrogate			
121	Colin Kingsman	Aston Martin DB6	3,995	BARC(Y)	Ilkley			
123	Chris Green	MGA	1,588	BARC(Y)	Burley Woodhead			
124	Phillip Smith	MG Midget	1,380	VSCC	Lichfield			
125	Richard Jackson	Porsche 911	1,998	BARC(Y)	Knaresborough			
126	Roy Dowding	Scimitar SE4	2,553	BARC(Y)	Saxmundham			
127	Chris Charlesworth	Porsche 911E	2,200	VSCC	Menston			
128	Stephen Garrett	Lotus BMC 7	948	VSCC	Huddersfield			
129	George Laycock	Grenfell Special	3,916	VSCC	Malton			
130	Ron Birkett	Lotus Elan S1	1,594	VSCC	Newark			
131	Richard Evans	MG Midget	1398	BARC(Y)	Leyburn			
132	Tony MacIntyre	MG B	1840	VSCC	Chesterfield			
133	Andrew Ferguson	Lancia Stratos	2,400	VSCC	Preston			

Class 19 – Classic racing and sports racing cars built up to and including 1971

134	Bronwen Waggitt	Brabham BT30	1,600	BARC(Y)	Boroughbridge			
135	Andrew Thorpe	Lotus 61M	1,598	BARC(Y)	Huddersfield			
136	Dale Cordingley	Lotus 61M	1,598	BARC(Y)	Menston			



Bronwen Waggitt in the beautifully prepared Brabham BT30, the car that held the hill record back in May 1992 in the hands of Chris Seaman

Dates for your diary



July MSA British Championship	7/8 July
Montague Burton (inc. bikes)	5 August
Summer Championship	26 August
Greenwood Cup	15 September
Mike Wilson	16 September

Keep in touch – see our website for pre-event information, meeting results and reports.

You will also find a great selection of photographs, video clips, history, how to start competing, links to our sponsors websites, BARC membership details, event regulations, entry forms and much more

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Explaining the classes

Here is a layman's guide to what the categories mean to help you understand what is going on. However, this is not a definitive set of rules – these run to numerous pages of fine print in the Motor Sports Association Competitors' Yearbook ("the Blue Book").

Road modified

Not less than 1000 of these saloon & sports cars must have been built each year. For kit cars etc this is 20 per year, but over 5000 of the basic engines must have been produced. These cars must be road going cars e.g. have tax and an MOT where applicable. Limited changes can be made to the body e.g. some parts e.g. the bonnet and boot may be replaced by other materials, but glass cannot be replaced by other materials. The basic silhouette of the car must remain, although some limited aerodynamic devices can be added. Interior trim must remain and all standard equipment must work. The engine may be modified, within limits. Tyres are limited to road going tyres from defined lists.

Modified production cars

Not less than 100 of these vehicles must have been made available through commercial channels in a twelve month period. The silhouette above the hub centres must remain unaltered, except for the bonnet and boot which may be modified. The bodywork may be made of different materials to the standard, but must maintain the original shape. The side and rear windows may be replaced with plastic. Modified front and rear spoilers/air dams are permitted. The engine must be identifiable as that fitted to the original model, but extensive modifications are allowed. Suspension changes are allowed with limitations. Slick racing tyres may be used.

Formula Ford

Formula Ford cars are cars built for a specific race series to ensure tight competition and to make sure that it is driver ability that shines through and not the size of their wallets. Harewood regulations stipulate that cars in this class must be built before 1994. The means that the engines are all Ford Kent type engines. No aerodynamic wings are allowed and tyres are also limited. Engine modifications are very tightly controlled/limited, as are suspension changes etc.

Sports Libre

Libre in French means free. In this category of cars the competitor is free to make a wide range of modifications and enter a wide range of cars not covered by other categories e.g. World rally cars, hillclimb supersport cars, GT1 sports cars etc. Tyre choice is open to the competitor.

Racing cars

Single seat open wheel race cars. There is no minimum level of production. Engine choice and modifications are not limited. Aerodynamic devices are also allowed. Tyre choice is open to the competitor.

Sunday competitors

Class 13 – Morgan Cars

Record: Steve McDonald – Morgan +8 3,500cc Time 65.68, 4 June 2006

No.	Driver	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
725	Tim Hill	Morgan 4/4	1600	MSCC	Leek			
14	Karena Carden	Morgan 4/4	1700	MSCC	Harrogate			
15	Philip St Clair Tisdall	Morgan +8	3900	MSCC	Shipston on Stour			
16	Jim Mountain	Morgan plus 4	2188	MSCC	Chesham			
17	Richard Smith	Morgan 4/4	1598	MSCC	Dronfield			
18	Paul Clarke	Morgan 4/4	3000	MSCC	Marton Under Needwood			
19	Peter Rafter	Morgan 4/4	1798	MSCC	Sheffield			
20	Nigel Ledger-Lomas	Morgan +8	3500	MSCC	Southport			
21	Joe Phillips	Morgan 4/4	1630	MSCC	Marlborough			
22	Paul Bryan	Morgan 4/4	1900	MSCC	Colchester			
23	David Gibson	Morgan +4	2198	MSCC	Co Durham			
24	Tim Ayres	Morgan +8	3999	MSCC	Sturminster			
25	Jane Hill	Morgan 4/4	1600	MSCC	Leek			
26	John Stephens	Morgan 4/4	1598	MSCC	Wilmslow			
27	Norman Wheat	Morgan 4/4	1498	MSCC	Harrogate			
28	Simon Baines	Morgan +8	3900	MSCC	Marple			

Class 14 - Porsche Cars

Record: Colin Belton – Porsche 993 RSR 3,820cc Time 63.19, 17 Sept 2005

731	David Pattison	Porsche 996	3600	PCGB	Lichfield			
735	Will Thomas	Porsche	3200	PCGB	Wootton			
739	Graham Rose	Porsche 924S	2500	PCGB	Newark			
740	Karl Lupton	Porsche 911S	2500	PCGB	Lincoln			
745	Stewart Whitmore	Porsche 911	3164	PCGB	Worcester			
746	Ben Evans	Porsche 911	3200	PCGB	Leeds			
31	Nick Taylor	Porsche 996	3600	PCGB	Birmingham			
32	Stephen Bassington	Porsche 924	2000	PCGB	Kent			
33	Simon Butterworth	Porsche Boxter	3200	PCGB	Bury			
34	John Biddulph	Porsche 911	3164	PCGB	Knutsford			
35	Derek Thomas	Porsche 911	3200	PCGB	Isle Of Wight			
36	Peter Roberts	Porsche 968	3000	PCGB	Shackleford			
37	Wayne Eason	Porsche 914	2400	PCGB	Nottingham			
38	Stuart Maclean	Porsche 924	2000	PCGB	Harrogate			
39	Chris Rose	Porsche 924S	2500	PCGB	Newark			
40	David Strange	Porsche 911S	2500	PCGB	Lincoln			
41	Jamie Martin	Porsche 924	2500	PCGB	Andover			
42	Jeff Archer	Porsche 911	3164	PCGB	Welwyn			
43	Ian Wadsworth	Porsche 911	2993	PCGB	Lincoln			
44	Robert Lancaster-Gaye	Porsche 964	3600	PCGB	Berkhamsted			
45	Charles Wardle	Porsche 911	3200	PCGB	Woodborough			
46	Geraint Evans	Porsche Carrera	2964	PCGB	Sheffield			
47	Colin Belton	Porsche 993 RSR	3820	PCGB	Warrington			

Class 20 – Reliant Sabre and Scimitar Cars

Record: Nic Bowman – Reliant Scimitar GTE 3,000cc Time 68.49, 9 Sept 2000

50	Stephen Abercrombie	Reliant Scimitar	2994	RSSOC	Telford			
51	Paul Turnbull	Reliant Scimitar GTE	2994	RSSOC	Huddersfield			
52	Craig Hughes	Reliant Scimitar	1860	RSSOC	Shrewsbury			
53	Bryan Crouch	Reliant Scimitar SST	1809	RSSOC	Newton-le-Willows			
54	Alan Furness	Reliant Scimitar GTE	3091	RSSOC	Bedlington			



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Stuart Whitmore's Porsche 911 Carrera

Class 1 – Road modified saloon & sports cars up to 1400cc

Record: Steve Foster- Peugeot 205 1360 cc Time 67.65, 4 June 2006

Bogey: 85.65

No.	Driver	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
57	Leslie Wilson	Citroen AX GTi	1360	NSCC	Manchester			
58	Richard Abrams	Peugeot 106	1294	DDMC	Wark			
59	Rhona Haslam	Mini Cooper	1380	AUTO 66	Scarborough			
60	John Hamilton	Fiat Cinquecento	1108	AUTO 66	Bingley			
H 61	Steve Foster	Peugeot 205	1360	BARC(Y)	Harrogate			

Sponsor – Select Group

Class 2 – Road modified saloon & sports cars over 1400cc up to 2000cc

Record: David Sykes – Peugeot 205 GTi 1905cc Time 67.48, 18 Sept 2005

Bogey: 85.48



764	Jonathan King	Peugeot 106 Gti	1600	NSCC	Nottingham			
776	Malcolm Pinder	Renault Clio	1990	BARC(Y)	Liversedge			
H 778	David Sturdy	VW Polo	1272	BARC(Y)	Bradford			
H 779	David Sykes	Peugeot 205 GTi	1905	BARC(Y)	Huddersfield			
64	Peter King	Peugeot 106 GTi	1600	NSCC	Nottingham			
H 65	Andrew Hewitt	Peugeot 306	1995	BARC(Y)	Daventry			
66	Nick Pamans-Smith	MGB Roadster	1800	NSCC	Swadincote			
67	Richard Windmill	VW Golf GTi	1800	NSCC	Preston			
68	Andrew Windmill	Renault Clio	1998	NSCC	Hucknall			
69	Robert Smith	Fiat Tipo	1995	NSCC	Tamworth			
70	Rich Stephens	Peugeot 106	1587	MID CHESHIRE	Manchester			
H 71	Russell Marsden	Renault 5GT	1397	BARC(Y)	Barnoldswick			
72	Alan Linington	Renault 11	1387	NSCC	Tamworth			
H 73	James Walsh	Renault Clio	1998	BARC(Y)	Blackburn			
H 74	Steve Mitchell	Citroen Saxo	1600	BARC(Y)	Huddersfield			
H 75	Mike Baxter	Renault Clio	1998	BARC(Y)	Great Harwood			
76	Matthew Pinder	Renault Clio	1990	BARC(Y)	Liversedge			
H 77	James Kerr	Peugeot 205 GTi	1928	BARC(Y)	Arthington			
H 78	Richard Vale	VW Polo	1272	BARC(Y)	Brighouse			
79	John Moxham	Peugeot 205 LAD	1905	BARC(Y)	Blackpool			



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Class 3 – Road modified saloon & sports cars over 2000 cc

Record: Jonathan Mounsey - Mitsubishi EVO 1997 cc Time 63.60, 17 Sept 2005

Bogey: 81.60

No.	Driver	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
82	Gareth Nutley	Reliant Scimitar	1809	RSSOC	Kings Lynn			
83	Alex Morton	Toyota Celica	2000	NSCC	Buxton			
84	Rob Wakelin	Subaru Impreza	1994	NSCC	High Peak			
85	Stewart Scott	Triumph TR4	2289	NSCC	Lincoln			
H 86	Chris Price	Sjorra XR4i	3700	BARC(Y)	Leeds			
H 87	Richard Pope	BMW E30 M3	2300	BARC(Y)	Wilsden			
H 88	Michael Walsh	Mitsubishi Evo6	1997	BARC(Y)	Clayton Le Moors			
89	Paul Anderson	Mitsubishi Evo7	1977	BARC(Y)	York			
90	Michael Smith	Mitsubishi EVO6	2000	BARC(Y)	Chester-le-Street			
H 91	Karl Jackson	Mitsubishi Evo IX RS	2400	BARC(Y)	Leeds			



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Richard Pope locks a wheel in the BMW E30 M3 as he enters Orchard

Class 4 – Road modified kit, replica and spaceframe cars up to 1700 cc

Record: Robert Bellerby – Sylva Striker 1600 cc Time 63.14, 19 September 2004

Bogey: 81.14

94	Mike Roe	TVR Vixen	1700	BARC(Y)	Newcastle upon Tyne			
95	Stephen Dennis	TVR Vixen	1700	TVRCC	Kirk Ella			
96	Graham Forsdyke	Raw Striker	1587	NSCC	Broughton Astley			
97	Bryan Hartshorne	Toyota Mojo	1600	CHESTER MC	Chester			
H 98	Greg Price	Caterham	1600	BARC(Y)	Sheffield			
99	Mark Laybourne	Westfield SEi	1600	AUTO 66	Darlington			
100	Michael Bellerby	Sylva Striker	1600	BARC(Y)	Harrogate			
101	Robert Warwick	Westfield SEIW	1690	BARC(Y)	Knaresborough			
102	Mike Smith	Sylva Striker	1700	BARC(Y)	Whitley Bay			
H 103	Robert Bellerby	Sylva Striker	1600	BARC(Y)	Harrogate			

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Class 5 – Road modified kit, replica and spaceframe cars over 1700 cc

Record: John Hoyle - Westfield SEiW 1998 cc Time 62.28, 5 June 2005

Bogey: 80.28

No.	Driver	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
915	Stephen Taylor-Edwards	Dax Rush	2000	NSCC	Egmonton			
106	Tony Abrams	TVR Tuscan	4997	BARC(Y)	Wark			
107	Stewart Lobbey	TVR Vixen S4	1760	BARC(Y)	Bradford			
108	Stephen Brocombe	TVR T350	3600	BARC(Y)	Ilkley			
109	John Simpson	TVR Sagaris	4000	BARC(Y)	York			
110	Gavin Prest	Westfield SEiW	1998	AUTO 66	Homsea			
111	Andrew Roberts	Westfield SEi	1993	BARC(Y)	Wennington			
112	Jeremy Sladen	Westfield SEi	2000	NSCC	Newark			
H 113	Tom Butler	Westfield SEi	2100	BARC(Y)	Ilkley			
H 114	Tony Hildreth	Caterham 7	2261	BARC(Y)	Tyne & Wear			
115	Dominic Allen	Dax Rush	2000	NSCC	East Markham			
116	David Greenwood	Westfield SE	1998	NSCC	Walsall			
H 117	Mike Tate	Westfield	2000	BARC(Y)	Hambleton			
H 118	John Hoyle	Westfield SEiW	1998	BARC(Y)	Harrogate			

Class 7 – Modified prod. cars excl. kit, replica etc 1400 cc up to 2000 cc

Record: Mark Waldron - Lotus Elise Turbo 1396 cc Time 60.51, 7 Oct 2001

Bogey: 78.51

924	David Sykes	Peugeot 205 GTi	1907	BARC(Y)	Huddersfield			
926	Mark Teale	Lotus Elise	1900	BARC(Y)	Bradley			
121	Ian Butcher	Lotus Elise	1800	NSCC	Barnsley			
122	Stuart Clough	Alpine A110	1796	BARC(Y)	Northallerton			
H 123	Martyn Stott	Lotus Elise	1796	WIGTON	Windermere			
H 124	John Moxham	Peugeot 205 GTi	1907	BARC(Y)	Blackpool			
H 125	Tony Hart	Renault 5GT	1397	BARC(Y)	Chilwell			
126	Bobby Fryers	Lotus Elise	1900	BARC(Y)	Bradley			
H 127	Vini Dobson	VW Golf	1999	BARC(Y)	Knaresborough			



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Vini Dobson saves tyre wear as he attacks the final corner at Quarry earlier this year.
Vini has taken two class wins so far this year

Class 8 – Modified production cars kit, replica etc over 2000 cc

Record: Simon Bainbridge – Audi S2 Coupe 2226Tcc Time 59.32, 11 Apr 2004

Bogey: 77.32

No.	Driver	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
932	Chris Mason	Jaguar E Type	4235	BARC(Y)	Riccall			
130	Fraser Jemmeson	Lotus Sunbeam	2158	BARC(Y)	Middlesborough			
131	Tim Kirkham	Alfa Romeo	3000	NSCC	Mansfield			
H 132	Haydn Spedding	Jaguar E Type	4235	BARC(Y)	Barnsley			

Class 9 – Formula Ford 1600 pre-1994

Record: David Bailey – Swift SC93F 1600 cc Time 60.95, 11 April 2004

Bogey: 78.95

134	Ryan Moran	Van Diemen	1600	BARC(Y)	Rochdale			
H 135	Peter Whittle	Swift FB 91	1600	BARC(Y)	Olley			
H 136	Jonathan Rhodes	Van Diemen RF87	1600	BARC(Y)	Scarborough			
137	Ian Thomas	Swift SC93F	1600	BARC(Y)	S Queensferry			
H 138	Frazer Graham	Van Diemen RF91	1600	BARC(Y)	Workington			

Class A – Modified production cars up to 1400 cc

Record: Robert Kenrick - Caterham 7 1137 cc Time 57.78.68, 2 Jul 2006

Bogey: 75.78

141	Nigel Cresswell	Fisher Fury	1298	NOTTS	Malvern			
142	Andrew Steel	Westfield	1299	AUTO 66	Harrogate			
143	Tony Brumfield	Sylva Striker	1299	BARC(Y)	Grimbsy			
146	Michael Clarke	Westfield	1398	NSCC	Derby			



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Tony Brumfield returns to Harewood with his Suzuki Hayabusa powered Sylva Striker

Class B – Modified production cars 1400 cc up to 2000 cc (merged with class C)

Record: Dave Kimberley - Caterham 7 1998 cc Time 58.33, 11 May 2003

Bogey: 76.33

148	Richard Carroll	Westfield	1999	NSCC	Leeds			
149	Terry Everall	Westfield	1548	NSCC	York			



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Class C – Modified production cars over 2000 cc

Record: Tim Coventry – Westfield S Eight 5300cc Time 58.17, 6 July 1997

Bogey: 76.17

No.	Driver	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
151	Chris Snell	Westfield GTS	1298	AUTO 66	Normanton			

Class E – Sports Libre cars up to 1400 cc (merged with class F)

Record: Ed Hollier – OMS SC1 1370 cc Time 55.36, 3 July 2005

Bogey: 73.36

H 152	Peter Green	Centaur Mk21	1200	BARC(Y)	Huddersfield			
H 153	Graham Smith	Van Diemen F X	1400	BARC(Y)	Pateley Bridge			
154	Les Procter	OMS SC4CF	1400	BARC(Y)	Cleckheaton			

Class F – Sports Libre cars 1400 cc up to 2000 cc

Record: Simon Fidoe – Pilbeam MP43 1998cc Time 54.77, 3 Jul 2005

Bogey: 72.77

157	Lindsay Mercer	Radical ProSport	1475	BARC(Y)	Burton On Trent			
158	Graham Midgley	OMS SC1B	1300	BARC(Y)	Nelson			
H 159	Jim Naylor	Ward WD9V	2000	BARC(Y)	York			

Class I – Racing cars over 600 cc up to 1100 cc

Record: Mark Budgett – Force 1080 cc Time 54.35, 7 Jul 2003

Bogey: 72.35

162	Paul Marvin	OMS Hornet	1000	NSCC	Leicester			
163	Allan Staniforth	Megapin 10	1098	BARC(Y)	Harrogate			
164	Simon Bailey	OMS 2000M	998	BARC(Y)	Skipton			
H 165	Dave Banner	OMS 2000M	1098	BARC(Y)	Nottingham			

Class J – Racing cars over 1100 cc up to 1600 cc

Record: Phil Cooke – Force PC 1585 cc Time 52.97, 2 Jul 2006

Bogey: 70.97

H 973	Clive Lightburn	OMS CF04	1370	BARC(Y)	Bawtry			
168	Dean Henson	OMS 2000M	1400	BARC(Y)	Poulton-le-fylde			
169	Bronwen Waggitt	Brabham BT30	1600	BARC(Y)	Boroughbridge			
H 170	Andrew Thorpe	Lotus 61M	1598	BARC(Y)	Huddersfield			
H 171	Iain Davidson	OMS Hornet	1400	BARC(Y)	Bathgate			
H 172	Peter Hamilton	Speads RM06	1299	BARC(Y)	Barnholdwick			
H 173	David Grey	OMS CF04	1300	BARC(Y)	Sheffield			
H 174	Dale Cordingley	OMS 2000M	1370	BARC(Y)	Menston			
H 175	James Blackmore	OMS CF04	1600	BARC(Y)	Harrogate			

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Class K – Racing cars over 1600 cc up to 2000 cc (merged with class L)

Record: Trevor Willis OMS CF04 1998 cc Time 52.59, 3 July 2005

Bogey: 70.59

H 978	David Newton	Pilbeam MP28/46	2000	BARC(Y)	Clitheroe			
178	Peter Newton	Pilbeam MP28/46	2000	BARC(Y)	Torrance			
H 179	George Bleasdale	Pilbeam MP88	2000	BARC(Y)	Scarborough			

Class L – Racing cars over 2000 cc

Record: Martin Groves – Gould GR55 3500 cc Time 49.99, 2 Jul 2006

Bogey: 67.99

182	Jon Waggitt	Gould GR37	3500	BARC(Y)	Boroughbridge			
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Reserves

H 801	Henry Moorhouse	Westfield SE	1600	BARC(Y)	Leeds			
802	Peter Rhodes	Van Diemen RF87	1600	BARC(Y)	Wakefield			
803	Tracey Cook	Subaru Impreza	1998	AUTO 66	York			
804	Andrew Henson	Jamun M89	1600	BARC(Y)	Rochdale			
H 805	Geoffrey Barker	Westfield SE	1700	BARC(Y)	Bradford			
H 806	David Lanfranchi	Van Diemen RF87	1600	BARC(Y)	Leeds			
H 807	Jonathan Dowding	Nissan Micra	1275	BARC(Y)	Burley			
H 808	Michael Hartley	Peugeot 205	1905	BARC(Y)	Birstall			
809	Roger Cousey	TVR Tuscan	5000	BARC(Y)	Morley			

KEY: H = Cubicle Centre Harewood Speed Hillclimb Championship

T (after engine capacity) = turbocharged, S (after engine capacity) = supercharged

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Mike Shorley *Chief Marshal*
phone 01977 780035
email: mshorley@hotmail.com

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