

# JUBILEE SUNDAY

Peter Herbert

Nostalgia, a wit once observed, isn't what it used to be, and to an extent that's true, an entire industry having grown up in its name. But while the Goodwood Speed and Revival, Silverstone Classic, Oulton Park Gold Cup, Cholmondeley Pageant of Power and Bo'ness Revival meetings have become annual affairs, the one off, the truly celebratory occasion, is always particularly special, and such was the second day of Harewood Hillclimb's two day Golden Jubilee weekend.

As during the previous day, the hard working coves of the BARC (Yorkshire Centre) had assembled a fine collection of cars and drivers that reflected speed hillclimbing at the Stockton Farm course during its first fifty years, whilst on part of the hill's upper slopes below the Hill Top Car Park Ilkley and District Motor Club introduced the noble art of production car trialing to an unsuspecting public. However, the main business of the day was the final round of the 2012 Harewood Hill Championship. So let the fun begin.

As a reluctant sun tried gamely to burn through early morning mist, the Mike Wilson Memorial Meeting (named in honour of the club's late long serving and larger than life chairman) began with the first of three MG classes, and it was newly crowned MG Cockshoot Cup Champion David Coulthard (no not him on the telly in the tight white trousers) who set the pace with a 71.90s climb in his Group 1 ZR160, almost two seconds clear of Christopher England's TF 135. A nail biting dice for last step on the podium (not that there was one) between Darren Porter (MGF), Ashley Woodward (ZS180) and William Sharp (TF160) saw them finish in that order with a mere 0.4s covering the trio. The winner's co-driver Helen Waddington was a plucky sixth a further second down.

The Groups 2 and 3 class saw High Peak veteran John Wilman (who took part in the very first Harewood Hillclimb in September 1962 aboard an MGA)) set a 75 00s winning time with his MGBGT. Graham Collier got his Midget to within 2.69s of the victor, with Alan Biggar's similar car a distant third.

Andy Walker's rapid MGB V8 blasted between the corners with a customary growl to secure the Groups 4 and 5 class, a 63.97s time almost two seconds quicker than Stuart Gilbert's GT version. The Sprite (how did it get in?) of Keith Egar was a very distant third.

There were only "deux" runners in the Club Alpine class, and it was the very pretty French Racing Blue A110 of Bob Gibson that took the honours with a creditable 66.96s ascent, almost six seconds faster than Jon Williams' Honda Integra R (not very French).

The first of the Harewood classes catered for Road Modified Saloons and Sports Cars up to 1400cc, and 2003 hill champion Mike Geen, Harewood School instructor and wife of Meeting Secretary Lesley "Shorty" Geen, left the rest for dead in the ex Steve "Foz" Foster Peugeot 205 with a 69.24s climb. Cooper S drivers Davids Smith and Taylor gave pursuit, but could only get to within a second and a half of the Team Geen patron, and were 0.77s apart.

The 2 litre class was keenly contested by Daniel Hollis (Honda Integra R) and 2007 & 8 Hill Champion Karl Jackson (Honda S2000) and the two were separated by only 0.66s, with Hollis' enjoying a 68.99s winning run. Sixteen year old Joe Jackson, son of Karl, was an impressive third less than a second and a half shy of dad, while Ian Butcher at the wheel of a well conducted Renault 5 GT was fourth.

A classic stand off between turbocharged all wheel drive mega nutter Japanese hardware and traditional two wheel drive sports cars unsurprisingly went the way of the former, with Richard Archbould's 65.40s opener in the Mitsubishi Evo 6 getting the nod. Paul Anderson was a delighted runner up with his standard Evo7 a second and a half astern, a practice entry into 66 second territory being the culmination of three years trying. Peter Sherratt (Porsche 944) and Peter Milne (Evo 9) disputed third place, with the Stuttgart machine just ahead by 0.55s. 1997 Hill Champion and School instructor Peter Herbert (Porsche 911) and David Lanfranchi (brother of the late Tony, who's Elva Mk6 set FTD at Harewood's very first meeting) at the helm of Graham Briggs' rally spec Triumph TR4, fought over the scraps, split by the Lancer of Graham Cox.

Harewood Championship front runner Henry Moorhouse pushed his Westfield hard to win the 1700 Road Modified Kit and Replica class with a fine 61.37s ascent, although Harrogate milkman Michael Bellerby kept the former motor cycle trials ace honest, just over a second adrift in the Sylva Striker. Les Golding brought his Caterham home third.

The Westfield of Simon Green set a 61.47s winning time in the unlimited class, shadowed by Paul Blackwell's Caterham R400, a second behind, and Simon Ambler's Caterham R Sport.

In the Road Going Specialist Cars class Emily and Quin Evans did battle in their shared Vauxhall VX220 and it was the lady who came out on top by a 0.31s margin with a time of 72.34s. Chris Thurgar-Dawson's TVR Taimar was third.

Although the man who had been leading the hill championship, Ben Lovell, secured the 1800 Elise and Non-ferrous Cars class with his Elise on 64.21s, all eyes were on Sarah Boswell. She had blitzed the class with a new record the previous day, and while the Sheffield driver was unable to approach that time on what was a significantly cooler day, her second place less than a second off the

winner was enough to settle the 2012 Harewood Championship in her favour, so becoming the first woman to do so in its 32 year history. The Elises of Graeme Laslett, Vic Lord, Chris Brooks and Tracey Taylor-West were not far behind, all covered by less than a second.

The first of the Modified Production Cars, up to 1400, allowed Ivan Russell to stretch the legs of his Cosworth BDH engined Anglia to good effect, a 67.15s run producing a 2.59s win over the notorious Roy Bolderson Mini, famous for its multiple roll coming out of Farmhouse some years ago. Colin Sutherland (Triumph Spitfire) and Andy Harrison (Cooper S) contested third, the former being a scant 0.2s faster.

Roger Kilty (1990 Hill champion, multiple British Sprint title holder and Harewood School Instructor) treated us to the bark of a wrung out BDG on the hill as, with customary neatness, he powered the blue Eaton's Yale liveried RS1800 rally car to a three second victory in the 2 litre class over Ronnie MacGregor's Honda S2000 with a 68.91s climb. David Exton (Toyota MR2) and Angela Jones (Peugeot 205 GTI) led the chase.

Reigning Harewood Champion Steve Darley (Subaru Impreza) set an electrifying 59.42s pace in the unlimited class to take a three second victory over 1991 Hill champion Richard Hargreaves (Mitsubishi Evo), who had been showing his mint condition Cooper S in the previous day's classic car display. John Stevenson (Impreza) and William Jarman (Escort Cosworth) were next up.

In the 1700 Specialist Cars confrontation it was the Sylva Striker of Malcolm McKay that took the silverware, a 62.35s run pipping the Sylva Riot of Chris Boyd by a narrow tenth of a second. Harry Moody's Westfield was third.

Jerseyman Mick Lancashire made the long trip across the water worthwhile by driving his Avon Sprint to a 0.52s victory over Mark Purdham's MJ Hosson-Bouler in the unlimited class in a time of 61.45s. Hill regular Mike Tate was a very close third in his Westfield, followed at a respectful distance by Darren Coleman (Sylva Striker0, and James and Howard Wilkinson in a shared Autotune Gemini.

Another Jersey driver won the 2 litre Sports Libre class when Len Amy (Mallock Mk 32) stopped the clock on 57.59s to see off the immaculate as ever OMS SC4 CF of Les Procter by a second and a half margin. Keith Hardy (Radical RS3) was third. The shared Radical Prosport of Stewart Loble and Dale Cordingly sadly succumbed to mechanical ailments in practice.

Metro 6R4 rally driver Chris Wise was in a class of his own in the over 2 litre division, being unopposed with a 67.38s climb.

Racing cars followed, and in the 1100 class it was Harewood veteran Graham Smith to the fore behind the wheel of his Pateley Bridge based OMS2000M,

crossing the line in 58.75s. David Garnet was a distant second aboard the Jedi Mk4, with co driver John Bunting a further three seconds adrift.

It was about now that the rain arrived, and what would Harewood be without it? So far first runs had established the results, with many drivers not risking their machinery during a second climb that was most unlikely to change the finishing order. This resulted in some unexpected outcomes as those running first in shared cars got a comparatively dry track while their co drivers did not. This led to some unexpected victories.

An early beneficiary was Robert Spedding, son of Jaguar driver Haydn and younger brother of Force pilot Richard, who was sharing a Swift FB91 in the Formula Ford class with Leon Bachelier's grandson Ben Tranter. In his first single seater season the former kart racer set a 67.25s mark that was not to be beaten, while Nicola Dearden (Van Diemen RF91), three and a half seconds behind, was rewarded by second place. Nicola's co driver Andrew Henson was a close third on an increasingly wet track, followed by Tranter and Bachelier (Mirage M5 – the JW Automotive created car having been assembled by Leon from boxes of bits).

The 1600 Racing Cars class was similarly affected, with first runner Lynn Owen's 58.14s ascent being eleven seconds quicker than husband Steve's in the wet. They shared the "works" OMS 25 which, despite the rain, clinched the 2012 Harewood FTD title for Steve by a single point. The remainder of the class elected not to run, including potential Mike Wilson Trophy winner Richard Spedding, who had retained his national number ten status for a further year at the previous weekend's Doune meeting following an epic drive in the damp in his Force.

Amy Tomlin's early run in the Pilbeam MP87, shared with husband Morgan Jenkins, sent her to the top of the 2 litre Racing class on 61.42s. John Chacksfield (OMS), Colin Birkbeck (Dallara) and Jenkins splashed their way up the course in Amy's wake.

2012 British Hillclimb Champion elect Trevor Willis was banned from bringing his OMS 25 V8 to the meeting by constructor Steve Owen to save it for the following weekend's series finale at Loton Park. However, Trevor was present, having been fixed up with a drive in Dave Aldridge's little 600cc OMS Hornet. However, Trev managed to blow the motor in Saturday practice, so was confined to the sidelines for the rest of the weekend.

Finally, yet another member of the fair sex won the Classic Racing Cars class when Bronwen Waggitt set a 61.63s mark in the beautifully restored ex Chris Seaman Brabham BT35 shared with husband John, sixteen seconds quicker than Peter Voight (Techcraft Buick) who ran in the rain. Peter Hamilton (Techno F3) fresh from filming at the old Crystal Palace track for Ron Howard's

forthcoming Hunt-Lauda film "Rush", Graham Briggs (Merlyn Mk11A) and Andrew Thorpe Lotus 51 slithered their way through the downpour to the top of the hill in vain pursuit.

So FTD and the Wilson Trophy went to the pleasantly surprised Channel Islander Len Amy. Fine reward for the Mallock driver's support for Harewood through the years.

To mark the hill's Golden Jubilee two demonstration runs of significant cars and drivers associated with Harewood were held during the day, one in the dry and one in the wet.

Fraser Nash racer James Baxter ran first in the ex Cecil Booth Fraser Nash Le Mans with Cecil's daughter Anne Hodgkiss, the car's owner, hanging on tight in the passenger seat as James give it big licks. This car appeared in Cecil's hands at the very first Stockton Farm meeting in September 1962. James later drove his own Fraser Nash Alvis single seater at an even hotter pace, with some tasty slides on the exit to Farmhouse to amuse the crowd.

Peter Westbury shared his 1964 British Hillclimb Championship winning Ferguson P99 FF with owner Stuart Rolt, son of Le Mans winner Tony before the car was withdrawn above a pool of oil.

Old car histrionics also struck Peter Westbury's 1963 British title winning Felday Daimler which Peter shared with owner Ron Welsh until gears proved hard to find.

However, the raucous ex David Harrison Cooper Buick, now owned by prolific collector Barry Wood, shattered the peace of the valley big style in the hands of Harrison and Jim Campbell.

Local rally drivers with Harewood connections followed, the first of which was Mini driver Nicky Porter at the wheel of BCJ 700B, the very Cooper S he hillclimbed forty years ago, and now shares with navigating legend Colin Francis on historic rallies. John Heppenstall, the man who helped introduce a caravan towing class to Stockton Farm and drove the first Harewood in a TVR Mk III, followed in his immaculate "Frogeye" Sprite.

Peter Smith, also present at the 1962 meeting with the very same Speedwell GT he had brought to Jubilee Sunday, was next on the hill; to be followed by Cleckheaton rally legend Bob Bean, still driving a Lotus Cortina Mk I with considerable verve and skill. Bob, now in his 75<sup>th</sup> year, was at Stockton Farm in '62 with a Hillman Minx, and on his dry run monstered the kerbs before putting on a fine display of controlled oversteer through Farmhouse. In the wet the Cortina got away from him through Chippy's and spun to a halt. No doubt that old rascal

the late Chippy Stross, after whom the corner is named, will have enjoyed that as he watched from above.

John Wilman, took a break from winning one of the day's MG classes to give a spirited demonstration in his BGT; to be followed by former big single seater driver Malcolm Dungworth aboard the ex Steve Simpson TVR Grantura.

Tony Bancroft, who began his hillclimbing career under the alias "Spotty Smith" due to parental disapproval of such activities, non started his beautiful AC Ace, although ran the previous day.

No historic motor sport celebration is complete without the ebullient Barrie Williams, and "Wizzo" was in fine form, getting Dennis Liversedge's BRM tuned Elan into some spectacular slides that culminated in a spin onto the grass at Farmhouse. Oliver Tomlin was more circumspect with late grandfather Phil Chapman's Chapman Mercury, which was also driven, for the first time in more than 20 years, by the car's current owner, Phil's daughter Sandra. This was yet another car that appeared at Harewood's first running.

Jaguar devotee Phil Bennett climbed his glorious Lister Jaguar with some enthusiasm, but sadly Geoff Gartside's Cooper 500 lunched a piston during warm up and was reduced to a static exhibit, around much there was much interest for small, and not so small, boys and girls wishing to have their photos taken sitting in it.

Alex Brown then drove one of the Reg Philips' early cars, the Fairley Mercury; Peter Voigt and former hill stalwart Jim Johnstone shared the former's Roy Lane constructed Tech Craft; David Gould drove the Gould Hart with which Chris Cramer won the British hillclimb Championship; while finally David Hepworth's sons Andrew and Stephen coaxed their late father's Cooper Chevrolet and Hepworth FF up the course, somewhat against its will.

Despite the meeting's wet conclusion it had been a very special and hugely enjoyable day, with many Harewood "faces" from both the past and present there to watch and reminisce.

It was interesting to hear what, in one word, Harewood means to them. "Challenging", "rain", "picturesque", "exciting", "technical" and "fun" were popular themes. But for most true Yorkshire hillclimb folk the word they were really looking for was "home".