

The Greenwood Cup Meeting – by David Coulthard

The penultimate meeting of 2011 at Harewood brought with it typically autumnal weather. Sunny intervals and intermittent heavy rain or showers served up some interesting results during the course of the day. With less than ninety competitors taking part, those who did attend were rewarded with no less than four timed runs. However, with the rain bouncing off the windscreen, occasionally that didn't seem like such a good idea...

Practice got underway promptly, on an initially damp track. However, mid way through the session, the rain came, just as the slick-shod single seaters took to the track. Picture "Bambi on Ice" and you'll get the idea. The first timed run took place before the lunch break and, broadly speaking, were on a wet track. The second run was damp, the third wet and the fourth dry. This gave the drivers many problems, as it was very difficult to judge just how hard one could push. Would the next corner be wet or dry, and how much grip would there be?

With no visiting championships, it was straight into Class 1. In 1A, the immaculate Mini Cooper S of David Taylor was the only competitor. David's best was a 72.69, some ten seconds quicker than his best wet time.

In contrast, Class 1B had no less than fourteen starters, making it the biggest class of the day. In the wet, me and the old MG ZR 160 held the dizzy heights of third, but gradually slipped back to fifth as the track dried. The Renault Clio Cup car of Simon Medley bobbed up and down from third to fourth in class, as the track conditions changed. But it was the Honda Integra Type R of Daniel Hollis that finally bagged the podium spot with a time of 68.77. The Peugeot 205GTi of James Kerr made an error on run two, which could have proved expensive and left James languishing in sixth place. However, a final run of 68.01 was good enough to net second in class, some three quarters of a second behind the class winning Peugeot of Mark Teale on a 67.30.

Richard Archbould and his Mitsubishi Evo 6, lay second in Class 1C after the first run, but a second effort of 66.60 was enough to beat the Evo 7 of Paul Anderson by a good couple of seconds.

The season long Moorhouse v Bellerby battle continued in Class 2A. Henry's Westfield SE was never headed and won the class on a 62.55, leaving Michael's Sylva Striker a second and a half adrift. In Class 2B, Simon Green dented his Harewood Championship hopes with a failed run during the best conditions of the day. His second 'damp' run of 60.91 was, however, good enough to take the class from Richard Paterson, but left him light on Harewood Championship points. Simon would have to wait twenty-four hours to find out just how costly today had been...

The TVR Taimar of Chris Thurgar-Dawson ran alone in Class 2D. His best, just under the eighty second barrier. Class 2E saw a full grid of Lotus Elise. Sarah Bosworth lead after the first run, but eventually slipped back to third in class with a best of 66.13. But surely, that would be enough for Sarah to take the Harewood Ladies prize for 2011? Sarah was another driver who faced twenty-four long hours of fingernail chewing! Chris Brooks was second on a 65.93, but once the track dried, no one could better John Graham in the supercharged Lotus Eleven. 64.05 the class winning time.

The Mini of Richard Casey took an easy win in Class 3A, whilst the Citroen Saxo of Kevin Hamilton was beaten back into second in Class 3B, by the crowd pleasing antics of the Ford Escort. Arm twirling Ben Grindey was at the wheel. Who needs a windscreen when you can look out of the side windows?

The Subaru Impreza of Steve Darley only made two runs, the first of which was good enough for second in Class 3C. However, with the main competition fallen by the wayside, Paul Martin and his Evo 6 ran out an easy winner on 60.63, almost seven seconds quicker than Steve. Harry Moody won Class 3F as he pleased in his Westfield SEi, with a 63.28.

Karl Jackson failed to start Class 3G in his Ariel Atom. This left the door open for Stephen Alexander to bag a third in Class. Mike Tate in his Westfield pushed hard all day, but could only manage second, behind the Purdy Hosson-Bouler of Mark Purdham. Mark's best was a 60.32, with Mike was just a couple of tenths behind, after a storming final run.

The Cordingley's, Dale and much faster daughter Sarah, were sidelined by a CV joint failure on their Radical Prosport in Class 4A, so Les Proctor in the OMS SC4 CF had an easy win over the Radical SR3 of Keith Hardy. 58.87 was Mr. Proctor's best of the day.

Another OMS triumph came in Class 5A, from where the 2000M of Graham Smith emerged victorious. 55.70 was good enough to beat the similar car of Roy Munro by over a second.

In the Formula Ford class, the Swift FB91 of Ben Tranter trailed home behind the Van Diemen RF91 of Andrew Henson. Andrew's 63.23 gave him a winning margin of over two seconds.

In Class 5C, Iain Davidson and his OMS CF09 had a day long battle with the shared Force PC of David and Peter Newton. Although he ran them close, Iain could do no better than third place, with a best of 55.81. David lost out to Peter in the final run, 55.45 against the winning time of 53.56. This time also netted Peter FTD and the Greenwood Cup.

In Class 5D, John Chacksfield (OMS CF04) had a second in hand over the Pilbeam of Oliver Tomlin. This also brought John maximum points in the Harewood FTD Championship, thus providing John with an unassailable lead in that competition. Finally, Morgan Jenkins took Class 5E in the mighty four litre Pilbeam MP97 he shared with Sandra Tomlin. Morgan also set second FTD with a 54.74 climb.

And so the day ended. A mixed bag of weather, but four timed runs sent everyone home happy and expectant, for what would the final round of the Championship bring? Only time will tell...