

Yorkshire Centre Report



PRACTICE DAY 29TH MARCH

A damp early start, blighted by gremlins in the timing system, soon turned into a bright, dry and action packed day. David Clay and his team of Time Lords eventually got to grips with the timing problems, which apparently were caused by a lightning strike!

62!! BARC member competitors turned out to blow off the winter cobwebs and get tuned in for the season. Once the track had warmed times began to tumble and in Paul Martin's case there was a veritable cascade. Using his Mitsubishi Evo's

performance to the max he had eclipsed current Harewood Champion Karl Jackson's record of 62.92 by almost half a second on only his third timed run, following this up with a further 3 sub record times before the close of play. Taking the challenge to Karl bodes well for a potential Championship head to head for the 2009 season as Karl goes for his hat-trick!

Most had a great value for money day with plenty of runs recorded. Notables at both ends of the scale being Henry Moorehouse "squeezing in" a record 14 runs in his very rapid Honda

engined Westfield. Whereas Dale Cordingley only managed 1 run as he succumbed to engine misfire problems with his Radical.



SPRING NATIONAL 12TH APRIL

A beautiful spring day greeted competitors and spectators for the traditional Easter Sunday season opener. The various back-room teams at Harewood have been busy over the winter close season with a much needed make over for the venue. Brand new signage and banners have been installed all displaying the new, very contemporary logo and branding for the venue. A new 3D track map has also been commissioned and is very effectively displayed for spectators to use at the 5 lecterns scattered around the hill. The very colourful and graphic map adds that all important third dimension, critical for giving a true representation of a hill that a "flat map" cannot. Further improvements designed to improve the spectator experience include new space age, no expense spared, hand driers in both ladies and gents toilets! And last but by no means least a new timing beam has been stationed on the approach to the Esses reducing the long sector from Start Line to Country Corner and providing further essential data for competitors. There were spectators in abundance too to enjoy the new improvements. The superb weather allied to a very active publicity campaign attracted a very healthy turnout, particularly bearing in mind the current financial doom and gloom. The new Harewood Marketing Team are very active this season and have a mandate to drastically improve spectator figures in spite of the current economic downturn. Some very innovative thinking has been applied to add extra attractions at forthcoming events including two Festival of Speed Weekends in May and June.

Practice runs got under-way on time albeit with a few notable exceptions. David Gray and Clive Lightburn failed to show due to an engine seizure collected at Practice Day. Similarly Dale Cordingley and daughter Sarah were resigned to being spectators for the day due to the mystery misfire still unsorted from Practice Day.

Runs throughout the day went pretty much according to plan with little delay. However there are always those whose over exuberance results in the odd little "off". Most notable of these was

Mansfield's Andy Walker in his freshly restored MGB V8. An excursion off track at Willow resulted in further restoration work being required, both to his car and to the marshal's post! The marshals weren't too pleased either as the impact spilled their freshly poured cuppas! Robert Warwick fared only a little better when he experienced a "tank slapper" exiting Farmhouse Bend in a late afternoon run. Robert seemed to collect the fishtailing car, but then ended the incident presenting the underside of the previously immaculate Westfield to the crowds as he beached up on the grass bank. Little damage was caused except to his pride of course!

The outcome of it all left Richard Spedding, long time E Type specialist, as FTD and Elite Systems Class J winner in his new Force single seater on 55.13 seconds. In the classes Paul Martin displayed the promise he showed at practice day by taking the Performance 5 sponsored Class 3 for Road Modified Production Cars over 2000cc win. In doing so he also bettered current Champion Karl Jackson's class record and the lead of the Harewood Championship. Not a

bad day's work all in all!

Records were broken too in the smaller engined up to 2000cc Thunder Road sponsored road modified class where David Sturdy took the class win from his long time sparring partner and car share buddy Richard Vale in their supercharged VW Polo. In doing so he also reduced his own record from 67.32 to 67.24 seconds.

Still on the subject of Production cars, in this case modified – non road going, an exciting day long battle in the Richard Eggar Insurance backed Class 7 left Tony Hart to take home the spoils in his Renault 5 GT Turbo ahead of a battling gaggle of Lotus Elises led by the ladies, Sarah Bosworth and Tracy Taylor-West, who narrowly pipped a fast improving Chris Brooks in his similar machine.

All in all a very promising start to the season as the BARC Yorkshire Centre looks forward to the first Festival Day event on 9th and 10th May including our usual visit from the British Hillclimb Championship.

Richard Vaughan (BARC Yorkshire)



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