



Yorkshire Centre Report

Now into the second month of 2010 the motor racing season is well and truly looming down on us. The BARC Yorkshire Centre here at Harewood Speed Hillclimb is eagerly anticipating the arrival of the first event of the new season, and with practice day just around the corner preparation activities are in gear.

With no events to report on at the moment, due to the lack of racing, news is a bit thin on the Harewood front. However, we are happy to announce that our brand new website, as designed by the marketing committee, is now in full swing. The team are updating the site regularly and will continue to do so throughout the season, so please keep checking www.harewoodhill.com for all of the latest news and information relating to the venue.

In keeping with the topic of technology, we've taken a big step towards the future with regards the entry system for our competitors at the Leeds-based course. After working furiously on developing an online entry system for some time, we can now tell you that it is very much nearing completion.

The online entry system will make things a great deal easier for everyone involved. From a competitor's point of view it will mean you can enter the events you wish to online; additionally, competitor's only need to enter their driver and car details once before then registering for the events they wish to contest. Following this, they will then be led to a secure credit card payment area where they can pay for the events they have selected. Once this method has been used, drivers will then be able to manage their account, update their licence, driver and car details, as well as viewing their event entry history online.

From an administration point of view it will mean less paper work, which in turn makes for

a better service provided to our competitors. Further information of when this system goes live will be available in due course. As with other news, please keep an eye on our website for updates.

In other news, we have recently announced a newly priced season ticket for the venue. For an astonishing £35 spectators and fans of the sport can gain access to all eleven rounds. This is a substantial difference to our previous season tickets and we hope you will all agree is a move in the right direction. We have already had interest from a number of people requesting season tickets, so positive feedback is coming in nicely.

Elsewhere, the Harewood Hillclimb Driving School dates have been confirmed for another year and places are filling up fast. As ever, our very own experts will be on hand to guide our school pupils up our impressive hill the best way they know how, making it a great opportunity for everyone involved.

As is usual at this time of year, changes are currently being made to the Hill, in preparation for the start of the season. With the marshal's training day taking place on Sunday 14th March, shortly followed by the annual practice day at the end of March, developments on the hill are in full swing.

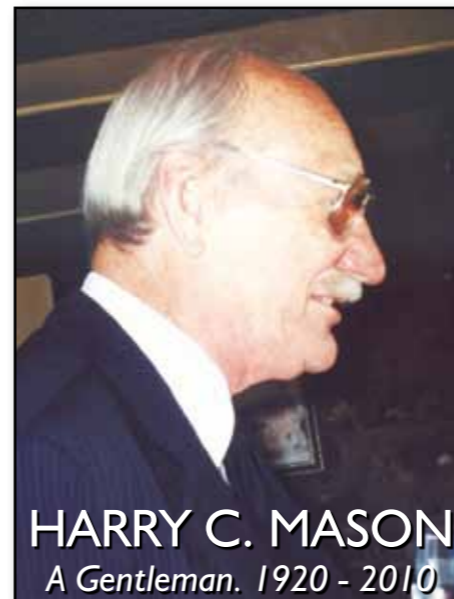
Some of you may be aware of the Festival Days we hosted at various rounds during 2009. After these trial runs last season there will hopefully be more in the way of these kinds of events throughout this coming season. I know from personal experience that more new people are venturing to our Hillclimb, and events such as these make it a nice venue to bring the family to with something on offer for everyone.

As we are still in the pre-season zone at the moment there isn't too much news about, but I hope you have enjoyed reading about our new

bits of information from the BARC Yorkshire Centre. I can't speak for everyone, but I'm definitely becoming rather impatient now waiting for the start of the motor racing season. With calendars coming in from all angles I've been sorting out my year and I'm now just awaiting training and practice day at Harewood.

It's shaping up to be another exciting year. What the weather has in store for us we don't know, but there's one thing for sure, it won't stop us enjoying our sport. We look forward to seeing you all at some point during the year at Harewood, where we'll be enjoying our motor racing along with the spectacular views.

See you soon,
Leanne Fahy



Harry Mason, bon vivant, raconteur, but above all one of nature's gentlemen who fittingly was born on St George's Day. A modest and retiring man who lived life to the full but who always had time for his family and friends and who would offer help when help was needed.

As a partner in Smithson Mason insurance brokers, he was well known and respected in the Leeds business world. Indeed he went into to the office every day, long after most of us would have been retired, but this was typical of the man - conscientious. He insured many exotic cars for Yorkshire Centre members over the years.

On joining the RAF in November 1938 he was based at 616 Squadron in Doncaster. Unfortunately there were no pilot trainee vacancies available so he became a fitter. Although

he passed the education test and medical for a pilot in 1941 he still was not able to find a training course. During his time in the RAF, as a fitter, he crewed for such famous names as "Cocky" Dundas and Douglas Bader. Harry who came under fire on more than one occasion narrowly avoiding injury [and I would love to have heard his remarks at the time] went on to work on Wellington bombers and was then posted to the Fleet Air Arm in South Africa.

He was demobbed in 1946 and passed his driving test at the second attempt driving a Morris 8 Sports. During the war Yorkshire Centre activities came to a halt and it was in 1945 that the Centre under George Carlise and C. D. Wilson was re-established. The Centre started to organise events again and on 1st December 1946 Harry, along with his close friend, Mike Wilson joined the the BARC. The Morris was soon replaced by a more sporting machine - a supercharged MG PA. - which Harry said " was a super looking car and not too fast for me in those days".

Harry, a keen MG supporter, next acquired a TA which lasted until the new TC was announced in 1949. He had considerable success in the TC teaming up with his fiends Mike Wilson and Dick Haley in similar cars. They took part in all the local events including the Scarborough Rally, The Sleuth's Mug, War of the Roses etc. and such rallies as the Bolton le Moors and Morecambe. All the team changed to TDs as soon as they were announced and continued their winning ways. The three entered all manner of events - trials, races at Croft, driving tests and club nights. Whilst waiting for his new TD Harry acquired the ex Phil Scrag H.R.G which he described as "a lovely car which he should have kept". Disaster struck when the TD was written off one dark night in

a spectacular accident on the Bolton le Moors Rally. A succession of motors followed the TD - Triumph Roadster, Jowett Javelin, two MG Y types, three Z types Cortina GT, which was used for hillclimbing at Harewood, Castle Howard and Scarborough and then a Triumph GT6. In 1954 he took part in the Alpine Rally with Allan Stross in an Austin Healey finishing fourth in class.

Harry joined the Yorkshire Centre committee in 1948 and became the Centre Secretary in 1956 a post he held for some 17 years until 1973 when he retired from the committee. He continued to attend Harewood meetings with this great friends ' Bing Crosby and 'Uncle' Bob North, who were to be found, in the car park, enjoying a picnic and a small glass of wine.

He enjoyed sailing and stories of the voyages with Peter Scott, Mike Kellet and Eric Brydon would fill a book.

Harry's love of flying led to his obtaining his pilots licence in May 1955 after winning a scholarship at the Yorkshire Aeroplane Club at Yeadon. He soloed after six and a half hours on an Auster J2. In 1997 at the age of 77 Harry had his first aerobatic flight in a Cessna Aerobat and this was the start, in 2000, at the age of 80 of Harry's competitive flying. He entered many British Aerobatic Association events using a Pitts S-2b based at Sherburn. His determination and precision have seen him out scoring pilots 40 or 50 years his junior. He came third in his class in the prestigious Tiger Trophy and in 2006 was presented with the Royal Aero Clubs "Old And Bold" Trophy" by HRH the Duke of York at the RAF Club In Piccadilly. Harry gave up flying in 2007.

To Barbara, Elizabeth, and all the family the Centre extends its deepest sympathy.