

YORKSHIRE CENTRE TIMES



June/July 2003

Issue No 96



Sitting low but riding high in the Harewood Championship is leader Mike Geen in his record breaking Class 1 1360cc Peugeot 205. Mike sits so low he has to peer through the steering wheel as pictured at Orchard.

Photo: Peter Cunningham

Harewood web site
www.harewoodhill.co.uk
www.harewoodhillresults.co.uk

CHAIRMAN'S LETTER



Welcome to a bumper issue of the Times. Five events down and we've seen some fine performances in the Harewood championship and a spate of record-breaking runs at the MSA British Championship rounds. Congratulations to all the record breakers, in particular to Adam Fleetwood for lowering the long-standing hill record, significantly!

Competing in the British championship has unfortunately kept me away from Harewood more than usual. However it is useful to see how we fare in comparison with the other national hills (believe me, we're not that bad!) and pleasing to see so many Harewood regulars doing well at this level.

Many thanks to the 'Time Team' for their efforts in developing the timing and results system. Also to the 'Groundforce' team for preparing the venue throughout the season, particularly in readiness for the July weekend. Finally to the men and women in orange for adding to a sociable weekend with a splendid barbeque.

Looking ahead, we are working hard on finishing and developing the results service (update included in this Times); preparing a proposal to resurface the track at the end of this season, a major project which will cost in the region of £100k; as well as looking at new ways of promoting Harewood. As usual, if you have any suggestions please shout!

Here's to the rest of a splendid season.

Tim

EDITORIAL



Dear Member

Congratulations to our new course and class record holders. We have been fortunate that our hillclimbs have been held in good weather (except for the odd splat), the timing is moving on and it seems we are not far away from our objective of having a top class system for competitors.

My thanks to the contributors of this bumper magazine, without their input it would be very bland. So if you have something you wish to contribute, please do so, it all helps towards a vibrant and interesting magazine.

The Schools this year have been a resounding success. The word seems to be getting around that it is a first class day and you learn correct lines and techniques. We have had record levels of participation this year.

On the back page is a list of useful contact numbers and email addresses regarding all the Club activities. If you use them you will be able to direct your enquiries to the correct person.

I look forward to a happy and successful conclusion to the rest of the season.

Pat

**Items for the next edition of the
'Times' to the Editor please by
15th September 2003**

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TOP GUN

Harewood Open Meeting - Saturday 10th May 2003

Brian Kenyon

James Blackmore may not fly fighter jets but his day job is that of an airline pilot, he was flying at Harewood when he undercut the Class J record and set FTD in his 1370cc OMS against some top class opposition.

The Saturday event was Round 2 of the Harewood Championship in addition to this we had many One Make classes which set the pulses racing in the 'old fogies' such as myself.

The first to put rubber to tarmac was the large Ferrari contingent. Nick Frost showed his class with yet another win in his 348GTC ahead of the ever smiling Richard Prior in his 348 TS. Richard was just a second adrift of first place man Nick. Peter Hayman had yet another eventful Harewood, this time his 512 TR got rather too intimate with the Recticel Barriers at Clark's creasing his front wing, and no doubt his wallet. In fourth place, not far adrift of the leaders, was new boy Chris Butler who drove very well to remain ahead of many more experienced drivers.

In the 12 strong Ginetta class, Bill Hutchins was close to the class record in the scruffy but effective G27 V8. Bill was ably backed up by co-driver Tony Luxton who was a second adrift of the record holder. A very creditable third was Stuart Harris in his small capacity 1796cc G21.

Among the three MG classes there wasn't a modern MG in sight. The first class for Standard Cars fell to the MGB GT of Jonathan Beresford on 77.39s. Allan Inwood's much used Midget was over 3 seconds ahead of second place man Nick Phillips' MGB in the Road Modified cars.

In the Full Race category, James Thacker in his circuit race Midget led the V8's of Terry Pigott and John Rose. James suffered all day from a soft front damper. This compromised the handling of the car somewhat.

Class 16 was for TR's and dad Ronnie Clayton was ahead of lad Paul in the family TR4A, their nearest pursuer was Roderick Warner who was nearly 2 seconds adrift of the 2nd place man.

Stuart Bullas set a new Austin Healey class record, his 3rd run undercutting the previous mark by 0.42s. Ralph Hayward slotted into 2nd place in his similar Sprite Mk1, just ahead of Stuart's co-driver Robin Johnson in their familiar yellow Mk1 Sprite, the big Healey's in the class not on the podium.

New record holder and Harewood Championship leader Mike Geen may sit low in the Peugeot but he is currently riding high in the championship. So much so that I keep asking him what he is going to spend the championship winning prize money on, even at this early stage in the season! John Ellison just managed to keep the pretty Elan Sprint ahead of previous Caterham Academy winner John Gaw who was sharing wife Samantha's Renault Clio Cup. John, despite his lack of Harewood experience (second time at Harewood) ran the leader close just 0.12s adrift while Russell Herring was third on 71.54s in his Peugeot 205 GTi. Showing that you actually learn something by attending the School, Chris Brown in his Subaru Impreza won Class 3 in 71.94s with Michael Burdon just a little in arrears in the 911RS on 72.32s.

You can almost predict the result for Class 4. Dale Cordingley took his customary class win but only just ahead of the hard charging Robert Bellerby. Robert Warwick was 3rd and Mike Smith 4th, respectively driving 1600 Caterham, 1294 Sylva Striker, 1690 Westfield and 1700 Sylva Striker. The class not quite achieving the heady entry levels of the past.

Having fitted new 15" wheels and tyres to the blue 2 litre Caterham, in place of the usual 13", Richard Vale headed Class 5 in front of the Westfield of Peter Walker.

Richard Semley took his customary win in Class 6, his Vauxhall Nova heading the Mini of hard trying Roy Bolderson while Joe Harriman in an ex-Miglia car was third. Michelle Semley backed up hubby with a secure 4th place.

Neil Stokes' 2000cc Vauxhall Astra, despite only taking 2 runs, mechanical failure stopped his third, just headed the pristine 1600cc VW Polo of Nick Wilson by the extremely narrow margin of 0.02s.

Class 8, had only 2 runners, Simon Bainbridge in the ultra powerful Audi now with wider wheels and tyres made mincemeat of his opposition in the form of Claude Spencer's V8 MGB.

Four cars contested the Formula Ford class and Mick Moore kept his Van Diemen ahead of Steven Davies' Swift. I can remember entry levels of 25+ in the past. Have all the cars and drivers gone circuit racing?

Class A was reduced to one runner when the MK GTi of Justin and Les Thurkettle broke again. Bill Murray only achieved one run in the Fairthorpe Electron, his time of 86.53 the slowest

class win of the day. Things started to hot up in Class E & F merged, Les Procter in his twin engined OMS headed the Radical of Graham Smith. Both cars looked like miniature Le Mans cars.

John Chacksfield in the striking red and yellow OMS secured Class I while in Class J James Blackmore was very much on form, on his 2nd class run he lowered the previous class record by 0.05s. Such was his pace that he secured for himself FTD ahead of the more powerful cars of Class K winner Andrew Henson and Class L leader Ray Rowan.

So James took yet another FTD at Harewood ahead of Andrew who had set FTD in April while 3rd was Ray Rowan out for the first time this year.

Rain late in the afternoon meant that many drivers did not bother to take their third runs as no improvement was possible.

RESULTS

Cl	Name	Car	Time
10	Nick Frost	Ferrari	67.29
11	Bill Hutchins	Ginetta	63.44
15a	Jonathan Beresford	MGB GT	77.39
15b	Allan Inwood	MG Midget	70.77
15c	James Thacker	MG Midget	66.50
16	Ronnie Clayton	TR4A	71.81
18	Stuart Bullas	AH Sprite	69.95R
1	Mike Geen	Peugeot	69.56R
2	John Ellison	Lotus Elan	70.62
3	Chris Brown	Impreza	71.94
4	Dale Cordingley	Caterham	64.88
5	Richard Vale	Caterham	66.61
6	Richard Semley	Nova	66.70
7	Neil Stokes	Astra	65.94
8	Simon Bainbridge	Audi S2	63.37
9	Mick Moore	Van Diemen	62.95
A	Bill Murray	Fairthorpe	86.53
E+F	Les Procter	OMS SC	60.32
I	John Chacksfield	OMS	57.42
J	James Blackmore	OMS	54.97R
K	Andrew Henson	Pilbeam	55.24
L	Ray Rowan	Toleman	55.06
FTD	James Blackmore	OMS	54.97

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Baseball Shirt Mens	S/M, L/XL	£ 12.00			£
Baseball Shirt Ladies	M/L	£ 11.00			£
Polo Shirt Mens	M,L,XL	£ 13.00			£
Polo Shirt Ladies	12,14,16	£ 13.00			£
Sweatshirt	M,L,XL	£ 15.00			£
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Fleece	M,L,XL	£ 25.00			£
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Prostyle Cap (Adult)	-	£ 7.00			£
Cap Child	-	£ 5.00			£
Cargo Beanie	-	£ 10.00			£
Holdall	-	£ 18.00			£
Document Case	-	£ 9.00			£
Harewood Patch	-	£ 3.50			£
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FLEETWOOD MAX

May Championship Meeting - Sunday 11th May 2003

Peter Herbert

As Andy Priaux sat on the Enna Pergusa startline beneath a hot Sicilian sun about to take part in round three of the European Touring Car Championship at the wheel of a factory supported BMW, the last thing on his mind was the fate of probably his last outright hillclimb record. Which was probably just as well, for a thousand miles away another young charger was about to take it for his own.

The only things in common between a 1100cc motor cycle powered OMS and an ex-Indy Car engined Gould are four wheels and a seat, but Adam Fleetwood has come to terms with the extra 370 odd bhp with an ease only youth and talent can bring.

At Stockton Farm's first British Hillclimb Championship meeting of the season, and in changeable weather conditions, the Shropshire driver saw off all his vastly more experienced challengers to win the opening Top Twelve Run Off and set a new 51.12s outright hill record with an inch perfect display of controlled aggression, 0.62s inside Priaux's eight year old mark.

But on the second run off, beneath gathering rain clouds, Fleetwood blew it. Determined to enter the fast Willow right-hander even quicker than before, a dab on the brakes resulted in locked front wheels, no turn-in and a trip into the cheap seats.

As ever, defending British Champion Graeme Wight Junior chased hard in his smaller engined Gould, and on the first shoot-out was also inside the old hill record, but 0.61s adrift of the winner while Tim Mason's mighty Gould-Judd was third, a further 0.79s behind.

By the time Fleetwood had been dug out of the barriers, and the next couple of second Run Off qualifiers had taken their runs. Large spots of rain were descending, which was not a good time for Mason to require a push start. Unfortunately, as 650bhp of V8 burst into life, plucky marshal Jan Jagger was swept off her feet and suffered a dislocated shoulder.

After further delays, as the ambulance took Jan to hospital, the rain had really set in and those awaiting their ascents returned to the paddock for wet rubber. The track never recovered from the downpour, and although Roger Moran set the best wet time in the Pilbeam MP88, it was son Scott who took the win, to the delight of his mother. Other dry runners also benefitted from the sudden rain and it was the 2 litre OMS of Trevor Willis that was the runner-up, only 0.45s shy of Moran, with Guernseyman Mike Dean third, a further 0.18s back in his Gould-Judd.

Opening the class runs were Triumph TR's and it was the neatly conducted TR4A of Paul Clayton that set the pace, 0.71s quicker than dad Ronnie who was sharing the car. Neil Sawyer, the man who almost demolished a paddock full of Ferraris the previous day, took third in his TR8, 1.71s further astern.

This year's Harewood Championship leader Mike Geen warmed to his task by scooping a masterful six second win in the 1400cc Road Modified class over David Lanfranchi's Midget. The Harrogate based Peugeot 205 looks to be well on course for the title, even this early in the season.

Of the 2 litre runners, it was John Ellison's tidily driven Elan that was to the

fore, three seconds faster than the mysterious 'Fred' in the Clio. Anthony Collett's MG Maestro held off the MG ZR160 of Helen Waddington for third place.

John Gallagher's turbocharged Nissan Sunny won the unlimited class a couple of seconds clear of David Sykes' Peugeot 205 GTi Turbo.

The Road Modified Kit dust-up was fought out between the usual suspects, and it was the Caterham of Dale Cordingley that secured a 1.31s victory over monthly adversary Bob Bellerby's Sylva Striker. Mike Smith's larger engined Striker was a close third despite the close attentions of Dale's daughter Sarah sharing the family Seven.

The over 1700cc division saw Richard Vale's Caterham 3.66s quicker than Skipton Sexagenarian Bobby Fryers' Elise 190, the move from front wheel drive to mid engine still causing some understeering moments.

Barnsley based Nova protagonist Richard Semley was made to work hard for his 1400cc Modified Production - Excluding Kits class win. Mini men Roy Bolderson and Joe Harriman pushed the Vauxhall hard, a second apart.

A merged 2 litre and unlimited class was the location for another Bainbridge - Spedding battle, and this time it was the tricked-up Audi Coupe of Simon Bainbridge that emerged ahead of Spedding Boy Wonder Richard in the family Jaguar, a mere 0.45s separating the two. Haydn Spedding was two seconds slower than his son in the shared E Type and Nick Wilson kept them all honest in fourth place in his diminutive Polo. Driving in only his second ever hillclimb, Nick was victim of a cruel merger and had scored a fine second in class the previous day on his competition debut. Driver of the Day at the April Harewood School, and with the benefit of

a Russ Cockburn screamer beneath his bonnet, here is a guy to watch.

Steven Davis made the journey up from pie country worthwhile to clinch a 2.55s Formula Ford win in his Swift. Bob Carrick's Reynard was the man from Melton Mowbray's closest pursuer, while Morgan Jenkins' Ray was third.

And so to the RAC MSA classes and as usual, they attracted some seriously rapid Leaders Championship contestants. The lone Modified Production runner was the 2 litre Caterham of Richard Homer and Dave Kimberley, several other entries having fallen victim to Barbon Manor the previous day. Kimberley was on a mission, with Tim Wilson's three year old record in his sights. A quick first run of 59.64 showed he meant business, then a fearlessly committed second attempt stopped the clock at 58.33s, the Demon Tweaks employee 0.37s inside Tim's target.

The close-knit band of Hillclimb Super Sports drivers arrived at Harewood in good form and Worcestershire builder Mark Goodyear did the business in the Vision. Matthew Harrison got closest to the victor but the Mallock was 2.46s shy. Piers Thynne was a close third at the helm of another Mallock.

Sports Libres up to 2 litres followed, and it was seasoned campaigner Ian Fidoe in his Pilbeam MP43 who set the quickest time. However, it was a delighted Les Procter who led the chase with a personal best time in the 'bimotore' OMS sports car, 1.70s behind the leader. Chris Guille and Paul Sandford squabbled over third place with the Guernsey domiciled Mallock a scant 0.11s quicker than the OMS.

Mike Sidgwick's radical Morgan +8 ran alone in the unlimited class. The whisper in the paddock is that a Group CN Lucchini is about to join this continental hillclimbing converts stable shortly.

Single seaters now took to the track and Adam Steel secured 600cc honours in the shared family Martlet with Tony three seconds down. The 'full on' Mark Budgett or 'Big Budget' as his rivals unkindly refer to him, is an awesome sight, the stiff Force chassis lifting a front wheel as the diminutive 1040cc Suzuki punted him out of the tighter corners. A 0.77s win over the OMS of Martin Vesty kept the Chinley Charger's Leaders hopes alive with John Chacksfield a close third in the OMS, a further 0.30s behind. But Adam Fleetwood's 1100cc record remained untroubled.

A rare spin in the Esses on his first run saw our new Chairman Tim Wilson having to mentally regroup for the second ascent and a more circumspect climb allowed James Blackmore through for a 1600cc class win and a Run Off place in the OMS, with British Hillclimb Championship points to follow. Two seconds off the pace, Tim nevertheless shook off his car's builder and co-driver Steve Owen by 0.64s with Johnathan Varley trailing the yellow OMS by almost two seconds in the elderly March.

The highly competitive 2 litre class turned into the usual duel between Trevor Willis in the OMS-Vauxhall and Ben Butterfield in Leon Bachelier's Dallara-

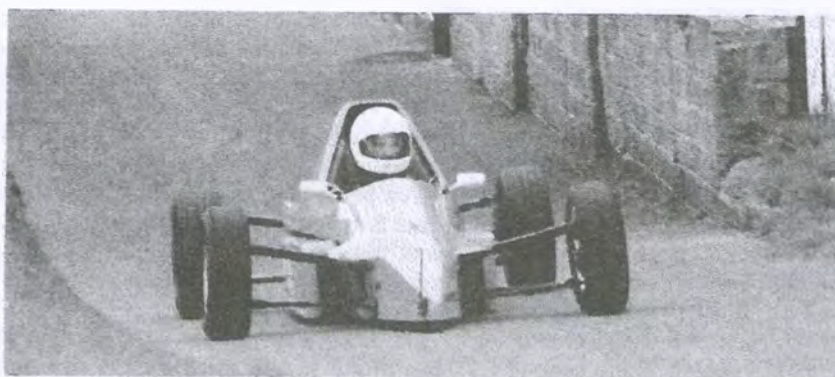
Gould-Vauxhall. This time it was Willis who earned the laurels, 0.41s clear of the former Mini driver, with Bachelier a fine third staving off Andrew Henson's Pilbeam by just 0.15s. Unlimited class winner was Wight Junior, a scant 0.13s ahead of Fleetwood, with Roger Moran a further 0.51s down.

But the day belonged to Adam, with the first of what will no doubt be many British Championship Round wins and course records.

RESULTS

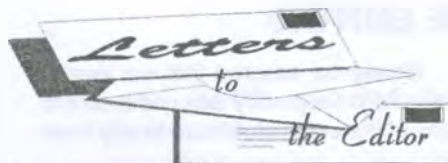
Cl	Name	Car	Time
16	Paul Clayton	TR4A	70.93
1	Mike Geen	Peugeot 205	68.92R
2	John Ellison	Lotus Elan	71.48
3	John Gallagher	Nissan Sunny	70.13
4	Dale Cordingley	Caterham 7	64.39
5	Richard Vale	Caterham 7	66.71
6	Richard Semley	Vauxhall Nova	66.49
7+8	Simon Bainbridge	Audi S2	61.80
9	Steven Davies	Swift FB90	63.31
A+B	Dave Kimberley	Caterham 7	58.33R
D	Mark Goodyear	Vision V86	59.06
E+F	Ian Fidoe	Pilbeam MP43	57.72
G	Mike Sidgwick	Morgan +8	64.62
H	Adam Steel	Martlet DM8	59.94
I	Mark Budgett	Force	56.21
J	James Blackmore	OMS 2000M	55.33
K	Trevor Willis	OMS 2000V	53.90
L	Graeme Wight Jnr	Gould GR51	52.35
FTD	Adam Fleetwood	Gould GR55	51.12

(Course Record)



Driving a Swift FB90, Steven Davies was the winner of the Formula Ford class.

Photo: Steve Wilkinson



Dear Pat

Thought you might like to know that I attended your hillclimb school last September (or was it August?) - the first motor racing I have ever done.

My first event was on the Greenwood Cup Saturday and I really enjoyed it. However, my times, and those on the March test day, were a bit disappointing in comparison to the majority of class 3.

On Friday 9th I took out the video tape of the hillclimb school and watched it about four times, re-running many of the instructor discussions of the comers. On Saturday 10th I won my class!

My car's only modification is a sticker on the side door -so it goes to show that anyone, with a bit of instruction, can do well.

Regards

Chris Brown

Dear Pat

This is getting weird. No sooner do I learn that Tim Wilson and I rallied together 37 years ago, I now read that David Coulthard's uncle is Jimmy Blumer (Yorkshire Centre 'Times' April-May 2003).

In Darlington there is a rather fine traditional ale house called 'Twenty Two' and, on the odd occasion I am to be found there amusing my chums over a pint or two. In a corner, surrounded by pals of his own, a rather bohemian bunch as I recall, sits a large gentleman with shaved head probably in his early seventies. Inevitably

with a beer in one hand and cigar in the other, this fellow first attracted my attention when I noticed a BRDC badge on his lapel. Now there are not too many British Racing Drivers Club members in Darlington and you have to be a fairly hot shoe to be admitted. This was Jimmy Blumer.

A subsequent dive into my book collection and a few discreet enquiries turned up some fascinating facts about Mr Blumer. An accomplished rally driver, having taken part in the Monte Carlo, Tulip, Alpine and RAC internationals with an XK120 amongst other cars, he moved on to hillclimbs, sprints and autocross, before going circuit racing in an MG TC. Lotus 11 and 24, Cooper Monaco and a series of racing saloons followed and with Peter Proctor, Jimmy drove a works Sunbeam Tiger prototype at Le Mans in 1964.

An impressive result list includes a win in the 1962 Brands Hatch 6 hours race with Mike Parkes in a Jaguar MkII 3.8.

Sadly I have never had the nerve to go up to him for a chat, much as I would love to do so. One of my ambitions is to have a story published by 'Motor Sport' and what a subject Jimmy Blumer would make. So many tales to tell. Perhaps one day, before its too late, I will have the courage to approach the great man.

The trouble is he is probably happier with his pint, cigar and drinking companions than appearing in a car magazine.

Will these coincidences never end?

Regards

Peter Herbert

LETTERS TO THE EDITOR

Date: Thursday, May 01, 2003 9:05 AM

Dear Pat

Just a quick note to pass on to the committee. I feel that the removal of free tickets for the driver has gone just a little too far. You have put the entry fees up to start with by £5, the gate fee has gone up by £2 or £3, and then you take off our Pit crew tickets also leaving only one ticket for guests, mechanics, family and friends.

It might not seem much to you but you are hitting the driver very hard and without the drivers there is no Harewood. My father always comes to take times and help with my car, my girl friend would also like to come to support me. I now also have to pay for her. I am seriously thinking of giving up racing at Harewood as other venues are now looking more attractive price wise.

I do enjoy racing at Harewood so please give this matter some serious consideration.

Yours
John Tooby

Dear John

Thanks for your email concerning entry fees and admission to Harewood.

Firstly, entry fees have unfortunately had to be increased for 2003. We were keen to keep any increase to a minimum but had to cover the increased costs from the MSA, for permit and insurance fees and a 50% increase from YMAS for ambulance cover. We also monitor our entry fees against other comparable events and are confident that Harewood still offers good value for money - we give more miles per £ than any other major hillclimb.

Please be assured that we always endeavour to keep entry fees under control - many of the committee have to pay them too!

Your main point concerned admission to the venue. We felt it necessary to review our policy with regard to the issue of tickets to competitors.

Although we value and wish to encourage the family atmosphere at Harewood, we need to manage our income carefully if we are to continue to invest in the venue and its facilities. We have invested heavily this winter in the results timing system and need to resurface the track at the end of this season which we estimate will cost about £60,000.

We will continue to issue 4 tickets with every entry this season - the tickets are intended for use by competitors and their family or helpers.

Everyone, including competitors, may be asked to show their ticket on arrival.

We look forward to everyone's co-operation.

Regards
Tim

ADVERTS, ARTICLES, LETTERS

***are always required for the
'Times'.***

***All articles from members are
welcome.***

***Remember - if we don't know
about it, we can't print it!***

ANNUAL COMPETITIONS

NAME	09-0	30-0	13-0	10-0	11-0	08-0	05-0	06-0	TOTAL
Cordingley Dale[4][C]	0	3	6	6	6	6	0	6	33
Hardcastle Richard [O]	3	3	3	4	3	6	7	3	32
Dalrymple David [O]	3	5	5	4	3	3	4	3	30
Bellerby Robert [C]	0	3	5	5	5	5	0	5	28
<i>Kenyon Brian [1][O]</i>	0	3	3	5	3	3	6	5	28
<i>Walker Peter [2][M]</i>	3	4	4	4	3	3	4	3	28
<i>Wride Graham [3][O]</i>	3	5	5	7	3	3	0	0	26
<i>Kenyon Pat [1][O]</i>	0	4	4	4	3	3	4	3	25
Vesty Martin [C]	0	3	6	0	5	5	0	5	24
Henson Andrew [C]	0	0	6	5	3	5	0	3	22
Warwick Robert [C]	0	3	4	4	3	4	0	3	21
Davison Keith [O]e	3	4	4	0	0	0	4	3	18
<i>Walker Daphne [2][M]</i>	3	4	4	0	0	0	4	3	18
Wilson Tim [C]	0	3	5	0	5	0	0	5	18
<i>Wride Carol [3][O]</i>	0	0	0	4	3	3	4	3	17
Cordingley Sarah[4][C]	0	3	3	0	3	3	0	4	16
Naylor David [O]	0	4	3	0	0	4	0	3	14
Hooper Richard [O]e	3	4	3	0	0	3	0	0	13
Short Phil [C]	0	3	0	0	0	0	0	5	8

State of play up to and including Sunday 6th July 2003

THE PEARCE TROPHY (Marshals/Officials Only)

Leading	Richard Hardcastle	32 Points
Second	David Dalrymple	30 Points
Third =	Brian Kenyon	28 Points
Third =	Peter Walker	28 Points

THE KEN LEE TROPHY (Competitors Only)

Leading	Dale Cordingley	33 Points
Second	Robert Bellerby	28 Points
Third	Martin Vesty	24 Points

THE FIRTH BOWL (Lady Marshals/Officials Only)

Leading	Pat Kenyon	25 Points
Second	Daphne Walker	18 Points
Third	Carol Wride	17 Points

THE CHIPPY-IOLA VASE (Everyone Eligible)

Leading	Pat & Brian Kenyon	53 Points
Second	Sarah & Dale Cordingley	49 Points
Third	Daphne & Peter Walker	46 Points

Head case!

Dale Cordingley

After the winter engine upgrade, the April Harewood meeting brought a first in class for me and 4th for Sarah, but the real battle was to be fought at Aintree a week later.

First practice on the Saturday saw Sarah some 1.4 sec behind me and 1.5 sec ahead of the next competitor in our class. Practice two saw the gap between us narrow to 0.9 sec and open up to 2.5 sec to the next guy. I had tipped Sarah to beat me here, but I wasn't going to make it easy for her!

So both of us were on pretty good form and we eyed each other up for the timed runs. First out, Sarah throws down the gauntlet with a 51.96 sec, only 0.3 sec shy of my class winning time last year! I replied with a 51.5 sec run. At that stage we are 4 seconds clear of the next man.

As we waited for run two the rain started and this takes the pressure off me. Sarah crosses the line on Railway Straight at 119 mph, faster than I did in the dry! These kids have no fear! She manages a 55.5 sec, some 6 seconds ahead of our nearest rival. That looks a tough one to beat in the wet. But then the engine lets go in a big cloud of smoke! A rather sheepish Sarah coasts round to the accompaniment of what sounds like a bag of spanners being shaken, and the car blowing perfectly formed smoke rings. They say smoking kills this one already had!

It was clear that we had no choice but to load the trailer and head for home, but safe in the knowledge that we had taken a one two at Aintree for the second year running. Sarah is convinced that I had a detonating device strapped to the engine to stop her beating me.

So what had gone wrong? Was it a problem with my winter engine upgrade? And would we be able to compete at Harewood in the two May meetings, two weeks later? Luckily there was a long weekend in between to work on the engine.

On Sunday the tool box came out and the head came off. What a mess! After studying the debris it was clear that it was nothing to do with this winter's work, phew! A valve seat had come out, held a valve open, so that the piston could do its worst. The head of one of the valves had then been snapped off and this in partnership with the piston had bent the other three, then rammed the valve head up the inlet port at 90 degrees. Whilst this little lot was going on, the piston crown was being re-sculptured and the liner cracked in two places.

The head was scrap, 40 hours of painstaking work down the pan. Many of you will have seen the result on display at the Saturday May meeting. This second hand three cylinder head is now for sale, 75% efficient any takers?

The main problem was getting the parts in time, particularly the head and forged piston. After much phoning around, I located a suitable bare head and hassled the forged piston manufacturer to send me a replacement. Long hours over a long weekend saw the engine back together and in the car.

After a few comic episodes, including oil filling up the four deep spark plug holes, because I had put the cam cover gasket on the wrong way round and a disconnected oil pipe shooting oil about 10 foot in the air and all over the front of my garage, I managed to complete the work in time.

Saturday May 10th arrived and as I unloaded the trailer at Harewood, I thought it might be prudent to drive the car up the road to make sure that everything was ok, as time had not allowed a test drive before! Luckily all seemed well.

Both Saturday and Sunday proved that the car was in good form, delivering

two class wins, the second one just 0.23 sec adrift of the class record. Can I get the record from Dave Banner this year? I will be trying.

Oh, and what about a rematch at Aintree? That's on the cards for the end of June, hopefully without the pyrotechnics and bag of spanners this time.



Harewood Championship Leading Lady Sarah Cordingley applies opposite lock in the Caterham as she approaches the finishing line at Harewood.

Photo: Steve Wilkinson

MG Racing

David Coulthard

As you may recall, I've entered the M.G. Car Club's "Mayflower M.G. Trophy" race series, for full race M.G. TF sportscars and ZR hot hatches, plus road-going MGF sportscars. Here's the story of my first three races:

Round 1 - Silverstone (National Circuit). The day of my debut dawned bright and sunny. I know exactly how the day dawned, as I'd been wide awake for

most of the preceding night. The nerves subsided as qualifying got underway, but I still spent most of the day in the toilet (too much information?). I was pleased to qualify 17th out of 23 cars. It sounds OK (doesn't it?), but actually I was last of the TF's and ZR's, with just the road-going MGF's behind me.

You get asked odd questions, as a racing driver (I use the term loosely to

include myself), like "What do you want on your pit board during the race?". My initial answer was going to be "My first 64 foot time.". Not wanting to appear too parochial, I replied. "Oh, the usual.". I suspect my Team Manager saw straight through me. "Hmm," he said, thoughtfully, "We'll give you a countdown of how many minutes are left in the race.".

On the 2-3-2 grid, I was surrounded by cars, two cars ahead, one on either side and two behind. Not where I wanted to be - no escape route! "Plan A" (park at the side of the track, stick the hazard lights on and wait for the rest of the field to go by) was promptly abandoned.

Everyone told me my start would be great, because of my hillclimb and sprint experience. Wrong! Over cautious, I gave it too few revs. The lights flicked to green, the car coughed and lurched forward, before clearing and taking off like a scalded cat. Too late. A couple of road-going MGF's passed me, one on either side.

The bulk of the 15 minute race was spent re-passing them and another car, plus a recovering 'spinner'. Despite being lapped by the race winner just 200 yards from the finish, I'm pleased to report I finished 15th overall, 7th in class and got my picture in "Autosport"!

Round 2 - Oulton Park (Fosters Circuit). Most of my fellow competitors spent the preceding day testing. Unfortunately, my budget doesn't stretch that far and my lack of practice was highlighted by my lowly qualifying position.

Just as I was getting the hang of Oulton's roller coaster crests and dips, (Deer Leap, Cascades and Clay Hill are all aptly named), the flag came out for the

end of the session. I was left languishing at the tail of the grid, 21st out of 24. Even a couple of the road-going MGF's were ahead of me. The shame of it...

To sap my confidence still further, just as our green flag lap started, so did the rain. Not enough to necessitate 'wets', just enough to make the track greasy and unnerve the novice driver. Despite the damp, my start was much improved and I held station along the start line straight. But then, at the first corner, mayhem ensued. Cars magically became magnetically attracted to either each other or the Armco! Amazingly, this phenomena also occurred at the second corner. And the third corner. And the fourth, fifth, sixth, etc..

Being a complete coward, I potted round at the tail of the field and avoided the carnage - no door handle to door handle dices for me. At the end of the race, I was 18th from the 20 finishers, 1 lap down, but not a single bent panel. Unlike most of the rest of the field.

Round 4 - Spa-Francorchamps. Gulp! Here I am on the grid at Spa, in only my third ever race, with 4.5 miles of the full Grand Prix circuit ahead of me, including the awesome Eau Rouge. Damn! I promised myself I wouldn't use some naff cliché, like "awesome". But how else do you describe it?

I'd missed round 3 of the Championship, at Rockingham, due to holidays. With the race licence problems resolved, (for a couple of hours that weekend, Spa became a little piece of England, so a National "B" was OK), I found myself at the legendary home of the Belgium Grand Prix, basking in sunshine and temperatures in the 80's. Our paddock

was fringed by a wall of tarmac - Eau Rouge. I watched, transfixed, as racing cars scaled its heights.

Obviously, I have loads of experience at Spa, having driven the track dozens of times. Well, I have on my 'Play Station' at least - but if it's good enough for Jacques Villeneuve, it's good enough for me. Even so, Saturday's half hour qualifying session was spent learning the track, rather than setting a particularly quick time. 22nd from 26 starters was "acceptable".

Should you ever find yourself at the wheel of an MG ZR at Spa, here's what to do. Exit the La Source hairpin in second gear. Almost immediately you're heading down hill. Cross the start/finish line, up through the gears to 5th and hug the pit wall on your right. Eau Rouge fills your windscreen. If you dare, stay 'flat' in 5th and jink left, as the compression at the bottom of the hill squashes you into your seat. Climbing steeply, flick right, then left again as you crest the hill.

Keep hard on the power through Kemmel and climb the long, uphill straight. The gradient and "brick outhouse" aerodynamics limit you to about 120mph. Drop down a couple of gears for Les Combes chicane, right/left, keeping left on the exit for the right-hander at Malmedy. Snatch 4th as you drop downhill towards the 180 degree, 3rd gear Rivage right-hander. Hang on to 3rd for the following left, then up to 4th for the double left at Pouhon. Get on the brakes and take 3rd for the Fagnes chicane, before accelerating into the long, 4th gear right-hander at Stavelot. Heading for home, high exit speed is vital for the following gently curving 'straight'.

With your foot nailed to the floor in

5th, turn slightly left for the first element of Blanchimont and have a 'confidence lift' for the second. Stand on the brakes and drop down 3 gears for the Bus Stop chicane, turning hard left, then right. Accelerate towards the exit, taking 3rd then 4th across the Grand Prix start/finish line, before braking hard and dropping to 2nd for La Source hairpin. That took 2:53 if you're quick, or 3:07 if you're me!

The start of Sunday's race was tricky, since all three peddles needed to be depressed at once, thanks to the downhill slope and the lack of a handbrake. But as the lights went green, I got a flyer and gained a position off the line. The best of the road-going MGF's was dispatched within a couple of laps and I began to close in on a TF. I eased passed at Pouhon and started to put some distance between our cars.

However, with one lap to go, one of the ZR's discovered that Eau Rouge isn't 'flat' in the rain which had just started to fall, the car crashing heavily into the Armco. Waved yellow flags at the scene allowed the TF to close the gap on me. We both nailed the throttle as we reached the green flag. The TF tucked into my slipstream, before nipping out and passing me under braking for Les Combes.

The rain was starting to get heavier as we turned, nose-to-tail, into Rivage. The back end of the TF stepped out on the greasy track, and the car slued into a spin, allowing me to slip by and regain the position. I crossed the line 17th overall, just over a minute behind the race winner.

Was it worth the 1,100 mile round trip? What do you think! I can now die a happy and contented man.

ONE SHOT GLORY

Jim Thomson Trophy Meeting Sunday 8th June 2003

Peter Herbert

On the first and only dry run of the afternoon, James Blackmore not only reached the top of the challenging Stockton Farm course faster than any other driver, he also dipped beneath his own class record set in May, to land the highly prized Jim Thomson Trophy. Andrew Henson, at the wheel of his newly acquired Pilbeam MP62 - Vauxhall, chased the diminutive Honda Blackbird powered OMS hard, but the Harrogate pilot was 0.43 seconds ahead. Martin Vesty in the tiny 998cc OMS completed the podium, a further 0.73s adrift.

The eighth of June was a strange sort of day. Rain greeted competitors, then just as slicks were discarded in the paddock for wets the sun came out in time for practice, and the track dried up a treat. But as drivers prepared for their second competitive runs black clouds gathered, to be closely followed by lightening and torrential rain, from which the course surface was never to recover. Those with

good opening runs in the bag sat out the rest of the afternoon, the others splashed about in the gathering gloom.

Opening proceedings were the Morgan types, and with the monster 5.1 litre Plus Eight of favourite Mike Sidgwick, fresh from a French hillclimb outing at Bandol - Saban at the wheel of a Lucchini, slowed by fuel pressure troubles, it was the 3500cc version of Steven McDonald that set the pace, almost two seconds up on Paul Clarke's 2.3 4/4. Sidgwick held on for third, closely pursued by the Plus 8 of Nigel Ledger-Lomas, and the Norman Wheat 4/4.

Caterham Academy contenders ran next, and many of the 26 strong field drove with the benefit of expert tuition from the previous week's Hillclimb Drivers School. Series leader Mike Blackadder consolidated his position with a fine 67.81s climb, but EVO magazine's Jethro Bovingdon ran him close, a mere five hundredths slower. Caterham's Nick Potter



Mike Blackadder, winner of the Caterham Academy class. I'm sure we didn't teach him this line round Quarry at the School!

Photo: Steve Wilkinson

was a good third, just under a second down on the scribbler, with John Ratledge 0.06s further adrift. Some nine seconds covered the class.

Hill Championship pace setter Mike Geen took his usual win in the 1400cc Road Mod Saloon and Sports category, but the Harrogate Peugeot 205 driver was kept honest by Matthew Pinder, who forced brother Daniel's Nova to within 1.44s of the French hatch. The Citroen AX of John Tooby ran a strong third a further couple of seconds astern.

The three wheeling Escort of Iain Ball clinched the 2 litre class, but was pressed hard by John Ellison in the Elan, the pair only 0.72s apart. Adam Warren's Escort was a game third, 0.23s behind the Lotus. Chris Brown gunned his Impreza to the top of the hill 0.66s quicker than the David Sykes Peugeot 205 GTI to secure the unlimited division, with Michael Burdon a very close third in a Porsche 911.

For a wonderful moment 1700 Road Modified Kit class victor Dale Cordingly believed he had broken the record by almost five seconds. But alas the finish line display was lying, and the Caterham pilote had to settle for a creditable 0.7s win over Bob Bellerby's 1300 Toyota powered Sylva. Robert Warwick was just 0.12s shy of the Striker in his Westfield, with Dale's daughter Sarah bringing the family Seven home in fourth place.

Richard Vale took unlimited class honours with the 1800 Caterham, with James Kerr hot on his heels in his Vauxhall VX220, 2.61s down, and just ahead of the CarCraft Cyclone of Roger Fish.

Modified Production 1400cc tin tops were next, and Joe Harriman's Mini held off a determined Roy Bolderson, the Bodspeed Mini driver just over a second slower. The Barnsley barnstorming Semleys did battle for third, and it was

Michelle who did the business after Richard took a trip into the cheap seats with the shared Nova on run one.

This month's star in a reasonably priced car was Nick Wilson from Coxhoe, or "Coxa" as the locals call it, who in only his third event won the 2 litre class at the wheel of the Immaculately prepared Polo. An understeering Bobby Fryers was 0.85s astern in the black Elise 190, with Philip Welsh some way behind in a rallying Peugeot 306 S16.

Simon Bainbridge growled the much modified Audi S2 Coupe to a two second win in the unlimited section pursued by the E Type partnership of Haydn Spedding and Chris Mason.

A healthy dozen Formula Ford field harked back to the class glory days of ten years ago, and some of the cast were the same too. Euro Boss racer Roger Kilty returned to his roots with a freshly built engine in the back of the faithful Spartan, and the usual smooth display of precision motoring only just failed to unseat pace setter Mick Moore and his Van Diemen, the two just 0.19s apart. Car dealing fireman, and recently wed, Jon Waggitt was a respectable third in a Royal shared with bride Bronwen. Stephen Walker's Swift was fourth.

A merger between the lone 1400cc Mod Prod runner and the 2 litre boys proved less cruel than expected, and demonstrated that a good little 'un can sometimes beat the big 'uns. Peter Herbert's elderly Westfield BDH, transformed following a session on Dave Walkers Emerald rolling road, popped in a top ten overall time to hold off Mark Hemmingway's Caterham Vauxhall by 2.14s, with the intrepid Phil Concannon a further second away in the home brewed Locost, complete with Pinto out of his famous "fifty quid" Cortina.

The ever improving Les Proctor won the 2 litre Sports Libre class, the pristine twin engined OMS 2 2.55s clear of the superb looking Radical of Graham Smith. Graham Midgely completed the podium with the turbocharged OMS a further three seconds down.

Martin Vesty headed the 1100cc Racing cars, the little OMS more than two seconds quicker John Chacksfield's similar machine. Eric Close ran third in his tiny Terrapin, whilst the car's creator, the Venerable Staniforth, was struggling in fourth place with a rear end vibration. [It was probably those expensive burgers from the paddock café]

FTD man Blackmore was untroubled in the 1600cc division, David Chamber's similar OMS some five seconds behind. Johnathen Varley maintained a family presence at Stockton Farm by guiding the old March 772P into third slot a hundredth of a second slower than Chambers.

Finally, it was Andrew Henson who triumphed among the 2 litres, the Pilbeam a couple of seconds quicker than Peter Hamilton's Quest, which in turn was three faster than the Delta of Jonathan Rhodes

And so ended an interesting day, that enjoyed dramatic mood changes in the weather, close racing, and a healthy, if ultimately wet, crowd. We all now look forward to July and the second British Championship round of the season the visit our hill. And don't forget, if you think all this is being made up, log on to www.harewoodhillresults.co.uk for full results and split times. Far cheaper than telemetry!

RESULTS

Cl	Name	Car	Time
13	Paul Clarke	Morgan 4/4	68.86
	(On handicap)		
17	Mike Blackadder	Caterham 7	67.81
1	Mike Geen	Peugeot 205	68.70R
2	Iain Ball	Ford Escort	70.27
3	Chris Brown	Subaru Impreza	71.85
4	Dale Cordingley	Caterham 7	65.07
5	Richard Vale	Caterham 7	66.88
6	Joe Harriman	Mini	69.35
7	Nick Wilson	VW Polo	67.13
8+C	Simon Bainbridge	Audi S2	62.13
9	Mick Moore	Van Diemen	62.99
A+B	Peter Herbert	Westfield	62.05
E+F	Les Proctor	OMS SC3G	60.08
H+I	Martin Vesty	OMS 2000M	55.81
J	James Blackmore	OMS 2000M	54.65R
K	Andrew Henson	Pilbeam MP62	55.08
	FTD James Blackmore	OMS 2000M	54.65



Can I fit a timing strut on my door? Stuart Kellet gets it wrong just before the finish line. Stuart came 3rd on handicap in the Morgan class.

Photo: Steve Wilkinson

Silverstone

David Coulthard

Rounds 5 and 6 - Silverstone (International Circuit). The MG Car Club's annual Silverstone jamboree is a "must do" pilgrimage for all MG fans. People travel from across the World to the event, which attracts Silverstone's third highest attendance, surpassed only by the Grand Prix and the Superbikes. The event includes displays, traders, circuit parade laps, a sprint, an autotest, even a formal dinner. But the centre piece is the 15 race programme for all models of MG, from 1930's Brooklands M-types, through to my "rent-a-drive" ZR.

The weekend began on Friday with two test sessions, during which progress was made and confidence built. Using my allowance of a pair of new slicks per race, I further improved my lap times during Saturday's 15 minute qualifying session. I lined up 22nd out of a packed grid of 35 cars, about 5 seconds off "Pole". For the first time, I even had some TFs and ZRs behind me, not just the road-going MGFs. Progress indeed!

Having made a reasonable start, my lack of 'race-craft' let me down in the first couple of corners. From my grid position in the middle of the ninth row, I held station along the start line straight. As the cars funnelled down towards the first corner at Copse, I braked as the cars bunched up. However, no one else bothered with the middle pedal and cars whizzed by on either side. Unfortunately, the same thing happened at the next bend as well! As a result, the first half of the race was spent undoing the damage done on the first couple of corners.

With some fresh air between me and the chasing pack, I could concentrate on catching the next car, a further ten seconds further up the road. It was my Arrive and Drive "team mate" Fiona, now fully

recovered from her car destroying accident at Spa. As I reeled off some quick laps, without the distraction of looking in my mirrors or passing other cars, Fiona drew closer (oo, er!). With a matter of yards left between us, the chequered flag came out to end the eight lap race. Two more laps and I'd have got her. This is a discovery I have made - races are never long enough! Even so, I considered 20th a good effort and great fun.

The grid for Sunday's race was also determined by Saturday's qualifying, but with one car missing up front, we all shuffled up a position. This left me on the inside of the track, with the relative security of the pit wall to my right. All I had to do was follow it down to the first bend, whilst simultaneously looking forward, backward and to the left. Despite a hint of wheel spin as the lights went green, "Plan A" worked just fine for the first 300 yards. You just know there is a "But" coming next, don't you?

But, as the first bend approached, it was Saturday's race all over again. The chap on my left had half a car's length on me and chopped across my nose. I braked and we all know by now that the rest of the field do not. Whoosh! Both my grid position and momentum were lost, as a stream of cars flew past. Once again, I found myself battling hard just to stand still.

However, despite a grassy moment on the exit of Brooklands and aided by passing no less than two cars on the final lap, I finished 20th overall, the same result as Saturday's race.

I now have a two month break in which to invent something which disconnects the brake pedal for the first two corners of a race. If you'd like to see if I manage to come up with such a device, why not come along to Cadwell Park on August 31st? All support/advice/soothing words gratefully received!

THE REMATCH

Dale Cordingley

So Aintree in June was to be the rematch between Sarah and me, but before that it was MIRA.

Over 80 Caterham and Lotus 7s turned out for the Lotus 7 Club sprint at the highly secretive Motor Industry Research Association base, near Nuneaton on June 21st.

We were competing in the family 1600 Caterham 7 in the ultra competitive class 4, on the super fast, high grip, 1 mile circuit. The track has a special surface with numerous high speed corners and speeds in approaching 120 mph.

This was to be the warm up for next week at Aintree. In first practice I somehow managed to set the class pace with a 56.22 sec run, from Sarah who was 0.23 sec adrift. This was against higher powered 2 litre cars, which had the advantage on the straights. They were obviously saving themselves for the timed runs. Second practice and the first two timed runs fell to Sarah with a best time of 54.43 sec taking some 0.5 sec off me each time. The gloves were off as I fought back on the last run, but my efforts were insufficient to beat Sarah who won the battle by 0.02 sec. Ultimately the higher powered 2 litre cars took the class by the smallest of margins.

This was Sarah's first win in the Caterham against me, but probably not the last!

Next came Aintree on June 28th. Could I let her beat me twice in a row? In the last two battles at Aintree the difference between us had been just 0.7 sec and 0.46 sec.

The entry list for class 2A was hefty as usual, with the ominous presence of the very fast John Palmer to show us how it should be done. The class record was 50.10 secs set by Tim Siepel and JP blitzed it on his first practice run with a low 49 second run! So we all knew where we stood!

In the two practice and first two timed runs I was second in class and Sarah was fourth, split by a similar powered k-series Westfield of Kevin Bamber. Only 0.6 sec separated the three of us. For the final run Sarah was determined not to let us get away with it and put in a storming 50.55 sec run, beating both of us. So Kevin took up the challenge, but the pressure got the better of him as he missed a gear, which resulted in him finishing fourth in the class.

So it was either second or third for me and I was determined not to let the kid beat me again. Under pressure the run was not perfect, messing up the down change into Bechers, but the rest was pretty clean and delivered a 50.34, sufficient to relegate Sarah to third this time! On analysing the runs back at home, we could see that I was getting jump off the line and the power out of the corners a tad earlier than Sarah, but she was significantly out breaking me in to Bechers.

Meanwhile John Palmer stuck in a 48.80 sec class record - what ever he is on, can I have some please?

Other Harewood competitors included class winners Phil Short in his immaculate Mini and Bobby Fryers in his menacing Elise. Oh, and a very well deserved FTD went to our very own John Chacksfield in his OMS.

MOTORING MASTERMIND - THE SIXTIES

1. Vanwall produced just one rear engined car, who drove it?
2. The engine in the Healey Climax entered in the 1968 Le Mans race was borrowed from whom?
3. Leonard Setright (LJKS) was a regular writer on motoring and motorcycling topics. What was his nickname?
4. Ginacarlo Baghetti won the 1960 Italian Formula Junior title. What did he drive?
5. In which month of 1960 did Stirling Moss appear on BBC's Juke Box Jury?
6. Who drove the "Venom - Austin" in hillclimbs and sprints?
7. Petrol companies come and go, in the 1960's you could buy Cleveland Discol, but what was Discol?
8. Who drove Porsche 911 registration YOU 4?
9. Which Grands Prix did Graham Hill win to become World Champion in 1968?
10. Graham Hill was not so lucky in F2 in 68, he lost a wheel from his Lotus 48, at which circuit?
11. The BOAC 500 race at Brands Hatch in 1968 included a turbine powered car, what was its make?
12. When did "Batman" appear at Harewood?
13. The gates from which famous circuit were erected at Goodwood in 1960?
14. What was the "Bread-Van" based on?
15. Whose Ford Anglia was known as the "Green Bean"?
16. Peter Gethin won the Guards F5000 Championship in 1969. Which team did he drive for?
17. There were three Shelsley meetings in 1964. Who won them all?
18. Tony Griffiths's F1 BRM was campaigned in Grand Prix racing by which driver?
19. The Airedale and Pennine MC's Snowdrop Rally of February 1962 started from where?
20. What fitment available for several cars in the 1960s allowed you to "take it in top"?

***Answers please to John Green, 22 The Avenue, Norton,
Malton, N Yorks YP17 9EF***

***The winner will be announced in the next 'Times' and will
win a Harewood baseball cap***

Timing and Results

Tim Wilson

With over half the season gone the timing/results system has progressed a lot and I'll try to briefly update you on the successes, failures and plans for the future.

The timing system is well established and working well since we opted to ditch the original modems and use cable to communicate between the timing hut, paddock office and control room. The finish times are recorded without any problems, even in the event of computer failure, cable breaks, etc.

Split times are also reliably recorded but a small chance of errors does exist. Modems are used to relay the signals to the timing hut and if 2 splits are signalled simultaneously, one of the times will fail to be recorded. We plan to run cables to one of the splits, leaving only one modem, to remove this fault. We also intend to install at least one more split possibly at the entry to Country.

The unfortunate delays at the July meeting resulted from cable breakages in the main cable to the finish beam and the backup cable! These cables were the only ones we didn't replace this year as they had only been laid last year! We did however dig a new trench in preparation and will be laying another 2 cables in protective ducting in the near future.

The new display at the finish has been in use at the May and June meetings

and has proved to be a popular feature. We did have to sacrifice this in July to run the cable to the finish, but is should be back in use for the rest of the year.

The scoreboard has been a little erratic and we are still trying to find the cause. Looking further ahead, we are planning to acquire a new scoreboard.

The information system for the commentary hut is being developed with our regular commentators. We intend to trial a package in August which displays split and finish times for all cars on the track and a list of the last 20 cars.

The result displays at the rear of the paddock office have worked well and we are delighted with the positive response from competitors. We will continue to develop the displays (including the speed trap, for example) and are working hard to ensure the system is easy to set up, contingency plans in place etc.

The new website (www.harewoodhillresults) has now all the basic results including split times for May, June and July. This is updated within 48 hours of each event and is additional to the results displayed on the BARC website.

I hope this brings you all up to date with our progress. We are confident that we will soon have the most comprehensive results in the country. Thank you again for your patience and please feel free to contact us if you have any questions or ideas.

PLEASE NOTE

Any queries about competition or class matters, please ring Chris Seaman
(B) 0114 258 5695.

Please inform Headquarters of any change of address or you will not continue to receive your 'Times'.

Any queries requiring the attention of the Committee or matters regarding the Club please contact Caroline Marston or Tim Wilson (telephone numbers on back page).

INTO THE FIFTIES

Peter Herbert

MSA British Championship 6th July 2003

Harewood course records are rather like buses. You wait eight years for one then three come along in a single day.

In the opening class runs of Stockton Farm's second British Championship round of the season, the amazing Adam Fleetwood stopped the clock at 51.07s, five hundredths inside the outright record he had set just two months earlier. Immediately, defending champion Graeme Wight Junior responded with an epic 50.88s climb, to become the first driver to complete the 1445.25 metre ascent in under fiftyone seconds. But to win Top Twelve Run Offs these days even more is required, and with an inch perfect yet electrifyingly quick run Fleetwood broke the record once again to leave it, at least for now, at 50.67s.

Battle between the two Gould mounted protagonists continued during the second Run Offs, but a cooling track precluded further record breaking despite Fleetwood's 550 bhp 3.3litre V8 Cosworth XB again outpoked Wight's 450 bhp V6 2.5 Cosworth for a 0.62s victory.

The 650 bhp V8 Judd in the back of Tim Mason's older Gould brought the former Harewood Formula Ford regular a brace of third Run Off places, with young Scott Moran shadowing the vastly more experienced driver on each occasion in father Roger's Pilbeam. And it was good to see 1989 British title holder Ray Rowan back on the hills in what is now considered an antique 2.8 Hart engined ex David Render Toleman, which the talented Walsall racer bullied into both shootouts.

Proceedings commenced with Modified Productions, and with 1400s and 2 litres amalgamated it was the shared class record holding Caterham Vauxhall of Kimberley and Homer that was expected

to set the pace. And indeed Dave Kimberley was only just shy of his record, but a right on the edge Robert Kenrick split the pair with the Honda Blackbird propelled Caterham, knocking a mighty 0.66s off his 1400 record in the process. Andrew Forsyth ran fourth in his Caterham, with Peter Herbert struggling to keep up with the Westfield, although managing to hold off Renault F1 engineer Richard Marshall's trick Peugeot 205 shared with wife Gill.

The wastegate chattering, spitting and farting Audi Quattro of Keith Murray claimed unlimited honours, almost a second clear of Mike Sidgwick's mighty 400 bhp Bowland Racing Morgan Plus 8, merged from the top Sports Libre class. A week later the Moggy was to make way for an Italian Lucchini BMW sports racer and French mountain climbs at Mont Ventoux in Provence and St Jean du Gard in the Cevennes, following in the footsteps of another famous Centre member. Lets hope he tells us all about his adventures. Oliver Tomlin took a plucky third in grandfather Phil Chapman's American V8 based creation, the Chapman Mercury, while Heinz Ofner introduced to an unsuspecting paddock a novel interpretation of a cut down Jaguar XJS, the like of which was last seen when Terry Thomas set off for Monte Carlo.

Hillclimb Super Sports Front runner Mark Goodyear was for once forced to give best to those pesky Ward boys, Ashley and Chris. Egged on by their illustrious Prescott school instructing father Russ, the family Mallock was put through its paces without mercy, with the pair a mere hundredth apart on their first runs, and 0.42s apart at close of play. Goodyear's Vision trailed by less than a second, with the Mallocks of Matthew Harrison and Piers Thynne a little way astern.

A well supported merged 1400cc and 2 litre Sports Libre field saw the experienced Ian Fidoe being made to work hard for his win in the Pilbeam MP43 by Boroughbridge car dealing fireman John Waggitt in the Ward WD9V. Eventually through evolution will there ever be a WD40? Proud constructor Joe Ward, immaculately turned out as ever, was on hand to see the fruits of his work, which was a mere five hundredths off Mike Pilbeam's creation. The Guilles, Chris and Geoff, made the trip from Guernsey worthwhile by slotting their Mallock into third and fourth spots a few tenths off Waggitt, and a second and a half apart. Simon Fidoe co drove his father into fifth place, with local hero Les Proctor bringing the svelte black OMS into sixth. And as has become something of a tradition for Paul Sandford at Harewood, a ball joint let go. But this time he missed the barn and experienced an Armco - OMS interface at Farmhouse instead.

RACMSA classes continued with the first of the single seaters, and another rapid Adam, this time surname Steel, popped in a winning time 0.38s inside Glyn Sketchley's three year old 600cc record, outgunning Martlet sharing co pilote Tony to the tune of almost six seconds. Eric Close was not far behind in his old Terrapin, with class veteran Ian Cruckshanks a good fourth in the OMS.

Mark Budgett was made to dig deep with his Force to take 1100cc honours, which he did in some style with a time six hundredths inside Adam Fleetwood's 2002 record. Hill regular Martin Vesty pushed the winner hard, the Knaresborough based OMS eventually trailing by 1.55s. Fellow OMS devotees Dave Oldridge and John Chacksfield gave chase, with Channel Islanders Richard Twinam and Colin Le Galle some way behind in their shared Evolution OMS.

James Blackmore continued his fine form to set a 1600cc record, the aviator's OMS scooping the laurels by the slimmest of margins, one hundredth of a second, from the sister car of Tim Wilson. West Countryman Ian Chard ran third, almost three seconds in arrears with the DJ Firehawk, closely shadowed by Andy Ball at the wheel of his new OMS. Joining Jonathan Varley in the old March 772P was Jaguar driving ex go karter Richard Spedding, and the Barnsley boy was soon up to speed on his single seater debut.

The highly charged 2 litre field saw the talented Ben Butterfield fend off Paul Haines by just 0.12s, with Trevor Willis' OMS only 0.27s down on the duelling Dallarás. Andrew Henson drove well to claim fourth in his Pilbeam, ahead of Steve Owen in the "works" OMS.

Junior's first dip into the fifties secured the big banger class, narrowly ahead of Fleetwood, with Mason, Martin Groves in the freshly acquired ex Tony Marsh Gould, Rob Turnbull's new Gould, and Rowan following.

Harewood classes opened with Mike Geen consolidating his hill championship lead with another record breaking ascent in the high revving 1400 Road Modified Peugeot 205, thus becoming this month's Star In A Reasonably Priced Car. Almost three seconds separated him from Clare Sullivan's Mini, which in turn was four seconds up on the Nova of Matthew Holmes. Mark Hollingworth took the 2 litre division, the Clio but 0.62s faster than a determined Elspeth Charlton. The enigmatic "Fred" pursued the Northumbrian lady's 205 GTI with the help of another Clio.

The blown 205 GTI of David Sykes stormed the unlimited class, outstripping Chris Brown in the Impreza by 0.29s. Carl Hughes' heroically conducted Rover 600Ti, and Mike Baxter's well turned out Porsche 944 gave chase.

Dale Cordingly took his customary 1700cc Road Modified Kit victory in the Caterham shared with an ever improving daughter Sarah, the pair being split by Harrogate haulier Robert Bellerby. Bob was revelling in the extra poke of Mike Smith's 1700 Sylva, and was virtually out of the seat as he gave it death up Quarry Straight. The Westfield of Robert Warwick and Caterham of Johnathan and Simon Medley were next across the line. As usual it was Richard Vale who emerged ahead in the over 1700cc class, his Caterham half a second to the good over Peter Walker's Westfield, with Adrian Martin's Caterham third.

Mr and Mrs Semley sandwiched Phil Short in the 1400cc Tin Top Mod Prod dust-up, with Richard urging the family Nova to a 0.21s victory over the Mini ace, and Michelle a further three seconds adrift. Nigel Hepburn steered his Mini to fourth place ahead of David Coultard's faithful Midget.

In a merged over 1400cc class it was left to outrageously rapid newcomer Nick Wilson to take an early lead when Simon Bainbridge's big Audi suffered fuel feed problems. But once back on song the turbocharged brute ate the little Polo and spit it out for a four second win. Keith Edwards' Audi Quattro ate their dust, while former Scottish Hillclimb Champion Alex

Graham ran fourth in a fine old Blydenstein tuned Firenza.

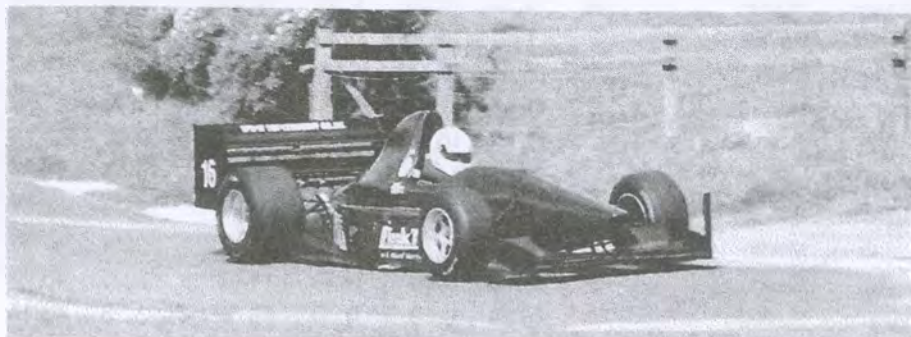
Finally Mark Moran lifted Formula Ford honours, the Van Diemen outpacing Stephen Walker's Swift by 0.07s, followed by the shared Ray of Morgan Jenkins and Amy Tomlin.

And so another fine day's sport came to a close which, apart from a few timing glitches, had represented speed hillclimbing at its best. Now we look forward to the awesome prospect of the latest breed of specialised uphill racers, and their fearless drivers, soon ascending Harewood in the forty nines.

RESULTS

Cl	Name	Car	Time
1	Mike Geen	Peugeot	68.59R
2	Mark Hollingsworth	Renault Clio	71.89
3	David Sykes	Peugeot	71.42
4	Dale Cordingley	Caterham	65.37
5	Richard Vale	Caterham	66.71
6	Richard Semley	Nova	65.52
7+8	Simon Bainbridge	Audi S2	61.53
9	Mark Moran	Van Diemen	64.26
A+B	Dave Kimberley	Caterham	58.46
D	Ashley Ward	Mallock	57.35
E+F	Ian Fidoe	Pilbeam	57.47
C+G	Keith Murray	Audi	60.20
H	Adam Steel	Martlet	57.68R
I	Mark Budgett	Force	54.35R
J	James Blackmore	OMS	54.35R
K	Ben Butterfield	Dallara	54.09
L	Graeme Wight Jnr	Gould	51.07R
FTD	Adam Fleetwood	Gould	50.67

(New Course Record)



Adam Fleetwood took a brace of run off wins and a new outright Course Record to add the icing to the cake. Photo: Steve Wilkinson



BARC HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP 2003



Positions after Round 5

		Class	April	10-May	11-May	June	July	Total	
1	Mike	Geen	1	18.22	18.05	18.64	18.22	18.11	91.24
2	James	Blackmore	J	17.24	18.05	17.64	18.32	18.30	89.55
3	Dale	Cordingley	4	17.31	17.28	17.77	17.09	16.79	86.24
4	Robert	Bellerby	4	16.91	16.99	16.39	16.39	16.01	82.69
5	Andrew	Henson	K	15.73	16.25	14.58	16.41	16.65	79.62
6	Robert	Warwick	4	15.87	15.73	14.90	16.27	15.58	78.35
7	Simon	Bainbridge	2	11.23	15.56	17.13	16.80	17.40	78.12
8	John	Chacksfield	I	15.35	14.99	15.13	14.97	15.11	75.55
9	Richard	Vale	5	14.19	14.83	14.73	14.56	14.73	73.04
10	Les	Procter	F	13.92	13.89	14.79	14.13	14.68	71.41
11	Richard	Semley	6	14.09	15.00	15.21	8.38	16.18	68.86
12	Martin	Vesty	I	15.60	0.00	15.43	16.60	16.51	64.14
13	Jonathan	Varley	J	12.11	11.77	13.24	13.01	13.79	63.92
14	Sarah	Cordingley	4	14.46	0.00	14.96	15.00	15.98	60.40
15	Andy	Ball	J	14.82	14.99	13.18	0.00	15.41	58.40
16	John	Ellison	2	13.38	14.95	14.09	14.58	0.00	57.00
17	Fred		2	11.12	11.75	10.88	11.58	11.01	56.34
18	Mark	Hollingsworth	2	13.04	13.44	0.00	13.43	13.68	53.59
19	Tim	Wilson	J	16.88	0.00	15.68	0.00	18.29	50.85
20	Nick	Wilson	7	0.00	12.53	12.71	11.38	13.11	49.73
21	Michael	Moore	9	16.10	16.59	0.00	16.55	0.00	49.24
22	Steven	Davies	9	16.04	15.86	16.23	0.00	0.00	48.13
23	Matthew	Pinder	1	16.04	16.15	0.00	15.78	0.00	47.97
24	Joe	Harriman	6	11.45	11.47	12.25	12.35	0.00	47.52
25	Peter	Whittle	1	12.72	10.81	11.95	11.71	0.00	47.19
26	Raymond	Rowan	L	0.00	14.96	15.53	0.00	16.64	47.13
27	Michelle	Semley	6	6.11	7.83	9.81	10.58	12.74	47.07
28	Adrian	Martin	5	7.32	9.76	9.27	9.22	10.04	45.61
29	Haydn	Spedding	8	13.78	0.00	14.72	14.72	0.00	43.22
30	Clare	Sullivan	1	15.34	0.00	0.00	12.53	15.28	43.15



BARC HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP 2003



Positions after Round 5

		Class	April	10-May	11-May	June	July	Total
31	Mike Smith	4	11.27	15.14	16.07	0.18	0.00	42.66
32	Michael Underwood	9	3.42	7.75	7.27	9.44	12.57	40.45
33	Oliver Heselton	4	11.83	13.06	0.00	0.00	12.90	37.79
34	Malcolm Pinder	2	11.43	12.95	0.00	13.22	0.00	37.60
35	Elspeth Charlton	2	11.48	0.00	0.00	10.03	13.16	34.67
36	Bobby Fryers	5	11.49	0.00	11.07	10.53	0.00	33.09
37	Jonathan Rhodes	K	10.57	0.00	9.00	11.18	0.00	30.75
38	Chris Brown	3	0.00	10.12	0.00	10.21	10.35	30.68
39	Peter Robinson	4	0.00	8.83	0.00	9.96	10.54	29.33
40	Michael Burdon	3	8.88	9.74	0.00	9.49	0.00	28.11
41	David Coulthard	6	8.43	0.00	8.37	0.00	8.44	25.24
42	Mike Baxter	3	6.24	4.23	3.82	6.57	4.07	24.93
43	Roger Fish	5	0.00	13.32	0.00	11.59	0.00	24.91
44	David Lanfanchi	A	0.00	0.00	12.47	11.62	0.00	24.09
45	James Kerr	5	0.00	11.72	0.00	11.95	0.00	23.67
46	John Gallagher	2	11.17	0.00	11.93	0.00	0.00	23.10
47	Mike Fitzsimons	I	0.00	0.00	10.26	0.00	11.31	21.57
48	Graham Midgley	F	6.38	6.46	0.00	8.43	0.00	21.27
49	John Slater	3	8.93	8.51	0.00	0.00	0.00	17.44
50	Richard Casey	2	17.25	0.00	0.00	0.00	0.00	17.25
51	Phil Short	6	0.00	0.00	0.00	0.00	15.97	15.97
52	George Bleasdale	K	11.75	0.00	0.00	0.00	0.00	11.75
53	Andy Geen	2	9.58	0.00	0.00	0.00	0.00	9.58
54	Stewart Lobley	4	7.69	0.00	0.00	0.00	0.00	7.69
55	Roger Coulsey	A	5.65	0.00	0.00	0.00	0.00	5.65
56	Les Thurkettle	A	0.00	0.00	0.00	0.00	0.00	0.00
57	Michael Bailey	6	0.00	0.00	0.00	0.00	0.00	0.00
58	Stuart Bailey	6	0.00	0.00	0.00	0.00	0.00	0.00



BARC HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP 2003

FTD positions after Round 5



Position	Name	APR	May-10	May-11	JUN	JUL	Total
1	James Blackmore	9	10	9	10	9	47
2	Andrew Henson	10	8	8	9	7	42
3	John Chacksfield	6	7	6	7	4	30
4	Ray Rowan		9	10		10	29
5	Martin Vesty	7		7	8	6	28

Ladies Championship positions after Round 5

Pos	Driver	13/4	10-May	11-May	8-Jun	6-Jul	Total
1	Sarah Cordingley	14.46	0.00	14.96	15.00	15.98	60.40
2	Michelle Semley	6.11	7.83	9.81	10.58	12.74	47.07
3	Clare Sullivan	15.34	0.00	0.00	12.53	15.28	43.15
4	Elsbeth Charlton	11.48	0.00	0.00	10.03	13.16	34.67



It looks just like the car that mum would drive to the supermarket. Rising star Nick Wilson in the 1600cc VW Polo achieved an incredible speed trap time of 86 mph. Nick is regularly in the 84mph bracket, he must carry great speed out of Farmhouse Bend. Photo: Steve Wilkinson

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CAPTION COMPETITION



Photo: James Blackmore

Suggestions to what is happening in Rob Turnbull's car to the editor please.

All captions will be published in the next issue of the 'Times'

Harewood Baseball cap to the winner.

DATES FOR YOUR DIARY

HAREWOOD SPEED HILLCLIMB 2003 DATES

Montague Burton

3rd August

*Caterhams & Ginettas and
all the usual classes*

Summer Championship

24th August

*Pre-War Austin 7's and Lotus
Cars + all the usual classes*

Greenwood Cup

13th September

*Ferraris + all our usual
classes*

Mike Wilson Memorial (Championship Finals)

14th September

*MG's & Porsche plus all
the usual classes*

The inclusion of any article in this publication
does not imply that the Club, its Officers, its
Editorial staff or any other member shares
any opinion expressed therein.



PLEASE - NO LATE CALLS

I would like to remind everyone
to make any phone calls
concerning the Yorkshire
Centre and Harewood
BEFORE 7.00pm please

BARC YORKSHIRE CENTRE COMMITTEE 2003/2004

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David Clay

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Dale Cordingley

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John Green

Mike Shorley

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