

YORKSHIRE CENTRE



TIMES



August - October 2003

Issue No 97



Harewood Championship Winners

l to r: Dale Cordingley, James Blackmore, Bob Bellerby, Harewood Champion Mike Geen, Ladies Champion Clare Sullivan, FTD Champion Andrew Henson and Simon Bainbridge

Photo by Chris Seaman

WORKING PARTY

Regrettably, due to unforeseen circumstances, the Working Party set for 12th October has been cancelled.

Harewood web sites

www.harewoodhill.co.uk www.harewoodhillresults.co.uk

CHAIRMAN'S LETTER



Another season over...and what a finale. A fine September weekend produced a dramatic end to the championship.

Congratulations to our 2003 champions: Mike Geen who has consistently run inside the record all year to take the overall honours; Andrew Henson, who adapted quickly to the new Pilbeam to snatch the FTD award from early leader James Blackmore and Clare Sullivan who overcame stiff competition this year to retain the Ladies Championship.

I have travelled the country more than most this season in pursuit of 'the ultimate hillclimb experience' and am proud to see that the Harewood Championship is one of the most competitive and well supported in the UK. Credit indeed to our champions.

I hope that many of you will join us at the Dinner Dance to congratulate all our award winners and have a good evening among friends.

Don't forget the Forum either. It's your chance to air your views on anything to do with Harewood. We certainly have plenty to talk about. I have included an update on the timing / results system elsewhere in this issue. We should also be able to report on plans to resurface the track. At the moment we are comparing quotes to replace the complete track surface as well as considering advice to resurface the 3 problem areas only. Then there is the Dinner Dance 2004, championship classes, entry fees, etc, etc. Just remember that the bar will be open though!

Thank you all for your continued support. I do hope to see many of you at our off-season events. If not, enjoy the winter and I hope to see you at Harewood next season.

Best wishes,

Tim

EDITORIAL



Dear Member

The competition year has ended, the championships resolved. I congratulate the winners, Mike Geen, Andrew Henson and Clare Sullivan. All worthy Champions in what has been a highly competitive season.

Next event for members to look forward to is the Speed Events Forum on 9th November. Always a good social occasion as well as dealing with the serious matters arising from this years events at Harewood. The social highlight of the year is the Annual Dinner and Award Presentation on Saturday 29th November. There is an application form in the 'Times', make your bookings promptly to Carol Wride.

Harewood, I think you will agree, has never looked better, the majority of this is due to the efforts of Wattle and Daub headed by John Green - Jaguar driver, Driving School instructor, commentator and general factotum. Many of you will be unaware that John recently underwent a serious heart by-pass operation. I'm sure you will join with me in wishing him a speedy and successful recovery to full health.

As this will be the last 'Times' before the New Year I will take the opportunity of wishing you all a very happy Christmas and all the best for the New Year.

Pat

TIMING AND RESULTS

Tim Wilson

To say that we have been disappointed with progress would be an understatement! However we have cause for optimism....

The timing system, as reported in the last 'Times', is working well with the single exception of some erroneous split times. We do know the cause of these errors and plan to address this over winter by replacing the radio links to the timing beams with cable.

The results package has also proved to be 'bug free' and the final handover from our software provider, Jenny Woodfield, will take place in the next few weeks. We are planning to stage an event as a training exercise to make sure we have enough trained people to support the system next season.

So where is the problem? The results service certainly fell short of our expectations at the last few events:

July - a cable failure left us with no finish beam for a short delay until we could re-route another cable. This cable, laid in 2002, is to be relaid in ducting as we did earlier this year with all other cabling.

August 3 - failure of the results

display screens was eventually traced to overheating equipment

We intend to re-site the equipment in the paddock office to provide better ventilation.

August 24 - hardware failure, the power supply unit for a new PC failed rendering the single display screen inoperative.

September - another power supply unit failure.

As one who has a limited understanding, or indeed affinity for software issues, I was relieved to find that our problems appear to be hardware related. We plan to install a spare PC on the network with duplicate programs so we can cope with any future hardware faults. Believe me, if we need to install a complete duplicate system to guarantee the service, we will do just that!

We have a number of meetings planned over the next few weeks and I look forward to being able to confirm our plans at the Forum. If you do have any questions, concerns or even offers of assistance, please feel free to contact me directly or via Chris Seaman if you wish to raise points at the Forum.



We had oil aplenty on September Saturday and Sunday. This shows our multitude of marshals cleaning up Sunday's oil. With other car damaging incidents, we only managed two timed runs. Our thanks to the marshals for their wonderful support this year.

Photo: Chris Seaman

MG Racing

David Coulthard

Round 7 - Snetterton. A lot of people have asked me what is the main difference between hillclimbing and racing. That's simple - it's the weather. Whilst hillclimbs generally take place in cold and/or wet conditions, racing, it would appear, always takes place in glorious sunshine. Our visit to Norfolk was no exception.

Something else which doesn't change is my awful qualifying performances at circuits which I haven't previously driven (i.e. all of them). Learning the track whilst trying to set a fast time just doesn't work, and so I lined up 25th from 28 cars. I never quite felt comfortable with the car on the high speed, 4th gear bends of Riches and Coram. Or maybe I just wasn't brave enough?

Once the usual first lap mayhem had cleared, which saw the customary 1st corner retirement for one unlucky driver, I had a very uneventful and lonely race. The only highlight was trimming a couple of seconds off my qualifying lap time. At the end of the race, I'd made up a hand full of places thanks to accidents, blow-ups and punctures, rather than wheel-to-wheel racing. The day ended a bit like the Norfolk landscape - flat.

Round 8 - Cadwell Park. With so many supporters attending, including a number of Harewood marshals (on a busman's holiday) and competitors, together with my mother (on her first ever visit to a race circuit), I thought it important to put on a good show at Lincolnshire's mini Nurburgring. I dipped into my savings and purchased an hours testing prior to the event, during which I was to set my fastest lap of the weekend. Typical...

During qualifying, I was nearly the Harewood marshal's first customer, after I

ran wide on the exit of "Charlies". However, I managed to gather it all up without too much drama, and I'd like to apologise to the marshals for covering them in a cloud of dust. My test session seemed to be money well spent, as I managed to qualify 21st out of 23 cars (no, don't laugh, that's good for me!). With our race oversubscribed, the road-going class was moved out to make up a shortfall in another race, leaving a capacity grid of 'full race' cars to battle it out. I was desperate to avoid finishing last.

It's well known that Cadwell isn't the widest circuit in the World. A lack of run off area on some corners certainly helps to focus the mind. At the "Hairpin", get it wrong and the sequence of events is tarmac - white line - tyre wall - lake. In parts, it has little more width than Harewood and is over hung with trees to add to the sense of claustrophobia. But it isn't until you line up on the starting grid that you realise just how narrow Cadwell Park actually is. For example, whilst waiting for the green light, I did consider leaning across and turning off the master switch of the car next to me, but decided this was a little unsporting.

As the lights went green, the car immediately ahead of me didn't budge, which allowed both cars behind to zoom past. It was reminiscent of a frustrating motorway traffic jam, where the cars in the other queue always move faster than your queue. All my hard work in qualifying went out of the window as when we finally got going, I was dead last! The remainder of the race was spent trying (and failing) to cling on to the back of the cars ahead. Well, at least I didn't get lapped and my Mum had a lovely day, especially the post-race cakes!

Round 9 - Knockhill. Buy one, get one free! That was the offer made by MG-Rover in an effort to persuade competitors to venture "North of the Border". With the manufacturer subsidising the entry fee, the meeting consisted of two fifteen lap races for the price of one. To add a bit of spice to the driver line-up, MG Touring Car drivers Anthony Reid and Colin Turkington were making guest appearances in a ZR and a TF, respectively.

Scotland in mid-September was never going to continue the trend of glorious racing conditions, and so qualifying got underway with a persistent drizzle falling, leaving the track greasy and damp. Slicks were OK, until the rain started mid-session! As you may know, the bulletins produced by the time keepers always record the track and weather conditions. I understand "wet" and "drizzle" are hard coded into the computer system at Knockhill. 19th from 22 starters was reasonable on my first acquaintance with the track.

With the Paddock Marshal pleading with us to report to the assembly area for our first race, most of the cars were still up on jacks and wheel-less. Conditions had not improved much, but at least the rain had stopped, so I plumped for slicks. My heart sank as the Championship leader drove past on wets...

As you might expect at a track called Knockhill, the circuit is devoid of any level surfaces. This included the start line, which was uphill and required a deft touch on all three pedals simultaneously. Unfortunately, my deftness of touch escaped me and I made a hash of the start. Fortunately, so did everyone else!

An eventful race saw the track littered with crashed cars. As I picked my way through the madness, I found myself in 14th position and, for once, hanging onto

the bumper of the cars ahead. A dry line emerged as the race progressed, much to the annoyance of the Championship leader and his burnt out wet tyres. Needless to say the Touring Car drivers dominated the race, Reid leading home the young charger Turkington.

Race 2 followed a similar pattern, but by now the track was bone dry. We all still fluffed the start and Mr Turkington discovered that an MG TF isn't as tough as a Touring Car. Taking one curb to many, he put paid to a drive shaft and his race was run. Once again, Mr Reid demonstrated why he gets paid to drive cars.

Unfortunately, I can't tell you where I finished, as the Championship leader and the second placed man took each other out, Senna/Prost style! The result is still subject to appeal and hasn't been declared yet, as the outcome may decide the Championship. However, a mid-teens result would seem to be in order.

I have also discovered an exciting new hillclimb. The road up to the mobile phone base station at the top of Knock Hill itself, would make a cracking venue, provided the Scotch mist surrounding the summit could be persuaded to disperse every once in a while!

John Green

Having recently undergone a triple by-pass operation, I am delighted to say that John Green is making an excellent recovery and is now home and getting bored!

We look forward to having him back on the Harewood scene as soon as he is well enough.

Best wishes John

**FOR
SALE**

SPA-JUDD SPORTS RACER

The quickest Hillclimb and Sprint sports racer in the country is for sale. Fully re-engineered by Gould Engineering, this car has every conceivable go-faster bit fitted! Aluminium honeycomb SPA tub with ultra-lightweight all-carbon body. Carbon exhausts and wings.

Comes complete with large spares package, including many gear ratios, three sets of cast magnesium wheels and three further sets of split rims. Numerous tyres, including one set just one run old. Spare drive shafts, joints etc. Complete spare body and splitter plus all body moulds. Completely re-built after last season, and in perfect condition, this car is a consistent run-off qualifier and holds numerous sportscar records. For sale due to retirement.

£29,950 ono without engine.

Fresh Judd CV available separately. Call Christian Mineeff on 01477 571488 (home) or 01773 835721 (office)

Judd CV 3.5

Completely stripped for inspection. Small crack in block, Zytech management, **£6,000 ono.** Call 01477 571488 evenings for full details.

**FOR
SALE**

MG METRO

Class 6 record holding car. If you would like to be a winner without spending a fortune, this is the car for you.

Contact Bobby Fryers

(h) 01535 637548

(b) 01756 792485

for more information

**FOR
SALE**

Jedi 600

Well known very quick, competitive car. former championship and record holding car. Excellent specification.

Hardly used since recent rebuild, sold with wets, spare ratio's etc.

Full spec on request.

Brian James trailer available (extra)

£6000ono

Tel: 07817 018443

**FOR
SALE**

PORSCHE 944 2.7 AUTO

1989 (G Reg)

141,000 miles, Guards Red with Linen Leather

FSH, EW, EM, ESR, ABS, recent MOT.

£4950

Contact John Green on 01653 692617 or Jean at jean.green@britishlibrary.net



**FOR
SALE**

DELTA T832 FF2000

Complete car ready to drive,
powered by Ford Pinto.

Built by Holbay Racing Engines with all
the correct parts!

Fitted twin 45 DCOE x 2 giving approx
200bhp, coupled to a Hewland Mk9 with
a wide 1st gear.

Original 'straight' untwisted chassis -
used only for Harewood Hillclimb for the
past 15 years.

Presently finished in Rosso Corsa
(Ferrari Red) with aluminium side pods
and rear wing.

Three sets of wheels and tyres:-

1 set - one year old Hoosier slicks
(12 meetings only)

1 set Avon wets

Spares package includes 2 nose cones,
1 cockpit cover and 2 engine covers.

All new!!

Various Ali side pod components and
mechanical spares plus a range of gears.

Two manuals full of information, spec
sheets and chassis set up data.

For sale due to pending change of class
for driver

£6950

For further information please call
Jonathan Rhodes

Tel: 01723 351035 (Scarborough)

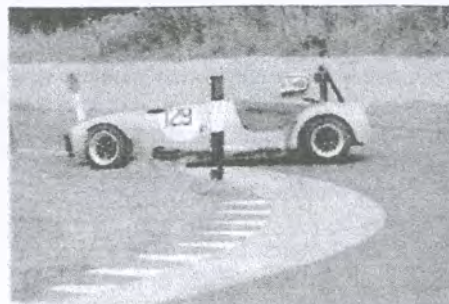
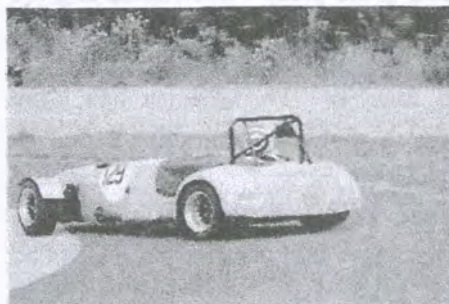
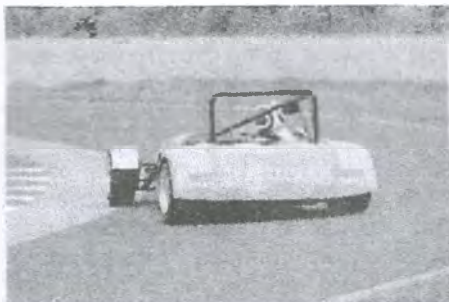
Mobile: 07721 373733

Revenge is sweet!

Brian Kenyon

For all those references about me
competing at Brooklands, I told Peter
Herbert that my day would come.

So here is our Continental
Hillclimber, National contender, ex-
Harewood Champion and Driving School
Instructor etc, etc..... doing a 'what comes
naturally'



IMPORTANT NOTICE

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

HENSON GOES FOR A BURTON

Montague Burton Trophy Meeting August 3

Peter Herbert

Rochdale based Pilbeam MP62 - Vauxhall driver Andrew Henson spurned the attentions of motorcycle powered OMS pilotes James Blackmore and Martin Vesty to claim the coveted Montague Burton Trophy on a day so hot that half - shafts and driving chains were snapping like sticks, such was the awesome grip available down on the startline.

Sun drenched Stockton Farm was host to several visiting championships, and first up the hill were Ginetta Cars. With the thunder of its 4.4 V8 echoing off stone walls as the G27 accelerated towards Farmhouse, Tony Luxton set the pace, 2.56s ahead of Stuart Harris, whose 1.8 G21 was held in a nicely controlled slide as it rounded the hairpin before blasting up the finish straight. James Tearle was third in the pretty 1 litre Honda engined G12, just 0.16s adrift of Harris, with Peter Callaghan fourth, a scant hundredth slower in his 1.6 G12.

Caterham Academy Group 2 runners were next, with Nathan Bell holding off early leader Bill Addison to the tune of 0.56s. The Thornaby plant hire director might have held onto his advantage had he not lost it in a big way exiting Farmhouse, which resulted in a heavy sideways impact with the tyre wall at the end of the finish straight Armco. Fortunately the plucky Smog Monster was not hurt, and indeed returned to the fray for a third run, minus sizable amounts of rear bodywork.

Neil Fletcher pressed Addison hard, and was only 0.06s astern in third spot, with Mike Richards fourth, a further half a second down. Interestingly, or perhaps not, Bell's winning time was 0.48s quicker than the Group 1 winning time of Mike Blackadder in June.

The first of the regular Harewood classes was 1400cc Road Modifides, and once again it was serial record setter Mike Geen who headed the field, the Peugeot 205 a huge three quarters of a second inside his July mark. Alex Thompson led the attack, but his Cooper S was 2.51s shy. The Mini of Clare Sullivan climbed the sinuous course within 0.45s of Mr T, with David Lanfranchi's Midget top sports car more than four seconds further adrift.

Roy Nichols made the long haul up from Tonbridge worthwhile to win a tight two litre battle on a tie break. The Peugeot 205 GTi driver set an identical time to that of local man John Ellison's Elan, but got the nod by doing it first. Russell Thorpe got the turbo well wound up on the Renault 5 GT to take third, 0.17s behind, while Andrew Webber guested in the winning Pug and came fourth, a further 0.19s in arrears, following driveshaft failure on his Elan Plus 2.

Jonathan Miles was The Man among the unlimited runners, the 70AKS Motor Clubber bringing his Mistubishi Evo 7 home 1.2s clear of rapid Sierra Cosworth peddler Mark Wallwork. Could he be any relation to famous rally driver and Volvo dealer Johnny Wallwork? Answers on a postcard. Phil Short, undeterred by an engine blow up at Elvington in the Mini, jumped into his Audi RS4 Avant road car and finished a game third 3.36s astern of the Bolton based Ford, and just 0.04s up on Chris Brown in the Inpreza.

As usual it was Caterham devotee Dale Cordingley who took the 1700cc Road Modified Kit class, but was made to work hard by 1300cc Sylva driver Bob Bellerby who was only 0.27s behind. Mike Smith was a close third in the larger engined

Striker, despite a trip into the cheap seats at Chippy's and a twitchy negotiation of Farmhouse. Brad Gould's Westfield held off Sarah Cordingly in pater's Seven for fourth.

Confusingly it was Richard Vale who took unlimited honours, but not the Caterham toting Richard Vale we all know and love but an Escort turbo driving version who triumphed on his very first hillclimb. Roger Fish was placed second in the CarCraft, 2.4s adrift. (Ha ha ha.)

The 1400cc Modifieds Excluding Space Frames saw Mr and Mrs Semley battling it out in the shared Nova, and it was Richard who emerged ahead, three and a half seconds clear of Michelle. Phil Worsley led the chase in a Mini.

A merged 2 litre and unlimited encounter allowed Simon Bainbridge to do the business with the much modified Audi Coupe, 2.28s up on welcome Harewood returnees Claude Spencer and the V8 MGB. Nick Wilson was a valiant third, although his day ended in tears when the Polo lunched its gearbox. Sadly the Speddings' bad luck continued. Having non started the July meeting with a cut tyre, this time a half shaft cried enough as Richard attempted to leave the startline in practice.

A familiar gorilla made a welcome reappearance in the Formula Ford park, and this is not a reference to former hill champion Tony Mekwinski who was spotted cruising the paddock. David Bailey, and stuffed animal, were back from circuit racing with the Swift, and following a close contest with the Van Diemen of Mick Moore snatched an 0.61s win. The Swift of Stephen Walker and Van Diemen of Mark Moran gave chase, the pair only 0.09s apart.

The first of the Modified Production classes saw rapid Welshman Robert

Kenrick have another go at lowering his remarkable 1400cc record even further. Two sub sixty second climbs and a spin demonstrated just how badly the youthful boyo wanted a forty eight second run, but it was not to be. Peter Herbert was best Englishman, his aging Westfield BDH 2.28s astern of the Honda Blackbird propelled Caterham.

The unlimited division was an all TVR affair, the ex Marshall, Lines, Waldren, Waggitt, everyone and their dog Tuscan of Roger Coulsey 2.65s up on the Griffith of Stephen Broscombe.

The Hillclimb Super Sports class was a Major occasion, with the shared Mallock of Philip and Douglas Major sandwiching the similar but more elderly version of the marque handled by Jim Naylor.

Up to 1400cc Sports Libres followed, and the Thurkettles' Mk GT1 was another victim of the sticky startline with a broken drive-chain, which consigned pere et fil to Radical Pilote Graham Smith's slipstream, a goodly distance behind. Jon Waggitt's Ward was similarly afflicted, with a halfshaft letting go, thus allowing Les Procter another 2 litre victory in the twin engined OMS. Matthew Sutcliffe in his Matador Special was over four seconds behind, with the turbocharged OMS of Graham Midgely a further four seconds slower.

With the non appearance of Alistair Crawford's Pilbeam Judd, Harewood was denied much needed big banger action. And so FTD was fought out between the three up to 2 litre single seater classes.

Quickest 1100 class protagonist was Martin Vesty, his 998cc OMS darting to a conclusive 4.43s win over the Levitts' 1052cc version, Anthony ahead of Richard. Geoffrey Cowell led the rest of the pack at the wheel of his Hi Tech.

Intrepid aviator James Blackmore increased his Harewood FTD Championship lead with a 2.81s 1600cc victory in yet another OMS over the similar car of Andy Ball. Mr and Mrs OMS followed, Steve a second shy of the former Caterham driver, and a couple of seconds in front of his significant other.

Finally, it was Andrew Henson who devoted less of his afternoon than anyone else to complete an ascent, the Pilbeam 3.15s faster than Peter Hamilton's Quest, which is now for sale. Philip Lynch was a game third in a Ralt, followed by Mike Slim at the helm of a rather fine ex Giancarlo Martini March BMW.

So another hot summer day's hillclimbing drew to a close, and mention should be made of the excellent commentary by Mark Werrell, whose

knowledgeable and precise observations were just occasionally frustrated by the non arrival of times in his little box.

RESULTS

Cl	Name	Car	Time
11	Tony Luxton	Ginetta	63.97
17	Nathan Bell	Caterham 7	67.33
1	Mike Geen	Peugeot	67.84R
2	John Ellison	Lotus Elan	71.37
3	Jonathan Miles	Mitsubishi	66.46
4	Dale Cordingley	Caterham	64.63
5	Richard Vale	Caterham	65.66
6	Richard Semley	Nova	65.91
7+8	Simon Bainbridge	Audi	62.10
9	David Bailey	Swift	62.05
A	Robert Kenrick	Caterham	59.55
B+C	Roger Coulsey	VR	69.80
D	Philip Major	Mallock	62.50
E	Graham Smith	Radical	60.56
F	Les Procter	OMS SC	59.18
I	Martin Vesty	OMS	55.42
J	James Blackmore	OMS	54.25R
K	Andrew Henson	Pilbeam	54.02
FTD	Andrew Henson	Pilbeam	54.02

Congratulations to our 2003 Champions



Mike Geen - Harewood Champion



Clare Sullivan - Ladies Champion



Andrew Henson - FTD Champion

MASTER JAMES.

Summer Championship Meeting August 24

Peter Herbert

Can this really be summer, and is this really England? Three Harewood hillclimbs in a row with excellent weather is just unheard of. Alright, Brian Kenyon will remind us of the scorching summer of 1924 when the Brooklands Members Banking almost melted, and Barbara Cartland turned pinker than usual. But for those of more tender years, this is a Yorkshire trait not previously experienced.

Sadly, the day did not begin well for our plucky Driving School Liaison chief, as Brian's back gave out during early morning ablutions. Without divulging the exact nature of the function being performed, it can be said he was more than a little inconvenienced. As a result, the ferrying of spectating sensation seekers down the hill to Chippy's in the Ripon Land Rover loaned Discovery fell to the Able Seaman.

A full entry, boosted by several visiting championships, ensured a very full day of motor sport, and the sun was low in the west as final runs were completed. More than one driver experienced the delusion of the Quarry warning lights being lit as they barrelled up the preceding straight, caused by the sun's reflection in the red glass. Something to be examined prior to the next meeting perhaps, although September rain will probably negate the problem completely!

First off the startline were Paul Matty Classic Lotus Championship competitors, and both Paul and June Matty were there in examples of the Bromesgrove sports car dealership's delectable wares, namely a Lotus 35, and a 26R.

Sports Cars pace setter was Jon Dobson in an Elan Plus 2, almost two seconds quicker than David Hampton's Elan. Nick Glazzard and Roy Fellows duelled for third place, the Plus 2 pilots just three tenths apart. However on

handicap the order was Dobson, Glazzard, and Hampton.

John Crook in a Lotus 69 headed the Single Seaters, a narrow 0.39s margin up on series patron Paul Matty in the gloriously restored 35. But Matty was to win on handicap. Peter Bottril was third at the wheel of a 61, a further 0.86s slower.

Bert Hadley Pre-War Austin Seven Championship drivers were next, and it was class record holder John Skeavington, whose diminutive 750 Ulster only narrowly failed to match that mark, who climbed quickest. Alan Fairless in a sister Ulster was just 0.84s adrift, with Alan McBeath's Seven Supersports close behind. The Sports Ulster of Graham Beckett, and Nick Allen's innovative rear engined Shelsley Special Seven, led the pursuit.

Deux Cheveaux returned to Stockton Farm but, regrettably, in fewer numbers than before. However, by means of compensation, some very spirited driving took place. Graham Harper lifted for nothing, and slung his green 2CV round Farmhouse in a fine tail out slide, both rear wheels well onto the grass. A 1.72s victory was no more than the Glasgow based conducteur deserved, followed home by co-driver Scott Brennan. Bill Murray, another devotee of a grassy line through Farmhouse, snatched third ahead of Derek Coghill. Oh, and in case you are wondering, a wrung out 750 Austin is 1.79s quicker up Harewood than a similarly exercised Citroen 2CV. But then again, perhaps you are not.

First of the Harewood classes was for those who like their chips to arrive home whilst still warm, Road Modified Cars. Hill championship aspirant Mike Geen fell short

of yet another class record but still blitzed the 1400cc opposition in his Peugeot 205 screamer. Defending Ladies title holder Clare Sullivan drove the doors off her Cooper S to keep the leader in sight, 2.31s behind. Making the long journey up from Wokingham worthwhile, Mike Cooper ran third in the unusual Innocenti Mini, denying the more familiar Cooper S of Dave West by a hundredth.

The hard charging David Marshall secured two litre honours, the Nottingham driver monsterring the Orchard kerbs to a 2.37s win over the immaculate Elan of John Ellison. A delighted Malcolm Pinder put the Civic Type R into third place with a personal best time, only 0.21s shy of the red Lotus, although Peter Neal pushed him hard with a Golf Gti.

Unlimited silverware went to the NART liveried, for those understand such things, Ferrari 355 of Brian Jackson, despite a final ascent spin at Farmhouse. David Wood tried hard to make a fight of it, but was almost four seconds down in his Porsche 993RS. Christopher Price chased this exotica with a well campaigned XR4i, and in turn was shadowed by the blown 944 of Mike Baxter.

Another guesting championship, that of road going TVRs, saw some pretty serious V8 propelled Trevors mixing it with a few older pushrod contenders. Londoner Robin Harris emerged as the front runner, his 5 litre Griffith fortuitously setting a winning time on its opening run. This was later matched by flying doctor Matthew Oakley, whose 5.2 Griff went off at Quarry on his first run. Legal Eagle Simon Cole was third at the helm of his old 4.6 350i, only 0.19s slower, whilst Simon Bridge followed a further half second in arrears with a another 5 litre Griff.

Road Modified Kits and Replicas were next, and in the absence of the all conquering Cordingly Caterham, Harrogate

Haulier Bob Bellerby had his day, the enterprisingly driven Mike Smith owned Striker an impressive 0.43s clear of national class pace setter John Palmer's Puma powered Westfield. Mike Smith hung on for third in the shared Sylva, 0.84s ahead of Richard Wheat in his Westie.

Unlimited runners were led by a record setting Mark Smith, five hundredths inside John Hoyle's two year old time. The Westfield was shadowed by the similar car of William Hall, 1.75s astern, while Barry Bunn brought yet another of Chris Smith's affordable masterpieces home in third spot.

The hard driven Nova of Richard and Michelle Semley topped the 1400cc Modified Tin Top time sheets, with the master of the house 1.19s ahead of the rejuvenated Mini Miglia of Phil Short, its Manx Racing motor rebuilt after becoming unstitched at Elvington. Mrs Semley was a game third.

The mother of all class mergers saw the two litre and unlimited Tin Top Mod Prods combined with the 1400cc and unlimited Mod Prods, and a most impressive hill debut by Tony Brumfield's TTS tuned Suzuki propelled lightweight Sylva Striker netted the Grimsby driver a 1.1s win. Peter Herbert kept him honest in the Westfield BDH, despite a first run trip into the Esses cheap seats; and Roger Coulsey's rumbling V8 Tuscan was a distant third ahead of Bobby Fryers, whose Elise had decided to lower its own rev limit, much to the displeasure of the dashing Skipton ace.

The usual close Formula Ford encounter was settled in favour of Mark Moran's Van Diemen who, after two pacey runs, eventually pulled out a 1.55s lead over the Swift of Ian Thomas. The pursuing cars of Mark Cummings, Michael Underwood, and Gavin Thomas were covered by just 0.27s, with the former's Van Diemen getting the nod.

Now seemingly able to pop in "fifty nines" at will, the jovial Les Proctor was in full control of a merged Clubmans, 1400 and 2 litre Sports Libre class. The black twin engined OMS was almost five seconds up on Peter Green in the 1300 Centaur, who in turn was 0.72s ahead of Jim Naylor's Mallock. Graham Blackwell's Fiesta held off Don Burt in the YKC for fourth place, while the Thurrkettles had another character building day in their MK GT1, which once again took an early bath.

There were but two unlimited Sports Libre runners, and to the untutored eye the long red projectile graciously cruising up the hill looked to be Lady Penelope, Parker at the wheel. However, it was the return of Heinz Ofner, with XJS now in Evo spec following a fresh coat of paint. And quite clearly the respay had worked as the redoubtable Heinz cracked the magic ninety second barrier, although the Jag was narrowly pipped by the rapid Spitfire of Welshman Pen Davis to the tune of 18.31s.

Single seaters, up to 1100cc, hit the track next, and it was the OMS of Martin Vesty that took the laurels, 1.75s ahead of former hill champion Dave Banner in a similar machine. The OMS cars of John Chacksfield and Anthony Levitt disputed third, the Yorkshireman emerging on top by a 1.48s margin.

As is becoming the norm this season, James Blackmore was FTD favourite, and the OMS Honda clinched the 1600 class by two seconds from Andy Ball's OMS, with Jonathan Varley a further 2.45s back in the aging March. But 2 litre leader Andrew Henson ran the Harrogate aviator close for the outright win.

The Pilbeam Vauxhall driver's closest rival turned out to be a rapidly converted former Sports Libre car. The ever resourceful Jon Waggitt, following a first run collision with an Esses thwacking post that tore off one of the Ward's mudguards,

applied some quick lateral thinking, removed the remaining wheel coverings, and transferred to single seaters. His reward was a class second ahead of Jonathan Rhodes in the Delta and Damon Milnes in another Pilbeam.

At the prize giving, which mercifully has now moved up the hill, and is in serious danger of utilising the office steps as a podium, continental style, James Blackmore confided that his family had suggested such occasions should begin with a joke. Fortunately, highly developed pilot's senses were alive to groans from the watching crowd, but all agreed with his sentiments that a most enjoyable meeting had taken place, thanks to the efforts of the Yorkshire Centre's hard working and dedicated officials and marshals.

RESULTS

Cl	Name	Car	Time
12A	Jon Dobson	Lotus Elan	65.09
12B	Paul Matty	Lotus 35	63.06
19	John Skeavington	Austin 7	80.07
21	Graham Harper	Citroen 2CV	81.86
1	Mike Geen	Peugeot	67.99
2	David Marshall	Peugeot	68.32
3	Brian Jackson	Ferrari	67.61
3A	Robin Harris	TVR	67.65
4	Robert Bellerby	Sylva Striker	64.57
5	Mark Smith	Westfield	63.39R
6	Richard Semley	Nova	64.99
9	Mark Moran	Van Diemen	63.86
7+8	Tony Brumfield	Sylva Striker	60.33
+C+A			
D+F	Les Proctor	OMS SC	59.56
G	Pen Davies	Triumph Spitfire	70.04
H+I	Martin Vesty	OMS	55.00
J	James Blackmore	OMS	54.05R
K	Andrew Henson	Pilbeam	54.56
FTD	James Blackmore	OMS	54.05

Items for the next edition of the 'Times' to the Editor please by 15th January 2004

Mrs Pat Kenyon, 'Hillside',
West Lane, Holdworth, Loxley,
Sheffield, S6 6SN

Tel & Fax (0114) 234 0478
or Tel (0114) 285 1114

e-mail: pkenyon@holdworth.fsnet.co.uk

Time Team

Dale Cordingley

The alarm goes off at 5.30 in the Clay household in Rochdale. It's a typical Sunday for David and Wendy Clay who have a full day ahead of them with 150 drivers relying on their skills and efforts.

The Volvo was packed the night before with the complex electronic components, along with a full backup system, required to let each driver know how long it took to drive up the 1448 metre track at Harewood. David has been providing timekeeping facilities for over 15 years at locations such as Harewood, Scammonden, Barbon, 3 Sisters and Knockhill.

By 7.30 they are at Harewood. David, along with his team of Wendy, Chris Winstanley and Roger Frost start the task of setting up the kit. The electronic clocks are set up in the blue cabin at the start line (this was an outside broadcast unit for Radio Sheffield in days gone by).

The start and split time sensors are taken out and installed in their pre-determined positions, along with the speed trap, part way up Farmhouse Out and the finish beam at Quarry. That's a total of seven beams to set up, some connected to the pre-installed cables and splits 2 & 3 using radio signals to communicate. Most of these units also require batteries to be lugged round to provide the power during the day. The results and speed trap display boards, plus the finish time board after Quarry (which is very much appreciated by the drivers as it gives their time as they cross the line) are also connected.

Once all this lot is in place it all has to be tested, using David's Volvo as the 'competing' car!

9.00 arrives and the first competitors are sent down from the paddock. A team of three marshals led by Simon Marston, ensure that the cars are called forward, lined up and chocked ready for the green light. This is the only bit most competitors see! Two small cameras keep the timekeeper in touch with the queuing cars and the car being lined up plus its number (its difficult to see clearly out of the dingy smoked Perspex cabin window).

In the cabin hidden from view, the team operate in pairs for one hour stints. They are linked to Race Control in the Barn, who give the all clear to release the next car. The timekeeper then hits a number of buttons on the timing equipment to give the driver the green light. Once the car clears the start, the sequence is repeated for the next car. To complicate matters there are up to four cars on the track at any one time (one released about every



Les Procter being lined up for his run

20 seconds), so they need to keep an eye on the times of each of these cars.

During a meeting at Harewood no fewer than 3,000 separate times will be recorded (150 cars x 5 runs x 4 split times)

and that's without the re-runs! Not only are the times recorded electronically on the PC, but the run times are also recorded on paper just in case!

At this point it is worth noting that the timing system and the results system are separate. The timing system sends the splits and run times up the wire to another computer system in the paddock office which displays the results. Whilst we have had some problems with the results system displays, we have always had the times.



David Clay takes a break from the heat

There can be problems with the split times if two cars trigger the second and third splits at the same time (these are the radio-linked beams), as the system can't detect which time to use. However, this doesn't impact the recording of the overall run time. Occasionally there may be an erroneous time, but if spotted the timekeeper will give a re-run.

To complicate matters further, we drivers occasionally chuck our steeds off into the undergrowth, causing a red flag. This requires the timekeeper to identify which car has caused the red flag and then clear the times for any other competitor following, so that they get a re-run. When some chump (and I include myself in this category) throws their car off at Quarry, the timekeeper needs to identify if it was a clean run (e.g. a spin after the finish line) or a fail (e.g. they are in the trailer park or had wheels over the white line and took out the thwacker posts). This all serves to keep the team on their toes!

Back in the cabin the temperature reached over 90 degrees at the Montague Burton Trophy meeting in early August, but the action continued unabated, whilst the drivers get over an hours break before the next run. When the event finishes, the clearing up starts. This is almost a reversal of the set up process. The teams are often

not at the results presentation - they are not snubbing the competitors, they are still working! The day will end at nearly nine o'clock when David and Wendy arrive back in Rochdale for a well earned rest.

So what's the next development? Things can always be improved. David would like to see the radio splits replaced by cable runs and an extra split between two and three, probably around the entry to Country. He would also like to see the speed trap results fed in to the results system and a camera at the finish so that he can see your happy faces (really so that he can see if you did actually cross the line)! Watch this space.

So next time you compete, spare a thought for this dedicated band of people and the rest of the officials, as well as the drivers. We often take for granted the organisation, administration, marshalling and time keeping that goes in to making a meeting successful. After all meeting is a team effort from all concerned and David is the first to point this out. I for one will appreciate things a little more after my visit to the time team's den.

Thanks to David and the team for allowing me to interrupt their busy day and for putting up with my daft questions!



Now a little story

Owning a wonderful old car like the Lotus 51c brings some priceless moments / PR opportunities. It not only appeals to those generations that witnessed what was arguably motor racing's golden era but curiously, also to the very young. As you may have noticed, I'm never one to pack up quickly after an event and the July 6th British Championship meeting was no exception.

I was standing by my car, as usual, reflecting on what might have been, had I even repeated my practice times in the timed runs, when a very polite father and young son approached me. Father asked, "If my son puts two pounds in your Bolton Hospice Appeal Box, can he please sit in your car". Son was brandishing two pound coins.

I replied, "he can do so for nowt". Son's face lit up as he was carefully lowered into the cockpit. He reached forward, grabbing the wheel and gearshift with such glee. Clearly, he was not going to be removed from there too quickly.

Meantime, father was excusing his son's exuberance. For my part, I was reassuring him that as a grandparent, I knew this particular Lotus to be very child friendly. I then suggested he may like to take a photograph of his son aboard the Lotus but alas, no camera!

Spot on queue, Steve Wilkinson, who having finished his official duties, was on hand, by this time, armed only with his snapshot camera. One very happy little boy was duly photographed at the wheel, whilst proud father proffers his address and offers to pay

As you might expect, Steve would have none of the latter and not only sends the little boy his photograph in the Lotus,

but a small highlight collection of the event. I would love to have seen his face when the postman brought them.

Finally, Bolton Hospice got its two pounds after all and Harewood has at least two new fans. Unfortunately, I don't have their names, but I am sure Steve will.

Best regards

Trevor Jackson

PS. Another little one.

Two fellow Three Sisters competitors from north of the border, in much more modern FFs, apparently saw my practice times were about 1/2 a second longer than theirs. They concluded "This guy Trevor Jackson is sand-bagging, he's faster than this. We'd better try harder this afternoon". They did and beat me.

Wrong Trevor Jackson!

Michelle Semley
7 Harewood Avenue
Barnsley

Dear Pat

I would be grateful if you would pass on my thanks to the marshals and rescue crew for their quick actions and assistance following my accident. It's reassuring to know that such professional people are only seconds away should the worst happen.

I would also like to thank everybody for their concern shown in the paddock afterwards. It shows just how friendly the sport is.

Many thanks

Michelle



BARC Yorkshire Centre



Annual Dinner Dance

&

Award Presentation

Saturday 29th November 2003

Oulton Hall Hotel, Oulton, Nr Leeds

Tickets £29.95 each

Dinner Jackets or Lounge Suits

7.00pm for 8.00pm Dancing to 1.00am

Return lower half of form to

Mrs Carol Wride, 124 West End Drive, Horsforth, Leeds LS18 5JX 0113 258 0274

TICKET APPLICATION

Seating: Tables available for 8, 10 or 12

Name: _____

Address: _____

Post Code _____ Telephone: _____

I wish to share a table with _____

I would like to book a table for _____ Number of Tickets @ £29.95 each _____

Cheque/PO enclosed for £ _____ Made payable to BARC

Dietary requirements

Vegetarian/Special diet

Name(s): _____

Cheese & Biscuits option

Name(s): _____



Harewood Speed Hill Climb Merchandise Order Form



Name:

Address:

Post code : Tel Number:

E-mail:

Item	Size Available	Price	Size Required	Quantity	Total Price
T-Shirt Mens (White or Navy)	M,L,XL	£ 8.00			£
V-neck T-Shirt Ladies	M,L,XL	£10.00			£
T-Shirt Child	S,M,L,XL,XXL	£ 6.00			£
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			£
Sweatshirt Open	M,L,XL	£18.00			£
Fleece	M,L,XL	£25.00			£
Fleece Child	M,L,XL	£15.00			£
Allweather Jacket	M,L,XL	£50.00			£
Prostyle Cap (Adult)		£ 7.00			£
Cap Child	-	£ 5.00			£
Cargo Beanie	-	£10.00			£
Holdall	-	£18.00			£
Document Case	-	£ 9.00			£
Harewood Patch	-	£ 3.50			£
BARC Patch	-	£ 3.50			£
BARC Windscreen Sticker inner	-	£ 1.50			£
BARC Windscreen Sticker outer	-	£ 1.50			£
			Total Cost		£

Please make all cheques payable to BARC. Adding £2.50 postage and packaging
If ordering only BARC patch and/or stickers add 50p postage and packaging

Return to Carol Wride at

124 West End Drive

Horsforth

Leeds

LS18 5JX

Tel No: 0113 2580274

E-mail: carol.wride@btopenworld.com

FINELY BALANCED

Greenwood Cup Saturday 13th September 2003

Brian Kenyon

Never have we arrived at the penultimate round with all three championships so finely balanced. This year the white Peugeot of Mike Geen has never failed to break the record but what would he be able to produce at this event. James Blackmore has also been a consistent record breaker in, if I may venture the comment, a more difficult class that of the single seaters up to 1600cc.

To ensure the championship James would have to drive out of his skin as he was over a point behind Mike Geen. The FTD Championship was tilted in the favour of James as he had the points where his main rival Andrew Henson had it all to do in the final two rounds. Andrew has risen to the occasion and is closing in on the Class K record which, like the one that James holds, is usually set by the National contenders and so is very competitive.

The Ladies title could go either way with only 0.06 separating Sarah Cordingley in the family Caterham and past champion Clare Sullivan in her trusty Mini. Both have missed two rounds, fortunately the weather hasn't played its part in their scoring, so as they say 'it's tough at the top'. According to TV weather-man Paul Hudson the weather was set fair for the weekend and he was to be proved right. In itself a major miracle. The excuse of a damp track would not be valid for the weekend's events.

First class on the hill was the Ferraris. Richard Prior had it all to do. He was second in the Ferrari Hillclimb Championship but must win this and the subsequent rounds to unseat the leader, Nick Frost. Nick's car is one of only 50 competition versions made and is a tough nut to crack as he is an experienced Harewood exponent. Richard laid down his challenge with a quick first run of 68.73s about a second behind the leader, Nick. Nick improved on his second run, Richard was consistent but slower and Chris Butler,

the surprise of the class earlier in the year, came through the field into second place in, what was, only his second Harewood. The Ferrari Hillclimb Championship was sealed in Yorkshire Centre member Nick's favour.

Surprise, surprise! Class 1 consistent record breaker Mike Geen did not break his record and scored for him, a lowly 17.19 points. Clare Sullivan threw down the gauntlet with a quick time of 70.70s amassing 15.14 points which meant that Sarah would have to match this later in the day. Ex-Sheffield and Hallamshire member John Askew moved to Cumbria some years ago and to my knowledge has not competed at Harewood before, but he upset the regulars recording 72.52s to take third place.

In Class 2 John Ellison has become the man to beat. The quick Elan driver had the potent Honda Civic R of Malcolm Pinder as close company, both drivers in the 70 second bracket. The hard trying Elspeth Charlton has gradually, throughout the season, worked her way through the class and now is a force to be reckoned with.

Mike Johnson in a previous life must have been a rally driver for his tail-out antics in the Porsche, although spectacular, generate good forward motion and he is always good value to watch. His 65.53s was nearly 4 seconds quicker than Garry Kennedy his nearest pursuer, the Subaru Impreza driver had the similar car of Chris Brown as a constant threat to his second in class but as the day progressed Chris slowed and so Garry retained second place.

First in class Dale Cordingley, despite being consistently quick throughout the season, has been unable to challenge the class record and so has left the door open for Robert Bellerby and the ever improving retired lecturer Mike Smith. In

fourth place was Robert Warwick and in fifth was the ladies leader Sarah Cordingley. Sarah, despite scoring 15 points plus in earlier rounds scored 14.68 at this event and so the Ladies Championship tipped in favour of Clare.

The related drivers Richard Vale and Adrian Martin share a rapid Caterham, they were separated on this occasion by Dominic Allen's turbocharged Dax Rush. Despite giving horsepower away to the Dax Rush, Richard's Caterham was quickest up the hill in Class 5.

Phil Short, despite blowing his engine in the Mini at another event, had repaired it in time to secure a comfortable win in Class 6 from the similar Mini's of Joe Harriman and Nigel Hepburn. Usual class leader Richard Selmely had seen his car rolled at Clarks by wife Michelle who fortunately escaped without harm except to her pride and the housekeeping budget. Michelle hit the bank hard on the outside of the corner but the car fortunately, although on its roof, remained on the grass minimising the damage to the car.

Nick Wilson has been the find of the season but although he wrings the neck of the Polo, he is never going to get good points as he is up against the ultra rapid record of Mark Waldron's Elise. Nonetheless Nick pedalled hard and won the depleted class.

Simon Bainbridge handicapped himself when he failed to secure an entry at an oversubscribed meeting. This could have damaged his championship cause, Simon rose to the occasion and scored worthwhile points to home in on the top ten leaders. His challenge at this event came from the Porsche boys who were out getting a little practice before their championship round on Sunday. Colin Belton's ultra quick 993 RSR was second and Wigton member Keith Edwards in the turbocharged Quattro was third.

Morgan Jenkins along with partner Amy Tomlin had attended our last Driving School of the year, they put the experience to good use and recorded their quickest

times at Harewood. Not only quick times but a delighted Morgan was second in the ultra competitive Formula Ford class. Consistent class winner Mick Moore must be wondering what he has to do to challenge the ultra quick record set at a Trackrod meeting by Tony Metcalfe. Ian Thomas was 0.01 behind Morgan in third place, not even the blink of an eye.

Tony Brumfield in the 'Sylvia Dream Machine' appears to have made Class A his own and outpaced his opposition Graham MacTavish who also has a motorcycle engine in his Locost.

We don't usually have a Class B but this was a round of the Wigton championship and they supported the class extremely well. Anthony Allison in the Caterham R500 came top of the pile ahead of the more usual Caterham of Mark Hemingway. Jim O'Neill kept the Westfield flag flying in third place.

Three classes were merged, D, E and F, and Les Procter was in the low 59's, the twin-engined car ahead of the class E Radical of Graham Smith. A Useless piece of info Les has an identical body for his car painted silver and not black - not a lot of people know that!!! Classes C and G were merged and it was the Porsches of Paul Howells and Ian MacMath who took home the bacon. Porkers - bacon - get it??? Ah well, never mind.

A very well supported class of Up To 1100cc single seaters were headed by a very on form Martin Vesty. He left the opposition some 4 seconds in arrears. The shared OMS 2000M of Andrew and Richard Levitt were second and fourth but were split by the Evolution OMS of Channel Island visitor Richard Twinam.

James Blackmore's season began to unravel when the transmission of his OMS gave trouble. James had to rely on a slow for him 56.41s as the OMS cried 'enough!' Andy Ball, who was to kindly share his OMS with James on Sunday, took the class win. Regular competitor Allan Staniforth complained that he had not received any championship points all season until it was

pointed out later in the day that he had not entered the championship. Oh dear, Oh dear!

Andrew Henson in the Pilbeam scorched up the hill for his quickest run of the year, a 53.90. FTD and maximum points in the FTD Championship were his reward. Christina Holley, on her first visit to Harewood, took a well deserved win in Class L beating the car's owner Jeremy Phillips in the bargain. Jeremy fourth, nearly two seconds behind, was delighted with Christina's performance. Jeremy laid a trail of oil up the Farmhouse straight in the fearsome 5.7 litre JPR and spun on the entry to Quarry where it deposited a pool of oil but my spies tell me that the cause of his spin was not the oil but he put a wheel on the grass. All four cars in Class L were driven by Jersey drivers, Robert Romeril was second and Graham Holley was third, the five runs taken during the course of the day making their long trek from Jersey worthwhile.

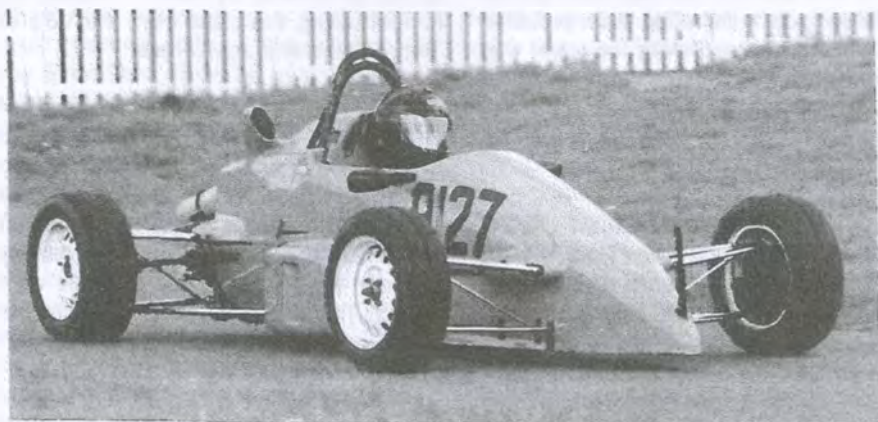
So as we leave the penultimate round, Mike Geen looks to have the main championship within his grasp while James Blackmore's season is ending with the worst possible scenario. Unable to challenge Mike in the main championship and seeing Andrew take maximum points

in the FTD Championship must have been a bitter pill to swallow. The Ladies Championship looks to be going the way of Clare Sullivan but it will all depend on the points they score at the last round. Sarah, despite leading most of the season, could stumble at the last hurdle.

Over to you John for what could prove to be a real nail-biting final.

RESULTS

Cl	Name	Car	Time
10	Nick Frost	Ferrari	67.30
1	Mike Geen	Peugeot	68.65
2	John Ellison	Lotus Elan	70.17
3	Mike Johnson	Porsche	65.53
4	Dale Cordingley	Caterham	64.89
5	Richard Vale	Caterham	66.03
6	Phil Short	Mini	66.38
7	Nick Wilson	Polo	65.04
8	Simon Bainbridge	Audi	61.39
9	Mick Moore	Van Diemen	62.59
A	Tony Brumfield	Sylva Striker	59.96
B	Antony Allison	Caterham R500	61.34
D+E			
+F	Les Procter	OMS SC	59.23
C+G	Paul Howells	Porsche	63.44
I	Martin Vesty	OMS	54.60
J	Andy Ball	OMS	55.90
K	Andrew Henson	Pilbeam	53.90
L	Christina Holley	JPR	59.86
FTD Andrew Henson			Pilbeam 53.90



Morgan Jenkins is off to America with partner Amy Tomlin for two years. They squeezed in a couple of Harewoods at the end of the season after attending the Driving School. Quick times and a sound second place was a good result.

Photo: Steve Wilkinson

The Mike Wilson Memorial Meeting

Sunday 14th September 2003

John Green

The final meeting of Harewood's season was held under clear blue skies with brilliant sunshine and only a light breeze to keep an even temperature. Conditions were perfect for hillclimbing as 3 new records testify.

However, despite the best efforts of the officials and marshals several delays to proceedings meant that third runs could not be taken.

The first major hold-up happened when Mike Henderson, a Porsche technician at Autofarm, approached Quarry corner too quickly in his Porsche 911. The car went sideways into the gravel on the outside, the car rolled, landing on its roof. Happily Mark emerged unscathed, his car was not so lucky, but fellow competitor Simon Wilson offered Mark a shared drive.

Another halt in proceedings occurred when the MG TA of Tim Patchett lost its oil filter during second runs. A major clean up was necessary with marshals being drawn from all posts to help and extra supplies of cement being brought from the barn. A good day for shareholders of Blue Circle! The Dunkirk spirit so often shown by Harewood's marshalling team prevailed and after much hard work the track was ready for use. A convoy run followed to allow competitors to see the extent of the oil spill and also to help disperse the resultant dust cloud.

Class 14A Porsche Cars P1 & P2 saw the first record fall when Paul Howells 911RS clipped over a tenth off Jonathan Williamson's 2001 record. His second run left the record at 63.06 giving Paul the class. Second man was Mike Johnson who also got below the old record on his last run with 63.31. Jonathan Williamson, 3 times south west Hillclimb Champion came third.

Another record fell in Class 14B with Ben Evans taking over one second off father Geraint's record. Geraint drove the family 911 Carrera up in 67.00 also under his old record and third place was Simon Wilson in the supercharged 924 also under the old record.

MG T Type cars made a welcome return to Harewood after an absence of eight years. Stephen Barlow took the class with 73.57 with the aforementioned Tim Patchett taking second. Tim even had the courage to collect his award at the prize giving despite light hearted jeers and the throwing of a few plastic beer glasses from the marshals.

Merged Classes 15A & 15B for MG Cars saw the third record fall when diesel engine designer Allan Inwood's 1380cc Midget broke John Dignan's record set last year with a time of 69.31. Second place was taken by John Wilman, who competed at the first ever Harewood in 1962.

MG Cars in Class 15C saw the old adage "there's no substitute for CCs" turned on its head by James Thacker, his Midget taking the class from the V8's of Terry Piggott and John Rose.

Class 1 was the scene of championship battles with Hillclimb Championship and Ladies Championship contenders both hungry for points. Mike Geen knew he was in a strong position and cruised to a class win with a relatively leisurely run 1.1 seconds over his own record. This was enough to give him the Championship by over one point from single seater driver James Blackmore.

Clare Sullivan was keen to hold back to back Ladies titles and having trailed Sarah Accordingly all season, the pressure was on. Clare's second place in class was enough to secure her title. Her 70.87 run

beating third place man Matthew Pinder by 0.12 seconds.

Class 2 proved that Colin Chapman's legendary design skills still stood the test of time. John Ellison's Lotus Elan, giving at least 10 years to the rest of the class, took the honours ahead of Allan Templar's Astra and Malcolm Pinder's high revving Honda Civic Type R.

The over 2 litre Road Modified went to Munich, Damon Gray's M3 holding off David Sykes's turbocharged Peugeot 205 GTi.

Road Modified Kit Cars, always well supported, continued the season long battle between Robert Bellerby and Dale Cordingley. Robert, on the eve of his 50th birthday, came very close to snatching class honours but Dale kept the Rover K series engined car just three hundredths of a second in front. Shunning a coat of paint in the pursuit of lightness, the see through Silva Striker of retired lecturer Mike Smith took third in class, following being best student at one of this year's Hillclimb Driving Schools.

Classes 5, A and C were merged. Richard Vale having to give best to the Suzuki Hyabusa engined Sylva Striker of Tony Brumfield. Tony is only 0.6 of a second off the Class A record on only the third outing with the car. He almost came to grief with a 180° spin at Farmhouse, just missing the tyre wall.

Class 6 saw former International Rally co-driver, Phil Short, continue his class winning ways having already had wins at Barbon Manor, Oliver's Mount and Aintree. Phil was over 3 seconds in front of Joe Harriman's mini, David Evans similar car taking third.

The other Mod Prod classes were merged and with 450 bhp and four wheel drive the class was taken by the ever developing Audi Quattro of Simon

Bainbridge. Simon is getting closer to Richard Jones 1999 record of 60.93. A final bash to clinch the record this season on his last run saw Simon defeated, like so many in the past, by Harewood's sting in the tail, Quarry Corner. Another top driving school student took second, the VW Polo of Nick Wilson. Nick's self prepared car, albeit with a Russ Coburn engine, climbing in 65.22. Bobby Fryers clinching third with 68.22.

The ever popular pre '94 Formula Fords went the way of former Harewood regular and circuit racer David Bailey. Mick Moore's Van Diemen took second in 62.60, whilst another Farmhouse spinner Mark Moran made his first run count for a third place.

Sports Libre Classes E & F were merged and it was the Kawasaki ZZR engined Radical of Graham Smith which took second, but proving that two engines are better than one, the OMS SC3G of Les Proctor took the win with Len Amy, all the way from Jersey, in third.

Racing Cars up to 1100cc was dominated by bike engines. Martin Vesty was victorious in 55.47 and with it 3rd FTD. Second went to John Chacksfield's OMS which recorded fastest class trap speed of 96 mph. The OMS of Anthony Levitt taking third.

Class J saw James Blackmore sharing the OMS of Andy Ball, James's gearbox having packed up at the Saturday meeting. In his hunt for championship points James beat his benefactor by a quarter of a second to take the class and with it 2nd FTD, his speed through the trap was 99 mph. His points haul however was not sufficient to take the Championship. Andy came in second, with the BDA engined March of Jonathen Varley in third.

Merged Classes K & L was won by Andrew Henson in the Pilbeam MP 62 with

a trap speed of 104 mph. His run of 54.27 was good enough for FTD and put him ahead of James Blackmore in the FTD Championship. Who knows, if James's gearbox hadn't gone, would the result have been different? Jon Waggitt took second in the Reynard Gould, the Boroughbridge TVR specialist climbing in 57.24 and a trap speed of 97mph. The ground shaking JPR Chevrolet of Jeremy Phillips took third, its 5.7 litres taking it up the hill in 58.15 seconds.

It's great to see our Channel Islands domiciled Yorkshire Centre members at Harewood, hurry back!

RESULTS

CI	Name	Car	Time
14A	Paul Howells	Porsche 911RS	63.06R
14B	Ben Evans	Porsche 911	66.40R
15	Stephen Barlow	MG TC	73.57
15A+B	Allan Inwood	MG Midget	69.31R
15C	James Thacker	MG Midget	66.16
1	Mike Geen	Peugeot	68.94
2	John Ellison	Lotus Elan	70.19
3	Damon Gray	BMW M3	69.80
4	Dale Cordingley	Caterham	65.28

6	Phil Short	Mini Cooper	66.15
7+8	Simon Bainbridge	Audi S2	61.41
5+A	Tony Brumfield	Sylva Striker	59.92
+C			
E+F	Les Procter	OMS	59.65
I	Martin Vesty	OMS	55.47
J	James Blackmore	OMS	55.40
K+L	Andrew Henson	Pilbeam	54.27
FTD	Andrew Henson	Pilbeam	54.27

The final positions in the various championships are these:

HAREWOOD HILLCLIMB

CHAMPIONSHIP

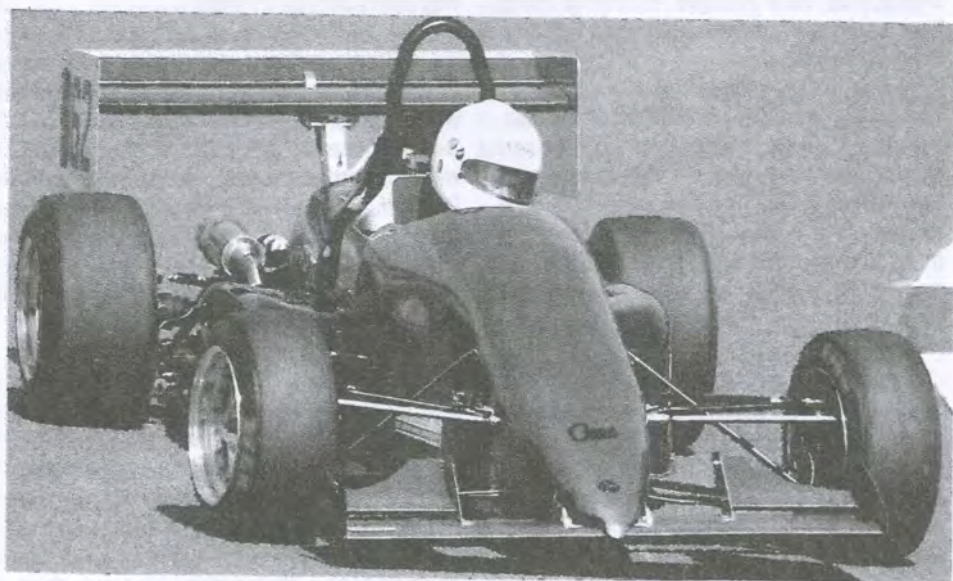
1st	Mike Geen
2nd	James Blackmore
3rd	Dale Cordingley
4th	Simon Bainbridge
5th	Robert Bellerby

FTD CHAMPIONSHIP

1st	Andrew Henson
2nd	James Blackmore
3rd	Martin Vesty

LADIES CHAMPIONSHIP

1st	Clare Sullivan
2nd	Sarah Cordingley



It all fell apart for James Blackmore at the final two rounds. His transmission gave up the ghost on Saturday and he was offered a drive in Andy Ball's car on Sunday.

Photo: Simon Harrison

2003 ANNUAL AWARDS

To be presented at the Annual Dinner Dance

All trophies are competed for exclusively by Yorkshire Centre Members of the BARC, except The Yorkshire Post Trophy

Yorkshire Post Trophy Fastest Time of the Season	Adam Fleetwood	50.67 seconds
Jack Farrar Trophy Fastest Time of the Season by a member Resident in the County of Yorkshire	James Blackmore	54.05 seconds
Arnold Burton Trophy Classes D, E, F and G Total Bogey Points	Les Procter	130.63 points
Richard Sutherland Trophy Competitor in Classes 1, 2 & 3 having greatest improvement over class record (or nearest to it)	Mike Geen	-1.99 seconds
Appleyard Group Trophy Sports Car in Classes 6, 7 and 8 having greatest improvement over class record (or nearest to it)	Richard Spedding	+1.42 seconds
Wallace Arnold Trophy Saloon Car in Classes 6, 7 and 8 having greatest improvement over class record (or nearest to it)	Simon Bainbridge	+0.46 seconds
Wendy Wools Trophy Classes A, B and C having greatest improvement over class record (or nearest to it)	Tony Brumfield	+0.55 seconds
Total Trophy Cars in Classes 4 & 5 having greatest improvement over class record (or nearest to it)	Dale Cordingley	+0.23 seconds
Brownlow Peabody Trophy Fastest time of the season by a 2 wheel drive car in classes 1, 2 & 3	Mike Johnson	65.53 seconds
Guyson Sandblast Trophy Fastest Time of the Season by a Jaguar	Richard Spedding	62.25 seconds
Hatfield of Sheffield Jaguar Trophy Total Bogey Points by a Jaguar	Haydn Spedding	43.22 points
Ford Woodhead Trophy Class 9 Fastest Time of the Season	David Bailey	62.05 seconds
The Babra Trophy Presented to the Lady competitor who records the Fastest Time of the Season	Lynne Owen	58.68 seconds
Lol Ryan Memorial Trophy Competitor recording the fastest time in a Morgan	Mike Sidgwick	61.13 seconds
Scrutineers Trophy At the discretion of the Scrutineers to the Competitor who regularly presents the Best Turned Out Car	To be announced at the Dinner	

The following trophies are awarded at the discretion of the BARC Yorkshire Centre Committee

John Bindloss Trophy To the new competitor who has shown 'The Greatest Promise in Hillclimbing'	Nick Wilson
Ronald Hudson Memorial Trophy The Marshal who has shown the Greatest Dedication to Duty.	Kevin Patrick
Philpot Marshals Trophy To the Harewood Marshal who has performed some specific task over and above the normal call of duty.	Caroline Marston
Tim De Dombal Trophy Official or Marshal who has shown the Greatest Potential During the Season	Richard Eastwood
Derek Clark Memorial Trophy	The winner will be announced at the Dinner

If anyone has any queries about the above awards, please contact
Chris Seaman on 0114 258 5695



BARC Yorkshire Centre



ANNUAL SPEED EVENTS FORUM

SUNDAY 9th NOVEMBER 2003

Old Golf House Hotel

Outlane, Nr Huddersfield

(Jn 23 M62 - exit eastbound only)

Coffee 10.00am for prompt 10.30am start

**Everyone is welcome - come and air your views about classes,
the Championship, Harewood, events etc**

If you don't make your point known, then don't complain next year!

If you cannot attend but have a point to make, write to

Chris Seaman

Seaman Photographer Ltd

193 London Road

Sheffield S2 4LJ

email: chris@seamans.fsnet.co.uk

***Please try to attend, your input will be
appreciated***

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).**

ANNUAL COMPETITIONS

THE PEARCE TROPHY (Marshals/Officials Only)

1=	Richard Hardcastle	38 Points
	Graham Wride	38 Points
3	David Dalrymple	37 Points
4	Brian Kenyon	36 Points

THE KEN LEE TROPHY (Competitors Only)

1	Dale Cordingley	53 Points
2	Robert Bellerby	50 Points
3=	Martin Vesty	48 Points
	Andrew Henson	48 points

THE FIRTH BOWL (Lady Marshals/Officials Only)

1=	Pat Kenyon	31 Points
	Daphne Walker	31 Points
3	Carol Wride	30 Points

THE CHIPPY-IOLA VASE (Everyone Eligible)

1	Sarah & Dale Cordingley	80 Points
---	-------------------------	-----------

**Special Awards to David Dalrymple and Peter Walker for gaining points
in every event run by the BARC**



The 2004 season will soon be upon us so to tidy over the winter months here is a paddock picture to show what you will be missing in the meantime.

Photo: Steve Wilkinson



BARC HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP 2003



Final Positions

		Points														Score
		CI	13/4	10/5	11/5	8/6	6/7	3/8	24/8	13/9	14/9	Total	Drop'd			
1	Mike Geen	1	18.22	18.05	18.64	18.22	18.11	18.75	17.85	17.19	16.90	161.93	51.94	109.99		
2	James Blackmore	J	17.24	18.05	17.64	18.32	18.30	18.10	18.20	15.84	16.65	158.34	49.73	108.61		
3	Dale Cordingley	4	17.31	17.28	17.77	17.09	16.79	17.53	0.00	17.27	16.88	137.92	33.67	104.25		
4	Simon Bainbridge	8	11.23	15.56	17.13	16.80	17.40	16.83	0.00	17.54	17.52	130.01	26.79	103.22		
5	Robert Bellerby	4	16.91	16.99	16.39	16.39	16.01	17.26	17.59	16.72	16.85	151.11	48.79	102.32		
6	Andrew Henson	K	15.73	16.25	14.58	16.41	16.65	17.47	16.93	17.59	17.22	148.83	46.56	102.27		
7	Martin Vesty	1	15.60	0.00	15.43	16.60	16.51	16.93	17.35	17.75	16.88	133.05	31.03	102.02		
8	Michael Moore	9	16.10	16.59	0.00	16.55	0.00	16.88	0.00	16.95	16.94	100.01	0.00	100.01		
9	Mike Smith	4	11.27	15.14	16.07	0.18	0.00	17.00	16.12	16.72	15.86	108.36	11.45	96.91		
10	Robert Warwick	4	15.87	15.73	14.90	16.27	15.58	15.74	0.00	15.43	15.14	124.66	30.04	94.62		
11	Andy Ball	J	14.82	15.04	13.18	0.00	15.41	15.29	16.20	16.15	16.40	122.49	28.00	94.49		
12	Richard Semley	6	14.09	15.00	15.21	8.38	16.18	15.79	16.71	0.00	0.00	101.36	8.38	92.98		
13	Richard Vale	5	14.19	14.83	14.73	14.56	14.73	15.78	15.97	15.36	15.63	135.78	43.48	92.30		
14	Clare Sullivan	1	15.34	0.00	0.00	12.53	15.28	15.79	15.54	15.14	14.97	104.59	12.53	92.06		
15	John Chacksfield	1	15.35	14.99	15.13	14.97	15.11	0.00	15.03	0.00	15.42	106.00	14.97	91.03		
16	Sarah Cordingley	4	14.46	0.00	14.96	15.00	15.98	14.14	0.00	14.68	14.77	103.99	14.14	89.85		
17	John Ellison	2	13.38	14.95	14.09	14.58	0.00	14.20	14.88	15.40	15.38	116.86	27.47	89.39		
18	Les Procter	F	13.92	13.89	14.79	14.13	14.68	15.03	14.65	14.98	14.56	130.63	41.94	88.69		
19	Malcolm Pinder	2	11.43	12.95	0.00	13.22	0.00	0.00	14.67	14.88	14.50	81.65	0.00	81.65		
20	Jonathan Varley	J	12.11	11.82	13.24	13.01	13.79	0.00	13.75	13.53	13.57	104.82	23.93	80.89		
21	Mark Hollingsworth	2	13.04	13.44	0.00	13.43	13.68	0.00	13.36	0.00	13.32	80.27	0.00	80.27		
22	Elspeth Charlton	2	11.48	0.00	0.00	10.03	13.16	13.72	13.47	14.24	13.69	89.79	10.03	79.76		
23	Nick Wilson	7	0.00	12.53	12.71	11.38	13.11	13.30	0.00	13.47	13.29	89.79	11.38	78.41		
24	Phil Short	6	0.00	0.00	0.00	0.00	15.97	11.04	15.52	15.32	15.55	73.40	0.00	73.40		
25	Joe Harriman	6	11.45	11.47	12.25	12.35	0.00	0.00	0.00	12.87	12.41	72.80	0.00	72.80		
26	James Kerr	5	0.00	11.72	0.00	11.95	0.00	11.14	12.63	12.15	12.72	72.31	0.00	72.31		
27	Michael Underwood	9	3.42	7.75	7.27	9.44	12.57	12.45	12.25	12.89	12.37	90.41	18.44	71.97		
28	Fred	2	11.12	11.75	10.88	11.58	11.01	11.42	12.41	12.08	12.15	104.40	33.01	71.39		



BARC HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP 2003



Final Positions

29 Peter Whittle	1	12.72	10.86	11.95	11.71	0.00	11.02	9.70	0.00	0.00	67.96	0.00	67.96
30 Michelle Semley	6	6.11	7.83	9.81	10.58	12.74	12.23	13.31	0.00	0.00	72.61	6.11	66.50
31 Oliver Heselton	4	11.83	13.06	0.00	0.00	12.90	0.00	12.28	0.00	13.09	63.16	0.00	63.16
32 Matthew Pinder	1	16.04	16.20	0.00	15.75	0.00	0.00	0.00	0.00	14.85	62.87	0.00	62.87
33 Adrian Martin	5	7.32	9.76	9.27	9.22	10.04	0.00	0.00	11.39	11.63	68.63	7.32	61.31
34 Chris Brown	3	0.00	10.12	0.00	10.21	10.35	11.00	0.00	11.99	0.00	53.67	0.00	53.67
35 Jonathan Rhodes	K	10.57	0.00	9.00	11.18	0.00	0.00	11.74	0.00	10.80	53.29	0.00	53.29
36 Roger Fish	5	0.00	13.32	0.00	11.59	0.00	13.38	13.92	0.00	0.00	52.21	0.00	52.21
37 Bobby Fryers	7	11.49	0.00	11.07	10.53	0.00	0.00	8.58	0.00	10.29	51.96	0.00	51.96
38 Tim Wilson	J	16.88	0.00	15.68	0.00	18.29	0.00	0.00	0.00	0.00	50.85	0.00	50.85
39 Peter Robinson	4	0.00	8.83	0.00	9.96	10.54	0.00	9.89	0.00	9.89	49.11	0.00	49.11
40 Steven Davies	9	16.04	15.86	16.23	0.00	0.00	0.00	0.00	0.00	0.00	48.13	0.00	48.13
41 Raymond Rowan	L	0.00	14.96	15.53	0.00	16.64	0.00	0.00	0.00	0.00	47.13	0.00	47.13
42 Mike Baxter	3	6.24	4.23	3.82	6.57	4.07	6.71	7.16	8.76	8.81	56.37	12.12	44.25
43 Hayden Spedding	8	13.78	0.00	14.72	14.72	0.00	0.00	0.00	0.00	0.00	43.22	0.00	43.22
44 Graham Midgley	F	6.38	6.46	0.00	8.43	0.00	6.33	0.00	0.00	8.08	35.68	0.00	35.68
45 David Lanfranchi	1	0.00	0.00	12.47	11.62	0.00	11.50	0.00	0.00	0.00	35.59	0.00	35.59
46 David Coulthard	6	8.43	0.00	8.37	0.00	8.44	0.00	8.63	0.00	0.00	33.87	0.00	33.87
47 Michael Burdon	3	8.88	9.74	0.00	9.49	0.00	0.00	0.00	0.00	0.00	28.11	0.00	28.11
48 Roger Coulsey	C	5.65	0.00	0.00	0.00	0.00	6.37	8.17	0.00	7.89	28.08	0.00	28.08
49 John Gallagher	2	11.17	0.00	11.93	0.00	0.00	0.00	0.00	0.00	0.00	23.10	0.00	23.10
50 Mike Fitzsimons	1	0.00	0.00	10.26	0.00	11.31	0.00	0.00	0.00	0.00	21.57	0.00	21.57
51 John Slater	3	8.93	8.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.44	0.00	17.44
52 Richard Casey	2	17.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.25	0.00	17.25
53 George Bleasdale	K	11.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.75	0.00	11.75
54 Andy Geen	2	9.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.58	0.00	9.58
55 Stewart Lobley	4	7.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.69	0.00	7.69
56 Les Thurtrelle	E	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.25	1.74	3.99	0.00	3.99
57 Michael Bailey	6	0.00	0.00	0.00	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00



BARC HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP 2003



FTD Championship

P	Driver	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Rd 7	Rd 8	Rd 9	TOTAL	TOTAL - LOW SC
1	Andrew Henson	10.00	8.00	8.00	9.00	7.00	10.00	9.00	10.00	10.00	81.00	58.00
2	James Blackmore	9.00	10.00	9.00	10.00	9.00	9.00	10.00	7.00	9.00	82.00	57.00
3	Martin Vesty	7.00		7.00	8.00	6.00	8.00	8.00	9.00	8.00	61.00	48.00

Ladies Championship

P	Driver	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Rd 7	Rd 8	Rd 9	TOTAL	TOTAL - LOW SC
1	Clare Sullivan	15.34			12.53	15.28	15.79	15.54	15.14	14.97	103.99	92.06
2	Sarah Cordingley	14.46		14.96	15.00	15.98	14.14		14.68	11.77	104.59	89.85
3	Elspeth Charlton	11.48			10.03	13.16	13.72	13.47	14.24	13.69	89.79	79.76
4	Michelle Semley	6.11	7.83	9.81	10.58	12.74	12.23	13.31	0.00	0.00	72.61	66.50

Championship Class Winners

Class	Name	Car	Champ Pos'n
1	Mike Geen	Peugeot	1
2	John Ellison	Lotus Elan	17
3	Chris Brown	Subaru Impreza	34
4	Dale Cordingley	Caterham 7	3
5	Richard Vale	Caterham 7	13
6	Richard Semley	Vauxhall Nova	12
7	Nick Wilson	VW Polo	23
8	Simon Bainbridge	Audi S2	4
9	Mick Moore	Van Diemen	8
A	No Entries		
B	No Entries		
C	Roger Coulsey	TVR Tuscan	48
D	No Entries		
E	Les Thurkettle	MK GT1	56
F	Les Procter	OMS SC	18
G	No Entries		
H	No Entries		
I	Martin Vesty	OMS 2000M	7
J	James Blackmore	OMS 2000M	2
K	Andrew Henson	Pilbeam MP62	6
L	Ray Rowan	Toleman TG280	41

2004 HAREWOOD SPEED HILLCLIMB DRIVING SCHOOLS

*Increase your chances of doing well in 2004 by attending
the Harewood Speed Hillclimb Driving School*

*By attending the School, people have gone on to:-
win championships
break class records
improve their times*



*Join the winners
Fabulous Gift
or treat yourself*



*Send your name to Pat for a 2004 brochure and start
next year in the winning way*

Contact Pat Kenyon on
(0114) 234 0478 or (0114) 285 1114
e-mail: pkenyon@holdworth.fsnet.co.uk

CAPTION COMPETITION



Dear Pat,

This is my entry to to the caption competition:

"After owning an old skoda for most of his life Rob was never quite sure
how to start this modern automobile"

Will Blackmore

A Harewood Baseball cap goes to Will

HAREWOOD SPEED HILLCLIMB 2004 DATES

Spring National
11th April

Harewood Open
15th May

May MSA Championship
16th May

Jim Thomson Trophy
6th June

MSA Championship
3rd/4th July

Montague Burton Trophy
1st August

Summer Championship
29th August

Greenwood Cup
18th September

Mike Wilson Memorial
19th September

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

Useful telephone numbers and
e-mails

CHAIRMAN Tim Wilson

Tel: 01484 640865 (H)

timw@johnncotton.co.uk

HON SEC Caroline Marston

Tel: 01977 680578 (H)

carolinemarston@hotmail.com

HON TREASURER Martin Baker

martinbaker@mbracing.freemove.co.uk

HON COMP SEC Chris Seaman

Tel: 0114 258 5695 (B)

chris@seamans.fsnet.co.uk

MARKETING Simon Clark

Tel: 07720 892006(M)

simon.clark@desfit.bdx.co.uk

VICE CHAIRMAN

Richard Hardcastle

COMMITTEE

Don Burt

David Clay

Dale Cordingley

David Coulthard

David Dalrymple

John Green

Mike Shorley

Richard Spedding

Peter Whittle

Graham Wride