

YORKSHIRE CENTRE TIMES

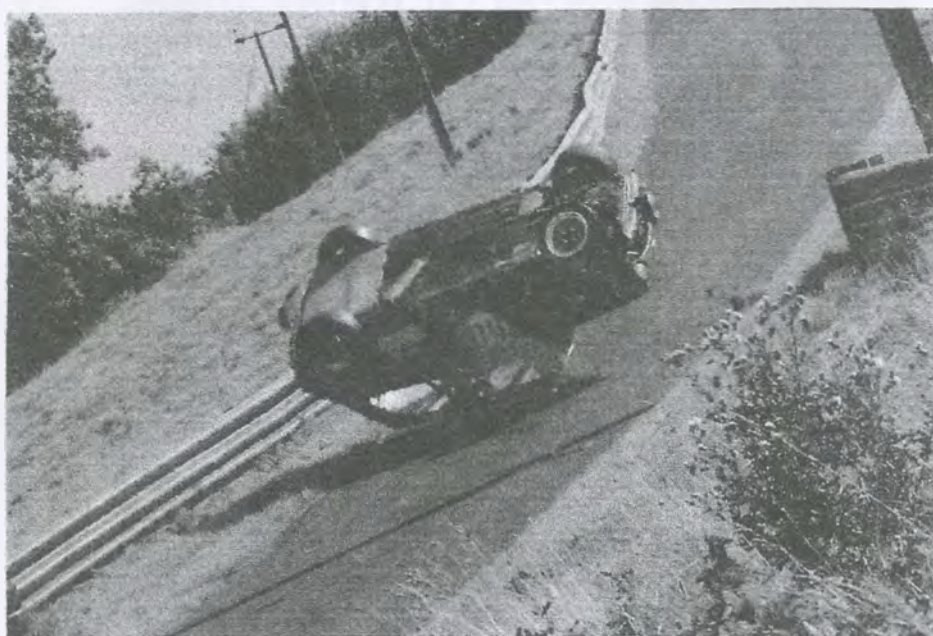


BARC



September - October 2004

Issue No 101



Roy Bolderson's Mini has been on a knife edge for some time now, and on Sunday 29th Aug 2004 he pushed a little too hard (as the pictures show). Amazingly, a friend let him share his car for the rest of the day (would you do the same ???).

Photo & caption: Sally Hall

www.harewoodhill.co.uk

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.

BARC Yorkshire Centre

ANNUAL SPEED EVENTS FORUM

SUNDAY 31st October 2004

**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***

EDITORIAL



Dear member

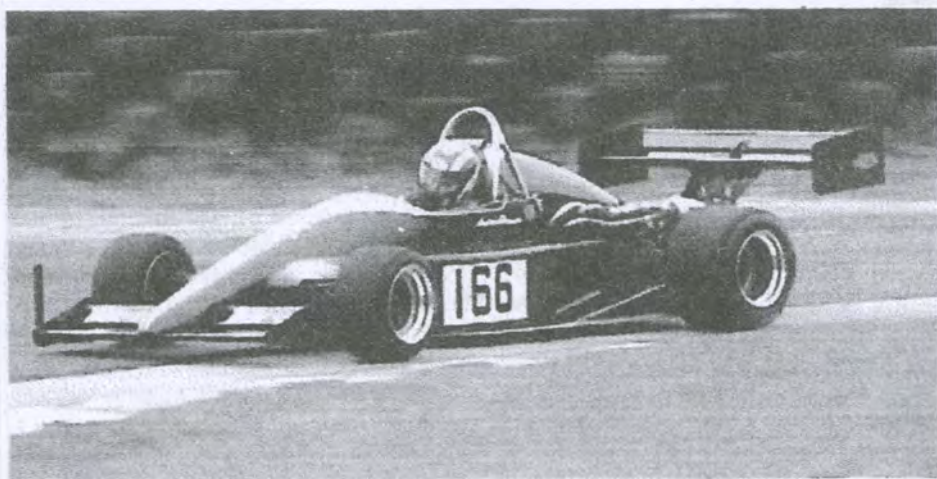
After announcing last September that I was to give up as the Entries Secretary and having attained my hundredth 'Times', I decided in August to give up the editorship of the 'Times' but it is my intention to remain (as long as my health allows and the Committee wish) to continue with the administration of the Driving School.

I will miss the contact and camaraderie with the members and competitors but it is time for someone else to take over. I am finding it hard to maintain my motivation and feel that a complete break from Harewood is essential for all parties. My first edition was in 1988 and over the past 16 years I have had much support from many members with articles and photographs and my thanks go to

them. Thanks also to the contributors to this edition of the 'Times'. I shall continue to remain as editor for one more issue to take us to the end of the year. Brian and I have always thought the most important thing about a club magazine is the content from club members, about club members and glossy presentation came way down on the list of priorities (apart from the cost).

As we near the end of the year it will soon be time for us to contemplate the Classes Forum and the Annual Dinner and Dance which this year returns, as it was in my early days, to the Queens Hotel in Leeds. In the next issue we will be congratulating our champions and Annual Awards winners after a very successful series of events, virtually all of which have been fully subscribed. Once again the Driving School has proved to be a great success with five Schools this year instead of the usual four as well as an 'Advanced School' which was open only to those who had attended a regular School in the past. This also proved to be very successful and hopefully will be run again next year.

Pat



Andrew Henson will have everything crossed for the September weekend when he could sew up the FTD Championship

Photo: Ian Maddison

BARC Yorkshire Centre
Annual Dinner Dance
&

Awards Presentation
Saturday 20th November 2004
Queens Hotel, City Square, Leeds
Tickets £29.95 each

7.00 pm for 7.30 pm

Dancing to 12.30 pm

Dinner Jackets or Lounge Suits

Room rate for overnight accommodation: £60 per room, bed and breakfast. - Bookings should be made with Hotel Reservations on 0113 2431323 quoting The British Automobile Racing Club Annual Awards Dinner to receive the reduced rate. This rate is on a first come first served basis and if the standard rooms are fully booked at the time of booking then a supplement may apply.

Return lower part of form to

Mrs Carol Wride, 124 West End Drive, Horsforth Leeds, LS18 5JX Tel: 0113 2580274

by 8 November 2004

Ticket Application

Seating: Tables available for 10 or 12

Name: _____

Address: _____

_____ Post Code _____ Telephone _____

I wish to share a table with: _____

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

Cheque enclosed for £ _____ Made Payable to BARC

Dietary requirements
Vegetarian/SpecialDiet

Name(s): _____

Cheese & Biscuits option

Name(s): _____

Fleetwood's Double but no new record!

MSA British Hillclimb Championship Meeting

3rd/4th July 2004

Steve Wilkinson

After heavy showers on Saturday which thoroughly soaked the ground and competitors in equal measure Sunday dawned with another bout of the same. In fact the initial rain on Sunday could well have been classified as MONSOON conditions! With the Sunday only runners practice getting underway the decision was taken to honour the original timetable and provide a fourth practice run before swinging into the timed runs. The water on the track plus that still descending in vast quantities meant that track conditions were treacherous to say the least and there were many offs, re-runs and damaged cars.

After an early lunch the timed runs commenced with the week-end's guest class, the Lotus 7 Championship. Initial leader Paul Dickens spun out of contention on his second run which opened the door for Peter Carmichael who duly stormed through to the class win from Ken Evans and a recovering Tony Pickering. With the Road Car classes slotted in after the big single seaters it was the turn of the Mod Prods to lead-off. In the amalgamated Up to 2000cc class Dave Kimberley, who is chasing the Hillclimb Leaders crown, took a comfortable win however second spot went to the 1300cc Suzuki powered Sylva Striker of Harewood regular Tony Brumfield. Brumfield's second spot was achieved without the benefit of wet weather tyres as the Grimsby driver only has slicks or a four year old set of road tyres! Robert Kenrick took third whilst Kimberley's co-driver, Richard Homer, was fourth. With another amalgam next, Classes 8 and C, it was a case of less is more as the flying Simon Bainbridge was only a second off his class record. Keith Edwards brought the Quattro home second ahead of Richard Spedding and Chris Mason in the 'historic' E-Type.

Leading off the sportscars were the Hillclimb Super Sports (a.k.a. Clubmans). Peter Harper was making a welcome return to the hills in his circuit racing Classic Clubmans Mallock. Despite his best efforts he only managed second spot behind the flying Simon Moyse in the more modern Mk27SG version of Mallock. In third and fourth were Russ Ward's boys; Ashley slipped through to leave Chris in fourth as Brian Moyse (father of class winner Simon) rotated down to fifth. On the first class run there had been a disturbing accident as young Ben Pickering on only his second ever speed event spun and clattered the barriers exiting Farmhouse. His accident carried him through the speed trap which he demolished. The car was somewhat second hand which is more than can be said for the speed trap which was reduced to scrap! There was a titanic battle in the 1400cc Sports Libre class as class record holder Andy Bougourd came under pressure from Ed Hollier. The Guernseyman had to pull out all the stops and was only one hundredth shy of his record time en route to victory. Tony Allinson in the pretty Radical was a fine third as Nick Cook's Sylva Striker had the benefit of some extra weight being a road car and took fourth. Les Thurstle recovered to fifth ahead of Matthew Sutcliffe whose Matador now sports a Honda Fireblade engine. In the two-litre division of Sports Libres the father and son combo of Geoff and Chris Guille looked likely to take a 1-2 until Tim Elmer slipped into second. Young Chris was doubly pleased to have not only won but also beaten Dad. The final Sports Libre class saw Matthew Harrison give the ex-Mineef SPA-Judd its head and duly took the top spot. Rhys Howells thundered into second in the Rover powered Pilbeam as Mike

Sidgwick, in the Plus 8 due to the Chevron not being ready in time, took third.

It was then the turn of the Racing Cars to take to the hill. In the 600cc class it was the form man Adam Steel how took an easy win after his main opposition, Glyn Sketchley, pulled out after practice. Paul Meakin won the battle for second in his Mark 4 Jedi ahead of the very green ex-Corbyn version. The 1100cc class went to Phil Davies in the Force who was too quick to be caught by Dave Banner and Anthony Levitt in their red OMS cars. Duncan Barnes and Richard Levitt were fourth and fifth whilst sixth in class went to the octogenarian Allan Staniforth who finished ahead of Howard Savage-Jones the ex-HSA Champion. With just one of the 1600 Racing Car class using a car-derived engine the odds were stacked in favour of those favouring bike power. The immensely tall Phil Cooke did his usual disappearing act in the Force winning the class and also getting into both run-offs! Second spot went to the new OMS of Tim Wilson, unfortunately Tim only came in third as constructor Steve Owen, who was guesting in the new car to help the Harewood Chairman get it set up for the Channel Islands, took the place. Andy Ball took fourth finishing ahead of the occasionally wild Irishman, William Loughridge. James Blackmore and Jonathan Varley both spun on their second runs and were sixth and seventh respectively. In the ever competitive two-litre class Trevor Willis was uncatchable. On the wet run he was over two seconds quicker than the beat of the rest whilst in the drier second run he enjoyed a similar margin. Jon Waggitt took second after a first run that left him languishing in TENTH! Andrew Henson took third whilst Richard Marshall in the ex-Bachelier/Butterfield Dallara was fourth. Lynn Owen took fifth as she enjoyed sole use of the family OMS whilst David Oldridge was sharing the Willis OMS and took sixth on his two-litre debut. In the battle of the Goodyear's it

was Ann who won out when hubbie Mark spun on his second run. In the final Racing Car class it was Fleetwood all the way. However after the first runs it was Roger who led son Adam. On the second runs however Adam fought back from third to assert his Number 1 status with a stunning 51.14 second climb. Roger Moran overcame a misfire to just take second from Martin Groves whilst Rob Turnbull also slipped ahead of Roger Fleetwood. Scott Moran wasn't that far behind as was Mike Dean who finished just one hundredth away from the young Moran. The top ten in the class was rounded out by BAR aerodynamicist Willem Toet, Channel Islander Colin le Maitre in his ex-Tim Mason Gould and Simon Durling in the now Cosworth HB powered ex-David Grace Gould.

It was then the turn of the Harewood stalwarts in the Road Going classes to do battle. In the 1400 class it went to the formbook as Mike Geen got to within a second of his class record in the 205XS. He was chased all the way by Clare Sullivan in the Mini who is fast emerging as one of the most talented young drivers. The two-litre division was dominated by 205GTi's. David Sykes in yet another Team Geen Racing took top spot as James Kerr and Andy Geen chased him home. Fourth went to John Ellison in the Elan who had a difficult decision to make; keep the hood up or take it down. He chose to run with the hood up but got just as wet as if he had kept it down! In the over two-litre Road Modified class Jonathan Mounsey again took the win in his usual flamboyant style. Damon Gray's glorious sounding BMW was second as Phil Andrew took third in the Skyline. On to the Kit Cars and in the up to 1700 class there was a rare defeat for Bob Bellerby. Leading after the first runs he ran a little wide at Farmhouse and lost a couple of tenths. That was all that Dale Cordingley needed as he was rock solid through the slippery Farmhouse complex and took the class win by just six hundredths. Simon and

Jonathan Medley were next up whilst Sarah Cordingley was a disappointing fifth and slipped out of the lead in the Ladies Championship. With just four runners the over 1700 Kit Car class was a bit thin on the ground. After a first run spin Nick Aveyard had to get it right second time around. This he duly did and although some way of the class record he still had nearly two seconds in hand over David Grey and the rest.

The penultimate class was an amalgam of the two remaining Mod Prod classes. Although finishing fourth Stuart Clough's Alpine Renault A110 got my vote for prettiest car on the track. Meanwhile at the head of the class the three Mini's did battle. Nigel Hepburn, who seemed to have cured the gear linkage problems that had afflicted his Mini of late, led on both runs and took the win. Joe Harriman just had the legs over Michael Tetlow on both runs as the A110 came home fourth. The final class was for the fabulous Formula Fords. Saturday had seen pre-event favourite for the class win Steven Davies crash his Swift. However Mark Cummings instantly offered a shared drive in his Van Diemen which the Welshman took up. After the first runs it was Mark Cummings leading the class with Mark Moran snapping at his heels. On the second runs it was all up in the air on a drying track. Michael Underwood was the first to move into the lead. Then Mark Moran set a blistering pace which swept him into the lead. Could Cummings respond? Well Mark is a typical Geordie and with head down he went for it. Exiting Farmhouse he looked to be there or thereabouts and when the clocks stopped he had recorded a personal best time but was relegated to second spot.

British Championship Run Offs

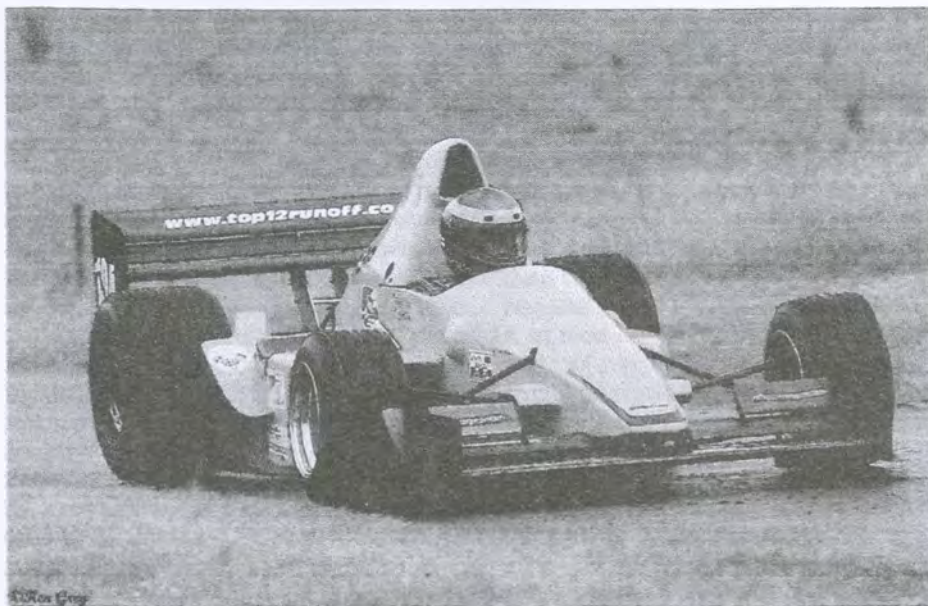
Round 17 - The first of the two championship rounds eventually got on track in mid afternoon. Martin Groves was first on the hill and carved nearly five seconds off his qualifying time despite a huge shimmy entering Country Corner.

Then it was Roger Moran who made it to Willow before sliding the backend out just a tad too much and spun to a halt facing back down the track. Final shared runner was Adam Fleetwood who was unaccustomed of late to being so far down the running order. However it didn't cause him any problems as he posted a 56.04 on the still damp track. Rob Turnbull had just made it into the run off but when it came to Quarry he failed to keep on track and went over the white penalty line. This led to the Gould driver's time being cancelled and his run registered as a fail. With two drivers now having failed it meant all the remaining drivers would collect points. First of those was Richard Marshall who was making his first Top Twelve appearance in the Dallara. His time was also a vast improvement over qualifying and he slotted into a provisional third. Mark Goodyear was next in the ex-George Bleasdale Pilbeam. Mark was also quicker and he in turn moved into third. With no damage to the Moran Pilbeam it was young Scott next up and in a superb display of how to get the power down he stopped the clocks at 58.47 to slip into second - a place he held throughout. Paul Ranson was next in the Gould he shares with Martin Groves and despite out qualifying his co-driver he slipped to last as his improvement was only measured in tenths. Trevor Willis found the switch to slicks all round too big a handicap and posted a slower time than in qualifying. Similarly the next runner, Phil Cooke in the Force, also made the switch to full slicks and fell down the order. Penultimate runner was Oliver Tomlin who had benefited from a re-run in qualifying to post the second fastest time. He too had gambled on a switch to full slicks and was slower falling back to eighth. This left Roger Fleetwood and with a reachable target could he defeat Adam? From the start the run looked smooth and unflustered. As the car exited Farmhouse and rocketed up towards Quarry the clock told a different story and he dropped to third.

Adam Fleetwood had again taken the 10 points could he make it 11 in the second run off?

Round 18 - With the track drying out by the second it looked all set for a final run charge by the fastest qualifier Adam Fleetwood. First to the line was Scott

improvement of half a second though would see him gradually fall down the order and finish twelfth. Phil Cooke then brought the Force to the line for its second Top Twelve run of the day. Like le Maitre his improvement was in tenths and would not be enough to secure any points as he was



Second FTD and 2nd in the second run-off was Roger Moran's reward, having failed on the rain-affected 1st run-off.

Photo. Ken Grey

Moran who had earlier taken second spot. Now with conditions still improving he made only a minimal improvement and he didn't look likely to challenge for a top pace. Roger Fleetwood on the other hand was superb. He was into his stride and set a time that looked hard to beat as he swept into the lead. That completed the dual driven cars and it was then down to Simon Durling. He too was in determined mood and when he finished just two hundredths adrift of Roger second spot was at that point looking good to shake out in the top five. Colin le Maitre who had looked anything but Run-off material earlier in the day had done well to qualify. His

anchored in eleventh. Willem Toet had surprisingly not made the first run off but carved over a second off his Q-time to take a provisional third. Trevor Willis then gave his usual 100% as he clipped tenths off his time. He slotted into fifth but would fall down the order. Mike Dean was another who surprisingly failed to make the first run off. He showed over half a second improvement but failed to overhaul Scott Moran but a mere one hundredth of a second. Rob Turnbull was next and he was determined not to fall foul of the Quarry white line! His pace in the wet has always been incredible and today was no exception as he moved almost effortlessly into the

lead. Martin Groves then became the first runner to fail to improve over his Q-time and slotted into a disappointed provisional fourth. As Roger Moran sat on the line he knew he had a chance to get a good score. However there could be no repeat of his first run spin! Off the line the Judd rocketed the Pilbeam, through Clark's and down Thomson Straight. As he crested the rise before Country there was a momentary snatch at the brakes but all was well. Willow was negotiated without a problem and off to Orchard and then the Farm. As he dragged the car out of Farmhouse and blasted towards Quarry he was on the pace and when the clocks stopped Roger Moran had propelled himself into the lead. Could the reigning champion respond? As Adam dropped the clutch the XB bellowed and he was through Clark's in the twinkling of an eye. The trip through the Esses and round Chippy's was perfect and as he rounded Country he was up on the clock. The rest of the hill was taken in what appeared to be a relaxed drive and as he went through the speed trap it was all over! A steady run round Quarry saw the clocks stop just 0.35s shy of the hill record.

By just missing out on the hill record this was the first meeting of the year where Adam Fleetwood had failed to lower the existing hill record in a run-off. However he had extended his championship lead and looks odds on to win back to back titles.

After Thoughts

It is now Thursday evening. I have just finished writing the report and feel I must add a few comments on the events of the two days. As I spend most of my time at trackside I get a first hand impression of how things have been going during the day. My I through this report congratulate the marshals who struggled against the awful weather and dealt with the countless incidents in such a professional manner. At one point during the first class runs I noted that one in four of the cars taking to the hill were either a)

spinning, b) sliding into the gravel traps, or c) suffering mechanical breakages. Charles Fitzhugh in the Lotus 7 class was Red Flagged on no less than three occasions before he finally managed to get to the top. On two of these occasions Ian Cruickshank in the 600cc OMS was next car on track and he too was Red Flagged. I suspect both these drivers were getting somewhat fed up with their lot. It is very easy to make judgements when you are stood by the side of the track taking photographs. It is another thing to make split second judgements when holding a Red Flag. At all times Safety is paramount. What I saw over the two days at Harewood were marshals making dozens of such judgements and from where I stood, or sat, none of the decisions were wrong.

Results

<i>Cl</i>	<i>Name</i>	<i>Car</i>	<i>Time</i>
23	Peter Carmichael	Caterham	66.61
1	Mike Geen	Peugeot	68.74
2	David Sykes	Peugeot	69.76
3	Jonathan Mounsey	Mitsubishi EVO	66.15
5	Nik Aveyard	Westfield	67.79
6+7	Nigel Hepburn	Mini	66.22
8+C	Simon Bainbridge	Audi	61.71
9	Mark Moran	Van Diemen	65.22
A+B	Dave Kimberley	Caterham	59.69
D	Simon Moyse	Mallock	58.03
E	Andy Bougourd	Mallock	58.23
F	Chris Guille	Mallock	58.55
G	Matthew Harrison	SPA	56.57
H	Adam Steel	Martlet	58.71
I	Phil Davies	Force	57.64
J	Phil Cooke	Force	54.52
K	Trevor Willis	OMS	54.06
L	Adam Fleetwood	Gould	51.14
FTD Adam Fleetwood Gould			50.64

FOR SALE

LOTUS ELISE II

Sports Tourer 51 reg.

Ice Blue. Matching hood. Blue/Black
Alcantara interior. 7,000 miles. Full
Lotus Service History. 12 months MOT.
Alarm and tracker. Lotus mats. X
drilled discs, alloys etc. Showroom
condition.

£18,500 ono.

TRAILER

Aluminium box on Brian James A
series chassis. Single axle. Tyre rack,
winch, spare wheel. Suit Caterham or
small s/seater. Easy to handle. Fits

in single garage

£1300.

Contact Tim 07703 541633

FOR SALE

RACING BOOTS

Yellow / black

Sparco Puma

Long ankle racing boots

Size 9 (43)

Still in box

£46

(rrp £65)

Blue RSR

Size 6

Long ankle racing boots
plus waterproof overshoes

£46

Ring 0114 234 0478

or contact Pat or Brian Kenyon in the
paddock at the Harewood weekend

FOR SALE

CATERHAM SUPER 7

X-FLOW

New Build

1300 engine

Standard roll bars

All weather covers

6 inch side exhaust

Track ready

Bargain at £12,500 o.n.o.

Phone (0113) 295 5265

FOR SALE

Gryphon C4A

Ex-Clubman A class car

Bob Davis 1300 cross-flow

Lotus gearbox and diff assembly

Low 64s at Harewood

Chequered history

Space frame chassis clad in aluminium
and glass fibre panelled. Independent
suspension to front and rear. Mkl Lotus
Cortina gearbox and Lotus Elan rear
axle. All suspension is fully adjustable
with L/R threaded rose joints. This car
has all the right bits and is on the button.

Ready to go

Comes complete with trailer and
extensive spares package too long to list

£6500

Call Ian on 01302 820119 after 7.00pm

END OF SEASON WORKING PARTY

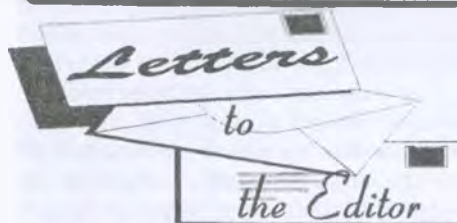
SUNDAY 10th OCTOBER, 2004

Please help us put Harewood Hill to bed
for the winter!

Work starts at 9.30am

Tea and coffee will be provided but please
make your own arrangements for lunch.

Contact John Green on 01653 692617 or at
jean.green@britishlibrary.net
if you can make it.



Dear Pat

Congratulations on your 100th issue; that's quite a feat, and one you must be deservedly proud to have achieved.

Only a few of us know how much toil, sweat and quite often tears go into the production of the news letter of an organisation for amateurs, and while there are always those who criticise, there are few who produce input to save you having to write the whole thing yourself.

It must have made it more difficult to have one venue and activity to provide the focus for your efforts. In my day, as

well as the hill climb at Harewood, there were race meetings at Croft, driving tests, club nights, production car trials and the occasional foray off our home patch for events like the Oliver's Mount hill climb and work for other clubs in the line of rally stages for De Lacy and the RAC. The problem was not to find things to write about, but time to cover them and space to fit them all in.

Your efforts have been much appreciated; a motor club without a good magazine would be a ship without a flag, and one as good as the Yorkshire Centre Times has been for the last hundred editions makes a major contribution to the Centre's success.

Yours

Tony Hodgetts

Henson Hits the Highspots Montague Burton Trophy Meeting Sunday 1st August 2004 Steve Wilkinson

On a wonderful day the BARC Yorkshire Centre gathered together a great entry to contest the Montague Burton Trophy meeting. With three guest classes comprising the Caterham Academy Cars, Minicross Racers and Jaguar XKs the blend fitted nicely with Harewood's own class structure. After two practice runs the hillclimb organisation swung into the first of the timed runs prior to the lunch break.

The Caterham Academy led the way and several worried locals there were but two spinners first time up. Guy Harrington held the lead at lunch and despite not improving on his time he successfully hung onto to take the class. Chris Fryar snatched second on his third and final run as Paul Earnshaw spun down to third. Tim Skipper held fourth throughout whilst Jeremy Ellis recovered from a first run spin and 25th place to come home in fifth. The Hoods Galore Minicross class was dominated by Dan Balster who led throughout. Edward Collett and John Thacker battled for second in their shared car with Ed taking the runners up slot. Just three XKs made it to Harewood, which was somewhat disappointing. Tim Kemp was way the fastest in his XK140 Coupe whilst Alec Sharp just held off Michael Griffiths in the battle of the dropheads.

In the Harewood championship classes it was the Road Modifieds leading the way. Mike Geen was just off class record pace as he stormed to the 1400 class win however Clare Sullivan was less than half a second adrift. Steve Foster made it a Team Geen 1-3 as he held off a concerted challenge from Martin Rowe in the AX GT. In the two litre division John Ellison took the pretty Elan into the lead on the first run in a time equalled by James Kerr in the 205. On the second run both

were slower however David Sykes equalled the joint class leading time! Ellison then put the class result out of doubt with his fastest run of the day whilst David Sykes just pipped Kerr on count back. In the over two litre class Jonathan Mounsey once again proved he is the driver to beat as he recovered from a first run indiscretion to pulverise the opposition. Nearly three seconds adrift was Damon Gray in the howling BMW M3 whilst Chris Brown took third just ahead of Michael Burdon in the immaculate 911.

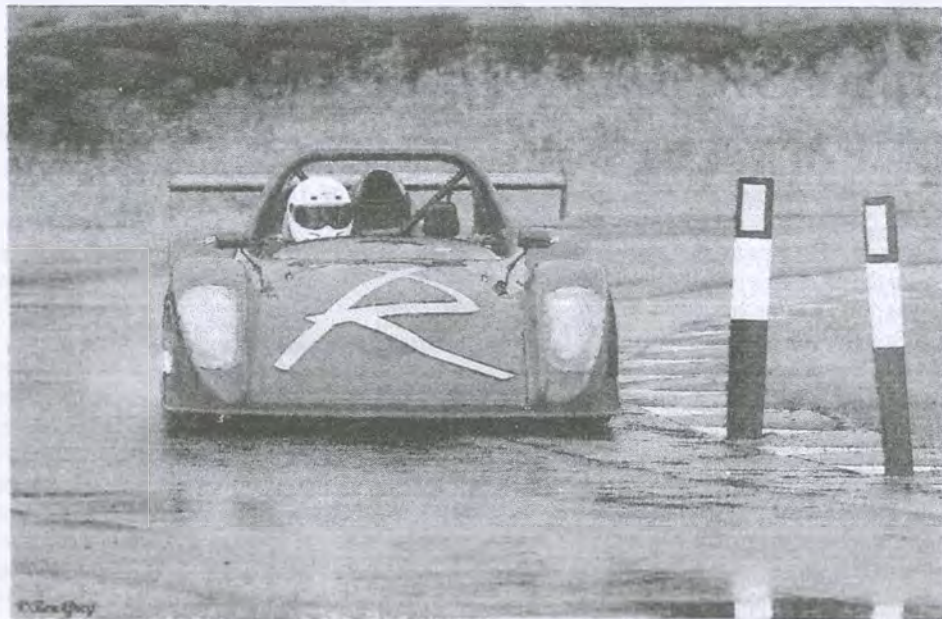
In the two kit car classes the favourites triumphed. However in the up to 1700 class Bob Bellerby had to fight hard as Dale Cordingley, in the first of his drives, led at the lunch break. Bellerby snatched the lead on the second run and edged further into the lead on his third which also reset the class record. Cordingley held onto second ahead of the hard charging Jonathan Medley who in turn just held off the challenge from father Simon. In the over 1700 class John Hoyle, making a welcome return to Harewood, set a new class record on his first run. He was inside the old standard third time up to record a comfortable win. Roger Fish took second some three seconds adrift having indulged in a second run spin.

Moving into Mod Prod territory and in the 1400 division Phil Short once again set the standard. Joe Harriman held second initially but was relegated to third when Philip Sturdy rocketed through on his second run to move up from fourth. Classes 7 and 8 were amalgamated and it was Simon Bainbridge who was on top form. The Audi driver rewrote the record book on his first run then lowered his new record second time around. His third run was also inside the old record and just emphasised his domination. Claude

Spencer recovered from a first run spin to rumble his way into second in the MG B V8 Roadster. The final Mod Prod class for Kit Cars went to the young Welsh Wizard Robert Kenrick. He just failed to reset his class record and held off a challenge from Tony Brumfield by just six tenths. Anthony Parker was the only other runner in the unwieldy Vindicator Vulcan however he

father Roy. Bronwen Waggitt took a fine fourth as she becomes more comfortable behind the wheel of the Royale.

The two Sports Libre classes followed and another Harewood speciality the Up to 1400 class led off. Graham Smith gets ever closer to the Andy Bougourd class record of 2002 in his Radical. This weekend he was just two tenths away as



Graham Smith in the sveltie Radical photographed at the rain affected July meeting
Photo: Ken Grey

enjoyed his battle against the clock.

Harewood's Fabulous Formula Fords continue to perform well and with ten runners the class is as healthy as ever. Steven Davies managed not to break his Swift this week and held the lead throughout. Mark Moran was an equally comfortable second whilst Ian Thomas took third despite a third run mishap. Despite a first run visit to the scenery Andrew MacGregor won the Clan battle for supremacy vanquishing brother Neil and

he took the class win from Richard Spedding, in Peter Green's Centaur. Third went to Graham Henson in his Radical whilst Peter Green was fourth. In the over 1400 class Les Procter was well clear of the rest despite a second run senior moment! Graham Midgley, in Les's old car, was a fine second well clear of Jim Naylor in the Mallock and James Beardmore in the extra special Morris Minor!

Into the Racing Car classes and in the 1100s Glyn Sketchley with his 600cc

Suzuki powered Jedi was unstoppable. He led throughout and despite all the combined efforts of the Levitt family he took the class with nearly half a second to spare. Anthony beat Richard in the Family Feud for second whilst Alan Staniforth, who continues to enjoy his motor sport in this his 80th year, took fourth. The 1600cc class saw the hillclimb debut of a new car. The Speads comes fresh from the circuits where it is dominating Monoposto and Formula Four. Peter Hamilton was driving and it was the Colne drivers first outing with either a bike engine behind him or a sequential box. Up front James Blackmore dominated in his OMS. Andy Ball was an equally secure second. Third and fourth went to the same car - the new carbon fibre OMS. Owner Tim Wilson held off a firm challenge from constructor and guest driver Steve Owen. Peter Hamilton snatched fifth on his third run as he came to terms with the Speads whilst Roger Lee beat father-in-law Dave Bolland in their shared OMS. Dale Cordingley was eighth sharing Andy Ball's OMS in what might be seen as the way forward for the Cordingley Clan. The final class for over 1600s saw the battle for FTD. Andrew Henson in his MP62 led as they went into the lunch break. He then repeated his time on the second run as he held off Jon Waggitt. Third runs saw the Pilbeam pilot shave five hundredths off to maintain his lead then Jon Waggitt spun at Orchard as he attempted to wrest the top spot from Henson. Third went to Jonathan Rhodes in the ex-FF2000 Delta. George Bleasdale had his new Pilbeam-Rover MP88 V6 out at Harewood for the first time but had problems. Pilbeam's head mechanic Mick Howlett was in attendance but there were problems with the engine and its management system that saw George abandon proceedings after one slow run. The only other runner should have been Harewood Hillclimb School's John Green who had his awesome JPR-Chevrolet in attendance. However a practice problem with the transmission sidelined the instructor.

With several new class records having been posted it was interesting to look at the Harewood Speed Hillclimb Championship positions. Bob Bellerby has extended his lead whilst Mike Geen has fallen to third behind Simon Bainbridge. In the Ladies Championship Clare Sullivan has moved even further ahead of Sarah Cordingley who was on holiday in Canada whilst Bronwen Waggitt has moved into third. Finally in the race for the FTD Trophy Jon Waggitt still leads but Andrew Henson has closed the gap to just five points as James Blackmore strengthens his grip on third.

Round 7 at the end of August is going to be vital and could see some more shuffling of the pack. It should be unmissable.

RESULTS

<i>Cl</i>	<i>Name</i>	<i>Car</i>	<i>Time</i>
17	Guy Harrington	Caterham	66.72R
24	Dan Balster	Mini	70.78
25	Timothy Kemp	Jaguar XK140	71.85
1	Mike Geen	Peugeot	68.14
2	John Ellison	Lotus Elan	69.13
3	Jonathan Mounsey	Mitsubishi EVO	64.67
4	Robert Bellerby	Sylva Striker	63.56R
5	John Hoyle	Westfield	62.98R
6	Phil Short	Mini	65.51
7+8	Simon Bainbridge	Audi	59.79R
9	Steven Davies	Swift	61.45
A+C	Robert Kenrick	Caterham	59.01R
E	Graham Smith	Radical	58.45
F	Les Procter	OMS	59.41
H+I	Glyn Sketchley	Nova Jedi	58.37
J	James Blackmore	OMS	54.24
K	Andrew Henson	Pilbeam	53.63
FTD Andrew Henson Pilbeam			53.63

A Day Out at Mallory Park

David Coulthard

Readers will, by now, be familiar with the phrase, "It's better at Mallory!". By good fortune, the MG X-Power Trophy Championship, in which I race an MG ZR, was due to visit the circuit over the weekend of the August Bank Holiday. An Ideal opportunity to check-out our sponsor's claim!

Being new to Mallory Park, I decided a testing session was required. The circuit holds half day sessions every Wednesday, for the remarkably cheap price of £85. Depending on numbers, this is either open pit lane (three and a half hours) or 30 minute sessions. Unfortunately, I booked a rather busy day, and "only" got three half hour sessions.

I arrived at the circuit with half an hour before it opened. I entered the circuit and parked in what seemed to be a cross between a pub car park and an art gallery. A quick tour revealed it WAS a pub car park and an art gallery! The Coach House Inn is surrounded by an amazing collection of bronze statues, including life size figures of Colin Chapman, John Surtees and Mike Hailwood, amongst others.

With signing on sorted out, thanks to friendly and efficient staff, I jumped back into my road car for the drive to the paddock. As instructed, I passed through the gate and found myself on the circuit and worse, travelling in the wrong direction. I panicked. What should I do? If I reverse back towards the gate, would I hit anyone who had already started testing? Er, no. The lady on the gate wandered over and assured me I was OK to proceed round the track, in the wrong direction, and that I should turn left at the bottom of the hill and into the Paddock...

Hmmm, the Paddock. On the plus side, it's tarmac. But it's not what you would

describe as 'smooth' or even 'level'. The toilets were up (or should that be down?) to the usual circuit standard, but Mallory does have a gleaming new control tower and a new looking medical centre, so some investment is being made. The circuit also boasts not one, but two lakes! With just four corners, Mallory is a bit like a giant version of Curborough and is only one-and-a-third miles long. As a result, it's pretty easy to learn.

Crossing the start/finish line, grab 5th before braking and dropping a cog for the never ending right hander of Gerrards. Power out of the bend, change up and zoom along Stebbe Straight. Down to 3rd for the right/left Dunlop Esses, remembering to take lots of curb on the second apex. Get back on the power early and accelerate up the hill towards Shaw's Hairpin, taking 4th en route. Brake hard, but be careful not to lock the rears as the car goes light over the crest, then grab 2nd or even 1st for this incredibly tight hairpin. Oh, and don't clip the apex, as it's a waist high wall! Dropping downhill, it's up through the gearbox again, as the Devil's Elbow is more or less taken 'flat'. Cross the line and do it all again!

Warning! Motorsport can be dangerous. Whilst hurtling down Stebbe Straight, that little voice inside my head (the one that tells me to lift for Harewood's Quarry Corner), yelled "Duck!". That's not a duck, I though, it's a swan. Blimey, it IS a swan and it's only about 6 inches above the top of the car! One of the lakes residents had decided it didn't like noisy racing cars and wanted a change of scenery. Swans maybe graceful on the water, but are very substantial, lumbering beast out of it, and you certainly wouldn't want to hit one at over 100MPH! With the track drying and a change to slicks, by the

end of the morning I'd managed a best lap of 55.04 seconds, a lap speed of over 88MPH.

The race day weather was much improved - dry with sunny spells. Qualifying passed without incident and I trimmed a further second off my testing lap time, to 54.03 (about 2 seconds off 'pole') and fourteenth from the twenty one starters.

we crossed the line to start our last lap, I inched ahead. I used my speed through Gerard's to increase the gap and it looked like eleventh position was mine! All I had to do was defend my line at Shaw's...

Remember that bit in my 'Master Class' where I said "Brake hard, but be careful not to lock the rears as the car goes light over the crest"? Well... Having spent fifteen laps behind the TF, braking when



We are not solely a hillclimb club but we have Centre members racing as well. David Coulthard has raced his MG ZR 160 throughout the country and abroad.

The race got underway with our usual rolling start and, amazingly, the first lap passed without incident! Fourteenth became thirteenth as a ZR pulled off with engine failure. On lap 3, Shaw's Hairpin claimed its first victim, when a ZR got punted up the rear as the pack slowed.

However, as I picked my way through, a TF slipped by. This was to be my undoing, as I spent the remaining fifteen laps attempting to re-pass it! I was quicker through Gerard's, but he got a better exit from Shaw's. Finally, on the penultimate lap, I got a good run out of the hairpin and through the Devil's Elbow. As

he braked, I completely missed the braking point, locked up and sailed straight on towards the Armco. I missed it by inches and regained the track, but the TF sailed by. Still, twelfth overall and eight in class was my best ever result, and I sliced some more off my lap time, to leave it at 53.38 or just over 91MPH.

It's true, Mallory can claim to be "The Friendly Circuit". Its staff are courteous and helpful. OK, the paddock is a bit rough, but the circuit infrastructure is improving thanks to some significant investment. Put it this way, given the chance, I'd be more than happy to race there again! Anyone want to sponsor me for next season?

BRITISH HISTORIC RALLY CHAMPIONSHIP

Graham Wride

Following a one off outing on last years Trackrod Motor Club Rally Yorkshire I was by Dave Dyer to asked to co-drive for him on this year's British Historic Rally Championship. On Rally Yorkshire we ended up on our roof but I agreed anyway as it was going well until then.

The Championship is over nine rounds five in Wales, one each in Nottingham, Isle of Man, Belgium and Yorkshire. It is split into two main categories, Historic for cars registered before 31 December 1967 and Post Historic for cars registered between 1 January 1968 and 31 December 1974. We are competing in the later category in a Mk1 Ford Escort Mexico.

Round one was The Robin Hood Stages one of the five forest events. Following the encouraging start to Rally Yorkshire and a winter rebuild hopes were high but quickly dashed when a blown head gasket on the second spectator stage at Rother Valley Country Park meant we never even saw a forest. Things could only get better.

The second round was our first trip to Wales for the Astra Stages based in Llangollen. This was very wet and rough in places. An early overshoot cost us some time especially as we caught the car, which had, passed us whilst we were getting back on the track and he promptly rolled right in front of us. A loose back axle meant a slow run through the last stage and we finished 4th in class and 16th overall.

Back to Wales for the third round, which was the first tarmac rally, based on the Epynt military ranges. The best way I can describe them is like 15 miles of Harewood but with crests and jumps! We started with a recce on Friday afternoon, scrutineering Saturday morning and an afternoon start with four stages before another 12 on Sunday. After the first three we were leading our class but following a jump on the fourth a plug on the distributor cam loose and we lost time fixing this. At the end of the day we were second by 45 seconds. We pulled this back on Sunday but when we lost the clutch with five miles of the last stage to go we were wondering if we had lost too much time and then if we could drive back through Brecon on a Bank Holiday Sunday afternoon. With the latter achieved we found we had hung onto our lead to win by six seconds after 120 stage miles, our first class win.

Rounds four and five were two more forest events in Mid Wales, I'm getting to know the A493 pretty well. Both events were relatively drama free and we were able follow up our class win with two more to leave us leading our Class in the Championship and lying 4th overall.

We are missing the next round on the Isle of Man (too expensive) so our next event is the Tour of Flanders in September, which despite being in Belgium is Dave's most local event as he lives in Kent. I will report later.

Musical chairs

Dale Cordingley

Well some people don't like taking risks and others like Andy Ball do it for a living. Andy manages a venture capital operation, but one risk he doesn't normally take is lending his OMS to some rookie!

Back in June in a careless moment, Andy offered me the opportunity to drive his Suzuki Hayabusa powered OMS2000M at a Harewood meeting. After a little thought I accepted for the 1st August meeting. At first the idea was to just drive the OMS, but as the entry closing date passed I wished I had also entered the Caterham. Pat advised me I could still get an entry if I paid the late entry fee, which I did - it serves me right for not making my mind up sooner!

I rang Andy to confirm the double drive in the OMS and offer him a drive in the Caterham - 'no way' he said, 'I would be totally confused jumping from one car to the other'. Ummmm, I hadn't thought about that! Had I done the right thing?

The day of the meeting arrived and I was delighted that Caroline had allocated a space right next to Andy in the paddock for the Caterham (it did look a little out of place in the 'OMS class'). My pit crew (Andy and son Hayden) had brought the race car and had it all ready. Now that's the way to do it. I wonder if I could blag a shared drive at each meeting?

As a result of the late entry, I was the first out in the main class 4 batch. I am not usually fast on the first run and today was no exception. Young Simon Medley had a big grin on his face and had a dig as he had beaten my run by a country mile!

Then it was a quick change in to the OMS. Put in the best lounge cushion to

get me near the pedals, but don't let Carol know! Seat belts tightened - ouch - adjust the family jewels - that's better! 'Come on Dale' says Caroline. Flick on the ignition switch and then I find neutral somehow (there is a light to let you know), fire up the engine and kangaroo out of the paddock spot in style! Going down to the line is the first time I have driven the car - now what gear am I in?

As I pull up to the line I have the usual banter with the start crew 'seen you before today'. 'yes' I reply 'and you'll be sick of seeing me by the end of the day with ten runs'.

Right, concentrate now. Visor down. Select first gear with the sequential shift. Green light. Build the revs to about 4k and feed out the clutch. Whoopee, who hit the fast forward button? Don't lift, but shift up a gear before Clark's, dab the brakes then it's round the corner. Now up the box again, as I accelerate down Thomson Straight. Its like a Disney ride, only better. On the brakes and use the clutch to shift down a cog, then through the Esses and Chippy's.

I am starting to get the feel of it now, even though the fast forward button is still being pressed. Round Country safely and then Willow, then up the box. Now keep it tidy and don't straddle the kerbs on the first part of Orchard (less ground clearance than the Caterham). Nail it out of Orchard, wow - I don't even remember going through Farmhouse! Down a gear and into Farmhouse Bend, accelerate out and up Quarry Straight, planting the loud pedal and up shifting on full acceleration. Safely round Quarry and it's a record breaking 64 seconds. That's what I can do in the Caterham, but it felt so much faster, but I know I can do better and my target for the day is a sub 60 second run.

The rest of the day is spent repeating this musical chairs ritual with the Caterham and the OMS, with hardly time to get my breath back between runs.

But rather than struggling with two cars, the Caterham times are really on the pace and during the day I post four times below my personal best. I end the day with a 64.11 which I am well chuffed with, especially as the car is on new tyres I have been struggling with all season! Andy reckons its the OMS which has upped my pace in the Caterham. However, Bob Bellerby does his usual banshee run and takes the class 4 record down a tad. So second place is what I have to settle for, ahead of a grinning Jonathan Medley who has just done his first sub 65 second run and beat the sprog in the process - that'll teach him to gloat at me!

And what of the OMS times? Well, a few stalls approaching the line - the start crew need some L plates for me I think - and gradually improving times, I managed a 59.38 second run. I was delighted with this, even though it was off the pace of the regulars, but it has whet my appetite for some more. However, an email from Sarah who is on holiday says 'if you get an OMS, don't go selling MY Caterham' and all along I thought it was mine!

I had a great time and was made very welcome in class J and given a load of encouragement and advice. The marshals also made it a special day with their great support. Thanks to all, especially Andy for taking a risk on me in his car.

PROMOTION

***Would you like to help
promote your club?***

***Can you work as part of a
small marketing team to help
promote Harewood?***

***You may already have seen
some of the results of the
team's work this year
e.g. the new programme,
sponsorship, web site
revitalised etc. We aim to be
even more successful next
year, but need further help.***

***If have an interest,
enthusiasm and can commit
a little time to help us (no
previous experience
necessary) then please
contact Dale Cordingley on
01943 874183 or by email
dale.cordingley@btinternet.com***

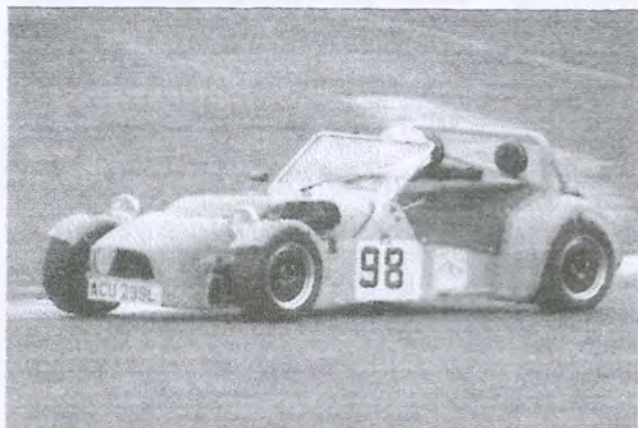
We need your help

Advanced Driving School

Mike Smith

Last season I attended one of Harewood Hillclimb's driving schools. I am unable to explain how this happened but I was fortunate to win the event but during the day I also managed to plant the Striker deeply into the gravel on the outside of Farmhouse. I was not aware of how highly

Typically he was very harsh on himself 'driving like a plank' - 'should have been driving a pram'. I hope the experiment is repeated although I could not guarantee you the same standard of entertainment you will certainly get lots of track time and plenty critical and helpful advice. Guess who said 'there was nothing good about that run Mike' and do you know what - he was right.



Mike's car, although extremely quick, will benefit from modifications that I suggested but they are already on his list of 'things to do'.

BK

Mike's photo by Ian Maddison

prized is this skill for as it transpired we were to witness a demonstration of this art at the advanced driving school by none other than advanced driving instructor Mr. B Kenyon.

The subsequent damage of my off into the gravel caught up with me at Ty Croes at the end of May when I ran a big end and effectively ending my season.

One of my reasons for enrolling for the 'advanced school' was to regain track time and run in both the car and myself after repairs over the summer. We all had an excellent weather with lots and lots of runs. I did about twenty and was well and truly tired when I got home. The idea of the school is sound and could be of greater benefit to membership if it came earlier in the season. As ever Pat and the Ayatollah organized, cajoled and generally made sure we all toed the line and had fun from our sport.

It was an excellent day but the highlight for me was the trip into the gravel.

ADVANCED DRIVING SCHOOL - AN EXPLANATION

Brian Kenyon

Before we are inundated with phone calls etc demanding why wasn't 'I' invited.

To qualify drivers had to have attended a previous Driving School.

We apologise in advance if you were not invited having met the qualification criteria, we will endeavour to ensure that all who qualify and wish to come next year can do so.

24 runs were achieved by one driver - 20 was the norm. Goodvalue by anyone's standards.

Regarding Mike's suggestion that the Advanced Day might be better held earlier in the year, it will be on the agenda as a point to discuss at the Driving School meeting.

BLIGHTED BY RAIN AND OIL

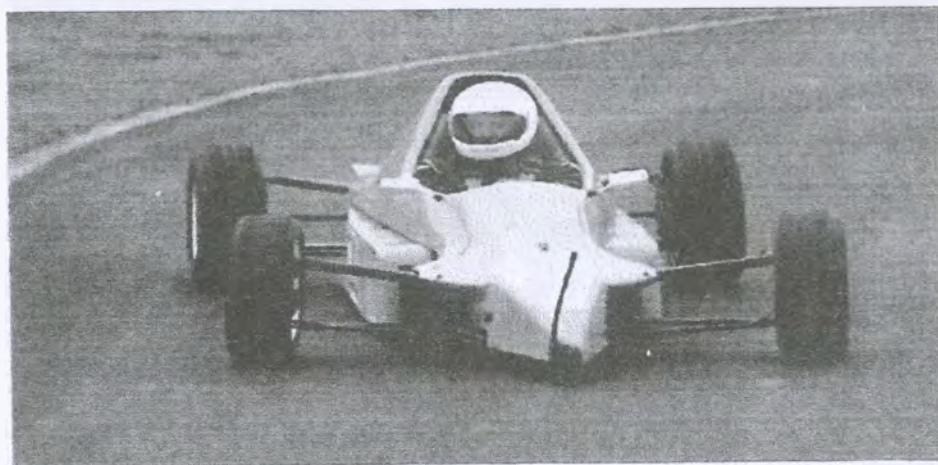
Summer Championship Meeting

Sunday 29th August 2004

Brian Kenyon

The 3 Harewood championships look destined to go the way of - Main Championship Robert Bellerby, Ladies - Clare Sullivan and FTD - Andrew Henson. How's that for not sitting on the fence? It looks as though mechanical failure is the only thing to stop the aforementioned from picking up their respective Championships after a successful event on the 29th August.

alloy block twin-cam +2. Nicky Glazzard, in a smaller engined +2, was nearly 2 seconds adrift of the leaders. One thing that made me smile was to watch one of the drivers as he drove down the paddock exit road - he was weaving from side to side, the car doing all of 20 mph. If he arrived at the start line with a degree extra of temperature, I will stand hanging. What a waste of time!



Steven Davies was successful in the Formula Fords ahead of class record holder and circuit racer David Bailey, who was in a similar car.

Photo: Ian Maddison

After a wonderful Saturday we were greeted with an overcast and drizzly morning but the wind was up and so the track, unless it saw more rain, was due to dry out.

The Paul Matty Lotus Sports Cars - road based - were headed by a well-driven black Lotus Sunbeam. Roger Banks was extremely quick and impressive with a three quarter second margin over his nearest pursuer Jon Dobson, who was in the 1.8

Among the Paul Matty Lotus single seaters John Crook in the Formula 3 Lotus 69, with a new class record, was quickest. Peter Bottrill in the more modest Lotus 61 was 2nd and Paul Matty in his Lotus 35 took 3rd place.

John Stephens won the Morgan class on handicap but was beaten by Steve McDonald on scratch. Steve was 2nd on handicap in a rather small Morgan class. They only managed 5 starters.

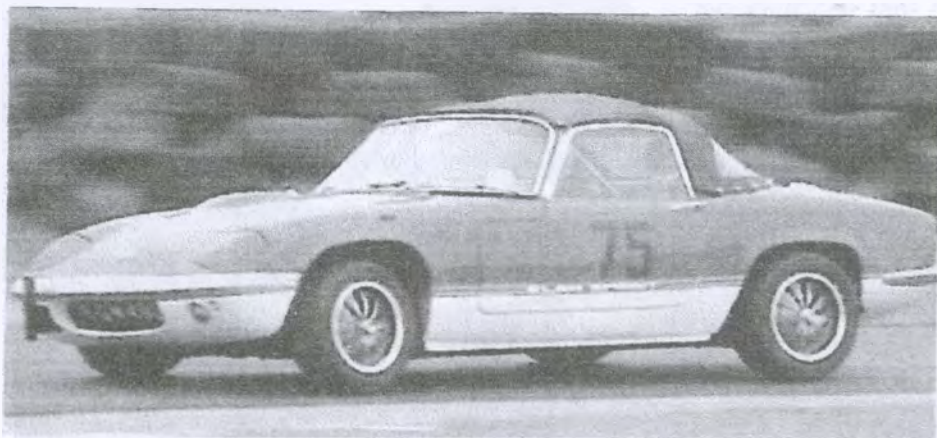
Class 19 was the Bert Hadley Championship for Pre-War Austin Sevens. Alan McBeath was the only runner to beat 80 seconds with 79.75 and a new record. John Skeavington nearly broke the 80 second barrier when he recorded 80.08s while Alan Fairless left it late in the day, having failed in his first run, and recorded 108.33 on his 2nd but his 82 second run was over 2 seconds faster than Julia Constantinos.

Three of the TVR entrants had been

69.40s closely followed by the 205 Peugeot of a delighted Steve Foster who was just four hundredths behind the fleet Mini.

John Ellison showed that there was still life left in his exquisite drop head Lotus Elan as he headed the class with 69.63s. James Kerr in the 205 was close behind with 69.82s while Mark Warren recorded 70.45s in his similar Peugeot.

Celebrating his marriage on Friday, Jonathan Mounsey headed a Mitsubishi one-two and demonstrated that local knowledge is extremely useful but it was



*John Ellison in his Lotus Elan, won Class 2 by a whisker from the Peugeot of James Kerr
Photo: Ken Grey*

in action at Lydden on Saturday. Andrew Farrell, who needed the event for his championship aspirations, made his trip worthwhile with a 68.63s. Steve Lyle was 2nd on 70.21s and Steve Cox was a second adrift in 3rd place.

The first of our Harewood championship classes was headed by 2003 Champion Mike Geen in his quick 205 Peugeot. No doubt Mike would be pondering what might have been had he made it round Farmhouse on his 3rd run. Clare Sullivan, in her Mini, was 2nd on

close and Jeff Stokes was not far behind with 65.46s to Jonathan's 65.13s. Forsaking his usual 3.2 BMW CSL for a similar mount, third place was to come the way of the BMW driver Damon Gray nearly 3 seconds away from the class leader.

Robert Bellerby broke his class record by the smallest of margins, his 63.55s was just 0.01s quicker than the previous record. Behind the flying Sylva driver was Dale Cordingley just half a second shy of the previous record while father and son battled it out for 3rd place, son Simon Medley was quicker by two

hundredths than father Jonathan.

John Hoyle upheld local honour in the Road Modified Kit Cars over 1700cc, his 2 litre Westfield was just over 2 seconds quicker than the leading Notts Championship driver David Greenwood, who headed fellow Notts Championship rivals Mike Simpson and Dominic Allen.

Philip Sturdy in the blue and yellow Metro was just over 2 seconds faster than the radically modified Mini of Nigel Hepburn. In third was the similar car of Joe Harriman whose actions exemplified what hillclimbing is all about when he loaned his car to Roy Bolderson. Roy's Mini wound up on its roof when it hit the Farmhouse Out barrier in practice and was too damaged to continue.

Simon Bainbridge will not have fond memories of this event, a slow rain-affected run was followed by a fail on his second causing him to withdraw from the meeting and with it, I fear his hopes of the championship. Patrick Walker, in his first event in the Lotus Elise, was 2nd quickest on 70.51 while Don Burt in this much merged class was 3rd with 70.85s.

Steven Davies made it a Swift 1-2 when he headed circuit racer and class record holder David Bailey with 62.38s from David's 62.77s. Mark Moran in 12 strong class was 3rd with 63.70s

Tony Brumfield took the merged class A and B in the immaculate silver Sylva Striker in 60.41s, his lunchtime change of springs was inconclusive. Class B driver Alistair Jackson was 2nd in his Lotus 7. Unfortunately around this time oil was dropped and many drivers did not take their 3rd runs or found them compromised by the long and large oil slick.

Graham Smith in the Radical was the quickest in the Sports Libre cars up to 1400cc, nearly 3 seconds ahead of the similar car of Graham Henson. Classes D

and F were merged and Les Procter in the twin engined OMS sports car took the class win from the only Class D runner Jim Naylor who was just over a second adrift.

Past Harewood Champion Dave Banner gave his OMS victory with 57.79s in Class I shortly before the car was to wing its way to its new owner in Scotland. Anthony Levitt, in the similar OMS was 2nd while 3rd was sole Class H runner Glyn Sketchley.

James Blackmore was back to his winning ways in Class J, his 54.46s was nearly 3 seconds ahead of his closest pursuer Andy Ball. Notts runner Roger Lee was 3rd in his similar OMS. James time was quick enough for 2nd FTD while among the Class K runners Andrew Henson both snatched the class and FTD, the Pilbeam driver heading the Reynard Gould of Jon Waggitt whose time secured him 3rd FTD.

A rain and oil affected day, things can only get better for the final weekend on 18th/19th September.

RESULTS

Cl	Name	Car	Time
12A	Roger Banks	Sunbeam Lotus	64.03
12B	John Crook	Lotus 69	59.47R
13	John Stephens	Morgan 4/4	71.29
19	Alan McBeath	Austin 7	79.75R
27	Andrew Farrell	TVR	68.63
1	Mike Geen	Peugeot	68.18
2	John Ellison	Lotus Elan	69.63
3	Jonathan Mounsey	Mitsubishi EVO	65.13
4	Robert Bellerby	Sylva Striker	63.55R
5	John Hoyle	Westfield	63.90
6	Philip Sturdy	Metro	65.53
7+8	Simon Bainbridge	Audi	68.01
+C+G			
9	Steven Davies	Swift	62.38
A+B	Tony Brumfield	Sylva Striker	60.41
E	Graham Smith	Radical	59.16
D+F	Les Procter	OMS SC	63.20
H+I	Dave Banner	OMS	57.79
J	James Blackmore	OMS	54.46
K	Andrew Henson	Pilbeam	54.32
FTD	Andrew henson	Pilbeam	54.32



Mallory Park Race Circuit sponsored Harewood Championship Points after Round 7



P	Name	CI	11/4	15/5	16/5	6/6	4/7	1/8	29/8	18/9	19/9	Total Points nodrop'd drop	Total
1	Robert Bellerby	4	18.56	17.77	17.31	17.90	17.16	18.04	18.01	0.00	0.00	124.75	17.16 107.59
2	Simon Bainbridge	8	18.42	16.21	17.83	17.63	16.80	18.72	9.78	0.00	0.00	115.39	9.78 105.61
3	Mike Geen	1	17.31	17.42	17.36	17.89	17.10	17.70	17.66	0.00	0.00	122.44	17.10 105.34
4	Dale Cordingley	4	17.66	15.04	17.04	16.42	17.22	17.49	17.40	0.00	0.00	118.27	15.04 103.23
5	Steven Davies	9	18.00	17.71	17.20	15.65	0.00	17.50	16.57	0.00	0.00	102.63	0.00 102.63
6	Tony Brumfield	A	17.06	17.12	16.94	16.74	14.22	17.64	16.60	0.00	0.00	116.32	14.22 102.10
7	Graham Smith	E	15.96	15.79	16.88	17.20	0.00	17.77	17.08	0.00	0.00	100.68	0.00 100.68
8	James Blackmore	J	15.81	15.89	16.80	16.86	6.76	17.73	17.51	0.00	0.00	107.36	6.76 100.60
9	Andrew Henson	K	15.90	16.60	0.00	17.79	15.18	17.86	17.17	0.00	0.00	100.50	0.00 100.50
10	Jon Waggitt	K	13.47	16.06	16.38	17.42	15.38	17.50	16.86	0.00	0.00	113.07	13.47 99.60
11	Clare Sullivan	1	15.88	15.72	16.67	15.97	16.81	17.22	16.44	0.00	0.00	114.71	15.72 98.99
12	Jonathan Mounsey	3	15.35	16.78	15.44	16.53	15.91	17.39	16.93	0.00	0.00	114.33	15.35 98.98
13	John Ellison	2	16.43	16.50	15.92	0.00	14.89	16.44	15.94	0.00	0.00	96.12	0.00 96.12
14	Simon Medley	4	0.00	14.92	15.26	16.23	15.78	16.18	16.38	0.00	0.00	94.75	0.00 94.75
15	Jonathan Medley	4	0.00	15.13	14.62	15.50	15.28	16.76	16.36	0.00	0.00	93.65	0.00 93.65
16	James Kerr	2	15.47	15.27	0.00	15.06	15.31	16.23	15.75	0.00	0.00	93.09	0.00 93.09
17	Mark Moran	9	16.74	14.50	14.52	15.55	13.73	16.23	15.25	0.00	0.00	106.52	13.73 92.79
18	Andy Ball	J	0.00	16.09	16.42	17.26	11.60	16.34	14.74	0.00	0.00	92.45	0.00 92.45
19	Ian Thomas	9	15.30	15.45	14.68	15.45	6.68	15.60	12.76	0.00	0.00	95.92	6.68 89.24
20	Steve Foster	1	13.53	15.08	14.09	0.00	14.47	15.63	16.40	0.00	0.00	89.20	0.00 89.20
21	Joe Harriman	6	0.00	13.95	13.46	14.51	12.96	14.74	13.27	0.00	0.00	82.89	0.00 82.89
22	David Sykes	2	0.00	16.72	16.65	16.92	15.81	16.23	0.00	0.00	0.00	82.33	0.00 82.33
23	Glynn Sketchley	I	15.75	0.00	16.16	15.85	0.00	17.21	16.45	0.00	0.00	81.42	0.00 81.42
24	Les Procter	F	13.18	13.40	12.05	14.27	0.00	14.80	11.01	0.00	0.00	78.71	0.00 78.71
25	Sarah Cordingley	4	17.18	15.29	16.06	15.70	13.60	0.00	0.00	0.00	0.00	77.83	0.00 77.83
26	Mark Cummings	9	11.70	10.65	11.78	13.02	12.27	12.78	11.13	0.00	0.00	83.33	10.65 72.68
27	Damon Gray	3	14.83	0.00	0.00	12.69	13.78	14.62	13.97	0.00	0.00	69.89	0.00 69.89
28	John Moxham	2	0.00	10.70	10.90	11.72	12.24	11.91	12.42	0.00	0.00	69.89	0.00 69.89
29	Bronwen Waggitt	9	9.03	10.95	11.95	12.98	0.00	13.19	10.45	0.00	0.00	68.55	0.00 68.55
30	Mike Smith	4	17.82	16.24	15.66	17.11	0.00	0.00	0.00	0.00	0.00	66.83	0.00 66.83
31	Paul Anderson	2	12.61	12.51	0.00	13.89	0.00	13.34	13.51	0.00	0.00	65.86	0.00 65.86
32	Philip Andrew	3	13.39	13.20	12.87	12.60	13.29	0.00	0.00	0.00	0.00	65.35	0.00 65.35
33	Richard Paterson	3	10.64	10.19	10.34	11.53	9.07	10.74	11.01	0.00	0.00	73.52	9.07 64.45
34	Peter Whittle	9	12.40	12.17	12.04	13.48	1.13	0.00	11.21	0.00	0.00	62.43	0.00 62.43
35	Michael Underwood	9	9.56	9.70	11.08	11.58	9.36	10.75	9.21	0.00	0.00	71.24	9.21 62.03
36	Andy Geen	1	14.74	0.00	14.92	0.00	14.96	15.64	0.00	0.00	0.00	60.26	0.00 60.26
37	Robert Warwick	4	16.21	14.84	13.88	0.00	0.00	0.00	14.99	0.00	0.00	59.92	0.00 59.92
38	Adrian Martin	5	10.14	10.65	10.92	9.71	8.75	0.00	9.06	0.00	0.00	59.23	0.00 59.23
39	Christopher Price	3	0.00	9.86	8.87	10.36	8.82	9.97	9.72	0.00	0.00	57.60	0.00 57.60
40	Peter Rhodes	4	13.32	11.61	0.00	0.00	13.12	13.58	0.00	0.00	0.00	51.63	0.00 51.63
41	Michael Burdon	3	13.28	0.00	0.00	11.46	0.00	12.82	13.29	0.00	0.00	50.85	0.00 50.85
42	Michael Tate	4	0.00	10.97	12.26	0.00	0.00	14.20	13.12	0.00	0.00	50.55	0.00 50.55
43	Michael Moore	9	0.00	16.58	16.30	16.94	0.00	0.00	0.00	0.00	0.00	49.82	0.00 49.82
44	Paul Gibson	4	13.83	5.54	0.00	13.31	0.00	14.12	0.00	0.00	0.00	46.80	0.00 46.80
45	Steve Owen	K	0.00	0.00	15.40	0.00	14.51	15.45	0.00	0.00	0.00	45.36	0.00 45.36
46	Elspeth Charlton	2	14.86	15.04	0.00	15.05	0.00	0.00	0.00	0.00	0.00	4.00	0.00 44.95



Mallory Park Race Circuit sponsored Harewood Championship

Points after Round 7



P	Name	Cl	11/4	15/5	16/5	6/6	4/7	1/8	29/8	18/9	19/9	Total Points nodrop'd	Total drop
47	Tracey Taylor-West	7	6.39	8.48	0.00	9.80	0.00	10.12	7.08	0.00	0.00	41.87	0.00
48	Nik Aveyard	5	0.00	0.00	0.00	13.31	13.60	0.00	14.14	0.00	0.00	41.05	0.00
49	Martin Rowe	1	9.48	10.01	0.00	0.00	0.00	15.01	6.26	0.00	0.00	40.76	0.00
50	Jim Naylor	D	10.06	9.93	0.00	0.00	0.00	9.88	10.20	0.00	0.00	40.07	0.00
51	Mike Baxter	3	5.07	0.00	5.85	9.17	6.85	5.59	6.97	0.00	0.00	39.50	0.00
52	David Lanfranchi	9	7.30	11.53	0.00	9.81	0.00	0.00	10.32	0.00	0.00	38.96	0.00
53	Allan Staniforth	I	2.72	5.26	6.04	5.66	6.52	8.30	6.01	0.00	0.00	40.51	2.72
54	Chris Brown	3	0.00	0.00	0.00	12.42	10.10	13.32	0.00	0.00	0.00	35.84	0.00
55	Martin Vesty	I	15.42	0.00	16.66	0.00	0.00	0.00	0.00	0.00	0.00	32.08	0.00
56	Michael Bellerby	4	0.00	7.60	0.00	7.81	0.00	7.43	8.60	0.00	0.00	31.44	0.00
57	Rob Sinclair	5	0.00	0.00	0.00	10.52	10.07	0.00	10.23	0.00	0.00	30.82	0.00
58	William Mason	K	0.00	14.78	14.89	0.00	0.00	0.00	0.00	0.00	0.00	29.67	0.00
59	Geoffrey Barker	4	2.96	5.43	2.67	5.45	4.42	6.06	4.59	0.00	0.00	31.58	2.67
60	Jonathan Moorhouse	8	0.00	6.11	7.01	7.39	0.00	7.79	0.00	0.00	0.00	28.30	0.00
61	Nick Cook	3	0.00	7.69	0.00	9.61	8.42	0.00	0.00	0.00	0.00	25.72	0.00
62	Lynn Owen	K	0.00	0.00	12.50	0.00	11.30	0.00	0.00	0.00	0.00	23.80	0.00
63	Les Thurkettle	E	4.23	4.75	0.00	7.36	5.31	0.00	0.00	0.00	0.00	21.65	0.00
64	Richard Pope	3	3.64	0.00	0.00	6.11	4.29	0.00	6.90	0.00	0.00	20.94	0.00
65	John Beardmore	F	0.00	4.02	0.00	4.84	0.00	5.35	3.98	0.00	0.00	18.19	0.00
66	Debbie Grant	1	0.00	2.08	1.32	0.00	0.00	5.52	3.51	0.00	0.00	12.43	0.00
67	Bobby Fryers	2	12.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.30	0.00
68	Mike Fitzsimons	I	0.00	0.00	10.57	0.00	0.00	0.00	0.00	0.00	0.00	10.57	0.00
69	Steve Cooper	I	8.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.27	0.00
70	Andrew Roberts	J	0.00	0.00	0.00	5.36	0.00	0.00	0.00	0.00	0.00	5.36	0.00
71	Susan Surtees	3	0.00	0.94	0.00	0.00	0.00	2.76	0.00	0.00	0.00	3.70	0.00
72	Diane Dakeyne	1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
73	Peter Herbert	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
74	Rick Tomkins	4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
75	Richard Vaughan	/	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

FTD Championship

P	Name	Cl	11/4	15/5	16/5	6/6	4/7	1/8	29/8	18/9	19/9	Total Points nodrop'd	Total drop
1	Andrew Henson	K	10	10	0	10	9	10	10		59	0	59
2	Jon Waggitt	K	7	9	10	9	10	9	8		62	7	55
3	James Blackmore	J	9	7	9	7	1	8	9		50	1	49
4	Andrew Bail	J	0	8	8	8	6	7	7		44	0	44

Ladies Championship

P	Name	Cl	11/4	15/5	16/5	6/6	4/7	1/8	29/8	18/9	19/9	Total Points nodrop'd	Total drop
1	Clare Sullivan	1	15.88	15.72	16.67	15.97	16.81	17.22	16.44	0.00	0.00	114.71	15.72
2	Sarah Cordingley	4	17.18	15.29	16.06	15.70	13.60	0.00	0.00	0.00	0.00	77.83	0.00
3	Bronwen Waggitt	9	9.03	10.95	11.95	12.98	0.00	13.19	10.45	0.00	0.00	68.55	0.00
4	Elsbeth Charlton	2	14.86	15.04	0.00	15.05	0.00	0.00	0.00	0.00	0.00	4.00	0.00
5	Tracey Taylor-West	7	6.39	8.48	0.00	9.80	0.00	10.12	7.08	0.00	0.00	41.87	0.00

The Driving School - how it can help you

Brian Kenyon

A day at the School, although perhaps perceived as expensive by some, is a well worth investment if you wish to do well in the seasons to come. The first thing we teach people at the School is the use of the correct line, the second is to use all of the road available, imperative if you wish to go quickly, saloon, sports car, single seater alike. The line is the line no matter what type of car you drive, everyone will benefit. We will help build up your confidence but the one thing that any School cannot provide is commitment.

Those that take and implement our advice will go quicker, so if you wish to improve, come along, we are not stuffed shirts, we are there to enjoy ourselves and make sure that you all have an informative and enjoyable day out.

All the instructors get a great thrill out of seeing people improve their technique and speed.



2005 HAREWOOD SPEED HILLCLIMB DRIVING SCHOOLS



***Increase your chances of doing well in 2005 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

Provisional 2005 Dates

Thursdays

7th April

28th April

26th May

21st July

18th August

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



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		£ 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@bopenworld.com

HAREWOOD SPEED HILLCLIMB 2004 DATES

Greenwood Cup

18th September

Harewood Championship, Stratos
Challenge, Ferrari Championship,
BOC NORthern Championship and
Porsche Speed Championship

Mike Wilson Memorial

19th September

Harewood Championship Final,
MGCC Luffield Championship,
Ginetta OC Championship and
LDMC Championship

DATES FOR 2005

Practice Day

13th March

Spring National

27th March

Harewood Open

14th May

May MSA Championship

15th May

Jim Thomson Trophy

5th June

MSA Championship

2nd/3rd July

Montague Burton Trophy

7th August

Summer Championship

28th August

Greenwood Cup

17th September

Mike Wilson Memorial

18th September

BARC YORKSHIRE CENTRE COMMITTEE 2004/2005

**Useful telephone numbers and
e-mails**

CHAIRMAN

Tim Wilson

Tel: 01484 640865 (H)

timw@johnncotton.co.uk

CLUB SECRETARY

Caroline Marston

Tel: 01977 680578 (H)

carolinemarston@hotmail.com

TREASURER **Martin Baker**

martinbaker@mbracing.freemove.co.uk

COMPETITION SEC **Chris Seaman**

Tel: 0114 258 5695 (B)

chris@seamans.fsnet.co.uk

MARKETING **Dale Cordingley**

Tel: 01943 874183

dale.cordingley@provident.co.uk

MARSHALLING **Mike Shorley**

Tel: 01977 780035

mshorley@hotmail.com

VICE CHAIRMAN

Richard Hardcastle

COMMITTEE **Simon Clark**

David Clay

David Coulthard

David Dalrymple

John Green

Richard Spedding

Peter Whittle

Graham Wride