

YORKSHIRE CENTRE



BARC

TIMES



November - December 2004

Issue No 102



*Congratulations to our 2004 Championship, FTD and Ladies Championship winners
L to R: Clare Sullivan, Dale Cordingley, Simon Bainbridge, Tony Brumfield, Jonathan
Mounsey, Mike Geen, Graham Smith, Andrew Henson, Steven Davies,
Bob Bellerby, Jon Waggitt*

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*

CHAIRMAN'S LETTER

What a dramatic end to the season. With the championship being decided on the last run of the season, the Harewood championship must surely be one of the most competitive in the country.

Congratulations to the 2004 champion, Simon Bainbridge who en route to the overall honours, also became the first saloon driver to post a sub 60-second run. Bad luck to Bob Bellerby who had lead the championship until the final round. Congratulations also to the FTD champion Andrew Henson and Ladies champion, Clare Sullivan.

I have been kept away from Harewood for the last few events by commitments to the British championship. However this does allow me to see how we compare with other national skills. Harewood can still match the best in the country, a fact confirmed by full entries at almost every event this year. I am delighted that we have finally overcome the technical problems with a sophisticated timing and results system. Thanks to the 'time team' for their hard work and thank you all for your patience! The new track has also proved a worthwhile investment and despite the efforts of many of you to dump significant amounts of oil it has set a new standard among hillclimb tracks.

However, we still need and intend to make further improvements to the venue and the running of our events. Proposals include a new timing office, recovery equipment and scoreboard. We are also having a serious look at ways of improving all our events, in particular the MSA championship rounds, to which we are fully committed. I am pleased with the contributions to this debate, including ideas for improving the flow of cars to the start, running shared cars, etc. If you have any thoughts, please come forward with them;

either directly to any committee member or at the Forum.

As the season draws to a close, I would like to thank everyone who has contributed to Harewood this year, organisers, marshals, our resident groundforce team, the marketing team, etc - far too many people to mention, but thank you ALL. Also to our sponsors for their valuable support; we hope to continue working with them next season!

I must, on behalf of you all, thank Pat Kenyon as she steps down as Entries Secretary and Editor. Pat has made a massive contribution over many years as THE person we all look to for help and information, the person we rely on for all the administrative efforts needed to run the events and for the considerable effort needed to publish the 'Times'.

Both Pat and Brian have been synonymous with Harewood for more years than they would care to remember. They have earned a reputation for encouraging and supporting new competitors, myself included; for hard work behind the scenes driven by a passion for Harewood as well as someone you can rely on for a frank assessment of one's performance! I sincerely hope they will continue to bless Harewood with their presence.

Pat's retirement will leave a big gap in the organisation and we are looking for volunteers to take on the roles of Editor and Assistant Secretary, to help with the admin work at the meetings. Please call me soon if you are interested.

Finally, best wishes to you all for the close season. I hope many of you will join us at the Dinner, a great social occasion and a new venue to look forward to. Don't forget the Forum either - plenty to discuss both at the meeting and later in the bar.
Tim

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): _____

EDITORIAL



Well, it has come to an end. This is my final 'Times'. I would like to thank everyone for their letters of appreciation and the large number of gifts I have received but I will not be lost to Harewood, I will still be the administrator for the Driving School.

My congratulations to those who have won in this year's championship, it has been a long season and extremely hard fought. Simon Bainbridge is our 2004 Champion, he has lowered the class 8 record to under 60 seconds in his ultra-powerful Audi. I cannot let the season go without wishing well Robert Bellerby who fought the good fight, he also regularly lowered his class record and at the close, the pair were separated by 0.16 point - probably our closest championship of all time.

Congratulations to our FTD winner Andrew Henson who has consistently headed the FTD list throughout the year and to Clare Sullivan, our Ladies Champion for the 4th time in a row.

The Driving School has been very successful this year with 5 Schools, 1 corporate day and 1 advanced school. The Advanced School proved very successful and will be repeated again in 2005. This School is only open to people who have already attended one of the 'Ordinary' Schools so If you feel you need the extra practice and tuition, come along to a School and you will automatically be invited to the Advanced School.

My best wishes to all and to my editorial successor.
Pat

THE HAREWOOD CHAMPIONS 2004



*Simon Bainbridge
Overall Champion*



*Clare Sullivan
Ladies Champion*



*Andrew Henson
FTD Champion*

A TIME FOR FINGER NAIL BITING GREENWOOD CUP MEETING Saturday 18th September 2004

Brian Kenyon

We were greeted by rain for practice but fortunately the stiff breeze, although cold throughout the day, blew the inclement weather away.

First on the track was the large contingent of Ferraris. Nick Frost showed his undoubted class when he forced his Ferrari 348GTC through to take the lead in the second runs. I had positioned myself at the first corner for this set of runs and his line was exemplary, as befits someone who has attended the Driving School as often as Nick. Jon Goodwin, who has been locked in battle throughout the season with Nick Taylor and Richard Prior, not only at this event but for the lead of the Ferrari Championship, with rounds to go, the result at Harewood may have tipped the balance in Nick Taylor's favour. Jon Goodwin was extremely consistent throughout the afternoon, his time of 66.36s was just 0.16 behind Nick Frost but ahead of Nick Taylor's Mondial t by 0.53s. All three drivers were in the 66 second bracket ahead of the effervescent and ever smiling Richard Prior whose 67.49s gained 4th in class. I have never seen Richard without a smile on his face, it is a pleasure to be at a meeting with someone who is obviously enjoying the whole proceedings.

The Porsche classes are defined by horsepower. In the most powerful category Class 14A, Colin Belton set a new record in the yellow Porsche 993RSR. He had attended our Advanced School Day held shortly before the event, and made good use of familiarity gained with the course, his 62.75s was just over a quarter of a second quicker than the 911RS of Bob Mortimer. Jonathan Williamson with 64 seconds rounded off the top three in his 3.2 Porsche Carrera.

Porsche cars with a little less horsepower also saw the class record broken, this time by Ian MacMath who headed Sheffield dentist Geraint Evans, whose son Ben was the previous class record holder. Ben was over a second away from his record.

Mike Geen, who sits very low in his Peugeot (you've got to get the centre of gravity as low as possible) was nearly half a second slower than his class record but his points tally was very handy. Mike headed Clare Sullivan in the Mini by nearly 2 seconds ahead of the Peugeot of Steve Foster, who was close on the heels of the Preston lady, 0.12 separated the pair.

John Ellison threw his car down the road at the end of Thomson Straight as befits an ex-motor cycle racer, he skated the Lotus Elan on to the grass at the bottom, but he made up for his indiscretion on the 2nd run to head second placed man David Sykes in the Peugeot by the narrow margin of 0.17s. The final competitor in this class below 70 seconds was James Kerr with 69.78s.

Jonathan Mounsey came good in run 2 after a fail on his first, the Mitsubishi EVO driver nearly 2 seconds quicker than the BMW aficionado Damon Gray who had a second in hand over 3rd place man Philip Andrew. Jonathan always has the class well in hand, something for Damon and Phil to mull over during the close season.

Championship leader Robert Bellerby narrowly failed to break the record but he scored a handy 17.72 points. In second place (and soon to forsake the class for Class J) was Dale Cordingley, who headed the battling pair of Jonathan and Simon Medley, 0.2s was the decisive

margin in Jonathan's favour. In fifth place was Henry Moorhouse with an encouraging 66.91s. He severely trounced father Robert in the same car. Robert, as you older members will know well, was famous in

Simon Bainbridge was a man on a mission; he lowered his Class 8 record to 59.32s and earned himself 18.47 valuable points and put himself back in the hunt for the Championship lead. The Audi driver



Steve Foster in the Peugeot had a very good weekend. Third on Saturday, second on Sunday and a personal best time.

Photo: Ken Grey

the late 60's for driving a Lotus Seven in all disciplines of the sport with, I might add, considerable success.

Class 5 was the domain of Roger Fish; the Blackpool Carcraft Cyclone driver was nearly 2 seconds ahead of the Westfield of Mike Tate. In third was Adrian Martin, who like many drivers over the weekend scored a personal best, an encouraging feature to take into the close season.

The blue and yellow Metro of Philip Sturdy ran away with Class 6 - the Modified Production Cars up to 1400cc - he was nearly three seconds ahead of the Mini of Nigel Hepburn. Nigel is thinking of joining the Metro ranks next year as he thinks a Metro will be more competitive in the class.

headed the hard charging E Type of Richard Spedding. Richard regaining his cool after a contretemps with the yellow line at the finish - which left him with a failed first run. A stunning 61.81s in the almost historic E Type.

Steven Davies has had a chequered season, at times Steven has bent his Swift when he visited the scenery but when the driver and car were on song, he was always able to score good and valuable championship points. Mark Moran in his Van Diemen RF89 was his nearest challenger in the pre-1994 Formula Ford class but he was nearly a second adrift of the class leader. Mark had a similar margin over third place man Frazer Graham in the Van Diemen RF87.

Tony Brumfield was consistently quicker in his Sylva Striker. He had recently softened the suspension on the car and found it beneficial. Tony was the only driver in Class A - (Mod Prods up to 1400cc, Locaterfields etc) - who was under 60 seconds but he was over three and a half seconds ahead of 2nd place man Christopher Boyd who was contesting the

Wigton championship and perhaps not as conversant with the course.

Class B was merged with C and with G. Mark Hemmingway was quicker by nearly 3 seconds over his fellow Wigton MC driver Jim O'Neill. Throughout the season we have had a dearth of cars in B,



Roger Fish in his Car Craft Cyclone won his class on Saturday and was second on Sunday.

Photo: Ken Grey

C and G and only managed 5 runners at this meeting. Classes E and F were merged and Graham Smith in the Radical was the top point's scorer of the day when he broke the existing class record by over half a second. Graham has been under pressure from suspension guru Allan Staniforth to soften the car all year. Graham took Allan's advice and the new class record.

Mark Wilson was the meat in the Levitt sandwich when Anthony headed Mark and his co-driver Richard to record and OMS 1, 2, 3.

In Class I, Racing Cars up to 1100cc, Peter Hamilton broke the mould when he successfully took his Australian developed Speads to its first Harewood victory and set 3rd FTD. This class has usually been the province of the OMS or the Force. Keeping Peter honest was Andy Ball just

three-quarters of a second in arrears.

With Classes K and L merged, it was the smaller nimble cars of Andrew Henson and Jon Waggitt that were victorious. Andrew just about clinched the FTD series after a consistent season in the blue 2 litre Pilbeam and with it he scored a very respectable 17.62 points fractionally ahead

of the Reynard Gould of Jon Waggitt who, with his efforts set 2nd FTD.

Things looked finely balanced for the Sunday event as the weather was predicted to be better than the Saturday event so we should achieve even quicker times. The event, although well run, just ran out of time and so there

were only two runs on the day. Things look to be hotting up for the main championship, the pressure is now on.

RESULTS

| P | Name | Car | Time |
|-----|------------------|---------------|--------|
| 10 | Nick Frost | Ferrari | 66.20 |
| 14A | Colin Belton | Porsche | 62.75R |
| 14B | Ian MacMath | Porsche | 64.90R |
| 1 | Mike Geen | Peugeot | 68.27 |
| 2 | John Ellison | Lotus Elan | 68.99 |
| 3 | Jonathan Mounsey | Mitsubishi | 65.31 |
| 4 | Robert Bellerby | Sylva Striker | 63.83 |
| 5 | Roger Fish | Cyclone | 65.62 |
| 6 | Philip Sturdy | Metro | 64.73 |
| 7+8 | Simon Bainbridge | Audi | 59.32R |
| 9 | Steven Davies | Swift | 61.57 |
| A | Tony Brumfield | Sylva Striker | 59.74 |
| B+C | | | |
| +G | Mark Hemingway | Caterham 7 | 60.11 |
| E+F | Graham Smith | Radical | 57.72R |
| I | Anthony Levitt | OMS | 57.74 |
| J | Peter Hamilton | Speads | 55.50 |
| K+L | Andrew Henson | Pilbeam | 53.87 |
| FTD | Andrew Henson | Pilbeam | 53.87 |

2004 ANNUAL AWARDS

To be presented at the Annual Dinner Dance

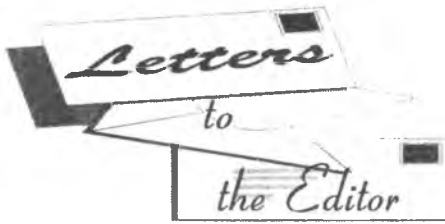
All trophies are competed for exclusively by Yorkshire Centre Members of the BARC, except The Yorkshire Post Trophy

| | | |
|---|-------------------------|----------------------|
| Yorkshire Post Trophy Fastest Time of the Season | Adam Fleetwood | 50.29 seconds |
| Jack Farrar Trophy Fastest Time of the Season by a member Resident in the County of Yorkshire | Jon Waggitt | 53.65 seconds |
| Arnold Burton Trophy Classes D, E, F and G Total Bogey Points | Graham Smith | 136.20 points |
| Richard Sutherland Trophy Competitor in Classes 1, 2 & 3 having greatest improvement over class record (or nearest to it) | Mike Geen | +0.11 seconds |
| Appleyard Group Trophy Sports Car in Classes 6, 7 and 8 having greatest improvement over class record (or nearest to it) | Richard Spedding | -0.19 seconds |
| Wallace Arnold Trophy Saloon Car in Classes 6, 7 and 8 having greatest improvement over class record (or nearest to it) | Simon Bainbridge | -1.61 seconds |
| Wendy Wools Trophy Classes A, B and C having greatest improvement over class record (or nearest to it) | Tony Brumfield | +0.36 seconds |
| Total Trophy Cars in Classes 4 & 5 having greatest improvement over class record (or nearest to it) | Robert Bellerby | -1.02 seconds |
| Brownlow Peabody Trophy Fastest time of the season by a 2 wheel drive car in classes 1, 2 & 3 | Damon Gray | 66.91 seconds |
| Guyson Sandblast Trophy Fastest Time of the Season by a Jaguar | Richard Spedding | 60.74 seconds |
| Hatfield of Sheffield Jaguar Trophy Total Bogey Points by a Jaguar | Richard Spedding | 37.73 points |
| Ford Woodhead Trophy Class 9 Fastest Time of the Season | David Bailey | 60.95 seconds |
| The Babra Trophy Presented to the Lady competitor who records the Fastest Time of the Season | Sandra Tomlin | 58.09 seconds |
| Lol Ryan Memorial Trophy Competitor recording the fastest time in a Morgan | Mike Sidgwick | 62.57 seconds |
| Scrutineers Trophy At the discretion of the Scrutineers to the Competitor who regularly presents the Best Turned Out Car | Tony Brumfield | |

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' | Simon Medley |
| Ronald Hudson Memorial Trophy The Marshal who has shown the Greatest Dedication to Duty. | John Goldsborough |
| Tim De Dombal Trophy Official or Marshal who has shown the Greatest Potential During the Season | Mike Evans |
| Tommy Wise Trophy in Memory of Mike Wilson | Richard Hooper |
| 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



Letters
to
the Editor

Dear Editor,

Being an editor has always seemed to me basically a rotten job, needing skill and dedication to keep running like cream but a thankless and largely anonymous task until the moment something goes amiss. This difficult situation is recognised in industry by payment of large - even huge - salaries, very substantial expenses, generous free lunches, first class air seats, a luxury car, office drinks cupboard, fridge, shower, couch, and use of the office Rolls Royce and chauffeur to reach home safely should drink have been taken in working hours. Clearly the hugely respected Mrs Patricia Kenyon has not enjoyed such "Peripherals" as editor of BARC's Yorkshire Centre 'Times' for some considerable time, operating as do many others as virtual unpaid volunteers without whom most of Britain's spare time -enjoyments would collapse overnight. Motorsport is near the top of that list.

So we reach the point 16 years ago or so, when Pat, already a highly successful driver agreed to have a go at editing the Centre's "Times" - like so many club mags at grassroots level and national too, vital cement in keeping things together. Sixteen years! Ye gods - and still sane, highly competent, extraordinarily well liked. Not to mention a long stint as entries secretary for well over 1000 Schumacher hopefuls a year, some of whom struggle to fill in their form properly and need chasing. And a myriad telephone calls (some 13,000 at only 2 a day) Oh! I forgot Harewood Driving School paperwork. The list starts to make Superwoman a bit of a non-achiever. Always there was the

constant search for interesting and competent contributors and the nightmare of empty space as a deadline approached.

In this dire situation, husband Brian could be pressed into service with some - usually- contentious views of a holder of not only past records, but notably trenchant views of current driver skills, car qualities and "the only right lines up Harewood." Thank you Pat, and thank you again. Every soul connected in any way with the success of Harewood over so many years owes you a deep debt of gratitude. Words are a poor substitute for £100,000 a year pension drawn by a number of incompetent and skiving males in the great wide world.

What they do not have, without wishing to sound too old fashioned is the respect and gratitude of hundreds of us.

Yours very sincerely indeed

Allan Staniforth

Hi Pat

As you know I only came back to hillclimbing last season after a 30 odd year gap for work. When I packed up you and Brian were competitors of some note and Mike Wilson was Mr. Harewood. You two are now Mr. & Mrs. Harewood and I must say you and your team put a lot of work into making sure each meeting is enjoyable and runs smoothly which I'm sure all competitors appreciate. Whoever you get to edit the Times has a hard act to follow. My wife say's I'm in my second childhood since I retired and when I think about it my pedal car was fairly quick. Maybe you'll have time to compete yourself now you're giving up the Times! It must have taken a lot of time and effort. 100 issues, fantastic.

All the best
Regards
Graham Smith

Dear Pat

Harewood will quite simply not be the same place without Pat Kenyon. I not only say that from myself, but from everybody connected with Harewood.

I have been a motor sport competitor for thirty years in karting, circuit racing and hillclimbs and sprints and been a member of many clubs, but Pat Kenyon's enthusiasm and organizational skills stand head and shoulders above all my previous club involvements. Pat Kenyon also cares, and will do anything to help anybody. If I had my way she would be Prime Minister.

All the best Pat, put your feet up, you deserve it.

I'm also going to have a little rest, I think it's called a sabbatical, so it's up for sale, my Green Machine - my Formula Ford.

Thanks
Mick Moore



Chris Seaman tells us he is a photographer but with his skill with the brush, part-time (char-lady) maybe his true vocation.

WANTED

ASSISTANT SECRETARY OF THE MEETING

EDITOR FOR THE 'TIMES'

Interested? Contact Tim Wilson on 07703 541633



Our marshals worked hard all year. Here they are seen recovering Rob Romeril's errant Roman. Photo: Ken Grey

SAD AND GLAD

MIKE WILSON MEMORIAL CHAMPIONSHIP FINALS MEETING

Sunday 19th September 2004

Brian Kenyon

We were a little more fortunate with the weather but we still had a stiff breeze and records were about to fall throughout the day, showing that what is required for a quick time is not necessarily a hot day. With a following wind up Quarry Straight, the air temperature was cool but the track was reasonably warm, just right for quick times.

Bill Hutchins and Tony Luxton shared the rumbly 4445cc Ginetta G27 - a car not known for its aesthetic beauty. It showed that grunt has its place and cannot be denied as they overcame third place man Peter Callaghan in the 1652cc Ginetta G12. They finished the day with Bill nearly a second ahead of his co-driver.

Our own David Coulthard showed that his racing experience was not wasted as he headed the first MG class 15A, in Helen Waddington's MG ZR. Splitting the pair was the MGF of Gareth Pattinson who was almost 3 seconds away from the flying ZR driver. Gareth was pressured all the way by leading lady MG driver Helen

Waddington. She very nearly closed the gap and was just 0.29 adrift at the close.

Class 15B record holder Allan



Holder of the Class 15C record for competition MG's, James Thacker lopped a further 2 seconds off his time on Sunday.

Inwood, as well as being relegated down the order into 2nd place by the yellow MGC GT of Christopher Cooper was adrift of his record to boot but Allan, in his orange Midget was still over 2 seconds quicker than the similar car of Gary Waite.

James Thacker won the more highly modified class of MG's by a country mile, the Midget driver was over 3 seconds quicker than John Dignan who was in the 4600cc MGB GT V8. James was nearly 2 seconds quicker than his previous record set in 2002.

Class 1 had a similar ring to it. 2003 Champion Mike Geen headed the class yet

again and scored enough points to gain himself 3rd place in the Championship. This time his team-mate Steve Foster was his closest pursuer. Steve was over the moon with his time, which like many on the previous Saturday, was to prove a personal best. Stuart Bullas in the much modified 1380cc Mk1 Sprite squeezed in a 2nd run of 69.74s to earn himself 3rd place, while Clare Sullivan, used to being among the top class runners had to settle for 4th in class but also claimed the Ladies Championship for the 4th time. Clare and her partner Alex Thompson were seen re-tightening the engine vibration damper bolt in the paddock late on Saturday evening. Fortunately it did not cause problems on the Sunday runs.

John Ellison is making a habit of winning Class 2, this time he ran out of road in his pretty Elan on his 3rd run, which just goes to show the pressure he is being put under by his class rivals. A new name came to the fore when Andy Geen upheld family honours and secured 2nd place in the larger engined Peugeot 205. James Kerr retained 3rd place which was the same as he achieved on Saturday but David Sykes was demoted to 4th.

Jonathan Mounsey was a little slower than he had been on Saturday but still retained the Class 3 lead and 10th in the Championship. His usual protagonists were respectively Damon Gray in the BMW and Philip Andrew in the Nissan Skyline.

Championship leader Robert Bellerby did all that was asked of him and more when he reduced the Class 4 record to 63.14s, the Harrogate haulier wringing the neck of his Sylva Striker, but it was not to be and sadly he lost his championship lead. Robert was demoted to 2nd in the Championship behind the flying Audi of Simon Bainbridge. Dale Cordingley in the rare sounding Caterham was 2nd on a very quick 64.02s, 5th in the championship was his reward. He headed the young driver of

the year - or at least my year - Simon Medley, who was just over a second slower than Dale. Ably backing up her father was Sarah Cordingley in the family blue Caterham.

It is a pity that John Hoyle did not enter the championship as he broke the class 5 record yet again and reduced it to 62.83s. This left the evenly matched pair of Roger Fish and Mike Tate to take the minor placings some 3.25s in arrears.

Nigel Hepburn secured Class 6, his 66.64s being over a second quicker than his Saturday time but nearly 2 seconds ahead of the similar Mini of Joe Harriman.

Classes 7 and 8 were again merged and the awesome Audi of Simon Bainbridge just failed to break the class record but with the 17.78 points, secured for himself the championship victory. Richard Spedding was on-form all weekend and he lowered his personal best in the family E Type to 60.74s, a fantastic time in such an ancient car. Mark Mortimer in the Porsche 911RS made his weekend worthwhile when he forced the Porsche into 3rd place.

In the Formula Ford class one is left to speculate what would be David Bailey's championship position if he had entered and managed a full season for he beat the highly competitive Steven Davies, whose 17.39 points secured him 4th in the Championship. Mark Moran in the Van Diemen RF89 was on the last step of the podium in the class.

Classes A and B were merged and Mark Hemmingway rounded off a successful weekend with his Class B 2 litre Caterham. He headed the Class A Sylva Striker of Tony Brumfield. Tony's time scored him 103.21 points and Championship 9th place. Lancashire 2 litre Caterham exponent Dave Kilcoyne was

third, their times being respectively 59.09s, 59.83s and 60.72s.

Classes E and F were merged. Graham Smith had a fail on his quickest run and wound up a second off his new class record, his season's efforts secured him 6th in the Championship. All the way from Jersey, Len Amy was also under 60

and a half seconds adrift while Glyn Sketchley from Class H showed that carrying speed through the corners works with a small engined car.

Peter Hamilton yet again topped Class J in the Speads ahead of his sparring partner Andy Ball whose OMS was half a second away from the class leader.



Third FTD and a personal best, knocking some 2 seconds off his previous best time, gave John Chacksfield something to grin about on Sunday.

Photo: Ken Grey

seconds in the 1298cc Mallock and the 1137cc Matador of Wakefield's Matthew Sutcliffe was third.

John Chacksfield has always been disappointed with his performances at Harewood but on his return to the venue he recorded his quickest time ever, 55.46s in his 1095cc OMS. Third FTD was his reward. Having observed John's runs over the years, I am personally at a loss to understand why it has taken him so long to break his bogey, his runs have always been close to perfection regarding lines. Andrew Levitt in 2nd place was nearly two

With three runs in the 53 second bracket, Jon Waggitt secured not only the win in Class K but also FTD, 2nd in the FTD Championship and 8th overall. He demoted regular sparring partner Andrew Henson down to second in class. Andrew not only recorded 2nd FTD but also won the FTD Championship and 7th in the overall championship.

A mixed bag of cars in Class C, G and L merged was unsurprisingly won by Jerseyman Rob Romeril in the Class L 3995cc Roman.

With so many personal bests over the weekend and season coming to a close it makes one wonder what would have happened if the drivers had got it all together at the beginning of the season. Another successful year, a hard fought championship, the drivers themselves were exceedingly generous and over the weekend the marshals draw enabled everyone to win a prize.

The Championship was hard fought and it is unfortunate that one of the two main protagonists must lose as they have both broken their respective class records many times this year. It is sad that one had to lose, the winning margin 0.16 point but glad for the Championship winner.

It augurs well for 2005.

RESULTS

| Cl | Name | Car | Time |
|-----|--------------------|---------------|--------|
| 11 | Bill Hutchins | Ginetta | 61.95 |
| 15A | David Coulthard | MG ZR | 71.20 |
| 15B | Christopher Cooper | MG Midget | 70.04 |
| 15C | James Thacker | MG Midget | 64.24R |
| 1 | Mike Geen | Peugeot | 68.22 |
| 2 | John Ellison | Lotus Elan | 69.08 |
| 3 | Jonathan Mounsey | Mitsubishi | 64.66 |
| 4 | Robert Bellerby | Sylva Striker | 63.14R |
| 5 | John Hoyle | Westfield | 62.83R |
| 6 | Nigel Hepburn | Mini | 66.64 |
| 7+8 | Simon Bainbridge | Audi | 59.54 |
| 9 | David Bailey | Swift | 61.39 |
| A+B | Mark Hemingway | Caterham 7 | 59.09 |
| E+F | Graham Smith | Radical | 58.70 |
| H+I | John Chacksfield | OMS | 55.25 |
| J | Peter Hamilton | Speads | 55.81 |
| K | Jon Waggitt | Renard Gould | 53.65 |
| C+G | | | |
| +L | Robert Romeril | Roman | 59.17 |
| FTD | Jon Waggitt | Reynard Gould | 53.65 |

ANNUAL COMPETITIONS

Pearce Trophy (Marshals / Officials only)

| | | |
|---|---------------------------|------------------|
| 1 | Richard Hardcastle | 38 points |
| 2 | David Dalrymple | 37 points |

Firth Bowl (Lady marshals / officials only)

| | | |
|----|-------------------------|------------------|
| 1= | Caroline Marston | 34 points |
| | Pat Kenyon | " |

Ken Lee Trophy (Competitors only)

| | | |
|---|------------------------|------------------|
| 1 | Robert Bellerby | 56 points |
|---|------------------------|------------------|

Chlppy-lola Vase (Everyone eligible)

| | | |
|---|------------------------------------|------------------|
| 1 | Pat & Brian Kenyon | 74 points |
| 2 | Sarah & Dale Cordingley | 70 points |

Special Award to David Dalrymple for gaining points in every event run by the BARC

FOR SALE

Van Diemen RF85/86

Formula Ford

With custom built 4 wheel box trailer

Engine 3 meetings since Bold rebuild.

Bills to prove and dyno sheet

Chassis and suspension by

Mr Allan Staniforth

All immaculate - 62.01 best at Harewood

with more to come

Class record holder at Three Sisters

Longton since 1997

Quick lift jack, spare ratios etc

£6,750

Call Mick on 0161 355 2930

Or 0776 0353 170

FOR SALE

Audi S2 Coupe

T.V.R. Blue/Green Paintwork

Carbon Fibre Bodywork

1130 kgs with approx 600 bhp

Championship winning car at

Harewood 2004

100mph trap speed with low 59 seconds

plus other class records

Too many extras to mention

New project forces reluctant sale!

Offers around £25,000

Depending on spec & spares.

Contact Simon Bainbridge

On 07710906682

Or 01642 710472 after 8pm

FOR SALE

Formula Ford

1600 Mondiale M88

Fully rebuilt winter '03

Used once only this year (Harewood)

Spare body, two sets of wheels and tyres

Plus custom built box trailer

£5,500 ono

might split

Phone 01706 631233

FOR SALE

Mallock Mk24B 1700 X/flow

All steel, dry sump, Quaife single rail gearbox, rear radiator, new bodywork,

wets and dries

Well sorted car

Ask for full details

£7,500

Radical Pro Sport

2 sets of wheels, spares package, very

good condition

Ready to race

£15,000

Radical Club Sport 1100cc

Ex works car, spares and in excellent condition

£8,500

Morgan 4/4 Sports Car

1983, CVH engine, 5 speed, leather bucket seats, Old English White, very

good condition

£10,500

Van Diemen RF87

Formula Ford, red bodywork. New wheels, Scholar engine and spares.

Excellent condition

£4,950

PRG 4 wheel covered trailer, tyre rack, as new condition

£2,000

Brian James tyre rack as new

£50

Formula Ford spares

Hewland Gears

Centre Lock Wheels

For full details contact

Andrew Henson

(m) 07761 549454

(h) 01706 527437

Graham Henson

(w) 01253 702880

(m) 07939 059280

FOR SALE

REYNARD 913

Top 6 run off finishes. Totally rebuilt for 2004. Carbon wings and light carbon tub. 300 BHP Peugeot engine on DTA management. Radial tyres, geometry by Gould with new Koni shocks. Reliable, inexpensive, and less than 400kgs. Potential for further development.

£27,500 ONO

Tel. William or Tim Mason
01386 793225 / 0771 561 2600

FOR SALE

Trailer

Aluminium box on Brian James A series chassis. Single axle. Tyre rack, winch, spare wheel. Suit Caterham or small single seater.

Easy to handle, fits in single garage.
£1300

Contact Tim on 07703 541633

FOR SALE

Racing Boots

Yellow / black, Sparco Puma
Long ankle racing boots, still in box
Size 9 (43)
£46 (rrp £65)

Blue RSR Long ankle racing boots
Size 6
£46

Caravan

2/4 berth
awning
good tyres
ready for next season
£550 ono

Contact Pat or Brian on
0114 234 0478

FOR SALE

OMS 2000M - Yamaha "big bore" R1,
class winning, ready to race & win !

Class winning, FTD winning, 3rd
Harewood FTD champs, 54.60 sec @
Harewood & top national 1100cc class
challenger. NSCC FTD championship
winner 2002

before this engine was even built !

Due to retirement decision, this car
which has had a no-expense spared
policy is now completely race ready, just
jump in and go !

Built spring 2002, full carbon wings,
astratech data logging, Micron/OMS
stainless exhaust, lightweight and slightly
lengthened chassis single
seater racing car. Penske dampers and
lightened brake assemblies added
start 2003 season. 2 sets light weight
split rim wheels, race ready slicks
and wets and spare slicks.

Yamaha R1 1080cc engine built 2003 by
Mistral Performance, gas-flowed, race
cams, stainless one piece valves, raised
1st gear, baffled sump, billet
clutch....170++ bhp..... the works !

Seriously competitive racer, no additional
spend required.... ready for you

@ £17000

A Complete Bargain

Also Twin axle, light weight vinyl covered
professionally built Burton car
trailer (12"x6"1')with internal wheel rack
and hitch lock
£1800.

THE Complete package to tow away
straight to first event
£18700.

Tel: Martin Vesty 07899 063931, 01423
340582
(North Yorks, 2 miles from OMS)

TONY LANFRANCHI

Tony Lanfranchi died after a long fight against illness, on 7th. October; with him went one of our strongest links with the days when motor racing was something that you did for enjoyment, not as a way to wealth and glory.

I first met him in 1958, when he was competing in club level rallies, production car trials and sprints. He soon acquired a Frazer-Nash Le Mans Replica, which, though by no means pristine, was remarkably quick; he managed to beat several aces of the day and cause some surprise. Then he bought one of the Team Triple "S" Austin-Healey 100S cars, and attracted more attention with his handling of a serious sports car - even if it did catch fire on one occasion at Rufforth and leave him sitting on the back steering with his feet while looking for a safe place to park it.

Next came an Elva Courier, red and tatty, which was faster than any other of the breed, and the word began to get around that it was the driver who was unusually quick, not the car: of course around here we'd known that for some time! Next came a very neat blue Elva Mark 7, in which Tony really caught the attention. Among his many successes in this car he took FTD at the first ever hillclimb at Stockton Farm in September 1992.

From then on his motor racing career flourished and he was to be seen in many different cars and championships right up to Formula 1. Perhaps one of his best known feats stems from his realising that the Touring Car championship could be won by a relatively modest car that was in a class that it could dominate. He duly appeared in a Moskvitch, and duly won, after many corners taken at impossible angles (both to the vertical and lateral) to the delight of the spectators.

We shall remember him for his skill, his zest for life, and his approachability, and send our sincere sympathy to his family.

Tony Hodgetts

Eds Note: In deference to the families wishes, we have kept the obituary brief.

EDWARD CHARLTON

Edward put up a brave fight against his illness but sadly he died earlier this year.

He was a regular competitor at Harewood sharing a Peugeot with his daughter Elspeth. Edward competed at the first Harewood meeting in 1962.

The Centre sends its condolences to his wife Margaret and his family.

HAREWOOD WORKING PARTY

The old proverb has it that the Devil finds work for idle hands, well Lucifer would have had no luck had he been at Harewood on the 10th October. With almost military precision the well oiled working party machine advanced and carried all before it.

While the men-folk exercised their muscles throwing Recticel barriers about, the ladies demonstrated their artistic skills painting several marshals' huts. The Start banner was also dismantled and stored safely away from the winter gales.

Grateful thanks are due to the following people (in no particular order):

Bob Warwick, Roy Bolderson, Diane Dakeyne, Clare Sullivan, Alex Thompson, Steve and Tricia Foster, Martin Baker, Richard Hardcastle, Tracey Taylor-West, David Clay, Roger Frost, Tim Wilson and not forgetting Aston, Roy's concrete block collecting dog.

If you missed this one don't worry, the Recticel's got to come out again in February. Watch this space.....

John Green



All our hard working marshals were rewarded for their season-long efforts with many donations from drivers which allowed everyone to win a prize in the Marshals Draw.

Photo: Ken Grey



Mallory Park Race Circuit sponsored Harewood Championship Final Points



| P | Name | Cl | 11/4 | 15/5 | 16/5 | 6/6 | 4/7 | 1/8 | 29/8 | 18/9 | 19/9 | Total No | Points Drop/d | Total |
|----|-------------------|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|------------------|--------|
| 1 | Simon Bainbridg | 8 | 18.42 | 16.21 | 17.83 | 17.63 | 16.80 | 18.72 | 9.78 | 18.47 | 17.78 | 151.64 | 42.79 | 108.85 |
| 2 | Robert Bellerby | 4 | 18.56 | 17.77 | 17.31 | 17.90 | 17.16 | 18.04 | 18.01 | 17.72 | 18.41 | 160.88 | 52.19 | 108.69 |
| 3 | Mike Geen | 1 | 17.31 | 17.42 | 17.36 | 17.89 | 17.10 | 17.70 | 17.66 | 17.57 | 17.62 | 157.63 | 51.77 | 105.86 |
| 4 | Steven Davies | 9 | 18.00 | 17.71 | 17.20 | 15.65 | 0.00 | 17.50 | 16.57 | 17.38 | 17.39 | 137.40 | 32.22 | 105.18 |
| 5 | Dale Cordingle | 4 | 17.66 | 15.04 | 17.04 | 16.42 | 17.22 | 17.49 | 17.40 | 17.21 | 17.53 | 153.01 | 48.50 | 104.51 |
| 6 | Graham Smith | E | 15.96 | 15.79 | 16.88 | 17.20 | 0.00 | 17.77 | 17.08 | 18.50 | 17.02 | 136.20 | 31.75 | 104.45 |
| 7 | Andrew Henson | K | 15.90 | 16.60 | 0.00 | 17.79 | 15.18 | 17.86 | 17.17 | 17.62 | 16.87 | 134.99 | 31.08 | 103.91 |
| 8 | Jon Waggitt | K | 13.47 | 16.06 | 16.38 | 17.42 | 15.38 | 17.50 | 16.86 | 17.38 | 17.84 | 148.29 | 44.91 | 103.38 |
| 9 | Tony Brumfield | A | 17.06 | 17.12 | 16.94 | 16.74 | 14.22 | 17.64 | 16.60 | 17.27 | 17.18 | 150.77 | 47.56 | 103.21 |
| 10 | Jonatha Mounsey | 3 | 15.35 | 16.78 | 15.44 | 16.53 | 15.91 | 17.39 | 16.93 | 16.75 | 17.40 | 148.48 | 46.70 | 101.78 |
| 11 | James Blackmor | 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 |
| 12 | Clare Sullivan | 1 | 15.88 | 15.72 | 16.67 | 15.97 | 16.81 | 17.22 | 16.44 | 15.48 | 16.04 | 146.23 | 47.08 | 99.15 |
| 13 | David Sykes | 2 | 0.00 | 16.72 | 16.65 | 16.92 | 15.81 | 16.23 | 0.00 | 16.41 | 16.19 | 114.93 | 15.81 | 99.12 |
| 14 | Glynn Sketchley | H | 15.75 | 0.00 | 16.16 | 15.85 | 0.00 | 17.21 | 16.45 | 0.00 | 17.00 | 98.42 | 0.00 | 98.42 |
| 15 | John Ellison | 2 | 16.43 | 16.50 | 15.92 | 0.00 | 14.89 | 16.44 | 15.94 | 16.58 | 16.49 | 129.19 | 30.81 | 98.38 |
| 16 | Andy Ball | J | 0.00 | 16.09 | 16.42 | 17.26 | 11.60 | 16.34 | 14.74 | 15.70 | 15.74 | 123.89 | 26.34 | 97.55 |
| 17 | Simon Medley | 4 | 0.00 | 14.92 | 15.26 | 16.23 | 15.78 | 16.18 | 16.38 | 16.14 | 16.48 | 127.37 | 30.18 | 97.19 |
| 18 | Jonatha Medley | 4 | 0.00 | 15.13 | 14.62 | 15.50 | 15.28 | 16.76 | 16.36 | 16.34 | 16.08 | 126.07 | 29.75 | 96.32 |
| 19 | Mark Moran | 9 | 16.74 | 14.50 | 14.52 | 15.55 | 13.73 | 16.23 | 15.25 | 16.16 | 16.34 | 139.02 | 42.75 | 96.27 |
| 20 | James Kerr | 2 | 15.47 | 15.27 | 0.00 | 15.06 | 15.31 | 16.23 | 15.75 | 15.79 | 16.30 | 125.18 | 30.33 | 94.85 |
| 21 | Sarah Cordingle | 4 | 17.18 | 15.29 | 16.06 | 15.70 | 13.60 | 0.00 | 0.00 | 14.21 | 16.32 | 108.36 | 13.60 | 94.76 |
| 22 | Steve Foster | 1 | 13.53 | 15.08 | 14.09 | 0.00 | 14.47 | 15.63 | 16.40 | 15.38 | 16.88 | 121.46 | 27.62 | 93.84 |
| 23 | Ian Thomas | 9 | 15.30 | 15.45 | 14.68 | 15.45 | 6.68 | 15.60 | 12.76 | 14.55 | 15.28 | 125.75 | 33.99 | 91.76 |
| 24 | Robert Warwick | 4 | 16.21 | 14.84 | 13.88 | 0.00 | 0.00 | 0.00 | 14.99 | 13.90 | 13.91 | 87.73 | 0.00 | 87.73 |
| 25 | Damon Gray | 3 | 14.83 | 0.00 | 0.00 | 12.69 | 13.78 | 14.62 | 13.97 | 14.82 | 15.15 | 99.86 | 12.69 | 87.17 |
| 26 | Joe Harriman | 6 | 0.00 | 13.95 | 13.46 | 14.51 | 12.96 | 14.74 | 13.27 | 13.70 | 13.25 | 109.84 | 26.21 | 83.63 |
| 27 | Philip Andrew | 3 | 13.39 | 13.20 | 12.87 | 12.60 | 13.29 | 0.00 | 0.00 | 13.52 | 14.96 | 93.83 | 12.60 | 81.23 |
| 28 | 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 |
| 29 | Paul Anderson | 2 | 12.61 | 12.51 | 0.00 | 13.89 | 0.00 | 13.34 | 13.51 | 12.46 | 0.00 | 78.32 | 0.00 | 78.32 |
| 30 | Michael Tate | 4 | 0.00 | 10.97 | 12.26 | 0.00 | 0.00 | 14.20 | 13.12 | 13.18 | 14.38 | 78.11 | 0.00 | 78.11 |
| 31 | Peter Rhodes | 4 | 13.32 | 11.61 | 0.00 | 0.00 | 13.12 | 13.58 | 0.00 | 12.85 | 13.58 | 78.06 | 0.00 | 78.06 |
| 32 | Andy Geen | 2 | 14.74 | 0.00 | 14.92 | 0.00 | 14.96 | 15.64 | 0.00 | 0.00 | 16.44 | 76.70 | 0.00 | 76.70 |
| 33 | John Moxham | 2 | 0.00 | 10.70 | 10.90 | 11.72 | 12.24 | 11.91 | 12.42 | 13.70 | 14.14 | 97.73 | 21.60 | 76.13 |
| 34 | Bronwen Waggitt | 9 | 9.03 | 10.95 | 11.95 | 12.98 | 0.00 | 13.19 | 10.45 | 12.99 | 12.66 | 94.20 | 19.48 | 74.72 |
| 35 | Mark Cumming | 9 | 11.70 | 10.65 | 11.78 | 13.02 | 12.27 | 12.78 | 11.13 | 12.31 | 12.23 | 107.87 | 33.48 | 74.39 |
| 36 | Peter Whittle | 9 | 12.40 | 12.17 | 12.04 | 13.48 | 1.13 | 0.00 | 11.21 | 10.72 | 0.00 | 73.15 | 1.13 | 72.02 |
| 37 | Martin Rowe | 1 | 9.48 | 10.01 | 0.00 | 0.00 | 0.00 | 15.01 | 6.26 | 13.79 | 15.84 | 70.39 | 0.00 | 70.39 |
| 38 | 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 |
| 39 | Richard Paterson | 3 | 10.64 | 10.19 | 10.34 | 11.53 | 9.07 | 10.74 | 11.01 | 0.00 | 11.74 | 85.26 | 19.26 | 66.00 |
| 40 | Michael Underwood | 9 | 9.56 | 9.70 | 11.08 | 11.58 | 9.36 | 10.75 | 9.21 | 0.00 | 12.56 | 83.80 | 18.57 | 65.23 |
| 41 | Adrian Martin | 5 | 10.14 | 10.65 | 10.92 | 9.71 | 8.75 | 0.00 | 9.06 | 11.82 | 11.09 | 82.14 | 17.81 | 64.33 |
| 42 | Michael Burdon | 3 | 13.28 | 0.00 | 0.00 | 11.46 | 0.00 | 12.82 | 13.29 | 12.71 | 0.00 | 63.56 | 0.00 | 63.56 |
| 43 | Christop Price | 3 | 0.00 | 9.86 | 8.87 | 10.36 | 8.82 | 9.97 | 9.72 | 11.08 | 9.83 | 78.51 | 17.69 | 60.82 |
| 44 | 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 |
| 45 | Michael Bellerby | 4 | 0.00 | 7.60 | 0.00 | 7.81 | 0.00 | 7.43 | 8.60 | 9.11 | 9.04 | 49.59 | 0.00 | 49.59 |
| 46 | David Lanfranch | 9 | 7.30 | 11.53 | 0.00 | 9.81 | 0.00 | 0.00 | 10.32 | 10.53 | 0.00 | 49.49 | 0.00 | 49.49 |
| 47 | Tracey Taylor-W | 7 | 6.39 | 8.48 | 0.00 | 9.80 | 0.00 | 10.12 | 7.08 | 5.31 | 7.02 | 54.20 | 5.31 | 48.89 |



Mallory Park Race Circuit sponsored Harewood Championship Final Points



| P | Name | Cl | 11/4 | 15/5 | 16/5 | 6/6 | 4/7 | 1/8 | 29/8 | 18/9 | 19/9 | Total No Drop | Points Drop'd | Total |
|----|------------------|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------------------|------------------|-------|
| 48 | 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 |
| 49 | Steve Owen | K | 0.00 | 0.00 | 15.40 | 0.00 | 14.51 | 15.45 | 0.00 | 0.00 | 0.00 | 44.95 | 0.00 | 45.36 |
| 50 | Elsbeth Chariton | 2 | 14.86 | 15.04 | 0.00 | 15.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 45.36 | 0.00 | 44.95 |
| 51 | Mike Baxter | 3 | 5.07 | 0.00 | 5.85 | 9.17 | 6.85 | 5.59 | 6.97 | 7.76 | 5.92 | 53.18 | 10.66 | 42.52 |
| 52 | 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 | 41.05 |
| 53 | Jim Naylor | F | 10.06 | 9.93 | 0.00 | 0.00 | 0.00 | 9.88 | 10.20 | 0.00 | 0.00 | 40.07 | 0.00 | 40.07 |
| 54 | Allan Staniforth | I | 2.72 | 5.26 | 6.04 | 5.66 | 6.52 | 8.30 | 6.01 | 3.00 | 4.28 | 47.79 | 10.00 | 37.79 |
| 55 | Nick Cook | E | 0.00 | 7.69 | 0.00 | 9.61 | 8.42 | 0.00 | 0.00 | 10.19 | 0.00 | 35.91 | 0.00 | 35.91 |
| 56 | 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 | 35.84 |
| 57 | Geoffrey Barker | 4 | 2.96 | 5.43 | 2.67 | 5.45 | 4.42 | 6.06 | 4.59 | 5.23 | 7.12 | 43.93 | 10.05 | 33.88 |
| 58 | 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 | 32.08 |
| 59 | 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 | 30.82 |
| 60 | 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 | 29.67 |
| 61 | Richard Pope | 3 | 3.64 | 0.00 | 0.00 | 6.11 | 4.29 | 0.00 | 6.90 | 7.37 | 0.00 | 28.31 | 0.00 | 28.31 |
| 62 | Jonatha Moorhous | 3 | 0.00 | 6.11 | 7.01 | 7.39 | 0.00 | 7.79 | 0.00 | 0.00 | 0.00 | 28.30 | 0.00 | 28.30 |
| 63 | Bobby Fryers | 7 | 12.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 12.66 | 24.96 | 0.00 | 24.96 |
| 64 | 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 | 23.80 |
| 65 | John Beardmor | F | 0.00 | 4.02 | 0.00 | 4.84 | 0.00 | 5.35 | 3.98 | 0.00 | 5.57 | 23.76 | 0.00 | 23.76 |
| 66 | Les Thurkettle | F | 4.23 | 4.75 | 0.00 | 7.36 | 5.31 | 0.00 | 0.00 | 0.00 | 0.00 | 21.65 | 0.00 | 21.65 |
| 67 | Debbie Grant | I | 0.00 | 2.08 | 1.32 | 0.00 | 0.00 | 5.52 | 3.51 | 0.00 | 5.22 | 17.65 | 0.00 | 17.65 |
| 68 | Richard Vaughan | / | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 11.53 | 0.00 | 11.53 | 0.00 | 11.53 |
| 69 | Mike Fitzsimon | I | 0.00 | 0.00 | 10.57 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 10.57 | 0.00 | 10.57 |
| 70 | 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 | 8.27 |
| 71 | 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 | 5.36 |
| 72 | Susan Surtees | 4 | 0.00 | 0.94 | 0.00 | 0.00 | 0.00 | 2.76 | 0.00 | 0.00 | 0.00 | 3.70 | 0.00 | 3.70 |
| 73 | 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 | 0.00 |
| 74 | 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 | 0.00 |
| 75 | 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 | 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 nodrop'd drop | Points | Total |
|---|-----------------|----|------|------|------|-----|-----|-----|------|------|------|---------------------------|--------|-------|
| 1 | Andrew Henson | K | 10 | 10 | 0 | 10 | 9 | 10 | 10 | 10 | 9 | 78 | 18 | 60 |
| 2 | Jon Waggitt | K | 7 | 9 | 10 | 9 | 10 | 9 | 8 | 9 | 10 | 81 | 24 | 57 |
| 3 | James Blackmore | J | 9 | 7 | 9 | 7 | 1 | 8 | 9 | 0 | 0 | 50 | 1 | 49 |
| 4 | Andrew Ball | J | 0 | 8 | 8 | 8 | 6 | 7 | 7 | 8 | 8 | 60 | 13 | 47 |

Ladies Championship

| P | Driver | 11/4 | 15/5 | 16/5 | 6/6 | 4/7 | 1/8 | 29/8 | 18/9 | 19/9 | Total Nodrop'd Drop | Points | Total |
|---|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------------------------|--------|-------|
| 1 | Clare Sullivan | 15.88 | 15.72 | 16.67 | 15.97 | 16.81 | 17.22 | 16.44 | 15.48 | 16.04 | 146.23 | 47.08 | 99.15 |
| 2 | Sarah Cordingley | 17.18 | 15.29 | 16.06 | 15.70 | 13.60 | | | 14.21 | 16.32 | 108.36 | 13.60 | 94.76 |
| 3 | Bronwen Waggitt | 9.03 | 10.95 | 11.95 | 12.98 | | 13.19 | 10.45 | 12.99 | 12.66 | 94.20 | 19.48 | 74.72 |
| 4 | Tracey Taylor-West | 6.39 | 8.48 | | 9.80 | | 10.12 | 7.08 | 5.31 | 7.02 | 54.20 | 5.31 | 48.89 |
| 5 | Elsbeth Chariton | 14.86 | 14.81 | | 15.05 | | | | | | 44.95 | | 44.95 |

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*

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26th May (Caterham Academy Day)

21st July 18th August

Advanced Schools

Thursdays

16th June 8th September

Contact Pat Kenyon on
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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@btopenworld.com

**HAREWOOD SPEED
HILLCLIMB
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

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VICE CHAIRMAN
Richard Hardcastle

COMMITTEE Simon Clark
David Clay
David Dalrymple
John Green
Richard Spedding
Peter Whittle
Graham Wride