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JUNE 2005 JULY 2005

# YORKSHIRE CENTRE TIMES

ISSUE 105

## MSA British Hillclimb Championship Saturday 2nd July (practice) and Sunday 3rd July

150 drivers will compete at the north's premier speed hillclimb for the fifth round of the OMS Racing Championship and two rounds of the MSA British Hillclimb Championship. Cars will range from road going saloon cars to full blown F1 engine single seat racing cars.

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Entry is £8 for adults and under 14s are free. Free car parking. Bouncy Castle for the kids.

Harewood Speed Hillclimb can be found north of Leeds on the A659 between Harewood village and Collingham.

For further information see [www.harewoodhill.co.uk](http://www.harewoodhill.co.uk)



Scott Moran at an earlier championship meeting at Harewood in May this year. Photo by [www.whatnonegatives](http://www.whatnonegatives)



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## Harewood Open Meeting Les Thurkettle

It was a typical early season day at Harewood – grey and cold. I'm convinced this area has its own micro climate and its often not a good one. It was, however, dry for a multitude of championships. Our own OMS Harewood Championship plus a round of Ferrari Owners Club Hillclimb Championship, Longton & District Northern Speed Championship, Revington TR Sprint & Hillclimb Championship and Nottingham SCC Speed Championship.

The Ferrari's opened the meeting, all 21 of them, mostly red, and Jon Goodwin got the better of Nick Frost on this occasion with a run in 66.11. Jon Goodwin not content with being the owner of a fine 355 GTS, his wife has a Ferrari too. It should make the trip to Tesco a bit more interesting.

The TR register mustered only 3 cars. Pen Davies GT6 won the class by almost 10 seconds. With that sort of margin he could afford to do a 'drive thru penalty' round the back of the barn and still win.

Our own class 1 followed and Martin Rowe guided his Citroen AX up the hill to a class win, but it was tight. Clare Sullivan finished just 7/100ths behind. Mike Geen's record in this class is a couple of seconds away and that's a big ask. Martin tells me he experimented with smaller wheels at this meeting and it worked.

David Sykes 205 GTi Peugeot won a well supported class 2 in 68.11 ½ a second inside his best ever in this car. There was a big motivating factor at work here because he shared his car with Russell Herring and they swapped places every run.

There was no shortage of big engined road modifieds in class 3, Jonathan Mounsey winning convincingly and getting closer to Richard Hargreaves good record. Now, he won in the wet at the April meeting where it was said that the 4 wheel drive was a big factor but here in the dry

there was no such advantage. Strikes me the driver's got a lot to do with it.



No surprises in class 4. The record holder Robert Bellerby in his Sylva Leader won with a bit to spare but was a second outside his best time.

Jonathan Medley's Caterham R400M was the eventual class 5 winner, but it took a personal best of 64.29 from the Otley man to get the better of Roger Fish in that rapid and attractive Carcraft Cyclone.

Philip was the name to have in class 6. Philip Sturdy's Rover Metro beating Philip Shorts Mini Cooper by nearly a second.

The merged class 7 & 8 went to Gary Thomas's Lotus Elise but only by 2/100ths from the V8 MGB of Claude Spencer. Gary's time was his best in the car. He expressed his gratitude at getting a late entry. From what I saw he brakes late as well.

Neil White came all the way from Ireland to win the Formula Ford thrash in class 9. Appropriately he drives a Crossle and lives just a few miles from the factory I am told.

Much has been said about noise levels and Tony Brumfield spent much of Saturday morning with a tin opener stuffing all manner of things into his Sylva Striker's silencer to successfully meet the

decibel requirements. This was in class A which was in fact merged with E and Graham Smith the 'slightly' younger of the Pateley Bridge duo who regularly compete (Terrapin Tim with the 'mean green machine' is his neighbour), won the class in his rapid Radical from Les Proctor. Les who is now trying to kill the theory that 2 engines are better than 1 is re-learning his OMS in its new form. These two both have 1400cc Hayabusa power and are both hard chargers – watch this space.



Andy Ball photo by whatnonegatives

The bigger sports libre cars numbered only 2 but Tim Elmer's 'Imagination' is a quick Car and would probably have won with a big class entry. His 56.74 run was quite close to Paul Haines very good record in class F.

Andrew Henson rounded off proceedings with a customary win in merged class K & L. His 54.37 took FTD to boot.

Into the single seaters now and Nottingham based Dave Banner climbed to his best time ever in his OMS 2000 M to win class I. The Kawasaki powered car just failing to get under 56 secs but comfortably took the class from Anthony Levitt. Dale Cordingley arguably produced the performance of the day to win class J in his ex James Blackmore OMS. his time of 55.30 also secured 2<sup>nd</sup> FTD with Andy Ball's OMS getting 3<sup>rd</sup> FTD.



Andrew Henson photo by whatnonegatives

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Chief Marshal: Mike Shorley on 01977 780035 (evenings) or HMA Chairman: Keith Davison, The Sidings, 7 Caister Close, Greenacres, Birstall, West Yorkshire, WF17 9QY e-mail: keith.davison@btinternet.com

## Gone in 50 Seconds! By Peter Hamilton

Fresh from Barbon's 890 yard blast, the MSA circus rolled into Harewood as the barbecues of lesser mortals crackled and red wine flowed .... Or at least they did in the vicinity of the Waggit motorhome and on first sight the paddock might have looked more likely to be laying tarmac the following day than trying to rip it up! Some were not so lucky, Barbon having either taken its toll, or in the case of the awesome looking and sounding Wight Predator, teething problems forcing an overnight round trip to Aberdeen for suspension repairs. That's commitment and, if you were not there, you haven't heard the half of it!

Dawn woke brighter than some contestants, but Harewood's organisation responded to the arrival of the roadshow with its usual proficiency. This time the crackle was one of excitement and expectation and its days like these that remind us why we love this bizarre outpost of the motorsport empire. Still, at least we can rustle up more than six competitors with a shout for the win!

Classes 1&2 were merged, as were many on the day, with entries perhaps squeezed by the Championship's arrival. Andy Geen triumphed within a second of the record, setting a 68.07 to beat David Sykes by a beam breaker. Class 3 was better supported with Jeff Stokes' EVO6 getting within a couple of hundredths of Richard Hargreaves' long standing target, but still only 3 tenths ahead of local expert Jonathan Mounsey's Mitsubishi.



*Jonathan Mounsey - photo by whatnonegatives*

Class 4 for Road Modified Kits up to 1700cc saw the familiar Sylva of record holder Robert Bellerby strike home just ahead of the similar wheels of Mike Smith, whilst the next class up saw a comfortable Medley of wins for Jonathon ahead of Simon in the shared Caterham R400. 7&8 were merged, but Malcolm Milne showed no fear of the bigger engined Mod Prod competition and came home second, although a huge 5 seconds behind an impressive Richard Spedding.

The offspring of hillclimbers, apparently, now cut their teeth in Formula Fords as much as they do Locaterfields and its great to see Lanfranchis, Hensons, Morans and this time absent Thomas's in the field. Mark Moran came out on top, just ahead of Neil White, who found a second run good enough to beat the far-flung Ian Thomas.

Merged Class A&B saw the welcome return of former regular scribe and driver, Peter Herbert in the venerable Westfield, but cob-web-free consistency was not enough to match the increasingly impressive Robert Kendrick who got within two tenths of his own Honda powered Caterham record. The over 2 litre Mod Prod contest was taken comfortably by Keith Edwards ahead of Graham Loakes's Impreza.

Class D for under 2 litre Super Sports saw the double (driven) Vision V98 of hillclimb returnee Tom Brown pushing to within a second of Martin Groves' 7 year old record, set the same year as the Vision was built, and less than 2 tenths ahead of oft-pole man Simon Moyse in the shared Mallock. Graham Smith was so close to his Radical record in Class E and secured 4<sup>th</sup> in the merged Class E&F, losing out by only a second to the 2 litre Mallock of Guemsey émigré Chris Guille who was pushed hard all day by Tim Elmer, both having got within a second of the Class F record of 56.2 seconds. How did Paul Haines do that in a Mk18/20?!!

110cc may not sound much, but in the sub-600cc Racing Car category it may have been enough to

give Paul Meakin's Jedi the edge over Glynn Sketchley immaculate version. Now he does "know the meaning of cleaning" – with apologies to the dry cleaner's '80's ad campaign. The under 1100cc Class E witnessed a great run by Dave Banner at 54.93 seconds, the OMS beating Phil Davies' Force by 1.5 seconds.

A superbly attended "up to 1600cc Racing Car" car class J saw James Blackmore's new and gleaming bronze OMS CF04 really getting on the pace and using its 1500cc muscle to great effect in bettering Caterham-defector Dave Kimberly's Force. But Jonathon Varley was the star of the class, swapping old rubber for new, he was hardly "safe" but looked on top of the trusty March BDA in posting a PB 56.13, taking 3<sup>rd</sup> in the class and pipping 2<sup>nd</sup> CF04 pilot Tim Wilson. Even Autosport found Jonathon's feat worthy of note; praise indeed!

And so into the twilight zone. As the cost of seconds saved escalates exponentially, so apparently does the competition and the 2 litre Racing car class set a blinding pace amid a huge diversity of machinery. The top 5 in the class were covered by a postage stamp 1 second square, including 4 makes of car, with Harewood Series sponsor Steve Owen's OMS the only one duplicated. Having FTD'd in the rain earlier in the year, Trevor Willis was as ebullient as ever in driving style and commitment in his CF04, beating the former class record of 53.49 by 3 tenths and celebrating exuberantly as he was greeted by an appreciative paddock. Comfortable runoff places were secured, but Trevor was pushed hard by Tom New in his MP88, followed home closely by a by now clearly fully-functioning Jon Waggitt.



Trevor Willis's Class Record breaking run—photo by whatnegative

The big guns were half out-gunned by Trevor Willis, but at the sharp end there was some spectacular class action as the increasingly technical and competitive world or Top 12 hillclimbing limbered up for the runoff. Those of us who dabble, can marvel and wonder at what it must be like to drive one of these fantastic beasts, so it was a disappointment to all that, despite burning the midnight oil in the land of oil, the Wight gremlins struck again and the thrill of hearing an Arrows F1 on full song on the line was continually crushed by the sight of a silent Predator straddling it. Some time soon, however, lookout and above all listen out!

For the Class L win, Martin Groves did his best in Run 1, ahead of an inspired and still to be further inspired Karl Davidson, both in the now apparently ubiquitous Goulds, Predator permitting. Karl was sporting an early BAR front wing, courtesy of third place man and BAR aero-man, Willem Toet, but come on, who wants to hear about class runs?



Willem Toet—photo by whatnegative

With a double at Barbon tucked safely (if 140mph can ever be safe) in his helmet bag, all eyes were looking for a yellow Groves win in Runoff 1, but from somewhere special indeed, Karl Davidson managed to turn Harewood into Gurston and replicate his regular wins there in what was one of the shocks of the season after non-qualifying for both runs the day before. Davidson's stellar 51.21 just beat Groves to pole, followed by Simon Durling and Willem Toet who looked set for a concrete win before getting rocky at Quarry.

Buoyed by his win, Davidson qualified last to run in Runoff 2, but Groves had other ideas and with the car banging the limiter in top on the home straight he touched 133mph, a fastest I can remember and a speed not worth too much contemplation if you have ever walked that part of the hill into Quarry. A BTD of 50.93 was the stunning result. Morans Roger and Scott came in 2<sup>nd</sup> and 3<sup>rd</sup>, Scott's best place for a year, followed by a delighted Paul Ranson and the giant killing Willis

with another record blitzing time of 52.26 which the rules sadly say cannot stand.

10 cars under 53 seconds in Runoff 2 and 14 runs in the day under 52 then. I'm no mathematician, but that is somewhat tighter than 6 starters strung out over 3 laps and a bit of an old BAR is better than none at all! That's why we love this very silly sport and all hope that Max hasn't noticed us yet!

### Pictures of the Day!



*All photo's by whatnonegatives*





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## The Adventures of Doris by Russell Thorpe

You need ambition and mine was to be the man who had the honour of beating Bobby's Harewood class 2 record. That was the idea behind entering the practice day and making this weekend a double header. Having said that after my disappointing performance at the former I wasn't expecting great times at the latter. The weekend's prospects hadn't been helped by a charity ball on the Saturday night which meant I would have to drive home and back again for the Sunday.

My class for the Sat included David Sykes who was kindly sharing his car with my namesake Russell Herring. Mike Geen in his brother's car, James Kerr, John Moxham the Bingham father and daughter team making a welcome first visit to Harewood in their hopelessly uncompetitive Capri, and a young Geordie Andrew Barton who had fiddled his own 205 with help from dad.

The dual drives were sent out first, which allowed the whole class to watch RH take on the hill. He looked smooth, his style is to turn in early and hold the apex giving a short line up the hill but which should see him understeer off the course at the exit of the corners. He doesn't and broke 70 seconds, which had us all nodding in acknowledgement of a good time and David with a nervous smile on his face. Game on.

I myself decided to really go for it from the off and a slightly hairy run saw me break 70 seconds better than the practice day but still way off my best. The car felt strange turning in at the bottom of Thomson straight and there was a large cloud of smoke behind me in the braking zone.

On to the timed runs and the whole class was back on the embankment to watch Russell attempt to set a marker. Obviously more familiar with David's car and enjoying the engine's performance, he stopped the clock at 68.79. That is seriously quick and had David coughing on his cancer stick.

What could David do? the pressure was on. He must have thought he had done a fast run but his 69.29, left him not only behind RH but also Mike Geen who had managed a 69.01. James Kerr ran 69.45 and I could only manage 70.62 after pushing way too hard and getting out of shape all over the place.

The second run saw RH marginally improve to 68.68 perhaps the etiquette of the "shared car in adversity" coming slightly to the fore but David took the lead with 68.47. James Kerr also loped a chunk of his previous best to narrowly miss breaking 69 seconds for the first time on 69.09. I joined the party in the 69's with a 69.68.

All was set for a respectable result for David and RH when my namesake put a veritable tiger amongst the pigeons with a storming final run 68.27. I was giving it my all but turning into my favourite Quarry corner where the back end had been skittish all day this time it just said goodbye and was off on its holidays somewhere in the direction of Ripon. Somehow I caught the slide at 90 degrees and when grass started being thrown up the windows I realised I was on the inside verge where she eventually came to rest. I had managed to keep the engine going and limped across the finish back to the pits, day over or so I thought.

Back in the paddock there was a commotion next to Mike's car. A hose had come off and unbeknown to me he had left his coolant up the straight and through Quarry. While all this was going on David Sykes was blissfully unaware as he approached Quarry on his final Banzai attempt to regain the lead from RH. He managed to reach the gravel trap before he stopped. David and I were offered re runs.

I didn't feel I could improve and I was sorely tempted to make an early start for home with the ball to attend, but then you never know if you don't try. So off I trotted down to the start line and with very few cars in front of me I was soon sitting looking at the back of Jonathan Mounsey's

Evo on the start line congratulating myself for making the right decision for watching the Evo was going to be good. The lights changed and JM had the Evo on its rev limiter. He dumps the clutch and the whole yellow monster gives a mighty lurch but moves just a couple of inches. Stalled I thought they will soon reset him. No a pool of oil appears below the car and it soon becomes apparent that the gearbox cried no more and JM is out.

Having moved the car and cleared up the oil on the start I was never going to beat my time and I finished on 70 seconds dead. All pretty consistent. David on the other hand grasped his lifeline with both hands and posted a 68.11 to take a very hard fought, well deserved and rewarding victory. I ended up 6<sup>th</sup> with David, RH, Mike, James Kerr and Andrew Barton in yet another 205 all ahead of me. There was always tomorrow.

### SUNDAY

Having done my Cinderella impersonation (that's leave at midnight not dance with Prince Charming) I wasn't feeling too bad when I arrived back at Harewood. Class 2 was a much depleted. We had lost Mike Geen, James Kerr and Russell H among others from the class but gained Andy Geen who had reclaimed the use of his race car. In all we had just the 5 runners and were combined with Clare Sullivan and Martin Rowe from class 1. Clare is a class act in her Mini and a regular Harewood ladies champion and Martin has a very quick Saxo that he drives with great verve and skill.

Harewood was hosting a round of the British Hill Climb Championship and so the main men were there with their mighty single seaters. Engines by Judd, Cosworth Nicholson McLaren, carbon fibre gear boxes and tubs, it is all very F1 and that includes the team budget (well not quite).

Watching the cars exit Farmhouse and power up the Quarry straight is an amazing sight. Its like a huge bungee cord is attached to the front of the car and released as they hit the power. The acceleration is so fast it looks like a cartoon rather than real life. Controlling that sort of power on a narrow hill climb is certainly not for the faint hearted.

Back to Class 2—it wasn't long ago that a 69 second run was considered very quick. Now it is very ordinary, so with expectations reset I lined up for my Sunday runs. The back end of the car seemed to be unsettled and there was that smoke on breaking for Chippys. This shouldn't happen as I had the break bias set very much to the front wheels. As explained above we were only going to get 2 counting runs so it was vital not to make mistakes on the first run. I managed a 69.64, which put me 4<sup>th</sup> with David and Andy slugging it out at the front with 68.12 against 68.54.

I tried harder on the second run but could not improve running 69.82 and was eventually placed 5<sup>th</sup> out of 7 but just 1.57 sec behind the winner, Andy Geen. He had set a PB of 68.07 to pip David who had also not improved on his second run.

Just for the record I was also beaten by the rapidly improving young Geordie Andy Barton who had spent all day trying different jets in his carbs based on the relative "sootyness" of his plugs, then Martin in his Saxo pipped me with 69.60 and to complete the class, Clare left John Moxham in last place with her 70.29 to his 71.02. So less than 3 seconds from first to last across a combined class 1 & 2. That's pretty impressive close competition.

As for my back end the photos of the event clearly show that the rear wheels were locking under braking and on inspection my brake bias valve had broken. I had no time to fix it before the next event which was Ty Croes and I wasn't missing that trip with Doris again.



Doris—photo by whatnonegatives

## Motor Racing Made Simple

### By David Coulthard

I note with some interest that ex-Harewood Champion Richard Hargreaves is off circuit racing. Speaking as another hillclimber turned racer, I though Richard might benefit from my vast experience of two whole seasons of racing.

Once you've obtained your race licence, you'll be required to carry a black cross on a yellow background attached to the rear of your race car. Technically, this is known as a Novice Cross, but it is more commonly known as a target. Get your signatures and remove it ASAP.

Think carefully before walking the course. For example, the full Oulton Park circuit is almost two and three quarter miles long, so you may need to set off before first light. Walking the course isn't actually a requirement, so do like the rest of us, and simply follow the car in front (gravel traps excepted).

Next, practice runs, or as we racing drivers call it, "Qualifying". During "Qualifying", DO NOT return to the paddock after your first run, or "Lap" as it is known. Those who are more used to hillclimbs must resist the temptation to do "A Lap", then pull in, chat to your mates for an hour and a half, before returning to the track for another go. In motor racing, we do our practice in one continuous run. This also applies to the timed runs or "The Race", as we call it. Remember, as a result of this continuous running, it is vital that you fill your car with more than two litres of petrol.

A word about tyre warming. Obviously, we speed eventers know that it takes about five yards of wheel-spin and a good stab on the brakes to get a set of tyres up to optimum operating temperature. For some reason, racing drivers take miles to perform the same task, using a special "green flag" lap, during which they constantly weave from side-to-side in an attempt to generate some heat. (Please note, despite all of this, it is still acceptable to say that the reason you spun off was because of cold tyres). Try writing to the

circuits, suggesting they incorporate a tyre warming area in the pit lane to eliminate this rather wasteful activity.

The start of the race is very important. Do not expect a team of marshals to manhandle you into the perfect position on the start line. However, the experienced racer will use this apparent organisational shortcoming to his or her advantage. Simply overshoot your grid position, 'by accident', to gain a couple of feet on the opposition.

Remember, when the lights go green, it is vital that you start IMMEDIATELY. You do not have ten seconds in which to move off in your own time. This may cause an accident. Also, if you fail to make a good start, (i.e. your rear wheels have not crossed the line), do not stop and ask to be pushed back for a re-start. This too may cause an accident.

Whilst on track, you may wish to receive information from your pit crew, via a pit board. The content of the board is down to personal choice, but do not ask for your first sixty-four foot time, as this is of limited value. During qualifying, of more use may be information regarding your lap times. Top Tip: Ask your pit crew to deduct a prearranged figure from your lap times. Something between ten or fifteen seconds should suffice. Then, get your pit crew to leave your board out constantly, so that all your rivals can see it. Now watch, as they throw themselves off the track trying to beat your time!

During the race, you may find yourself gaining on the car ahead. In such circumstances, do not back off and expect to be red flagged. No re-run will be granted. At the start of your racing career, you are likely to find faster cars wishing to pass you. They may even wish to occupy the same piece of tarmac as you, which you may consider to be rather rude. At corners, you may even be asked by a fellow competitor to support his car, by letting him lean on you, as you round a bend.

If you value your car, decline this invitation. In the event of contact, do not stop to exchange insurance company details. 'Hit and Run' is normal practice.

And finally, although I haven't actually experience it myself yet, I understand a bottle of Champagne

is much more vigorous than a can of Carling Black Label, once shaken. Please remember this when celebrating your first race victory, or the cork could have somebody's eye out.

*See following article, perhaps it would have been useful printed earlier! - Ed*

## Donington Debut By Richard Hargreaves

As you are about to find out, I am no journalist!

Not having competed at any level in FWD for about 40 years, I was filled with trepidation.(aka fear!) as I awaited my first race at Donington. I had only driven the car (a Honda Civic type R) once, at a test day at Oulton when it was two degrees and trying to snow, so didn't learn much apart from how quick it could change ends!

I couldn't believe how nervous I was. There was a bad forecast but the weather turned out hazy, but warm and dry. I was dreading rain as Donington is pretty hairy in the wet due to the fumes dropping from the planes coming into East Midlands Airport. I was so hyped up when the day started I forgot to go to the new driver's briefing. That nearly got me a £50 fine but they forgave me – must have been my polite apology!

Anyway, practice went well, as did the car, and I qualified 13<sup>th</sup> out of 21. Then there was a long wait 'til my race which was the penultimate of the day. "K and N c'ship cars to the collect area" was the call. Adrenalin started to rise as we were shepherded up to the assembly area then round on to the grid for the green flag lap, all being shuffled up by the marshals on to our respective positions on the grid.

One minute.... 30 seconds.... 10 seconds and we were off on the warm up lap, all weaving about, warming the tyres up and then back on to the grid proper. Jesus! I noticed I was about to let this little bugger have its head! My head began filling with thoughts – What am I doing here? Doing what I

One minute.... 30 seconds.... 10 seconds.... Red lights on.... OFF! We're off! Hell this thing can rev, pulling 9-2 in every gear and I'm up to 9<sup>th</sup> position by Redgate (the first corner). Having the inside line messed it up as I got boxed, so back down I went to 11<sup>th</sup> position. There was a class B Westfield nearly climbing into the boot for a while. Then he used his experience and nabbed me around lap four going into Coppice, but I held on and pressed him hard through the chicane and then a bit harder back into Redgate – a bit too hard and he spun off.

I then started to gain on the two cars ahead – a Vauxhall 2 litre engined Europa and an M3 – but time was running out and there was the chequered flag – finish!

It seemed to go in a flash (bit like me!) so I finished up second in class and 11<sup>th</sup> overall out of 21 starters. It was fantastic – that feeling will never leave me.

So, on to the next event at Oulton Park on June 4<sup>th</sup>, and then to Croft on June 25/26<sup>th</sup> to do battle once again. I am still buzzing three weeks later after my Donington debut.

Well? Would I make a journo? Probably not!

### WANTED

Articles on BARC members  
"out and about"

## Jim Thomson Trophy 5<sup>th</sup> June

### By David Coulthard

We all knew that at some point during the Jim Thomson Trophy Hillclimb, we were going to get wet. It was just a question of when and how wet. Heavy showers and a quick drying track resulted in some strange results, thanks to some classes managing to dodge the showers, whilst others got a soaking. A good entry of over 130 cars splashed through the puddles for round four of the OMS Racing Harewood Speed Hillclimb Championship.

First up were the Morgans - all one shape, but with many sizes, from 1.6 to 3.5 litres. Unsurprisingly, the V8's dominated the class, with Nigel Ledger-Lomas following home class winner Steve McDonald. Clive Hall (I know his brother, Albert) was best of the four cylinder cars.

Next came the Caterham Scholarship class. "Calm down dear, it's only a hillclimb" as Michael Winner would say in one of those annoying commercials. Actually, the Scholars were relatively well behaved and only once was the finish line timing gear demolished. Driving identical 1600cc cars, the spread of times from first to last was over 10%, highlighting a wide range of abilities in the first group of drivers. (Group 2 follow in August). Less than a second covered the first three. Gary Halcrow was snapping at the heels of second placed Trevor Newman, but Richard McCann trimmed a fraction from the record, to win the class by over half a second.

The Citroen AX GT of Martin Rowe led Class 1 after the first wet run. However, Steve Fosters' Peugeot 205 slipped by, once the track had dried, to take the win by three tenths of a second. Matthew Pinder was an unchallenged third. Class 2 was the usual Peugeot 205 benefit up front, with James Kerr, Andy Geen and David Sykes filling the top three steps of the podium. A more varied collection of cars formed Class 3. Unfortunately, Ian Dalziel's Citroen SM caught fire on the start line during practice and Simon

Minto's Porsche 911 fishtailed into the bank at 'Clarks' on the first timed run. Both took no further part. Colin Stewart's Austin Squealeay 3000 sounded wonderful! The Mitsubishi Evo of Jonathan Miles took third position, behind Peter Hayman. But it was Jonathan Mounsey in another Mitsubishi out front. Jonathan made amends for the loss of his class record back in May by trimming a quarter of a second off the latest target, pushing it below 64 seconds. This now gives him a commanding lead in the Championship.



Colin Stewart—photo by JWPICS

The Sylva Stryker seems to be the car to have in Class 4. Just over half a second separated Henry Moorhouse from Mike Smith, but Bob Bellerby maintained his iron grip on the class with yet another win and having over a second in hand. Meanwhile, in Class 5, just one hundredth of a second split Simon from Jonathon Medley in the shared Caterham 7 R400M. However, the Westfield SEiW of John Hoyle demolished the old class record by half a second and won the class by a handsome 2.5 second margin, despite being behind after the first wet run and a 'moment' during the second!

Poor old Classes 6 and 7 seemed to catch the worst of the showers, and only got a dry run on the third and final climb of the day. In Class 6, Mike Geen could only manage third in his attempt to break the British Leyland stranglehold

with his Peugeot 205. The Mini of Joe Harriman was second, despite an 'off' on the second run, with the Metro of Philip Sturdy winning by almost 3.5 seconds. Class 7 saw Centre Treasurer Martin Baker out in his latest acquisition – an ex-circuit racing Golf GTi. Martin struggled to get a 'feel' for the car in the changeable conditions. Up front, the Escort RS of Chris Wise was the meat in a Lotus sandwich, with the Elises of class winner Gary Thomas and third placed Bobby Fryers fore and aft.



Gary Thomas's Elise—photo by JWPICs

The Formula Ford class battle went the way of the Van Diemen RF89 of Mark Moran, ahead of the shared RF87 of Peter Whittle and David Lanfranchi. A combined class for Classes A, B and C followed the Form Book, with the Sylva Stryker of Tim Davies dominating. The combined class for E, F and G was less clear cut, with the smaller engined OMS SC3 of Les Procter, from Class E, taking the win against the much larger opposition.

Chalk up two more OMS victories in Classes I and J. The 2000M's of John Chacksfield and Dave Banner out front in the small engine class. So hot was Dave's pace that he set third FTD in the diminutive 1098cc car. The attractive Speads RMO4 of Peter Hamilton managed to get within a quarter of a second of the OAP 2000M of newly retired Dale Cordingley, who himself was only two tenths behind the 1100 to 1600cc class winner Andy Ball in his 2000M.

Engine management woes blunted George Bleasdale's charge in Class K, leaving Andrew Henson's Pilbeam MP62 to claim second FTD

and vainly chase FTD man Jon Waggitt in his Raynard Gould F3. Finally, in Class L, John Green is slowly getting the hang of his new 5.7 litre Chevy powered JPR, but clearly dropping the trailer door on his foot didn't help his cause! This left Bill Hutchins in the Pilbeam MP58H to take the win.

As a result of his second FTD, Andrew extends his lead in the FTD Championship, in the absence of Tim Wilson and Steve Owen. Dale, Andy and Jon sweep by into second, third and fourth, respectively. In the Ladies Championship, the wet conditions forced Bronwen Waggitt to be a little cautious in the (now!) beautiful ex-Chris Seaman Brabham BT30. Bronwen was over seven seconds adrift of Sarah Cordingley in the family OMS 2000M. Both closed the gaps on absentees Clare Sullivan and Lynn Owen.



Jon Waggitt FTD—photo by whatnonegatives

*Footnote: Many thanks to all who have enquired about the future of my circuit racing. I'm pleased to report that the team has been bought out and my season continues under new ownership. The 'local' rounds of the Championship are Oulton Park on Saturday 2<sup>nd</sup> July and Cadwell Park on Sunday 11<sup>th</sup> September. Details at [www.mgcc.co.uk](http://www.mgcc.co.uk)*

**OMS RACING SPONSORED  
HAREWOOD HILLCLIMB CHAMPIONSHIP**

**Results after 4 rounds**

| Pos | Name              | March | May   | May   | June  | Total |
|-----|-------------------|-------|-------|-------|-------|-------|
|     |                   |       | 14th  | 15th  |       |       |
| 1   | Jonathan Mounsey  | 12.68 | 17.56 | 17.71 | 18.30 | 66.25 |
| 2   | David Sykes       | 8.62  | 17.46 | 17.45 | 17.55 | 61.08 |
| 3   | Martin Rowe       | 10.35 | 16.22 | 16.24 | 16.04 | 58.85 |
| 4   | Robert Bellerby   | 7.35  | 16.95 | 16.37 | 16.43 | 57.10 |
| 5   | Mark Moran        | 6.32  | 15.66 | 16.37 | 15.85 | 54.20 |
| 6   | Andrew Henson     | 3.72  | 17.12 | 17.27 | 15.10 | 53.21 |
| 7   | Dale Cordingley   | 3.68  | 16.67 | 15.51 | 15.28 | 51.14 |
| 8   | John Moxham       | 7.03  | 14.33 | 14.55 | 13.88 | 49.79 |
| 9   | Graham Smith      | 0.00  | 17.33 | 17.89 | 14.44 | 49.66 |
| 10  | Jonathan Medley   | 0.00  | 16.54 | 16.84 | 16.09 | 49.47 |
| 11  | Les Procter       | 0.00  | 16.10 | 16.29 | 15.24 | 47.63 |
| 12  | Andy Ball         | 0.00  | 16.32 | 15.44 | 15.48 | 47.24 |
| 13  | Andrew Barton     | 0.00  | 15.90 | 16.78 | 14.53 | 47.21 |
| 14  | Simon Medley      | 0.00  | 15.62 | 15.15 | 16.08 | 46.85 |
| 15  | Mike Smith        | 0.00  | 15.59 | 15.97 | 15.27 | 46.83 |
| 16  | Simon Green       | 4.86  | 13.47 | 13.33 | 14.57 | 46.23 |
| 17  | Andy Geen         | 11.69 | 0.00  | 17.50 | 16.78 | 45.97 |
| 18  | Philip Sturdy     | 11.06 | 16.79 | 0.00  | 16.75 | 44.60 |
| 19  | James Kerr        | 11.03 | 16.48 | 0.00  | 16.45 | 43.96 |
| 20  | Mike Tate         | 3.90  | 13.19 | 14.13 | 12.50 | 43.72 |
| 21  | Peter Whittle     | 3.38  | 13.33 | 14.24 | 12.29 | 43.24 |
| 22  | Steve Foster      | 9.60  | 16.02 | 0.00  | 16.33 | 41.95 |
| 23  | Chris Brown       | 0.00  | 14.59 | 12.71 | 13.79 | 41.09 |
| 24  | David Grey        | 0.00  | 12.68 | 13.66 | 14.57 | 40.91 |
| 25  | Clare Sullivan    | 9.03  | 16.15 | 15.55 | 0.00  | 40.73 |
| 26  | Sarah Cordingley  | 0.00  | 12.31 | 14.31 | 13.37 | 39.99 |
| 27  | Mike Geen         | 9.98  | 16.56 | 0.00  | 13.30 | 39.84 |
| 28  | Peter Rhodes      | 0.00  | 12.35 | 11.95 | 13.13 | 37.43 |
| 29  | Ian Thomas        | 6.23  | 15.26 | 15.52 | 0.00  | 37.01 |
| 30  | David Lanfranchi  | 0.00  | 11.18 | 13.27 | 11.70 | 36.15 |
| 31  | Tim Wilson        | 4.19  | 15.83 | 15.80 | 0.00  | 35.82 |
| 32  | Henry Moorhouse   | 6.63  | 14.22 | 0.00  | 14.84 | 35.69 |
| 33  | Matthew Grey      | 0.00  | 10.23 | 13.71 | 11.30 | 35.24 |
| 34  | Jon Waggett       | 0.00  | 0.00  | 17.31 | 15.80 | 33.11 |
| 35  | Bob Moorhouse     | 4.91  | 13.90 | 0.00  | 14.18 | 32.99 |
| 36  | Christopher Price | 2.80  | 10.08 | 10.27 | 9.80  | 32.95 |
| 37  | Matthew Sutcliffe | 0.47  | 13.88 | 14.69 | 0.00  | 29.04 |
| 38  | Carl Hughes       | 0.00  | 14.10 | 0.00  | 13.92 | 28.02 |
| 39  | Matthew Taylor    | 0.00  | 12.90 | 14.64 | 0.00  | 27.54 |



| Pos | Name               | March | May<br>14th | May<br>15th | June  | Total |
|-----|--------------------|-------|-------------|-------------|-------|-------|
| 40  | Oliver Heselton    | 3.73  | 12.41       | 0.00        | 10.32 | 26.46 |
| 41  | Nitish Singh       | 3.86  | 11.22       | 0.00        | 10.95 | 26.03 |
| 42  | Roger Fish         | 7.85  | 16.34       | 0.00        | 0.00  | 24.19 |
| 43  | Mark Warren        | 8.28  | 0.00        | 0.00        | 15.56 | 23.84 |
| 44  | Steve Owen         | 6.34  | 0.00        | 17.26       | 0.00  | 23.60 |
| 45  | Adrian Martin      | 2.16  | 10.63       | 10.13       | 0.00  | 22.92 |
| 46  | Mike Baxter        | 3.45  | 0.00        | 8.65        | 8.86  | 20.96 |
| 47  | James Blackmore    | 3.68  | 0.00        | 17.16       | 0.00  | 20.84 |
| 48  | Gary Kyle          | 0.00  | 9.51        | 0.00        | 11.27 | 20.78 |
| 49  | John Chacksfield   | 5.62  | 0.00        | 0.00        | 14.38 | 20.00 |
| 50  | Michael Underwood  | 0.19  | 10.35       | 0.00        | 9.38  | 19.92 |
| 51  | Geoffrey Barker    | 0.18  | 6.87        | 6.31        | 6.48  | 19.84 |
| 52  | Richard Pope       | 2.65  | 7.75        | 8.41        | 0.00  | 18.81 |
| 53  | Mark Anderson      | 0.00  | 9.17        | 0.00        | 9.47  | 18.64 |
| 54  | Chris Wise         | 4.21  | 0.00        | 0.00        | 14.05 | 18.26 |
| 55  | Anthony Patrick    | 0.00  | 7.97        | 0.00        | 8.23  | 16.20 |
| 56  | Lynn Owen          | 0.00  | 0.00        | 13.68       | 0.00  | 13.68 |
| 57  | Joe Harriman       | 0.00  | 0.00        | 0.00        | 13.32 | 13.32 |
| 58  | George Hardman     | 0.00  | 13.27       | 0.00        | 0.00  | 13.27 |
| 59  | Glyn Sketchley     | 0.00  | 0.00        | 13.02       | 0.00  | 13.02 |
| 60  | Tim Davies         | 0.39  | 0.00        | 0.00        | 10.41 | 10.80 |
| 61  | Bronwen Waggitt    | 0.00  | 0.00        | 4.16        | 6.04  | 10.20 |
| 62  | Richard Paterson   | 0.00  | 10.17       | 0.00        | 0.00  | 10.17 |
| 63  | Michael Bellerby   | 0.00  | 0.00        | 0.00        | 7.43  | 7.43  |
| 64  | Richard Vaughan    | 0.00  | 7.12        | 0.00        | 0.00  | 7.12  |
| 65  | Tracey Taylor-West | 1.45  | 0.00        | 0.00        | 5.41  | 6.86  |
| 66  | Mark Tabor         | 0.00  | 0.85        | 0.00        | 5.67  | 6.52  |
| 67  | Michael Bailey     | 6.15  | 0.00        | 0.00        | 0.00  | 6.15  |
| 68  | Stuart Bailey      | 5.08  | 0.00        | 0.00        | 0.00  | 5.08  |
| 69  | Mark Dempster      | 0.00  | 0.00        | 3.06        | 0.00  | 3.06  |
| 70  | Paul Topham        | 0.00  | 0.00        | 1.97        | 0.00  | 1.97  |
| 71  | James Clarke       | 0.00  | 0.00        | 0.00        | 0.00  | 0.00  |
| 72  | Nick Cook          | 0.00  | 0.00        | 0.00        | 0.00  | 0.00  |
| 73  | Tony Hildreth      | 0.00  | 0.00        | 0.00        | 0.00  | 0.00  |
| 74  | Andrew Magiy       | 0.00  | 0.00        | 0.00        | 0.00  | 0.00  |

Please can you let the Entries Secretary know if you've recently changed address  
or are now on e-mail

Jackie Wilson (Entries Secretary) on 01484 318123  
or e-mail [wilson.harewood@nthworld.com](mailto:wilson.harewood@nthworld.com)

**FTD Championship  
Top Ten Positions after 4 rounds**

| Pos | Name             | March | May<br>14th | May<br>15th | June | Total |
|-----|------------------|-------|-------------|-------------|------|-------|
| 1   | Andrew Henson    | 8     | 10          | 9           | 9    | 36    |
| 2   | Dale Cordingley  | 3     | 9           | 5           | 7    | 24    |
| 3   | Andy Ball        | 0     | 8           | 4           | 8    | 20    |
| 4   | Jon Waggitt      | 0     | 0           | 10          | 10   | 20    |
| 5   | Tim Wilson       | 7     | 7           | 6           | 0    | 20    |
| 6   | Steve Owen       | 10    | 0           | 8           | 0    | 18    |
| 7   | John Chacksfield | 9     | 0           | 0           | 5    | 14    |
| 8   | James Blackmore  | 6     | 0           | 7           | 0    | 13    |
| 9   | David Grey       | 0     | 5           | 0           | 6    | 11    |
| 10  | Sarah Cordingley | 0     | 3           | 3           | 4    | 10    |

**Ladies Championship**

1st Clare Sullivan  
2nd Sarah Cordingley  
3rd Lynn Owen

**Harewood Annual Dinner & Prize Presentation  
Queens Hotel  
Saturday 19th November 2005**

The Hotel have agreed to us having an allocation of 20 rooms at a rate of £70 per room including breakfast for the night of the 19<sup>th</sup> November. These rooms can be booked from now by ringing Hotel Reservations number 0113 2431323 and quoting BARC dinner or Harewood Hillclimb. This will guarantee that they would get the rate of £70 until the allocation has gone. To ensure that the club is not faced with a bill for any of the 20 rooms that are not booked the hotel will take any that are not booked back into their general booking system 6 weeks before the dinner i.e. by Saturday 8 October. People will still be able to book rooms once the allocation period has ceased but subject to availability and price at the time of booking.

The Hotel have told us that, as last year, there is also a large function in the ballroom on the same night as our dinner so accommodation will be at a premium outside of these 20 allocated rooms.

## TROPHY LIVES

By Peter Herbert

Last season Bob Bellerby missed winning the Harewood Hillclimb Championship by a scant 0.16 points. Having led the series for most of the year, the Harrogate haulage contractor's diminutive Peugeot powered Sylva was unceremoniously monstered out of the way at Stockton Farm's final meeting of 2004 by the hissing and spitting Audi Quattro of farmer Simon Bainbridge. However, in recognition of a fine year of plucky driving, Bob was awarded the coveted Ken Lee Trophy.

So who was Ken Lee?



*Photo of Ken Lee*

Mr Lee was the proprietor of Ken Lee [ Motors ] Ltd, and operated from Cromwell Garage in Eiland Road, Brighouse. A BMC dealer and owner of what was then known as a " Roller Brake", Ken's tuning skills helped him to become the North of England agent for London based tuning firm Speedwell.

As well as being good with the spanners, he was also a very useful wheel-man, and became a front runner in northern hillclimbs, sprints, auto-

tests. Weapons of choice included an MG TD, A35, Sprite, TR2, MGA, and various Minis during the late Fifties and early Sixties.



*Photo—Lee at the wheel of a TR2 at a Burtons sprint 1957*



*Photo—The Lee Mini at Olivers Mount 1962*

Expertise in the workshop and success behind the wheel resulted in many hot shoes of the time beating a path to Cromwell Garage, and it was off with their heads – cylinder of course [ Roundhead joke ], and then some tried and tested Speedwell go faster bits screwed onto their cars. Jimmy Johnston, and rhubarb farmers Pete Smith and Mike Wheatley, were such customers, and with Lee they formed Team Speedwell Yorkshire, and had several very successful seasons together.

The Ken Lee Trophy was presented to the club in December 1964 to be awarded to the "Driver Of The Year". First recipient was Jaguar E Type driving Derrick Clark, father of our ebullient former chairman Simon.

On retirement Lee sold up and moved to the village of Acaster Malbis just to the south of York, but sadly is no longer with us.

Now the trophy you have all been waiting for, the Brownlow Peabody. Not a great deal is known about this one, apart from that it was donated by a company of financial advisors and insurance brokers with an interest in historic cars. They subsequently went out of business but the Centre retained the trophy which is awarded each year to the fastest two wheel drive car from classes 1 - 3. The current award holder is sonorous BMW M3 CSL driver Damon Gray from Retford.

*My thanks to club archivist John Holroyd, and Centre members Tony Hodgetts, Jimmy Johnson, and John England for their invaluable assistance in the preparation of this article.*

The Babra Trophy, awarded for the fastest Harewood time of the season set by a lady competitor, was donated by a family from Kenya in memory of a motor racing member. Pilbeam MP58H driver Sandra Tomlin is the current custodian

And so to Jack Farrar. Jack was a Centre committee member and a regular steward at sprints held at the Burton factory and later at Harewood. Always sartorially elegant in blue golfing trousers, sweater, and flat white golf hat, this sporting gentleman presented the Jack Farrar Trophy as a scrutineers' award for the best presented competition car. Currently it lives in Grimsby with Tony Brumfield in recognition of his immaculately turned out, and most effective, Suzuki Hyabusa powered Sylva Striker.

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Peter Herbert

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## Barbon – 18<sup>th</sup> June 2005 by John Green

The Border Reivers Racing Team contested sports car racing in the 1950's. Their star driver in a Lister Jaguar was the late Jim Clark. The team takes its name from the Scottish bandits who came across the border into England in years gone by intent on rape and pillage, or possibly to get some different grub after all that Haggis, neaps and tatties.

In much the same way members of the "Yorkshire Mafia", as we are known at Prescott, crowded into Cumbria on June 18<sup>th</sup> intent on bringing home as much Westmorland Motor Club silverware as possible.

Your humble scribe, ably assisted by wife Jean, was behind the microphone and saw it all. Harewood's usual time keeping team of David and Wendy Clay, Roger Frost and Chris Winstanley were on hand to handle the technical, electrical and data transmission bits that are a mystery to me.

Multiple Champion, Clare Sullivan took the small Road Modified Class, with nobody else even on the same second. Stephen Broscombe nettled a third in class in his 4.3 litre TVR Griffith, sometimes described as a Griffin (private joke) with a PB of 31.57 seconds. Harewood Driving School

graduate Chris Lumbard was also at Barbon for the first time.

Class record holder in the up to 2000cc Road Mods Bobby Fryers won his class just 0.8 shy of that record. The small Mod Prods saw 2003 Harewood Champ, Mike Geen, take the class ahead of fellow Yorkshire Mafiosi Phil Short 29.84 against 30.04 – Close!

2<sup>nd</sup> and 3<sup>rd</sup> in the Big Mod Prods were the Distinguished Duo of Haydn Speckding and Chris Mason. They were beaten by a Cosworth turbo engined Talbot Sunbeam, surely a Sports Libre car?

Geoff Harrison and Bob Buttle who are often seen scrutinizing at Harewood – surely the correct participle of to scrutineer, were competing in the pre-1959 class in a Austin 7 and Riley Ford Special respectively.

Competition number 81 was awarded to Alan Staniforth in recognition of his 81<sup>st</sup> birthday just 3 days earlier. He just tipped into the 29's. FTD went to John Chacksfield, repeating last years success.

it's not far across the border and there are no passport controls so why not give it a visit next year?

### Letters to the Editor

Dear Ed,

Just wanted to let you know we really enjoyed both days (14th & 15th May), the events were superbly organised and the track is fantastic. As we had to rush away to catch the ferry please pass on my thanks to all the officials and marshals, especially the paddock marshalls who were excellent.

Also I would be grateful if you pass on my thanks to my fellow competitors in class 9 for making me feel so welcome.

Neil White

Dear Ed,

Can anyone help on who it might have been taking photos with a very long lens at the end of the finish straight (standing more or less outside the signing on caravan) on May 14 as I would be interested to see any of his photos of my car No 38..

I have looked on the 'whatnonegatives' and Simon Harrison websites (the two photographers who advertised in your programme) and cannot see any finish straight photos.

Simon Burton

# Harewood Speed Hillclimb

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# BARC

## YORKSHIRE CENTRE COMMITTEE 2005

Useful telephone numbers and e-mails

### CHAIRMAN

Tel: 01484 318123 (H)

Tim Wilson

e-mail: [timw@johnncotton.co.uk](mailto:timw@johnncotton.co.uk)

### CLUB SECRETARY

Tel: 01423 865134

John English

e-mail: [barc.yorkshire@ntworld.com](mailto:barc.yorkshire@ntworld.com)

### TREASURER

e-mail: [martinbaker@mbracing.freeseve.co.uk](mailto:martinbaker@mbracing.freeseve.co.uk)

Martin Baker

### COMPETITION SECRETARY

Tel: 0114 258 5695 (B)

Chris Seaman

e-mail: [chris@seamans.fsnet.co.uk](mailto:chris@seamans.fsnet.co.uk)

### MARKETING

Tel: 01943 874183

Dale Cordingley

e-mail: [dale.cordingley@btinternet.com](mailto:dale.cordingley@btinternet.com)

### VICE CHAIRMAN

Richard Hardcastle

### MARSHALLING

Tel: 01977 780035

Mike Shorley

e-mail: [mshorley@hotmail.com](mailto:mshorley@hotmail.com)

## COMMITTEE MEMBERS

David Clay

David Dalrymple

Graham Wride

Simon Clark

Peter Whittle



## 2005 Meetings

| Meeting                | Date         |
|------------------------|--------------|
| PRACTICE               | 13 March     |
| SPRING NATIONAL        | 27 March     |
| HAREWOOD OPEN          | 14 May       |
| MAY MSA CHAMPIONSHIP   | 15 May       |
| JIM THOMSON TROPHY     | 5 June       |
| MSA CHAMPIONSHIP       | 2/3 July     |
| MONTAGUE BURTON TROPHY | 7 August     |
| SUMMER CHAMPIONSHIP    | 28 August    |
| GREENWOOD CUP          | 17 September |
| MIKE WILSON MEMORIAL   | 18 September |

For full details see your 2005 Regulations booklet  
or contact your Entries Secretary:-

Jackie Wilson  
17 Centuria Walk  
Salendine Nook  
Huddersfield  
West Yorkshire, HD3 3WP  
or preferably by e-mail:-  
wilson.harewood@ntworld.com

Tel: 01484 318123

**HAREWOOD HILLCLIMB DATES**

ISSUE 105

JUNE

JULY 2005