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YORKSHIRE CENTRE TIMES

OMS Racing Harewood Speed Hillclimb Championship

Jonathan Mounsey was just under a tenth shy of his own class record set the day before, but had already secured the OMS Racing Harewood Speed Hillclimb Championship. Mounsey has pushed his Mitsubishi EVO all season to this popular win.

The OMS Racing FTD Championship was won by Jon Waggitt with Andrew Henson second following a fraught weekend. Both Jon and Andrew were equal on points and the Championship had to be decided by tie break.

Clare Sullivan won the Ladies Championship, closely followed by Sarah Cordingley, who also had a fraught weekend, following an incident with the Recticel on Saturday.



*Jonathan Mounsey—Harewood Champion
Photo by whatnonegatives*

ISSUE 106



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CHAIRMAN'S LETTER

Dear All,

The September weekend certainly proved to be a great weekend of hillclimbing and an exciting finale to the championship (so exciting that the phone lines to Scotland kept me abreast of developments all weekend!)

Congratulations to our 2005 champions, Jonathan Mounsey who has dominated the championship table from a wet Easter, to a class record breaking September in the potent Mitsubishi Evo, Jon Waggitt who snatched the FTD championship on a tiebreak after a season long battle with Andrew Henson, and Clare Sullivan who retained her Ladies title yet again!

I hope that many of you will join us at the Annual Dinner when we present these and many other awards. Last year's event at the Queens Hotel proved to be a popular change of venue and I'm sure it will fill up quickly - entries taken on a 1st come 1st served basis as usual!

I hope many of you will also come to the Forum - with the hillclimbing over, what better way is there to pass a Sunday morning than debating the future of Harewood, having the opportunity to put the Chairman on the spot, or joining us in the bar afterwards for a long gossip.

Finally, on behalf of the Committee, I would like to thank everyone who has been involved with our events this year. To all the officials, marshals and many others working behind the scenes; to all our sponsors and to all those competing at Harewood this year.....

Thank you for your support and we hope to see you next season!

Tim

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BAT OUT OF HELL—Harewood 3rd July by Peter Herbert

Meat Loaf were playing at Harewood House on the night of Stockton Farm's second hosting of a British Hillclimb Championship this season, and there is a fair chance that the big bloke with the long hair who fronts the band will have been pounding out one of its best known songs, "Bat Out Of Hell," across the stately home's grand and extensive grounds as darkness fell.

Coincidentally, just hours earlier, a mile or so to the east, BAT Formula One team senior aerodynamicist Willem Toet became the first driver to complete the Harewood long course in less than fifty seconds. This was the culmination of a remarkable day's hillclimbing, a day in which many of us rediscovered exactly why we love this, to some, odd sport so much, and Toet's was not even fastest time of the day.

The previous morning did not bode well, with heavy overnight rain leaving a slowly drying track in low grip condition as practice began. A muggy atmosphere and no wind ensured that the surface was slow to dry, and there were several competitors who landed in the cheap seats, the most notable of which being Philip Andrew who wiped out the Amco at Willow with his Nissan Skyline. However, Sunday was better, much better, with blue sky, warm sunshine, and a fresh breeze. In other words, record breaking conditions, and following early morning practice the fun got under way.

Of the Harewood classes, 1400cc Road Modified Saloons and Sports Cars led the way, and it was hill Ladies Champion Claire Sullivan who set the pace in her red Mini, although pushed hard by Steve Foster in the Peugeot 205, the winning margin being just 0.18s. The Citroen AX of Martin Rowe was a mere further 0.08s slower in third place. A plucky fourth was hill school graduate Sophie Ward, enjoying her second ever event, the Peugeot 205 being prepared by her uncle Mike Geen. Fortunately, Sophie's driving style has yet to emulate that of Uncle Mike, of which more presently.

The 205GTi of David Sykes took an 0.23s victory in the 2 litre division, but only after a close strug-

gle against another Peugeot wielding Geen, this time Andy. Third was Andrew Barton, son of legendary Geordie Morris Minor and Mini racer Andy, in yet another Pug.



*Andrew Barton
Photo by Stacey Galloway*

Harewood Champion leader Jonathan Mounsey took the unlimited class, despite being a little shy of his recently set class record. The distinctive yellow ex Richard Hargreaves Mitsubishi Evo, watched with interest by its former owner from the hillside, was a massive 6.87s clear of the Escort RS Turbo of Richard Paterson, which in turn was just 0.6s up on Christopher Price's hard driven Sierra XR4i.

Stunner is the new word in the Road Modified Kit car classes, a cheap and cheerful Italian van tyre with magical, if a little unpredictable, adhesion properties. With an absent John Hoyle having set an over 1700cc record on such rubber in June, everyone wanted them. Well at least until they tried a set!

Bob Bellerby began the meeting on Stunners but completed it on Bridgestones, such were the peculiar characteristics of the Italians, and a 1.3s win for the Sylva Striker over Mike Smith's similar car in the 1700 division was the result, with Henry Moorhouse continuing Sylva dominance in third spot. Robert Warwick survived a skirmish with the Quarry Straight barrier, which forcibly dismantled a little of the Westfield, whilst a delighted Peter Rhodes improved significantly on previous times

with his Westie following a recent Brian Kenyon ear bashing at Harewood's advanced school. In the over 1700s, young Simon Medley did his chances of a pocket money rise no good at all by beating father Jonathan by the scant margin of 0.27s in the family Stunner Scudos shod Caterham RS400. Apparently on two corners out of three the tyres were terrific, but on the third.....! Simon Green gave chase in the Ilkley based Westfield. A merger between 1400cc and 2 litre Modified Production Cars Excluding Spaceframes machinery saw the nicely conducted Clark and Simpson liveried Escort RS1600 of Chris Wise hold off a hard charging Mike Geen's Peugeot 205 left hooker by just over half a second, the former hill champion completing his final run on his roof as he crossed the line, which was different. Joe Harriman was not far behind in his rapid Mini, followed by the Elises of Patrick Walker and Tracey Taylor-West.



Chris Wise
Photo by whatrnonegatives

The Formula Ford confrontation was resolved in the favour of Mark Moran, his Van Dieman almost two seconds quicker than Iain Leinster, son of Northern Ireland Hillclimb Champion John, who had made the journey from Londonderry to drive the Irish built Crossle. Peter Whittle led the pursuit, his Van Dieman only narrowly beating David Lanfranchi's similar car.

The first three RACMSA national classes, all for Modified Production Cars, were combined due to a shortage of entries of smaller engined machinery. Quick Welshman Robert Kenrick was favourite for victory until the Honda Blackbird powered Caterham's propshaft broke loose in practice and wiped out much of the car's wiring and cooling system,

which prompted a return to form by Peter Herbert, who managed to hold off the big bangers at the wheel of his faithful Westfield BDH. Audi Quattro pilot Keith Edwards drove hard to catch the little yellow car, leaving four black lines off the startline as he set a remarkable 1.81s first 64 foot time, but it was not enough, the winning margin being 1.26s. Phil Price, returning to the hill after a nine year absence, took third in the flame spitting ex Tony Bancroft Porsche 911 Turbo, but was made to work hard by Haydn Spedding aboard the glorious old E Type shared by Chris Mason. The Jaguar pairing were split by John Green's similar fixed head model. Returnee hillclimber Peter Harper took time out from a very successful circuit racing campaign to show the regular Clubmans boys a thing or two in the Hillclimb Super Sports dust up. Despite a diff breakage in practice, and an enforced switch to an overgeared circuit unit, Peter's natural pace kept his Mallock ahead of the pack, although just 0.07s in front of Ashley Ward in the family Mallock. Simon Moyses was but a further 0.05s adrift in a third Mallock shared with father Brian. Piers Thynne was a little further behind in fourth, once again Mallock mounted.

The first class record to fall was that of Radical racer Graham Smith, the 1400cc Sports Libre holder. West countryman Ed Hollier absolutely blitzed the Pateley Bridge driver's mark by an astounding 2.36s, which was also inside Paul Haimes' 2 litre record. Smith tried hard to keep the OMS in sight, but had to settle for second place by a three second margin, while Les Proctor was but a further 0.37s back in his as immaculate as ever OMS.

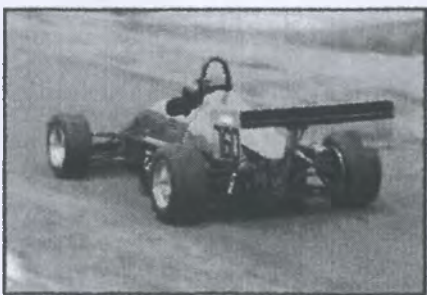
Both Simon Fidoe and Tim Elmer were also inside Haimes' target in the 2 litre division, but it was the Pilbeam MP43 that got the nod with a new record for Fidoe, and a 1.31s win over Elmer's Imagination. Ian Fidoe was third in the shared Pilbeam, comfortably ahead of Paul Le Messurier's Guernsey based Lemtech and Paul Sandford's OMS.

Matthew Harrison gave the big ex Mineeff SPA sports racer a sound workout in the unlimited class, only a tenth off the previous owner's record and 2.29s brisker than Mike Sidgewick's

still being developed Pilbeam MP92, which was handicapped somewhat by an unoperational tachometer. Don Burt sat astride the YKC Raider to claim, as they say in F1 circles, P3.

In the opening single seater class, that for 600cc machinery, it was Paul Meakin who triumphed, the Worcester based Jedi getting the better of Stewart Bayliss' similar projectile by over a second. The Ryders followed at a respectful distance in their shared Jedi, John a little over a second quicker than Caroline.

Former Harewood Champion and hill driving school instructor Dave Banner overcame early gearchange problems to see off his 1100cc opposition aboard the bright red OMS, and was an impressive 3.66s clear of Eric Close in his Terrapin. John Watts made the long trip north from Cinderford to claim third in a Jedi, whilst ever-green Terrapin creator, bon viveur, and raconteur Allan Staniforth was next in line in his Megapin. The man from Demon Tweaks, Dave Kimberley, was the victor of a very well supported 1600cc class, the Force shared with Richard Homer being right on the edge throughout the day. But an inspired Dale Cordingley kept Kimberley honest in the OMS shared with daughter Sarah, he being only 0.45s astern. Our Chairman Tim Wilson shadowed Cordingley in his vivid yellow OMS, but a second run spin at Orchard sealed third place a further 0.09s down, yet 0.8s in front of fellow hill instructor James Blackmore's sister car. Russ Pickering headed the rest of the pack at the wheel of a Vision.



Sarah Cordingley

Photo by whatnonegatives

The two litre field was as usual led by Trevor Willis, whose times qualified the blue OMS Vaux-

hall for both run-offs and set a new class record. Will Mason was but 0.07s slower, qualifying the Reynard co-driven with father Tim for the second run-off. Mason senior came in third almost a second astern of his offspring, while Jon Waggitt with the Reynard Gould got the better of fellow Harewood regulars Andrew Henson and Steve Owen in Pilbeam and OMS respectively.



Will Mason

Photo by whatnonegatives

And so to the posh end of the paddock, and the land of big motor homes and even bigger engine bills. In a mesmerising display of committed, flowing, and controlled driving, British Hillclimb Championship leader Martin Groves topped each run-off's qualifying times and secured the unlimited racing class and a new class record, well inside Adam Fleetwood's course record, with an epic 50.05s climb. Was it just possible, everyone wondered, that the Stockton Farm climb could be covered in under fifty seconds. We were about to find out.

Donning British American Tobacco shirt and Stetson between runs, the exuberant Willem Toet ran Groves' Gould close in the Pilbeam, but there was a 0.69s gap, whilst an ever improving Scott Moran ran third in Dad's Gould a further 0.2s adrift.

The first run-off, held just before lunch, saw a confident Groves carry awesome speed through and out of Farmhouse to pull 130mph through the trap on the approach to Quarry, and stop the clock at a tantalising 50.01s to take the win. Surely there was nothing left in man or machine. Toet was only a tenth slower, with Scott Moran and Moose Racing's Mike Dean only just behind.

So the scene was set for the second shoot out at the end of the afternoon, and quite clearly every-

one was well up for it. The first few runners posted 51s and 52s before Karl Davison did a 50.95 in the Gould shared with Chris Merrick. A little over a year ago that would have been a course record, but not anymore. Simon Durling narrowly missed out on becoming a "fifty man", then Deano popped in a 50.98. Toet now took to the hill .Looking more



*New Hill Record by Martin Groves
Photo by whatnonegatives*

controlled and less lairy than usual we didn't expect much. Then there it was, 49.95s on the clock. History had been made.

The crowd had just let about got their heads around what they had just seen when Groves, final driver to run, left the line. He knew what his new target was, and the response was magnificent. Totally committed but absolutely controlled, the yellow Gould darted through Orchard, swept majestically around Farmhouse, and rocketed up Quarry Straight. Afterwards, Martin admitted to snatching fifth going into Quarry and flooring it, placing faith in God and downforce, and it worked. A 49.84s run sealed another win, FTD, and the course record.

In his victory speech Groves praised the running of the meeting, and the provision of Sunday morning practice in particular, and thanked the hard working marshals. Shame the beer ran out!

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MONTAGUE BURTON TROPHY MEETING – 7TH August

By John Green

A cool breeze spoiled what should have been a perfect summer day for the Montague Burton meeting. There was never a threat of rain so a good days sport was in prospect with visiting championships from Jaguar XKs, Ginetts, the Caterham Academy and the National Hillclimb Association motorcycles. With 163 entries the Clerk of the Course, Nigel Drayton, had to keep a tight schedule. Despite his best efforts there was no third run.

The motorcycles opened proceedings, they brought along a varied collection of machines both in type and vintage from 1960s to the present day and from speedway, Supermoto, road racing and specials.

Ian Cass took the up to 250 class. His Yamaha TZ holding off Peter Jordan's Royal Enfield. The 250 to 350 Class was taken by Robin Sims in a new record time of 71.63.

Class B3 – 350 to 500 went to Bideford rider Peter Short in 67.83. Fellow west countryman Jamie Mitchell, also Kawasaki mounted was second ahead of Taunton's Richard Bowker. In case you wondered the West Country is quite a centre for bike hillclimbing.

In only his second ever hillclimb, 3 times British Supermoto Champion, Leighton Haigh, smashed Brett Haley's up to 750 record by over 7 seconds to leave it at 62.22. Second and third men John Staden (Husaberg) and Paul Jeffrey (Honda CR) were both under the old class record.

In class B5 – up to 1300 John Woods took his Weslake Twin to a class win and also lowered his own class record with a time of 64.41. Paul Jarrett was some 3 seconds adrift but just ahead of double Auto 66 champion Sam Matthewman.

The class for one wheel drive sidecars and three wheelers went to Simon Blenkin and Paul Nelson, whose photo graced the programme cover. Their Fred Reeve Special setting a new class record of 68.34. Harry and Carol Foster from Honiton on their beautiful flat twin BMW outfit came in second ahead of Fred Reeve on another of his specials passengered by Kevin Hoole. As usual the two wheel drive trikes went to Jason Reeve and his new wife Dawn on their Suzuki powered FRS in



*Leighton Haigh
Photo by whatnonegatives*

59.84 re-setting the record Jason set with Steve Hoole in 2002.

In the Ginetta class the beautifully prepared G12 of Peter Callaghan took the honours, the BRM Vegantune twin cam taking Peter to a best of 64.52.

Michael Hullocks's G4 held off the G21 of Stuart Harris for second place.

Caterham Academician, Clive Coote, maintained the lead in his group by winning the class with a margin of just over 3 tenths from Norman Crigh-ton, Ben Rockey taking third spot.

The 3.8 litre XK Jaguars made their extra power tell over the 3.4s, Timothy Kemp's XK140 FHC beating his own class record of last year to win in 71.54. Ray Higgs took second ahead of the XK150 driven by Keswick hotelier and classic rally man Charles Greaves.

Class 1, road modifieds up to 1400 gave us a close finish with the top three separated by less

than half a second. Multiple ladies champ Clare Sullivan on 70.10, Stuart Bullas's Sprite on 70.25 and the Citroen AXGT of Martin Rowe on 70.56, Martin giving his championship hopes a boost in the process.

Road modifieds up to 2000 was a Peugeot white-wash, Andy Geen leading home no less than six 205 GTIs. His best was 68.18 ahead of Russell Herring on 68.21 with Andy Barton taking third in 68.52. Special mention must be made of Simon Green who withdrew his Class 5 Westfield Duratec to compete in a rare and very well prepared MGA Twin Cam.



*Andy Geen
Photo by Stacey Galloway*

Over 2000 road mods saw another class record fall as Jonathan Mounsey took his Mitsubishi EVO up the hill in 63.97 over two seconds clear of second place man Peter Hayman's Porsche Turbo. Chris Brown's EVO 8 taking third spot. With three more meetings to come Jonathans championship lead is looking good. You do know it's a tradition to buy champagne for the entire paddock don't you Jonathan?

Road modified kit cars up to 1700 went the way of last year's championship runner-up Robert Belterby. His Sylva Striker docking 63.19, just 0.05 off the record, to Mike Smith's 64.97. Robert Warwick, hill resurfacing supreme, held onto third spot in his Puma engined Westfield.

Class 5 was being led by Simon Medley's Caterham R400 after the first runs. Simon's early lead was only 1 tenth of a second. John Hoyle turned the tables on the second run beating Simon by just over a second. Simon's dad Jonathan was third in 64.35.

Despite his much photographed at the July meet-

ing (what some people will do to get their picture in the programme!) Mike Geen, principal of Team Geen Racing took Class 6 for the up to 1400 mod prods. Second came another aerobatic specialist and principal of rival preparation company Bodspeed, Roy Bolderson, his Mini holding off Peter Marsden's Metro.

Merged classes A and B saw the Honda powered Caterham of Robert Kenrick take his own class record into the 58s with a time of 58.68. Chris Wise came out of Farmhouse with the near side wheel of his RS 2000 in the air such was his determination. His drive gave him victory in Class 7 over the Lotus Elises of Patrick Walker and Tracey Taylor-West.

Classes 8 and C were also merged, the win going to Haydn Spedding's E type in 63.24. Second came Stephen Broscombe's TVR Griffith ahead of John Simpson's shiny new TVR Sagaris. Together with Chris Lumbard all three TVR drivers are graduates of Harewood Speed Hillclimb Driving School.

The Pre-1994 Formula Fords went to Mark Moran in his Van Diemen. David Bailey, driving Ian Thomas's Swift after his own car had problems, came in second demoting his benefactor to third place. More merging created a class for Hillclimb Supersports and Sports Libre's. Les Procter's OMS with Suzuki Hyabusa power came in first with 58.47 to Graham Smith's 58.87 in the Radical. After being red flagged twice on his first run, Les spun at Country but took the class with his second attempt.

Class I was taken by former Harewood Champion Dave Banner with Anthony Levitt second and Robbie Garden in the ex-Banner car third. All these OMS cars having Kawasaki ZZR engines. Racing cars 1100 to 1600 saw David Grey throw his car at the scenery on his first run; unfortunately the bit of scenery he chose also contained the finish line timing equipment. Timekeeper, David Clay, was quickly into action with a timely repair (get it? - "timely repair", oh never mind!). The class was won by Dale Cordingley in 55.10 good enough for third FTD. Second came James Blackmore who was red flagged on both his runs. Eynon Price took third in his first year of hillclimbing; he has 23 years of rallying behind him however. With the exception of Bronwen Waggit's Brabham

and Tony Marlow's TIGA all the class were driving OMSs. Centre Chairman Tim Wilson was having an off day, literally. He spun at Farmhouse on his first run and went off at Quarry on his second. Steve Owen held the lead in Class K after the first runs, his 54.51 giving him second FTD. However, the second runs saw the class win go to Jon Waggit in his Reynard Gould in a time of 54.44 also netting him FTD. Lynn Owen took third ahead of George Bleasdale's Pilbeam Rover V6. Class L and G merged went to Bill Hutchins in the

Hart engined Pilbeam he shares with Tony Luxton. Bill took the win from Tony and also the day's fastest trap speed of 103 miles per hour. Don Burt's YKC Raider held off George Tatham's 7.5 litre Maclaren M12C to take third. The bikes closed the meeting with a Top Six run-off to decide the points in the NHCA Championship. All went faster still leaving the solo motor cycle hill record at 61.34 (Leighton Haigh) and the three wheeler record at 59.39 (Jason and Dawn Reeve).

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HENSON BUTTONS IT UP—28th August

By Peter Herbert

Despite the close attentions of Boroughbridge previously owned specialist vehicle reallocation, specialist Jon Waggitt, defending Harewood FTD Champion Andrew Henson increased his chances of retaining the title by setting the pace at Stockton Farm's late August Summer Championship Meeting. But if this was perhaps to be expected, the arrival of Sarah Cordingley in third place overall was quite a surprise.

A cool wind and grey clouds greeted a healthy field of course regulars and visiting championship contenders, which included series devoted to those most British of sporting carriages Austin Sevens, Triumphs, and TVRs. But gradually the sun came out to play, and although the track never became truly warm it did offer enough adhesion to allow some impressive times to be set.

Several familiar faces graced the spectator enclosures. "Uphill Racer" Chris Mason was enjoying a weekend off from sharing Haydn Spedding's Jaguar E Type, former Lotus Elan driver Brian Lee was taking a look at the contemporary scene, and Peter Hamilton was steadily recovering from a back breaking shunt at Lolon Park.

First away from beneath the start line banner were TR Register contenders, and it was the ever quick Welshman Pen Davies who headed the field, the green GT6 more than three seconds clear of local driver Ronnie Clayton in the familiar TR4A. Simon Allerby's rumbling TR7V8 was third a further three and a half seconds adrift.

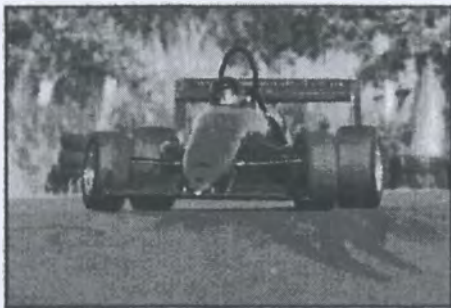
Alan Fairless in his well known Ulster kept the rest of the Pre-War Austin Sevens at bay as they battled for the Bert Hadley Trophy. The Cheshire racer's closest rival was Seven driver Clive Neale, the margin a comfortable two seconds. Graham Beckett's Ulster and Peter Pearson's cute single

seater duelled for third place, the matter being resolved in favour of the former.

A fifteen strong collection of "Trevors" did battle for their championship honours, and it was Yorkshire legal eagle Simon Cole who kept ahead of the pack, his 4.6 litre 350i wedge more than a second and a half up on John

Simpson's Sagaris, setting a new TVR class record in the process. Steve Cox in the V8s 500 completed the podium ahead of Tony Abram's 300M.

First of the regular Harewood classes was Road Modified Saloons and Sports up to 1400cc, and it was the "Pete The Sweep" decaled Peugeot 205 of Steve Foster that narrowly held off the



*Sarah Cordingley on her way to 3rd FTD
Photo by whatnonegatives*

Martin Rowe Citroen AX GT. Does this mark the end of all those Wendy Houses with brushes stuck out of their chimneys in Yorkshire laybys as Pete moves into major motor sport sponsorship? Hill Ladies Champion Claire Sullivan was a game third in the Mini.

As usual it was Andy Geen who led the 2 litre division, but fellow 205GTI pilotie James Kerr made him work hard for the victory, just 0.38s splitting the pair. John Moxham headed the chase in his similar car, narrowly pushing yet another Pug, in the hands of Andy Barton, into fourth spot.

Unfazed by the prospect of a three days overdue pregnant wife looking on, Jonathan Mounsey set a blistering pace in the ex Hargreaves Mitsubishi Evo to post a new over two litre class record and increase his lead in the hill championship. Matt Taylor tried hard to stay in touch in his similar turbocharged projectile, but was almost three seconds slower. The dramatic Nissan Skyline of David Wilks only just held off Malcolm Pinder's Porsche 911 for third, 0.31s

separating the pair.

The shared Sylver Striker of Robert Bellerby and Mike Smith was out in front in the 1700cc Kit class, Bob beating the car's owner by three quarters of a second. Hillclimb returnee Bob Moorhouse demonstrated he had lost none of his speed, bringing his Westfield home third a further two seconds astern.

In the unlimited class, record holder John Hoyle remained in charge, although the Westfield was a little off its ultimate pace. But young Simon Medley kept him honest, a second behind at the wheel of the Caterham R400 shared with father Jonathan, while dad was third, a mere 0.43s astern of the boy.

Tin top Modified Productions up to 1400cc were next on track, and Mike Geen suffered a rare defeat. After taking an early lead, but just one run, the Peugeot 205 devotee was beaten by a sixth of a second by a hard trying Richard Semley at the helm of the Barnsley based Vauxhall Nova.

The two litre division saw hillclimb newcomer and former Renault 5 Turbo circuit Racer Tony Hart comprehensively trounce his opponents at the wheel of his Renault Megane. The Elises of Patrick Walker and Tracey Taylor-Walker scrapped for second, the former getting the nod by only 0.48s.

Mark Moran won the Formula Ford confrontation on the strength of a single run, it being good enough to put his Van Diemen 0.77s in front of the Swift of Ian Thomas. The Van Diemens of Peter



Photo by Stacey Galloway

Whittle and Neville Alderson disputed fourth, Thomas getting the decision by 0.24s.

The first of the RACMSA classes, Modified Production Cars up to 1400cc, saw former hill champion and Harewood Speed Hillclimb School instructor Peter Herbert fulfill an eight year quest by at last completing the climb in under a minute. That his Westfield BDH, the only car engined machine in the field, also squeezed past opening run leader Tony Brumfield's Hyabusa powered Sylva Striker was a most unexpected bonus, the margin being 0.61s. Groby driver, yes really, Steven Brown was a close third in his Westfield Suzuki, a further 0.29s back.

Quickest 2 litre driver was Kevin Tate in a Locost, the Barnsley man more than two seconds up on an amalgamated Nigel Elliott in his TR7V8. Third was the amusingly styled Dutton of Foster Lewins a further two and a half seconds down, its pace belying its looks.

The 1400cc Sports Libre class saw Graham Smith's Radical renew battle with the OMS of Les Proctor. The former always just had the edge, but they were divided by only 0.77s at the finish.



*Les Proctor
Photo by Stacey Galloway*

Bernard Armitage in the Prosport Evo V was fastest of the unlimited runners, ahead of gas conversion specialist Chris Wise's rally prepared 6R4, and Don Burt at the helm of the faithful YKC Raider.

Single seaters were next, and in a combined 600cc and 1100cc class another hill school instructor came out on top. Dave Banner, in a strange handling OMS 2000M, resisted the efforts of Anthony Levitt's OMS PR to the tune of 0.46s. As always Glyn Sketchley gave it all in the 490cc Jedi to scrape third, ahead of Richard Levitt in the OMS shared with his brother.

A holidaying Dale Cordingley left daughter Sarah to uphold family honours in the 1600cc class, and she responded magnificently, setting third fastest time overall and dominating the class. On one run the car twitched alarmingly through Willow as she carried considerable speed, but Sarah coolly flicked the car back into line to set a fine 55.58s winning time. The Harewood School is proud of her, although Sarah's Instructor is too modest to take any of the credit!

Simon Wing kept Miss Cordingley honest, getting his Jedi to within 1.28s of the flying lady, while special mention must be given to Jonathan Medley who not only shared the Caterham with son Simon but also had a first outing in the Cordingley OMS and came in a very competitive third.



*Simon Wing
Photo by Stacey Galloway*

With John Green's JPR Chevy sidelined in practice with rear suspension failure at Chippy's, only the 2 litre mob remained to run, and it was Andrew Henson's Pilbeam MP62 that held sway, always tantalisingly just ahead of the Waggitt Reynard Gould, the final difference 0.57s. The Pilbeam MP88 of George Bleasdale ran third some four seconds further behind.

So the Massingberd Trophy went home to Rochdale, and an excellent day's sport came to a close, thanks to the valiant efforts of the Centre's organisers and marshals

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BARC Yorkshire Centre ANNUAL SPEED EVENTS FORUM Sunday 30th October 2005

The Old Golf House Hotel
Outlane, Near Huddersfield
(Jn 23 M62 - exit eastbound only)
Coffee 10.00am for a prompt 10.30am start

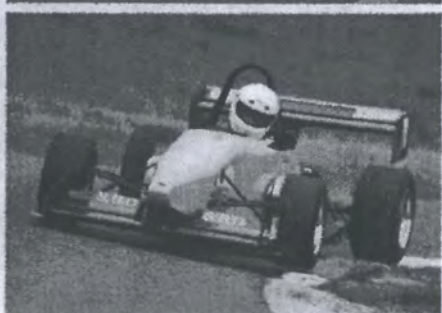
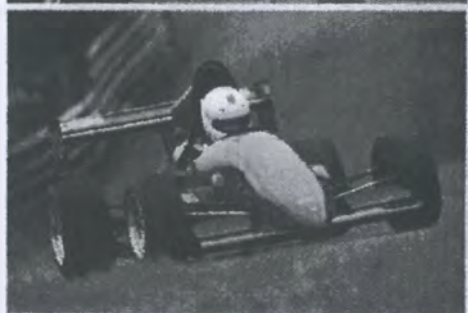
Everyone is welcome - come and air your views on Classes, Championships, Harewood, Events, The Future, etc.

If you cannot attend but have a point to raise, please email
Chris Seaman chris@seamans.fsnet.co.uk



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Photos courtesy of www.whatnonegatives.com

CONTACT Steve Owen, OMS Racing, 01423 325023

www.omsracing.co.uk

BARC Yorkshire Centre Annual Dinner & Awards Presentation

**Queens Hotel—Leeds
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 19th November. These rooms can be booked from now by ringing Hotel Reservations number 0113 3917240 (the best time to ring is Monday to Friday up to 8pm) and quoting British Automobile Racing Association Annual Awards Dinner. This will guarantee the special rate of £70 Bed and Breakfast until the allocation has gone. 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.

Ticket Application Form overleaf

BARC Yorkshire Centre

Annual Dinner Dance

&

Awards Presentation

Saturday 19th November 2005

Queens Hotel, City Square, Leeds

Tickets £32.50 each

Dinner Jackets or Lounge Suits

7.00 pm for 7.30 pm Dancing to 12.30 pm

*Return lower part of form to
Mrs Carol Wride, 124 West End Drive, Horsforth Leeds, LS18 5JX
Telephone: 0113 2580274 by 5 November 2005*

Ticket Application

Seating: Tables available for 10 or 12

Name: _____

Address: _____

_____ Post Code _____ Telephone _____

I would like to book at table for _____ Number of Tickets @ £32.50 _____

I wish to share a table with: _____

Cheque enclosed for £ _____ Made Payable to BARC

Dietary requirements

Vegetarian/Special Diet

Name(s): _____

Cheese & Biscuits option

Name(s): _____

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The Greenwood Cup Meeting—17th September

By David Coulthard

A rather chilly early autumn September Saturday saw a capacity 150 car entry compete in the Greenwood Cup Meeting at Harewood. The penultimate round of the 'OMS Racing' Harewood Hillclimb Championship was also host to the Ferrari, Porsche and Austin-Healey club championships, whilst many classes were swelled by Wlghton Motor Club members, competing in a round of their contest.

The red cars got the day rolling, almost literally! Despite the value of the cars, the owners flung them up, and sometimes at, the hill with gay abandon. Pauline Goodwin crashed her 328GTB into a tree at Quarry in practice, whilst Richard Prior took the front bumper and valance off his 348TS during the timed runs. Out front, the 355GTB of Chris Butler snatched third on the final run from Christian Mineeff in a 328GTB. The 355GTS of Jon Goodwin was second, two tenths behind class winner Nick Taylor's Mondial.

After the Flats came the Beetles. One second covered a four-way battle for third. The shared 911 of Geraint and Ben Evans had to settle for sixth and fifth, respectively, with the colourful Boxster of Simon Battenworth just beaten into third by the 911 of Derek Thomas. Jonathan Williams in the 911 Carrera was second, but the fabulous 993RSR of Colin Belton blitzed the field to win in a time of 63.19.

The Austin-Healey class was easy meat for Harewood regular Stuart Bullas in his familiar Frogeye Sprite. Stuart also took the Austin-Healey class record by more than a second. Runner-up was co-driver Robin Johnson, with the big 3000 Mark II of Richard Mason third.

And so to the first of the Harewood classes. Class 1 saw some lovely classic cars on track, in the shape of the Lancia Fulvia of Simon Down, the Cooper S of David Taylor and the Lenham Le Mans Midget of Robert Magillivray. However, it was the more modern machinery which took the glass-ware home. Ladies Champion in waiting, Clare Sullivan and her faithful Mini had a steady run to fourth. The Nova of Mathew Pinder was third, behind the Citroen AX of Martin Rowe and the Steve

Foster Peugeot 205, three quarters of a second to the good out front.

Class 2 was the usual Peugeot 205 lock-out. David Sykes held off Andrew Barton for third, but early class leader James Kerr had to settle for second as Andy Geen snatched the win from him on the final run of the day. In Class 3, Malcolm Pinder's Porsche 996 took third, with Chris Brown's Mitsubishi Evo second. However, proud new dad Jonathan Mountsey, in his Mitsubishi, took yet another class win, with yet another class record. By trimming eight hundredths off the old mark, Jonathan must surely have sealed the Harewood Championship? Only one day to wait and see...

It was the usual suspects out front in Class 4, with the Westfield of George Hardman just fending off the similar car of Bob Warwick, for second. But both drivers were left trailing in the wake of Bob Bellerby in the Sylva Striker by some 3.5 seconds. Class 5 was a little closer, with 0.3 covering Jonathan Medley, who lost out to his Caterham R400 co-driver Simon and class winner John Hoyle in the Westfield.

Mike Geen continued his season long Class 6



Alan Staniforth
Photo by Stacey Galloway

battle with Phil Sturdy, but the MG Metro still manages to remain tantalisingly out of reach of the Peugeot 205. Classes 7 and 8 were combined to give the turbocharged Chrysler Sunbeam of Paul Norris a class win, from the HS Chevette of Stephen Hemingway.

After a few lean years, the Formula Ford class continues to go from strength to strength. Harewood regulars Peter Whittle and David Lanfranchi in the Van Dieman RF87 were beaten back to fourth and third by Wigton member Frazer Graham in his identical car. However, Mark Moran beat them all by nearly a second in his RF89 to win the class.

The Class A record tumbled (and not, it turned out, for the last time that weekend) as Brodie Branch in his bike engine Caterham took a huge 1.3 seconds from the old mark on his final run, despite the increasingly cold conditions. Andy Griffith battled hard to take Class B honours in his Caterham, but Mark Hemingway held sway. Classes C, D and E were combined, with the OMS SC3 of Les Procter just missing out to the Radical SR3 of Graham Smith.

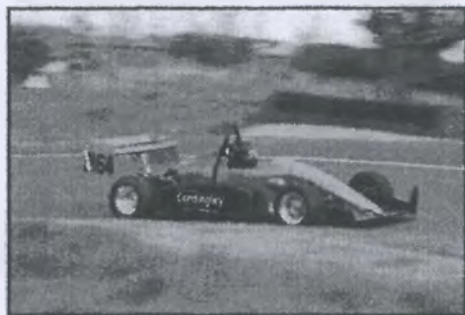
In Class I, the OMS 2000M of Dave Banner was never headed and Dave strolled home an easy winner. Class J was another OMS benefit, with the local manufacturer's 2000M model the car to have. The unfortunate Sarah Cordingley knocked a corner off the family racer after sliding wide at Willow on her third run. However, she'd had already done enough to take third in class. As a result of Sarah's mishap, dad Dale had to live off his first timed run for second place, whilst Andy Ball took the class win, and third FTD to boot, in a time of 55.65

A combined class for K and L cars, saw second

FTD go the way of the Class K Reynard Gould F3 of John Waggit with a 54.80. However, on his second run, John's rear suspension collapsed, propelling the car into the bank on the exit of Clarkes. FTD fell to the Class K Pilbeam MP62 of Andrew Henson, who stopped the clock at 54.25.



Andrew Henson
Photo by whatnonnegatives



Dale Cordingley
Photo by whatnonnegatives

Next Issue!!

What are your plans
for 2006 season?

Heard any gossip?

How do you survive
the winter?

How can we improve Harewood?

Mike Wilson Memorial Meeting—18th September

By Les Thurkettle

The day dawned with bright sunshine and clear skies which was something of a surprise. I had stayed overnight in my motorhome on the trailer park and I fell asleep to the sound of rain on the roof and strong winds gently rocking the van. I feared the worst.

It was more overcast by the time the Ginetta cars got the meeting underway. Class 11 loses something without Bill Hutchins and the booming 4 ½ litre G27, but the winner with 3 runs all within 2/10ths. was Peter Callaghan in a G12. Second, piloting a G17 (this is a single seater folks, with a little imp engine) was Martin Jones from Robert Palletts G33. Of all the kit and limited production cars I find Ginetta the prettiest.

Classes 15 A,B and C followed which are the domain of much assorted MG machinery comprising groups 1 then 2&3 and finally 4&5. I admit to not knowing the criteria which determines which MG goes in which class and one of the drivers I spoke to wasn't very convincing either. Suffice it to say that class 15A was won by Mark Pigott in an MGB stopping the dock in 77.68 secs, Class 15B which had 18 cars competing, went to the Midget of Gary Waite, from Paul Drake's MGB GT and our own David Coultard in the MG ZR 160. The winner in 70.56 had .11 secs to spare with David recording 71.23secs. The final MG cars class for groups 4&5 had only 3 starters. Steve Moore won it in his Maestro in 73.52 secs.

Class 23 for Lotus 7 cars mustered a large entry totalling 22 variously engined Caterhams. I must admit to being somewhat perplexed by this class since over half the field beat the old record, and the winner, Andrew Griffiths took over 5 seconds off it! Was it a bad record? Have these cars improved massively in the past year? Andrew Griffith's time was 61.41 secs from Paul Dickens and Malcolm McGovern in his Superlight version. The really hot bike engined Caterhams were moved into class A – more about that later.

Our own classes started with Steve Foster's tyre squealing 205 Peugeot winning in 68.52 secs from Martin Rowe's Citroen AX and Clare Sullivan's

familiar Mini.

Class 2 produced what was close to the drive of the day from David Sykes 1900cc 205 Peugeot. He broke Bobby Fryers 6 year old record with a 67.48 climb but he was only 3/10ths inside Andy Geen's car with another 3/10ths to Andy Barton's vehicle – all 205 Peugeots. A very competitive class and much winter tweaking is likely, to try to get the upper hand.

The larger road modified cars in class 3 followed with Jonathan Mounsey leading a Mitsubishi white-wash with a 63.69 secs climb, 3 seconds clear of his nearest rival and good enough to tie up the OMS Racing Harewood Speed Hillclimb Championship.

Class 4 for Road Modified Kit & Replica cars up to 1700cc had it's customary large entry. A Sylva Striker was the car to have since this marque occupied 4 out of the first 5 places. Robert Bellerby's 1600cc version was quickest from Brad Gould's Westfield and Mike Smith's Striker. Robert won comfortably enough but did not threaten his own record.



*Robert Bellerby
Photo by whatnonegatives*

The larger road modified kit cars in Class 5 also had a good entry and the class record holder again prevailed. John Hoyle's 2 litre Westfield just got the better of Simon Medley's hard charging Caterham R400. The Westfield was under serious pressure after two runs but Simon's last run was his worst.

The same Caterham with Jonathan Medley in the right side seat was third

Modified Production Cars excluding Kit & Replica followed. Mike Geen in his Peugeot won class 6 by a veritable street in 65.90. He still has a bit to do to get at Matthew Pinder's good record.

Class 9 is where the Formula Fords hang out (ugh!). They are required to be pre 1994 but all 11 of these met that criteria with plenty to spare. It didn't do Mark Moran any harm and he took the class with some aplomb as he has been doing most of the season. His 61.62 second climb beat Frazer Graham and Ian Thomas. The first two in Van Diemens and the third in a Swift.

They are all running on bald tyres from now on (yes I know class 6 did) and Class A contained just 4 cars , two of which had been reclassified.

The two finished first and second by the length of the straight. The winner Brodie Branch broke the record he had set the day before in the Hayabusa engined Caterham, to leave it at 56.88 secs. Call me old fashioned but for a modified production car to go up in this time asks questions about class criteria. I take nothing away from the winning driver , the car was obviously very well driven.

There was much getting together with classes 7,8 and B and C. As always it suited some more than others. Haydn Spedding won in an excellent 62.92 secs in the big Jaguar E. Not the most nimble car to handle and well driven. Kevin Tate's 2 litre Locost was second from the nice sounding TVR of John Simpson.

Class E is for Sports Libre cars up to 1400cc and is one of the most competitive groups. Matthew Sutcliffe got under 60 secs for the first time whilst giving away plenty of capacity and horsepower. It was only good enough for 4th though in this company .Len Amy's Mallock all the way from Jersey made the trip worthwhile winning in 57.48 secs from Les Proctor's pretty OMS and the equally good looking Radical of Graham Smith (that's the car you understand!) This class deserves more entries and I have it on good authority that one or two more will be on the line next year.

They could not find anybody to merge Graham Midgley with ,so he was left friendless and lonely in Class F on his own. But without competition he produced what I think was his first sub 60 sec climb to justify his award.

Now to the one seat brigade. Class I (up to 1100cc)was merged with Class J (1100 to 1600cc). This didn't make the slightest difference to Dave Banner. He took the combined class in 55.01secs. I think that time might be his best ever, he comfortably won and achieved 2nd. FTD in the process, only half a second behind FTD man Bill Hutchins with 2.8 Hart power. It was the drive of the day for me. Andy Ball was second in another OMS in 56.09, with Christina Holley's Force in third and the fastest lady of the day stopping the clock at 56.68 secs.

Class K for up to 2 litre racers was won by Mr Consistency , Andrew Henson repeating what he has been doing all season, this time with a 55.42 sec climb. George Bleasdale's MP 88 version of the popular Pilbeam was nearly 2 secs behind.

The final class of the final meeting of the year was Class L for unlimited capacity single seaters. Bill Hutchins Pilbeam MP 58 H was easily quickest in 54.52 secs from Tony Luxton driving the same car. The 2.8 Hart engine gave Bill the class win and FTD.

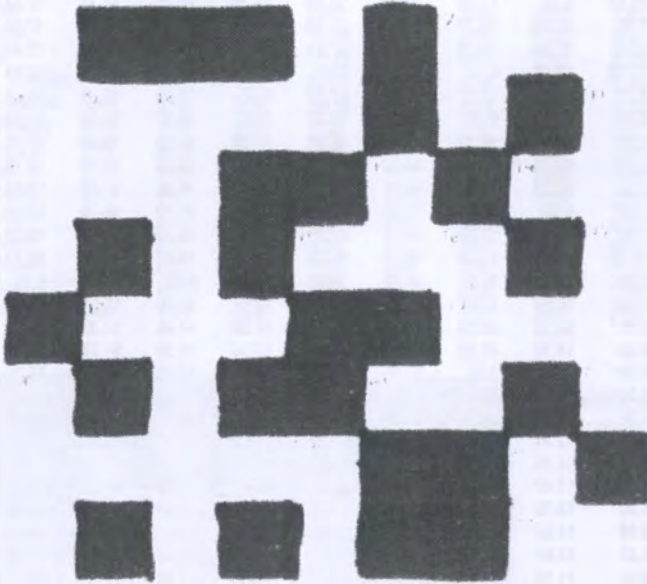


*Bill Hutchins
Photo by whatnonegatives*

Another season ends , another is just round the corner, what will 2006 bring? Have a happy fettling, tuning or building time or just dust the old one down and bring it out again. See you next year.

HAREWOOD CROSSWORD

By Mike Baxter



Clues

Across

1. Veteran Hillclimber (10)
7. Vehicle Proving Ground (4)
8. Petrochemical Company (5)
11. Pulsar GT__ (2)
12. Fully Synthetic as per 8. Across (3)
14. 205 for example, slang (3)
15. Step on this for the good times (3)
17. Prefix for 1. Across & 6. Down or Toyota type (2)
18. Few Hillclimbers reach this peak (3)
19. Rectioel contact? This Duck will cover the quacks! (4)
21. As in F1 (2)
22. Viva 1963-66 (2)
23. Oil good for the body, but not your engine (5)
26. In or Out or Heel and (3)

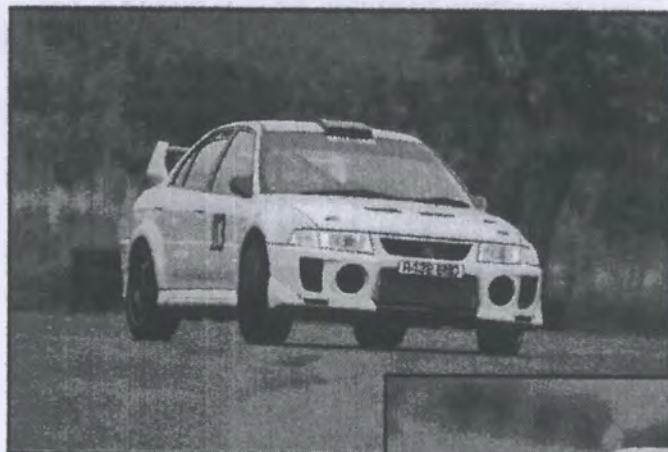
Down

1. Current Mr Harewood (5)
2. Acceptable excuse for Harewood absence (3)
3. Harewood Sponsor (3)
4. Sp__nt or say a prayer in this class (2)
5. Car's, Bike's or could equate to success (7)
6. Recently ousted Class 3 Champion (10)
9. Keep off the grass and __ the black stuff (2)
10. Hillclimbers aspiration (4,4)
13. Little Ford (2)
16. Oil additive (3)
20. Plug problem (4)
24. Woolly handling at Chippy's, could result in sheepish contact with one of these (3)
25. Pontiac muscle car (3)

OMS RACING SPONSORED HAREWOOD HILLCLIMB CHAMPIONSHIP Final Results

Pos	Name	March	May 14th	May 15th	June	July	Aug 7th	Aug 28th	Sept 17th	Sept 18th	Points Dropped	Total
1	Jonathan Monusey	12.68	17.56	17.71	18.30	17.82	17.75	18.04	18.08	17.91	47.95	107.90
2	David Sykes	8.62	17.48	17.45	17.55	17.38	16.61	0.00	17.30	18.09	25.23	105.23
3	Andy Geen	11.69	0.00	17.50	16.78	17.15	17.39	17.15	17.74	17.77	28.47	104.70
4	Robert Bellerby	7.35	16.95	16.37	16.43	17.16	17.95	17.44	16.90	17.04	40.15	103.44
5	Andrew Barton	0.00	15.90	16.78	14.53	17.11	17.05	13.75	16.81	17.45	28.28	101.10
6	James Kerr	11.03	16.48	0.00	16.45	0.00	16.43	16.77	17.41	17.24	11.03	100.78
7	Andrew Henson	3.72	17.12	17.27	15.10	17.12	0.00	16.86	16.34	15.17	18.82	99.68
8	Steve Foster	9.60	16.02	0.00	16.33	16.31	0.00	16.37	17.14	17.32	9.60	99.49
9	Mark Moran	6.32	15.66	16.37	15.85	16.61	16.28	16.06	16.85	17.33	37.83	99.30
10	Jonathan Medley	0.00	16.54	16.84	16.09	15.70	15.93	16.29	16.80	16.70	31.63	99.26
11	Simon Medley	0.00	15.62	15.15	16.08	15.97	16.29	16.72	17.06	17.01	30.77	99.13
12	Jon Waggitt	0.00	0.00	17.31	15.80	17.51	16.15	16.09	15.79	14.06	14.06	98.65
13	Graham Smith	0.00	17.33	17.89	14.44	17.37	14.49	15.25	15.53	15.07	28.93	98.44
14	Martin Rowe	10.35	16.22	16.24	16.04	16.23	15.28	15.67	16.29	16.47	41.30	97.49
15	Dale Cordingley	3.68	16.67	15.51	15.28	16.91	16.87	0.00	15.77	0.00	3.68	97.01
16	Mike Smith	0.00	15.59	15.97	15.27	15.86	16.17	16.69	13.01	14.70	27.71	95.55
17	Les Procter	0.00	16.10	16.29	15.24	17.00	14.89	14.48	14.97	15.52	29.37	95.12
18	Clare Sullivan	9.03	16.15	15.55	0.00	16.49	15.74	15.30	14.97	15.75	24.00	94.98
19	Mike Geen	9.98	16.56	0.00	13.30	15.25	15.69	15.28	15.76	15.80	23.28	94.34
20	Ian Thomas	6.23	15.26	15.52	0.00	0.00	14.62	15.27	15.18	15.50	6.23	91.35
21	Petar Whittle	3.38	13.33	14.24	12.29	14.32	0.00	15.25	15.24	15.50	15.67	87.88
22	Sarah Cordingley	0.00	12.31	14.31	13.37	14.55	14.73	16.39	13.93	0.00	12.31	87.28
23	John Moxham	7.03	14.33	14.55	13.88	14.41	14.41	14.15	14.71	13.96	34.87	86.56
24	Simon Green	4.86	13.47	13.33	14.57	14.85	8.31	10.39	14.57	15.62	23.58	86.41
25	Mike Tate	3.90	13.19	14.13	12.50	0.00	15.30	14.95	14.92	13.83	16.40	86.32
26	Chris Brown	0.00	14.59	12.71	13.79	0.00	14.04	0.00	14.59	14.74	0.00	84.46
27	Matthew Sutcliffe	0.47	13.88	14.69	0.00	15.72	13.14	13.52	12.81	13.49	13.28	84.44
28	David Lanfranchi	0.00	11.18	13.27	11.70	14.16	0.00	14.38	15.38	15.47	11.18	84.36
29	Bob Moorhouse	4.91	13.90	0.00	14.18	12.88	13.90	14.65	0.00	14.56	4.91	84.07
30	Andy Ball	0.00	16.32	15.44	15.48	0.00	0.00	0.00	16.32	15.88	0.00	79.44
31	Peter Rhodes	0.00	12.35	11.95	13.13	12.87	13.75	13.70	0.00	0.00	0.00	77.85
32	David Grey	0.00	12.68	13.66	14.57	0.00	13.82	13.78	0.00	0.00	0.00	68.51
33	Michael Underwood	0.19	10.35	0.00	9.38	11.27	0.00	10.57	11.86	12.24	0.19	65.87
34	Henry Moorhouse	6.63	14.22	0.00	14.84	14.75	0.00	0.00	0.00	14.67	0.00	65.11
35	Matthew Grey	0.00	10.23	13.71	11.30	0.00	13.77	13.06	0.00	0.00	0.00	62.07
36	Christopher Price	2.80	10.08	10.27	9.80	10.35	9.36	9.47	9.89	9.98	21.63	60.37
37	Carl Hughes	0.00	14.10	0.00	13.92	0.00	13.68	0.00	0.00	14.81	0.00	56.51
38	Steve Owen	6.34	0.00	17.26	0.00	16.40	16.08	0.00	0.00	0.00	0.00	56.08
39	George Hardman	0.00	13.27	0.00	0.00	0.00	13.58	0.00	13.43	13.90	0.00	54.16
40	James Blackmore	3.68	0.00	17.16	0.00	16.02	16.22	0.00	0.00	0.00	0.00	53.08
41	Chris Wise	4.21	0.00	0.00	14.05	12.64	13.14	8.70	0.00	0.00	0.00	52.74
42	Tim Wilson	4.19	15.83	15.80	0.00	16.82	0.00	0.00	0.00	0.00	0.00	52.64
43	Mike Baxter	3.45	0.00	8.65	8.86	8.73	0.00	8.49	9.12	8.77	3.45	52.62
44	Geoffrey Barker	0.18	6.87	6.31	6.48	9.05	8.08	8.85	8.32	9.05	12.97	50.22
45	Mark Anderson	0.00	9.17	0.00	9.47	0.00	9.50	10.46	0.00	11.57	0.00	50.17
46	Anthony Patrick	0.00	7.97	0.00	8.23	0.00	7.98	0.00	10.28	11.25	0.00	45.69
47	Philip Sturdy	11.06	16.79	0.00	16.75	0.00	0.00	0.00	0.00	0.00	0.00	44.60
48	Richard Pope	2.65	7.75	8.41	0.00	0.00	7.89	9.12	8.73	0.00	0.00	44.55
49	Bronwen Waggitt	0.00	0.00	4.16	6.04	8.16	7.76	7.92	7.40	6.91	4.16	44.19
50	Matthew Taylor	0.00	12.90	14.64	0.00	0.00	0.00	15.28	0.00	0.00	0.00	42.82
51	Adrian Martin	2.16	10.63	10.13	0.00	9.87	0.00	9.98	0.00	0.00	0.00	42.77
52	Lynn Owen	0.00	0.00	13.68	0.00	14.38	13.36	0.00	0.00	0.00	0.00	41.41

Pos	Name	March	May 14th	May 15th	June	July	Aug 7th	Aug 28th	Sept 17th	Sept 18th	Points Dropped	Total
53	Nitish Singh	3.86	11.22	0.00	10.95	0.00	0.00	11.51	0.00	0.00	0.00	37.54
54	Oliver Heselton	3.73	12.41	0.00	10.32	0.00	10.43	0.00	0.00	0.00	0.00	36.89
55	Tracey Taylor-West	1.45	0.00	0.00	5.41	7.90	8.78	8.93	0.00	0.00	0.00	32.45
56	Glyn Sketchley	0.00	0.00	13.02	0.00	0.00	0.00	17.48	0.00	0.00	0.00	30.50
57	Richard Paterson	0.00	10.17	0.00	0.00	10.95	0.00	8.65	0.00	0.00	0.00	29.77
58	Nick Cook	0.00	0.00	0.00	0.00	0.00	0.00	9.87	8.51	8.98	0.00	27.34
59	Joe Harriman	0.00	0.00	0.00	13.32	13.62	0.00	0.00	0.00	0.00	0.00	26.94
60	Roger Fish	7.85	16.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24.19
61	Mark Tabor	0.00	0.85	0.00	5.67	0.00	0.00	0.00	7.48	9.84	0.00	23.84
62	Mark Warren	8.28	0.00	0.00	15.56	0.00	0.00	0.00	0.00	0.00	0.00	23.84
63	Gary Kyle	0.00	9.51	0.00	11.27	0.00	0.00	0.00	0.00	0.00	0.00	20.78
64	Richard Vaughan	0.00	7.12	0.00	0.00	0.00	6.33	0.00	0.00	6.60	0.00	20.05
65	John Chacksfield	5.62	0.00	0.00	14.38	0.00	0.00	0.00	0.00	0.00	0.00	20.00
66	Michael Bellerby	0.00	0.00	0.00	7.43	0.00	0.00	0.00	0.00	8.73	0.00	18.16
67	Mark Dempster	0.00	0.00	3.06	0.00	0.00	8.31	0.00	0.00	0.00	0.00	11.37
68	Tim Davies	0.39	0.00	0.00	10.41	0.00	0.00	0.00	0.00	0.00	0.00	10.80
69	Michael Bailey	6.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.15
70	Stuart Bailey	5.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.08
71	Paul Topham	0.00	0.00	1.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.97
72	James Clarke	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
73	Tony Hildreth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
74	Andrew Magiy	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



Jonathan Mounsey
Photo by whatnegative



David Sykes
Photo by whatnegative

OMS RACING SPONSORED Ladies Championship

Pos	Name	March	May 14th	May 15th	June	July	Aug 7th	Aug 28th	Sept 17th	Sept 18th	Points Dropped	Total
1	Clare Sullivan	9.03	16.15	15.55	0.00	16.49	15.74	15.30	14.97	15.75	24.00	94.98
2	Sarah Cordingley	0.00	12.31	14.31	13.37	14.55	14.73	16.39	13.93	0.00	12.31	87.28
3	Bronwen Waggett	0.00	0.00	4.16	6.04	8.16	7.76	7.92	7.40	6.91	4.16	44.19
4	Lynn Owen	0.00	0.00	13.68	0.00	14.38	13.35	0.00	0.00	0.00	0.00	41.41
5	Tracey Taylor-West	1.45	0.00	0.00	5.41	7.90	8.76	8.93	0.00	0.00	0.00	32.45

HAREWOOD FTD CHAMPIONSHIP Final Results

Pos	Name	March	May 14th	May 15th	June	July	Aug 7th	Aug 28th	Sept 17th	Sept 18th	Points Dropped	Total
1	Jon Waggett	0	0	10	10	10	10	9	9	7	7	58
2	Andrew Henson	8	10	9	9	9	0	10	10	10	17	58
3	Dale Cordingley	3	9	5	7	7	8	0	7	0	3	43
4	Andy Ball	0	8	4	8	0	0	0	8	9	0	37
5	Steve Owen	10	0	8	0	8	9	0	0	0	0	35
6	Sarah Cordingley	0	3	3	4	3	6	8	5	0	3	29
7	Graham Smith	0	6	0	2	2	1	6	6	6	1	28
8	Tim Wilson	7	7	6	0	6	0	0	0	0	0	26
9	James Blackmore	6	0	7	0	5	7	0	0	0	0	25
10	Les Procter	0	4	0	3	1	2	4	4	8	1	25
11	David Grey	0	5	0	6	0	4	5	0	0	0	20
12	John Chacksfield	9	0	0	5	0	0	0	0	0	0	14
13	Lynn Owen	0	0	2	0	4	5	0	0	0	0	11
14	Matthew Sutcliffe	0	1	0	0	0	0	2	3	5	0	11
15	Matthew Grey	0	2	1	1	0	3	3	0	0	0	10
16	Mark Moran	2	0	0	0	0	0	1	2	4	0	9
17	Glyn Sketchley	0	0	0	0	0	0	7	0	0	0	7
18	Jonathan Mounsey	5	0	0	0	0	0	0	0	0	0	5
19	Simon Medley	0	0	0	0	0	0	0	1	3	0	4
20	Phillip Sturdy	4	0	0	0	0	0	0	0	0	0	4
21	Ian Thomas	1	0	0	0	0	0	0	0	1	0	2
22	Peter Whittle	0	0	0	0	0	0	0	0	2	0	2

Clare Sullivan—Ladies Champion
Photo by whatnonegatives



Jon Waggett—FTD Champion
Photo by whatnonegatives



TROPHY LIVES

By Peter Herbert

Lol Ryan was a previously owned ferrous metal reallocation specialist. In other words a scrap metal merchant. He was also an enthusiastic peddler of a Morgan 4/4, and those with long memories and an eye for such detail may recall his animated driving style as he urged the less than cutting edge white four seater roadster up Harewood's Quarry Straight by rocking backwards and forwards at the wheel.

When Lol left us for that big paddock in the sky, his widow presented a trophy to the club in his memory, to be awarded to the best performing Morgan driver of the season. The cup currently resides in the Forest of Bowland with radical Morgan Plus 8 pilote Mike Sidgewick.

The Glen Garnett Trophy is perhaps the Yorkshire Centre's most sought after prize, it being awarded to the winner of the annual Harewood Hillclimb Championship. But who was, or indeed is, Glen Garnett?

David Garnett was a successful hillclimber who ran a specialist bearings company based in Knaresborough by the name of Bearings Non Lube. Glen was David's wife, and it was in her honour that he presented the trophy to the club. Garnett began his driving career at the wheel of the ex Tony Bancroft Chevron B19/3.0 BMW, before progressing to a Pilbeam MP43 sports racer. Sadly David is no longer with us, and he and Glen parted company prior to his death.

The whereabouts of the former Mrs Garnett, whose trophy means so much to those who race against the clock for its possession each month, is unknown. However, what is known is that this particular piece of silverware currently resides in Audi devotee Simon Bainbridge's farmhouse near Stokesley.

And so to the Chippy-lola Vase, and one of the most colourful characters in the history of the Centre.

Leslie "Chippy" Stross was of Eastern European Jewish extraction. His father Jack had come to England between the wars and founded a clothing business during the twenties at Queens Mills, Batley. Initially, Chippy worked for his father, trav-

elling throughout Europe to buy raw materials. But when the mill closed in the fifties he moved into the motor trade, setting up "Swires of Yeadon" and "Swires of Rawdon" with fellow BARC members Maurice Whaley and FH "Bing" Crosby. At about this time a keen interest in motor sport developed, and rallying was the first recipient of Chippy's attentions. Perhaps his most notable success was to be first British driver home in the 1954 Liege-Rome-Liege in a Jaguar XK140, but Porsches were really his thing, and a succession these rear engined German projectiles were put to good use in a variety of motor sport disciplines, all bearing the registration number SUB333, which had first appeared on the Jag. Eventually it was sprinting and hillclimbing that became the Stross forte, a Lotus Elan 26R and Chevrons B8 and B19 being campaigned with success.

However, it was the social side of the club that Chippy particularly enjoyed, and his gregarious nature, sense of fun, and ready supply of outrageous Jewish jokes, impeccably delivered with just the right accent and timing, made him an ideal social secretary, a position he held for some years for the Centre.



Mr & Mrs L.S. Stross

Chippy's Welsh wife lola was, in contrast, of much quieter disposition, which was probably just as well as nobody could compete with her husband when in full flow. At one particularly stormy committee meeting Chippy was giving Harry Mason, then Centre Vice Chairman, a hard time, to which Harry merely smiled and remarked "we all have our Stross to bear".

In those golden years when the larger than life Mike Wilson was Centre Chairman, the club ran all manner of competitive events that were ideally suited to the participation of couples, married or otherwise. These included navigational rallies, trials, multi venue driving tests, treasure hunts, and gymkhanas. The Chippy-lola Vase was presented by the Strosses in 1954 for the best performing couple in a competitive or organisational capacity, and this fine piece is currently in the guardianship of Pat and Brian Kenyon at their Sheffield home.

Chippy's name also lives on at Stockton Farm where that never ending right-hander at the northern extremity of the course is named after him.



L. S. Stross (Chippy)

And why was L. S. Stross known as "Chippy"? Because on the way home from events he always insisted on calling in at the nearest fish and chip shop for sustenance!

My thanks to club archivist John Halroyd, and Centre members Tony Bancroft, Tony Hodgetts, Chris Seaman, and Pat and Brian Kenyon for assistance in researching this article.

F H 'BING' CROSBY

'Bing' was unfortunate enough to have a stroke whilst on holiday. His wife, having not driven for some time, drove him home. After a spell in hospital, where he caught a 'superbug', 'Bing' has been in contact by telephone and is fortunately on the mend.

He is presently undergoing physiotherapy at Driffield and at home. 'Bing' is making slow progress as befits someone of more mature years.

At the moment 'Bing' finds the long drive to Harewood somewhat off-putting but he hopes to be back there with his old chums Harry and Bob very soon. 'Bing' wishes to thank everyone who has phoned or enquired after his well being and he reports that he is making good progress.

Pat Kenyon

Crossword Answers

17. MR
18. FTD
19. Tape
21. GP
22. HA
23. Olive
26. Toe
27. The Kenyons

Across
1. Stanforth
7. MIRA
8. Mobil
11. IR
12. One
14. Pug
15. Gas

10. Best Time
13. KA
16. STP
20. Soot
24. Ewe
25. GTD

Down
1. Simon
2. II
3. OMS
4. RI
5. Triumph
6. Hargreaves
9. On

Letters to the Editor

Dear Ed

Just wanted to say how good the Times is looking. Some great articles, with nice styles of writing and a good variety of authors. It was good to see a few new contributors too, they should be congratulated on their work.

The section on the history of the trophies, was enlightening for the new kids on the block too and I include myself in this category even if Dave Coulthard did referred to my car as an OAP 2000M! What about some background to the title names of our events next time?

You obviously have a way of extracting the best out of our collective literary talents! Well done and keep it up.

Dale Cordingley

Dear Ed

Thank you to all the Harewood team for a super-well run meeting (MSA Championship round in July) kind regards
Piers (Thynne)

To all at BARC Centre

Just a short note to say a big thank you for the lovely flowers, fantastic teddy, and all your get well wishes. It was very kind and very much appreciated, thanks again.

Lots of love,
Sarah (Norman) and family

Snippet!!

At a recent driving school day, Chris Seaman was heard to ask Brian Kenyon "Why is your race suit held together with safety pins, Brian?". Brian replied "Well I am wearing Pat's clothes and they don't really fit me!" Takes all sorts to make the world tick, doesn't it?

A. Nonymous

New Arrivals!!

Mounsey

Amy Joanna Mounsey arrived on Wednesday 31st August 2005 weighing in at 8lb 9oz, Jonathan and Anna are over the moon!



Blackmore (x2)

Twins Luke and Henry Blackmore arrived on Friday 9th September, a little early but making good progress in Harrogate General Hospital. James and Catherine are delighted, and looking forward to bringing them home soon!

BARC
YORKSHIRE CENTRE COMMITTEE 2005

Useful telephone numbers and e-mails

CHAIRMAN

Tel: 01484 318123 (H)

Tim Wilson

e-mail: wilson.harewood@ntlworld.com

CLUB SECRETARY

Tel: 01423 865134

John English

e-mail: barc.yorkshire@ntlworld.com

TREASURER

Martin Baker

e-mail: martinbaker@mbracing.freemove.co.uk

COMPETITION SECRETARY

Tel: 0114 258 5695 (B)

Chris Seaman

e-mail: chris@seamans.fsnet.co.uk

MARKETING

Tel: 01943 874183

Dale Cordingley

e-mail: dale.cordingley@btinternet.com

VICE CHAIRMAN

Richard Hardcastle

MARSHALLING

Tel: 01977 780035

Mike Shorley

e-mail: mshorley@hotmail.com

COMMITTEE MEMBERS

David Clay
David Dalrymple
Graham Wide

Simon Clark
Peter Whittle

2006 Meetings

Meeting	Date
PRACTICE	26 March
SPRING NATIONAL	16 April
HAREWOOD OPEN	13 May
MAY MSA CHAMPIONSHIP	14 May
JIM THOMSON TROPHY	4 June
MSA CHAMPIONSHIP	1/2 July
MONTAGUE BURTON TROPHY	6 August
SUMMER CHAMPIONSHIP	27 August
GREENWOOD CUP	16 September
MIKE WILSON MEMORIAL	17 September

For full details see your 2006 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@ntlworld.com

Tel: 01484 318123

Onms RACING



Clare Sullivan—Ladies Champion
Photo by whatnonegatives

Jon Waggit—FTD Champion
Photo by whatnonegatives



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HAREWOOD HILLCLIMB CHAMPIONS

JULY

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