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YORKSHIRE CENTRE TIMES

ISSUE 107

# Happy New Year



*Jonathan Mounsey collecting his award for winning the OMS Harewood Hillclimb Championship, pictured with Chairman Tim Wilson and title sponsors Steve & Lynn Owen from OMS Racing*



**HAREWOOD SPEED  
HILLCLIMB DRIVING SCHOOLS**

*Improve your chances in 2006*

*Our pupils have gone on to  
win championships & break class records*

*Join the winners!*

*Fabulous gift or treat yourself*

*Thursdays*

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4th May (*Caterham Academy Day*)  
25th May  
27th July

**Advanced School Day**  
17th August

These Schools are open to anyone who has attended one of the 'regular' Schools. Application Forms have been sent out so if anyone feels they qualify and have not received a form, please contact Pat Kenyon

**Driving School Administrator Pat Kenyon**  
(0114) 234 0478 or (0114) 285 1114  
e-mail: [pkenyon@holdworth.fsnet.co.uk](mailto:pkenyon@holdworth.fsnet.co.uk)

## Chairmans letter

Happy New Year! Best Wishes to you all for the new year and a great 2006 season.

The new season is nearly upon us and we are working hard to prepare Harewood for another great year of competition. Our marketing team have been working hard and with some success... we are proud to have Richard Alexander Volkswagen join us as the title sponsors for the 2006 Harewood Hillclimb Championship. We look forward to our partnership with Richard Alexander, and all our sponsors and advertisers for the new season.

Another major change this year is a change of caterer. We thank Barnes for supporting Harewood for many years. However for 2006 we have decided to give the contract to the Crusty Pie Company - hope you approve!

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Wattle & Daub have started repairing the winter damage; and fitting out a new timing hut, whilst the 'time team' have continued developing the results system over winter.

Looking back for a minute, those of you who didn't come to the Dinner in November missed a great night out. We include a list of award winners within these pages and hope you will come to applaud our award winners in November, several new venues under consideration!

I look forward to seeing you at Harewood this season.

Tim

## **Richard Alexander Volkswagen Harewood Speed Hillclimb Championship**

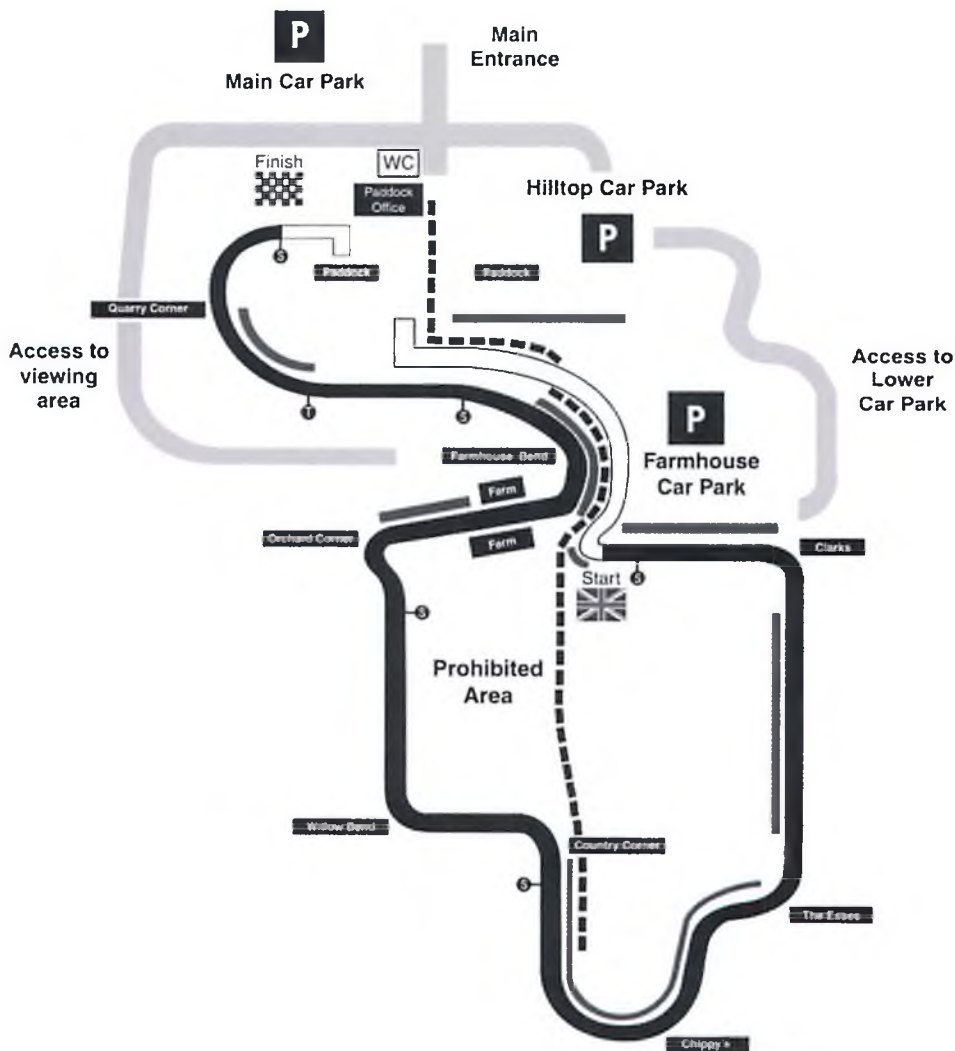
The British Automobile Racing Club Yorkshire Centre is pleased to announce that the 2006 Harewood Speed Championship will be sponsored by Richard Alexander Volkswagen.

The nine round event championship is one of the closest fought in the British hillclimb calendar and hosts four rounds of the British Hillclimb Championship. Managing Director, Richard Smith, said "The association with Harewood Hillclimb is an important part of the company's growth plans and is geographically central to our Volkswagen businesses. We will be displaying a selection of Volkswagen cars at Harewood events and we will also be contesting the championship in a Volkswagen. Our association will help increase our brand awareness and also create involvement and interest for our staff."

BARC Yorkshire Chairman, Tim Wilson said "We are delighted to be partnered with Richard Alexander Volkswagen. Their support will help BARC Yorkshire to continue developing it's venue to deliver top class motorsport in the Yorkshire region."

# HAREWOOD SPEED HILLCLIMB COURSE

Map showing the position of the splits and speed traps



# ANNUAL DINNER/AWARDS REPORT

Saturday 19th November 2005

**Yorkshire Post Trophy** for Fastest Time Of The Season set in July when the 50 second barrier was broken for the first time, **Martin Groves** set a new hill record with a staggering 49.84 seconds

**Jack Farrar Trophy** for the fastest time set by a Yorkshire resident, **Jon Waggitt** responded to the pace of the British Championship in July with a 53.68 second run, also....as this time was within 0.2 seconds of the class record, he also won the

**Guyson Beadblast Trophy** for best performance in class by a racing car.

**Arnold Burton Trophy** for the highest scoring sports libre car, a consistently quick driver in the 1400 Radical, **Graham Smith** also finished 13<sup>th</sup> in the championship.

**Richard Sutherland Trophy** for the best performance in a road car, **Jonathan Mounsey** broke the 6 year old class record 3 times, leaving it at 63.69 in the bright yellow Evo.

**Appleyard Trophy** for the best performance by a modified sports car, **Richard Spedding** continues to set some amazing times in the ageing E-type Jaguar his best this season....61.85 second.

**Hatfield Jaguar Trophy** for the highest scoring Jaguar, a long time supporter of Harewood, **Haydn Spedding** also continues to compete around the country in the familiar E-type.

**Wendy Wools Trophy** for the best performance in the modprod classes, **Peter Herbert** broke the 60 second barrier after 7 years of trying in the BD-powered Westfield.

**Wallace Arnold Trophy** for the best performance by a modified saloon car **Philip Sturdy** posted a season best of 64.91 in the Metro.

**Scrutineers Trophy** awarded by our esteemed band of scrutineers for the best turned out car, a car not seen at Harewood for many years, now immaculately restored, the Brabham BT30 of **Bronwyn Waggitt**

**Total Trophy** for the best performance in the popular kit car classes **John Hoyle** took over ½ second off his own class 5 record in the 2 litre Westfield.

**Ken Lee Trophy** awarded to the highest placed competitor in the BARC annual points competition for the 2<sup>nd</sup> year running, a consistently quick kit car driver - **Bob Bellerby**

**Brownlow Peabody Trophy** for the best performance in a 2WD road car he regularly shamed many of the 4WD turbo cars in his BMW M3 - **Damon Gray**

**Ford Woodhead Trophy** for the fastest time in a Formula Ford, **Mark Moran** is now within sight of the class record in this highly competitive class

**The Babra Trophy** for the fastest lady at Harewood this year, **Sarah Cordingley** is also the fastest lady ever at Harewood, establishing a new Ladies Record in the 1400 OMS

**John Bindloss Trophy** for a competitor showing great promise during the season a regular in the fast and furious kit car classes, **Henry Moorhouse** improved no end this year, with a season best of 66.47 -

*The next group of trophies went to a bunch of people without whom Harewood simply would not run, the marshals and organisers.*

**The Ronald Hudson Trophy** in recognition of the tremendous amount of work put in all year both as event secretary and a member of our resident

groundforce team was awarded to **David Dairymple**

**Tim De Dombal Trophy** was awarded this year to someone who has been a great asset to our team of marshals - **Ian McChisney**

**The Firth Bowl** was awarded to the highest placed lady in the BARC annual points competition, **Carol Wride** also puts a lot of effort in every year looking after the merchandise, and sorting out the annual dinner.

**The Philpot Trophy** awarded by the committee to someone who has put in many hours to rescue our results computer aswell as being a regular member of our marshalling team, **Andrew Wride**

**The Chippy Iola Vase** for family members competing or working at Harewood was awarded this year to a competitive father and son team in the Caterham, **Simon and Jonathan Medley**

**Pearce Trophy** was awarded to the winner of the BARC annual points competition, a relative newcomer to our organising team, he has worked hard to secure his clerks status - **Richard Norbury**

**Tommy Wise Trophy** was awarded in memory of Mike Wilson to someone contributing to the spirit of the sport, he works hard behind the scenes, yet is a familiar face at most events, aided in his position as competition secretary by many years of competitive driving and a great asset to the Committee - **Chris Seaman**

**Derek Clark Memorial Trophy** was awarded to someone who has made a massive contribution to Harewood this year, without him, we simply would not have had any results at our events on the outside, our results system worked well, but Richard has had his proverbial finger in the dam wall, often running a duplicate set of results, just in case! - **Richard Hooper**

### ***The awards for the Harewood Hillclimb Championship***

Despite being pushed hard by Sarah Cordingley our **Ladies Champion** for the 5<sup>th</sup> year running is **Clare Sullivan**

The **FTD Championship** has given the closest result for years sharing FTD's all year with Andrew Henson, this years FTD Champion, also collecting a cheque for £300 was **Jon Waggitt**

The overall winner of the **2005 OMS Racing Harewood Speed Hillclimb Championship** broke a long standing record 3 times this year despite the distractions of fatherhood, despite finishing a mere 2 points clear in the end, he has headed the points table all year, he also collected a cheque for £500, our 2005 Harewood Champion is **Jonathan Mounsey**

## **PHOTOGRAPHS REQUIRED!!**

We are building up our historic records of Harewood on the website. If anyone has any photos from Harewood of the 60's, 70's or 80's please contact

**Andy Sherratt at [andrew@spa-td.co.uk](mailto:andrew@spa-td.co.uk).**

## Is Harewood Hillclimb still going? by Dale Cordingley

I have heard people say "Is Harewood Hillclimb still going? I used to come when I was a kid." So what's happened to reduce the awareness of the general public?

It's not just hillclimbing that is less well known or supported by visitors, it's happening to all sports and leisure activities, even top football matches have empty seats now. People have more choice - they have hundreds of TV channels, gym facilities, the shops are now open on Sundays, there's theme parks to go to, the stately homes are no longer boring but have interesting activities and there's track days to try out your own car. All these and much more compete for our time and money. So it's clear that we have to work a lot harder to get spectators in and keep them coming back to help increase our income and allow us to invest in the future.

As a result the marketing team's task is to increase income through advertising and spectators. Hopefully you will have seen some of the results over the past few months, but others are still in the pipeline. However, this is a long term activity and not a short term fix.

### The Team and what they have been doing

The marketing team is Stephen Broscombe, Mike Haigh, Jonathan Medley, Andy Sherratt, Mike Tate, Peter Whittle and me. Each member brings different ideas and experience to the team and so far I think it's working well, but there's a lot to do in amongst their real jobs and home life.

We know that not everything will work, but we have to try things out and stick with it. With limited time and funds our activities have to be selective, so that we get the biggest bang for our bucks. So let's have a quick look at what we have achieved this year.

**Advertising and sponsorship** - we secured a title sponsor for the 2005 season when OMS Racing agreed to support the championship and I would like to thank Steve and Lynn Owen for their generous involvement throughout the year. We also had four class sponsors with Knight Frank, MTA Systems, Rensburg Investment Management and long time Harewood supporter Guyson

International. Our thanks go to Mike Haigh, Mike Tate, Tom Eyres and Tim Thomson for their support.

We have also secured a number of other advertisers, who can be seen in the programme. Special mention should be made of Stuart and Sally Baines of whatnonegatives.com who have provided the bulk of the photos that we have used this year for the programme and website, which I think you will agree are superb.

We had an idea thrown at the team earlier in the year to get a supply of water for our marshalling team. Stephen Broscombe picked this up and secured a years supply from Harrogate Spa Water in exchange for some advertising and a banner space. Mike Haigh and Jonathan Medley have brought in a number of advertisers. Jonathan also secured our Mobil oil prize draw for each meeting and stepped in as Programme editor for the last meeting in August.

We have had a toe in the water with a small number of side attractions to help broaden the interest. Graham Burrell and his team have been brilliant in helping us manage these on the day and our thanks go to them.

Finally, Peter Whittle may not be the most obvious marketing man, but his different angle on things helps bring a reality check to our work! Peter also brought our first corporate sponsorship day to Harewood, when Kroll supported our September meeting and brought along about 40 guests. Andy Sherratt took on the role of manager for the day, which went extremely well.

**Website** - Andy is our Webmaster. He has worked tirelessly at revamping our website and getting race reports and results loaded quickly. The website is now an interesting and vibrant showcase for Harewood. If you haven't seen it recently have a look at [www.harewoodhill.co.uk](http://www.harewoodhill.co.uk) and tell your friends about it too!

### **Venue**

Mike Tate has been the driving force behind some of the more obvious venue improvements you will have seen, such as the entrance banners, the flags, trackside banners, track maps and the



bouncy castle for the kids. Mike has done a fantastic job here and put in a lot of hours. Cheers Mike!

#### **Press and PR**

We have enlisted some professional help, which has shown promise this year and should bring more next year. Press releases go out before each meeting and results after each. We target the local and motorsport press and tourist boards in particular. We are having a fair degree of success here, but you can help here - tell your local newspaper sports editor what you are doing the week before the event, then tell them how you did immediately after - most will publish what you write word for word!

BBC Leeds always carry our race reports and feature local drivers on their website see [www.bbc.co.uk/leeds](http://www.bbc.co.uk/leeds) (if you are a driver from the Leeds area and not on their site, just send your details and photo to them). At the Greenwood Cup meeting you will have seen the outside

broadcast van from Radio Leeds, when Nicola Rees interviewed Jonathan Mounsey and me live on their morning show for about 10 minutes.

Nerve wracking, yes! But worth it.

As a result of all the above the number of spectators have risen by a third this year along with a rise in sponsorship and advertising income. Next year should be even better!

#### Next year

We have now been working on our 2006 plans for some time. Things in the planning stage include two big Classic car shows, potentially a new car show and other displays, catering improvements and further sponsorship/advertising should attract different audiences. Mike Haigh has already secured an exciting new title sponsor for next year's championship and we also have sponsorship for our two British Championship meetings from the Cubicle Centre, so watch this space for more information shortly.



## **The British Automobile Racing Club (Yorkshire Centre) ANNUAL GENERAL MEETING MARCH 6TH 2006**

Notice is hereby given that the Annual General Meeting of the  
British Automobile Racing Club Yorkshire Centre  
will be held at the  
Parkway Hotel, Otley Road, Leeds  
on the 6th March 2006 at 7.00pm

**Nominations are requested for the post of Treasurer**

## New Catering at Harewood for 2006

After all of the positive feedback we received regarding the Image & Information improvements that have been made to the Harewood Speed Hillclimb Venue during the 2005 season, the Marketing Team decided to have a look at another "hot bed" of discussion, namely the On-Site Catering.

Over the past few months we have been working to improve the "Eating Experience at Harewood" for the 2006 Season.

We have listened to the various comments made by the Public, Competitors and Officials and using this information, we created an "Invitation To Tender" document which was sent out to 8 Catering Companies from around the region. After careful analysis, this list was shortened to 3 and then to 1. Some of the factors used to access the companies were Menu Choice, Price, Quality, Other Events Attended and Attitude to Customer Satisfaction & Feedback.

The *NEW* Harewood Hillclimb Caterer for the 2006 Season is the "**Crusty Pie Company**".

They are a local Caterer based near Halifax and have been trading since 1991. They started as a manufacturer of various specialty pies, such as pork, pork & stilton, pork & apple, chicken & stuffing etc, they also make excellent sausage rolls.

They sell their pies at a large number of agricultural shows, craft shows & exhibitions located all over the country.



About 5 years ago they attended a Classic Car & Motorbike Show at the Great Yorkshire Showground and as a result of the impact they made at the show they decided to purchase a Catering Unit and offer a full range of hot and cold foods as well as drinks. The Show Organizer even changed his existing caterer and uses the Crusty Pie Company at all of his shows and in his own words "they have never let me down, people love the food and it's good value for money".

The Menu will have the usual HOT sausage, bacon, egg & spam sandwiches, plus full English breakfast, along with beef, cheese & chicken burgers available throughout the day. Lunch Time will have further options available, such as cold sandwiches, soups, various flavour pies & chips, with peas, curry sauce, onion gravy and mint sauce also being available. In fact there are at least 23 different options available from the menu throughout the day, along with the usual tea, coffee, hot chocolate, mineral drinks and water available.

At our larger events during the year there will be at least 2 Catering units on site ensuring that you can be served as soon as possible, there will also be a Donut Unit available serving hot freshly made donuts. As previously, there will also be a Licensed Bar and an Ice Cream Vendor on site.

A winter project has also been approved to upgrade the catering area, by laying grass on a plastic reinforcing grid. This is aimed at making the seating area a more pleasant place to be.

The "**Crusty Pie Company**" will make their debut at Harewood at our Annual Practice day on Sunday 26<sup>th</sup> March 2006, so why not pay them a visit and have a look at the food on offer ? ? If you want to have a look at their produce, why not check out their website at [www.crustypie.co.uk](http://www.crustypie.co.uk)?

Mike Tate

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[enquiries@whatnonegatives.com](mailto:enquiries@whatnonegatives.com)

Stuart Baines(07941 215914)

Sally Baines (07890 477338)

## Self publicist? by Dale Cordingley

I know a number of you think that I am a self publicist. If so what's it all about and why do I do it?

Well its all about promoting yourself and the club. BARC Yorkshire is a great motor club, but like all organisations it needs support. One way to give the club support is to publicise its activities. As a result people will become more aware that we exist and may either join the club or visit one of our events. Either way it brings money in to the club to finance improvements, help ensure the future success of the organisation and to help us indulge in our chosen pastime.

As a result of my gobbiness and to some extent outspoken remarks, I was co-opted on to the committee a few years ago probably to make me put up or shut up. I guess it was also to put my marketing experience and a bit more of the drivers perspective in to the club. As a result I now lead the marketing sub-committee for Harewood. So if I have some sort of marketing skills and strong views on what should be done, am I a really outgoing salesman that can sell snow to an Eskimo? Well the answer is no. I am quite shy really, especially with new people, although I can feel at home with people I have met and can build up relationships quite easily. This means that sometimes I have to push myself to do things that I don't naturally excel at and have to work hard to get a success.

So why do I publicising myself and the club? I guess its all down to my passion for the sport, the people and the club.

Lets look at the sport first. Hillclimbing is not a well known division of motorsport. Many people think its about bouncing cars up a muddy hill side. We know different. But how do we put them right? We need to build people's awareness through talking about it, through the press, posters, the website, the venue etc.

You can help the club by putting up posters in shops, clubs, village halls, at work etc. But this doesn't promote you.

To do this you need to develop a variety of story lines that the press will react to. We all have

something that can be created in to a story. Mine is the father and daughter theme of racing the same car. At every opportunity I send my local motoring reporter information before an event and a report after it. I pick out things that have gone well or badly with both me and Sarah. The trick here is to make it sound interesting. Reporters need news, so create some. You can put a spin on it to make it sound good, but always tell the truth! If I have a photo that looks good I send it to the reporter or the newspaper direct (remember to seek the photographer's permission first and ask the paper to acknowledge their work). Add bits of information about other local drivers and how they are doing too.

Not all information or photos will get in the paper, but if you keep developing the contact with your reporter and feeding story lines then you will succeed I regularly get 4 - 5 column inches in the local paper before and after a meeting. In July we had virtually a full page in the Yorkshire Evening Post on Sarah and the forthcoming British Championship meeting - she wasn't a British championship contender, but she was fighting for the OMS Ladies Championship. After the event we had a 9" x 6" article in the local paper, including a photo. The article included Harewood in the headline and the rear wing of our car has the Harewood web address visible in the photo - great stuff! This was in addition to a full report on the meeting. Now lets look at the people. Cars are great, but the press are often less impressed than we are. Personal interest can be a better storyline. So are you young (Simon Green and Simon Medley etc), old (Mr Staniforth dare I say), female (Clare, Lynn, Bronwen, Tracey, Sarah etc), a father and son/father and daughter team (the Medley's, the Cordingley's), a local business person (Mr Tate, Mr Waggitt etc), in a championship (Mr Wilson, Mr Blackmore etc), have you put your car on its roof (Mr Geen), are you the Sporting Advisor to the Ford Rally Sport Team (Mr Short), built your own car (many of us), the list is endless. If you can come up with an angle such as these then you have the start of a story for the press. Send them

a snippet before and after an event, with a digital photo if possible. But don't be down hearted if it doesn't work first time. Keep at it. Make it part of your preparation before and tidy up process after an event.

Now the Club and venue! How many people think that Harewood Hillclimb is at Harewood House? How many people realise that 150 competitors and cars are at each event? It's up to us to tell them and improve their awareness. Just speak to the spectators and you will realise what I mean. The thing is, we can influence this by PR, posters, banners at the gate, road signs and telling people what its all about, but its an ongoing process, not a one-off.

So am I a self publicist? Well yes I guess I am, but I also always push our club. You should too! be a literary genius, if you don't like writing simply phone the reporter!

Oh, and don't expect them to get it right every time, even when your report was correct! Just remember all publicity is good publicity in this game.

And just in case you don't know what a self publicist looks like - here's me



#### **Checklist of a self publicist:**

- Identify your local motorsport reporter(s) and get their email and/or phone numbers
- Think of an angle on yourself, your car, the event etc no matter how obtuse
- Make contact with your reporter or send them information about you, your car and where you are competing before every event (make sure you allow at least two to three days before publication date for a weekly)
- Send them information after the event about how you did, what went well, any anecdotes, information on other local drivers etc, but keep it sharp (don't ramble on)
- Mention Harewood, how many cars will be there, what type of cars, where it is, what time the action starts, how much it is to get in, the website for more information etc
- Persist - don't let one or two failures stop you
- Don't rely on others to do your work for you, its up to you to tell the papers. You don't have to be a literary genius, if you don't like writing simply phone the reporter! Oh, and don't expect them to get it right every time, even when your report was correct! Just remember all publicity is good publicity in this game.

John Holroyd has now posted a number of images from Yorkshire Centre events of the 1950s/1960s on his site

<http://www.motorsportphotographs.com>

which may be of interest

# BARC Yorkshire Centre Annual Dinner



*Robert Bellerby & Simon Bainbridge deep in discussion—what plans for 2006?*

*Sarah Cordingley receiving her award for fastest lady*



*Andy Geen receiving his award for 3rd place in the Harewood Championship*

**All photos by v**

## er Dance and Awards Presentation

*Carol Wride receiving flowers for her organisation of the event from Chairman Tim Wilson*



## whatnonegatives



*David Sykes receiving his award for 2nd place in the Harewood Championship*

## Blackmore's Year by James Blackmore

Having dabbled in national meetings for a couple of years 2005 was to be the big effort, do as many as possible and see how I got on. I had been to most of the venues so I knew what I was letting myself in for. But how did I find myself about to embark on such a venture?

In truth I have been hooked on motor sport of one variety or another for as long as I can remember, funnily enough it all started at Harewood. My uncle was a competitor back in the sixties, I was taken along to watch Richard and remember the birth of the Terrapin, a car he and Alan Staniforth created. These early experiences must have struck a chord, my education suffered as I day dreamed about racing cars and motorbikes instead of school work.

It was motorbikes that got me motorised with a steady progression from an old field bike to trials bikes, all my school holidays were spent working to earn enough money to buy the next bike. As soon as I had a driving licence I was competing in trials competitions all over Yorkshire, Dad's company Volvo was never the same again as I requisitioned it as team transport. Filled with muddy youths it needed all its legendary durability to survive the punishment it received. I rode in trials for 8 years or so, I maintain there is no better way to learn the finer points of control; it's even relevant to my career in flying.

Getting married and having babies then curtailed my ambitions for some years until the advent of a Caterham racing series, having owned a road going car I bought a second hand race prepared example. For three years I played at racing driver, I learned all those hard lessons that seem so obvious with hindsight and a little more wisdom, namely that you need ever larger budgets and time if you want to do well. It was fiercely competitive and my best result was in my last race at Brands with sixth place, driver of the meeting award and fastest lap. The formula changed with the advent of the Rover engined Caterham and I

hung up my helmet to concentrate on family and career.

However this motor sport bug is a persistent little devil, those early memories of Harewood were rekindled by moving back to Yorkshire after a few years in the south. A chance conversation in a bar in Damascus, the kind of place Pilots hang around in when not flying, the attractive blond on my left exclaimed "my dad's the South West hill-climb champ and he is selling his car" Well being an opportunist kind of bloke I was on my way to Yeovil as soon as I landed at Heathrow. I already knew I wanted to have a single seater, the destiny of so many Caterham drivers. I had either a Jedi or an OMS in mind so to find this well looked after OMS was an opportunity not to be missed, I was handing over the cash and driving away with the car before I could change my mind. I was honestly a bit scared of this little car, I had no idea how fast might be, my fears were confirmed by a test run at an airfield, it was bleedin fast! When you think about it, many of these types of car have a power to weight ratio in the region of 600 bhp per ton, that is really quite serious.

The learning curve is always steep in any new type of car but I had two very happy years just competing at Harewood with that car, I only discovered after buying the car that Steve Owen was based in Leeds, a big bonus for a novice like me in need of help. Once hooked of course my mind turned to how to go faster and Steve was happy to oblige with a new 2000M built using many components from my old car. At its heart remained the brilliant Suzuki GSXR oil cooled engine, that season was just fantastic, the car was and still is a real flyer.

All reason and logic by now had no part in my planning and spending so it was easy to place the order for a brand new car, my third OMS. I guess I'm a marketing person's ideal target as I tend to stick with something I like, I have had the same bank account from the age of fourteen years old. It wasn't difficult to choose the OMS again though as the back up is second to none and hey, all my



tea shirts have OMS on them. Have you heard the expression in the paddock, "it's the OMS mafia"? No truth in that of course but it's a great set up, all the drivers will help each other and I've seen some miraculous rebuilds between runs to get someone going again.

So an exciting winter 2004/05 during which I hung around Steve's workshop watching the amazing carbon fibre tub taking shape, his place can be incredibly cold but with the clave running it's a fine hang out. Dale Cordingley had bought my old car to share with Sarah so finally I lost the link with the original car; a Hayabusa engine was purchased and by the application of large amounts of money, turned into a race engine. The plan was to have a serious go at the national series and sadly to turn my back on Harewood apart from the national meetings.



*James at Prescott Hillclimb in April*

The logistics of competing round the country are a serious commitment; my car has spent much of the year hidden away close to Heathrow between meetings to be in the right place for a quick get away from work. I've become involved in training so the Trailer has been a feature of the simulator building car park down at Heathrow. It required lots of planning to get the right time off, I used all my leave to guarantee as many meetings as possible. I was incredibly lucky and actually was able to do all the events, weekends off are not a high point in a pilots life.

Of course the wonderful Catherine, my fiancée, had become a big part of my life. She was still

working earlier in the year so couldn't make all the meetings but I did make the concession of Bed and Breakfast for her instead of my tent or the trailer. Especially when she became pregnant! My mother became very protective of her and made it quite clear that this racing thing was not compatible with the needs of her grandchild and daughter in law, later compounded with the discovery that we were having twins! The travelling band of happy hillclimbers is a brilliant thing to be part of; the same faces pop up all over the country, a friendlier bunch you will not find. Catherine was made very welcome, even finding another mum expecting twins. It became a challenge for a few of the wives to find us a motor home, more suitable than a tent they said!

So how did it all go? Well it started really well with a bunch of wins in class; it became increasingly competitive as the year went by with some real pressure from fellow OMS drivers and others driving, well, other types of car. I did miss a Prescott meeting when the babies arrived early which then made it terribly important to make the last event at Doune in Scotland. Catherine was simply brilliant and even persuaded my mother that I should go despite week old twin boys. Being premature, all three were in hospital and in safe hands, that's my excuse anyway. So I did just enough in Scotland to become class J champ, a safer drive you will not see the like of again.

The highs and lows? Well the low point has to be the crash at Gurston Down, if you don't know it, there is a very fast down hill from the line to a kink left and a flat left hander. Passing the speed trap at 105 mph I left the road and went up a fearsome bank that I know to be strewn with nasty stuff like trees and even a marshal's post. Crashes, and I've had a few, tend to fill me with dread about the cost of repairs while it is actually happening, but this one was plain scary. Luckily the car did not flip and rotated its way through a blackberry thicket, I couldn't see anything in a maelstrom of dust and debris. When it all stopped I switched off and climbed onto the edge of the tub which was at a crazy angle, the marshals were excellent and did all the right things with neck brace etc. It did stop

me looking sideways though and I couldn't see the car! Probably best because it wasn't that good, three corners were beyond repair, both wings were detached and the nose cone had seen its last race. Testimony to the car and its builder, the tub was undamaged and so was I, my helmet was running with blackberry juice and the tub was full of those multi coloured chalk habitat striped snails!

The highs? Above all other memories this year is arriving at the top paddock at Doune for the first time, an exciting achievement in itself. But then to hear the Arrows F1 engine of Graham Wright Juniors car wailing its way up the hill to the stunning backdrop of the Scottish scenery, now that is what makes Hillclimbing a special sport.



*James at Gurston Down Hillclimb (before his off and before the babies arrived)*

Future plans are now limited to a season at Harewood with Catherine and our two lovely little boys, Luke and Henry. The motor home required for a season on the road with babies cannot happen just yet as a bigger house is top priority. Its no second best though, I love Harewood and cant wait to get cracking, look forward to seeing everyone there in the spring. Ahead lies a nice cosy winter for me with Catherine and the boys. As I write this in far away Kazakhstan they are leaving hospital where they have spent the first six weeks of their lives, can't wait to get home.



*Luke & Henry Blackmore*

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# Our 2006 season sponsors and advertisers

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# Harewood Class Records 2005

Class	Class Title	Time	Date	Holder	Car	CC
1	Road Modified Saloon & Sports Up To 1400cc	67.84	Aug3, 03	Mike Geen	Peug 205	1360
2	Road Modified Saloon & Sports Over 1400cc And Up To 2000cc	67.48	Sep18, 05	David Sykes	Peug 205	2000
3	Road Modified Saloon & Sports Over 2000cc	63.60	Sep17, 05	Jonathan Mounsey	Mitsubishi EVO	2000
4	Road Modified Kit, Replica Etc Up To 1700cc	63.14	Sep19, 04	Robert Bellerby	Sylva Striker	1600
5	Road Modified Kit, Replica Etc Over 1700cc	62.28	Jun5, 05	John Hoyle	Westfield SEiW	1998
6	Modified Production Cars Excl Kit, Replica etc up to 1400cc	63.70	May10, 98	Matthew Pinder	MG Metro	1380
7	Modified Production Cars Excl Kit, Replica 1400cc To 2000cc	60.51	Oct7, 01	Mark Waldron	Lotus Elise Turbo	1396
8	Modified Production Cars Excl Kit, Replica Over 2000cc	59.32	Sep18, 04	Simon Bainbridge	Audi S2 Coupe	2226
9	Formula Ford 1600 Pre-1994	60.95	Apr11, 04	David Bailey	Swift SC93F	1600
A	Modified Production Cars Up To 1400cc	58.68	Aug7, 05	Robert Kenrick	Caterham 7 Honda	1137
B	Modified Production Cars Over 1400cc And Up To 2000cc	58.33	May11, 03	Dave Kimberley	Caterham 7 1998	
C	Modified Production Cars Over 2000cc	58.17	Jul6, 97	Tim Coventry	Westfield S Eight	5300
D	Hillclimb Super Sports Cars Up To 2000cc	56.44	Jul5, 98	Martin Groves	Mallock Mk20B	1700
E	Sports Libre Cars Up To 1400cc	55.36	Jul4, 05	Edward Hollier	OMS SC1	1370
F	Sports Libre Cars Over 1400cc and Up To 2000cc	54.77	Jul4, 05	Simon Fidoe	Pitbeam MP43	1998
G	Sports Libre Cars Over 2000cc	54.65	Jul4, 99	Christian Mineeff	SPA SC001	3500
H	Racing Cars Up To 600cc	57.58	Jul6, 03	Adam Steel	Martlet 598 DM8	
I	Racing Cars Over 600cc And Up To 1100cc	54.35	Jul6, 03	Mark Budgett	Force	1080
J	Racing Cars Over 1100cc And Up To 1600cc	53.97	May16, 04	Phil Cooke	Force PC	1585
K	Racing Cars Over 1600cc And Up To 2000cc	52.59	Jul4, 05	Trevor Willis	OMS CF04	1998
L	Racing Cars Over 2000cc	50.05	Jul4, 05	Martin Groves	Gould GR55	3500

## TROPHY LIVES by Peter Herbert

Had there not been an Arnold Burton, there would not have been an Arnold Burton Trophy, a Montague Burton Trophy meeting, nor probably a Harewood hill climb.

Born into the Burton clothing family more than eighty years ago, Arnold was, and remains, a great motorcar and motor sport enthusiast. Many desirable machines passed through his hands, including Jaguars XK 120, 150, and Mk2 saloon, Ace Bristol, Simca Monterey, and that most exotic of French cars the Face Vega K500. At the wheel of such vehicles he took part in many Centre events at a time when a quick road car could be competitive in a variety of disciplines. There was also an outing on the international Tulip Rally alongside the then renowned Yorkshire rally driver John Heppenstall.

Although a director of the family business for all his working life, Arnold was unable to resist investing in a number of motor related ventures that included car makers Gilbern and TVR, the Garford Formula Junior project, and Wolfe Racing. He also allowed the generous grounds of Hudson Road Mills in Leeds to be used by the Centre for sprints, competing there himself at the helm of the 360 bhp Chrysler engined Facel Vega. Amusingly, although perhaps not at the time, this was the scene of one of the venerable Staniforth's more spectacular shunts when his Mini made solid contact with a telegraph pole which promptly snapped at the base and landed squarely on the little car's roof.

Subsequently Burton diversified into farming, a move in the opposite direction now being more common! This brought about the acquisition of Stockton Farm near Harewood village, and a realisation that the track running through it might just make an interesting speed hillclimb course and a permanent home for the BARC Yorkshire Centre. BARC HQ paid for the resurfacing, and events have taken place there since 1962.

The Arnold Burton Trophy was presented to the Centre in 1967, to be awarded to the competitor who, driving the same car, put up the best performance on aggregate and against class bogey

time in the club's Scarborough Weekend, Harewood Montague Burton Trophy Hillclimb, the Autocross, and the Greenwood Cup Trial. The first winner was Gordon Chippindale, who scooped the Chippy-lola and Ken Lee Trophies that year too. Of those events only Harewood survives, so the trophy is now awarded to the best scoring driver of a car running in classes D, E, F, or G during a Stockton Farm season. The current trophy holder is Pately Bridge Radical driver Graham Smith.

Now in splendid retirement in Wetherby, Arnold



*Arnold Burton gives the Facel Vega some grief during a Hudson Road Mills sprint.*

still maintains a love of fast cars, and only a few years ago drove to Israel in a Noble. He also still visits Harewood, and recently funded a comprehensive tree planting scheme at the track. We have much to thank him for.

These days Wallace Arnold is best known for coaching the blue rinse set around the countryside in air conditioned comfort. However, the name was once associated with a Leeds Vauxhall dealership run by the Barr family, and in 1966 it presented an award for the best performing saloon driver at Harewood. First recipient was Tommy Warburton in a Cooper S, and the trophy now lives with outgoing hill champion Simon Bainbridge of Audi Quattro fame.

The Wendy Wools Trophy is awarded each year to the driver of a Class A, B, or C Modified Production car who improves most upon, or gets closest to, that car's class record. The current holder is Grimsby based Tony Brumfield, the

driver of a quick and immaculate Suzuki engined Sylva Striker.

The man behind that trophy was the late Peter Griffin, managing director of a thriving knitting wool manufacturer. Peter began his motor sport career in his native Kent with Maidstone and Mid Kent Motor Club. Initially the company car was pressed into service for entry into competitions, but when the tyre, brake, and clutch bills were questioned by his employers he turned to marshalling.



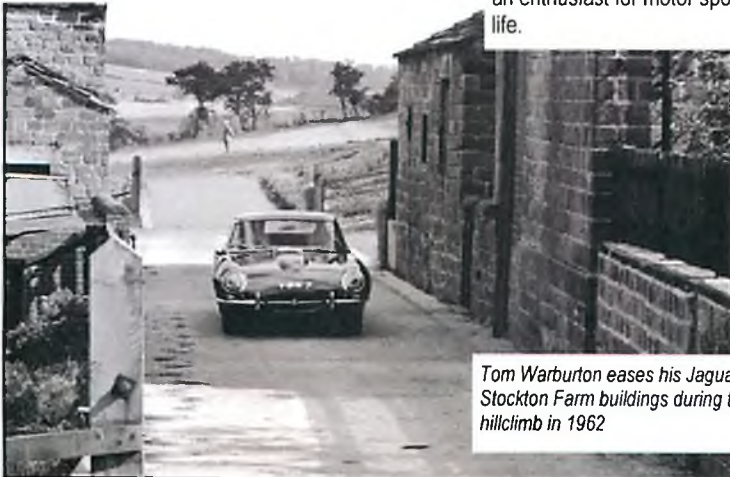
*Peter Griffin*

Promotion brought Griffin north, and on joining the BARC Yorkshire Centre he marshalled at Harewood, working his way up the hill and through the ranks. Centre committee membership, chairmanship of the British Motor Racing Marshals Club North East Region, and ultimately Vice Chairmanship of the BARC Council followed, as did RAC Rally Stage Commander status, qualification as a Grade A International Clerk of the Course, and becoming Chief Observer at the British Grand Prix.

As part of his marketing role within the company he worked for Peter was instrumental in the sponsorship of Mark Thatcher and Davina Galicia during the course of their short motor racing careers, and in the creation of the Wendy Wools Special Saloon Car Championship.

On retirement he diverted his energies towards the creation and promotion of training and job opportunities in the disadvantaged Chapeltown and Harehills areas of Leeds, and in recognition of this work Peter was awarded an MBE. To that was added the Officiel d'Honneur of the RACMSA when he stepped down from Clerking duties.

Involvement in the International Leeds Pianoforte Competition, several wool industry bodies, art history, and the parish church life of his adopted village of Thorner completed a very full existence, and it is a measure of the man that those who knew him well describe Peter, above all else, as an enthusiast for motor sport, for people, and for life.



*Tom Warburton eases his Jaguar E Type between the Stockton Farm buildings during the inaugural Harewood hillclimb in 1962*

## Letters to the Editor

Dear Friends,

I have been going to the Harewood Hillclimb since it started in 1962, can I thank you from the bottom of my heart for putting such wonderful days of entertainment on. I think all the marshals are so kind and helpful, the whole setting is wonderful. When I first started going I went on my pushbike, I lived at Beckwithshaw then, and I remember when they had to stop the hillclimb to bring the milk tanker in, and also to bring the cows in. I only wish I had saved all the programs, unfortunately they had to go when I moved to Harrogate.

Hello Graham,

May I thank you, and your BARC colleagues, on behalf of the National Hill Climb Association, for the excellent (June) meeting at which the bikes were invited earlier this month. I know the riders thoroughly enjoyed it and have made that very clear to me! We are now starting to look forward to next years dates, once again, thank you very much for inviting us, and hope to see you in 2006.

Regards,  
Peter Isaac  
General Secretary

I was at the meeting on the 17<sup>th</sup> September and just thought, I wonder if anybody thanks you wonderful people. I have been rallying, trialling, scrambling, and supported motor sport as much as I could, and I know what hard work goes into it. My wife was with me for 35 years before she died, she loved Harewood and watching Ripon Motor Club Rallies from the top of Sutton Bank, but I have not been treated as nicely as by your marshals at Harewood.

So a very big thank you and I hope I am fit and ready for April 16<sup>th</sup> 2006, do you allow spectators on Practice Day? I would like to come if possible.

All the very best wishes,  
Mike Lewis

Tim

Thanks for a super do on Sat. Just thought this might find it's way into the Times what do you think?

Regards  
Graham





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David Clay  
David Dalrymple  
Graham Wride

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## 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 (out Feb 2006)  
or contact your Entries Secretary:-

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Huddersfield

West Yorkshire, HD3 3WP

Tel: 01484 318123

or preferably by e-mail:- [wilson.harewood@ntlworld.com](mailto:wilson.harewood@ntlworld.com)

ISSUE 107

# HAREWOOD ANNUAL AWARDS DINNER

JANUARY - MARCH 2006



*Jon Waggitt—Harewood FTD Champion*



*Clare Sullivan—Harewood Ladies Champion*