

YORKSHIRE CENTRE TIMES



MAY WEEKEND



ISSUE 109 JUNE 2006





2006 Calendar



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
Tel: 01484 318123 or email:- wilson.harewood@ntlworld.com

www.harewoodhill.co.uk

Chairmans letter

So the sun finally shone on us! Hopefully many of you left Harewood last weekend with a warm glow..... and not just from sun-burn. The sight and sound of the vintage cars at Saturday's VSCC event, a well run Sunday with 5 climbs, some stunning record breaking performances and a revived results system all remind me how good Harewood can be.

I am sorry that the May weekend was not the same. Our ageing results system let us down in a big way and we were forced to bring our development system into play. A lot of midnight oil has been burned since May to bring the old system back to life as well as to push development of the new system, which we plan to fully test before using next season. We actually ran 3 results systems last weekend, just to be sure!

I must emphasise the published results are correct (with 1 exception). The split times are record-

ed separately from the times and whilst we are aware that the split times may contain errors, the finish times are all correct.

We should not however forget the highlights of the May weekend.... Sandra Tomlin making history as the first lady to achieve FTD, the spectacle of the country's top racers fighting for British Championship points in adverse conditions, Scott Moran's run off victory, as well as the array of attractions off the track.

As always I am keen to hear from anyone who has ideas or views on any, aspect of Harewood. If you have some computer knowledge and like a challenge, then why not help us develop and/or support the results systems. Give me a call!

Here's to a successful July meeting.

Tim

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HAREWOOD SPEED HILLCLIMB DRIVING SCHOOL REPORT

SPRING TERM

By Peter Herbert

Stockton Farm was at its most inhospitable on Thursday April 6th when the first hillclimb school of the year was held. However, a grey sky, cold wind, and heavy showers did not deter a class of thirty one, which included local BBC TV presenter Nicola Rees, supervised by eight instructors.

Nicola had the use of Mike Tate's 2 litre Zetec powered Westfield for the day, which she found a little wild compared with her Peugeot 206 daily driver. However, under the tutorship of Senior Instructor Simon Clark, and the scrutiny of a cameraman and sound technician, not to mention a remarkably relaxed car owner, Nicola made steady progress and will be back at Harewood in May with her film crew to compete in an actual event.

Considering the ever changing conditions there were few mishaps, and those which did occur were mechanical rather than due to driver error. The Barrons' classic rally prepared Sunbeam Tiger, shared by Tony and Dominic, expired in a cloud of steam at Country, but fortunately the cause was no more than a loose radiator hose clip. More seriously, the Birkin S3 of John Helliwell dropped its oil between Willow and Orchard, and the South African designed two seater took no further part in the proceedings.

The most forcefully conducted car of the day was the silver Mitsubishi EVO 8 of Karl Jackson, which had been doing sixty sixes during the hill practice day, which is not bad at all for a newcomer to the sport. At times Karl was pushing perhaps a little too hard at the expense of the best lines and the most effective progress. However, he will be a driver to look out for during his debut season.

The usual variety of Caterhams, Westfields, TVRs, and hot hatches was supplemented by a Mercedes 350 SLK, a Honda Integra R that revved and revved, an MGB, a Morgan, an MR2, an MX5, and a works replica Mini.

Driver of the day with 83 points was TVR T350 pilote Paul Edwards, and everybody gave a convincing impression of having had a most enjoyable day.

Instructor Richard Hargreaves arrived for duty in a new Ford Focus ST, for which he was full of praise, while fellow tutor Roger Kilty confided that plans are afoot for him to return to his motor sporting roots. A Vauxhall Chevette HSR is being prepared in York for classic rallying as we speak.

And so endeth the lesson.



*Nicola Rees auditions her instructor Simon Clark for his new BBC talk show
Photo by Peter Herbert*



SPRING NATIONAL—EASTER MEETING

By David Coulthard

The traditional season opening Easter Sunday meeting drew huge crowds to a cold and blustery Harewood. With car parks full to overflowing and the queue for refreshments stretching almost back to Harewood House, it was clear that our marketing team had been working overtime during the winter months. New Championship sponsor, Richard Alexander Volkswagen, must have been very pleased with the exposure given to them during the day. Due to a chilly wind, the rest of the competitors just got exposure...

Thanks to an incident free set of practice runs, the MG Car Club's Speed Championship classes got the timed runs underway before lunch. A small group of standard cars was dominated by modern Longbridge products, with the TF160 of David Jones following home class winner and RAF test pilot, John Dignan in the little ZR105. In the road-going modified class, it was Abingdon to the fore, with the Midget of Terry Pigott a second adrift of the BGT of Paul Drake. But it was another Midget, that of Gary Waite, taking the class win by three quarters of a second. The catch-all 'Specials' class confirmed the notion that "there ain't no substitute for cubic inches"; the 4.9 litre B of John Rose easily beating the MG Maestro Turbo of Steve Moore.

Peugeot seem to dominate the smaller Harewood Championship classes. In Class 1, the 106 of Martin Rowe was unable to keep pace with the 205 of Steve Foster, who now heads the Richard Alexander Volkswagen Harewood Championship. In a 17 car Class 2 field, 13 were of French origin, whilst second to eighth positions were separated by one second. James Kerr was fourth, just three hundredths behind the similar 205 of David Marshall. Five hundredths further up the road was the Renault 5 Turbo of Russell Thorpe, who was just half a second behind class winner Dyrr Ardash in his 106. Another eight hundredths would have seen Dyrr set a new class record. In Class 3, Richard Alexander employees Mark Schietaert and Robin Holmes, sharing a VW Golf GTi (naturally!) were separated by just two tenths in sixth and fifth. I wonder if our new sponsorship stretches to replacing the finish line bollards which Mark de-

stroyed on his first practice run? The Porsche of Malcolm Pinder was fourth. However, Japanese technology is the thing to have in this class, with the Mitsubishi Evolutions of Michael Walsh, Nitish Singh and Karl Jackson, third to first respectively.

One second covered the top three in the smaller engined kit/space framed car class, with John Loudon's Westfield SE beaten into third by the Sylva Strikers of Bob Bellerby and Mike Smith. Mike's first run was good enough to take the class, with Bob suffering from a lack of grip after fitting a set of new boots to the car. During practice for the larger engined class, the TVR Cerbera of Jeff Allen hit the armco on the exit of Farmhouse, but was able to continue. Less fortunate was Simon Medley, who thumped the barrier at Clarks on his first timed run. Damaged sustained to the Caterham R400 meant he took no further part in the day. That left the door open for the Westfields of Mike Tate, Simon Green and John Hoyle to fill the podium positions.



John Hoyle—photo by whatnonegatives

Tyre troubles stymied Joe Harriman's day in Class 6. But no such problems for Clare Sullivan as she moved up from road tyres to slicks. Despite stopping just 10 yards from the finish line on her second run (a deficiency of fuel?), Clare's new car looks to have the potential to challenge Phil Short, who still dominates this class. Lotus - Lots Of Trouble, Usually Serious as the old adage goes. Actually, the gaggle of Lotus cars in Class 7 caused Escort BDA driver Chris Wise a lot of trouble. Dennis Liversidge only managed one run in his Élan, after becoming Farmhouse Bends sec-

ond victim of the day, in a nasty looking accident. However, he still took third, just four hundredths behind the Elise of Gary Thomas, who was himself just half a second behind Chris in the Escort. In the Formula Ford class the Swift's were, er, swift. The SC93F of Ian Thomas was second to the older FB90 model of Andrew Henson.

Next follows a bewildering array of classes where the competitors licence type seems to be the most important

feature. Class 30 describes itself as "Modified Production Cars (National B Licence Holders)". Tony Brumfields Sylva Striker was unchallenged at the front, whilst David Spaul's Westfield finally managed to beat the TVR Griffith of Matthew Oakley on his final run for sec-

ond. Class 31 has the snappy designation "Sports Libra and Hillclimb Super Sports Cars (National B Licence Holders)" where the Matador Special of Matthew Sutcliffe was piped for second by Darren Luke's Caterham, who was just six hundredths behind the Radical SR3 of Graham Smith. The two car "Racing Cars (National B Licence Holders)" class was won by Michael Walton in his

OMS14/89.

Space restrictions do not allow me to described the full title of the merged Classes 8, B and C, suffice to say Haydn Spedding's E-Type beat Paul Edward's TVR 350C. A merged class for Sports Libra cars was easy meat for Les Proctor in the OMS SC3, as the opposition faded away. Classes I and J for racing cars up to 1600cc were also merged. Sarah Cordingley looked likely to beat

dad, until Dale pulled a quick one out of the bag on his final run in the shared OMS 2000M. James Blackmore squeezed his OMS CF04 between the pair of them. Third FTD and second in class went to Eyon Price, whilst Dave Banner set FTD on his first run to win

the class. Both drivers were OMS 2000M mounted. And finally, the Pilbeam MP58H of Bill Hutchins set second FTD to take Class L.

I cannot confirm the rumour that Dave Banner set FTD after he heard that the caterers were running out of tea and coffee, and he was gagging for a cuppa! Too late Dave, they ran just after lunch!



Dave Banner on his way to FTD—photo by whatnonegatives



No truth in the rumour that this gentleman was the responsible for the caterers running out of supplies either!!

Photo by A Nonymous

LADIES DAY - HAREWOOD OPEN MEETING MAY SATURDAY

By Les Thurkettle

There were no big hats or outrageous fashions, it wasn't that sort of ladies day and anyway the weather would not have allowed that. A few nice lines in all weather ensembles graced the paddock, but it was still ladies day. For the first time we had a lady FTD. Sandra Tomlins time of 59.34secs beat everything the men could muster at a cold and slippery Harewood, all the more creditable since Sandra's Pilbeam has loads of power and a more nimble car might have been favourite to succeed. Another lady was attracting attention from BBC camera's as TV presenter Nicola Rees fresh from a session at Harewood's much acclaimed driving school, and was being filmed for a feature on 'Inside Out' later in the year.

The first class to brave the elements were the invited Ferrari owners club. All 22 of them. They have the advantage of being able to run with the climate control on, but they are very serious about their competition and air conditioning compressors take away some engine power. The class record holder, Jon Goodwin did not bring his 355 GTS in which he set the mark but an older 250GT. Nick Frost was quickest in 68.98 in a 348GTC but these boys (and one girl) have their own complicated handicap system to equalise the vast performance variation amongst the many different models. Chris Butler's F355 and Christian Mineeff's 328 GTB were just behind. Christian still holds the record in class G with a



Peter Hitchman's Ferrari—photo by whatnonegatives

very different car.

TR register cars were next up and Pen Davies did his usual thing and won by a street in 70.88 in his fierce looking GT6 beast. It was nice to see such a fine array of TR's and Ronnie Clayton was 2nd.

The Caterham Academy turned up on a school outing so to speak, all 23 of them- actually only 21 arrived, 2 had bunked off. As you would expect with all cars being identical, the first half dozen were all within 2 1/2 seconds of each other with Morgan Parry winning from Andrew Thomas and Matthew Withers. Morgan's 1600cc Caterham clocked 68.72 secs.

This was the start of the Harewood classes with some competitors hoping to gather points towards the Richard Alexander Volkswagen Harewood Hillclimb Championship. Class 1 Road Modified's up to 1400cc was the opener and Steve Foster's Peugeot 205 won very comfortably from Matthew Pinder's Nova which just beat Martin Rowe's 106 Peugeot very uncomfortably. Winning time 71.58 secs.

Class 2 for Road Modified's up to 2 litre had a larger and interesting array. Russell Thorpe won the class in his Renault 5, Turbo. The forced induction factor of 40% kept him nicely inside the capacity limit. His time of 69.47 secs gave him a second to spare over Andrew Barton's Peugeot who was a fraction ahead of Richard Vale's 2 litre Clio. Also in this class was an MG BGT, an MGA and a Ford Capri (the original boy racer!).

Class 3 over 2 litre Road Modified's had 5 out of the 9 cars with 4 wheel drive, a useful device on a day like today. Accordingly (what's he got to do with it ??) Karl Jackson's Mitsubishi won from Matt Taylor's similar car in 66.26 secs.

Class 4 is still Road Modified's but this time for Kit/Replica cars up to 1700cc. The class record holder Robert Bellerby must have been the book-

maker's favourite in this field and he duly landed the odds. The Sylva Striker's time of 65.25 was only 2 secs slower than his record and in these damp conditions a very creditable run. Henry Moorhouse in the Westfield was 1 1/2 secs behind.

Class 5 for over 1700cc came next . John Hoyle's rapid Westfield won the class in a very sharp 64.18 from Simon Green and Mike Tate's similar cars. Further down the field there was much preening and pouting at cameras and the camera man in question demonstrated the art of walking backwards whilst crouched over, looking into a tiny screen and shooting film from the hip. All this from a position close to the cockpit of Nicola Rees's (borrowed) Westfield, and between the wheels. It just so happened that someone fettling their car had the quicklift jack handle across the paddock road the rest is history so they say. It wasn't the ideal day for a rank newcomer to show her credentials, even allowing for the stunning tuition from the Harewood Driving School!!

From now on we are on to the smooth tyre brigade although not often on this day. Class 6 was for Mod Prod cars up to 1400cc. Phil Short's Cooper S won by a street from Anthony Patrick's Mini. Phil's time was 67.78 secs. Perhaps it was a Hoosier tyre day but it certainly wasn't Joe Harriman's day as he rolled his Rover Mini on the first corner at Clark's. I understand Joe was shaken but not stirred.

The 'sideways to victory ' gang were out next ,namely Formula Fords'. In the greasy conditions it must have been quite hairy on those narrow tyres but Phil Nelson and his Raynard mastered it to good effect and won in 65.68 secs, not much in front of Ian Thomas's Swift.

Classes 7,8 and Class A were all merged with Class C, all three classes have got stunning records held by Mark Waldon's Elise, Simon Bainbridge's awesome Audi and Robert Kenrick's Caterham Honda. Class C for Mod Prod cars over 2 litre was a bit of an upset because the two 'mergees'(it's another new word for your diction-

ary Ed) were first and second. David Spaul in his 1100cc Westfield (Yamaha R1 engine I think) won in 68.32 secs from Chris Timsons Elise.

There were 5 entries in the very competitive Class E for Sports Libre cars up to 1400cc. Only 3 cars went to the line as Peter Green's freshly rebuilt Centaur and Philip Major's ADR did not arrive. Graham Smith in his familiar Radical winning comfortably on this occasion from Les Proctor's equally familiar OMS.

Single seaters from now on and Class I for cars up to 1100cc was a virtual walk over for the very rapid Dave Banner in his OMS with the first time under one minute. Dave's 59.87 secs beat the merged 600cc OMS of David Oldridge . Michael Walton, also in the popular OMS tied 2nd place.



Dave Oldridge—photo by whatnonegatives

Eleven cars contested the up to 1600cc racing cars, but such is the power and popularity of bike engines, all but two were giving away two or three hundred cc's. Suzuki powered seven of them including the winner James Blackmore's OMS from Dale Cordingley also OMS and Suzuki. James's car Hyabusa powered but Dale's Suzuki GXSR engine is considerably older and oil cooled only, actually is James Blackmore's old car. His time 59.58 secs earned him third fastest time of the day.

A bit of mixed merging went on in the final class of the day. Tim Elmer's rapid Imagination from Class F, John Waggit's Reynard and Andrew Thorpe's Renault, both from Class K, made

friends with Sandra Tomlin and Bob Penrose in 4 litre single seaters. The resulting 59.34 secs climb from Sandra Tomlin created dancing in the streets of Llantrisant as she became the first lady FTD at Harewood. Congratulations to her. John Waggitt was just .21 of a second behind her and took 2nd FTD. Thus ended a grey ,damp and cool Harewood day. Very few competitors took their third run as the rain returned, but the stars decorating Sandra Tomlins car shone on her today and she left with a warm feeling inside.

Paddock quotes:

Jon Goodwin, Ferrari owners club class record holder.

Me: 'I see you are driving a 250 GT not the 355 GTS that you hold the class record in'.

Jon: 'Yes I decided to give the 250 GT an airing ,we have a handicap system anyway but my wife decided to bring her usual one!' (wife Pauline came 16th, Jon 17th!)

Nicola Rees ,sharing Mike Tate's Westfield.

Me: 'Has the bug bitten you and would you like to compete regularly.'

Nicola: 'I'd love to, but I can't afford it, I'm only a TV presenter!'



Sandra Tomlin—Harewood's First Lady FTD—Photo by whatnonegatives

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

www.motorsportphotographs.com

which may be of interest

Harewood Novice

By Nicola Rees

When the guys at Harewood first invited me to become an official competitor in the Hill Climb I thought hell yes... And then when they offered to send me to the Harewood driving school in a bright red two-litre Westfield I nearly collapsed... It's a real racing car! (I know... but I'm a girl!)

I've only ever driven my Peugeot 206, which has a 1.1 litre engine and struggles to hit 70mph pedal-to-metal over the Pennines... But I do like a challenge.



Radio Leeds radio car used to broadcast live from Harewood on Saturday - photo by whatnonegatives

And as far as television goes you couldn't ask for more exciting pictures... Some of the UK's fastest and most beautiful cars doing speeds of over 100mph on one of the country's most challenging hill climb courses... yes please!

Being a bit naive I started out thinking that all I'd need to do to fly over the finish line was hold my breath and put my foot down. Two spins-offs, 12 skids, and several slips and bumps later I realised that it was going to take a bit more than acceleration... and that it did actually help to breathe!

By the end of the driving school I'd learnt all about apexes and racing lines, but the corners still seemed to be appearing way too fast, and I still didn't know my Esses from my Chippys!

But a BBC presenter's schedule leaves little time for practice and before I knew it I was signing on at

the Harewood Hillclimb and after a week of blazing sunshine my first day outside the office was destined to be filled with drizzle.



*Nicola in her "favourite" outfit!
Photo by whatnonegatives*

I was told the technical term for a wet track is 'greasy' and after my first run I understood exactly why. My back end (so to speak) was flying out all over the place, but thankfully I got round without any of those embarrassing spins that made me famous at the hill climb school. The track dried out a bit for the second practice run and I decided that this would be my chance to 'give it some' as my instructor Simon Clark so eloquently put it. And it worked - I got my time down from 84 seconds to 76. Now I know that this is by no means fast for a Westfield, but try telling that to the girl who just weeks earlier didn't even know what a racing line was, never mind how to make a very fast car stay on one!

Well the rain took great delight in pouring down again after that, which made everybody's times a

lot slower, but I didn't mind... I was still singing the new song I'd come up with about the number 76!



*School day filming with her tutor Simon Clark
Photo by Dale Cordingley*

Needless to say I didn't win (okay I think I came last) but what a fantastic day out. In fact it's days like that which remind me that I have the best job in the world... and that it's about time I sold my Peugeot 206!



*Mike and Nicola doing special voice over run - Nicola describing the track on a run
Photo by whatnonegatives*

Thank you to all the lovely friendly people at the Harewood Hill Climb, and especially to Dale Cordingley for arranging the whole thing on my behalf, Simon Clark, my patient instructor, and of course the bravest man of them all Mike Tate for letting me race his car!

Inside Out starts again on BBC1 on Monday evenings in September

Following Previous Years Successful Events We Are Again Running the Now Famous Harewood Championship BBQ

To be held in the Club House, Farm Yard

Saturday 1st July 2006

Disco & Food Included

Bring your own Drink

7:15pm to Midnight

Adults £6.25 Children 5 - 13 £3.75 (see form on page 29)

Tickets are available from Keith Davison 01924 441122

keith.davison@btinternet.com

SOGGY SUNDAY—MAY SUNDAY

BY Peter Herbert

An all-pervading dampness haunted the Harewood paddock for the first visit of the year of the British Hillclimb Championship circus. And while the rain only arrived early afternoon in a sudden burst that coincided with the opening TopTwelve Run —off, the track was never completely free of uncertainty.

Those who had competed at the course the previous day were drying out in the hope of better weather, as were those who had crossed the Pennines from Barbon, but both were to be disappointed.

Bizarrely, in a sport where we drive against the clock rather than in direct combat, certain B license holders were made to drive separately at the beginning of the meeting. Accordingly, in a special combined Modified Production, Sports Libre, and Hillclimb Supersports class, the experienced Graham Smith set the pace in his Radical SR3, 1.67s clear of Matthew Sutcliffe in the Madador Special. David Spaul, blighted by an unpredictable paddle shift in his Suzuki powered Westfield, claimed third just ahead of the turbo-charged OMS sports racer of Graham Midgeley.

National B driven Racing Cars followed, and it was the diminutive 1000cc OMS of Michael Walton that came out on top, a full 13.77s quicker than the newer version of Steve Owen's handwork in the hands of Simon Bailey.



Robert Kenrick—photo by whatnonegatives

RACMSA A license holders now took the stage, and for the second time in two days Hillclimb Leaders Championship front runner Robert Kendrick showed a clean pair of Avons to Peter Herbert in a merged up to 2 litre Modified Production class, the Honda Blackbird engined Caterham three seconds faster than the Westfield BDH. Young Will Hall's challenge came to nothing when the Westfield Vauxhall spun at Orchard on his first run, and rain spoilt his second ascent.



Ben Stapley—photo by whatnonegatives

A well supported unlimited class saw a classic dice between the state of the art Westfield of Simon Green, and old metal in the form of Haydn Spedding's Jaguar E Type. Green narrowly got the verdict by a scant 0.18s, but the Jag completed a fine weekend by adding second place to the previous day's Barbon win. The Impreza of Graham Loakes was a good third, but special mention must be made of fourth placed Richard Homer. With the Force shared with Dave Kimberley temporarily grounded, Richard got out his new Caterham CSR 260, drove it up from Staffordshire to compete, then drove it home, in the true spirit of hillclimbing. Mike Hall, Will's dad, in the Morgan Plus Eight just pipped Ben Stapley's much modified Datsun 240Z for fifth place by 0.07s.

Tom Brown made his journey up from Berkshire worthwhile by just pipping Gary Stephens in the Hillclimb Super Sports class, Vision and Mallock separated by 0.19s. Phil Darbyshire brought the

elderly Ward in third a further second or so behind.

In the merged Sports Libre stand-off, Tim Elmer used his Imagination to good effect to fend off the attentions of Guernseyman Andy Bougourd's Condor Mallock by 0.21s. Les Proctor upheld Yorkshire honour in third place in the immaculate as ever OMS.

In the first of the single seater classes, Harewood School instructor and former hill champion Dave Banner easily took 1100cc victory, the bright red OMS almost seven seconds ahead of the new OMS Hornet of Dave Oldridge. John Watts was third in his Jedi.

In a highly competitive and popular 1600cc class it was young Chris Pickering who topped the times in father Russ' Vision, thus announcing the arrival of another successful hillclimbing dynasty. Local airline pilot James Blackmore kept the lad honest, forcing the rejuvenated OMS to within .08s of the Vision. Our plucky chairman Tim Wilson was but a further quarter of a second adrift, earning the OMS driver a place in both Run-offs. Pickering senior was fourth in the car shared with his son, closely followed by Jonathon Varley's prehistoric March and Dale Cordingley in the OMS shared by daughter Sarah, who could only manage tenth.

Tom New in the V6 Rover powered Pilbeam



Chairman Tim Wilson earned his place in both Top 12 Run Offs—photo by whatnonegatives

MP88 headed the 2 litre runners, stopping the clock 0.89s earlier than the Reynard F3 of previously owned sports car reallocation specialist

John Waggitt. The shared OMS of Chris and Geoff Guille led the pursuit.

And so to the stars of the show, and it was defending British Hillclimb Champion and outright Harewood course record holder Martin Grove who was top Run-off qualifier on both occasions in the Gould GR55 shared with Paul Ranson. His class winning time would stand as FTD, he being unable to better it later due to the deteriorating weather. Morans pere et fils were Groves' closest challengers in the family GR61, followed by the ever consistent Simon Durling in his smaller engined Gould, Ranson, and BMW F1 aerodynamicist Willem Toet in his fearsome twin turbo American Champ Car powered Pilbeam MP88. Rain arrived as drivers lined up for the start of the



Martin Groves FTD—photo by whatnonegatives

opening Run-off, and it was Scott Moran who coped best. Gently feeding in the Gould's 600bhp on the exit to Farmhouse, he found traction where others struggled on the blast up to Quarry to take almost a second off second placed Groves. Moran senior, Chris Merrick in his now



Scott Moran—photo by whatnonegatives

vivid Jaguar green painted Gould, Durling, and New completed the first six in the tricky conditions, with Chairman Wilson a fine ninth, to take two British Championship points back to Huddersfield.

On the second Run-off, in much drier conditions, Grovesy fought back, and in an awesome display of commitment beat Roger Moran by 1.84s despite spinning across the finish line. Durling was a good third, followed by Moran minor, Chris Guille, and Ranson, but Wilson was out of luck, spinning off at Country.

Of the Harewood classes, a merged Road Modified Saloon and Sports cars up to 2 litre fight saw Andy Geen's Peugeot 205 do the business, 0.24s up on the similar car of Andy Barton. The smaller engined 205 of Steve Foster was third, holding off more larger engined Peugeots in the hands of David Sykes and John Moxham. Sixth was the spiritedly driven historic rally prepared MGB GT of Stephen Irvine, who in practice pulled off one of the best reverse flicks seen outside Scandinavia on the entrance to Orchard. The Mitsubishi Evo 6 of Michael Walsh put four wheel drive to good use in the greasy conditions



Stephen Irvine—photo by whatnonegatives

to win the unlimited class, 2.34s faster than the sonorous BMW M3 CSL of Damon Gray. The Golf GTI of hill sponsors Richard Alexander Volkswagen was third with Mark Schietaert at the helm, narrowly beating the E30 M3 of Richard Pope.

1700cc Road Modified Kit Car upstart Mike Smith was put in his place by class record holder Bob Bellerby, the Harrogate haulier's Sylva Striker

1.69s quicker than the former teacher's similar car. Richard Vaughan followed at a safe distance.

Unlimited class record holder John Hoyle crossed the line 1.44s earlier than Mike Tate, both Westfield equipped, with Mark Anderson third in the MK Indy. Sharing Tate's car was BBC presenter Nicola Rees, who with her crew was completing filming for the "Inside Out" series. This had started some weeks earlier at the Harewood School, and Nicola did well to keep the cammy 260bhp Westfield on the track when more used to her modest Peugeot 206 road car, and set respectable times.

The merged Modified Production class that excluded spaceframes was reduced by half before competition had even begun when Mike Geen had a misunderstanding with a diesel pump, and Joe Harriman had a misunderstanding with Clarks corner in practice and rolled the Mini. So it came down to a straight fight between Exige driver Kevin Dewane and Mini Miglia pilote Phil Short, and the Lotus was rewarded by an understandably crushing six second victory with a time within sight of Mark Waldron's six year old class record.

Finally, a famous motor racing name was to the fore in the Formula Ford scrap when David Lanfranchi secured a 1.64s victory aboard his Van Dieman from Andrew Henson's Swift, with the Van Dieman and Swift of Peter Whittle and Ian Thomas leading the chase.

So a challenging day came to a close, with a large spectating crowd entertained not only by the on track action but also by a classic car show and the display of a racing truck. Unfortunately the club was again let down by its temperamental results computer, which sort of made the day a timeless experience.

HAREWOOD SPEED HILLCLIMB DRIVERS SCHOOL REPORT

LATE SPRING TERM

By Peter Herbert

Twenty one pupils, fifteen of whom were armed with Caterham Academy cars, turned up on a bright but chilly day for Harewood's May 25th school. Two ladies, one with a Caterham the other in an elderly Nissan 300ZX, were among the expectant students, and they were treated to a full day of instructive fun, each having at least a dozen ascents of the course.

The Caterham runners, traditionally not known for their reticence in attacking the hill, began in a commendably circumspect fashion. But by mid morning they were giving it big licks, and when the corner marking cones were put back in Chief Marshal Bruce Woodhead's little trailer for the afternoon session some enterprising motoring commenced.

There were plenty of spins, more as a result of finding the limit rather than through incompetence, but all were recovered from quickly without proceedings being significantly affected. Not wishing to be left out, Kate Healing performed a neat pirouette at Farmhouse with the Nissan too.

Current leaders of this particular Academy group, following the opening two rounds of the series at Aintree and Curborough, were James Sharrock and Andrew Bell, and both displayed a level of determination that reflected their championship positions. However, there were signs that others were intent upon mounting a challenge, and Caterham driver Paul Storton from Woking was Driver of the Day with 82 points. Their performances at Stockton Farm when they visit on June 4th will be fascinating to observe.

The only casualties of the day were Steven Wood, who clipped the Armco during a gyration at Quarry to the detriment of his Caterham's front suspension, and instructor Richard Spedding, who suffered from another Caterham running over his foot. The last time Richard had felt anything so heavy on his toes was when a "fat lass from Barnsley" stood on them in a pub, the plucky youngster confided. So motor racing is dangerous after all then.

HAREWOOD MARSHALS ASSOCIATION

Not competing?

Why not join the Harewood Marshals Association?

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TROPHY LIVES—THE RALLY YEARS

By Peter Herbert

The final annual award to be featured in the Trophy Lives series is the Woodhead, and its rallying origins provide an excellent excuse to look back on the days when this branch of motor sport played a major part in Yorkshire Centre life, and was very different from the special stage based sport that we know today.

David Woodhead donated not one but two trophies to the club in 1958. The first, to be known as the Woodhead Monte Carlo Trophy, was to be awarded each year to the best placed Centre member, competing as a private entrant, in the Monte Carlo Rally. The privateer distinction was important as there were a number of club members who were blessed with works drives in international rallies at that time. The second trophy was the Ford Woodhead Cup, and this was to be awarded to the best performing driver of a basically standard Ford in Centre run speed events.

The first recipient of the Monte trophy was John Dickinson of Rotherham, car unknown, while Derek Clark was the inaugural winner of the Woodhead Cup following a stirring performance at a Hudson Road Mills Burton factory sprint with a Zephyr Mk11. Interestingly, the trophies themselves were of some sentimental value to the Woodhead family as they had been won at the turn of the century by David's father for exceptional prowess at athletics, and they were suitably modified to mark achievements in a sport closer to this long standing Centre member's heart.

Today only the Ford Woodhead Trophy is awarded, this being for the best performance of the year in Harewood's Class 9, and the current holder is Van Diemen driver Mark Moran, who continues to close on David Bailey's Formula Ford record.

Many Centre members will not have experienced club life before Harewood, and I must include myself among them, but without a permanent base the membership was kept amused by a variety of speed events, trials, autocross, driving tests, social events, and of course rallies. The

latter ranged from brain teasing treasure hunts, which were not immune to the necessity for a turn of speed, to flat out blasts through the lanes and across the moors of rural Yorkshire. The larger than life Mike Wilson was invariably at the heart of these activities, having been a Jowett works navigator himself, and the ebullient Centre Chairman devised a cunning system of time control locations that ensured the quickest possible announcement of results following competitors' arrival at a rally finish. In a simpler pre mobile phone and internet era, Mike's strategy was to place controls close to telephone boxes. Then, once the control had closed, the marshal in charge could ring the times in to the finish venue. Frequently "The Crescent" in Ilkley was the finish location chosen for such rallies, where the "Ops" room was run with military precision by such club stalwarts as "Uncle" Bob North.

Of course such a system was not entirely without hazard. On one occasion a call to HQ from a remote telephone kiosk suddenly ended with a crash and a bang followed by a string of expletives from the normally most mild mannered and well spoken control marshal. Some minutes later he came back on the line with abject apologies to explain that he had just dropped his hurricane lamp and set the phone box on fire.



EH OOP, LOOKS LIKE SNOW— Ken Lee & Archie Sinclair set off into the night from the start of the 1960 Yorkshire Rally in their Riley 1.5

The largest of these events was the Yorkshire Rally. Co-promoted by the Centre and the Yorkshire Sports Car Club, this rally was originally

conceived by that long standing partnership of Tommy Wise and Mike Wilson in 1952. The Yorkshire always attracted a large entry of high quality, and until Mike Sutcliffe's win in 1961 the course had never been completed without loss of time. This was in part due to the inhospitable weather that can afflict the more remote and higher areas of the county in February, but the routes were always challenging too, as the 1962 event demonstrates.

From the Ilkley start Sutcliffe's Mini, navigated by Phil Crabtree, lead away 142 competitors into the night, 58 of which were entered as Centre members. A series of tight sections looped through the Wharfedale and Nidderdale lanes around Blubberhouses, West End, Middle Tongue, Gouthwaite and Wath before cutting east across the flat Plain of York to Osgoodby near Thirsk. There then followed a series of sections up and down the edges of the Hambleton Hills, with no less than twenty controls within forty miles!

A forestry road across Riveaux Moor almost brought the event to a halt when logging activities immediately prior to the rally's passage seriously damaged the surface, to the detriment of many exhausts. However, the Army team of Austin Champs led by Warrant Officer Kenny loved it. Then it was on over the bleak North Yorkshire Moors roads of Farndale and Blakey Top to a climb of the notorious Rosedale Chimney, to be followed by a refueling halt with 170 miles completed.

A 1.9 mile tie deciding special stage was now held, comprising a blast around a perimeter road at Low North Bridge Army Camp. Then followed more demanding road sections near Whitby before a breakfast halt at Thornton Dale's Hall Hotel.

The final home run back to Ilkley included a second special stage around bomb dumps and RAF buildings at Riccall airfield. No less than 26 corners had been squeezed into 1.4 miles, and rally winner Pat Moss was quickest by five seconds in the Mini navigated by David Stone, who was later to win the Monte in a Porsche 911 with Vic Elford.

In true Wilson fashion the results were announced minutes after the last finisher arrived, and Miss Moss was followed home by Roy Fidler's Anglia, and Don Grimshaw in a Healey 3000.

Many of the Centre's smaller rallies masqueraded as "Club Nights", for indeed life very much centred around the club at that time for the Yorkshire enthusiast. One such event was the Airline Rally, so called because the objective was to visit a series of control points while keeping to a maximum crow-flies or "airline" mileage. To keep driving standards to an almost acceptable level, on one occasion all controls were at local police stations manned by the duty sergeants!

The Night Monkey Puzzle was one of the club's more bizarre events, it being a cross between rally and treasure hunt. Competitors were allowed to pre plot the route, but upon departure from each control a slip of paper was handed to the crew detailing two objects to be presented at the following time control. These were as various as a warm spark plug, a pre 1910 penny, and a copy of the previous evening's paper. To further enliven proceedings such items were sometimes required to be presented to the marshal in an unconventional manner. On one occasion this comprised wearing one's jacket back to front, entering a shop where the control was sited, and delivering the words "Take no notice of me, I'm just leaving". On another a model race track was located at a control inside a member's home, and each crew had to complete five timed laps. Whilst on a third, the redoubtable Chippy and Lola Stross manned a tent inside a shed located at the far side of a muddy East Ardsley farm yard, the control to be approached with the words "Is this the shed Fred?"

The All Fools Rally, The Rummy, The Snow Drift, and the Reservoir Rallyette were more conventional flat out blasts, whilst the notorious Scarborough Weekend, which consisted of a route punctuated by a series of driving tests, earned the distinction of never gracing the same hotel twice as finish venue due to the outrageous behaviour of the participants.

These golden years are amusingly captured in a framed cartoon that hangs in the Harewood barn office, depicting the Chippy Stross Porsche 356 and Bruce Moss Riley 1.5 trying to find their way out of a farmyard as milking begins.



LOITERING IN TENT—Brian Holroyd and Roy Jones emerge reluctantly from their tent to mark the time card of the Farley and Hardwick crewed Mini as it prepares to tackle the remote Hardnott Pass, deep in the Lake District during the 1961 "All Fools Eve Rally".

From such simple pleasures developed a hot bed of driver talent, with the likes of John Heppenstall, Jim Wood, Phil Cooper, Peter Proctor, Ann Hall, Bruce Moss, Ken Lee, John Cuff, Derek Astle, Eric Jackson, John Waddington, David Pollard, and Mike Sutcliffe going on to success on a far larger stage. Indeed, Miss Hall, and Messers Proctor, Jackson, Waddington, Pollard, and Sutcliffe went on to secure factory drives.

Had it not been for the responsibilities of his growing chemist business, Bruce Moss might also have joined the ranks of international competitors, while those such as Chippy Stross, Brian Waddilove, and Arnold Burton hit the international scene as successful privateers.

The 1961 Monte was a particular success for Centre members. Anne Hall, co driven by Val Domleo, won the coveted Coupe des Dames at the wheel of her factory entered Ford Anglia; Peter Proctor shared the works Sunbeam Rapier of Peter Harper to finish twelfth overall; and the crew of Jim Wood, Donald Wilkinson, and the mysterious "Fang" were highest placed British private entrants and therefore the recipients of the Woodhead Trophy. Which is sort of where we came in.



BROTHERS IN ARMS—The ex Peter Harper works Sunbeam Rapier crewed by Jim Wood and his brothers clock in at a control en route to Monte during a fifties Monte Carlo Rally

wish to thank John Holroyd, and many others for their invaluable assistance in the preparation of this story.

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DONINGTON PARK

By David Coulthard

"How Much!". "Well, the price does include a garage" came the indignant response. "Blimey! I'd expect it to include use of one of Tom Wheatcroft's cars from his Donington Collection for that price.". It must be said, £395 for a days testing at Donington Park is rather expensive. Most tracks charge about £200. Even Silverstone is 'only' £210. But OK, garages are extra.

Testing at Donington was going to be essential for me and the Red Bull Racing team, since it's a new addition to the MG Trophy Championship for 2006. More importantly, it's the home track of my new sponsor, Loughborough based MG specialist, Luffield Cars, so a good result was to be expected. Donington had recently spent over £5m redeveloping its pit complex, with a new media centre and race control, together with beautifully refurbished garages, so I was quite looking forward to it. Then the phone rang...

"We've changed our policy on garages, and have introduced a fee of £50". "Ah," I said, "but you told me garages were included, and I booked on that basis.". "Sorry, we've changed our policy.". "But, but...". "So you don't want a garage then?". In the background, I could hear a rumbling sound. I think it was a barrel being rolled out, ready to put me over. I guess they've got to raise that £5m somehow. Oh, well, what else could go wrong?

"What, you mean THIS Friday?". "Yes, Phil, we're testing at Donington THIS Friday". "But I've got some overtime booked.". Phil Stuart is Red Bull Racing's Technical Director. In his spare time between races, his hobby is being an AA man. And yes, he is a very nice man. Testing without Phil would be a non-starter, so it took some serious arm twisting to convince him that spending the day wielding the spanners for me would be far more fulfilling than earning time-and-a-half and a day in lieu.

I arrived and the paddock and my heart sank. It looked like half of the British GT Championship had decamped to Donington for the day. Huge articulated trucks lined up with Bernie Ecclestone precision. Mechanics in crisp shirts and pressed shorts bustled round Ferrari 360, Porsche GT3, Morgan Aero 8 and Mosler GT. Spotty teenagers in white race suits, mobile phones pressed

to ears, wondered aimlessly around the paddock, whilst their single seaters were readied. A Le Mans LMP900 car poked its nose out into the sunshine, whilst its 1970 Matra predecessor was tucked away in the garage next door. The smell of warming engines and money was everywhere. How the other half live...

I signed on and collected the keys to my garage. Phil rolled the MG ZR off the trailer and straight into our pit. The car was ready to go, so on the stroke of 09:00, I rolled out onto the pit lane.

Fortunately, the rest of the pit lane hadn't quiet got their engines to exactly the right operating temperature, so I had a couple of minutes of Donington all to myself. After a couple of laps, the slicks started to generate some grip and I started to press on a little harder. Fourth is snatched passing under Donington's clock on the start/finish straight. Brake hard at the start of the start of the pit lane exit, and drop to third, turning in to Redgate at the end of the pit lane exit. This is a horrible corner. It's over 'square' so you think you could take it much, much faster, right up to the point where you run out of road on the exit and fall off into the gravel trap.

Hollywood is just the extended exit of Redgate and leads in to the swoops of the Craner Curves. Just under the Spitfire (seemingly mounted on one of those triangular plastic stands from an Airfix kit), pick up the curb on the right before the slight crest, then throw the car down the hill into the left hander. Clip the apex curb and try not to let the car understeer too wide before the entry of the Old Hairpin. Taken in third, it's a pretty straight forward ninety degree right-hander. Pass under the 'Bluebird' replica on the bridge, glide round Schwantz Curve, before braking for Mcleans, another fast right hander.

Now the tricky bit. Imagine Harewood's Country Corner, only much longer and much faster. Oh, and very importantly, right handed, not left. Grab fourth on the approach, then third as the track climbs steeply to a blind crest. With the apex still out of sight, turn right, safe in the knowledge that there really is an apex curb out there somewhere. Clip the apex, get back on the power and let the car run to the out outside of the track.

The needle climbs to 120mph along the Exhibition Centre Straight, before braking hard for the right/left second gear chicane. Don't let the car run too far over the exit curb, before powering down the start/finish straight to start your next lap.

Regular readers may remember an encounter with a low flying swan on Mallory Park's Stebbe Straight. That's nothing to what Donington can offer. First you hear the roar. Then it goes dark, followed by a Boeing 737 full of drunken Brummie holidaymakers about 10 feet above your car. East Midlands Airport is located just outside the track and the planes can take you by surprise. It also makes you wonder why Donington has such tight noise restrictions?

On a couple of clear laps, I managed 1:23.1. However, most of the time was spent looking in the mirrors for big GT cars and little single seaters, all of whom were considerably quicker than me. Consequently, with a couple of new tyres, a clear track and a fair wind, I should be able to dip in to the 1:22 bracket. Weather permitting.

Race day also dawned dry, bright and sunny.

Qualifying passed without incident, but I didn't manage to find that 'missing' half a second. However, I was straight on to my testing pace, just 1.9 seconds off pole. And so we settled down to soak up sun.

By lunchtime, the sunshine had become a little hazy. An hour later and the clouds had rolled in. Then the drizzle started. No problem, the slicks would be fine. When light rain began to fall, it was time for Plan "B" - we'll put on the most worn wet tyre we could find. Not much water to shift, and no over heating with the tread moving around. Then the heavens really opened. Time to soften off the suspension and bolt on the full wets.

Our usual rolling start resulted in the inevitable loss of vision in the spray. Things were going OK on the first lap, right up to the chicane. A huge puddle had formed in a dip, just as I hit the brakes. Me and four other cars disappeared up the escape road, leaving me dead last. Time for a heroic fight back!

I made up a few places as various cars were swallowed up by gravel traps, and within a few laps I'd just about caught the mid-field pack. But they say pride comes before a fall, and so it was. That puddle caught me out a second time, only this time I lost the engine, and therefore the brakes and power steering, and went much further up the escape road. Time for another heroic fight back!

By now I was miles behind the main race, so I just settled down to going as quickly as I could, but without

dropping it for a third time. With three laps to go, I noticed I was almost with a dicing duo. They were so busy with each other, that they didn't see me catching them, at over four seconds a lap.

One car took itself out of the equation by hitting the tyre

wall at Craner Curves. On the last lap I caught him, and got a great exit from Mcleans. He pulled over to the right, giving him the inside line into the chicane, whilst I followed the conventional line round the outside. We were side by side along the straight, and I began to nose ahead. However, there was to be no fairy tale finish. I might have been half a car length ahead, but he had the tighter line into the chicane. We crossed the line just 0.4 seconds apart. I'd started ninth and finished ninth, but at least I finished.

Donington is a great track, with a bit of everything for the driver. It's just a bit expensive...



LETTERS TO THE EDITOR

Dear Ed,

The picture of me and my Mini making a serious mess of things may look a little static but is actually far from it, and only thanks to the lightning reactions of photographer John Holroyd (still very much alive and on the scene as a recorder of the passing show of Northern motorsport) was one of the very best prang pixs I have ever seen captured. May I fill in a few details for keen students of the early post WW2 Yorkshire motorsport scene circa 1960.

Before Arnold Burton made Harewood possible, he managed to persuade the family firm "Burtons 50 bob Tailors" that their Leeds factory has a tarmac entry drive doing nothing on a Sunday, that could easily be adapted with a straw bale or two into a racetrack on which he and likeminded friends might hurl their cars in competition. Entries were mainly road cars, with an occasional racer, firm's van, station wagon, sports car, and limousine. (Does anyone have a programme or entry list for one of these epic gatherings?)

The start line was within yards of a main road entry gate up a reasonable straight to a 90 left, a short dash at a 12ft iron gate, where of necessity there was a 90 right, skirting the all too solid redbrick of the factory walls, a 90 right followed by another 90 left and through the finish line. It was demanding, dicey, lacking any runoff but a narrow pavement here and there and would give a 2006 MSA safety inspector a heart attack.

The mini was the first new car I had ever owned, and did everything from shopping, Silverstone club circuit, office duties for the Daily Mirror, holiday transport, and carriage to any meeting of spares, sustenance, wife and small son. No trailer of course, and if the weather was bad, passengers stood in the rain while you did your run. The picture was taken at the top of the first straight approaching the 90 left (perhaps 60-65mph) with me coming in sideways from the left having slammed on full brakes and to my astonishment, spun it. With the throttle stuck open the rears had locked and it set off on a new track towards a concrete lamp standard, and the unguarded paddock. Just as it hit the post, "click" went Mr Holroyd for posterity. Needless to say the pole won, but cracked to lean drunkenly towards the paddock and a baby's pram, while I stopped very suddenly with a large centre/front dent in the Mini and increased pulse rate.

In those far off days, not only could you not buy a set of seatbelts off the shelf, but any user was faintly suspected of some lack of moral fibre. Those shoulder straps that can be seen doing a visibly hard job keeping me off the screen had been homemade from an ex-RAF aircraft quick release buckle sewn into cotton horse girth webbing by a helpful Horsforth harness maker. In the next six days fellow competitor and special builder Gordon Gartside straightened the front panelling and bonnet. While I replaced a seriously marmalised ignition distributor, so I could be racing again the next weekend. The cause had been a little self devised and installed flexidrive cable to the speedometer (for night rallying) which had vibrated to a position under the throttle stop and thus jammed it open. As I lifted and braked the rears locked..... as it turned out the post was also carrying factory power cables. Quite how Arnold explained it to his works manager – or his father, come to that – I never knew. I only know they never sent me a bill!!

Allan Staniforth

Dear Ed,

Just thought I'd drop you a line to say what a fantastic experience I had at my first Harewood meeting on Sunday. In 6 years of sprinting I've never come off a run with the adrenaline flowing quite like I did on Sunday. I think that last bloody corner has a lot to do with it! I got down to 72s after only 3 runs, and reckon a sub-70 is possible with a bit more knowledge. The car is up against it compared to the Mitsubishis, I think them having 100bhp more and active diffs etc has a lot to do with it. Mind you they don't get nearly as much attention as the old Lancia!

John Hamilton

Dear Ed,

My husband had today (*May Saturday*) been part of the Scrutineering team for Harewood Hillclimb. I attended along with my sixteen year old son and his friend, a first time visitor to motorsport.

The weather was so bad that Geoff Harrison (Chief Scrutineer) asked whether the two boys would sit in the scrutineering hut to complete paperwork and hand out stickers as otherwise the stickers would be too wet to stick. They did so from 8am until nearly 11am.

Just after 10am when the rain was lessening a competitor came along, wearing yellow overalls and a black helmet, and very aggressively wanted to know why he had to walk over to them for the paperwork. My son very politely asked for his scrutineering cards but they were shown to him in a plastic wallet with no attempt being made to remove them for him. Fortunately I was close at hand and explained that because of the weather everyone was being asked to do so and would be please remove the cards from the wallet. This "gentleman" continued to berate my son and his friend until I pointed out to him that they were volunteers who were doing this job so that he may take part in his sport, and that there was no need to speak to anyone in that fashion. Without apology he stormed off.

I am very concerned that competitors feel the need to take this attitude with anyone, much less two youngsters who clearly were not in a position to make decisions. Everyone was suffering from the weather but most competitors managed to make the most of the situation and had a cheery word for the two boys. I consider that this competitor was acting in a fashion likely to bring the sport into disrepute.

I regularly hear that motor clubs have problems finding volunteers for marshalling and other jobs, it is no wonder when some competitors take this attitude. I do not think that any official should have to suffer in this way. Fortunately today, some competitors, notably Les Procter and David Philipson and some of the officials have shown the boys their vehicles and have been very supportive – this is the only way that you will attract new blood to the sport in any other capacity than competing.

I would be grateful if you would publish my concerns in your newsletter to competitors, as I am sure that it is only a minority of competitors who behave in this way and spoil things for everyone.

Karen Bruce

Reply from the Chairman

Dear Karen,

I must apologise for this behaviour. We put a lot of effort into making Harewood a good family event and I am sorry that your day was spoilt by the inexcusable attitude of one competitor. We do not condone such behaviour and would have taken action had we been aware. I hope that your son and his friend have not been put off motorsport and that they will visit Harewood again soon.

Stuart is scrutineering at our next event in July and I am sure that the spectacle of the country's quickest racing cars would appeal to 2 youngsters. We would like to invite them to come along and join us for a VIP tour of the paddock.

Tim Wilson
BARC Yorkshire Centre Chairman

MORE

MORE LETTERS TO THE EDITOR

Dear Ed,

Please accept my thanks for a most enjoyable day on Sunday (Easter meeting). A very well run event with an excellent venue and I can't wait to return, despite the 2 ½ hours drive to get there.

This weekend I came over as the event was a part of the Chester/Liverpool Championship, looking beyond the championship I would love to add another visit to Harewood to the plan for this year. Only this time I will look for accommodation close to the venue. From your schedule I see you will accept entries from ANWCC club members. With that in mind I am looking at one of the August/September events, so I hope to send off an entry soon.

My only regret is you do not run a classic car class, I would have loved to have had a real chance of a class win, although I am more than pleased at gaining a fourth in class at this weekend event.

So to close, thank you and your club members for a wonderful day out, and I hope to see you all again soon.

Car 37 Fairthorpe Electron Minor.

Dear Ed,

Just a note of appreciation for a great day yesterday (*Practice Day*). It was excellent to get chance of so many runs in preparation for the 16th (*Easter meeting*).

I noticed my last time only came up as 71.?? and wondered whether you had a note of the actual time. I know it was a good run and would be interested to see how close to 71.00 I got!

Thanks again.
Chris

The time for your 3rd run was 71.78 Chris - Ed

Dear Ed,

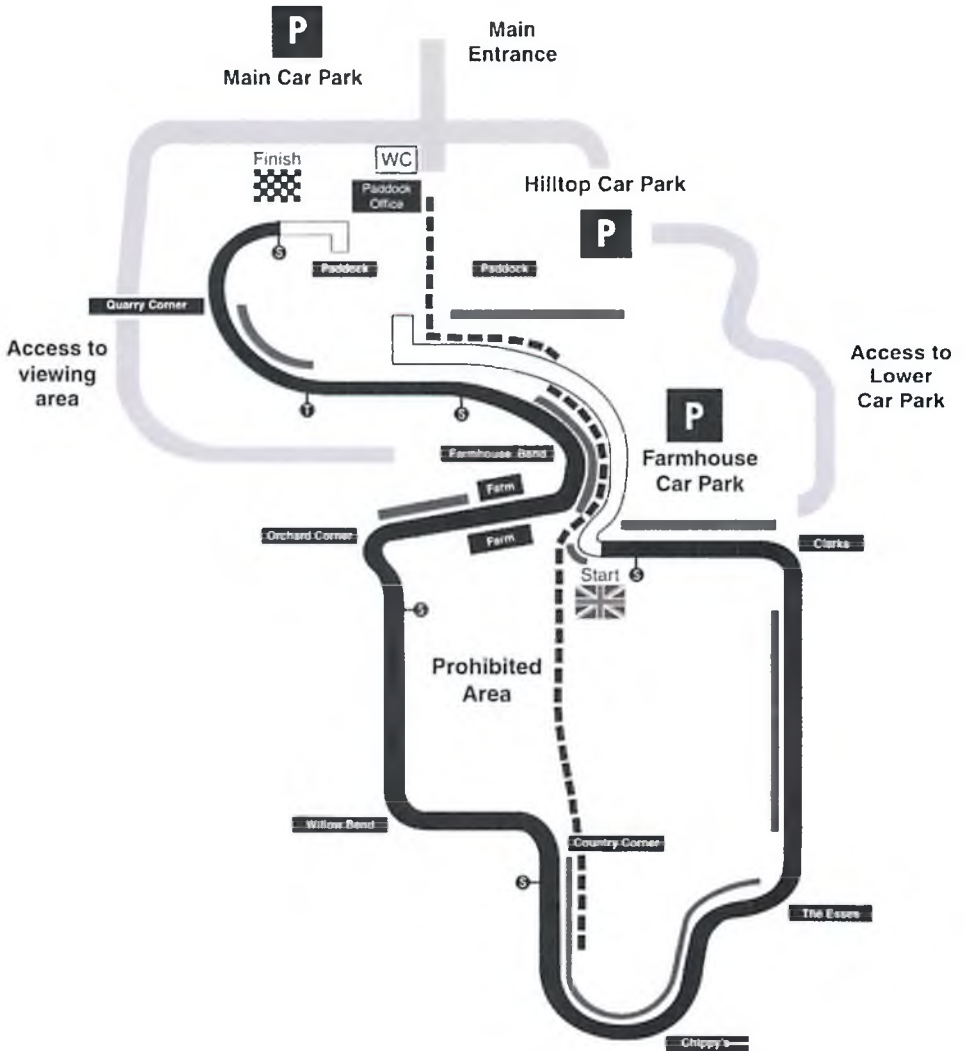
I very much enjoyed Andrew Thorpe's story in the last issue of the "Times", but not half as much as I am going to enjoy his sequel when he tells us in full detail about his 200mph autobahn ride aboard the ZX12R. And I want to know everything, from the location of the stretch of road in question, the weather, and the traffic levels, to what went through his mind as the horizon of the Father Land got closer and closer. To someone who has barely cracked thirty on two wheels, and a hundred and forty on four, mainly in the case of the latter because I have never driven anything capable of going much quicker, I am truly in awe of anyone brave enough to do what the intrepid Mr Thorpe has done.

Peter Herbert.

Editor—Jackie Wilson

HAREWOOD SPEED HILLCLIMB COURSE

Map showing the position of the splits and speed traps



**RICHARD ALEXANDER VOLKSWAGEN
HAREWOOD HILLCLIMB CHAMPIONSHIP AFTER ROUND 4**

Pos	Name	April	May 13th	May 14th	June	Total
1	John Hoyle	17.17	16.10	15.78	17.32	66.37
2	Steve Foster	17.42	14.26	16.01	18.19	65.88
3	Andy Barton	16.40	14.99	16.44	17.54	65.37
4	Robert Bellerby	15.64	15.89	16.53	16.85	64.91
5	Simon Green	16.78	15.67	15.83	16.45	64.73
6	Dave Banner	17.24	12.48	16.53	17.86	64.11
7	David Sykes	16.58	13.23	14.97	17.72	62.50
8	Mike Smith	16.20	13.40	14.84	17.27	61.71
9	James Blackmore	14.52	12.39	14.81	17.36	59.08
10	Michael Tate	14.92	13.42	14.34	15.32	58.00
11	Dale Cordingley	14.78	12.05	13.37	15.33	55.53
12	John Moxham	13.91	11.77	14.49	14.11	54.28
13	Graham Smith	14.51	11.23	12.43	14.38	52.55
14	David Lanfranchi	13.50	11.76	12.32	13.77	51.35
15	Michael Walsh	12.52	11.85	13.74	12.95	51.06
16	Les Procter	14.00	9.28	13.06	14.17	50.51
17	Richard Vale	15.91	14.83	0.00	16.31	47.05
18	Peter Whittle	13.76	12.15	6.44	14.63	46.98
19	Andrew Henson	16.98	0.00	10.68	17.72	45.38
20	Phil Short	16.22	13.92	14.59	0.00	44.73
21	Michael Walton	11.13	7.05	10.77	14.30	43.25
22	Mark Schietaert	11.25	9.58	10.42	11.52	42.77
23	Mark Anderson	11.71	10.59	10.51	9.51	42.32
24	Damon Gray	16.64	12.83	12.40	0.00	41.87
25	David Spaul	10.29	8.36	9.87	12.25	40.77
26	Christopher Price	9.82	9.77	9.99	10.12	39.70
27	Sarah Cordingley	14.34	0.00	10.71	14.58	39.63
28	Simon Medley	0.00	11.08	11.20	12.61	34.89
29	Stephen Irvine	11.45	9.96	11.90	0.60	33.91
30	James Kerr	17.32	0.00	0.00	16.44	33.76
31	Andy Geen	16.86	0.00	16.68	0.00	33.54
32	Russell Thorpe	17.40	16.01	0.00	0.00	33.41
33	Matthew Sutcliffe	13.96	9.25	9.86	0.00	33.07
34	Dean Henson	0.00	12.35	4.63	15.00	31.98
35	Geoffry Barker	9.10	6.51	7.43	8.89	31.93
36	Tim Wilson	0.00	0.00	14.56	16.07	30.63
37	Richard Pope	9.58	0.00	9.84	10.68	30.10
38	Graham Midgley	11.61	0.00	5.57	12.02	29.20
39	Carl Hughes	0.00	12.79	0.00	14.57	27.36
40	Martin Rowe	15.39	11.55	0.00	0.00	26.94
41	Iain Davidson	9.64	5.44	0.00	11.53	26.61
42	Steve Mitchell	12.74	0.00	0.00	12.16	24.90
43	Richard Vaughan	0.00	5.96	8.40	8.49	22.85
44	Jim Naylor	10.85	0.00	0.00	11.90	22.75
45	Chris Brown	0.00	0.00	0.00	14.65	14.65

Pos	Name	April	May 13th	May 14th	June	Total
46	Nitish Singh	13.76	0.00	0.00	0.00	13.76
47	Chris Wise	12.29	0.00	0.00	0.00	12.29
48	Oliver Heselton	12.00	0.00	0.00	0.00	12.00
49	Rob Holmes	11.45	0.00	0.00	0.00	11.45
50	Lynn Owen	0.00	0.00	10.94	0.00	10.94
51	Mark Prince	10.17	0.00	0.00	0.00	10.17
52	Anthony Patrick	9.31	0.00	0.00	0.00	9.31
53	Kevin McGrath	8.36	0.00	0.00	0.00	8.36
54	Tracey Taylor-West	7.92	0.00	0.00	0.00	7.92
55	Tony Hildreth	0.00	0.00	5.37	0.00	5.37
56	Allan Staniforth	0.00	0.00	0.00	3.84	3.84
57	Mike Baxter	0.00	0.00	0.00	0.00	0.00
58	Steve Owen	0.00	0.00	0.00	0.00	0.00
59	Michael Bellerby	0.00	0.00	0.00	0.00	0.00
60	Greg Price	0.00	0.00	0.00	0.00	0.00

Harewood FTD Championship Points

Pos	Name	April	May 13th	May 14th	June	Total
1	Dave Banner	10	9	10	10	39
2	James Blackmore	8	10	9	9	36
3	Dale Cordingley	9	8	7	7	31
4	Les Procter	5	6	6	4	21
5	Graham Smith	6	7	5	0	18
6	Sarah Cordingley	7	0	3	6	16
7	Tim Wilson	0	0	8	8	16
8	Matthew Sutcliffe	4	5	0	0	9
9	Michael Walton	0	1	2	5	8
10	Graham Midgley	3	0	0	2	5
11	John Hoyle	0	4	0	0	4
12	Simon Green	0	3	1	0	4
13	Lynn Owen	0	0	4	0	4
14	Jim Naylor	2	0	0	1	3
15	Iain Davidson	0	0	0	3	3
16	Robert Bellerby	0	2	0	0	2
17	Andrew Henson	1	0	0	0	1

Harewood Ladies Championship Points

Pos	Name	April	May 13th	May 14th	June	Total
1	Sarah Cordingley	14.34	0.00	10.71	14.58	39.63
2	Lynn Owen	0.00	0.00	10.94	0.00	10.94
3	Tracey Taylor-West	7.92	0.00	0.00	0.00	7.92

*Championship points are provisional Any queries please contact
Jackie Wilson on 01484 318123
email wilson.harewood@ntlworld.com*

Harewood *Speed Hillclimb*

Merchandise Order Form

Name

Address

.....

Post codeTele no.

E-mail

Item	Size Available	Price	Size Required	Quantity	Total Price
T-Shirt (White or Navy)	M,L,XL	£ 8.00			£
Polo Shirt Mens	M,L,XL	£ 13.00			£
Polo Shirt Ladies	12,14,16	£ 13.00			£
Sweatshirt	M,L,XL	£ 15.00			£
Fleece	M,L,XL	£ 25.00			£
T-Shirt Childs	Age 3/4	£ 6.00			£
T-Shirt Childs	Age 5/6	£ 6.00			£
T-Shirt Childs	Age 7/8	£ 6.00			£
Prostyle Cap (Adult)		£ 7.00			£
Cap Child		£ 5.00			£
Harewood Patch		£ 3.50			£
BARC Patch		£ 3.50			£
BARC Windscreen Sticker inner		£ 1.50			£
BARC Windscreen Sticker outer		£ 1.50			£
				TOTAL	£

Please make all cheques payable to BARC. Adding £2.50 P&P, if ordering only BARC patch and/or stickers, add 50p P&P.

Return to Carol Wride at 124 West End Drive, Horsforth, Leeds LS18 5JX
 Tel No. 0113 2580274 E-mail: carol.wride@btopenworld.com

Harewood Speed Hillclimb Championship BBQ & Disco 1st July 2006

Dear Competitor / Marshal / Official

Following the success of last years Championship BBQ & Disco we have decided to run the event again this year. We will aim to start at around 7:15pm; this gives us time to get things set up after the practice sessions. The BBQ is open to all Competitors, Marshals, Officials and families etc. Food will be served from 7:30 until 9:45.

As last year, thanks to Harewood Hill, we are able to use the clubhouse down at the Farm Yard. There is a good-sized patio area and, should the weather be non-to kind to us we can use the actual clubhouse as well. There will be the usual Disco in the Club House.

We will supply the food, including vegetarian alternatives, but I am afraid drink will have to be your own responsibility as in previous years.

The food will consist of the usual BBQ favourites, Chicken, Burgers and Sausages. Bread Rolls and Salad.

To cover the cost there will be a charge of £6.25 per person. £3.75 for children between 5 & 13.

If you would like to join us please complete the slip below and send to me at the address shown by Thursday 29th June. Tickets will be available at Signing On for collection.

Keith Davison
Chairman Harewood Marshals Association / Assistant Chief Marshal

I would like to attend the BBQ on Saturday 1st July 2006.

Please reserve me _____ places @ £6.25 each. _____ Children's places @ £3.75

I enclose a cheque made payable to Harewood Marshals Association for £ _____

There are _____ Vegetarians in my party

Name _____

Competitor Number / Marshal / Official _____

Please Return to:-

Keith Davison The Sidings, 7 Caister Close, Greenacres, Birstall, West Yorkshire, WF17 9QY

Contact your Committee

CHAIRMAN

Tel: 01484 318123 (H)

Tim Wilson

email: timjwilson@ntlworld.com

CLUB SECRETARY

Tel: 01423 865134

John English

email: barc.yorkshire@ntlworld.com

TREASURER

Tel: 01977 612258

Don Burt

email: donald.burt@btinternet.com

COMPETITION SECRETARY

Tel: 0114 258 5695 (B)

Chris Seaman

email: chris@seamans.fsnet.co.uk

MARKETING

Tel: 01943 874183

Dale Cordingley

email: dale.cordingley@btinternet.com

VICE CHAIRMAN

Richard Hardcastle

MARSHALLING

Tel: 01977 780035

Mike Shorley

email: mshorley@hotmail.com

David Clay

David Dalrymple

Graham Wride

Simon Clark

Peter Whittle



Fancy having a go?



All you require is a full driving licence
and a road legal car



Harewood Speed Hillclimb Driving School

6 April

4 May (Caterham Academy only)

25 May (Caterham Academy only)

27 July

17 August (advanced school by invitation only)

We provide full classroom tuition, instructors, video coverage, refreshments and lunch. It's a great day out.



Why not give someone a treat or birthday gift?
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For further details please contact
Mrs Pat Kenyon on 0114 285 1114 or 0114 234 0478