

# YORKSHIRE CENTRE TIMES

ISSUE 111  
OCTOBER 2006





# Fancy having a go?



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## Harewood Speed Hillclimb Driving School

### 2007 Dates

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3 May & 24 May  
28 June  
27 July

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web: [www.harewoodhill.co.uk](http://www.harewoodhill.co.uk)

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signatures  
available

## Chairmans letter

Another season closes and we are left to reflect on the highs and lows. The September weekend provided some great competition with the championship still wide open. Congratulations to David Sykes for a fabulous result to snatch the Richard Alexander Harewood Speed Hillclimb Championship 2006. Commiserations to top contenders Bob Bellerby and Dave Banner.

Other memories of September are not so good. The event organisation was not befitting the season finale and for that I apologise. We have devoted a lot of time looking into the failures of that weekend with the intention of making sure they don't happen again. I am more than happy to discuss any constructive comments on this subject, either personally or at the Forum.

I do hope many of you come along to the Forum, after all, Harewood is one of the best hillclimb tracks in the country and it's our job to make sure we put on good quality events. We need your help to make sure this happens.

We are already planning some significant changes for 2007. We were forced to separate A and B licence holders at some events this year. This was not of our making but a requirement of the MSA permit and insurance. It was



not popular and we intend to address this next year, even now the solution is not ideal. The April and September events will drop their A permit status. The July event will be open to A licence holders only, will run national classes and by popular demand, will not be a round of the Harewood Championship. The May events will remain within our championship but we have been forced to drop Leaders Championship status to achieve this.

We are proud of the Harewood Hillclimb Championship, it is one of the best series in the country - well supported, competitive and with cash prizes! The changes above are intended to make sure that this continues - if you don't like them, please let us know now. If you can't make the Forum, drop me a note, email or call me with your thoughts.

I also look forward to seeing many of you at the Annual Dinner. I do hope you can join us to applaud this season's winners.

Best wishes to you all,

Tim



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## Scouting Centenary Appeal Fund

You may be aware that the Scout Movement celebrates its 100th anniversary in 2007. Over the past century, Scouting has helped many fine young people from all walks of life to take a useful and positive place in society, internationally, nationally and locally.

Here in West Leeds Scout District, we are planning a series of special events for all sections and ages that will make 2007 a year to remember.

A wide variety of activities will be run throughout the year in an ambitious programme that will need funding of around £20,000.

Please support our appeal fund and if you would like to make a donation, please make any cheques payable to West Leeds Scout Centenary Appeal, and hand to Graham Burrell or anyone in the Paddock Office during an event.

Graham Burrell

WLSD Centenary Planning Committee Member & Event Organiser



*Classic Car Magazine interviewed Phil Short at the Hillclimb during the summer. Phil turned up in his 400 brake horse power Audi Quattro.*

*Photo by Michael Kempley*

## Summer Championship Meeting

### Class 16 TR REGISTER CARS

Driver	Fastest Time	Pos
John Weedon	71.00	1
Ronnie Clayton	71.14	2
Simon Allaby	71.14	3

*Yet another class record annihilated!  
All top 3 in the class were once again  
under the previous class record of  
66.35 set last August*

### Class 18 AUSTIN HEALEY CARS

Driver	Fastest Time	Pos
Stuart Bullas	67.79	1
Robin Johnson	68.50	2
Allan Cameron	69.23	3

*All top 3 in the class were under  
the previous class record of 69.41  
set last May*



*Class winner and another broken record for  
Simon Cole—photo by whatnonegatives*



*4th place man Richard Mason after a spin at Quarry  
Corner photo by whatnonegatives*

### Class 1 Road Modified Saloon & Sports Up To 1400cc Merged with

### Class 2 Road Modified Saloon & Sports Over 1400cc And Up To 2000cc

Driver	Fastest Time	Pos
David Sykes	68.14	1
Steve Foster	68.27	2
Andrew Barton	68.27	3

### Class 19 Pre-War Austin Seven Class -

Driver	Fastest Time	Pos
John Skeavington	77.92	1
Alan Fairless	80.56	2
Clive Neale	84.88	3

*John Skeavington set a new class  
record beating the old record of 79.75  
set last August*



*3rd place for  
Andy Barton  
photo by  
whatnonegatives*

### Class 27 TVR Cars

Driver	Fastest Time	Pos
Simon Cole	64.90	1
Paul Edwards	65.69	2
John Simpson	66.14	3

### Class 3 Road Modified Saloon & Sports Over 2000cc

Driver	Fastest Time	Pos
Richard Archbould	66.31	1
Andrew Archbould	66.98	2
Michael Walsh	67.07	3



*Harewood regular Michael Walsh in 3rd place  
photo by whatnonegatives*

### Class 4 Road Modified Kit, Replica Etc Up To 1700cc

Driver	Fastest Time	Pos
Robert Bellerby	64.00	1
Mike Smith	64.37	2
Henry Moorhouse	64.45	3



*The flamboyant Henry Moorhouse  
photo by whatnonegatives*

### Class 5 Road Modified Kit, Replica Etc Over 1700cc

Driver	Fastest Time	Pos
Simon Green	63.18	1
John Hoyle	63.19	2
Roger Fish	64.54	3

*Simon Green took a well deserved win  
from record holder John Hoyle*



*Off goes our Alarming man in Marketing Mike Tate  
photo by whatnonegatives*

### Class 6 Modified Production Cars Excl Kit, Replica etc up to 1400cc Merged with Class 7 Modified Production Cars Excl Kit, Replica 1400cc To 2000cc

Driver	Fastest Time	Pos
Phil Short	65.31	1
Del Liversidge	67.43	2
Clare Sullivan	67.59	3

### Class 9 Formula Ford 1600 Pre-1994

Driver	Fastest Time	Pos
Andrew Henson	61.86	1
Mark Moran	61.89	2
Dean Henson	63.24	3

### Class A Modified Production Cars Up To 1400cc

Driver	Fastest Time	Pos
Peter Herbert	60.86	1
Michael Clarke	62.84	2
Richard Carroll	63.05	3

### Class 8 Modified Production Cars Excl Kit, Replica Etc Over 2000cc Merged with Class C Modified Production Cars Over 2000cc Merged with

### Class G Sports Libre Cars Over 2000cc

Driver	Fastest Time	Pos
David Wilkins	65.84	1
Michael Isherwood	68.14	2
Graham Henson	69.39	3

*A rare outing for Graham Henson  
resulted in 3rd place*



4th placed Andrew Oddie—photo by whatnonegatives

#### **Class E Sports Libre Cars Up To 1400cc**

Driver	Fastest Time	Pos
Les Procter	58.74	1
Graham Smith	59.08	2
Jim Naylor	59.51	3



2nd place for Graham Smith in the Radical  
photo by whatnonegatives

#### **Class H Racing Cars Up To 600cc Merged with Class I Racing Cars Over 600cc And Up To 1100cc**

Driver	Fastest Time	Pos
Dave Banner	54.87	1
Anthony Levitt	57.86	2
Glyn Sketchley	58.47	3

*Dave Banner edged closer to the 3 year  
old class record of Mark Budgett of 54.35*

#### **Class J Racing Cars Over 1100cc And Up To 1600cc**

Driver	Fastest Time	Pos
James Blackmore	53.83	1
Jonathon Varley	56.39	2
Dale Cordingley	56.79	3



Iain Davidson in the OMS Hornet  
photo by whatnonegatives

*James Blackmore also got close to the  
awesome class record of 52.97  
set by Phil Cooke*

#### **Class K Racing Cars Over 1600cc And Up To 2000cc Merged with**

#### **Class L Racing Cars Over 2000cc**

Driver	Fastest Time	Pos
Jon Waggitt	54.77	1
George Bleasdale	56.38	2
Andrew Thorpe	59.86	3

*Jon Waggitt's first appearance in the  
Gould 3.5 litre F1 powered race car*



Jon Waggitt—a class win and 2nd FTD  
photo by whatnonegatives





## NEW ADDRESS FOR THE WILSONS



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**TIM WILSON**

[tim@harewood-hill.co.uk](mailto:tim@harewood-hill.co.uk)



**JACKIE WILSON**

[jackie@harewood-hill.co.uk](mailto:jackie@harewood-hill.co.uk)



*Bad day for thwacking posts!  
photo by whatnonegatives*

### HAREWOOD MARSHALS ASSOCIATION

Not competing?

Why not join the  
Harewood Marshals  
Association?

You're guaranteed a friendly  
welcome by all our regulars

See all the action from the  
trackside, interested?  
then contact.....

Chief Marshal: Mike Shorley on  
01977 780035 (evenings)

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Keith Davison, The Sidings, 7  
Caister Close, Greenacres, Bir-  
stall, West Yorkshire, WF17 9QY  
e-mail:

[keith.davison@btinternet.com](mailto:keith.davison@btinternet.com)



## The Aviator by Peter Herbert

Out of a late afternoon sun he flew, undercarriage up and doors to automatic, to take yet another Stockton Farm FTD against probably his sternest opposition to date. Cracking 107mph up Quarry straight, the bronze liveried, carbon fibre tubbed, OMS CF04 of commercial airline pilot James Blackmore saw off a determined assault by much more powerful V8 engined machinery to set a 53.82s winning time to add the Greenwood Cup to his Harrogate trophy cabinet.



*FTD James Blackmore  
photo by whatnonegatives*

"Hello Jon, got a new motor" Waggitt pushed the 1600cc pace setter hard on only his third outing in the newly acquired ex Malcolm Wishart ex Rob Turnbull Gould GR37, and was but a tenth of a second adrift; while hill Ladies record holder Sandra Tomlin made the long haul from Wales worthwhile by taking third overall in her Pilbeam MP72, a further second behind.

A dull sky greeted a full field on arrival at Stockton Farm for the first of two days of motor sport, and the track surface was a little "green" prior to some serious rubber being put down. But as Saturday wore on things got brighter and quicker, which was when the fun began.

A nineteen strong Ferrari class opened proceedings, and the "dark side" was soon visited, quite literally, when front runner Geoff Dark smote the Armco on the exit to Farmhouse a mighty blow, leaving his 308GTB with the sort of damage that will not T-Cut out. As a result, a close four way battle developed between the gloriously wailing 348GTC of Nick Frost, Nick Taylor's 348GT, Chris Butler's F355, and the 328GTB of hillclimb

returnee Christian Mineeff, and it was in that order they finished, with less that a second covering the quartet, and Frost setting a fine 66.81s best time. Special mention must be made of the beautiful 250GT Lusso of that great

Prancing Horse enthusiast Jon Goodwin, which had to give best to wife Pauline's 328GTB on this occasion. Flat capped and cravated MG types were next off the line, and it was Michael Ashcroft at the

wheel of a ZT who proved quickest of the Group 1

runners, a 74.14s third run taking 0.75s off Marc Hanson's MGF. David Jones led the pursuit with his TF 160.

A merged Groups 2 and 3 field saw the tidily conducted Midget of Midlander Gary Waite come out on top, a 68.56s third ascent denying John Payne in a Sprite – well its almost an MG, by 1.41s. Terry Pigott's Midget ran third.



*John Payne—photo by whatnonegatives*

Andy Kitson won the Groups 4 and 5 class, a

66.14s run by the Leominster MGF driver netting the glassware by 1.41s over Simon Stretch in an MGB V8. Keith William's similar V8 was third. First of the Harewood classes followed, and the quest for the 2006 Richard Alexander Volkswagen Harewood Speed Hillclimb Championship continued. Road Modified Saloon and Sports 1400cc record holder Steve "Foz" Foster set the class pace throughout the day, clinching a win in the "Pete The Sweep" Peugeot 205 by half a second, with a 68.52s climb, from Martin Rowe's Mike Geen prepared 106. Team Geen Sporting Director Mr "I'm never going to hillclimb again" Geen shared Rowe's Peugeot and brought it home third, well clear of the Cumbrian based 106 of Anthony Lomas, one of a number of Wigton visitors contesting a round of that motor club's popular championship.



*Steve Foster—photo by whatnonegatives*

The 2 litre Road Mod class saw a Titanic battle between established front runner David Sykes, and up and coming hot shoe Andy Barton, who must by now be getting thoroughly fed up of being compared with his illustrious former circuit racing father. A 67.59s second run effort saw the Huddersfield driver get the nod, but the Yorkshire and Geordie 205GTIs were separated by only 0.33s. Richard Vale led the chase in his Clio, with James Kerr and John Moxham, both 205 mounted, next up.

Another fine battle took place for unlimited honours, with the popping and banging Mitsubishi Evos of Karl Jackson and Michael Walsh locked in combat. Initially it was the Evo 6 of Walsh that held the advantage, but a committed attack that was quite frightening to watch had Jackson ahead after the final 65.22s ascent, 0.61s quick-

er in his Evo 9 RS Mega Nutter Fire Breathing Moon Probe. Mark Schietaert at the wheel of the Richard Alexander Golf GTi could only look on in horror from third place, comfortably ahead of the hard charging Christopher Price Sierra XR4i, which in turn just pipped Richard Pope in the Richard Metcalf prepared ex Alex Elliott BMW E30 M3.



*Michael Walsh—photo by whatnonegatives*

Road Modified up to 1700cc Kits and Replicas saw renewed battle between Sunshine Boys Bob Bellerby and Mike Smith. A promising opening run duel had the two Sylva Striker equipped protagonists just four hundredths apart, but an early bath for Mr Smith due to mechanical problems allowed the bold Robert to seize victory with a 63.46s second run. Smith's sole climb was good enough to secure second spot, half a second down, with young Henry Moorhouse, son of the legendary Bob of Lotus Seven fame, pushing his Westfield to third place, comfortably ahead of a closely matched Striker of Michael Bellerby, the class winner's brother, and Paul Gibson's Caterham Seven.

The unlimited class was the province of Simon Green's blue Westfield Duratec, a 63.46s run a second and a half quicker than Mike Tate's similar car. The Caterham of Tony Hildreth and MK Indy of Mark Anderson gave chase.

A merged 1400cc and 2 litre Modified Production Saloon and Sports class was witness to the day's closest victory, when Ford World Rally Team member Phil Short overcame a broken rocker in the Mini's Minisport motor to set a 64.56s final climb personal best, a hundredth faster than Paul Nutter's "Utterly Nutterly" big pushrod Escort. "I was robbed" claimed the

ebullient joiner, with Johnny Vegas voice and Ari Vatanen driving style, who had been firmly of the opinion he enjoyed a comfortable speed advantage despite two failed runs due to brief off track excursions.



*Paul Nutter—photo by Stacey Galloway*

Actually it was all the Venerable Staniforth's fault, whose famous string computer had been put to good use to dial out Mini understeer. Third was the Martyn Stott Lotus Elise, whilst a surprising fourth was Alfa Romeo guru Jim Evans, having an outing in a very standard looking Midget that stopped the clock in an impressive 69.96s.

Despite ending his second ascent in the Orchard gravel trap and forgoing a third, Andrew Henson's first 62.11s climb in the Swift was good enough to clinch the Formula Ford class. Frazer Graham in a Van Diemen was Henson's closest pursuer 0.69s astern, followed by the Swift and Van Diemen of Ian Thomas and Dean Henson.

Harewood Speed Hillclimb Driving School Instructor Peter Herbert was made to work hard in a merged 1400 and 2 litre Modified Production class at the wheel of his Cosworth BDH powered Westfield, but by sticking to the lines and setting the times, just as the school suggests, a 60.22s final ascent kept James Cumming's 2 litre Caterham in second place by 1.47s, and Chris Boyd's bike engined Westfield a further 0.56s astern. A result that might perhaps attract some new pupils next year.

Jamie Martin ran alone in the unlimited class after the diff of the Richard Spedding – Chris Mason Jaguar E Type let go in practice, the Porsche 924 driver setting a time of 68.88s

The legendary Brodie Branch, excluded from Class A for the crime of inserting a Suzuki engine in a Caterham, rocked up in Sports Libre, and promptly set a blistering pace to top the 1400cc times with a brilliant 56.78s run. The Seven absolutely monstered the Orchard kerb before fairly rocketing up Quarry Straight in a series of seamless sequential gear changes. Pal Darren Luke did his best to keep up in a similar machine but was just over a second down, while Len Amy pushed his elderly Jersey based Mallock to the limit to net third, just ahead of Jeremy Clarke's Caterham and Les Proctor's OMS sports racer.



*Les Proctor—photo by whatnonegatives*

Racing Cars were next off the line, and for once former hill champion Dave Banner had a fight on his hands in the 1100cc class, culminating in a trip into the cheap seats at Farmhouse on his third run. The cause of the problem was former Caterham driver Mark Hemmingway, who continues to come to terms with his new Force at an alarming rate, despite the day's commentator admitting to never having heard of the marque that holds both this and the 1600cc Racing records – who says that music hall is dead? Whatever, the Cumbrian set a 55.24s time to beat the hill regular by 0.32s. Glyn Sketchley in the diminutive 500cc Jedi was a plucky third. A very healthy 1600cc class was the preserve of Captain Blackmore, but Sarah Cordingley was back on form with a fine 56.97s climb in the OMS shared by father Dale to take the runner up spot, a narrow 0.4s ahead of the immaculate Speads of Peter Hamilton. Piers Thynne, son of former Williams Engineering man Sheridan, set the 2 litre pace with a



56.55s run in his Dallara. Hill returnees the Newton boys kept the Reading driver honest in their newly acquired Pilbeam MP28/46, David just ahead of Peter, while Andrew Thorpe was a sound fourth in his Formula Renault.

Finally, following a most successful Prescott outing when, in only his second drive of the big Gould, he qualified for a British Hillclimb Championship Top Twelve Run off, Jon Waggitt pushed harder and harder on each climb in his pursuit of the agile Blackmore OMS, to take the unlimited class victory from Mrs Tomlin.



*Jon Waggitt—photo by whatnonegatives*

Simon Bainbridge failed to push driveshaft share prices up any further by at last bringing the awesome Audi Quattro silhouette car home safely in third place despite a Quarry spin.

At last the Harewood timing system ran smoothly, although delays caused by errant competitors put third runs in jeopardy yet again. However, a brave call by Clerk of the Course Richard Norbury to carry on regardless should be applauded by all. Many thanks to everyone, including the hard working organisers and marshals for yet another excellent day's motor sport. All that is needed now in a commentator who has heard of a Force!



## **BARC Yorkshire Centre ANNUAL SPEED EVENTS FORUM Sunday 29th October 2006**

**The Old Golf House  
Outlane, nr Huddersfield  
(Jn 23 M62—exit eastbound only)**

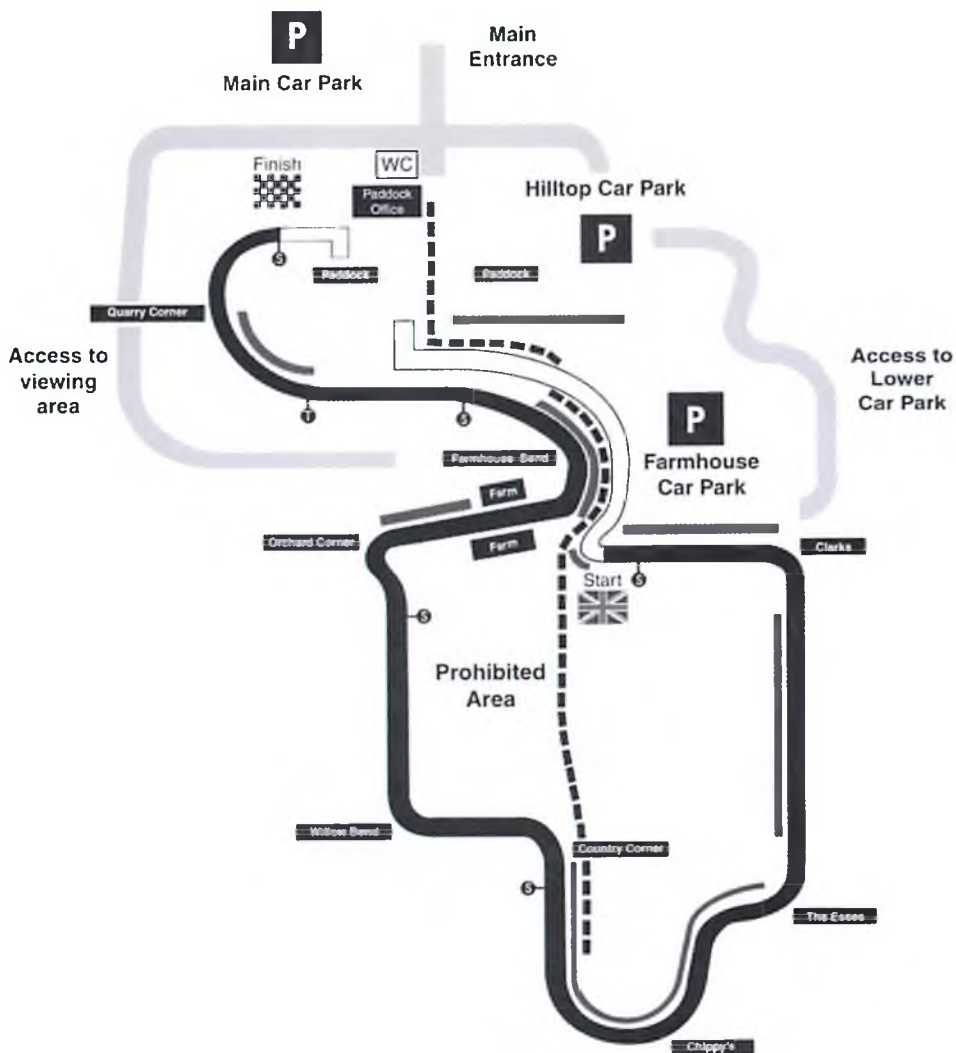
**Coffee 10.00 for a prompt 10.30 start**

**Everyone welcome—come and air your views on  
Classes, Championships, Harewood, Events, The Future, etc**

**If you cannot attend but have a point to raise,  
please email Chris Seaman [chris@seamans.fsnet.co.uk](mailto:chris@seamans.fsnet.co.uk)**

# HAREWOOD SPEED HILLCLIMB COURSE

Map showing the position of the splits and speed traps



## Another bad day for thwacking posts!



Going.....

Going.....



Gone!!

Ouch!!



*Photo's by whatnonegatives*

## 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 [andy@sherratt.me.uk](mailto:andy@sherratt.me.uk)**



## Scenes from the Classic Car & Bike Show



*Photos by Stacey Galloway*



*BARC Yorkshire Centre*

*Annual Dinner Dance*

*&*

*Awards Presentation*

*Saturday 25<sup>th</sup> November 2006*

*Ramada Leeds Parkway, Otley Road, Leeds*

*Tickets £29.50 each*

*Dinner Jackets or Lounge Suits*

*7.00 pm for 7.30 pm Dancing to 12.30 pm*

*Return lower part of form to*

*Mrs Carol Wride, 124 West End Drive, Horsforth Leeds, LS18 5JX*

*Telephone: 0113 2580274 by 5 November 2006*

**Ticket Application**

Seating: Tables available for 10 or 12

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# **Our 2006 season sponsors and advertisers**

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& *Official Harewood Photographers*



## Mist in the morning, marshals' warning! by Peter Hamilton

As even the latest arrivals at the Harewood ball gazed into the mist over the valley, few imagined a timely start. As the mist rose quickly, however, fewer still imagined the drama, despite only 2 runs that the fast descending red mist would bring. Clearly, too many drivers were brim full of commitment and belief beyond traction as they shouted a last hurrah before putting away their motors for the winter. Some will be busier than others in preparation for spring!

The gloomy start did not deter a terrific spectator attendance and the previous day's hotly contested meeting had prepared the track well for what turned out to be a top 3 re-run of Saturday's Mike Wilson Memorial meeting. But more of that later.

The marque clubs were well represented, with Ginetta's first on the hill bill, but all struggled to get near to their V8 powered record, Phil Chatterton coming in first at 65.55s, blowing his second run as he dug too deep, leaving Duncan Cambell to pip Nick Stephens to second. The collective noun for Porsches looked in the paddock like an "investment" and they were a very entertaining one at that. Derek Thomas's 911, Nick Taylor's 996 and Colin Belton's 993 RSR were locked in the 64's after R1, but would the latter's top seeding and equipment win out? Inevitably, perhaps, yes. Colin was the only one of the three to improve on R1 in R2, and impressively so, getting to within 4 tenths of his own track record set exactly a year earlier.

Next, the traditional cause of a 2 run Sunday ..... and the Lotus 7 club did not break with tradition! There were a lot of them, and in true hillclimbing tradition, there was fierce competition across a class that trailed in over a remarkable 25 second range. All looked to be having great fun, but Darren Luke had the last laugh, setting a spectacular 57.12s, nearly 3s ahead of second placed Simon Rogers.



David Pattison—photo by whatnonegatives

Class 1 was merged with 2 and all credit to Steve Foster for getting well in and amongst the up to 2000cc Road Modified S&S Cars. At the sharp end, the usual 205 suspects lined up and it took the second run to pick our winner. David Sykes win reflected his seeding, matching to the hundredth his one year old class record, 3 tenths ahead of Andy Geen, with half a second covering the top 3 completed by Andy Barton. Gaynor Irvine improved her R1 time by 30% to get into the 80's in her first ever event, flying the flag for Motor

Neurone Disease with flair.



Gaynor Irvine—photo by whatnonegatives

In the over 2 litre category, Karl Jackson's barking Evo headed a group of great diversity, both in the cars driven and times posted. With Michael Walsh's Evo 6 withdrawn, Mike Schietaert was happy with second in his turbo charged Golf.



Karl Jackson—photo by whatnonegatives

Class 4 for Road Modified Kits under 1700cc again saw the prospect of the usual top three locked in battle, but not after a very nasty "straight on at Farmhouse" and multiple roll into the tyres left a fortunate Henry Moorhouse hors de combat. Thankfully, the marshals were busier than the medics and Robert Bellerby again set the pace, less than 2 tenths off his record in the Sylva Striker. Mike Smith pushed hard in his similar car, but was pushed to second. Only one driver in the over 2 litre versions managed to beat Robert Bellerby's impressive time, John Hoyle and Simon Green netting 63.15 and 63.39 respectively.

Classes 6 & 7 for Mod Prods up to 1400cc and 2000cc were merged, but Phil Short rose to the challenge with a 64.45, putting the stealth bomber

Elise of Bobby Fryers back in second. Class 8 for the big guns saw an eclectic entry covering several exotic decades in only 3 cars! The Italian "Sophia Loren" of the show, however, was Andrew Ferguson's lovely Stratos, mixing menace with glamour, but not enough speed in its elegant old wheels to catch brash new starlet, John Simpson in the TVR Sagaris. That's the car, not John! Suggestions for an appropriate film pseudonym for the Spedding Jag on a postcard please.



Mark Teale in Bobby Fryers Lotus Elise  
photo by whatnonegatives

Andrew Henson's first run had to be enough in the FF class as the red mist certainly clouded the way in R2, still enough by a second to beat Frazer Graham, who just pipped Ian Thomas in the youngest car in the pre-94 class.

In Sports Libre, Class 31 and 32 were merged for a single seater meets sportscar tussle, which saw Graham Smith heading, 6 tenths in front of Jim Naylor and preserving covered wheel honours. Radical, Ward, then Renault FR97 .... A finishing line you could only dream of outside hillclimbing!

Mick Lancashire ploughed a lonelier furrow in Class B in his Avon Sprint, posting a time in only his second run after an R1 fail. More than can be said for Brodie Branch in Class E, who had a fiery and bruising scare in practice, going off at Quarry with far too much damage to his Caterham to do anything but put it on the trailer and down to experience. Les Proctor triumphed in the Batmobile with a 58.29, pleased to beat Len Amy's Mallock by 3 tenths and half a second ahead of Simon Bainbridge's quite stunning Audi TT "thing", the sole Class G runner. Its only a matter of time

before it flies and I know none of us can wait!

A mass-merging of Classes H, I & J saw the smaller racing car classes represented superbly by Dave Banner, squeezing a terrific 54.96 from 1100cc's of OMS to take second, with Glynn Sketchley seventh in the diminutive Jedi ..... 200 plus events he says and still getting to know it! The mid-table was hotly contested, Dale Cordingley just failing to nudge into the 55's, but securing third, followed by a frustrated gaggle of 5 in the 57's. A pilot called Stig from Harrogate apparently took the class, but had bigger things in mind.



Dave Banner—photo by whatnonegatives

The 2000cc Racing Car class saw the welcome return of the Newton brothers, awaited as it was with almost as much expectation as the return of their dad's much campaigned, sold, bought and restored Pilbeam. One Aintree practice run was the sole "shake-down" it, and they, had had, so we watched with less than detached interest as the lovely and purposeful looking car progressed. It did so quickly, getting into the 57's for both drivers, although not far enough to catch George Beasdale's contemporary version in second. The Gould Dallara was another interesting car to show in the class, Piers Thynne doing well in an unfamiliar car and hill combination to post a 55.85 and a class win.

The over 2000cc Racing Car class saw two Pilbeam's and a Gould wrestling with muscle to catch that man from Harrogate for FTD. Jon Waggitt is getting there fast in his GR and will be frustrated by the winter break, but Fastest Lady Sandra Tomlin pushed him to the wire in the MP72 Judd, posting an R1 54.85 before mechani-

cal problems allowed Jon to improve in R2 to a 54.16. That was enough to put Sandra 3<sup>rd</sup> FTD and Jon 2<sup>nd</sup>, but James Blackmore is making it a habit, wringing out a 53.43 to get within half a second of his class record and take both FTD and the inevitable class win.

Another season closed then until the "non-



Sandra Tomlin—photo by whatnonegatives

championship round" at November's dinner where we can toast FTD Champion James, Ladies Champion Sara Cordingley and Harewood Hillclimb Champion David Sykes. Red wine at night ..... hillclimbers' delight!

Peter Hamilton

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

[www.motorsportphotographs.com](http://www.motorsportphotographs.com)





# **ANNUAL TROPHIES 2006**

## **TROPHY**

**YORKSHIRE POST**

**JACK FARRAR**

**ARNOLD BURTON**

**RICHARD SUTHERLAND**

**APPLEYARD**

**WENDY WOOLS**

**TOTAL**

**BROWNLOW PEABODY**

**GUYSON SANDBLAST**

**HATFIELD**

**FORD WOODHEAD**

**BABRA**

## **WINNER**

SCOTT MORAN (49.19 Sec)

JAMES BLACKMORE (53.35 Sec)

GRAHAM SMITH (124.60 Points)

STEVE FOSTER (- 0.19 Sec)

KEITH WILFORD (+3.36 Sec)

PETER HERBERT (+1.54 Sec)

ROBERT BELLERBY (+0.18 Sec)

DAVID SYKES (67.48 Sec)

JAMES BLACKMORE (-0.62 Sec)

HAYDN SPEDDING (37.39Points)

ANDREW HENSON (61.23 Sec)

SANDRA TOMLIN (54.32 Sec)

\*\*\*\*\*



# ANNUAL COMPETITIONS

## TROPHY

## POINTS

### **PEARCE TROPHY RUNNER-UP**

1 <sup>ST</sup>	RICHARD HARDCASTLE	37
2 <sup>ND</sup>	RICHARD NORBURY	36
3 <sup>RD</sup>	DAVID DALRYMPLE	35

### **KEN LEE**

1 <sup>ST</sup>	KARL JACKSON	46
2 <sup>ND</sup>	ANDY BARTON	44
3 <sup>RD</sup> =	GRAHAM SMITH	43
3 <sup>RD</sup> =	STEVE FOSTER	43

### **CHIPPY-IOLA**

1 <sup>ST</sup>	DALE & SARAH CORDINGLEY	64
2 <sup>ND</sup>	GRAHAM & CAROL WRIDE	58

### **FIRTH BOWL**

1 <sup>ST</sup>	CAROL WRIDE	25
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***BARC Yorkshire Centre  
Annual Awards Presentation & Dinner 2006***

**Saturday 25<sup>th</sup> November 2006**

**Ramada Leeds Parkway Hotel**

see middle pages for booking form

## Time to move over!

It's about three years now since I was roped in to the Marketing Team by Simon Clark. It was my own fault as I was being gobby about what the team should be doing to promote Harewood and what could be achieved. So three years on what's happened and what's still to do? Initially we were tasked with looking for advertising income and to do this we revamped the programme as a vehicle for this activity. It seemed to work well and we brought in additional income to the club and created very positive feedback on the programme. We also attracted sponsorship for the championship from Mallory Park and class sponsorship from Knight Frank, GEO Fabrics, BWD Rensburg, Sports & Specialist Car Company and long time Harewood supporters Guyson International, which was all most welcome.

Last year we developed on this foundation and looked for further sponsorship of events and again for a championship sponsor. We were successful in attracting OMS Racing as the title sponsor, plus class sponsorship from Knight Frank, MTA Systems, Rensburgs and Guyson International. In addition Kroll sponsored our first corporate weekend and invited a number of their guests. In addition we had a small classic car show and achieved quite a bit of press coverage for Harewood. We also revamped our website to great effect, improved the venue with track maps, banners, flags etc, introduced a kiddies play area and increased our paying spectator numbers by 35%. This gave the team fuel and confidence to progress further in to 2006. This year has seen the team concentrate on increasing the spectator numbers, whilst not losing sight of the advertising and sponsorship income. A new championship sponsor in the form of Richard Alexander Volkswagen gave us a great kick start, along with significant support from Andrew Thorpe at Cubicle Centre. We appointed a new caterer to improve to facilities and quality available to competitors, officials and spectators alike. Further corporate weekend support came from Addleshaw Goddard with Begbies Taynor and again from Kroll. Our events were supported by two classic and a new car show which aimed to widen the attraction at Harewood. We re-vamped the road sign locations and developed new approach signs which were out for the last event. We were pleased to retain class sponsorship from Knight Frank, MTA Systems and Guyson International. Our press coverage increased further culminating in BBC TV, BBC local radio and commercial radio coverage and our website visitors increased to over 5,000 unique visitors a month. Our reward was a further increase in sponsorship/ advertising income and an increase in our paying spectators by 48% over the previous year. All this additional income goes to support our motor sport activities and the venue upgrades at Harewood and its important that we continue to develop these activities if the sport is to flourish.

So now we know that we can make some great progress, but there is still a lot more to do! We need to keep raising the awareness of Harewood to attract more visitors and competitors. Increased visitor numbers will be our main source of potential additional income. To realise further increases in spectator numbers we need to seriously promote our events and make them attractive to as wide an audience as possible, not just the "petrolheads" amongst us. We need to seek out new advertisers and sponsors and help them maximise their return on invest-

ment. Above all we now need to have a fresh pair of eyes to help us move forward. We need to recognise what's gone well and where we can do better. After three years I feel its time to move on and so I will be stepping down as chair of the Marketing Team and handing over to Andrew Thorpe (he's the one with the Formula Renault with the shark's teeth on the front, although a new car or two will be coming in 2007). Andrew has plenty of new ideas to bring to the table and these will emerge over the next few months, so watch this space.

I would like to thank all the Marketing Team - Stephen Broscombe, Simon Medley, Andy Sherratt, Mike Tate, Andrew Thorpe and Peter Whittle , the Committee and all the club members for their support and words of wisdom/encouragement on "my watch" and ask that you all back Andrew and the team as it moves forward in to 2007.

Dale Cordingley



### **WHEELS FOR SALE**

2 x 13" x 7" Minilite style alloy with cross-ply cut slick tyres. 4" PCD.

**£160**

Above would suit OMS front with cross-ply tyres.

Contact Dale Cordingley on 01943 874183

or email [dale.cordingley@btinternet.com](mailto:dale.cordingley@btinternet.com) for photos



# RICHARD ALEXANDER VOLKSWAGEN HAREWOOD HILLCLIMB CHAMPIONSHIP

Pos	Name	April	May 13th	May 14th	June	July	Aug 6th	Aug 27th	Sept 16th	Sept 17th	Total
1	David Sykes	16.58	13.23	14.97	17.72	17.67	17.55	17.34	17.89	18.00	106.17
2	James Blackmore	14.52	12.39	14.81	17.36	18.62	17.62	17.14	17.15	17.54	105.43
3	Dave Banner	17.24	12.48	16.53	17.86	17.41	17.31	17.48	16.81	17.39	104.69
4	Robert Bellerby	15.64	15.89	16.53	16.85	17.15	17.66	17.14	17.68	17.82	104.30
5	Andy Barton	16.40	14.99	16.44	17.54	16.75	16.87	17.21	17.56	17.50	103.43
6	Steve Foster	17.42	14.26	16.01	18.19	14.62	0.00	17.38	17.13	16.90	103.03
7	Andrew Henson	16.98	0.00	10.68	17.72	17.36	0.00	17.09	16.84	16.96	102.95
8	Mike Smith	16.20	13.40	14.84	17.27	16.84	17.00	16.77	17.27	17.15	102.30
9	John Hoyle	17.17	16.10	15.78	17.32	0.00	17.41	17.09	0.00	17.13	102.22
10	Simon Green	16.78	15.67	15.83	16.45	16.04	16.55	17.10	16.82	16.89	100.59
11	James Kerr	17.32	0.00	0.00	16.44	0.00	16.81	16.68	16.45	16.66	100.36
12	Phil Short	16.22	13.92	14.59	0.00	16.76	0.00	16.39	17.14	17.25	98.35
13	Richard Vale	15.91	14.83	0.00	16.31	15.83	16.22	0.00	16.78	0.00	95.88
14	Michael Tate	14.92	13.42	14.34	15.32	0.00	15.37	14.99	15.26	15.59	91.45
15	Dean Henson	0.00	12.35	4.63	15.00	15.61	15.30	15.71	15.02	0.00	88.99
16	Dale Cordingley	14.78	12.05	13.37	15.33	15.02	14.20	14.18	13.80	14.96	88.47
17	Les Procter	14.00	9.28	13.06	14.17	14.76	14.09	14.62	14.61	15.07	87.32
18	Graham Smith	14.51	11.23	12.43	14.38	14.64	14.46	14.28	14.32	14.35	86.66
19	John Moxham	13.91	11.77	14.49	14.11	0.00	0.00	14.35	14.14	13.40	84.40
20	Peter Whittle	13.76	12.15	6.44	14.63	0.00	14.09	13.37	13.98	14.53	84.36
21	Michael Walsh	12.52	11.85	13.74	12.95	0.00	14.07	14.53	15.77	0.00	83.58
22	Sarah Cordingley	14.34	0.00	10.71	14.58	13.59	12.84	13.34	14.00	13.51	83.36
23	Simon Medley	0.00	11.08	11.20	12.61	12.18	13.39	13.82	13.75	13.35	79.10
24	David Lanfranchi	13.50	11.76	12.32	13.77	0.00	13.59	0.00	0.00	13.06	78.00
25	Steve Mitchell	12.74	0.00	0.00	12.16	0.00	13.61	13.18	13.20	12.17	77.06
26	Iain Davidson	9.64	5.44	0.00	11.53	13.13	0.00	12.07	12.04	12.43	70.84
27	Mark Schietaert	11.25	9.58	10.42	11.52	11.77	11.48	11.63	12.11	12.16	70.67
28	Stephen Irvine	11.45	9.96	11.90	0.60	11.32	11.19	11.41	11.93	11.85	69.86
29	Michael Walton	11.13	7.05	10.77	14.30	0.00	0.00	12.60	12.80	0.00	68.65
30	Mark Anderson	11.71	10.59	10.51	9.51	11.58	0.00	0.00	11.40	12.04	67.83
31	Andy Geen	16.86	0.00	16.68	0.00	16.44	0.00	0.00	0.00	17.70	67.68
32	Jim Naylor	10.85	0.00	0.00	11.90	0.00	13.51	13.26	0.00	13.08	62.60
33	Matthew Sutcliffe	13.96	9.25	9.86	0.00	14.03	13.73	0.00	0.00	0.00	60.83
34	Christopher Price	9.82	9.77	9.99	10.12	9.70	9.91	9.95	10.27	10.40	60.64
35	Richard Pope	9.58	0.00	9.84	10.68	9.57	0.00	10.18	10.18	0.00	60.03
36	Martin Rowe	15.39	11.55	0.00	0.00	0.00	0.00	0.00	16.59	16.47	60.00
37	Geoffrey Barker	9.10	6.51	7.43	8.89	9.43	9.84	9.99	9.57	8.87	56.82
38	David Spaul	10.29	8.36	9.87	12.25	12.32	0.00	0.00	0.00	0.00	53.09
39	Richard Vaughan	0.00	5.96	8.40	8.49	9.50	8.84	0.00	9.52	0.00	50.71
40	Mike Baxter	0.00	0.00	0.00	6.05	7.99	9.06	9.17	8.94	8.52	49.73
41	Kevin McGrath	8.36	0.00	0.00	0.00	10.90	10.94	9.03	9.94	0.00	49.17
42	Tim Wilson	0.00	0.00	14.56	16.07	17.31	0.00	0.00	0.00	0.00	47.94
43	Michael Bellerby	0.00	0.00	0.00	0.00	0.00	14.62	14.19	13.78	0.00	42.59
44	Damon Gray	16.64	12.83	12.40	0.00	0.00	0.00	0.00	0.00	0.00	41.87
45	Graham Midgley	11.61	0.00	5.57	12.02	0.00	12.28	0.00	0.00	0.00	41.48

Pos	Name	April	May 13th	May 14th	June	July	Aug 6th	Aug 27th	Sept 16th	Sept 17th	Total
46	Carl Hughes	0.00	12.79	0.00	14.57	0.00	13.83	0.00	0.00	0.00	41.19
47	Lynn Owen	0.00	0.00	10.94	0.00	15.78	11.89	0.00	0.00	0.00	38.61
48	Tony Hildreth	0.00	0.00	5.37	0.00	0.00	0.00	9.31	11.69	11.48	37.85
49	Steve Owen	0.00	0.00	0.00	0.00	18.19	16.15	0.00	0.00	0.00	34.34
50	Russell Thorpe	17.40	16.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.41
51	Allan Staniforth	0.00	0.00	0.00	3.84	6.70	0.00	6.10	5.68	5.32	27.64
52	Nitish Singh	13.76	0.00	0.00	0.00	0.00	0.00	13.54	0.00	0.00	27.30
53	Chris Brown	0.00	0.00	0.00	14.65	0.00	0.00	0.00	0.00	0.00	14.65
54	Greg Price	0.00	0.00	0.00	5.78	0.00	0.00	0.00	0.00	7.24	13.02
55	Chris Wise	12.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.29
56	Oliver Heselton	12.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.00
57	Rob Holmes	11.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.45
58	Mark Prince	10.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.17
59	Anthony Patrick	9.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.31
60	Tracey Taylor-West	7.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.92

### FTD Championship

Pos	Name	April	May 13th	May 14th	June	July	Aug 6th	Aug 27th	Sept 16th	Sept 17th	Total
1	James Blackmore	8	10	9	9	10	10	10	10	10	60
2	Dave Banner	10	9	10	10	7	8	9	9	9	57
3	Dale Cordingley	9	8	7	7	5	7	8	7	8	47
4	Sarah Cordingley	7	0	3	6	4	6	7	8	7	41
5	Les Procter	5	6	6	3	3	2	6	6	6	35
6	Graham Smith	6	7	5	4	2	5	4	4	4	31
7	Tim Wilson	0	0	8	8	8	0	0	0	0	24
8	Iain Davidson	0	0	0	2	1	0	5	5	5	18
9	Steve Owen	0	0	0	0	9	9	0	0	0	18
10	Michael Walton	2	1	2	5	0	0	2	3	0	15
11	Lynn Owen	0	0	4	0	6	4	0	0	0	14
12	Jim Naylor	1	0	0	0	0	3	3	0	3	10
13	Matthew Sutcliffe	4	5	0	0	0	1	0	0	0	10
14	Andrew Henson	0	0	0	0	0	0	1	2	2	5
15	John Hoyle	0	4	0	0	0	0	0	0	1	5
16	Simon Green	0	3	1	0	0	0	0	0	0	4
17	Graham Midgley	3	0	0	1	0	0	0	0	0	4
18	Robert Bellerby	0	2	0	0	0	0	0	1	0	3

### Ladies Championship

Pos	Name	April	May 13th	May 14th	June	July	Aug 6th	Aug 27th	Sept 16th	Sept 17th	Total
1	Sarah Cordingley	14.34	0.00	10.71	14.58	13.59	12.84	13.34	14.00	13.51	83.36
2	Lynn Owen	0.00	0.00	10.94	0.00	15.78	11.89	0.00	0.00	0.00	38.61
3	Tracey Taylor-West	7.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.92

# LETTERS

Dear Mr Kempley,

I have just read the article by Jeremy Walton in the Classic and Sports Car magazine. I was drawn to the article before reading anything else in the magazine for two reasons. First because I am a Quattro enthusiast having owned four from 1984 to the present. The above will be of no interest to you but my second reason may be. It is that in 1957 I was employed as 2<sup>nd</sup> herdsman at Stockton Farm Harewood, my first job after leaving agricultural college. I was also a member of BARC Northern Centre.

One morning after milking time, the owner Henry Hall called for a staff meeting. At this meeting he told us of his intention to sell Stockton Farm. I can't remember the exact dates, but at the next BARC meeting knowing that for some time the club had been looking for a hillclimb venue, I told Mike Wilson (Club Secretary). I seem to remember that an immediate committee meeting was called. This resulted in Messrs Ken Lee, Clark and Arnold Burton paying a visit to Stockton Farm.

The rest, as they say is history!

As you can see I now reside in Scotland, however I have visited the hillclimb on occasions in the past when it was used as a stage of the RAC Rally.

Hope the hillclimb continues to thrive for at least another 50 years.

Yours sincerely  
David Birdsall

\*\*\*\*\*

Jackie

With another season well under way at Harewood we find that once again the venue gets better and better. For us regulars it is easy to forget the benefits but this all comes back when entering / competing at other venues. What a delight it is to be able to submit multiple entries and know within a few days which have been accepted - allowing advance planning for the season ahead. All other venues that I have tried only inform you a week before the event if the entry has been accepted.

This combined with the well prepared / long / quality hill, split timing system, spacious paddock, informative website, and friendly atmosphere all go to make Harewood the best in the UK.  
Also - long may our luck continue with the good weather.

Best regards to all  
Ian Thomas

Jackie

Without doubt the best weekends hillclimbing I have had in ages!!  
Excellent organisation - Perfect weather - times I never thought I would achieve, and 2 class wins - only my 4th meeting in the car!!  
After 18 months of blood sweat and tears to finish my car it certainly is all worth it!!

Many Thanks and please pass my thanks to all the Harewood team.  
Looking forward to 2007!!

Kind Regards  
Piers (Thynne)

Jackie

Excellent organisation and competition made it another memorable day at Harewood. Looking forward to next year already.

Regards  
Stephen (Herring)

Dear Sir (David),

Just a line to say how much I have enjoyed the hillclimbs this year again, I have been to them all and they have been superb and I think they are very well run. I usually walk down to the start but then back to Quarry Corner where I have sat or stood since 1962.

I have had some quite good talks to the marshal in charge at Quarry called John, lovely man. Always makes you feel welcome and the man who keeps coming round to check them. I don't know his name but he gets the grass cut for us at the marshal side of Quarry. All this is done before or after racing has finished, or when there has been a red flag. I was at Quarry when car 142 Brodie Branch spun and really clouted the tyre wall, looked very bad but was pleased to see him get out of the car and walk away. Marshals and everyone very quick on the scene, wonderful job by all. Hope he is in good health, I spoke to him after and he did not seem bad.

By the way, the Classic Car show, 10 out of 10 brilliant, and only hope I can keep good health and be there for Practice Day in March and Easter Sunday for the start.

Thanks to everyone for a wonderful season.

Yours faithfully,  
Mike Lewis

Dear All,

Apologies to any one who has had difficulty contacting Tim and myself between the late August meeting and the September weekend. During the period of time between us moving and the September weekend, contact with us was difficult to say the least, poor mobile signal at our new home didn't help either! We had numerous problems with phones and internet, and in the chaos of moving some things got missed. We've also had a computer virus which resulted in paperwork being late going out.

Some of the problems were one-offs and unlikely to be repeated, but we are putting steps in place to ensure that some of the problems don't happen again. Better use of the website is one of them. The majority of people were unaffected but a few were, to those I apologise and hope we will still see you again next year.

Hope to see you next season,

Jackie

## Snippits from the VSCC Bulletin

"On Saturday 3rd June, this part of Yorkshire was seen at it's best on a perfect summers day, and as a hillclimb venue Harewood is second to none."

"Harewood is the only hillclimb where the paddock is at the top of the hill and the view from the bar looks right over the course and into the far distance, where there were two or three red kites to be seen."

"As always, the Yorkshire Centre of BARC ran the hill with impressive competence, and the two young ladies who marshal the competing cars to the start line with great efficiency and diplomacy."

(The author urges more VSCC competitors to sign up for future events at Harewood so it looks as though the event was a success!)

The Mole





Harewood Champion David Sykes  
photo by whatnonegatives



## OUR 2006 HAREWOOD CHAMPIONS



Harewood FTD Champion  
James Blackmore  
photo by whatnonegatives



Harewood Ladies Champion Sarah Cordingley  
photo by whatnonegatives



# 2007 Calendar



Meeting	Date
PRACTICE	25 March
SPRING NATIONAL	15 April
HAREWOOD OPEN	12 May
MAY MSA CHAMPIONSHIP	13 May
JIM THOMSON TROPHY	3 June
MSA CHAMPIONSHIP	7/8 July
MONTAGUE BURTON TROPHY	5 August
SUMMER CHAMPIONSHIP	26 August
GREENWOOD CUP	15 September
MIKE WILSON MEMORIAL	16 September

For full details see your 2007 Regulations booklet  
or contact your Entries Secretary Jackie Wilson  
Tel: 01423 339062 or email:- [jackie@harewood-hill.co.uk](mailto:jackie@harewood-hill.co.uk)

**[www.harewoodhill.co.uk](http://www.harewoodhill.co.uk)**



**A big thank you to our hard working  
team of marshals!**

