

YORKSHIRE CENTRE TIMES



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Chairmans letter

At a cold, wet Wiscombe recently a "fellow competitor" commented to me that it was so cold, he thought he was at Harewood! How could he think that after two sun drenched meetings?

July provided plenty of drama with stunning new class records for Robert Kenrick's Class A Caterham. Matt Harrison's awesome Spa-Judd, and Phil Cooke's Force Suzuki. Sandra Tomlin continued her success at Harewood this season by resetting the Ladies Record. And to top it all off Scott Moran challenged Groves's domination of the British Championship with a run-off victory and a staggering new hill record. It was a pleasure to be part of the meeting, despite finishing a lowly 5th in class! I also appreciated the comments from a number of British Championship drivers who only visit us twice a year, yet regard us as one of their favourite hills. I decided to see Harewood from the spectators view at the recent Montague Burton meeting, this involved turning up late, checking out the catering, soaking up the sun as well as the atmosphere, etc. I have to say it was quite a good day!

Unfortunately I will miss Harewood for the rest of the season. My pursuit of Leaders championship points will take me to the South Downs and Scotland. I will miss out on the closing rounds of



the Harewood Championship which is far from decided and set to provide another nail-biting finish.

Your committee has already started planning a host of improvements for next season. We are planning to change the format of the two British Championship events to avoid being forced to run separate classes for B licence holders, etc. This may also involve reducing the number of rounds in our championship, (that should fill my email box!).

The much discussed results systems and scoreboard should be in place for 2007. We are also finalising our plans for venue upkeep and improvements. Hopefully you can see that we have invested heavily in Harewood over recent years and we intend to continue this trend. As ever, we are keen to hear from anyone who has ideas or can help with our winter improvements.

Enjoy the rest of the season,

Tim

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Jim Thompson Trophy Meeting By David Coulthard

Yes, of course it rained a little bit. It wouldn't be Harewood without a brief shower, would it? Fortunately, it only served to dampened the track for the second practice runs of the fourth round of the Richard Alexander Harewood Hillclimb Championship. With the Jim Thompson Trophy up for grabs for Fastest Time of the Day, an exciting days speed hillclimbing was on the cards.

A fine collection of Morgans got the meeting underway, with Norman Wheat's 4/4 snapping at the heels of the +8s of Simon Bains and Stephen McDonald. En route to winning the class, Stephen also broke the four year old Morgan record by 0.15. The twenty-two strong Caterham Scholarship cars were surprisingly well behaved, once they'd mastered the one way system. With identical cars, the ten second gap from first to last in class, highlights a wide range of driver ability.



Michael O'Leary—photo by whatnonegatives

That said, second to tenth place was covered by less than a second. Steven Wood and Andrew Ball took third and second respectively, on their first timed runs, but then got progressively slower. Nico Master only secured the class win on his final ascent, with a handy three quarters of a second in hand. In a small class of Reliants, the supercharged Scimitar of Ben Gough carved almost four and a half seconds off the class record to take an easy win.

And so to the Harewood classes, starting with a huge entry from the 'hot hatches' of Class 2, with a couple of Class 1 cars thrown in for good measure. Alan Linington, on his first visit to Harewood

for four years, three wheeled his Renault 11 Turbo round Farmhouse and Helen Waddington, fired-up from her race debut at Oulton Park the previous day, set a new PB. Up at the sharp end, and despite an 'incident' on his final run, the 1.9 Peugeot 205 GTi of Andrew Barton hung on to third place, but was just beaten by the similar car David Sykes. However, really putting the cat amongst the pigeons was the little 1360cc Class 1 Peugeot 205 of Steve Foster, who took two tenths off his class record, thereby beating all of the larger Class 2 opposition as well.

Next came the Mitsubishi Owners Club, otherwise known as Class 3. The Evo of Matt Taylor was left trailing in the wake of Jeff Stokes (Evo 2) and Karl Jackson (FQ340), who staged a remarkable dead heat for first place! Class 4 was a little more clear cut. The Westfield SE of Henry Moorhouse was third, but Bob Bellerby was unseated from his usual top spot by fellow Sylva Striker driver, Mike Smith. No such problems for John Hoyle in the Class 5 Westfield, with a straightforward win over the similar car of Simon Green and the Carcraft Cyclone of Roger Fish. John maintains his lead of the Harewood Hillclimb Championship. The small and medium sized Modified Production Cars of Classes 6 and 7 were combined, giving an easy win to Gary Thomas in the Lotus Elise, from the Elise of Fred Simcox.

The Formula Ford class record was almost broken by the Swift of Andrew Henson. Dean Henson's Van Dieman was second. We see too little of Peter Herbert at Harewood these days and his lack of practice may well have been the cause of him being demoted to second place in Class A by the Westfield SE of Steven Brown. The class was reduced in size following the demise of Tony Brumfield in the Sylva Striker after the first practice run, due to a broken drive shaft. Classes 8, B and C were merged, leaving the mighty Nissan Skyline of David Wilkins to take the win from the pretty Alpine Renault A110 of Stuart Clough. The small and medium sized Sports-Libre Classes E and F were also combined, with the Radical SR3 of Graham Smith taking a narrow win over OMS SC3 of Les Proctor.

This season, Dave Banner has made Class I his own, and this meeting was no different. The OMS 2000M driver also set second FTD (54.49) and extended his lead of the FTD Championship. In Class J, Ian Davidson parked the OMS Hornet deep in the Orchard gravel trap on his first timed run, but dusted the car down to continue in the meeting. Not so lucky was Mark Anderson, who did the same trick in his Class 5 MK Indy on his second timed run, and took no further part in proceedings. But I digress... Back with Class J, the Cordingleys had their usual ding-dong battle, with Sarah setting the early pace. However, Dale managed to pull out a quick one in the family OMS 2000M, to edge out Sarah for third. Centre Chairman Tim Wilson's OMS CF04 beat them both for second, whilst jet pilot James Blackmore was quicker than all of them in his OMS CF04. Third FTD was scant reward for being fastest through the speed trap. James finished just over a tenth of a second behind Dave Banner.



Dave Banner
Photo by whatnonegatives

FTD itself, and so the Jim Thompson Trophy, came from Class K, as the skeletal Formula 3 Reynard of Jon Waggitt overcame the Pilbeam MP88 of George Bleasdale. Jon stopped the clock at 53.68, which if repeated might upset some of the British Championship competitors in July. Finally, the growling JPR Chevrolet of John Green was too much for the YKC Raider of Don Burt, in a combined class for G and L cars.



FTD Jon Waggitt
Photo by whatnonegatives



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
WLS D Centenary Planning Committee Member & Event Organiser

Scott's Record Blitz

MSA British Hillclimb Championship Meeting

by Steve Wilkinson

After a perfect practice day on Saturday when proceedings were completed by 3 o'clock, Sunday dawned bright and clear. During the day there would be a few spots of rain, some high temperatures both on & off the track plus a couple of breaks to get drinks to the hard-worked marshals. After the customary morning practice the timed runs got under way with the Harewood Nat B licence holders classes. A combined Mod Prod & Sports Libre class was first up and it was Graham Smith in the Radical who led the way from Matthew Sutcliffe in the Matador Special. David Spaul's rough sounding Honda powered Westfield took third ahead of the battling TVRs of John Simpson & Chris Lumbard. The second Nat B class was for Single Seaters and sponsors, The Cubicle Centre, saw their man Andrew Thorpe take the class in his Formula Renault. We were then into the National classes with the Mod Prods. The Up to 1400 class was merged with the 2 Litres and the outcome saw Robert Kenrick in the Honda powered Caterham not only take the class but also rewrite his own class record. Dave Wilson (Caterham) was second and top 2 litre just ahead of Will Hall in the Westfield who indulged in a second run 'excursion' at Orchard.



Dave Wilson
Photo by whatnonegatives

There was a healthy Over 2 Litre class next which benefited from several Harewood regulars. Keith Edwards in the manic Audi Quattro SWB

easily took the honours whilst the battle for second raged in his wheel tracks. Simon Green had been in second after the greasy first runs (a light shower dampening the track), however despite a marginal improvement Green was demoted as Haydn Spedding carved over three seconds off his time! John Green was fourth just ahead of Chris Mason et al.

Into the sports racing classes and a disappointing flurry of withdrawals saw the Hillclimb Super Sports class down to just three runners. Up front it was a battle of the Ward brothers as Chris just edged out Ashley in their shared Mk20X Mallock. Peter Harper with his circuit racing Mk20B version was third. The 1400 and 2 Litre classes were merged and it was the Pilbeam of Simon and Ian Fidoe that led the way. Father Ian led after the first runs but second time up it was Simon who slipped past his dad for the win. Tim Elmer had been second in the Imagination but when he had a big moment at Clark's on his second run he had to be content with third. Channel Islander Andy Bougourd was third in the bike engined Mallock whilst Harewood regulars Les Procter (OMS) and Peter Green (Centaur) finished off the class order. The Over 2 Litre class had four runners but just one star driver! In practice Matthew Harrison had been inside Christian Mineef's class record – not unsurprising as it was set in 1999 and he was driving the same car! Harrison's first run clipped over half a second off the record and when his second stopped the clocks at 52.98 he had taken a massive 1.67 seconds off the previous record. Mike Sidgwick brought the huge Pilbeam MP92 home in second despite a second run spin exiting Orchard. Third spot went to Don Burt in the massive Image Monza with Rover V8 power but all eyes had been on Simon Bainbridge who was making his debut with the magnificent Audi TT V8. Bainbridge had been chewing up driveshafts on Saturday and had his fingers crossed that the last one which had been strengthened with a scaffolding pole would last – it didn't! As he was heading into Farmhouse it let go and the car spun to a halt damaging the bodywork in the process –

he was out for the rest of the day!

The first two Racing Car classes were also merged, the 600cc and the 1100cc classes each only getting three entries. Needless to say it was an 1100 that prevailed with Dave Banner getting to within six tenths of the class record in his OMS.



Dave Oldridge

Photo by whatnonegatives

David Oldridge took second and was the first 600 home in his OMS Hornet whilst Ian Cruickshanks was third in his 600 OMS. Allan Staniforth had problems at the start of the day and only managed one climb taking fourth whilst Paul Meakin had problems on his first timed run cruising home with the Jedi in fifth. The prettiest racing car bar none was the Formula Junior Cooper of Alan Biggar who had the engine cut out on his first run but got the old girl to the top on the second runs taking sixth.

There was a superb 1600 Racing Car entry and after a two year absence from Harewood Phil Cooke was back in the Force-Hayabusa. Cooke drove like he had never been away and slashed his old class record on the first run eventually resetting the mark at 52.97 a full second inside his previous best. Also inside the class record, James Blackmore took second spot despite having two re-runs due to cars falling off or breaking down. When I asked him how things were going he said 'All right except the cars overheating and so am I!' Steve Owen brought the 'works' OMS Hornet into third spot as he slipped past Dave Kimberley who broke down just yards off the start line on his second run. Tim Wilson took fifth in his OMS ahead of a very wild Jonathan Varley in the ancient March 772P.

The ten car 2 litre Racing Car class was a bit of a



Phil Cooke destroying a thwacking post

Photo by whatnonegatives

disappointment as no one could get close to Trevor Willis's 2005 class record. William Mason was the closest and won the class with style. Tom New was second but suffered a CWP failure as he went to the line for his second run when the track was quicker. Tim Mason brought the family Reynard home in third ahead of a recovering Jon Waggitt who had spun at Clark's on his first run. Into the Over 2 Litre class and at the head of this 22 driver class was Martin Groves in the yellow Gould who reset the class record on his first run. Simon Durling brought his Gould home in second place ahead of Scott Moran, Mike Dean and the rest. There was a noteworthy performance down the field as Sandra Tomlin took her 4.0 Litre Pilbeam-Judd MP72 to the New Ladies Record on her first run, unfortunately a spin at Orchard on her second precluded any more record breaking. Trevor Willis was also giving the OMS-Powertec V8 its Harewood debut and finished just outside the Top 12 Qualifiers in the second stanza.

Then we were back to the Harewood Champion-



Trevor Willis's debut in the new OMS CF06 V8

Photo by whatnonegatives

ship classes and the Nat A competitors. First it was a combined Up to 1400 and 2000 Road Modified Saloon car class. David Sykes ran out a comfortable winner despite a second run 'moment', Andrew Barton brought his 205 home in second with Andy Geen completing the Pug 1-2-3.

There was only one Up to 1400 runner, after Steve Foster had to switch to the Sykes 205 after he blew his engine up at Cadwell the previous week-end, that was David Shee in the Polo and he struggled to match the pace of the two litres. In the Over 2 litre class Karl Jackson was the class act with his Mitsubishi FQ340. He finished some four seconds ahead of second placed Mark Schietaert in the VW Golf. Chris Price's sideways antics helped him to a fine third in the elderly Sierra XR4i.

In the Up to 1700 Road Modified Kit Car class it was the battle of the Strikers. 'Uncle' Bob Bellerby was eight tenths off his class record but just did enough to keep Mike Smith at bay. There were just two Over 1700s and Mark Anderson took the honours in his MK Indy finishing over a second ahead of Tom Butler in the Westie. There was another amalgam next as Phil Short's Mod Prod Mini was ranged against a couple of Lotus entries. Short ran out an easy winner whilst the Lotus battle was resolved in favour of Chris Timson in the Elise.

The final class was for the Formula Ford runners. Just five entered and it was Andrew Henson in the Swift who showed them the way to the top! He put in two near identical runs at 61.60 and 61.59 to annex top spot whilst Mark Moran (Van Diemen) was second just seven tenths adrift. Ian Thomas brought his more modern Swift home in third ahead of the younger Henson – that's Dean in the Van Diemen – whilst last place went to the elderly Ray of Kevin McGrath.

Top Twelve Run-offs



Dean Henson

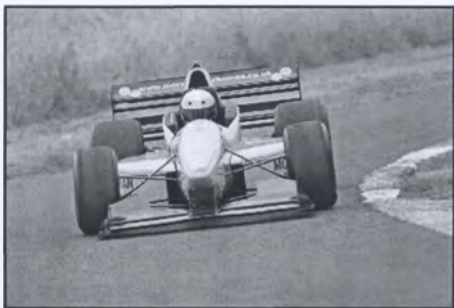
Photo by whatnonegatives

Round 17 – The two shared cars led off with Paul Ranson first on track; his neat and tidy approach saw him clip a couple of tenths off his qualifying time to post a 52.51. Then it was Roger Moran to the line; the orange Gould was quicker to the split at Country and maintained the advantage as he posted a 50.44 to move into the lead. Next it was the slowest qualifier Mark Coley in the Opel V6 powered Gould; he was up on his time after a very quick start and maintained this improvement posting a 52.59 to slot into third at that point. Then came the rapid 1600 Force of Phil Cooke; he was simply flying through Chippy's but made a bit of a mess of Country by running wide. It was all back together before Willow and he was wheel perfect through Orchard and Farmhouse. He stopped the clock at 52.46 which is the fastest time a 1600 has ever climbed Harewood hill! Then it was the 'Jaguar Green' Gould of Chris Merrick; the former policeman was fired up and was soon eating into his qualifying time finally posting a 51.73 to move into second place. Rob Turnbull was already spinning up the wheels in the Cosworth HB powered Gould and when he launched off the line his initial 64 ft time looked good. Somewhere on the hill things went wrong and Turnbull could only post a 52.81 some two tenths slower than his qualification time slotting into last place. The newest of the Gould GR55s was next in the hands of Basil Pitt. 'Poacher' Pitt as he is known was another not to measure up to his qualification time and having out-qualified Turnbull he now dropped behind with a 53.84! Simon Durling then set about stopping the trend as he carved over half a second off his best so far to register a 51.15 and slot into second behind Roger Moran. Deryk Young was next in the ex-Graeme Wight Junior GR51 now with Judd power. Young also improved his time but by a greater margin than Durling and the 50.30 put him into the lead – would it be good enough for a round win? Channel Islander Mike Dean was next and the VERY orange Gould was quickly into its stride however the final lunge for the line at Quarry saw 'Moose' spin but register his best time at 50.76 slotting into third behind Deryk Young & Roger Moran. It was now time for the Moran GR61 to come to the line this time with Scott at the wheel. The youngster was in determined mood and quickly got into his stride. The split at Country saw him up on the clock, he improved at Orchard and when he flashed across the line there was a gasp and thun-

derous applause as the crowds saw the clocks stop at 49.19 – a new OUTRIGHT Record! Could Martin Groves match or better this? Groves fired up the GR55, spun up the wheels and was staged on the line. At the green light he floored it and was quicker over the first 64 ft but as he sped through Country Corner the Red Flags went out! The clocks had stopped and there would be no time. A frustrated Groves drove back to the Paddock where more fuel was added and the team tried to calm him down. Back to the start and Groves was soon ready to go. At the green light he lit up the rear tyres and as he sped towards Clark's the Gould got away from him and he spun to a halt!

The net result was that Groves lead in the championship had evaporated and Scott Moran now held a three point lead instead!

Round 18 – All the cars that had qualified for the



FTD Scott Moran

Photo by whatnonegatives

second run-off came from the Over 2 Litre class and with the Coley Brothers both qualifying, the first time two brothers have qualified for a run-off since 1968, it was extra special. Andy Coley led the runners and as he crossed the line and stopped the clock at 52.51, an improvement on his qualifying time, the clouds started to gather. Paul Ranson then clipped a couple of tenths off his qualifying time to slip into a tenuous lead on 51.93. The final shared drive was the Moran Gould with Roger at the wheel. The ex-champion just improved on his first run-off time to once again set the new standard at 50.38. Next was the slowest qualifier Oliver Tomlin in the MP72 Pilbeam that mother Sandra had set the new Ladies Record in.

Oliver took nearly half a second off his best so far to just sneak ahead of Andy Coley. Next it was the second Coley – Mark – who became the first driver in this run-off to fail to make an improvement and he moved into last place. It was that green Gould next in the hands of Chris Merrick. Merrick was fractionally quicker stopping the clock at 51.93 exactly the same time as Ranson. The Rob Turnbull once again failed to improve on his qualifying time and underlined his dislike of the 'One Run' Top Twelve Run-offs. Mike Dean again failed to beat Roger Moran's time but the sideways Moose moved into second spot. The methanol fuelled Judd engine in the back of Deryk Young's Gould then barked into life. Deryk was delighted with second place but this time despite an improvement he was sitting in third on 50.89 with three very quick drivers to come! Third fastest qualifier was the new Hill Record holder Scott Moran. The youngster couldn't match his previous pace posting a 50.10 but he did go into the lead. Martin Groves then coolly went about the recovery job posting a purposeful 49.92 to sweep into the lead. This just left the fastest qualifier Simon Durling. Could the man who has yet to win a Top Twelve Run-off break his duck? Off the line and he was fractionally slower than Groves, at Country he was even further off the pace and he slowly dropped away finally posting a 50.81 and taking fifth place. Martin Groves had started the fight back, as he left Harewood; he was just two points adrift of Scott Moran and already looking forward to their next encounter in the Channel Islands.



Martin Groves

Photo by whatnonegatives

HAREWOOD SPEED HILLCLIMB DRIVING SCHOOL REPORT

SUMMER TERM

By Peter Herbert

Thirty two students braved the heat-wave conditions of Thursday 27th July to learn the secrets of Yorkshire's leading speed hillclimb course. The usual mix of raw novices, seasoned old timers, and aspirational hot shoes had entered in a wide variety of transport that ranged from the Ferraris of school regular Jolyon Harrison and wedding car entrepreneur Mark Buckland, to the Fiat Seicento and Vauxhall Zafira of Gary Newey and Iain Davidson, with the familiar mix of Caterhams and hot hatches in between.

Harewood event regulars Andy Ball, Porsche 911, and Stephen Irvine, historic rally prepared MGBGT, were welcome participants, the former bringing along several corporate guests and their cars, while the later was taught to drive less sideways by the bold Brian Kenyon.

Despite the pace afforded by a bone-dry track there were few incidents, and all appeared to go home with straight cars and smiles on their faces.

Joint Drivers of the Day were the 355 conducting Mr Harrison, and Peugeot 306 pilot Andrew Hewitt on an impressive 89 points



"AY UP, NEW NEIGHBOURS". Iain Davison gives his overhead lockers a workout as he powers the Zafira out of Farmhouse and up Quarry Straight.
Photo by Peter Herbert



Some say he is sewn into his race suit for the duration of the racing season, others that he owns more than a hundred Sprites, none of which work. But we only know him as BRIAN
Photo by Peter Herbert

**Don't forget to watch Harewood on Inside Out
Monday evening, 11th September on BBC1**

Montague Burton Trophy Meeting

By John Green

Stockton Farm was blessed with perfect hillclimbing weather for the first of the BARC Yorkshire's two August meetings, round 6 of the Harewood Hillclimb Championship and a round of the National Hillclimb Association Championship for motorcycles.

The long left-hander at Farmhouse seemed to be an incident prone spot with four incidents, all minor ones. Dave Kruse and passenger Malcolm Preston's Suzuki powered outfit ran into the tyre barrier and Malcolm was thrown out. After a quick check over by the paramedics he was found to be alright, sadly the Suzuki outfit did not take it's final run.

Ginetta cars opened the afternoon's proceedings and Robert Pallet in the Turbo Cosworth powered G33 took the win from Malcolm Jones's G17 with a 65.69 best.

The merged Classes 1 and 2 was a Peugeot benefit. Fastest was David Sykes in his 205 GTI in 67.93 seconds, ahead of Championship leader Andy Barton with James Kerr third, all 205 GTI drivers. Class 1 driver Debbie Grant's Mini failed at Farmhouse with a broken piston.



Chris Pearson—photo by whatnonegatives

The over 2 litre Road Modifieds were all way off Jonathan Mounsey's record. Fastest was Mark Wallwork's Sierra Cosworth, his run of 66.48 taking the class. He went a bit slower on his next run and found the Farmhouse gravel trap waiting to catch him on his third run. The Mitsubishi Evos of Michael Walsh and Carl Hughes came second and third. Mark Schietart driving Championship sponsor Richard Alexander Volkswagen's Golf GTI is trying desperately to get below 70 seconds and was nearly there with 70.12 seconds. Robert Bellerby, last years championship runner-up,

had fitted a lower diff to aid his season long battle with Mike Smith. It worked as Robert took the Up to 1700 Road Modified Kit Car class in 63.48, despite a practice run which saw him spin off at Country and again at Willow. Mr Gaffer and Mr Tape came to his aid. Mike Smith's Ford Puma powered Sylva took second ahead of Michael Bellerby in a similar car. The Over 2 Litre Kits went to Cadwell sprint class winner John Hoyle in 62.87 almost a second up on Simon Green and another second up on third place man Mike Tate, all Westfield mounted. Classes 6 and 7 for Modified Production Cars were merged and saw two familiar faces return to Harewood. Paul Nutter, sideways as ever, took the win from the Lotus Europa of Keith Wilford. Bodspeed supremo Roy Bolderston was third in his Mini.



Paul Nutter (welcome back, we've missed you!)
photo by whatnonegatives

The Formula Ford class went to South Queensferry's Ian Thomas, his second run being over a second quicker at 63.02. Dean Henson's second run ended with him sliding off at, where else, Farmhouse. Runs one and three showed his consistency with 63.65 and 63.71, enough to take second spot.

Classes A and B were merged and spectators were denied a good battle between Peter Herbert and record holder Robert Kenrick when the latter withdrew. Peter took the win in his Russ Cockburn prepared Westfield BDH to add to his win at Wiscombe the previous weekend, ahead of Andrew Steel's Westfield.

Classes 8 and C were also merged but the potential class winning car was withdrawn following a practice crash. The Jaguar E type of Haydn Spedding and son

Richard smote the kerb at Orchard with father driving and damaged the steering. Kurt Ramsden's MK Indy was also sidelined. Claude Spencer took the honours in his Rover V8 powered MGB to add to his recent win at Aintree.

In the 1400 Sports Libre class, Graham Smith in his Radical maintained his two place championship lead over Les Proctor. The OMS driver took second spot ahead of the Matador Special of Matthew Sutcliffe. Matthew managed a neat 180° spin at, you guessed it, Farmhouse.

The larger Sports Libres were also merged. Simon Bainbridge's monster Audi continued it's development programme but only managed one run. I'm sure the problem will be sorted out and the former Hillclimb champion will be a hard man to beat in this class. Don Burt's Image Monza didn't run so left just two drivers to battle it out. First place went to Jim Naylor in the Ward WD9 V in 59.26 ahead of Graham Midgley's OMS. I know that the Pickering constructor Joe Ward will be pleased to hear that his old car is back to its winning ways.

Turning to the motorcycles next, the up to 250cc Class win went to Ian Escreet 's Aprilia in 68.47 seconds, over a second in front of Honda CR mounted Les Wilson.

John Johnson on another Honda CR took the up to 350cc class from the earlier Aermacchi of Keith Wood. Mick Brook came third on his RD Yamaha, a bike he found in a skip.

Class B3 for up to 500cc machines saw a new record. Glyn Poole's Honda CR, obviously the bike to have, broke his old record on all his runs, leaving it at 62.17, 2½ seconds lower. That gave him the class, second place going to Paul Jarrett who also broke the old record on all his



*Glyn Poole
photo by
whatnonegatives*

runs. Peter Short, whose photo graced the Events Programme cover, took third.

The Up to 750cc Class went to Super Moto Champion Leighton Haigh. The Honda rider, currently spanning for multiple TT winner John McGuinness, went up in 62.28, just 6 hundreths off his own record. Paul Jeffrey ran him close for second place in 62.68 and Harewood first timer Neil Hutchinson



Leighton Haigh—photo by whatnonegatives

came in third.

The Big Solos saw another new record as John Woods hurled the Weslake Twin to the top in 63.45, almost a seconds improvement. National Hillclimb Association Chairman, Doug Parnell, took second place on his V twin Aprilia with John Golda's Harris Suzuki in third.

The One Wheel Drive Sidecar and 3 Wheels class was won by the Fred Reeve Special of class record holders Simon Blenkin and Paul Nelson. Second place was held by Dave Kruse and Malcolm Preston who thanks to their little off at Farmhouse only completed one timed run. Third went to the lovely BMW outfit of Harry and Carol Foster, currently just one place behind the FRS riders in the National Championship.

Two Wheel Drive Sidecars and Three Wheelers saw second spot go to FRS constructor Fred Reeve whose innovative machine set a 64 foot time of 2.05 seconds, and that's big racing car territory. Fred's usual passenger Kevin Hoole was unavailable so solo rider Mick Brook volunteered his services, his first sidecar ride.

Fred's son Jason crewed by wife Dawn took the win over 1½ seconds off their record. Perhaps becoming parents of a lovely daughter just 12 weeks earlier might explain the slightly slower pace?



*New parents Jason and Dawn Reeve
photo by whatnonegatives*

The two smaller engine racing car classes were merged and it was former Harewood Champion and Driving School instructor Dave Banner driving an OMS who won the class in 55.04, helping to maintain third place in this years Championship. Tony Levitt took second and third went to Glyn Sketchley with only 490cc's of 2 stroke Suzuki power. Racing Cars up to 1600ccs provided 1st and 3rd FTDs. Airline pilot and Driving School instructor James Blackmore, just 2 weeks after his wedding and honeymoon in France, took the class and FTD with 53.35, also recording the days fastest speed trap reading of 105mph. Second was OMS constructor Steve Owen in the company's new Hornet car. Dale Cordingley completed the OMS trio for third place.



FTD James Blackmore—photo by whatnonegatives

Classes K and L were merged. the class win going to Jon Waggitt, reigning FTD Champion, having his last drive in the Reynard Gould which he has recently sold in favour of something bigger. Could this herald a planned assault on the 2007 FTD Championship? Tony Luxton took second in the Pilbeam Hart, his

usual co-driver Bill Hutchins preferring the Greek Islands to the Broad Acres (there's nowt as queer as folk!)

The Top 6 run off for the bikes was reduced to 5 when the FRS of Jason and Dawn Reeve expired. 1st was Paul Jeffrey in 61.67, which was under the class record, second came Leighton Haigh on 61.93, also under his record. Glyn Poole followed in 63.02, with John Woods on 63.56 and Paul Jarrett on 64.12.

An excellent day, free from major offs, a tribute to the team of marshals and officials who work so hard to make Harewood a success.



Great to see the Motorcycles at Harewood again, always a good spectacle—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) or
HMA Chairman: Keith Davison,
The Sidings, 7 Caister Close, Greenacres,
Birstall, West Yorkshire, WF17 9QY
e-mail: keith.davison@btinternet.com

PLUCKY YORKSHIREMEN BEAT DEVON CREAM

by Peter Herbert

During an exciting weekend that saw Simon Durling take the second British Hillclimb Championship run-off win of his career aboard the "small" engined 515bhp 2.65 litre Gould GR55B, Martin Groves tear the tyre off his similar but 3.5 litre Cosworth propelled car after a brush with the barrier at Bunny's Leap, only to bounce back to win the second run-off, and Rob Turnbull crash his GR55 heavily at Martini, Yorkshire Centre Chairman Tim Wilson and Harewood Speed Hillclimb School instructor Peter Herbert took on the locals at Wiscombe Park deep in south Devon to good effect.

On his first ever visit to this delightful but tricky 915 metre course, which brings to mind the open parkland of Barbon over the first third of its distance, then dives into trees where a blind, undulating, and twisty stretch leads to a tight hairpin, a long tree lined straight, and a final hairpin, Tim mastered the changeable weather conditions and was the surprised pace setter of the 1600cc Racing Cars class following Saturday practice at the wheel of his 1400cc OMS CF04, shared on this occasion by Mike Fitzsimons. That the likes of Dave Kimberley [Force PC] and Peter Sexton [OMS 2000M], both with much experience of the hill and 1600cc power, were trailing in Wilson's wake caught the attention of the locals.



BARC Chairman Tim Wilson
Photo by whatnonegatives

Come Sunday the sun returned, and the horror of mist and rain hanging in the trees was banished from the memory bank. By now Tim's rivals were onto him, and Sexton and Kimberley were ahead during morning practice. But in the timed runs the yellow OMS was back in front, to stay there after the final ascent by just one hundredth of a second from the man from Demon Tweaks, Dave Kimberley, with Sexton a mere 0.13s further adrift.

In the 1400cc Mod Prod class it at one time looked as if its main protagonists Andy Russell and Peter Herbert would both be eliminated before battle commenced. Russell was rejected by the scrutineers for not having a cross brace on his Ginetta's roll cage, whilst a peculiar tapping noise from the Westfield's engine alerted Herbert to the fact that a pulley was loosening on the BDH and about to eject the cam belt. However, class rival Brian Davage donated the door bar from his Mini for use as a roll bar diagonal in the G15; while some borrowed tools from Paul Matty, and Loctite from Channel Islander and 2.4 litre Anglia driver Tim Torode, enabled Equipe Herbert Sporting Director Russ Cockburn and Chief Engineer Nick Wilson to secure the pulley and change the belt.

Despite not having a previous Wiscombe win on his hillclimb CV, and it being nine years since the previous visit, Peter felt duty bound to reward his hard working team, and turned a 1.5s wet practice deficit into a 1.12s win over local hero Andy Russell.



Peter Herbert in the Wiscombe Paddock
Photo by 2T4T

An altogether excellent weekend, enhanced by the efficient and friendly Woolbridge Motor Club, was further enriched for Equipe Herbert when a most well spoken gentleman approached its driver in the top holding paddock and enquired as to the whereabouts of one Andrew Merrick-Read. "Sorry", I replied, I'm not from these parts and am unfamiliar with many of the local competitors." "Come come" was the retort, "you must know old Andy". "Sorry, I really don't" I insisted. "Oh you must know the chap – he drives for Fat Bastard Racing!" Then it dawned on me. There was a rather scruffy Peugeot 205 covered in wings and spoilers in the paddock with just such a team name on its flanks. That's Devon for you.

Reluctant Racer by Helen Waddington

As I sat there on the grid, engines roaring all around me, one thought came into my head "What on earth am I doing here?"

But that was precisely it. What was I doing on a starting grid at Silverstone? I don't even like motorsport! But thinking about it further, it's because I'm not interested in watching racing that I ended up competing myself.

My sporting interests had been inherited from my parents, which was basically watching snooker, horse jumping, athletics, darts etc. But never motor racing. It was much to my mother's annoyance I later added football to this list. But the writing was on the wall when I met a young man called David Coulthard. (Yes, he was young once and he even had hair!) I should have read the signs, when he took me to Harewood as one of our early dates. We didn't stay long, so it wasn't too bad.

Then after 4 years the Midget arrived and Dave started competing at Harewood. If the weather was good, I would venture out of the car, otherwise I would sit there and read or just snooze. He then added the MGCC speed championship to the calendar, so more & more weekends were taken up with events. This was getting desperate! So I dusted off my camera and started taking photographs. To be fair, this did make things more interesting as I ventured out to find ideal spots to take that perfect photo. But to be perfectly honest, I wasn't that good and we ended up with hundreds of photos of a white Midget looking very stationary.

I did join Dave in attending the Prescott Hillclimb School. This was because he was borrowing my MGF and I just didn't fancy taking a day's holiday to sit around watching him have fun. I came bottom of the class and went home very depressed. This was followed a few weeks later by the Harewood Hillclimb School, which I also attended for the same reasons. This was far more encouraging and Brian tried his best to make me drive faster! I even came in for some praise on how well I took the racing lines. But deep down I knew I just wasn't a natural born racing driver. Then the dog got old.

Yes, it's bizarre, but my elderly canine was a

contributory factor in my descent into motor racing. At the time he would regularly sit alongside me in the MGF, wearing his special doggie seat belt. But old age had made this increasing uncomfortable and it became clear another car was required. So the MGF was traded in for an MG ZR 160. That was when I made my first mistake. I uttered the words "this would make good hillclimb car".

Next thing I knew people were coming up to me saying "Dave tells me you're taking up hillclimbs this year". There were also suggestions of courses I should do. Each time I told Dave where he could go! However one course was in MG ZR's at Three Sisters and I thought I'd secretly give it a go to finally prove I couldn't do it. So without telling anyone, I booked myself in. As the weekend approached, I made several suggestions to make Dave go away without me for the weekend. I tried and I tried, but he just wouldn't go! (He was never one for taking hints). So six o'clock the night before I finally confessed and the next day, off we went to Three Sisters where I learnt to squeal my tyres around corners and made the instructor laugh as I did my biker lean into each one. I also lapped the only other pupil four times. So next thing I knew I was signing a licence application and an entry for Harewood. My debut was less than spectacular, but that was when I realised that competing is far more interesting than watching. Several more events followed and I even became the MGCC Northern Ladies Champion!

Then the boyfriend got old.

OK, not exactly old, but he turned 40. So he decided to treat himself to a year's racing. He found an arrive 'n drive package in MG ZR's which meant that he didn't need to store or look after the car himself. Regular readers of the Harewood Times may remember reading about his exploits. Once again I was relegated to the role of chief supporter. But for one year it wouldn't be that bad.

But that year was followed by another and to make things worse he started testing before events. Words cannot describe how tedious a test day is...

Then another year followed.

To make things even worse I was finding fitting in my sprints and hillclimbs difficult and finding that long lay-offs were affecting my ability to drive fast. Then came my "bright idea". I would start testing myself! So back I went to Three Sisters and got my race licence.

Next I needed a race legal car. Converting the ZR was not an option, as this would mean a fixed seat. I have short legs, Dave has long legs, so sharing a car would be difficult. I also didn't want any test day damage to spoil my chances of retaining my ladies championship.

So along came the MGF, which curiously enough was bought whilst on holiday in the Cotswolds. As a holiday souvenir, it sure beats fudge!

That was also when Dave discovered the effect red wine had on me. I know what you're probably thinking, but it made me talk about racing my MGF.

Several bottles later (over several weeks I hasten to add), I'd entered my first race.

My first race was at Oulton Park. Boy was I nervous. I particularly got myself wound up about the start. The thought of 20 cars all heading for the same corner terrified me. So Dave went through the start procedure with several times. We'd come out of the assembly area, drive round nearly the full track and be guided onto our grid position. He told me to find some marker to help me find the exact position later. Then they would show a green flag and off we'd go on the green flag lap. I was after this, that I was to put myself back on the grid, wait for the lights to go red and off we'd go. So I went to the assembly area and sat there in sheer terror. Off we went on the formation lap and as they gridded me up, I thought "I can't do this". So I decided that, following the green flag lap I'd peel off into the pits and retire a coward. Then suddenly everyone started revving their engines. I thought "They're taking this green flag lap a bit seriously". Then I saw the red lights and thought "Dave said it would be a green flag - he got that wrong!". Then the lights went out and the three cars who were behind me on the grid, were now in front of me. Are you allowed to overtake on a green flag lap? OK, you've already spotted this was the start of the race, but I'd never been in this situation before and not being someone who voluntarily watches races it took some time for it to sink in.

As we approached the first corner I was still last, but the nerves had been replaced by a fit of the

giggles. I set off in pursuit of the rest of the pack. Ahead of me were two Midgets having their own battle. As I approached, one made a lunge down the side of the other having got a better exit from the corner. I followed on his tail and, as soon as I could, pulled over in front of the slower Midget to block his path and also to have a go at the other. Unfortunately I didn't have enough power and he led me through the next series of corners. Then coming out of the Lodge corner onto the pit straight I drove to his right and just kept my foot in. We raced side by side along the straight, but the F's superior power won out in the end and I was first into Old Hall. After that I was by myself. I tried to catch the next Midget ahead, but it wasn't to be and I finished 13th.

Then came Silverstone. I'd qualified 37th out of 40 thanks to one clear lap, which was a good 3 seconds faster than any other I managed that session. The comment made by one so called supporter read "must have taken short cut". This time, the start did go to plan (and followed Dave's original instructions). The only problem was that, by being so far back on the grid and round the corner from the start line, I couldn't see any of the timing boards and had to crane my neck to see the lights. My start was not the best in the world and inevitably by the end of the first lap I was last. Fortunately though a Metro on slicks spun at Copse and I was able to get back in front of him. I also managed to catch up with a Midget. So there we were, the Metro trying to get past me, and me trying to get past the Midget. We were having a superb battle. Then on the fifth lap we were caught by the leaders who were lapping a good 30 seconds quicker than us. They were also having a good battle. They slipped easily past the Metro and as we approached a gentle left hander the MGB V8 went past me on the right and the Caterham went past me on the left. Unfortunately for the Caterham, the Midget was already taking the apex and so he swung sharply to the right in front of me. Again unfortunately for the Caterham, this space was already occupied by the MGB V8 and there was a violent impact between the two of them. The back wheel of the MGB went over the front wheel of the Caterham and the MGB driver struggled to control his car. Bizarrely their accident was happening at a higher speed than we were racing and, as the front end of the MGB slewed left, it hit the front of the Midget. This impact sent the MGB into a barrel roll and off he went

down the track, side over side over side. As it came to a halt (thankfully the right way up), I could see the driver moving as if to release his belts, so I knew he wasn't too badly hurt. (He "got away with" a couple of cracked ribs). I calmly drove on, keeping to the left to avoid any debris, and drove slowly back towards the start, safe in the knowledge that the race would be red flagged. But I've forgotten to tell you the thing I hate the most about motor racing – the accidents. I am a complete and utter wimp. There have been a couple of accidents at Harewood which have nearly had me requiring medical attention. But it was only when they turned on the red lights that I fell apart. I

started hyperventilating and I was surprised there was any oxygen left in the air by the time I got back to the pits. I retired to the garage, where I was revived by a cup of strong sugary tea. There was no way I could restart, as I was still shaking and the race went ahead without me. As the restart was a counted as a new race, officially I never even started.

So, as you can imagine, after this rather unfortunate start to my racing career, I have decided to hang up my racing boots and stick to the hills and sprints. No way! I'm hooked and I can't wait until Mallory Park!

MOTOR NEURONE DISEASE CHARITY FUNDRAISING

Allan Worswick, Gaynor's father, tragically died over 2 years ago aged only 60. A 22 stone, 6' 2" strong as an ox farmer, a gentle giant still very close to our hearts and sorely missed, contracted this horrendous disease and wasted away to nothing, unable to talk, walk, or swallow. He was a shadow of his former self within weeks and it was living hell for him as it was for us to watch him like that.

To raise money for this important charity Gaynor is to share my MG BGT and contest a round of the Harewood Hillclimb on Sunday the 17th of September on her own.

By contributing towards MND you will have helped to find a cause, diagnosis and hopefully a cure and make families lives who suffer with this illness that little bit easier.

Thank you for your support

STEPHEN AND GAYNOR IRVINE



WHEELS FOR SALE

2 x 13" x 7" four spoke Compomotive split rim alloy 4" PCD.
£120

2 x 13" x 7" Minilite style alloy with cross-ply cut slick tyres. 4" PCD.
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Above would suit OMS front with cross-ply tyres.

Contact Dale Cordingley on 01943 874183

or email dale.cordingley@btinternet.com for photos

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'Clutch Ado About Nothing'

by Andrew Thorpe

It is the middle of the 'merry month of May'. I am standing looking at the clutch plate in my hand. The plate has what looks like a 'bite' out of it, by someone with a Jeremy Clarkson sized mouth. Clearly this is not how Mr. Mintex had intended the plate to be. The piece which had been 'bitten' off, had caused untold woes within the bellhousing as loose chunks of metal rotating at 8000 rpm have an uncanny habit of doing.

This had started as a niggling clutch problem. The usual lack of travel, couldn't select gears without accompanying crunching noises etc. Simple solution, we thought, a quick bleed of the

slave cylinder and a quick top up of fluid should do the trick. It did in fact appear to have some effect for a short while, but we encountered the same problem after the end of the run. More fluid, with much pumping on the pedal by my daughter, and all appeared to be in order. After the next run, Andrew Pedley, my esteemed racecar technician... Ok Handy Andy with a lump-hammer and a roll of gaffer tape in one hand, and a pork pie in the other, pointed out that there was no trace of the 'missing' fluid. We quickly turned to our technician from the fluid manufacturer, as any self respecting race team would. Upon discovering that we didn't have any staff from Girling, we concluded for ourselves that the fluid had definitely not boiled off, and must be lurking with intent somewhere. Never mind. Another bleed and some more fluid, and we were (sort of) off again.

You may have read in previous ramblings of mine about crunching sounds emanating from the gearboxes of my various cars. This occasion proved to be no exception, and as I was rolling back to my paddock area, there was an unholy sound of metal coming into contact with more metal. Over the sound of the engine, and with earplugs and helmet on, I just knew that the

two metals I had just heard, were not designed to become acquainted so intimately with each other. I could not engage any gears, so I was pushed unceremoniously the last few yards. By now the seasonal British spring deluge had become drizzle. I really wasn't that keen on another run with a dodgy gearbox.

To amuse ourselves and the amazed passers by, Handy Andy and I decided that it would be a real jolly wheeze to whip the gearbox off the car, in the middle of a field, in the pouring rain. An hour and a half later, a burned forearm on the exhaust, skinned knuckles,

various cuts, bruises, explosives, and unsolicited 'advice' from the passing public, Mr Hewland had parted company with his friend Mr. Renault. The 'reason', or so we thought, was the destroyed clutch plate, and associated shrapnel in the bell housing. As luck would have it, we had a new set of plates, and these were quickly fitted. It is about this time, we reminded ourselves of the age old gospel according to Haynes Manuals; 'Refitting is simply the reverse of removal'!!! NO, it is not so. Refitting involves remembering what each bit is, where it went, in which order, not to mention contending with stripped threads, and that vital circlip, which when you removed it, sprang into a low-Earth orbit somewhere, for recovery by a

shuttle mission at a later date.

With car reassembled, we patted ourselves on the back, and headed home for the debriefing suite.... the curry house and pub. We should have known better! The following morning, I warmed the car up, and tried to engage second gear. I don't use first, because I can tell other competitors this, and they think I've got some really clever trick up my sleeve. Truth is, the dogleg first is a pig to locate, and on the move, finding second is a bit of a lucky dip, with reverse lurking dangerously



in the firing line. The gearbox was having none of it, and we were going nowhere. We couldn't face the thought of another gearbox strip in a field, so we packed up, and watched the racing for the rest of the day.

Later in the week, Andy, now having got the art of gearbox removal down to 22 minutes (true!), discovered that the actual problem was a 40-pence oil seal in the clutch slave cylinder. The 'missing' fluid had leaked past it, and was residing in the gear-side of the box, not the bell housing side. The destroyed clutch plate was a

pure coincidence.

The story is just an illustration of a typical situation that can happen to anyone. I'm sure many of you will be able to identify with this, and yet we are able to shrug it off, and accept that things like this just 'go with the territory', and we come back ready for more the next meeting. I think sometimes, we actually enjoy having a problem to sort out. At least Andy, my mechanic does..... he is able to get all his 'toys' out of the tool chest to play with !

LETTERS

Hi, Harewood !

Can I, on behalf of Lenny the Lagonda and the whole VSCC gang, thank you for a most splendid day yesterday? (Saturday 3rd June)

I'm sure every one of us enjoyed that beautiful course, and the professionalism of the Harewood team. The weather was a bonus, and 6 runs each a delight. A wonderful day, in every respect.

Many thanks.

TIM GRESTY + Lagonda 2-Litre 'Leonidas'

CONGRATULATIONS

Hi All

Jonathan and Terri have asked me to let their Harwood friends know that Terri gave birth to their second child a daughter at 01:00 this morning 9th June. 3 days late, this was good as she was due on the 6th!!!!

She weighed in at a very healthy and eye watering 9 pounds taking just 10 minutes of actual hard work to be delivered. She was only in hospital about 1½ hours prior to actually giving birth. Mother and Daughter are doing fine and should be home this evening.

Jonathan is also fine except not be able to work this weekend, he was down at the GP!!!!

Name: Ellie Louise Christine.

Regards

Keith Davison

I am sure that all members of the Yorkshire Centre will join with Brian and I in sending our congratulations and good wishes to Lesley Towers and Mike Geen on their recent marriage.

Also to Amy Tomlin and Morgan Jenkins on their wedding on 22nd July and Clare Sullivan and Alex Thompson on their wedding on 27th July.

Our very best wishes go to them all

Pat and Brian Kenyon

Can I also add congratulations to James and Catherine Blackmore who also tied the knot recently!

- Ed

Editor—Jackie Wilson



NEW ADDRESS FOR THE WILSONS



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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

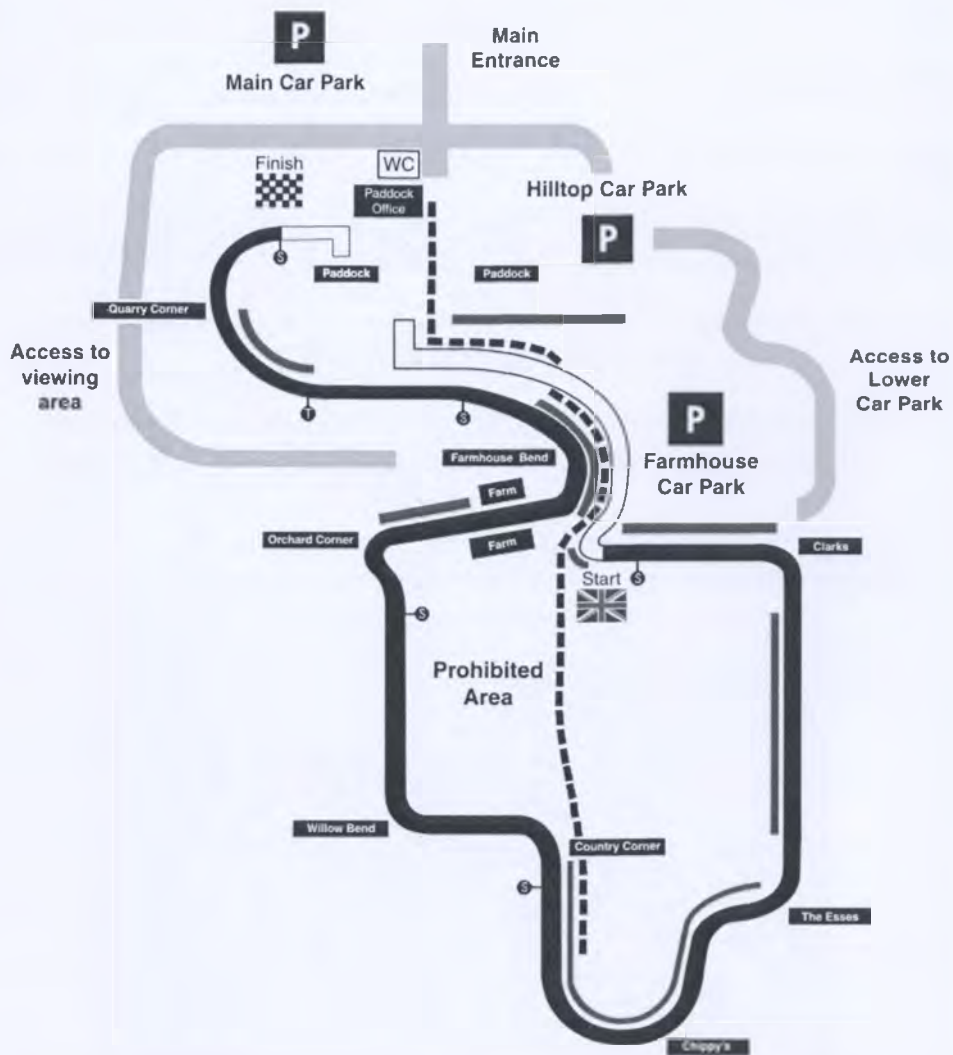
Andy Sherratt at andy@sherratt.me.uk



*It's a dirty job but
someone's got'ta do it!*

HAREWOOD SPEED HILLCLIMB COURSE

Map showing the position of the splits and speed traps



RICHARD ALEXANDER VOLKSWAGEN HAREWOOD HILLCLIMB CHAMPIONSHIP AFTER ROUND 6

Pos	Name	April	May 13th	May 14th	June	July	Aug 6th	Total
1	Robert Bellerby	15.64	15.89	16.53	16.85	17.15	17.66	99.72
2	Andy Barton	16.40	14.99	16.44	17.54	16.75	16.87	98.99
3	Dave Banner	17.24	12.48	16.53	17.86	17.41	17.31	98.83
4	David Sykes	16.58	13.23	14.97	17.72	17.67	17.55	97.72
5	Simon Green	16.78	15.67	15.83	16.45	16.04	16.55	97.32
6	Mike Smith	16.20	13.40	14.84	17.27	16.84	17.00	95.55
7	James Blackmore	14.52	12.39	14.81	17.36	18.62	17.62	95.32
8	Dale Cordingley	14.78	12.05	13.37	15.33	15.02	14.20	84.75
9	John Hoyle	17.17	16.10	15.78	17.32	0.00	17.41	83.78
10	Graham Smith	14.51	11.23	12.43	14.38	14.64	14.46	81.65
11	Steve Foster	17.42	14.26	16.01	18.19	14.62	0.00	80.50
12	Les Procter	14.00	9.28	13.06	14.17	14.76	14.09	79.36
13	Richard Vale	15.91	14.83	0.00	16.31	15.83	16.22	79.10
14	Michael Tate	14.92	13.42	14.34	15.32	0.00	15.37	73.37
15	Sarah Cordingley	14.34	0.00	10.71	14.58	13.59	12.84	66.06
16	Mark Schietaert	11.25	9.58	10.42	11.52	11.77	11.48	66.02
17	Michael Walsh	12.52	11.85	13.74	12.95	0.00	14.07	65.13
18	David Lanfranchi	13.50	11.76	12.32	13.77	0.00	13.59	64.94
19	Dean Henson	0.00	12.35	4.63	15.00	15.61	15.30	62.89
20	Andrew Henson	16.98	0.00	10.68	17.72	17.36	0.00	62.74
21	Phil Short	16.22	13.92	14.59	0.00	16.76	0.00	61.49
22	Peter Whittle	13.76	12.15	6.44	14.63	0.00	14.09	61.07
23	Matthew Sutcliffe	13.96	9.25	9.86	0.00	14.03	13.73	60.83
24	Simon Medley	0.00	11.08	11.20	12.61	12.18	13.39	60.46
25	Christopher Price	9.82	9.77	9.99	10.12	9.70	9.91	59.31
26	Stephen Irvine	11.45	9.96	11.90	0.60	11.32	11.19	56.42
27	John Moxham	13.91	11.77	14.49	14.11	0.00	0.00	54.28
28	Mark Anderson	11.71	10.59	10.51	9.51	11.58	0.00	53.90
29	David Spaul	10.29	8.36	9.87	12.25	12.32	0.00	53.09
30	Geoffrey Barker	9.10	6.51	7.43	8.89	9.43	9.84	51.20
31	James Kerr	17.32	0.00	0.00	16.44	0.00	16.81	50.57
32	Andy Geen	16.86	0.00	16.68	0.00	16.44	0.00	49.98
33	Tim Wilson	0.00	0.00	14.56	16.07	17.31	0.00	47.94
34	Michael Walton	11.13	7.05	10.77	14.30	0.00	0.00	43.25
35	Damon Gray	16.64	12.83	12.40	0.00	0.00	0.00	41.87
36	Graham Midgley	11.61	0.00	5.57	12.02	0.00	12.28	41.48
37	Richard Vaughan	0.00	5.96	8.40	8.49	9.50	8.84	41.19
38	Carl Hughes	0.00	12.79	0.00	14.57	0.00	13.83	41.19
39	Iain Davidson	9.64	5.44	0.00	11.53	13.13	0.00	39.74
40	Richard Pope	9.58	0.00	9.84	10.68	9.57	0.00	39.67
41	Lynn Owen	0.00	0.00	10.94	0.00	15.78	11.89	38.61
42	Steve Mitchell	12.74	0.00	0.00	12.16	0.00	13.61	38.51

Pos	Name	April	May 13th	May 14th	June	July	Aug 6th	Total
43	Jim Naylor	10.85	0.00	0.00	11.90	0.00	13.51	36.26
44	Steve Owen	0.00	0.00	0.00	0.00	18.19	16.15	34.34
45	Russell Thorpe	17.40	16.01	0.00	0.00	0.00	0.00	33.41
46	Kevin McGrath	8.36	0.00	0.00	0.00	10.90	10.94	30.20
47	Martin Rowe	15.39	11.55	0.00	0.00	0.00	0.00	26.94
48	Chris Brown	0.00	0.00	0.00	14.65	0.00	0.00	14.65
49	Michael Bellerby	0.00	0.00	0.00	0.00	0.00	14.62	14.62
50	Mike Baxter	0.00	0.00	0.00	6.05	7.99	0.00	14.04
51	Nitish Singh	13.76	0.00	0.00	0.00	0.00	0.00	13.76
52	Chris Wise	12.29	0.00	0.00	0.00	0.00	0.00	12.29
53	Oliver Heselton	12.00	0.00	0.00	0.00	0.00	0.00	12.00
54	Rob Holmes	11.45	0.00	0.00	0.00	0.00	0.00	11.45
55	Allan Staniforth	0.00	0.00	0.00	3.84	6.70	0.00	10.54

Harewood FTD Championship

Pos	Name	April	May 13th	May 14th	June	July	Aug 6th	Total
1	James Blackmore	8	10	9	9	10	10	56
2	Dave Banner	10	9	10	10	7	8	54
3	Dale Cordingley	9	8	7	7	5	7	43
4	Graham Smith	6	7	5	4	2	5	29
5	Sarah Cordingley	7	0	3	6	4	6	26
6	Les Procter	5	6	6	3	3	2	25
7	Tim Wilson	0	0	8	8	8	0	24
8	Steve Owen	0	0	0	0	9	9	18
9	Lynn Owen	0	0	4	0	6	4	14
10	Matthew Sutcliffe	4	5	0	0	0	1	10

Harewood Ladies Championship

Pos	Name	April	May 13th	May 14th	June	July	Aug 6th	Total
1	Sarah Cordingley	14.34	0.00	10.71	14.58	13.59	12.84	66.06
2	Lynn Owen	0.00	0.00	10.94	0.00	15.78	11.89	38.61
3	Tracey Taylor-West	7.92	0.00	0.00	0.00	0.00	0.00	7.92

*Championship points are provisional
Any queries please contact Jackie Wilson
email jackie@harewood-hill.co.uk*

***BARC Yorkshire Centre
Annual Awards Presentation & Dinner 2006***

Saturday 25th November 2006

**Ramada Leeds Parkway Hotel
Otley Road
Leeds
LS16 8AG**

Tickets available soon

**Overnight accommodation
Double Room £65 per night inclusive of breakfast
Single Room £55 per night inclusive of breakfast**

**Accommodation can be booked by quoting BARC
to take advantage of the special rate**

Telephone 0113 2699000

Contact your Committee

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David Clay
David Dalrymple
Graham Wride

Simon Clark
Peter Whittle



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

www.harewoodhill.co.uk



JULY WEEKEND