

# YORKSHIRE CENTRE TIMES



OUR  
2006  
CHAMPIONS  
PARTYING



ISSUE 112  
TANUADY 2007



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## Harewood Speed Hillclimb Driving School

**2007 Dates**

5 April/ 3 May/ 24 May/ 28 June/ 26 July

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email: [pkenyon@holdworth.fsnet.co.uk](mailto:pkenyon@holdworth.fsnet.co.uk)

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

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## HAREWOOD MARSHALS ASSOCIATION

Not competing?

Why not join the  
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You're guaranteed a friendly  
welcome by all our regulars

See all the action from the  
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then contact.....

Chief Marshal: Mike Shorley on  
01977 780035 (evenings)  
or HMA Chairman:  
Keith Davison, The Sidings, 7  
Caister Close, Greenacres, Bir-  
stall, West Yorkshire, WF17 9QY  
e-mail:  
keith.davison@btinternet.com



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## Chairmans letter

Best wishes to you all for the New Year and a new season.

This year is the 45<sup>th</sup> year of hill-climbing at Harewood and preparations are well underway to make sure it's one of the best. We are continually trying to improve all aspects of the venue for competitors and spectators alike. A lot of effort from the marketing team ensured that 2006 was our best year for some time in terms of sponsorship and spectator attendance. We have therefore been able to invest heavily in Harewood over the winter and the forthcoming months.

We hope to have addressed two of the main issues discussed at the Forum, namely the timing / results service and car recovery.

The new admin / results system is now ready for use in earnest, having run in parallel to the old system throughout last season. The hardware has been updated, including 3 new PCs to run the system, flat panel monitors to display results and 3 new digital time displays, so that even more spectators can see how good your time is!

Resurfacing work has also started on site, with fresh tarmac being laid on the return road behind the barns, a section of the start access road, small areas in the paddock as well as at Clarks and Country where we hope it will make it easier to hold recovered cars. We are also looking into the feasibility of building a D road in the east paddock.

You will see from the enclosed Regs Booklet that a number of changes have been made to the 2007 calen-

dar. We are delighted to have Cubicle Centre on board as our championship sponsor. This local supplier of wash-room cubicles has been a supporter of Harewood for a few seasons, fronted by MD Andrew Thorpe's distinctive Formula Renault single seater. The championship now consists of 8 rounds, having dropped the 2-day July meeting - see separate article.

A new event to our calendar is the Classic / Vintage Meeting on Saturday 2 June. We are running this event for the VSCC, whose members relished their first visit to Harewood last year, and several other one-make classes. So if you own a pre-1971 car, why not come along to share in the nostalgia.

We have also reduced the number of clubs invited to the September weekend in response to the overwhelming entry we received last year. We hope that we will not have to return anyone's entry this time! I should emphasise at this point that our '1<sup>st</sup> come, 1<sup>st</sup> served' entry policy will continue to be enforced, with the exception of the two MSA championship rounds where we have to accommodate all entrants in that championship.

We hope that the changes make for an even better season at Harewood and, remember, we are always open to comments. Please do let me know if you have any comments or ideas, and contrary to rumour, this will not result in your entry being put to the bottom of the pile!

I look forward to seeing you at Harewood this season,

Tim

## July 2007 Changes

If you have read the small print in the Regs Booklet (and I bet many of you don't!), you will notice the changes made to our 2-day meeting in July. These changes have been necessary to enable us to comply with MSA permit and insurance requirements.

The event retains it's dual permit National A / B status:

- the A permit part of the event comprises classes A to L and is open to ANY competitor with a National A licence and an eligible car,
- the B permit part of the event comprises 2 new classes for National B licence holders.

We are delighted to welcome the popular **Aldon Automotive / HSA Speed Championship**. This popular national series, run by the Hillclimb and Sprint Association, is venturing North for the first of, hopefully, many visits to Harewood.

This event no longer counts towards our championship but we are running **a new class for Yorkshire Centre members** with a B licence. We hope many of you still want to compete at this event, without the pressure of championship points. This single class will be scored on handicap, using bogey times from our normal classes, and we hope to put up an attractive prize for the class winner! Remember, you can ask to be exempt from Saturday practice if you can't make both days aswell.



### NEW ADDRESS FOR THE WILSONS

130 Main Street,  
Little Ouseburn, York,  
YO26 9TG

Tel: 01423 339062

TIM WILSON

tim@harewood-hill.co.uk

JACKIE WILSON

jackie@harewood-hill.co.uk



## FOR SALE

### TRAILER

Clam shell trailer based on Brian James twin axle. Max internal length 14ft.8in  
Min internal width 6ft 2in. Storage shelf, electric winch, ramps, spare wheel.

**£2000 ono**

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Porsche 944 Turbo paddle clutch, less than 2000 miles use.

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### TRAILER RAMPS

Pair of extra long 2 metre galvanised steel ramps for  
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## DIARY DATES

### MARSHALS TRAINING DAY

SUNDAY  
18th MARCH  
2007

ALL WELCOME

### CLASSIC & VINTAGE MEETING

SATURDAY  
2nd JUNE  
2007

## FOR SALE

### Race Technology DL90 Data Logger

Do you want to improve your times?  
This little box can help knock off those precious seconds!

This powerful data logger comes complete with GPS receiver, engine speed pickup lead, power lead and adapter, mounting brackets, serial cable (DL90 to PC), software, instructions and carry box – everything to enable you to use it straight away, and does not require a lap timing beacon

The DL90 maps the track, allows you to set track markers, and perform analysis on your PC. Using a combination of GPS and accelerometers to record speeds, acceleration, G force etc. It allows other digital and analogue signals to be monitored e.g. brake switch, brake position, wheel speed sensors, throttle potentiometer, oil pressure, water temp etc.

Data is downloaded to a PC for analysis, which allows the overlay of multiple runs for comparison purposes. The latest

Race Technology software (Nov 2006) can be downloaded free directly from their web site and is compatible with the unit.

The logger and all its bits are yours for **£250** – half the original price and much cheaper than virtually any performance upgrade!



### WHEELS

2 x 13" x 7" Minilite style alloy with  
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**£145**

Above would suit OMS front with cross  
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Contact Dale Cordingley  
on 01943 874183 (home)  
or 07802 217353 (mob)

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

## WATTLE AND DAUB – WINTER 2006/7

Wattle and Daubs winter programme began soon after close of play in September when the hill was “put to bed”. Assisted by the loan of a John Deere Teleloader from local farmer John Thackwray (by the way Tim there's one for sale in the Yorkshire Post for £7500) the Rectical blocks were brought into the barn for storage, with Ronnie Clayton, 2006 Revington TR Champion getting his first taste of lorry driving. Several new covers were fitted to replace those damaged by the more, let's say, errant competitors.

W&Ds new transport, the Diahatsu Fourtrack, advantageously purchased from groundsman Reg Hullah was used to tow in the timing caravan. Only when attempting to reverse it into the barn was it discovered that the auto-reverse on the timing unit doesn't work. A cleverly placed lump of wood made for a temporary repair.

Advertising banners were brought into storage, as were the site map boards. The breakdown truck was modified by fitting a smaller storage box to allow larger cars to be accommodated. An extra box was fitted under the body.

The fleet of lawn mowers were sent for service at Harlands of Green Hammerton. The bad news was that our original Hayter Condor was beyond economic repair. The committee authorised the purchase of its replacement, a brand new 13hp Billy Goat with electric start, well we're not getting any younger you know.

As start was made on painting the blue van. A suggestion to paint it green and signwrite it “The Blue Van” was discounted. Don't expect a concours finish, the job hasn't gone too well to date.

The radio aerial was taken down to allow electricians supremeo Richard Hardcastle to replace the corroded unit. Extra tyres were added to the tyre walls at Farmhouse Out (left side), and around the telegraph pole, this on the advice of John Symes, of the MSA. Thanks to the Sports and Specialist Car Company, Boroughbridge and Ian Brown Tyres of Malton for the supply of old tyres of a suitable size.

Work still to be started is as follows:

1. Replace tyre wall at Esses with Armco barrier fronted by double tyre wall.
2. Enlarge concrete area for timing caravan
3. Prepare new base for marshals' hut at Farmhouse Out.
4. Repair roof of timing caravan (Andrew Thorpe has kindly offered to accomplish this task).
5. Arrange for gravel traps to be loosened up and have the track properly cleaned.

The Board of Directors of Wattle and Daub allowed the company a 3 week break over the festive season. Considering the work still to do perhaps this was generous. We may have to institute a night shift!!



**THE BRITISH AUTOMOBILE RACING CLUB (YORKSHIRE CENTRE)  
ANNUAL GENERAL MEETING - MARCH 5th 2007**

Notice is hereby given that the Annual General Meeting of the British Automobile Racing Club Yorkshire Centre will be held at the Parkway Hotel, Otley Road, Leeds, on the 5th March 2007 at 7 30pm

By order of the Committee

John M English

Hon Secretary

**AGENDA**

- 1 To receive and adopt the minutes of the Annual General Meeting held on 6th March 2006
- 2 To receive the reports of: -
  - a) The Hon Secretary
  - b) The Hon Treasurer
  - c) The Hon Competitions Secretary
  - d) The Chairman
- 3 To receive and adopt the accounts for 2006
- 4 To appoint the auditors
- 5 To elect Officers and Committee for 2007/2008 -
  - a) Officers
  - b) The requisite number of committee members
- 6 To transact any other format business which may properly be dealt with at an Annual General Meeting of the Centre.

**NOTE**

Under item 6 on the Agenda, time is given for discussion on any other business members may wish to raise. It is helpful, particularly where explanations or answers, which will require reference to Centre records, advance notice can be given.

**OFFICIALS FOR THE YEAR 2006/2007**

OFFICERS (Who retire)

Hon Treasurer D Burt

Hon Secretary J M English

**COMMITTEE MEMBERS (Who retire by rotation)**

T J Wilson, D Clay, M Shorley

In accordance with Article 39 of the Memorandum and Articles of Association of the British Automobile Racing Club Limited, the Yorkshire Centre Committee makes the nominations for Officers for the following year.

The following nominations have been made for 2007/2008

OFFICERS

Hon Treasurer D Burt

Hon Secretary J M English

**COMMITTEE**

The following have indicated their willingness to stand for re-election

T J Wilson (nominated by the Committee)

D Clay (nominated by the Committee)

M Shorley (nominated by the Committee)

Including these nominations there are a total of four vacancies for Committee members and nominations for candidates are invited.

All nominations must be made in writing, with the knowledge and consent of the nominee and must be duly proposed and seconded by two members of the Centre.

Nominations should be sent to the Hon Secretary J M English, 32 Farfield Avenue, Knaresborough, HG5 8HB to reach him by or on the morning of 28<sup>th</sup> February 2007

# *al Dinner & Awards Presentation*



2006 *Ann*



## THE HILL THAT BILL BUILT

By Peter Herbert

One grey April afternoon in 1961 a small group of Yorkshire petrol heads gathered on an exposed hillside overlooking the River Wharfe. Together they looked down over a group of farm buildings, and the fields beyond, and pondered as to whether the loose surfaced track that climbed out from behind the farmhouse, swept round a left hand bend to cross the vestiges of a quarry that once supplied stone for the house and associated buildings, then turned sharply right uphill to emerge finally on level ground, might form the basis for a national level speed hillclimb.

Among that group, which included legendary BARC Yorkshire Centre Chairman Mike Wilson, club leading lights Derek Clark, Dick Haley, John and Brian Holroyd, Centre Secretary Harry Mason, Ken Oldham, Malcolm Snowdon, and most important of all Arnold Burton of the Montague Burton clothing dynasty who was seriously considering the purchase of the farm, was a gentleman by the name of Bill Varley.



*Arnold Burton*

Bill was an enthusiastic Centre member, regularly competing in the club's notorious Club Night events, mostly at the wheel of a Riley 1.5 with wife Margaret. On several occasions they won the Chippy-lola Vase for best placed mixed crew of the season, donated by that great character Chippy Stross and wife lola. However, Bill was also a civil engineer, employed by the West Yorkshire County Council. Indeed, many motorway bridges on Yorkshire soil had been designed by him. So when the decision was taken by Arnold to purchase Stockton Farm, and to allow the club to develop the land as a permanent hillclimb venue, Bill Varley was the obvious choice to design, cost, and oversee this exciting and significant venture.

Up until this time Centre members had kept themselves amused mostly in road based competition. This were dominated by such hot shoes as Ken Lee, John Heppenstall, and Bruce Moss, who aggravated the gravel along narrow Yorkshire lanes, lined by uncompromising stone walls, at the wheel of such machinery as Sunbeam Rapiers, Riley 1.5s, and early Minis, on such nocturnal Club Night adventures as the All Fools Eve Rally, Night Monkey Puzzle, and the Garden City Grand Prix. There was some off-road sport, such as the odd autocross, autotest, and trial, and the Bur-

tons even allowed sprinting within the grounds of their Hudson Road Mill in Leeds, but the club had no permanent home in the sense that the Midland Automobile Club had Shelsley Walsh and the Bugatti Owners' Club Prescott, and this was what they wanted.

Measurement of the existing farm track, which ended in a muddy quagmire just beyond the farmhouse, revealed a disappointing length of just 500 metres [547yds]. This was little over half the length of Shelsley, but in itself looked promising as a challenging stretch of road. So the land below the farm buildings, past a derelict orchard and down towards a group of willow trees [sound familiar?] was examined. There was no track access to these lower fields,



*The Stockton Farm quagmire*

therefore no line upon which to base a course, but access would be needed anyway to farm the land effectively. So Bill examined how best to combine agriculture and speed eventing with his club colleagues. The consensus was to start the course on level land towards the river, with three roughly right angled bends, a left and two rights of contrasting character, linked by short straights to the farmyard and foot of the existing track. This gave a course length of 1100 m [1203yds], an average gradient of 1 in 15, and a good balance of three right turns and three left, when the entry to Orchard was taken

into account. Other routes were explored but dismissed, mainly on the grounds of excessive gradient, ground conditions – there was much evidence of ground-water springs, and prominence when viewed from across the valley.



*Quarry Corner – the original*

Prior to embarking on the practicalities of this endeavour, the level-headed Mr Varley had a quiet word in the "shell-like" of the County Planning Officer in his Wakefield lair, being mindful that

not all Wharfe Valley residents in the vicinity of Stockton Farm derived pleasure from the sound of a fully wrung out racing engine, and of the constraints of the 1948 Town and Country Planning Act. But to his lasting credit, the planning officer took a pragmatic view. Provided that the road to be constructed and surfaced was aligned primarily as a farm track, and its recreational use was on an occasional basis for a few days a year, he considered no planning regulations to be significantly contravened. This generally reassured club members, but most accepted this was merely an "opinion," that might one day be challenged. Therefore it was seen as essential to incorporate features that would reduce the environmental impact of the enterprise, so as not to spoil for others the enjoyment of this tranquil and picturesque piece of Yorkshire.

The scheme was estimated by Bill to cost £8200 as a first phase that excluded a dense structural "black-top" surface in favour of hot rolled asphalt [tar and chipping] as an economy. Expenditure was concentrated towards such essentials as a rigorous track base, drainage, and safety barriers, with a view to a long term surface solution being employed later if the hillclimb was a success and finances allowed. A comprehensive application for a loan was submitted by Mike Wilson to BARC Head Quarters and approved, following which tenders by contractors were invited.

Construction took place between April and June 1962 by lowest tenderers Leake and Carney, and final payment for this work was £6820, well within budget. With summer days upon them there were many within the club eager to attack the course in anger and run an event. But good sense prevailed, for immediate use for competition could have potentially undermined the planning argument that the track was essentially for farm use.



*An intrepid Sprite driver races between the farm buildings on the newly surfaced course*



The inaugural Harewood hillclimb eventually took place that September, was heavily oversubscribed, well attended by spectators, well organised, and well received by both the RAC Stewards and motoring press. Indeed, one of the stewards, representing a body not noted at that time for bestowing praise on provincial efforts not originating in Pall Mall, openly stated that the course had the potential to be the best on the British Championship circuit. Tony Lanfranchi set a 51.61s FTD in his Elva-Climax Mk6, a whole 1.27s ahead of the Cooper-JAP of Derek Scott.

The hillclimb fraternity quickly picked up on this exciting new venue, and requests to be put on the regulations mailing list for future meetings came pouring in from all round the country. But this posed a new challenge, the need for a track surface that could withstand the powerful machinery with which many of these competitors would arrive.



*Arthur "Boz" Heaton leans on his Riley 1.5 through Farmhouse during the first Harewood meeting in 1962*

A track inspection by Bill following the first meeting revealed clear signs of the surface dressing stripping on the entry and exit to corners, where braking and acceleration were at their maximum. This gradual loss of horizontal shape, while irrelevant to farm traffic, and tolerable for Touring Car classes, was going to be unacceptable for lower riding Sports and Racing cars that could easily "bottom". The conclusion, therefore, was that the need for a full strength surface had arrived sooner than anticipated, as had the additional expense. This dilemma troubled the Centre committee greatly as the winter of 1962 - 1963 enveloped its members. Quite clearly, for inclusion in the British Hillclimb Championship, the course would need a superior surface, plus additional spectator protection. Yet a successful "Restricted" status event, let alone a "National", had yet to be run, so British Championship status could not be guaranteed.

That winter was the longest and hardest since the notorious 1947 snows, and Bill, well aware of the toll that was being taken on the county's roads, feared for the Stockton Farm track. However, news from Arnold Burton that the milk tanker had never failed to make its collections raised the Variey spirits, demonstrating the basic structural integrity of the course construction. Then another encouraging turn of events took place, Arnold put Bill

BRITISH AUTOMOBILE RACING CLUB LTD. — YORKSHIRE CENTRE  
(R.A.C. Certificate of Registration No. 20)

THE FIRST  
**HAREWOOD HILL  
CLIMB**

at  
**STOCKTON FARM  
HAREWOOD, Near LEEDS**

by kind permission of  
A. J. BURTON, Esq.

on

**SUNDAY, 16th SEPTEMBER, 1962**

Held under the General Competition Rules of the Royal Automobile Club (Incorporating  
the provisions of the International Sporting Code of the F.I.A.)  
under Closed Permit No. R/878.

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**OFFICIALS :**

R.A.C. Steward : E. N. BLOOR.  
Club Stewards : S. M. LAWRY, Esq. and G. H. MACBETH, Esq.  
R.A.C. Scrutineers : S. H. HANSON, Esq. and E. J. TOYE, Esq.  
Clerk of the Course : M. S. WILSON.  
Chief Marshal : J. A. STROUD.  
Medical Officers : Dr. D. M. WILLIAMSON; Dr. S. F. RAISTNCK.  
Ambulance : Supt. H. H. RIDSDALE, St. John's Ambulance Brigade, Wetherby Division.  
R.A.C. Timekeepers : H. G. A. MAULDIN, Mrs. J. MAULDIN, R. L. HALEY.  
Public Address : J. A. HALL.  
Flag Marshals, Paddock Marshals, Spectator Marshals :  
MEMBERS OF THE B.A.R.C. YORKSHIRE CENTRE.

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The promoters wish to thank Mr. A. J. Burton for his great kindness in lending Stockton Farm for this event. Please respect his kindness and do not leave litter lying about. Thanks are also due to the Wetherby Rural District Council, The West Riding Police, Tadcaster, The R.A.C. Yorkshire Area Office for the provision of signs, Messrs. Tate of Leeds Ltd., for provisions of breakdown facilities, Messrs. J. W. Miller & Son Ltd., for the loan of control caravan, The St. John's Ambulance Brigade for the first aid facilities, Messrs. Fairbank Harding Ltd., for the public address system, Messrs. Mobile Barbecue's (North) Ltd., and Craven Dairies Ltd., for provisions of refreshments and to all the members of the Club who have worked, and who are working to make a success of the event.

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**Official Programme - - One Shilling**

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in touch with Sam Phillips, works director of Otty Bros., a local street works contractor that was carrying out work for Burtons. The company had been an unsuccessful bidder for the original hillclimb contract, and Sam, something of an expert in the managing and laying of bituminous material, was interested in offering help.

So, once the snow and ice had cleared from the exposed north-facing hillside, the track surface was probed and inspected for winter damage, advice was taken from the Road Research Laboratory regarding the most suitable surface treatment, and Sam examined ways of keeping resurfacing costs down through his industry familiarity and contacts. But money still had to be raised, and this was eventually done via an impressive list of donating patrons.

Meanwhile, a spring and a summer event were successfully run, with Keith Schellenberg lowering the course record to 49.79s in his Lister Jaguar at the former. But the June meeting was blessed with extremely hot weather, leading to the softening of the track surface's bituminous binder, and local failure and rutting was the result. Quite clearly something drastic had to be done in time for Harewood's first National event to be held in September, and done it was.

An agreement had been reached with Sam Phillips. Familiar with the vagaries of road surfacing, Sam had decided that the most cost-effective approach to Harewood's needs was to take full advantage of the traditional occasional summer lull.

As long warm days enabled experienced and quick working gangs to lay asphalt successfully and economically, programmes were inevitably concentrated between April and September. However, as Harewood was comparatively small beer as road surfacing went, and gaps occur in the industry due to short breaks between contracts or the necessity for a suspension in activity somewhere as a result of intense holiday traffic, spare laying capacity can arise - as in "want yer drive resurfaced cheap mate?" When this is combined with a mixing plant having a surplus of supply due to a need to run off one specification to allow production of another, an opportunity arises, and thus Sam was able to secure an affordable high strength bituminous surface. The original concrete starting pad was allowed to remain. Heat generated by a full-on take-off by a powerful racing car is enormous, and an asphalt surface with non-standard binder would have been prohibitively expensive.

Bill was unable to supervise summer surfacing as he was otherwise occupied at a Territorial Army camp, but club stalwarts Mike Wilson, Mike Kellet, and John Holroyd kept an eye on things, and with others busied themselves with kerb laying and improving other aspects of this emerging national hillclimb venue.

The first national meeting was held that September, and former triple British Hillclimb Champion Peter Boshier-Jones took three seconds off Schellenberg's record in his Lotus 22. Inclusion as a national

championship round followed, establishing Harewood as a top hillclimbing venue, which in turn helped relieve the financial burden that the Yorkshire Centre had, with some foresight, bravely embraced.

Today, following extension in 1992 to 1448m [1584yds], Harewood remains one of the country's leading courses, hosting two rounds of the British Championship, a popular hill championship, and a thriving hillclimb driving school. Yet the original

ground work and foundations designed by Bill Varley, and executed for less than £7000, remain essentially the same.

Bill Varley died in 2005. When it is considered how much pleasure forty five seasons of speed hillclimbing at Harewood have given to so many people, we all have a great deal for which to thank this practical, skilful, and imaginative Yorkshire engineer.

*As always, many thanks to the contribution from John Holroyd in supplying photographs etc.*

## 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)**





# 2007 Calendar



Meeting	Date
PRACTICE	25 March
SPRING NATIONAL	15 April
HAREWOOD OPEN	12 May
MAY MSA CHAMPIONSHIP	13 May
CLASSIC & VINTAGE MEETING	2 June
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)



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IN ACTION



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