

YORKSHIRE CENTRE TIMES

rainnegatives

Jon Waggitt—FTD Jun 3rd
photo by Heinz Schmidt

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Photographic

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Chairmans letter

Harewood, in its 45th year, continues to thrive. It has been a pleasure to be at Harewood this season with more friendly faces and fewer complaints than ever!

The Spring National meeting in April brought one of the best crowds for years to witness the opening round of the Cubicle Centre BARC Harewood Speed Hillclimb Championship.

The May weekend combined a great club event on Saturday with one of the best British Championship events we have run on Sunday. It was a pity about the very wet end but it did make for an interesting 2nd run off - even yours truly qualified!

The June weekend contrasted our usual championship event with a "new for 2007" Classic and Vintage meeting. The latter provided a fascinating array of older machinery, not normally seen at Stockton Farm; the largest engine size seen on a Hare-

wood entry list (24 litres!) and only the 2nd every FTD by a lady driver, and plenty of oil spills to catch the unwary on Sunday!

Having briefly looked back over the first half of our season, I can't wait for the return of the British Championship this weekend. I hope our preparations last winter continue to prove worthwhile. The newly surfaced return road was definitely a pleasure to use in May. The results system is progressing well and we may even settle on the best position for the new displays. I hope to see many of you there, I just hope the sun comes along as well!

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.

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

NOISE AT HAREWOOD AN EXHAUSTING TALE by Mike Smith

Winter 2005 -06 I decide to address my noise problem at Harewood. The previous season I had a number of friendly but firm warnings from a rotund gentleman with microphone on a stick so I knew I needed to do something about it. At this stage the exhaust was as it arrived from Tony Law.

Over the winter I repacked it myself – result 108dbs – slapped wrists – do something about it son! An exhaust solutions company from Bradford took the box away and repacked it –result 105dbs – oh dear.

Better start again says JH.

After sending digital photos of car and some measurements a week or so later a very large package arrived. It had to be from John. Although the exhaust is much larger than the Tony Law system it is still much lighter but I was still unable to mount it from below. I came up with the current arrangement which gives the wags at Harwood (of whom there are many) much

scope for witty comments. After this lots will want to join in my best so far being that it is slung below the Forth Rail Bridge.

This exhaust has been back and forth to JH for further modifications and noise tests. It has reduced my noise level to around 100db.

I went to Castle Coombe in Oct 2006 and was told to rev to 5000 (none of this 2/3 of imaginary numbers there) and got 99.9dbs.

I support all of the measure to reduce noise at Harewood and know it can be done without prejudicing power outputs. I equalled my fastest time in 'quite mode' at the end of last season.

We as competitors need a fundamental change in attitude to noise and reductions can achieved with little or no performance cost. It also requires a fundamental change in the attitude of organisers as there is no point in me making the above efforts if I am followed up the hill by a single seater or bike running near open pipes.



Mike seen Easter 2006—photo by whatnonegatives

PRACTICE DAY – 25th March 2007 by Steve Wilkinson

After the shock that the clocks were going forward and I was already an hour late I set off to Harewood in less than ideal conditions. The weather on the west coast was grey and cold with a stiff breeze. Once I had arrived at the hill I quickly signed on and to my amazement hadn't missed a single car going up the hill!

From the entry list I received it was soon apparent that there were a few entries that hadn't materialised but never the less it was a fine turnout. 53 cars were present being driven by 59 very chilly drivers as once again the exposed Harewood paddock was blasted by the wind. David Study & co-driver Richard Vale were back on the Harewood scene with their VW Polo Cup car which sounded great. The Peugeot 205s were again well to the fore when it came to the 'tin-tops'. Michael Hartley, James Kerr, Steve Foster and David Sykes were all relatively well behaved unlike John Moxham who had a hairy two-wheeled ride round Quarry!



*John Moxham saves on tyre wear!
photo by Steve Wilkinson*

Russell Thorpe had to 'retire' his old war-horse Doris (the Renault R5GT Turbo) when an oil pipe detached; a temporary repair was affected by fellow competitors that allowed him to trundle home. Bobby Fryers was sharing his sinister black Elise with Mark Teale and despite Mark managing 12 runs up the hill it was Bobby who was the faster of the two with just 8 attempts.

The most entertaining 'tin-top' was Damon Gray's BMW CSL M3 which spent most of its 6 runs sideways and looked like it would be more at home in a drifting competition! Phil Short was once again in his immaculately prepared Mini Cooper S ex-circuit racer. The rally man took only 5 runs up the hill; his first was just over the 70 second mark but he then strung together a series of sub 67 second runs as the Mini Sport crew got the car sorted.

Chris Mason was giving the Haydn Spedding E-Type a run out but went exploring one of the gravel traps on his fourth run; fortunately there was no damage and he put in three more runs back on his earlier pace.

The Kit Cars were once again well represented and Mike Smith and Bob Bellerby resumed their Striker contest with gusto. Mike Smith managed to get the better of Bob early on but the Pug-powered car came good as the 'elder statesman' blew off the cobwebs. Henry Moorhouse had strung together 11 very impressive runs but maybe should have called it a day as on his twelfth he managed a quick rotation. The sports libres were a bit thin on the ground but Matthew Sutcliffe in the Matador-Suzuki 1200 did his best to harry Jim Naylor in the two litre Ward, and was just over half a second adrift.

The Formula Fords on the other hand were out in force with 6 cars and 8 drivers on duty. Fraser Graham had an initial problem with the carburettor gasket but once replaced he got to grips with his 'new' RF91 Van Diemen setting the best time for the affordable Fordies. Ian Thomas in the 1993 Swift was second fastest whilst Jonathan Rhodes in the 'Harewood' yellow RF87 was third fastest.

Only four single seater racing cars made it to Stockton Farm and reserve Simon Bailey may

well have wished he hadn't. The OMS driver had already had one spin before going off more comprehensively at Clarks where he hit the Recticel and did a fair bit of damage to the car.

The wonderful Allan Staniforth, who is into his 84th year, was once again out in the green Megapin and managed some impressive times. Glyn Sketchley, who has the one litre Megapin fully prepared for 2007 rather than the Jedi, had three Southampton University students helping him. The lads were checking out the aero-package and following their advice to crank on more wing Sketchley immediately cut a second from his time. At this point he was fastest overall but it didn't last despite his best efforts.



*Glyn Sketchley in the Megapin
photo by Steve Wilkinson*

Meanwhile David Newton struggled as first the Pilbeam was reluctant to start and then it popped an oil line off. After David, whose brother Peter had been called away at short notice, had cleaned up the mess he slowly whittled down his times and despite a quick spin at Quarry eventually set the fastest time of the day at 57.10 seconds.



*David Newton in the Pilbeam
photo by Steve Wilkinson*

The last half hour or so was frenetic as the two batch system was dropped in favour of an open access road. With the average number of runs standing at 7.45 the value for money was excellent and if you were one of the five drivers who popped in 12 runs then it was a phenomenal day!



*Wrapped up
against the
elements!*

*A chilly start to a
lovely spring day.*

*photo by
Steve Wilkinson*

HAREWOOD SPEED HILLCLIMB DRIVING SCHOOL REPORT

SPRING TERM

by Peter Herbert

Blue skies and a chilling wind greeted twenty seven eager pupils and their seven intrepid instructors for the opening Harewood School of the year on Thursday April 5.

The fun began even before classroom instruction commenced when the bold Brian Kenyon visited the Esses infield at the wheel of a very sideways BMW 523i during his monthly disagreement with the marker cone positions. Later the former Sprite ace was to go off into the cheap seats again, this time at Farmhouse whilst in the passenger seat of James Gallaugher's Locost 7.

The usual selection of Locaterfields, hot hatches, and EvoMegaNutter stuff was supplemented by the splendid, and most spiritedly driven, Aston Martin DB6 of owner of twenty years Colin Kingsman, who carried huge speed into Quarry in his efforts to hone his skills prior to the Aston Martin Owners' Club's visit to the course as part of the April 15 meeting. Visually quickest driver of the day was the fearless Bob Bellerby at the wheel of his familiar Sylva Striker. Never too proud to accept further instruction, this former school pupil and hill championship front runner took away much from the day to aid his resistance of this season's youthful Class 3 challengers [No not you Smith major].



*Colin Kingsman's DB6 at rest
photo by Peter Herbert*

Other drivers who caught the eye were Robert Vissers who, having broken the Caterham Academy car's half-shaft on the startline, switched to his automatic BMW 530D Touring tow car and still enjoyed the day. Greg Price who removed the rear wing of his Caterham on an Esses thwacking post. Jonathan Dowding with a neatly conducted and very standard looking Nissan Micra, and Chris Charlesworth at the helm a very nicely presented Porsche 911E left hooker from an era when Porsches looked like Porsches rather than winged missiles. Driver of the day, with 84 points, was the Caterham mounted George Smith.



Also at rest, School Secretary Pat Kenyon laying down the law, Simon Clarke laying an egg, and teaching staff Richard Hargreaves and James Blackmore just laying about

*photo by
Peter Herbert*

Overall, driving standards were high, and there is little doubt that a number of new competitors have been recruited after what appeared to be a most enjoyable day for everyone.

SPRING NATIONAL MEETING—15th April 2007 by David Coulthard

Breaking with tradition, the Yorkshire Centre's 'Spring National' meeting was a week later than normal, thus avoiding the clash with Easter, and the potential domestic strife this can some times cause. Thankfully, Harewood was blessed with excellent weather and rewarded by a full entry list and packed public enclosures. Even DJ's Smashie and Nicey from 'Real Radio' were in attendance. Poptastic, great mate, let's rock...

A small class of mainly Imp powered Ginettas were first on the hill. That said, the G33 of Robert Pallett definitely wasn't Imp powered, the big 5 litre V8 powered up the hill in a time of 67.05 for second in class, beaten only by the line seat G17 of Martin Jones on 66.37.

A good selection of the MG Car Club competitors turned out for their first of two visits to Harewood. Despite fuel pump problems, the BGT V8 of Richard Froggatt took a slender 0.09 second victory in the 'Standard' class over the Midget of Keith Egar. In the 'Road Modified' class, the Harewood record holding Midget of Gary Waite was just piped to second in class by the Sprite of John Payne. The margin between the two was that smallest of hillclimbing gaps, 0.01 seconds (or a 'fag paper' for older readers). But it was the Midget of David Morrison who took the honours, and a new class record, with a climb of 67.98. After a gearbox failure during the first timed run eliminated the Midget of Richard Watkinson, the MGB V8's of John Rose and Terry Pigott were left to battle it out in the 'Specials' class. Pigott's ex-Claude Spencer car emerged victorious on 66.01.

New to Harewood were the Aston Martin Owners Club. (I didn't know it was actually possible to get a James Bond Dinner Jacket in two layer Nomex, but the Aston boys proved me wrong). The largest car was the 5340cc Lagonda of Charles Bell, who finished second on 77.27.



*Charles Bell in his Aston Martin Lagonda
photo by Stacey Galloway*

But it was the smallest engined car which won the class. The stunning two litre Mk II of Jim Campbell was some 1.6 second quicker than the lumbering Lagonda.

And so to the Harewood classes. Despite a one-make rally series, the Nissan Micra is not normally the first vehicle that springs to mind when considering a suitable speed hillclimb car. However, Roy and Jonathan Dowling enjoyed a good days sport in their example. Meanwhile, up at the sharp end of the class, the Mini Copper S of David West was giving the usual Peugeot opposition something to think about in third place. Martin Rowe's 106 bagged second spot, but as usual, Steve Foster's 205 took the class on 68.54. In the French Hot Hatch Class (a.k.a. Class 2) Russell Thorpe was best of the Renault 5 GT Turbos on 68.87 – good enough for fifth place. Fourth was the 205 of David Marshall, with some consistent runs, the best of which was 68.49. The VW Polo of Richard Vale was the only non-French car in with a shout. In fact, Richard was leading the class after the first run, but slipped back to third, after the 205's of first James Kerr (67.97) and finally David Sykes took the lead. David's best was five one hundredth better than James. Class 3 is still dominated by Mitsubishi products. The Evo 6 of Michael Smith was third on 68.20, whilst Michael Walsh had a torrid second run. An off road excursion out at Country Corner

saw some bodywork damage and Michael declined the third run. Fortunately, his first run of 66.05 was good enough to retain second, whilst the Evo 9 RS of Karl Jackson was the run away winner of the class on 63.88. Two smaller than usual kit car classes followed.



*Michael Walsh
photo by whatnonegatives*

Have drivers been scared off by the white heat of competition in this class, I wonder? In the smaller capacity class, it was the familiar names of Mike Smith and Bob Bellerby, both Sylva Striker mounted, out front, with Bob beating Mike by a scant 0.14 seconds, with a 64.02 run recorded on his first ascent. In the larger capacity class, the Westfield of Simon Green just beat the similar car of John Hoyle, with a 63.60 climb.

A number of Lotus Elise packed out a substantial Class 7, although only one was quick enough to get amongst the pots. Class 6 was also merged in, for good measure. The ex-Clio Cup car of Simon Medley looked stunning, and put up a very respectable 65.44 for fifth place. Paul Perkin's 205 was fourth with an excellent 65.06 and the Elise of Gary Thomas third on 64.98, which at one point was good enough to lead the class. The Class 6 Mini Cooper S of Phil Short just netted second with a time of 64.93, but Vini Dobson, after a three year lay-off, returned to Harewood with a class winning time of 64.76 in his VW Golf.

As ever, the Formula Ford class was well supported, with the Jamun M89 of Andrew Henson

taking a two tenths win over the Van Dieman RF91 of Frazer Graham. Less well populated were Classes 8, A, B and C, which were all merged, and from where Harewood stalwart Peter Herbert emerged victorious, in his venerable Westfield SE, with the day's first sub-one minute time (59.69). In Class E, Les Procter had an uncharacteristically scrappy day, even managing to spin out on his first timed run. Consequently, the Matador Special of Matthew Sutcliff took the class on 59.82. Class F was taken by Jim Naylor in his Ward WD9V, unsurprisingly totally out classing the Escort of Graham Miller. I assume that wasn't a Pinto under the bonnet, Graham? Only three things were faster than Dave Banner



*Graham Millar
Photo by whatnonegatives*

– Jon Waggitt, Bill Hutchins and one of Dave's own wheel nuts, which overtook him somewhere along Farmhouse Straight. Despite this minor drama, Dave and the 1100cc OMS 2000M put up a time of 55.16, which was half a second faster than the Jedi Mk IV of Chris Aspinall, with Glyn Sketchley a distant third in the Megapin. In Class J, the OMS CF04 of David Grey beat the Spreads RM06 of Peter Hamilton by 0.03 for third place. The March 772P of Jonathan Varley was second, but a 55.76 from James Blackmore in the 1600cc OMS CF04 took the class. Class K was merged with Class L, and went as per the Form Book. A broken drive shaft robbed the shared Pilbeam MP58H of Tony Luxton and Bill Hutchins of more than



*Dave Banner
photo by whatnonegatives*

one ascent each, but they were good enough for third and second in class, respectively. Bill was also second FTD on 55.09. However, completely untouchable and miles ahead on 52.33, was the 3.5 litre Gould GR37 of Jon Waggitt. Another FTD and the Andrews Brothers Trophy to add to the collection.



Fastest Time of the Day

1st Jon Waggitt, Gould GR37B, 52.33, 2nd Bill Hutchins, Pilbeam MP58H, 55.09 3rd Dave Banner, OMS2000m, 55.16

Classes

Martin Jones, Ginetta G17, 66.37, Richard Frogatt, MGB GT, 75.00, David Morrison, MG Midget, 67.98, Terry Pigott, MGB V8, 66.01, Jim Campbell, Aston Martin MkII, 75.64, Steve Foster, Peugeot 205, 68.54, David Sykes, Peugeot 205 GTi, 67.92, Karl Jackson, Mitsubishi EVO, 63.88, Robert Bellerby, Sylva Striker, 64.02, Simon Green, Westfield, 63.60, Vini Dobson, VW Golf, 64.76

Andrew Henson, Jamun M89, 62.37, Peter Herbert, Westfield SE, 59.69, Matthew Sutcliffe, Matador Special, 59.82, Jim Naylor, Ward WD9V, 57.94, Dave Banner, OMS 2000m, 55.16, James Blackmore, OMS CF04, 55.76

**Please note all entry lists
can be viewed on our website
www.harewoodhill.co.uk**

CALM BEFORE THE STORM—Saturday 12th May 2007 by Peter Hamilton

As Goulds gathered dark and menacing on Barbon's side of the Pennines, only light cover (two!) blessed Harewood on a Saturday that mortals got to prepare the track ahead of the heavy horsed knights riding into town. An impudent serf, since crowned Sir James of Airbus, even stole some Gould thunder, but those left trailing all enjoyed a shining day's four wheeled jousting.

Even the Caterham boys had polished their armour, although the "not even clever" money was on more than a few scratches by day's end. Seeing the word "Academy" on colours proudly flying across the paddock, Harewood regulars had their money was on only two runs. No surprises there then!

The contrasting serenity of the prancing horses kicked off the day, although the the Ferrari Owners' Club class was fiercely fought out at the sharp end. Not a Ferrari expert, your scribe presumes that, whatever it means, the "C" at the end of 348 GTC is worth six tenths as that is what Nick Frost beat Nick Taylor's 348 GT by to take the class, ahead of Richard Prior in his 348 TS (Tad Slower?) in fourth, just pipped by Richard Allen's beautiful 355. TR muscle followed Ferrari grace, 4.6 litres in a TR7 still not sufficient to get within 3 seconds of the 348's, but plenty enough for Simon Allaby to take nearly



Nick Frost
photo by whatnonegatives

two seconds off shared driver David Hardcastle, winning the class at 71.57 seconds. Ronnie Clayton pushed them both hard in his old TR4A charger.

Then followed the charge of the Caterhams, the comparably mounted light brigade far from comparable after hurtling a mile into and out of the valley. JJ O'Malley, a name sounding worthier of training horses than driving, took the field by more than a second, at 66.82 pushing to within two tenths of the class record. In a class where there is no hiding place in blaming one's tools, Magd Mohaffel came in second and Mark Figes third.



J J O'Malley
photo by whatnonegatives

Road Mod and Sports up to 1400cc saw a Peugeot squabble settled by the 106 of Martin Rowe taking first with 69.11 seconds, Steve Foster in his 205 suggesting that there is more than coincidence to this new car naming tweak! The under 2 litre class proved the point, 3 Peugeot 205 GTi's separated by only 0.14 seconds and David Marshall taking the win through the shrewd use of a capital "I" in his GTi's paperwork. James Kerr and David Sykes will fill in their entries a little more carefully next time! The, Speads RM06 111 GTI GTC Turbo is looking quick for next year And its for sale!

The over 2 litre RM&S class was terrific, Tasmin

mixing it with Evo's, an XR4i and a E30 M3 and with names like that they could only be fast! Contemporary and 4WD, the Mitsubishi's had it in the bag early, Karl Jackson an unsurprising winner, getting to half a second off class record pace at 64.16 seconds and comfortably heading off Michael Smith.

Robert Bellerby's Sylva Striker knows its way up the hill, but the Westfield of Henry Moorhouse pushed to within 2 tenths of Robert's 1700cc Road Modified Kit class record and pushed Robert back to second place. Mike Smith made up a brace of Strikers in the top three. In the over 1700cc class Simon green used his extra Westfield engine capacity to record a 63.72 and take a half second win over John Hoyles, the new theory already waning as SEiW failed to do the job.

The Mod Prod classes were merged, Phil Short triumphant in the smaller capacity Cooper S and doing an Italian Job on the Germans in the shape of Vini Dobson's superlight 2 litre Golf. This duel was as fierce as any across the paddock, the saving of class colours forcing some excellent times and a finish not much more than two tenths apart. Martyn Stott's Elise was only another two tenths behind.



*Vini Dobson
photo by whatnonegatives*

The Formula Ford class really appears to be gaining momentum, following and competitive interest this year. Drivers report a distinct lack of instant "go" from their steeds, forcing a momentum-preserving driving style, carrying unreasonable speeds into the corners, then taking out

of it as much as possible as you took in. Sounds like a lesson in hill-climbing! The result saw 3 experienced campaigners, covered by less than three quarters of a second, Andrew Henson heading Mark Moran and Jonathan Rhodes.

Under 1400cc Sports Libre honours went to the Black Knight himself, Les Proctor, happy now that his mount is as black on the inside as it is out. That's more than can be said for the still Waggiit liveried Ward of Jim Naylor who must be on a kickback from Boroughbridge, WD9V looking like a handy pseudonym for "fast" at 58.97 seconds and enough to take a class merged with Matthew Price's lonely Vision in Class D.

Into the Racing Car classes, ever wondered why that title should be the preserve of single seaters, when so many others are obviously built for racing ... and sometimes faster? Anyway, with Glyn Sketchley withdrawn due to a suspected squashed fly on his Megapin's windscreen, the 600 to 1100 cc field was Dave Banner's for the taking, a fraught fist run forcing a one shot and class winning 56.82 seconds final attempt. Simon Bailey's similar OMS was second in class, some way behind, and no amount of staring into a cardboard box could save Alan Staniforth from fifth.



*Dave Banner
photo by whatnonegatives*

If Dave Banner is quick, a real contender for FTD lurked under bronze armour in the 1600cc class and some less familiar Harwood competi-

tors too threatened in the shape of the Pickering Vision. Sir James won the day by eight tenths, a 54.59 enough to take the class and have some of the bigger classes looking over their shoulders. Chris Pickering second, Russ third, Iain Davidson building pace in fourth. Gear selection woes in the Varley March forced a valiant fifth.



Chris Pickering
photo by *whatnonegatives*

The 2 litre class lost two contenders to withdrawal, the Elmer mount and Piers Thynne's rapid Dallarra for reasons unknown, but disappointing nonetheless. Both would have graced the field and could have headed a class won by Paul Webster's green Dallara with a 56.18 second run ahead of Peter Newton's long campaigned, but much restored Pilbeam and Chris Guilles CF04. Three big guns, one white, one green and one navy (with stars!), had seen the Blackmore first effort and knew that anything



Paul Webster
photo by *whatnonegatives*

could happen on the final run. Looking further over their shoulders, some stealthy merging saw Simon Bainbridge and Roger Fish thrown into the arena. Simon came out fighting, dipping under 60 seconds in the phenomenal TT and pipping Sandra Tomlin's similar capacity Pilbeam. It was left to Jon Waggitt and Karl Davison to battle for FTD in their Gould GR 37's, but neither improved on Run 1 and Jon took the win with a 53.34 second time, more than a second a head of the field.

So, first blood to Waggitt, then Blackmore and Davison. Track cleaned, steeds freshly shod and a caravan train of big fresh horses on its way from Barbon. The round may be won, but the clouds are building and the tournament is not over.

Fastest Time of the Day

1st Jon Waggitt Gould GR37 53.34, 2nd James Blackmore OMS CF04 54.59, 3rd Kari Davison Gould GR37 54.67

Classes

Nick Frost Ferrari 348GTC 68.06, Simon Allaby Triumph TR7 71.57, JJ O'Malley Caterham 7 66.82
Martin Rowe Peugeot 106 69.11, David Marshall Peugeot 205 GTi 68.28, Karl Jackson Mitsubishi EVO IX RS 64.16, Bob Bellerby Sylva Striker 63.99, Simon Green Westfield 63.72, Phil Short Mini Cooper S 64.68, Andrew Henson Janum M89 62.98, Les Procter OMS SC4CF 61.70, Jim Naylor Ward WD9V 58.97, Dave Banner OMS 2000M 56.82, James Blackmore OMS CF04 54.59, Paul Webster Dallara 56.18, Jon Waggitt Gould GR37 53.34

A GAME OF TWO HALVES—Sunday 13th May by Peter Herbert

Metccheck.com predicted rain to appear above Stockton Farm at about 5 00 pm, but it arrived early. However, by having the good sense to hold the opening competition runs before lunch, the organisers of Harewood's first British Hillclimb Championship qualifier of the season allowed everybody one dry ascent before the heavens opened at around 1 00 pm.

Having come from the previous day's British title round at Barbon Manor in the series lead,

Scott Moran qualified quickest during his class run, then put in a stonking first run-off charge in the family Gould GR61 to stop the clock at 49.45s, just 0.26s shy of his outright hill record, setting a conclusive FTD. Defending British Champion Martin Groves was Scott's closest challenger, the custard yellow GR55 0.81s adrift, while Moran Senior ran an excellent third a further second astern. Local heroes James Blackmore and Jon Waggitt were also first run-off qualifiers in OMS and Gould, and were placed eleventh and eighth.

But it was a very different story during a wet second run-off in the late afternoon. Controlling 650 bhp on a narrow track that's awash is no easy matter when against the clock, and the sheer commitment of Grovesy, rocketing out of Farmhouse in a ball of spray once the Gould was straight, was plain to see. A 63.85s climb was 0.62s quicker than Roger Moran, left to uphold family honour on this occasion. Third was the 2 litre Dallara Vauxhall of Paul Haimes, whose capacity disadvantage was of little account with grip at such a premium. The Farnham

driver was a little over a second behind Moran. Plucky locals Tim Wilson and James Blackmore made the second run-off in their little bike engined OMS machines, and were rewarded by championship points for positions 8 and 9.



Scott Moran—photo by whatnonegatives

The first of the MSA classes, Modified Production Cars, were all combined, and it was the smallest engined machine, Peter Herbert's Cosworth BDH powered Westfield, that emerged ahead, 2.77s in front of fellow hill driving school instructor Richard Spedding aboard father Hay-

dn's glorious Jaguar E Type. Will Hall drove his Westfield Vauxhall into third place ahead of both Haydn and Will's old man Mike Hall in the mighty Mass tuned Rover V8 Morgan Plus 8. So it was a good day for offsprings. True enthusiast Geoff Twemlow was next in line at the wheel of the virtually standard Impreza he had driven up from Cornwall. The "Bill Smith Racing" sunstrip is a tribute to Geoff's octogenarian father-in-law who, despite



Peter Herbert
photo by whatnonegatives

never having been to a hillclimb, takes a keen interest in the Subaru's progress. A similarly combined Sports Libre class saw 1400cc



*Ed Hollier
photo by whatnonegatives*

class record holder Ed Hollier knock 0.74s off his mark with a most determined run in the blue OMS SC1. The nearest anyone could get to the flying west countryman were the Fidoes, father Ian driving the family 2 litre Millington powered Pilbeam MP43 neatly to within 1.2s, with son Simon a further 0.46s behind. "Body builder" Les Proctor - commentator Jerry Sturman actually meant coach builder, an allusion to a career with Plaxtons and Mellor Coachcraft rather than confusion with Charles Atlas, despite it being an easy mistake to make when Les is viewed through a steamed-up commentary box window, continued to come to terms with the rigidity of the new carbon fibre chassis of his OMS SC4CF and was a strong fourth. Meanwhile poor Les Thurkettle again failed in his monthly bid to reach the summit with the unique Lefti-Suzuki.

Hillclimb School and flying instructor James Blackmore conclusively headed the merged 1100 and 1600cc Single Seater class, the OMS 0.24s up on Dave Kimberley's Force, and a further 0.87s ahead of Centre Chairman Tim Wilson's OMS. Jonathan Varley manhandled the ancient March 772P (that's 1977 Formula 2 incidentally) to an amazing fourth spot, narrowly ahead of Dave Banner's OMS, quickest of the 1100s.

Special mention should be made of Bronwen Waggit's personal best 63.14s climb in her lovely Brabham BT30, whilst the venerable Allan Staniforth

remained as enthusiastic about hillclimbing as ever aboard the Kermit green Megapin.

Among the 2 litre runners it was the Paul Haines' Dallara that did the business, rewarding his engine builder Tom New by beating him and Pilbeam MP88 by 0.77s. Paul Webster led the chase in his Dallara, a little ahead of course regulars David and Peter Newton sharing their prehistoric Pilbeam MP28/46, and George Bleasdale's MP88.

Of the big bangers, Scott Moran clinched the class, 0.81s ahead of Gurston school instructor Simon Durling in the now 2.8 litre Gould GR55b, whose spirited entries into Orchard were adventurous indeed. Groves, Roger Moran, and Deryk Young in the GR51 shared with Shelsley ladies record holder Sue followed.

First of the Harewood classes were Road modified Saloons and Sports, and in a merged 1400cc and 2000cc class Richard Vale was the pace setter in his blown VW Polo, but only 0.14s clear of the quickest of the assembled Peugeot 205 GTis in the hands of James Kerr during their only dry run. The similar 205 of defending hill champion David Sykes ran third a mere three hundredth slower, while the winning Polo's co-driver, Formula Ford refugee David Sturdy, was a sound fourth. Steve "Foz" Foster was quickest of the 1400s in the Team Geen 205 in fifth spot.

Richard Pope kept his head when those around him



*Richard Vale
photo by whatnonegatives*

lost theirs by capitalising on his sole dry climb to claim unlimited class honours in the E30 M3, almost two seconds up on Karl Jackson's rapid Mitsubishi



*Karl Jackson
photo by
whatnonegatives*

Evo which was unable to make up the deficit when the rain fell. The Sierra XR4 of Chris Price, now stretched to 3.7 litres, was a distant third.

Mike Smith's prayers were answered – in the programme he was pictured with a sign proclaiming "Dear God let me beat Bob today", by capitalising on his dry ascent with the familiar Ford powered Sylva Striker

to take 1700cc Road Modified Kit Car honours. The Bob in question, Mr Bellerby, could only watch in disbelief from the cockpit of his similar Toyota engined mount, 0.23s astern. Brother Michael Bellerby, in a third Striker, and Robert Warwick's Westfield led the pursuit.

The unlimited class was the domain as usual of John Hoyle, the red Westfield 0.67s ahead of the similar "Westie" of Mike Tate.

The irrepressible Vini Dobson drove his black Golf as if he had stolen it to head the merged Modified Production tin tops. The ever improving Simon Medley kept the Knaresborough driver honest to get his Clio Cup car to within 0.85s of him, while former circuit racer Tony Hart pushed his old race car, a Renault 5 GT Turbo, into third place. The unfortu-



*Phil Short
photo by whatnonegatives*

nate Phil Short fell foul of the "cross the line with all four wheels and you have started" rule with a stall, ruining his only dry ascent in the Mini Miglia, leaving the former owner of the most valuable Mini in the world a most unfamiliar last.

Finally, the Formula Ford shoot-out saw Frazer Graham score a narrow win over Jonathan Rhodes, the pair of Van Diemens just half a second apart. The Jamun of Andrew Henson was a game third. Among the interested but wet spectators was the first driver to take a saloon up Doune in under 50



*Andrew Henson
photo by whatnonegatives*

seconds, Paul Nutter, who is threatening to return to Stockton Farm with the "Utterly Nutterly" liveried Escort later this season. Paul is also intent upon attending the hill driving school with Mr Kenyon as nominated instructor. "We don't do grass at the school" was Brian's measured response. "That's OK", was the Johnny Vegas voiced retort, "I was thinking more of hedges, fencing and barriers, on your side obviously".

Thanks and respect must go to Mike Shorley's dedicated band of marshals, manning their posts in both bright sunshine and driving rain, and without whom this most enjoyable meeting would not have happened.

Fastest Time of the Day

1st Scott Moran Gould GR61X 49.45, 2nd Martin Groves Gould GR55 50.26, 3rd Roger Moran Gould GR61X 51.26

Classes

Richard Vale VW Polo 67.72, Richard Pope BMW M3 72.65, Mike Smith Sylva striker 64.22, John Hoyle Westfield 64.84, Vini Dobson VW Golf 64.73, Frazer Graham Van Diemen 62.32, Peter Herbert Westfield SE 59.96, Ed Hollier OMS SC1 54.62 @ , Les Procter OMS SC4CF 59.59, James Blackmore OMS CF04 53.36, Paul Haimes Dallara 53.16, Scott Moran Gould GR61X 50.47

MSA Championship Run-off

Round No: 7

Qual time	Run order	Comp No.	Driver	Time	Position	Points
52.71	9	88	Trevor Willis	fail	12	0
53.36	12	68	James Blackmore	53.95	11	0
52.44	7	87	Oliver Tomlin	53.17	10	1
53.16	11	78	Paul Haimes	53.15	9	2
52.65	8	89	Jon Waggitt	53.13	8	3
52.85	10	83	Basil Pitt	53.12	7	4
51.28	2	4	Simon Durling	52.15	6	5
52.38	5	9	Deryk Young	52.10	5	6
52.41	6	6	Paul Ranson	51.99	4	7
51.79	4	3	Roger Moran	51.26	3	8
51.54	3	1	Martin Groves	50.26	2	9
50.47	1	2	Scott Moran	49.45	1	10

Round No: 8

Qual time	Run order	Comp No.	Driver	Time	Position	Points
67.23	6	65	Dave Kimberley	DNF	12	0
68.37	8	83	Basil Pitt	74.57	11	0
66.25	5	74	Geoff Guille	72.42	10	1
69.23	10	68	James Blackmore	68.85	9	2
68.57	9	66	Tim Wilson	68.80	8	3
66.13	4	7	Chris Merrick	68.66	7	4
67.32	12	2	Scott Moran	67.20	6	5
63.14	2	6	Paul Ranson	66.13	5	6
67.37	7	4	Simon Durling	65.96	4	7
62.31	1	78	Paul Haimes	65.83	3	8
65.53	3	3	Roger Moran	64.47	2	9
67.01	11	1	Martin Groves	63.85	1	10

HAREWOOD SPEED HILLCLIMB DRIVING SCHOOL REPORT

WHIT TERM

by Peter Herbert

An overcast sky, Red Kites hovering above the Wharf Valley, and a dry track greeted the twenty guests of Lloyds Development Capital to the Harewood school's corporate day on Thursday May 24. Seasoned competitor Andy Ball orchestrated the gathering, and we were honoured to have the company of none other than Allan Staniforth as a pupil, conclusively demonstrating that even an octogenarian can still learn more about the fine art of conducting a car uphill at speed.

A fine array of machinery was gathered in the paddock, as one would expect from those with a propensity towards red braces and the Financial Times, with Porsches, Mercs and BMWs popular. However, some very rapid Caterhams and a Westfield were also present, as was a rather wayward TVR Tuscan, of which more shortly.



*The bold Simon Farrar gives the Tuscan death up Quarry Straight
photo by Peter Herbert*

Broadly speaking the standard of driving was quite high, most refreshing when it is taken into account that most were there for a good day out rather than to find the last hundredth of a second. Andy Foster managed to spin his rapid Honda Fireblade powered Caterham on the exit to Farmhouse and take out a cone with a quite alarming bang, but Nutter of the Day by some margin was Simon Farrar who spun at least once on every ascent until the penny dropped that the full application of power when a Tuscan is less that straight is a poor idea. When he actually hit the odd apex Simon looked quite good, so if the speed could be tempered with precision we may have a successful hillclimber in the making.

The Westfield Vauxhall of Christopher Constanti and the extremely quick Caterham Fireblade of David Brown were probably the fastest combinations on the hill, but Driver of the Day was Andy Ball at the wheel of his Caterham Academy Seven with an 85% score.

There was a Dukes of Hazard Yee Haa moment mid afternoon when the Venerable Staniforth was conducted up the course by instructor Dave Banner in his Ford twin cab 4 x 4 pickup truck. Allan then put the experience to good use by driving his Skoda VRS TDI increasingly enthusiastically, to the point where the horn got an involuntary blast each time the car was pitched into Farmhouse Bend. We shall watch the Megapin's times fall for the rest of the season without a doubt.



*Allan Staniforth appears unconvinced by his instructor Dave Banner's late turn-in points
photo by Peter Herbert*

CLASSIC & VINTAGE MEETING—Saturday 2nd June by John Green

A glorious June day welcomed some glorious cars to Harewood hillclimb, as the Yorkshire Centre laid on a meeting for the Vintage Sports Car Club. Classes were run to VSCC regulations, together with a couple of 'Classic' classes to cater for, shall we say, more modern machinery, so long as it was at least thirty-six years old! Celebrating forty-five years of speed hillclimbing at Stockton Farm, the meeting provided competitors with four timed runs.

Class 1 was for pre-1941 (as all classes were) 750cc unsupercharged sports cars. The Austin Ulsters of Greg Harrison and Malcolm McCoy were separated by just 0.38, in Malcolm's favour. But the similar car of Graham Beckett took the class on his first timed run of 85.96. Classes 2 and 3 (car up to 1500cc depending on the availability of a supercharger) were merged. Places 6th, 7th and 8th were most closely contested, with the three cars covered by less than three tenths of a second. One of the three was our very own Les Proctor, driving my favourite car of the day, his Q Type MG (Me, biased? No...). David Johnson took third in his Fraser Nash Colmore, with the Singer B37 of Wayne Gibson second behind the class winning Fraser Nash of Charles Gillett on a 73.85.

Classes 4 and 5 contained cars with bigger engines and/or superchargers. The unfortunate Gareth Frank in his Lea Francis lost a wheel soon after the start on his first timed run and took no further part in the day. Ex-Aurora Formula 1 competitor, Jim Ev-



*Jeremy Brewster
photo by Peter Johnson*

ans, was out in his Alvis Silvereagle, whilst the Mayor of Bournemouth was short of his official limousine for the day, as MG hillclimber Norman Pemberton was using it (once he'd rescued it from a scrap yard, taken 18 inches out of the chassis and rebodied it as a sports tourer). But it was the pair of smaller Class 4 cars which took the class. Jeremy Brewster snatched the win from the Fraser Nash 328 of Ken MacMasters, by less than half a second on the pair's final run of the day.



Class 8 was run for "Special" sports cars 1101-1500cc. Despite having an engine from a speedboat, the Minor Meadows Marine of Peter Plant could only manage 8th from the 9 class entries. After a tentative first run, David Pryke in his Riley 12/4 Special took third place, whilst the similar car of Tim Kneller was second. But 1.4 seconds ahead in first place, was the Riley of Pete Candy on 73.50. Class 9 was for slightly bigger "Specials" and provided Dudley Sterry in his HRS Sports Riley with an easy 6 second win over the Frazer Nash of Jonathan Fairley. You won't be surprised to hear that Class 10 was for the biggest "Specials". Donald Hoggard's Railton Straight 8 did enough on his first run to take the class with a 81.59 second climb. Andrew Ferguson just managed to snatch second from Jamie Quartermaine in the Vauxhall Velox 30-98, by 0.13, with the lead alternating after each timed run.

Class 11, for small racing cars, provided an easy win for Anthony Garner and his Lagonda Rapier,

after the Austin MG Special of Terry Rowing climbed the bank at Chippy's on his first timed run and didn't reappear. Meanwhile, the 1101-1500cc Class 12 Riley Sports Special of Rob Cobden had two seconds in hand over the second placed Ian Baxter in his MG 'Bellevue' Special. Classes 13 and 14 were merged to give a class of over 1500cc racing cars, from where the GN/AC Special of Graham Carr emerged as victor, despite giving away a massive 22,009cc (yes, over twenty-two litres!) to the second placed Napier Bentley of Chris Williams (for the record, a best of 76.98). Even the ten litre Theophile Schneider of Nicholas Hildyard in the "Edwardian non-Automobile Engine" car class was dwarfed by that one!

And so to more modern machinery, running in the "Up to 1971 Classic Sports Cars" class. This was by far the biggest class of the day, and contained such cars as the 948cc A-Series Lotus 7 of Stephen Garrett, who unfortunately posted a DNS, and the Aston Martin DB6 of Colin Kingsman. Competition was very close, with positions 6 to 12 covered by less than a second. MG's filled out the lower steps of the podium, with the immaculate B of Tony MacIntrye trailing the Midget of Richard Evans by 0.9 seconds. However, the Lotus Élan of Del Liversedge was never headed, after a stunning 67.19 climb on his first timed run, and the class win was his.

Fastest time of the day

1st Bronwen Waggitt, Brabham BT30, 62.97, 2nd Dale Cordingley, Lotus 61M, 65.75, 3rd Andrew Thorpe, Lotus 61M, 67.12

Classes

Graham Beckett, Austin 7 Ulster, 85.96, Donald Hoggard, Railton Straight 8, 81.59, Anthony Garner, Lagonda Rapier, 78.26, Rob Cobden, Riley Sports Special, 69.66, Graham Carr, GN/AC Special, 74.89, Nicholas Hildyard, Theophile Schneider, 83.10, Del Liversedge, Lotus Elan, 67.19, Bronwen Waggitt, Brabham BT30, 62.97, Jeremy Brewster, 77.50, Noel Runnels-Moss, Vauxhall Velox 30-98, 88.42, Pete Candy, Riley, 73.50, Dudley Sterry, HRS Sports Riley, 73.40,

Naturally, FTD came from the Classic Racing and Sports Car class. Cubical Centre boss Andrew Thorpe set third FTD in his 1970 Lotus 61M, a lovely Formula Ford, but to my eyes somewhat spoilt by a huge set of wheels and tyres! Dale Cordingley was double-driving the Lotus and broke the un-written rule - "Do Not Beat The Car's Owner". A 65.75 climb secured Dale second FTD, behind my second favourite car of the day, Bronwen Waggitt's Brabham BT30. Bronwen's first climb of the day, a cracking 62.97, was enough for her to post only the second ever female FTD seen at Harewood.



*FTD Bronwen Waggitt
photo by Full Frame Photographic*

FOUND

a pair of spectacles at the 2nd June event
Please contact
Jackie Wilson on 01423 339062

Classic & Vintage event Saturday 2nd June

If you would like photographs from the meeting please contact:

Tony Sissons – Full Frame Photographic
www.fullframephoto.co.uk

WAGGITT AT THE DOUBLE! - Jim Thomson Trophy Meeting 3rd June by Peter Hamilton

Jon secured the double FTD on Bronwen's C&V Saturday hillclimb, but this match report will be more Match of the Day than live with extra time and "pennies" as a print deadline and trip to the US collide. "Blessing in disguise", I hear, "he's no Lineker".

So to game one, where a full squad of Class 13 Morgan's fought a seemingly unfair fight for fans' attentions over massed Class 14 Porsches. A good tussle between Simon Baines and Tim Ayres saw them go into the last third even, but an R3 effort from Simon took the win, Paul Clarke in third. The Porsche competition was end to end, Stephen Bassington looking like an early contender, but squeezed out of the top pairing to a final third by Nick Taylor and Colin Belton, the latter posting a new Class record to win in his Kop roaring 993.



*A queue of Porsches and Morgans
photo by Heinz Schmidt*

Good to see the Scimitars in action, Craig Hughes never really walking alone to a win and pushed into an off in R3 by challenger Paul Turnbull, 2nd. Steve Foster had RMS&S under 1400cc in the bag by

mid season, posting 3 times within 2 tenths to head John Hamilton comfortably. The 1400 to 2000cc class boasted a full table entry of 18 hopefuls at the start, Richard Vale taking automatic promotion on the last day, only three hundreds ahead of James Kerr and two tenths ahead of David Sykes. The over 2 litre class saw the usual suspects locking horns, Karl Jackson pushing ever closer to the Mounsey Evo Class Record, winning with a 63.49 middle run, 11 hundredths away from equalling Jonathan's 2005 best.

Road Kit & Replica up to 1700cc saw Robert Belterby pushing Mike Smith and Henry Moorhouse into the playoff's, Robert getting close to his own record and all three covered by less than 3 tenths. John Hoyle's Westfield was a familiar early leader over 1700cc, progressing his runs nicely down to an R3 64.7, 3 tenths ahead of Mike Tate in second.



*Bob Warwick
photo by Heinz Schmidt*

Vini Dobson's ever sharper and blacker Golf took Kit-free Mod Prod under 2 litre honours by nearly 5 seconds, a win of epic proportions by anyone's standard and ahead of Haydn Spedding's E-type with a similarly emphatic win in the unlimited tussle. If Vini is a mid-filed Beckenbauer to Haydn's centre forward Charlton, then Frazer Graham's wingless Formula Ford left Andrew Henson in its wake, taking a win by 3 tenths and pushing Jonathan Rhodes to third.

The Mod Prod classes with Kit saw Tony Brumfield and Terry Everall taking depleted under 1400cc litre and merged larger classes respectively. Tim Coventry's 10 year old unlimited Class Record needs threatening someone! Classes E & F for Sports Libre were merged, Graham Smith having teething Troubles in the fiendish looking Van Diemen, and the Ward of Jim Naylor defending class honours against stiff competition from the under 1400cc OMS "batmobile" of Les Proctor.

Dave Banner was consistently awesome in the Class 1 OMS, taking a comfortable win over Simon Bailey that would have been quick enough to jump a division and take the bike-



engined Premiership. This despite an increasingly competitive Iain Davidson running his "budget" Hornet into top slot in the up to 1600cc class ahead of the CF OMS shared by David Grey and quick learning Clive Lightburn.

Fastest time of the day

1st Jon Waggitt, Gould GR 37, 53.26, 2nd David Newton, Pilberna MP28.46, 55.37, 3rd George Bleasdale, Pilbeam MP88, 55.55

Classes

Steve Foster, Peugeot 205, 68.89, Simon Baines, Morgan +8, 66.90, Colin Belton, Porsche 993 RSR, 62.98, Richard Vale, VW Polo G40, 68.00, Craig Hughes, Reliant Scimitar, 66.39, Karl Jackson, Mitsubishi EVO, 63.49, Robert Bellerby, Sylva Striker, 63.58, John Hoyle, Westfield, 64.70, Vini Dobson, VW Golf, 61.86, Haydn Spedding, Jaguar E Type, 63.39, Frazer Graham, Van Diemen, 62.10, Tony Brumfield, Sylva Striker, 61.32, Terry Everall, Westfield, 59.65, Jim Naylor, Ward WD9V, 59.04, Dave Banner, OMS 2000M, 55.86, Iain Davidson, OMS Hornet, 57.25, Jon Waggitt, Gould GR37, 53.26

The 2 litre Racing Car Class must have felt like the pub Sunday team rolled out to play Chelsea at Wembley, merged as it was with Jon Waggitt's Gould. But David Newton pushed his car deep into what he had earlier described as his ultimate objective, "55", a terrific 55.37 payback for all that Pilbeam graft and putting a smile on his face all the way home. That was good enough for 2nd, George Bleasdale's much newer Pilbeam in 3rd separating

the Newtons, but no-one close to catching the R1 best of the Waggitt Gould, improvement thwarted by losing a gear in R3.

Probably much as billed, with a few shock results along the way, but heads and talk are

already turned towards the transfer window. Speads for sale!

Jim Thomson Trophy meeting Sunday 3rd June

If you would like photographs from the meeting please contact:

Heinz Schmidt – Hedward.com Photography
www.hedward.com

Cubicle Centre BARC Harewood Championship 2007 Results after Round 4

		April	May	May	June	Total
			12th	13th		
1	James Kerr	17.51	17.06	17.62	17.45	69.64
2	David Sykes	17.56	17.09	17.59	17.25	69.49
3	Robert Bellerby	17.12	17.15	16.69	17.56	68.52
4	Mike Smith	16.98	17.06	16.92	17.52	68.48
5	Richard Vale	17.36	15.63	17.76	17.48	68.23
6	David Sturdy	16.38	16.55	17.01	16.86	66.80
7	Steve Foster	17.11	15.85	16.70	16.76	66.42
8	Dave Banner	17.19	15.53	16.78	16.49	65.99
9	John Hoyle	16.38	16.02	15.44	15.58	63.42
10	Jonathan Rhodes	14.80	15.34	16.12	15.76	62.02
11	Karl Jackson	17.72	17.44	7.14	18.11	60.41
12	Mike Tate	15.27	14.67	14.77	15.27	59.98
13	Ian Thomas	15.24	14.16	14.67	15.60	59.67
14	Vini Dobson	13.75	13.61	13.78	16.65	57.79
15	Andrew Hewitt	13.50	14.33	14.01	14.49	56.33
16	Michael Bellerby	14.13	13.53	13.42	14.42	55.50
17	Mike Baxter	12.74	13.36	13.81	13.79	53.70
18	Iain Davidson	12.21	13.91	12.92	13.72	52.76
19	Les Procter	12.95	11.66	13.77	13.87	52.25
20	Henry Moorhouse	16.82	16.94	0.00	17.31	51.07
21	Frazer Graham	16.38	0.00	16.63	16.85	49.86
22	James Blackmore	15.21	16.38	17.61	0.00	49.20
23	Peter Hamilton	12.90	12.19	11.23	11.97	48.29
24	Martyn Stott	12.31	13.45	9.95	12.40	48.11
25	Peter Whittle	11.42	11.30	11.83	13.46	48.01
26	Clive Lightburn	7.69	11.45	13.05	12.95	45.14
27	David Newton	0.00	11.48	13.85	15.22	40.55
28	Jim Naylor	13.03	13.80	0.00	13.58	40.41
29	David Grey	12.93	13.31	0.93	13.11	40.28
30	Peter Newton	0.00	13.10	12.57	13.74	39.41
31	Russell Marsden	11.86	0.00	13.30	14.07	39.23
32	Haydn Spedding	13.22	0.00	11.98	13.93	39.13
33	John Moxham	9.55	9.58	8.16	10.17	37.46
34	Christopher Price	9.70	12.81	1.86	12.96	37.33
35	Phil Short	16.77	17.02	2.95	0.00	36.74
36	Simon Bailey	10.74	0.00	11.96	13.09	35.79
37	David Whittle	10.71	11.19	12.77	0.00	34.67
38	David Marshall	16.99	17.20	0.00	0.00	34.19
39	Tom Butler	11.33	10.11	0.00	11.51	32.95
40	Andrew Thorpe	7.94	0.00	11.48	13.38	32.80
41	Michael Walsh	15.55	0.00	0.00	15.48	31.03

		April	May	May	June	Total
			12th	13th		
42	Richard Pope	0.00	10.52	8.95	10.97	30.44
43	George Bleasdale	0.00	0.00	12.94	15.04	27.98
44	Geoffrey Barker	0.00	8.44	8.59	9.88	26.91
45	Simon Medley	13.07	0.00	12.93	0.00	26.00
46	Steve Mitchell	13.78	0.00	0.00	11.65	25.43
47	James Walsh	11.84	0.00	0.00	12.14	23.98
48	Dennis Liversidge	12.12	10.86	0.00	0.00	22.98
49	Simon Bainbridge	0.00	11.56	11.04	0.00	22.60
50	Tony Hart	0.00	0.00	10.74	11.48	22.22
51	Peter Green	0.00	0.00	9.25	11.68	20.93
52	Michael Hartley	0.00	10.06	10.48	0.00	20.54
53	Matthew Price	0.00	8.93	6.55	0.00	15.48
54	David Lanfranchi	0.00	12.55	0.00	0.00	12.55
55	Dale Cordingley	0.00	0.00	0.00	11.90	11.90
56	Jonathan Dowding	6.03	5.73	0.00	0.00	11.76
57	Glyn Sketchley	11.39	0.00	0.00	0.00	11.39
58	Tony Hildreth	11.37	0.00	0.00	0.00	11.37
59	Graham Briggs	0.00	11.25	0.00	0.00	11.25
60	Greg Price	0.00	0.00	0.00	7.78	7.78
61	Amy Tomlin	0.00	6.47	0.00	0.00	6.47
62	Les Thurkettle	0.21	6.00	0.00	0.00	6.21
63	Roy Dowding	5.37	0.00	0.00	0.00	5.37
64	Richard Vaughan	0.00	0.00	4.50	0.00	4.50
65	Sarah Cordingley	0.00	0.00	0.00	0.00	0.00
66	Damon Gray	0.00	0.00	0.00	0.00	0.00
67	Morgan Jenkins	0.00	0.00	0.00	0.00	0.00
68	Graham Smith	0.00	0.00	0.00	0.00	0.00
69	Michael Walton	0.00	0.00	0.00	0.00	0.00

Please note new contact email addresses

Tim Wilson, Chairman - chairman@harewood-hill.co.uk

John English, Club Secretary - clubsec@harewood-hill.co.uk

Jackie Wilson, Entries Secretary - entries@harewood-hill.co.uk

Chris Seaman, Competitions Secretary - compsec@harewood-hill.co.uk

Mike Shortley, Chief Marshal - chiefmarshal@harewood-hill.co.uk

Andrew Thorpe, Marketing - marketing@harewood-hill.co.uk

Driving school (Jackie Wilson) - school@harewood-hill.co.uk

Merchandise (Carol Wride) - merchandise@harewood-hill.co.uk

2007 FTD Championship Results

		April	May	May	June	Total
			12th	13th		
1	Dave Banner	10	9	9	8	36
2	James Blackmore	9	10	10	0	29
3	Iain Davidson	6	8	4	6	24
4	David Newton	0	3	8	10	21
5	David Grey	8	6	0	5	19
6	Peter Newton	0	7	5	7	19
7	Peter Hamilton	7	5	2	3	17
8	George Bleasdale	0	0	7	9	16
9	Jim Naylor	5	4	0	2	11
10	Clive Lightburn	0	1	6	4	11
11	Les Procter	4	0	3	0	7
12	Simon Bainbridge	0	2	1	0	3
13	Glyn Sketchley	3	0	0	0	3
14	Simon Bailey	2	0	0	0	2
15	Dale Cordingley	0	0	0	1	1
16	Frazer Graham	1	0	0	0	1

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Peter Hamilton 07802 520900



*Peter Hamilton's Speads—
photo by Heinz Schmidt – Hedward.com Photography*

JPR CHEVROLET

5.7 Litre small block Chevrolet engine dry sumped,
Brodix alloy heads, forged pistons, steel crank, Crowther high lift billet cam,
MSD ignition computer programmable, Holley 750 carb, Tech Craft silencers.
Estimated 520 BHP.

Steel and aluminium monocoque frame, AVO shocks, Stack dash,
Hewland FG400 gearbox.

3 sets wheels with Avon slicks and wets, some body moulds.

£17,500 o.n.o ring John on 01653 692617

FOR SALE

CLUTCH

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

Cost new **£470** - offers.

Ring John on 01653 692617

EQUIPE HERBERT SPRING SALE

Sorry, springs temporarily out of stock, but these bargains remain:

Set of soft [A36] compound Avon slicks. Pair of 7.2 20 13 [**£30**], and pair of 9.0 20 13 [**£40**], or **£60** the lot. Plenty of life left in them.

Six point Luke racing harness, with three inch wide shoulder straps. Several seasons old but never put to the test and in good condition **£20**.

Sheet of Lexan toughened plastic [90 cm x 30 cm]. Ideal for a lightweight aero screen etc **£5**.

Blue and yellow Sparco kit bag. Good condition **£9**.

Pair of 2 metre extra long Brian James galvanised steel ramps suitable for "A" Class trailer or similar, **£60**

Pair of faded green Sparco Nomex Gloves and matching even more faded size 42 [English size 8] Sparco Nomex boots. Not things of beauty and so very last season but a very cheap way of getting kitted up, **£10** the pair.

Telephone team principal and number one driver Peter Herbert on 0191 3018723 [office], or 01325 377125 [home], or email petergherbert@aol.com

FOR SALE

OMP Inter Classic intercom set (pictured below) with box Consists of one control unit powered by two 9v batteries and two full face helmet microphone and earpiece sets. The control box has two separate volume controls with a power-on indicator. Separate microphone booms are available for open face helmets from places such as Demon Tweaks for around **£9.50** each.

This unit is ideal for rallies, track days or communication for driver training on track. Less than half price at only **£35**.



Coil springs 2 x 2.25" diameter 8" long
180 lb Suplex springs in red. **£20** the pair.

Data Logger (pictured below) Improve your run times by analysing what you actually did on the track. This Race Technology DL90 data logger comes complete with software, leads, GPS receiver, manual and carry case. Everything you need to start analysing your on track performance. The latest version of software can also be downloaded free of charge from the Race Technology website. The system allows you to plot the track via the GPS receiver, overlay multiple runs, analyse your own split or sector times, see where you are braking, what G force you are pulling plus the ability to interface other devices such as wheel speed sensors, throttle position sensors and much more.

The logger cost £500 new. It's yours for just **£200**.

Contact Dale Cordingley on
07802 217353 or via email at
dale.cordingley@btinternet.com



A Humorous look at an Aircraft Mechanics Logbook – part 1

After every flight, commercial pilots fill out a form called a "gripe sheet" which conveys to the mechanics, problems encountered with the aircraft during the flight that need repair or correction. The mechanics read and correct the problem and then respond in writing on the lower half of the form, what remedial action was taken. The pilot reviews the gripe sheet before the next flight.

Never let it be said that ground crews and engineers lack a sense of humour. Here are some of the actual logged complaints and problems as submitted by Qantas pilots and the solutions recorded by maintenance engineers. Qantas is the only major airline that has never had an accident.

P = Problem logged by pilot

S = Solution and action taken by engineers

P Left inside main tyre almost needs replacing

S Almost replaced left inside main tyre

P Test flight OK, except auto-land, very rough

S Auto-land not fitted on this aircraft

P Something loose in cockpit

S Something tightened in cockpit

P Dead bugs on windshield

S Live bugs on back order

P Autopilot in altitude-hold mode, produces a 200 feet per minute descent

S Cannot reproduce problem on ground

P Evidence of leak on right main landing gear

S Evidence removed

P DME volume unbelievably loud

S DME volume set to more believable level

P Friction locks cause throttle levers to stick

S That's what they're there for

by David Liversedge, passed to the Editor by Les Procter

LETTERS

Dear Editor,

I am approaching my 'three score years and ten' and have been a member of the Yorkshire Centre since 1961 and well remember the beginnings of Harewood, to say nothing of the infamous Montague Burton Sprints at Hudson Road. I was present at every Harewood event from the first meeting until I moved over the hill to Lancashire and travelling became a bit expensive for a poor Civil Servant with a mortgage to feed as well as a wife and family. I did however continue to marshal at the Croft race meetings run by the Centre!

Circumstances are such that I have been unable to attend the Harewood meetings even though in the past I was Deputy Chief Marshal and served some time on the Yorkshire Centre Committee.

My purpose in writing is to ask if you would draw Yorkshire Centre members' attention to the fact that an 'old friend' in the shape of the Commer Commander Crew Bus which gave long service to the Centre at Harewood, Castle Howard, Scarborough and Church Fenton (for the drag sprints of the 1960s) can now be found at the Yorkshire Air Museum at Elvington, near York. Fully restored by its previous owners it looks much better than it was when I last set eyes on it!

Many thanks,

David Spark

Hi Jackie,

I'd just like to say a big thank you to yourself and the gentleman at signing on who dealt with my licence issues very quick and painlessly. He knew all about my plight thanks to you and couldn't have been more helpful. Fantastic organisation and you even sorted the weather too, couldn't be better.

Thanks again, hope to visit Harewood again soon.
Craig

Dear Editor,

Went to Harewood Hill for the first time on Sunday with three boys and had a really great time. Watched from Farmhouse bend before wandering down to the start for a listen! And then on to the esses. The commentary was very helpful.

As I said a great time was had by all - see you in May!

Mike Anderson



Dear Editor

Thought the Harewood program looked really good today (it seemed to go down well also with various groups I heard talking, etc also). Could you please pass my comments on to all involved in putting it together please. The venue also looked quite smart and is a credit to all those who have worked hard over the winter to make it what it is. Well done

Kindest Regards
Stuart Baines
stuart@whatnonegatives.com
www.whatnonegatives.com

Dear Jackie and Chris

First, what an absolutely fantastic day we had yesterday – everyone at BARC Yorkshire was so friendly and welcoming to the six of us comprising the Aston Martin Owners Club contingent. This was our first invitation to Harewood, and we also had marvellous spectator support from a dozen AMOC Yorkshire area members complete with picnic lunch!

We all thought your organisation was faultless, brilliant marshals etc, and great to have a third run – splendid value for money.

As the man who has been co-opted by the AMOC Competitions Committee to co-ordinate our Speed series, one of my tasks is to collate the times for our handicap system. I have been able to record the timed runs from your website (You must win prizes for speed of posting up the results!)

We very much look forward to coming to Harewood again in the future.

Best regards

Richard & Meredyth Bell

Dear Editor

You may have heard or been involved in my little emergency on Sunday (Jun 3) morning when I slipped in the shower and cut my foot on the broken tiles.

I am now resting at home and I hoped you could pass on both mine and Frazer's thanks and best wishes to everyone concerned who dealt with the situation. It was certainly a shock to the system but it showed the friendly nature of speed events that many people came and asked if I was okay throughout the day.

We continue to thoroughly enjoy our events at Harewood and the class win was a good way to finish the day as well.

Best Regards
Susan & Frazer Graham
Car 138 Sunday

Dear Editor,

One of my jobs as Secretary of Harewood Hill Limited is to maintain a register of Shareholders. I would very much appreciate your help in printing this letter as I am not aware of the current address of the following individuals:

G C Brooker, Dr W D Richmond, S Dominey,
D Spark, A V Florentine, K P Tankard, R
Highham, C Tipping, J G O'Hare

If any member can help with any information relating to the present whereabouts of the above Shareholders it would be very much appreciated.

Yours sincerely
Michael Kempley

Fax: 0113 2886669

Email: Michael.Kempley@btinternet.com
Stockton Farm, The Avenue, Harewood, West
Yorkshire

ACKNOWLEDGEMENT OF ENTRY

I know few of you picked up that we were no longer sending out acknowledgement of entries, despite it being underlined in the 2007 Regs book! The exception being if you send an addressed envelope, but we hope that the new system of posting the current entry list on the website will be popular.

The reason for this was to try ease my workload. I receive something like 35 entries a day at peak times (1500 per year approx.) so it is difficult when you ring me, to say if I've received your entry. The website should now be up dated more often but please let me know if you see anything not correct, as we are using a new entries/results system this year and have had a few teething problems/operator error with it.

Regards

Jackie Wilson
Entries Sec.

MORE LETTERS

Dear Editor,

I received a phone call from my buddy Mike Wood to advise that he was selling most of his rally memorabilia which included the Woodhead Monte Carlo Trophy. He told me he had been awarded this trophy in 1963 when he finished 17th on the Monte Carlo with Geoff Mabbs. I told Mike that this was a BARC Annual Trophy and it should be returned.

I saw Mike at the Dealer Opel Team reunion a few weeks ago and recovered the trophy and will hand it back to you when I next see you.

I had a look through the Monte Carlo Rally results and see that Peter Bolton and I were best BARC in 1964 and Peter Procter in 1965. Mike Wood would have won it again in 1973 when he was competing with Tony Fall.

In 1973 the Monte Carlo Rally was abandoned by English competitors until it was reconstituted as the Monte Carlo Historique for Classic Cars about 10 years ago. Mike Wheatley, Tony Fall, Chris Knowles Filton and myself have been frequent competitors on the Historique event and, for the record, Mike Wheatley with Colin Biwater, competing in a Land Crab, were the best Yorkshire competitors in this year's event.

Yours sincerely
Michael Kempley

Jackie,

Firstly can I say how much I enjoyed the event on Sunday. My first time on the hill. People in the Morgan Sprint Series have told me that it is a Must Do Event and they are correct. So I look forward to next year. Could you please tell me if there was an official photographer there and if possible his contact details. I saw plenty of people taking pictures.

Many thanks
Philip Tisdall

*The photographer on Sunday Jun 3 was
Heinz Schmidt – Hedward.com Photography
www.hedward.com—Ed*

Brilliant day at Harewood!

Just got back from Harewood. Despite doomed forecasts, it was hot and sunny, and managed 4 runs. As usual a brilliant hill, superbly organised by BARC. The event was affected by so many people going to James Diffey's funeral instead but we had a minutes silence. Those of us who went had a fantastic day. Hopefully there will be a VSCC day there next year as it is well worth the effort to get there.

Extract form a letter form Nicola & Noel
From VSCC

Hi,

I'm not really sure who I should write this email to so I will write it to you !..I'm just writing to thank all at Harewood for a wonderful day / event .. I was running (more of a canter really) an ax gti in the NSCC championship and it was the first time I have competed at Harewood (although I have spectated).. I will be back next year and possibly as part of the championship ...10/10 . loved the venue , the course , split times on the computers etc etc, excellent value for money .. thanks again

Les

Editor—Jackie Wilson



2007 Calendar



Meeting	Date
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:- entries@harewood-hill.co.uk

www.harewoodhill.co.uk



Vini Dobson
photo by whatnonegatives



Graham Millar—photo by whatnonegatives



Michael Walsh—photo by



Tony Abrams—photo by Heinz Schmidt



Bronwen Waggoner
photo by Full Frame