



YORKSHIRE CENTRE TIMES



ISSUE 11
AUGUST 200



Steve Hall throwing sparks
photo by Mike Danford



Andrew Griffiths blifzing the Lotus 7 class record
photo by whatnonegatives



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Keith Davison, The Sidings, 7 Caister Close, Greenacres, Birstall,
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keith.davison@btinternet.com

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Chairmans letter

The last couple of months has seen some fine competition at Harewood.

In July we welcomed the best of British; Scott Moran dominated the event whilst some significant records went under the pressure of national championship competition.

The two August meetings saw the best of club competition and tension build in the Cubicle Centre Harewood Speed Hillclimb Championship as Karl Jackson crept ahead of early leader James Kerr. The title is far from decided though with several people in with a chance, including 2006 champion David Sykes who is holding back in 18th place!

I hope the September weekend proves a fitting finale to another closely fought championship and good season of motorsport at Harewood.

We have already started preparing for 2008. The Harewood Championship is one of the best club level championships in the country and we have plans to make it better

still..... watch this space!

Plans are in hand for site improvements as well, including a tarmac D road to improve access in the east paddock, extensive drainage work in the field used for trailers and camping, and continuing development of the results system.

If you have any comments or ideas on improving the venue, championship or anything else at Harewood, please do contact me.

I am sorry to be missing the September weekend but I will be trying to avoid the armco at Doune! However I hope to see many of you in November at the Annual Awards Dinner - a great new venue, just off the M62, central for most people, what excuse do you have for not joining us?

Tim



BEAM ME UP SCOTTY – Sunday 8 July by Peter Herbert

There is a spring in the step of Scott Moran this season. Ever since sitting in the family Gould he has been quick, but somehow double British Champion Martin Groves always had him covered. But now the Ludlow lad can respond to those legendary Groves charges, and during the national championship circus' second visit of the year to Stockton Farm he was first through the Quarry Corner finish line beam during both Top Twelve run-offs.

As has become the norm this summer, there was rain during first round qualifying, and the yellow Gould GR55 of Grovesy was on pole just ahead of the ever-reliable Simon Durling in the smaller engined GR55b and Moran Junior. However, on a drying track, Scott put in a stunning 50.25s climb, to pip the champ by a little short of a second. A controversial call by the Quarry "Judge of Fact" saw Durling disqualified for allowing the red Gould's wheels to stray from the course, a decision Shelsley Walsh's most famous resident accepted stoically. Moran Senior supported his son admirably in third place, with Trevor Willis in the big OMS, Basil Pitt's GR55C, and leading Yorkshireman Jon Waggitt, aboard the Waggitt Green "vintage" GR37, completing the top six.



*Trevor Willis in the OMS CF06 V8
Photo by whatnonegatives*

Martin Groves was again top qualifier, this time in dry conditions, for the second run-off, with

Scott Moran and Trevor Willis astern, but yet again it was Moran The Younger who did the business when it counted with a splendid 49.43s ascent, just 0.24s shy of his outright hill record on a day where such changeable conditions rendered the track less than perfect. Groves was second, 0.39s behind, while again Roger Moran was a sound third.

Durling recovered quickly from his earlier setback with a strong fourth, while Willis and Pitt were next up to continue their good form. Aviator and hill instructor James Blackmore had qualified a sensational eighth fastest in his 1600cc OMS, but failed to score.



*Scott Moran
photo by whatnonegatives*

Of some disappointment was the failure of "The Wee 'Un"- aka Graeme Wight Junior to get the sensational Predator to run cleanly, and once again the V10 powered projectile was forced to withdraw after practice.

The opening MSA class, for 1400cc Mod Prods, went the way of Peter Herbert, the yellow Westfield BDH capitalising on a home soil advantage to take 6.37s out of old rival Andrew Russell, whose familiar Ginetta G15 was making a rare and most welcome appearance at Harewood. Armco rash on the Westfield's rear wing was testament to plenty of effort and a less than text book entry into Quarry, the car's first battle scar in seventeen years of ownership. The Cooper S of Steve Harris was a plucky third.



Peter Herbert
photo by whatnonegatives

A well supported 2 litre division saw Ben Johnson's twin cam powered Lotus 7 see off more advanced machinery, making it a good day for old Ford propulsion. The Suzuki engined Raw Striker Geoff Mason was almost two seconds south, the driver having dashed home to Rutland overnight to fabricate a new gear lever after breaking the original during Saturday practice. Equipe Moran member Dave Wilson was just 0.29s adrift in his Caterham, with the similar car of Tim Cross, the ever improving Simon Medley in the Clio Cup racer, and DTA supremo Allan Warburton's Caterham heading the chase.

The demise in practice of that fine old warhorse the Spedding Jaguar E type with a broken diff saw Richard Spedding and co-driver Chris Mason reduced to spectating alongside owner Hayden, thus leaving more modern machinery to dispute the unlimited class. Indeed it was not to be young Richard's day, or year for that matter. Having already switched cars following the non-arrival of Peter Green's Centaur, then had the diff let go coming out of Clark's, his house later flooded, shortly followed by his employers going into liquidation! Meanwhile, back in Class C, it was the popping and spitting Audi Quattro of Keith Edwards that claimed victory, almost three seconds clear of Karl Jackson's Mitsubishi Evo, and a further half second ahead of Mike Hall's wild Morgan Plus 8.

Ashley Ward, son of the infamous Russ, set the Hillclimb Supersports pace, the Mallock Mk20X

shared with brother Chris beating Bob Dayson's Ward Mk80 (did Joe really make that many?) by a useful three seconds. Kim Johnson, pater of class 2 winner Ben, was third guesting in Matthew Price's Vision.

Former body builder, sorry coachbuilder, Les Proctor won his 1400cc Sports Libre duel with Guernseyman Andy Bougourd, their OMS sports racers just over a second apart.



Les Proctor in the carbon tubed OMS
photo by whatnonegatives

Having set a fresh 2 litre record in May, Ed Hollier returned to Yorkshire from the West Country to break it, a 54.34s run being 0.28s inside his previous best. Closest to the flying blue OMS was Simon Fidoe in the Pilbeam shared with father Ian, himself finishing third. The rapid ex Brodie Branch Caterham of new owner Jeremy Clarke was a game fourth.

In the first of the single seater classes, it was the 600cc Martlet of Adam Steel that headed the pack, a second and a half clear of the OMS Hornet of David Oldridge. Tony Shearman upheld Force honours in third place, narrowly ahead of the victor's co-driver Tony Steel.

In an amazing practice performance, the Force of Mark Hemingway knocked over two seconds off the 1100cc record. But a wet opening run, then an argument with the Willow Rectacil, confined him to third place behind Brodie Branch's Force, which took a "mere" 0.4s off Mark Budgett's 2003 record, and co-driver Darren Luke.

The ultra competitive and popular 1600cc class saw James Blackmore giving it absolutely everything to both win and set a new record, 0.63s inside Phil Cooke's year old mark. Robert Kendrick continued his excellent single-seater debut season to run Blackmore close at the wheel of his ex-Cooke Force, while our fearless chairman Tim Wilson was a good third in his OMS. The Hornet of OMS creator Steve Owen, and the cars of customers Eynon Price and David Grey, filled the next places.



*Record blitzing James Blackmore
photo by whatnonegatives*

The regular 2 litre tussle between reigning Leaders Champion Tom New and Paul Haines went the way of the latter, although Tom can claim to have built Paul's engine, the Dallara two and a half seconds ahead of the Pilbeam. Peter Newton, sharing an ancient Pilbeam MP28 with brother David, was a good third, shadowed by Paul Webster's Dallara, Tony Hunt's Force and the Pilbeam of Harewood stalwart George Bleasdale.

The unlimited class order was Groves, Scott and Roger Moran.

Andrew Henson was top Formula Ford runner,

the Swift over three seconds clear of nearest rival John Owen in his earlier version. The even earlier Swift of Peter Whittle and co-driver David led the pursuit.

Eric Morrey won the HSA class, his Clan Crusader a narrow 0.13s ahead of the Nissan 200SX of glamorously named Vincent Dubois. The Peugeot 205GTi of Emerson Kent (Superman's brother?) was a further second and a half behind.

Finally, a special BARC Yorkshire Centre class was won on handicap by Michael Walsh at the helm of his Mitsubishi Evo 6, followed by Graham Smith in the Van Diemen FX, and Robert Bailey's OMS, which was quickest on scratch.

And so another good day's hillclimbing drew to a



*Michael Walsh
photo by whatnonegatives*

close at Stockton Farm with, as ever, thanks and respect due to our friends in orange who stood patiently at their posts in both rain and sun to watch over us.

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

Fastest Time of the Day

1st Scott Moran, Gould GR61, 49.43, 2nd Martin Groves, Gould GR55, 49.82, 3rd Roger Moran, Gould GR61, 50.46

Classes

Eric Morrey, Clan Crusader, 67.40, Michael Walsh, Mitsubishi EVO6, 66.23 (based on handicap), Andrew Henson, Swift SC93, 62.19, Peter Herbert, Westfield SE, 60.28, Ben Johnson, Lotus 7, 61.89, Keith Edwards, Audi Quattro, 60.76, Ashley Ward, Mallock Mk20x, 58.58, Les Procter, OMS SC4CF, 58.75, Ed Hollier, OMS SC1, 54.34 @, Adam Steel, Marlet DM8, 58.04 Brodie Branch, Force, 53.95 @, James Blackmore, OMS CF04, 52.34 @
Paul Haimes, Dallara F301, 52.56 @, Martin Groves, Gould GR55, 50.30

MSA Championship Meeting—Championship Run-off
Round No: 17

Qual time	Run order	Comp No.	Driver	Time	Pos	Points
54.34	4	9	Deryk Young	DNS	0	0
61.64	11	132	Jonathan Goodyear	fail	0	0
53.17	2	4	Simon Durling	fail	0	0
58.90	7	8	Rob Turnbull	53.66	9	2
55.55	5	7	Chris Merrick	52.84	8	3
59.53	8	134	Oliver Tomlin	52.67	7	4
60.71	10	136	Jon Waggitt	52.14	6	5
60.05	9	133	Basil Pitt	52.01	5	6
57.98	6	138	Trevor Willis	52.00	4	7
59.42	12	3	Roger Moran	51.49	3	8
52.44	1	1	Martin Groves	51.16	2	9
53.64	3	2	Scott Moran	50.25	1	10

Round No: 18

Qual time	Run order	Comp No.	Driver	Time	Pos	Points
52.34	8	110	James Blackmore	53.10	12	0
52.56	9	122	Paul Haimes	52.65	11	0
51.83	12	6	Paul Ranson	52.40	10	1
52.00	5	136	Jon Waggitt	51.94	9	2
52.14	6	7	Chris Merrick	51.90	8	3
52.87	10	134	Oliver Tomlin	51.87	7	4
51.81	4	133	Basil Pitt	51.51	6	5
51.74	3	138	Trevor Willis	51.02	5	6
52.17	7	4	Simon Durling	50.71	4	7
51.22	11	3	Roger Moran	50.46	3	8
50.30	1	1	Martin Groves	49.82	2	9
51.14	2	2	Scott Moran	49.43	1	10

HAREWOOD SPEED HILLCLIMB DRIVING SCHOOL REPORT

SUMMER TERM

by Peter Herbert

Five instructors and thirty one students enjoyed a day of mixed weather during the final Harewood school of the season in July. In one sense it was a sad occasion, as it marked the last official duties of Pat and Brian Kenyon, as school secretary and instructor respectively. This was recognised by the presentation to Pat of a bouquet of flowers by Centre Chairman Tim Wilson at the close of what transpired to be a most smooth running and pleasant day.

The usual mix of hot saloon, sports and shopping cars was supplemented by the gently conducted and immaculately presented MGAs of Sally Butler and Susan Green, the mother and son Mini Cooper Ss of Pete and Nick Bardsley, and previous school graduate Mark Buckland with the Ferrari 355 he now campaigns in the Ferrari Owners Club Speed Championship.

In the absence of our Chief Instructor Simon Clarke who was holidaying, again, Richard Spedding stood in as Master of Ceremonies and did a fine job. Taking over Richard's duties as hat check boy, Peter Herbert enjoyed his unique opportunity to insult lots of people by incorrectly guessing their head sizes for crash helmets.

The standard of driving was of a high order, with few incidents, despite frequent showers, and Driver of the Day was John Kenyon – no relation to the more famous Kenyons, at the wheel of a TVR 400SE with an 84% score.

We now look forward to next year's school, under new management, and building upon a rising reputation within the speed eventing world.



*Chief Instructor for the day Richard Spedding, and outgoing instructor – isn't he just, Brian Kenyon, model the school's new umbrellas.
photo by Peter Herbert*



Malcolm and Judith Hickley execute a quick driver change in their Caterham during one of the day's frequent showers.

*photo by
Peter Herbert*

Animal Farmhouse—5th Aug meeting by Peter Hamilton

Perhaps a case of "four wheels good, two wheels bad", but certainly the casualties beyond pride fell in the motorcycle classes and, from this side of a carbon-tubbed, steering wheeled machine, that is where your reporter is staying! And the fact that in this case it was a generous Tim Wilson's steering wheel has nothing to do with it. Anyway, it all made for a very entertaining Monty Burton.

In the Lotus 7 class all cars are presumed equal, a 7th commandment quickly dispelled by a stunning sequence of runs put together by Andrew Griffiths. An R1 DNF did not prevent a R2 class record improvement of 1.5 seconds with a further ¾ second knocked off in R3. Good work Andrew and too hot for Simon Rogers a second behind in 2nd despite also breaking the old record, Ken Evans a further tick off the pace. Big class, big win.

Classes 1&2 for Road Mod S&S were merged, James Kerr's 205 GTi outgunning the Sturdy Polo by a couple of tenths for a win, David Marshall's 205 still leaving the top three and the class record covered by a second. Karl Jackson in over 2 litre category took the customary Evo win, not really threatening his own record, but enough to fend off the attentions of the shared Evo of Andrew and Richard Archbould, in 2nd and 3rd respectively.



James Kerr
photo by whatnonegatives

The Road Modified Kit Class under 1700cc saw another familiar formation finish, Robert Belberby striking early within 2 tenths of his record in R2, and taking the P1 sylvaware from Mike Smith's similar machine. Reading back, it appears your reporter has been listening to young Lewis in F1 too much, all this P1-ing and R2-ing is no substitute for good English! The 1700cc plus class saw John Hoyle's Westfield a comfortable 3 second winner over the 1800cc Caterham of Ed Hayes.

Classes 6 & 7 for Production rather than "kit" cars (which is a bit of an insult to the late great Colin C really) saw Richard Casey's original and venerable 1300cc Cooper S sucked into a merged competition, but coming out a creditable 3rd, behind Vini Dobson's 2 litre superlight Golf in 1st, and Simon Medley's Clio in 2nd.

FFord saw the usual suspects line up in familiar fashion, Andrew Henson knocking on the 3 year old class record's door but turning up without an invite, ahead of Mark Moran, Jonathan Rhodes and Ian Thomas. Modprod B&C were thinly supported, but the welcome return of a now 2 litre BD-engined white Westfield saw David Spaul dip under the magic 60 second barrier and take a good win ahead of Mike Tate.



Andrew Henson
photo by whatnonegatives

Sports Libre was Proctor country in the sub-1400cc class, Les's OMS pipping Richard Spedding by half a second, although the Centaur pilot looked threatening and only scored a R1 time, with co-driver Peter Green not completing his R1 at all. The Lefti-Suki took Kurt Shelette to third. The two bigger classes were again merged, Simon Bainbridge unable to use his muscle and quicker time to push aside the smaller capacity Ward of Jim Naylor, first, and OMS of Graham Midgley.

Into single seater territory again, Dave Banner was one of many to eschew a third run, confident that his OMS's R2 had been enough, some 4 seconds ahead of Robert and Simon Bailey, who were separated by a family crisis threatening 5 hundredths! Who says genetic engineering has no place in motorsport? Alan Staniforth in fourth might agree for different reasons!



Dave Banner
photo by *whatnonegatives*

James Blackmore's status as the 1600cc Racing Car Class number one came under considerable threat from Robert Kenrick's darting Force as Robert flirted with the edge and then exceeded it on the final run, despite donning fresh tyres in a search for a record and what would have been an excellent win. A second place was the undamaged Force's reward, James first within a tenth of his own record and Tim Wilson third having had to tape up the damage caused by your scribe's over enthusiastic OMS baptism. Thankfully, only the end

of a couple of end plates, but enough duct tape to duck out after R2!

With the 2 litre and unlimited classes merged, the Newton brothers set about each other and left the rest to Jon Waggitt. Peter came out a delighted winner over David, only 15 hundredths quicker in the shared Pilbeam, but over 3 seconds behind the evergreen and ever quickening Waggitt Gould at an FTD winning 52.29 seconds. James Blackmore 2nd FTD, less than a second behind, Robert Kenrick inevitably 3rd FTD after such a close class finish.



Jon Waggitt
photo by *whatnonegatives*

And so, back to where we started, on two wheels, sometimes three, occasionally one, and in certain unfortunate instances none.

Class B1 was for "not over 250cc", nomenclature I somehow prefer and which we should adopt for the cars perhaps. Whatever, Les Wilson was metronomic in his Honda's pace, his best R1 taking the win ahead of John Johnson who led a trailing pack. The not over 350cc'ers saw Keith Wood's second run taking a huge win he must have wish he had rested on. R3 resulted in a broken Aermacchi (that's a bike not a bone) and a broken tib/fib (not a bike), since pinned and returned home with its owner. We wish them both a speedy recovery.

Not over 500cc was a class of 2, but Glyn Poole was in a class of his own and well up

with FFord and Caterham pace, whilst Paul Jarret had to work very hard to squeeze John Staden's Aprilla into second in the 750cc class. The big guns on two wheels up to 1300cc were silenced by Doug Panell's 1000cc Aprilla, 1.5 seconds ahead of John Golda's Suzuki.



Glyn Poole
photo by whatnonegatives

The three wheelers appear to have little in common with sidecars or sanity, but a thin field was thick with entertainment as the Blenkin / Nelson Suzuki won with one wheel drive, ahead of the Bailey / Thompson Honda. Listed in the programme as a TBA passenger, second

was hardly reward for Nicholas Thompson's bravery! Even sidecars, have their twist, two wheel drive clearly a huge leap forward in speed over one, the Reeve Family affair guaranteeing the name on the trophy and the record, Jason and Dawn posting a memorable 60.16 second win over Fred.

Some results as billed, some not. At this Farm



Simon Blenkin & Paul Nelson
photo by whatnonegatives

too then, all classes are equal, but some classes are more equal than others!

Fastest times of the day

1st Jon Waggitt, Gould GR 37, 52.29, 2nd James Blackmore, OMS CF04, 53.01, 3rd Robert Kenrick, Force, 53.26

Class wins

Andrew Griffiths, Caterham, 59.11 (CR), James Kerr, Peugeot 205, 67.88, Karl Jackson, Mitsubishi EVO, 64.15, Robert Bellerby, Sylva Striker, 63.31, John Hoyle, Westfield, 64.11 Vini Dobson, VW Golf, 62.01, Andrew Henson, Swift SC93, 61.62, David Spaul, Westfield, 59.99, Les Procter, OMS SC4CF, 58.48, Jim Naylor, Ward WD9V, 58.67, Dave Banner, OMS 2000M, 55.52, James Blackmore, OMS CF04, 53.01, Jon Waggitt, Gould GR37, 52.29 Les Wilson, Honda CR, 67.13 (CR), Keith Wood, Aermacchi, 79.66, Glyn Poole, Honda CR, 61.90 (CR), Paul Jarrett, Aprilla SXV, 62.37, Doug Panell, Aprilla TZV, 68.93, Simon Blenkin & Paul Nelson, Suzuki, 67.97(CR), Jason & Dawn Reeve, FRS, 60.16

Apology!

To David Coulthard for wrongly crediting the June Classic & Vintage meeting event report to John Green instead.....sorry!!



BARC Yorkshire Centre

Annual Dinner Dance

&

Awards Presentation

Saturday 24th November 2007

*Holiday Inn, Clifton Village, Brighouse, West Yorkshire
J25 M62*


Tickets £29.50 each

*Dinner Jackets or Lounge Suits
7.00 pm for 7.30 pm Dancing to 12.30 pm*

*Return lower part of form to
Mrs Carol Wride, 124 West End Drive, Horsforth, Leeds, LS18 5JX
Telephone: 0113 2580274 by 5 November 2007*

Ticket Application

Seating: Tables available for 10 or 12



THE CUBICLE CENTRE 2007 BARC HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP

CLARIFICATION OF PARAGRAPH 1.6.6 - PAGE 12

This paragraph is clarified to read as follows;

1.6.6

Marks gained in five of the eight rounds will be counted for the Championship results. If any of the eight meetings do not take place the qualifying number of events will be reduced so that is always three less than the total number of rounds, which do take place.



HAPPY BIRTHDAY

to

JOHN MOXHAM

who was

60

at the

**SUMMER
CHAMPIONSHIP
MEETING**

**Please note all
entry lists
can be viewed on
our website**

www.harewoodhill.co.uk



**BARC Yorkshire Centre
Harewood Speed Hillclimb
Annual Awards Dinner**

Saturday 24th November 2007

**Venue: Holiday Inn Leeds/Brighouse, Clifton Village,
Brighouse, West Yorkshire**

**Accommodation can be booked by ringing the hotel direct on
0870 400 9013 and quoting BARC Dinner 24th November 2007**

**An allocation of rooms are available at £60 per double room in-
cluding breakfast and £40 per single room including breakfast.
This includes the use of the leisure facilities but are on first
come first served basis at this price.**

Cubicle Centre Harewood Speed Hillclimb Championship 2007 Results after Round 6

	April	May 12th	May 13th	June	August 5th	August 26th	Total Without Drop	Drop Score	Total With Drop
1 Karl Jackson	17.72	17.44	7.14	18.11	17.45	17.92	95.78	7.14	88.64
2 James Kerr	17.51	17.06	17.62	17.45	17.60	17.52	104.76	17.06	87.70
3 Robert Bellerby	17.12	17.15	16.69	17.56	17.83	9.76	96.11	9.76	86.35
4 Richard Vale	17.36	15.63	17.76	17.48	16.91	16.76	101.90	15.63	86.27
5 Mike Smith	16.98	17.06	16.92	17.52	17.19	0.00	85.67	0.00	85.67
6 David Sturdy	16.38	16.55	17.01	16.86	17.40	16.80	101.00	16.38	84.62
7 Dave Banner	17.19	15.53	16.78	16.49	16.43	17.29	99.71	15.53	84.18
8 Steve Foster	17.11	15.85	16.70	16.76	0.00	17.10	83.52	0.00	83.52
9 John Hoyle	16.38	16.02	15.44	15.58	16.17	16.13	95.72	15.44	80.28
10 Jonathan Rhodes	14.80	15.34	16.12	15.76	15.38	15.45	92.85	14.80	78.05
11 Vini Dobson	13.75	13.61	13.78	16.65	16.50	17.06	91.35	13.61	77.74
12 Mike Tate	15.27	14.67	14.77	15.27	13.39	16.17	89.54	13.39	76.15
13 Ian Thomas	15.24	14.16	14.67	15.60	14.76	14.93	89.36	14.16	75.20
14 Andrew Hewitt	13.50	14.33	14.01	14.49	14.17	0.00	70.50	0.00	70.50
15 Les Procter	12.95	11.66	13.77	13.87	14.88	14.79	81.92	11.66	70.26
16 David Newton	0.00	11.48	13.85	15.22	14.87	14.38	69.80	0.00	69.80
17 Michael Bellerby	14.13	13.53	13.42	14.42	14.15	0.00	69.65	0.00	69.65
18 David Sykes	17.56	17.09	17.59	17.25	0.00	0.00	69.49	0.00	69.49
19 David Marshall	16.99	17.20	0.00	0.00	17.05	17.44	68.68	0.00	68.68
20 Henry Moorhouse	16.82	16.94	0.00	17.31	0.00	17.14	68.21	0.00	68.21
21 Mike Baxter	12.74	13.36	13.81	13.79	0.00	14.40	68.10	0.00	68.10
22 Iain Davidson	12.21	13.91	12.92	13.72	13.19	13.93	79.88	12.21	67.67
23 Jim Naylor	13.03	13.80	0.00	13.58	13.67	12.97	67.05	0.00	67.05
24 Frazer Graham	16.38	0.00	16.63	16.85	0.00	17.09	66.95	0.00	66.95
25 David Grey	12.93	13.31	0.93	13.11	13.71	13.69	67.68	0.93	66.75
26 James Blackmore	15.21	16.38	17.61	0.00	17.33	0.00	66.53	0.00	66.53
27 Clive Lightburn	7.69	11.45	13.05	12.95	13.83	12.87	71.84	7.69	64.15
28 Peter Whittle	11.42	11.30	11.83	13.46	0.00	14.24	62.25	0.00	62.25
29 Christopher Price	9.70	12.81	1.86	12.96	13.32	12.89	63.54	1.86	61.68
30 Peter Hamilton	12.90	12.19	11.23	11.97	12.63	0.00	60.92	0.00	60.92
31 Peter Newton	0.00	13.10	12.57	13.74	15.11	0.00	54.52	0.00	54.52
32 Russell Marsden	11.86	0.00	13.30	14.07	14.36	0.00	53.59	0.00	53.59
33 Steve Mitchell	13.78	0.00	0.00	11.65	13.73	14.04	53.20	0.00	53.20
34 Simon Medley	13.07	0.00	12.93	0.00	13.03	13.65	52.68	0.00	52.68
35 Phil Short	16.77	17.02	2.95	0.00	0.00	15.62	52.36	0.00	52.36
36 Martyn Stott	12.31	13.45	9.95	12.40	0.00	0.00	48.11	0.00	48.11
37 Michael Walsh	15.55	0.00	0.00	15.48	15.36	0.00	46.39	0.00	46.39
38 Andrew Thorpe	7.94	0.00	11.48	13.38	13.38	0.00	46.18	0.00	46.18
39 John Moxham	9.55	9.58	8.16	10.17	0.00	8.47	45.93	0.00	45.93
40 Michael Hartley	0.00	10.06	10.48	0.00	11.17	11.54	43.25	0.00	43.25
41 Richard Pope	0.00	10.52	8.95	10.97	0.00	10.64	41.08	0.00	41.08
42 George Bleasdale	0.00	0.00	12.94	15.04	13.01	0.00	40.99	0.00	40.99
43 Haydn Spedding	13.22	0.00	11.98	13.93	0.00	0.00	39.13	0.00	39.13
44 Geoffrey Barker	0.00	8.44	8.59	9.88	10.40	0.00	37.31	0.00	37.31

	April	May 12th	May 13th	June	August 5th	August 26th	Total Without Drop	Drop Score	Total With Drop
45 Simon Bainbridge	0.00	11.56	11.04	0.00	14.32	0.00	36.92	0.00	36.92
46 David Lanfranchi	0.00	12.55	0.00	0.00	12.49	11.45	36.49	0.00	36.49
47 Simon Bailey	10.74	0.00	11.96	13.09	0.00	0.00	35.79	0.00	35.79
48 James Walsh	11.84	0.00	0.00	12.14	11.30	0.00	35.28	0.00	35.28
49 Dennis Liversidge	12.12	10.86	0.00	0.00	12.02	0.00	35.00	0.00	35.00
50 David Whittle	10.71	11.19	12.77	0.00	0.00	0.00	34.67	0.00	34.67
51 Tony Hart	0.00	0.00	10.74	11.48	12.18	0.00	34.40	0.00	34.40
52 Tom Butler	11.33	10.11	0.00	11.51	0.00	0.00	32.95	0.00	32.95
53 Dale Cordingley	0.00	0.00	0.00	11.90	0.00	12.52	24.42	0.00	24.42
54 Graham Briggs	0.00	11.25	0.00	0.00	12.90	0.00	24.15	0.00	24.15
55 Jonathan Dowding	6.03	5.73	0.00	0.00	5.26	6.67	23.69	0.00	23.69
56 Morgan Jenkins	0.00	10.60	12.87	0.00	0.00	0.00	23.47	0.00	23.47
57 Peter Green	0.00	0.00	9.25	11.68	0.00	0.00	20.93	0.00	20.93
58 Les Thurkettle	0.21	6.00	0.00	0.00	6.40	5.73	18.34	0.00	18.34
59 Matthe Price	0.00	8.93	6.55	0.00	0.00	0.00	15.48	0.00	15.48
65 Richard Vaughan	0.00	0.00	4.50	0.00	0.00	9.88	14.38	0.00	14.38
60 Glyn Sketchley	11.39	0.00	0.00	0.00	0.00	0.00	11.39	0.00	11.39
61 Tony Hildreth	11.37	0.00	0.00	0.00	0.00	0.00	11.37	0.00	11.37
62 Roy Dowding	5.37	0.00	0.00	0.00	3.15	0.00	8.52	0.00	8.52
63 Greg Price	0.00	0.00	0.00	7.78	0.00	0.00	7.78	0.00	7.78
64 Amy Tomlin	0.00	6.47	0.00	0.00	0.00	0.00	6.47	0.00	6.47
66 Sarah Cordingley	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67 Damon Gray	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
68 Graham Smith	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
69 Michael Walton	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Cubicle Centre Harewood Speed Hillclimb FTD Championship 2007 Results after Round 6

	April	May 12th	May 13th	June	August 5th	August 26th	Total Without Drop	Drop Score	Total With Drop
1 Dave Banner	10	9	9	8	8	10	54	8	46
2 James Blackmore	9	10	10	0	10	0	39	0	39
3 David Newton	0	3	8	10	7	9	37	0	37
4 Iain Davidson	6	8	4	6	3	8	35	3	32
5 David Grey	8	6	0	5	5	7	31	0	31
6 Peter Newton	0	7	5	7	9	0	28	0	28
7 Clive Lightburn	0	1	6	4	6	6	23	0	23
8 George Bleasdale	0	0	7	9	2	0	18	0	18
9 Peter Hamilton	7	5	1	3	1	0	17	0	17
10 Jim Naylor	5	4	0	2	0	3	14	0	14
11 Les Procter	4	0	2	0	0	4	10	0	10
12 Simon Bainbridge	0	2	0	0	4	0	6	0	6
13 Dale Cordingley	0	0	0	1	0	0	3	0	3
15 Morgan Jenkins	0	0	3	0	0	0	3	0	3
16 Simon Bailey	2	0	0	0	0	0	2	0	2
17 Frazer Graham	1	0	0	0	0	1	2	0	2
18 Vini Dobson	0	0	0	0	0	2	2	0	2

TIME..... IT'S NOT AS FAST AS YOU THINK !

by Andrew Thorpe

Here I am again, putting fingers to keyboard. In the past, that would have been 'pen to paper' but as with all things, times and technology move on apace. This is also true of the cars competing at Harewood. We see some of the single seaters with launch control systems, traction control, sequential gearboxes and sophisticated engine management systems. As a result of this, we have seen the overall hill record drop by some 10.71 seconds in the 14 years that the 'Long Course' has been in use. Paul Rendle in a Chevron B49 achieved a 59.90 in 1992, setting the first record for the Long Course. Scott Moran achieved a phenomenally quick 49.19 in 2006.

However – perhaps technology is not all it seems. If we take the first 14 year period of Harewood Hills' existence, when the course was in its original 'short track' format, we note that although Tony Lanfranchi set the first record at 51.61 in his Elva Mk6, Roy Lane managed, without resort to sophisticated technology, to knock 13.2 seconds off this with a 38.41 run in a March 741.

Perhaps this is a case of ever diminishing returns, but if you compare the technology of the Elva Mk6 with the March 741, there is not that much difference. Certainly no traction and launch control systems, and gear change was through a good old fashioned 'gate'. Compare this with the change in technology between the Chevron B49, still on the same technology as the Elva and the March, and the Gould GR61X of Scott Moran.

Scott has virtually current F1 technology at his fingertips, and more electronic gizmos and gadgetry than Captain Kirk had on the 'Enterprise'. Nonetheless, and no disrespect to Scott's magnificent achievement,

He hasn't managed to reduce the hill record by the same margin as the not so sophisticated cars.

This is not such a bad thing. It demonstrates that older, less advanced cars, whilst perhaps not being able to set outright hill records, are still very capable of putting on a good show in the right hands (not me – obviously!). Not only that, perhaps the figures I have quoted above might spur Scott and his fellow competitors in similar machines to strive even further to beat the 13.2 second drop on the original record. That would mean a run of less than 46.7 seconds! Perhaps today, we will stand around in the paddock, saying that can never be achieved, but give it another two or three years, and another advance in technology, and I believe it will eventually happen.



*Andrew Thorpe in his Lotus 61M at Practice Day
photo by whatnonegatives*

Naturally, trying to achieve this provides for a thrilling spectacle for all those watching, and keeps the interest alive in what is one of the oldest forms of motor sport. Perhaps we won't see the overall record fall today, but class records fall regularly, and are equally important, particularly to the competitor concerned. I hope as we draw into the final stages of the season here at Harewood, that everyone will enjoy the sport on offer today, regardless of whether records fall or not.

(that should fill the postbag! - Ed)

OLD PILBEAMS NEVER DIE—26th August by Peter Herbert

On an uncharacteristically bright, dry and even occasionally warm August Bank Holiday Sunday, Tony Luxton set FTD at the Harewood Summer Championship meeting aboard his elderly Pilbeam MP58. However, it was no easy victory, as former hill champion and Harewood school instructor Dave Banner pushed the 2.8 Hart powered driver hard with his 1100cc OMS, just three hundredths separating the two. David Newton in the even older MP28/46 was a plucky third overall a further second and a half astern.



Tony Luxton
photo by whatnonegatives

Despite the favourable track conditions this was a day several drivers would rather forget. But regardless of frequent stoppages, usually as a result of cars tossed into parts of Yorkshire not widely advertised, three competition runs were completed before close of play.

Stockton Farm was hosting a number of championships in addition to the Cubicle Centre Harewood series, and in the TR Register class it was the exceedingly rapid TR5 of John Weedon that set the pace, a second and a half up on Simon Allaby's V8 propelled TR7. Outgunned, local pilote Ronnie Clayton, equally at ease in orange marshal outfit or nomex racing suit, was a game third in the immaculate TR4A, and still lighting up the paddock with his smile.

Quickest of the Austin Healey runners was the familiar yellow Frogeye Sprite of Stuart Bullas, almost a second ahead of codriver Robin Johnson

and more than a second inside his own record, a mark that Robin also beat. Richard Mason, at the wheel of a Healey 3000, led the pursuit, with the Healey Mk1 of Tom Walker, Ralph Haywood's Frogeye and Allan Cameron's Healey A90 not far behind, with the latter pair being only three hundredths apart.



Stuart Bullas
photo by whatnonegatives

A close fought Pre War Austin 7 class was captured by Colin Danks, his Seven a mere 0.22s faster than top seed and class record holder John Skeavington's Ulster. Peter Pearson's single seater Seven ran third, while to be found a little further down the field was Harewood's regular chief scrutineer Geoff Harrison at the tiller of his Seven Sports.



Colin Danks
photo by whatnonegatives

The second record of the day to fall was that of TVR driver Simon Cole, when Hexham Horseless Carriages supremo Tony Abrams took a Tuscan

Challenge car out of stock and knocked 0.59s off the Moulton solicitor's time. Cole was not present at the meeting, cruelly forced to attend a christening instead, but Howard Bryan in his Tuscan and Matthew Oakley's Griffith kept Abrams honest, both inside the old record. The Sagaris of John Simpson, V8S 500 of Steve Cox and Griffith 500 of John Cucchi gave chase, while regular Harewood marshal Stephen Broscombe, quickly coming to terms with his recently acquired T350, set a personal best time, which always cheers up a hillclimber.

In the opening Harewood class, "The Foz" took a narrow 0.21s victory in 1400cc Road Modifieds, the Team Geen-Pete The Sweep Peugeot 205 of Steve Foster having swapped the lead with Martin Rowe's 106 all day. Chris Wood drove his 106 into third place.

Fastest of the 2 litres was the 205GTi of James Kerr, closing on David Sykes record during a 0.08s win over David Marshall's similar stead. Former Formula Ford driver David Sturdy at last got the supercharged Polo, shared with Richard Vale, singing with an excellent third place, just four hundredths up on his codriver. Russell Thorpe upheld Renault honours in fifth place with the 5GT Turbo, with Andrew Windmill (no he didn't spin) in sixth aboard a Golf GTi.

As is becoming the norm, Karl Jackson dominated

worth had to settle for third a further half second adrift.

First to have a day to forget was 1700cc Modified Kit front runner and record holder Bob Bellerby, who took a trip into the cheap seats, had his gearlever come off, then lost the Sylva's gears altogether during three character building runs. Languishing in an unfamiliar and unloved seventh place, the Harrogate haulier could only watch helplessly as former motorcycle trials star Henry Moorhouse put in a fine 64 second run to take his Westfield to the top of the class, over two seconds north of Robbie Birrell's Caterham. The Westfield of Martin Parkes ran third 0.19s behind the Bury driver.

Day to forget 2 went to unlimited front runner and



Henry Moorhouse
photo by whatnonegatives



James Kerr
photo by whatnonegatives

the unlimited class, the mighty Mitsubishi Evo IX RS hissing and popping its way to a 2 second victory over Rob Wakelin's Imprezza. Mark Wallwork in the hard driven and well worn Sierra Cos-

record holder John Hoyle, whose Westfield was shown a clean pair of Stunners by the similar cars of Simon Green and Mike Tate, 1.24s apart, although Hoyle climbed to within four hundredths of



Simon Green
photo by whatnonegatives

the latter.

Modified Production Excluding Spaceframes up to 2 litre was the poorer by the absence of "The Nutter," whose non appearance denied a sizeable crowd of the spectacle of an Escort driven to within an inch of its life. However, those remaining in the class battled on bravely, and it was the black Golf GTi of Vini Dobson that headed the times, a handy 3.41s to the good over a rapidly improving Simon Medley with his Clio Cup circuit car. An amalgamated Phil Short was third in the ex Mini Miglia Cooper S, while Yorkshire hillclimb legend and owner of the raunchiest Range Rover in the paddock Bobby Fryers ran fourth in the Nicholas Smith Elise shared with protégé Mark Teale.

DTF3 was the property of Formula Ford winner Andrew Henson, who sealed a first run 0.53s victory over Frazer Graham's Van Diemen RF91 before going heavily backwards into the Willow Recticil on his second ascent, modifying the Swift substantially. Mark Moran was a close third, his RF89 ahead of Peter Rhodes in the family RF87 shared with Jonathan.

In the opening MSA class, Mod Prods up to 1400cc, DTF4 fell to Peter Herbert. The morning had not started well when he ran over a toe while manoeuvring his trailer. Then, after initially leading in practice, the Westfield BDH driver was soundly beaten by an inspired Steven Brown, who got his Suzuki engined Westfield to within two tenths of Robert Kendrick's record, and Tony Brumfield's similar powered Sylva. As the ever



*Peter Herbert
photo by whatnonegatives*

observant Brian Kenyon wryly remarked "The writing's on the wall for car engines" – beast!

In the 2 litre class, DTF5 belonged to David Spaul. Having set a personal best 58.98s time in his pristine and now BDG engined Westfield, he was seen off by the exceedingly rapid ex-Mark Smith Westfield Vauxhall of Richard Carroll and the similar but Zetec engined car of Terry Everall before taking to the Quarry gravel in a big way while trying to respond. Carroll's best time shaved four hundredths off Dave Kimberley's four year old record.

Les Proctor was a comfortable Sports Libre class



*Richard Carroll
photo by whatnonegatives*

winner, his OMS a second and a half faster than the Matthew Sutcliffe Matador. Keith Hardy held off the ever improving Les Thurkettle Lefti-Suki for third place with a Radical.

The booming laugh of Barry Whitehead was a welcome return to the Harewood paddock, but unfortunately his stead was pushed back onto its trailer before taking to the track. Which left just three 1100cc single seaters, and the flying Dave Banner was untroubled by Paul Marvin's OMS Hornet, nor by the Venerable Staniforth's Megapin.

Iain Davidson travelled down from Bathgate to win the 1600 class, his OMS Hornet just a tenth quicker than the DJ Firehawk of fellow Scot Drew Dawson. David Grey was a close third in his OMS, just a further 0.14s behind.

Finally, Tony Luxton and David Newton headed the merged 2 litre and unlimited class, with Jim Naylor holding off Ken Robert's Van Diemen for third with the Ward.

And so ended another fine day's hillclimbing at Stockton Farm, with the two September meetings still to look forward to before the course gates are finally closed for the winter. Hold that thought.



*David Newton
photo by whatnonegatives*



*An Austin Seven trying hard!
photo by whatnonegatives*

Fastest times of the day

1st Tony Luxton, Pilbeam MP58H, 54.63, 2nd Dave Banner, OMS 2000m, 54.66, 3rd David Newton, Pilbeam MP28/46, 56.18

Class wins

John Weedon, Triumph TR5, 68.67, Stuart Bullas, AH Sprite, 66.73 (CR), Colin Danks, Austin 7, 80.86, Tony Abrams, TVR Tuscan, 64.31 (CR), Steve Foster, Peugeot 205, 68.55, James Kerr, Peugeot 205, 67.96, Karl Jackson, Mitsubishi EVO, 63.57, Henry Moorhouse, Westfield, 64.00, Simon Green, Westfield, 62.87, Vini Dobson, VW Golf, 61.45, Andrew Henson, Swift, 61.35, Steve Brown Westfield, 57.98, Richard Carroll, Westfield, 58.29 (CR), Les Procter, OMS SC4CF, 58.57, Dave Banner, OMS 2000m, 54.66, Iain Davidson, OMS Hornet, 56.41, Tony Luxton, Pilbeam MP58H,

OBITUARY

Robert William Arthur North.

by John Holdroyd

Bob North as we all knew him or "Uncle" to his older friends died on the 4th August aged 86.

Bob was a BARC member for over 50 years having joined the club on the 1st March 1954. At this time the Yorkshire Centre was just recovering from the war years and petrol rationing under the guidance of CD Wilson the father of Mike.

These were exciting times and the Centre calendar left little room for other activities for those who, like Bob, threw themselves into the organisation of events. A member of the Yorkshire Centre committee for over 10 years until 1965 Bob was the Centre's "money man" organising and collecting the admission charges at all manor of events such as autocross, Burtons sprints, Harewood hill climb etc. When not engaged in collecting money Bob was to be found, in his trade mark Astrakhan Fez and smoking a che-root, marshalling or undertaking any other duties that were required.

Bob also acted as a judge at many BARC race meetings and was regularly to be found at Oulton Park and other circuits until failing eye sight no longer made this possible. Bob attended Harewood until his death and was a familiar figure in the paddock chatting to old and new friends or picnicking with his two old mates Harry Mason and Bing Crosby.

He will be sadly missed by all who knew him as a generous and caring person who did much for the Yorkshire centre.

To his wife Jean, his son Jonathan and his grand children and great - grand children the Centre expresses its deepest sympathy.



This photo was taken at the VSCC meeting and shows our vintage stewards, Harry Mason, "Bing" Crosby and the late Bob North with Richard Jackson and Chris Green in front of Chris Williams's Napier-engined Bentley

photo by Tony Hodgetts

CARS FOR SALE

Speads RM06

2006 chassis configured for hill-climbing,
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Beautiful to look at, easy to drive and a pleasure to own.

This car will turn heads and clocks in the right hands.

As new, less than 100 miles since build,
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Peter Hamilton 07802 520900



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

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 Shorley, 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

FOR SALE

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 spilt 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



LETTERS

Hi Jackie,

Just to say what a super weekend I had at the July 7/8 July Harewood meeting; as did all the fellow HSA competitors that I spoke to. Slick organisation and with 7 runs over the weekend good value and well worth the long journey, and a decent BBQ on Saturday evening!

Please convey my sincere thanks to all concerned.

Regards,
Stuart Cairney (comp no. 14)

Jackie

I just wanted to pass on my thanks for an excellent weekend of practice and racing. My friend and I thoroughly enjoyed the whole experience and I'm really looking forward to coming back now in August.

Regards
Chris Flavell (Mr)

Jackie

How efficient the Yorkshire Centre is! My son who emigrated to Australia last month before I finished building my car, phoned this morning from Perth to say he'd seen pictures of the car and the results of yesterday's meeting and why didn't I do better!

Congratulation to all for a super weekend (July) and for providing a 'B' class to allow use novices to run.

Regards
Graham (Smith)

Editor—Jackie Wilson



2007 Calendar



Meeting	Date
Greenwood Cup	15 September
Mike Wilson	16 September

2008 event dates

Spring National	April 13
Harewood Open	May 10
British Hill Climb Championship	May 11
Classic & Vintage	June 7
Jim Thomson Trophy	June 8
British Hill Climb Championship	July 5/6
Montague Burton Trophy	August 3
Summer Championship	August 24
Greenwood Cup	September 20
Mike Wilson Memorial	September 21

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

Photo by Heinz Schmidt

