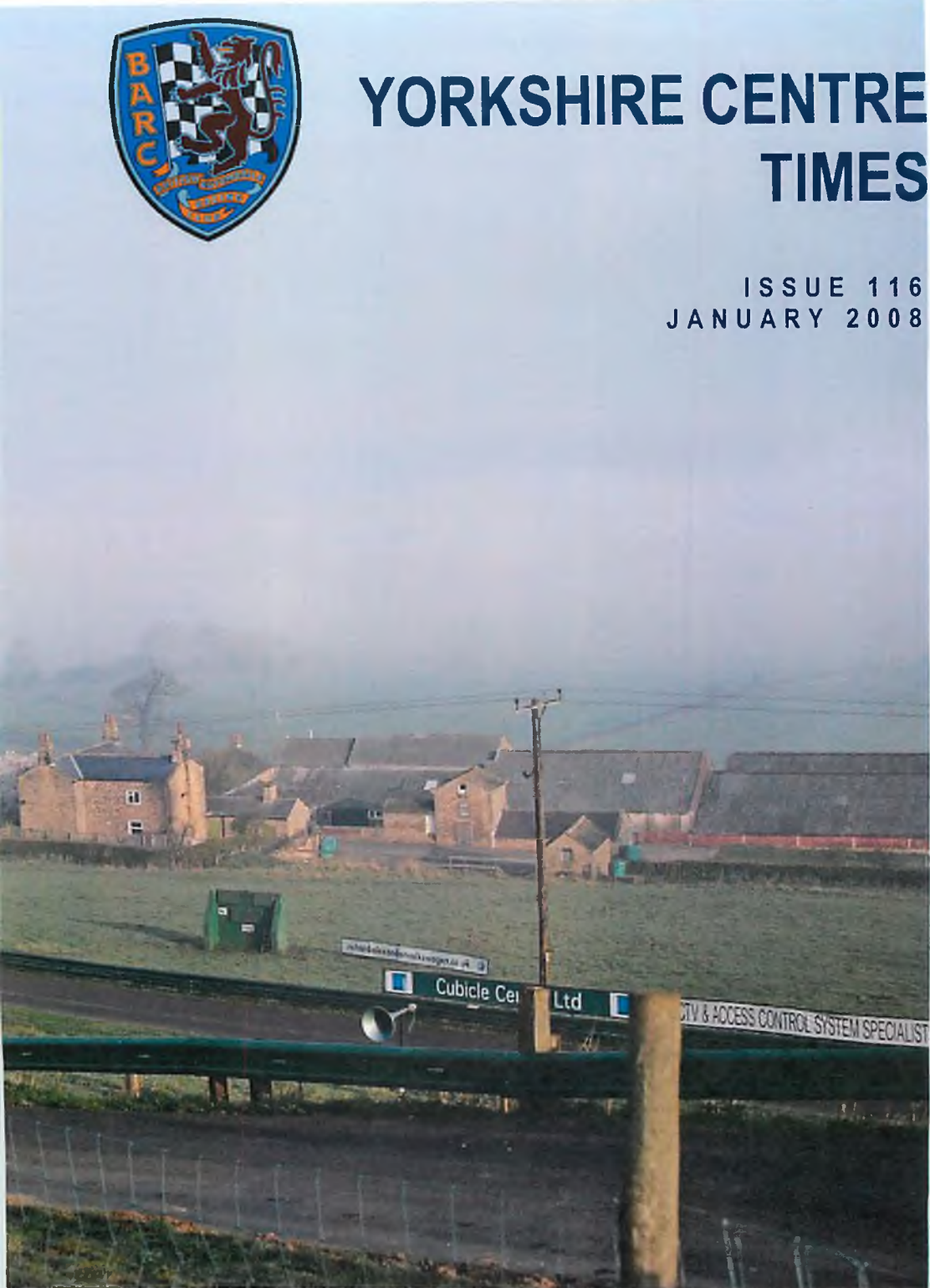




YORKSHIRE CENTRE TIMES

ISSUE 116
JANUARY 2008





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2008 dates

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Chief Marshal: Mike Shorley on 01977 780035 (evenings)
or HMA Chairman:

Keith Davison, The Sidings, 7 Caister Close, Greenacres, Birstall,
West Yorkshire, WF17 9QY e-mail:
keith.davison@btinternet.com

What's Inside

Chairmans Letter	Page 4
Forum Notes	Page 6
True Grassroots Motor Sport	Page 7
VSCC Report—June 2007	Page 8
Photos from Annual Awards Dinner	Page 10
New Sponsors	Page 12
Championship Changes	Page 13
Car for Sale	Page 14
AGM Notice	Page 15
View from the Marketing Sub Committee	Page 16
Letters	Page 17
2008 Calendar	Page 18

*Cover photo—A misty morning at Harewood
photo by whatnonegatives*

Chairmans letter

I hope you have all had a good Christmas and start to 2008.

2007 finished off well for BARC with the Annual Dinner and Awards Presentation. The new venue was excellent, the meal was possibly the best we've had and the organisation as slick as ever, thanks to Carol. I was pleased to see so many of our award winners had come along to collect their silverware.

We were delighted to announce our new championship sponsors at the Dinner. Harrogate Audi have agreed to support the championship and are keen to be actively involved with some of their staff already booked into the school in preparation for competing themselves. The championship itself has a fresh look as well, as summarised elsewhere in this issue.

We hope the venue also has a fresh new look when you return in Spring, the main change being a new access road in the original "east" paddock.



We hope to install a drainage system into the camping field but this has been delayed. We have had extensive discussions with our landlords, Harewood Hill throughout last year and have eventually settled on a revised rent which although significantly higher than previous, does allow for ongoing development of the site for hillclimbing.

One change to the Harewood calendar this year will be the absence of the Trackrod Motor Club's Barbeque. Unfortunately this event has suffered from the rent increase imposed on us (as well as being unable to accommodate their chosen date on the weekend immediately after our June events). We are sorry that Trackrod event will not run and appreciate the many years of support they have given to Harewood.

Our most recent addition to the Harewood calendar, the Classic and Vintage Meeting, is hopefully

going to be even better this year. Some of our regulars have decided to support this event and with the word spreading fast among the VSCC (see report from their newsletter last year), we are looking forward to a full entry and a "classic" day out.

Despite the increase in rental costs, we have chosen to keep the entry fees at the same level as 2007. I must admit this decision was partly due to not wanting to break the £100 barrier for non-member entry fees. I note that most other national venues will be charging over £100 this year and don't offer the same discount for members.

Thanks to the continued support of our sponsors, of our many competitors and supporting clubs as well as the hard work of your Committee and support teams, we have been able to invest in the venue whilst holding entry fees down. I hope you will all take advantage of this and look forward to seeing you at Harewood this season.

Tim



**The BARC Yorkshire Centre
Annual Speed Events Forum
The Golf House Hotel, Outlane, Huddersfield
Sunday 11th November 2007.**

Notes from the meeting

Apologies were received from Phil Short, Alan Staniforth and Peter Whittle.

The morning had over 2 hours of informal discussions and chat about the various aspects of Speed Hillclimbing and Sprinting with the emphasis on Harewood. The Chairman, Tim Wilson, presented a review of the 2007 season's improvements on the ground, in the results and in marketing.

It was announced that for 2008 a tarmac 'D road' will be installed around the grass paddock (already completed), drainage be improved in the trailer/car park field (ongoing), the new timing displays would be mounted in their housings (now ready) and the Clubhouse and barn areas improved.

There would be no major changes in the class structure or the Harewood Championship for 2008. It was brought to the attention of competitors that eligibility scrutineering checks would be more frequent and more thorough during the forthcoming season.

The following items were raised and discussed at length.

Youth involvement and ways to increase this, the possibility of a 'festival' style event where the public could be run up the hill as passengers in exotic cars driven by competitors. It was feared that insurance would be a major stumbling block.

True Grassroots Motor Sport by Roy Dowding

What do you do with a 1998 Nissan Micra 1.3GL that has been in the family since new and is now no longer wanted? It had faithfully and reliably served for years as my daily commuter and weekend-chores transport, passing in turn thereafter to both my daughter and son as their respective first cars until they bought 'grown-up' cars – their words, not mine! On one thing we were all agreed. It was worth very little, and if sold would almost inevitably end up as a pizza-delivery hack, or worse. That we could not bear to contemplate.

My birthday present from the family in 2005 had been a course at the Harewood Speed Hillclimb Driving School, using my 1966 Reliant Scimitar SE4 coupé, which was a hoot! From that, my son Jon and I had developed an interest as spectators in speed hillclimbing and sprinting and it dawned on us that the Micra was eligible for Class 1, but would it be capable? Attendance with it at the Advanced Driving School course the following year confirmed that the car would at least stay on the 'black stuff' and could be great fun. So its fate was settled!

During that autumn/winter, its breathing was improved by installing a K&N air induction system and, with the bore of the exhaust pipe increased from 1.5" to 1.75" plus a straight-through silencer, the mere 74 bhp could at least be utilised to the full. These simple and cheap alterations enabled the 0-60 time to decrease by over 2 seconds and an ability now to easily exceed 100 mph. A 3-point Sabelt safety harness and 175/60R 13 tyres from the MSA List 1A completed the preparations and thus we were all set for the 2007 season.

(Usually) Last but not Least!

With our first year of competitive motor sport now behind us, how did we fare? Well, as the subtitle suggests, we didn't win anything, finishing last in our class in the Harewood Championship (to be fair, all the other entrants had considerably more power on tap). We did, however,

have the satisfaction of confounding our fellow competitors, the Hillclimb School tutors and seasoned marshals, who'd reckoned we'd never crack 80 seconds for the course. From mid-season, the former shopping trolley was regularly below this 'bogey' while Jon, who is a tad quicker than I am, finally managed a best run of just 78.41 sec.

In the Practical Performance Car Sprint series, at courses as varied as Silverstone Stowe, Lydden Hill, Curborough and MIRA, the Micra arguably acquitted itself a little better, frequently seriously mixing it with some theoretically-superior machines at the meetings. That it ended up first in its class in the PPC Championship should be cause for us to grin, but it was usually the only official championship entrant in its class. It does look good on the Results Table, though and, most of all, it has been tremendous fun!

With 2007 drawing to a close, the little Micra can now rest temporarily on its laurels following its first season of motor sport. Winter will see the suspension lowered and stiffened, we think, which might shave off another second or two but mostly as the car is wearing out its door handles quicker than the tyres! And I thought it was only elderly Yank-tanks and Citroen 2CVs that rolled that much!

Roll on 2008!





Edmund Burgess (T37) exits the farm buildings that are a feature of the Harewood course. (Peter Johnson)

Harewood by The Mole

I was not the only one puzzled by the low number of entries for this event, a feeling I found to be shared by most of the competitors to whom I spoke. James Duff's Memorial Service fell on the same day, and this accounted for a few non-starters, but even taking that into consideration, the hill-climb was very poorly supported. Sixty-four entries only, a great shame, as Harewood is one of the best venues in the country, and is superbly organised by the BARC Yorkshire section to run like a well-oiled machine. Those who did come, including Tim Kneller, who had driven all the way from the south coast during the previous evening (five and a half hours in a Riley 12/4 special), and the other regulars all enjoyed an outstanding day. The weather was perfect, the hill ever-challenging, the paddock very sociable, the food vendors good; one of the local red kites hovered twenty feet over the entrance to the paddock as we left. What more could

you want? So, why are there so few entries?

Seriously, any of you who read this and think, 'maybe I should enter next year', just DO IT; if you don't, you will have missed something special! Harewood is by no means remote; in fact, it took me one hour from Chesterfield, and therefore on a good day it is only three hours from London and nearer than Oulton or Cadwell for those living south of Watford – wherever that might be! The BARC seem to have been very pleased with the day and are keen that it should become part of their annual calendar, so for goodness sake, if you are a hill-climber, please enter next year, but don't blame me if it rains!

And so to report the doings of the day! Practice runs began at nine prompt, with all drivers having two, then, starting before lunch, everyone had their first competitive run, with the opportunity for at least two more after lunch. Some got

four competitive runs altogether, which is pretty good value for money. As usual, there were some mechanical mishaps, Gareth Frank had a back wheel fall off his 'Hyper' Leuf after a half-shaft failure, which apparently is a recurrent problem with these cars; Terry Rowing had to be rescued from the bottom of the hill at lunchtime – the first few hundred yards are downhill – and poor Tim Kneller, who broke a half shaft here in 2006, did exactly the same thing this year, and was last heard saying that he hoped that he could get it fixed for Oulton the following weekend ... such dedication! Tim reckons that, as he never trailers his car, it has done something like 40,000 miles since he built it seven years ago: I think that it's a fair bet that he'll make it to Oulton.

It is quite interesting to bear in mind the following when reading about our VSCC Members' exploits: the hill is 1583 yards long, which is nine tenths of a



One the track – Ken Hawes (Frazer Nash 'Terror III'). (Peter Johnson)

In the paddock, Alan Harpley's Avon Alvis – a Standard Avon chassis fitted with a 12/50 Alvis engine. (David Barker)





Wayne Gibson
corners his Singer
B37
(Peter Johnson)...



...George
Laycock's
menacing Greenfell
Special.
(David Barker)



Norman
Pemberton
(Talbot 95) came
third in his class...



...Roger Gliston's
1930 M-Type MG.
(both Peter
Johnson)



Left - A study in pipes and dashpots -
Donald Hoggard's Railton.
(David Barker)

mile give or take an inch, the outright record is 49.19s, about 68 mph, and the ladies' record is 54.32s. The fastest time at this meeting was in fact set by an attractive young lady, Bronwen Waggitt, in a 1600cc Brabham BT30 in 62.97s, this being only the second time ever that a lady has set FTD. As far as our cars are concerned, James Baxter in the Norris set FTD in 2006 in 67.83s; this year, James was understandably absent, so FTD fell to Rob Cobden in his Riley in 69.66s. The various Class winners were Graham Beckett (A7) 85.96s, Charles Gillett (Frazer Nash) 73.85s, Jeremy Brewster (Leaf) 77.50s, Noel Runnells-Moss (30-98) 88.42s, Pete Candy (Riley) 73.5s, Dudley Sterry (HRS) 73.4s, Donald Hoggard (Railton) 81.59s, Anthony Garner (Napier) 78.26s, Rob Cobden (Riley) 69.66s, Graham Carr (AC/GN) 74.89s, and Nick Hildyard (Th. Schneider) 83.10s.

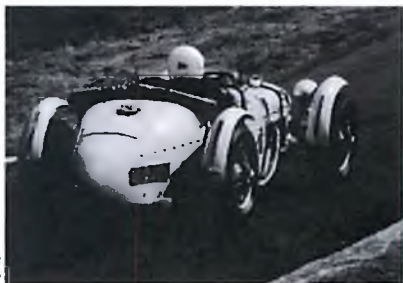
Class 18 was for Classic Sports Cars, and it is interesting that Rob Cobden's

time (69.66s) was beaten by only one of them, a Lotus Elan in 67.19s. Charles Gillett's 'Nash would have been beaten by only a further four post-war cars, but would still be in front of Ronnie Clayton's very hot TR4A, which put up a time of 74.26s. Food for thought.

There were various interesting cars present, which did not feature in the prizes, the Type 49 Bugatti which used to belong to local member Julian Hallam was in the car park being admired by all and sundry; amusingly its new owner has never previously owned a vintage car! Ralph Bennett's imposing Rolls-Royce P11 was close by, as was a curious Chenard-Walcker, a cross between a light van and an open tourer, but very appealing, none the less.

In the paddock, cars that caught the eye included Philip Evans' pretty AC 16/80 special, which sadly managed only one run. Alan Harpley's Avon Alvis has a 12.50 Alvis engine and an Armstrong pre-selector gearbox, and used to be a single-seater back in the early 'seventies; its best time was 94.26s, over 20s

John Guyatt's Talbot displays the little perforations. (Peter Johnson)



slower than the class-winning HRS. George Laycock's Greenfell Special was built in about 1948, and uses a Mercury chassis with a big V8 engine fitted with Offenhauser manifolds; it looks very potent and patinated, and although it hasn't been out for many years, it still clocked 74.55s.

After wowing the crowds on the hill in the Napier Bentley, Chris Williams then entertained them in the paddock, explaining the intricacies of maintaining the Napier Lion whilst wearing his bowler hat and a pair of rubber gloves, he also delivered a discourse on prostate gland troubles, offering consultations and free examinations to all and sundry!

Six runs up the hill and entertainment of this order, what more could you want from a great day's sport?

A FEW PHOTOS FROM THE



ANNUAL DINNER 2007



The 2007 Annual Dinner and Awards Presentation was held at the Holiday Inn, Brighouse in November, and was deemed a great success. Good food, good venue, even a good disco (rare as hen's teeth!), and last but not least, good company.

Championship Award winners Karl Jackson, and Amy Tomlin were on hand to collect their awards, but unfortunately James Blackmore couldn't be with us due to family illness.

Other award winners who were also able to join us were Steve Taylor (see left) Vini Dobson, Phil Short, Les Procter, Lesley Geen (see above), and Jon and Bronwen Waggitt to name but a few.

Brian Kenyon collected the Derek Clark award for his outstanding contribution to motorsport at Harewood, and Pat Kenyon was presented with a bouquet of flowers on her retirement as Harewood Driving School Administrator (see far left).

I think anyone who attended the Dinner will agree we owe a big **thank you** to Carol Wride for her superb organisation, well done Carol!

Next year's Annual Dinner is on the 22nd November 2008, same time, same place, see you there!

HAREWOOD SPEED HILLCLIMB IS PLEASED TO ANNOUNCE NEW SPONSORS FOR THE 2008 SEASON

After a successful 2007 season BARC Yorkshire Centre is pleased to announce that sponsorship for the 2008 Harewood Speed Hillclimb Championship has been secured. Harrogate Audi, which is part of the Sytner Group (a member of the Penske Automotive Group), has agreed to be title sponsor for the 2008 Championship.

Harrogate Audi, which is based at St James Business Park in Knaresborough, will be contesting an Audi in the Championship throughout the year. It will also be displaying a selection of cars at some of the race events, which is likely to include the fabulous R8 supercar. Rob Scaife, Harrogate Audi's Head of Business said "We are delighted to support Harewood Speed Hillclimb in 2008. This underlines Audi's sporting heritage and our involvement in local organisations. We will be working with BARC Yorkshire Centre to help increase awareness of Harewood Speed Hillclimb and our business and using the race days to entertain our clients and staff.

BARC Yorkshire is also pleased to announce that the 2007 Championship sponsor, the Cubicle Centre, will continue to support motor sport at Harewood Hillclimb in 2008. Cubicle Centre will sponsor the two British Championship weekends in May and July when top competitors from throughout the British Isles converge on the Yorkshire race track.

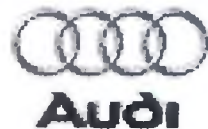
This support is vital to the Club to help it maintain and develop the venue and to keep Harewood in the top league of British hill climbing.

HARROGATE AUDI BARC HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP 2008

We are delighted to welcome Harrogate Audi as title sponsor. We have responded to the support of a major sponsor with a fresh look to the championship.

- Increased prize fund in excess of £2500
- The prestigious Glenn Garnett Trophy plus £600 for overall champion
- Awards as well as cheques down to 10th place
- The Wilson Trophy plus £300 for FTD champion
- The Harewood Ladies Trophy for the best placed lady
- A new award for the best placed Under 21 in the championship
- 8 rounds (excluding Classic & Vintage and July MSA events), best 6 to count
- Open to all BARC Yorkshire Centre members

Support your championship and register now, for only £10 by returning the entry form to your Entries Secretary



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Speads RM06

2006 chassis configured for hill-climbing,
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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



The British Automobile Racing Club (Yorkshire Centre)

ANNUAL GENERAL MEETING

APRIL 7th 2008

Notice is hereby given that the

Annual General Meeting

of the

British Automobile Racing Club Yorkshire Centre

will be held at the

Parkway Hotel, Otley Road, Leeds

on the 7th April 2008 at 7.30pm

Please note all entry lists can be viewed on our website

www.harewoodhill.co.uk

A View From The Marketing Sub Committee

By Andrew Thorpe

All readers will appreciate that in order to succeed, prosper and still be around for future generations to enjoy, Harewood has to 'sell' itself in several ways. This includes being attractive to paying competitors and the invited specialist car clubs and the paying public. This last group not only includes those who are connected in some way, or know a competitor, but importantly those who choose simply to come, pay their entrance fee and watch some motor sport.

The latter category is difficult to attract, as their demographic ranges from the solitary enthusiast, to a family looking for a slightly different day out with the kids. Finding new and innovative ways to inform these groups of our events is difficult, time consuming and above all quite costly. We have done local radio advertising, newspaper press releases, leaflet campaigns, in addition to our permanent web-presence at www.harewoodhill.co.uk. The website will be updated regularly throughout the season and includes a gallery of photos which are being provided this season by Heinz Schmidt of <http://sports.hedward.com>

The marketing team must also make Harewood attractive to sponsors, normally drawn from local businesses. Their involvement ranges from full championship sponsorship packages, through class sponsorship, down to a small simple advert in the programme. In return Harewood must offer them a high number of spectators to which their products and services can be exposed – with the hope that this will stimulate additional business for them.

Let's just have a look at the issues. When we have successfully attracted, let's say, a family, with a couple of children and they have paid £20 at the gate, the kids having been admitted free. They have parked in the field and programmes in hand they wander into the paddock. What happens next? Invariably, they will have arrived about 11.30 am whilst practice is going on, but we observe that most first-timers wander around the top paddock first, then move on to the lower paddock. Hopefully, they will ask drivers questions and some of the drivers willingly allow the kids a sit in the car, which always makes their day. By this time, the lunch break has started and there is nothing happening on the track. 'Dad' might be happy to wander around the paddock all day long, but 'Mum' is being politely tolerant, and tags along behind. The kids, by now are getting restless and need something a bit different. A quick trip to the bouncy-castle is appropriate, followed by a visit to the catering facilities – in that order to avoid upset tummies!

The action re-starts, and the commentary begins. They sit and watch the first few classes run up the hill. Again, we find that 'Dad' will watch all day long, but 'Mum' is seeing to the increasingly restless kids who are playing at rolling down the grass banking. She might wander off with them, to the bouncy castle again, or the ice cream van. This will only last so long and we find that by mid-afternoon, families such as this will leave, particularly if there have been big gaps in the proceedings or the weather is a bit iffy.

As you can see, the marketing committee have a hard task not only attracting our 'family' in the first place, but we have to ensure that appropriate entertainment and facilities are availa-

ble while they are with us. But most importantly, we need to ensure their experience is such, that they will want to return again, either later in the season or the following season. Although not connected with the actual racing, we have to come up with some new and perhaps innovative side attractions to keep these people coming back. Signage, track maps, bouncy castle, catering, local radio presence and car shows are just a few of the areas which fall under our remit.

As a result the marketing committee is seeking new members who are prepared to be 'hands-on'. We are not short of ideas, but we are short of people willing to spend a little time to implement and organise them. You don't need previous marketing experience, just enthusiasm, a little common sense and the ability to make things happen! If you would like to be involved, please contact Andrew Thorpe at andrew@washroomcubicles.co.uk or Dale Cordingley at dale.cordingley@btinternet.com now.

Do you have any Harewood videos?

The Marketing Team is looking for videos to use as part of the publicity for Harewood in 2008.

Do you have any videos that we could use? These may be in-car, action on the track, paddock activity, start/finish, incidents, spectators, in fact anything that gives an interesting image of what we do.

We are looking for 'footage' from a variety of Harewood meetings to compile a calendar of events for 2008 to inform people and whet their appetite to visit us.

If you have any video clips please send them by email or CD to:

Dale Cordingley

Cornaro, Clarence Drive, Menston, Ilkley, LS29 6AH

Tel: 07802 217353 email: dale.cordingley@btinternet.com

Dear Tim,

LETTERS

Attached please find an article under the above title, and two photos to accompany, which I'd like to submit to you for consideration for publication in the next 'Yorkshire Centre Times'.

My son Jon and I have enjoyed enormously our year, and hope this account just might encourage someone else to use the family runabout as a race car. Brings a whole new meaning to EEMS!

Kind regards,
Roy Dowding

Editor—Jackie Wilson



2008 Calendar



Meeting	Date
Practice Day	March 30
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 2008 Regulations booklet
or contact your Entries Secretary Jackie Wilson
Tel: 01423 339062 or email:- entries@harewood-hill.co.uk

MOTORSPORT PHOTOGRAPHY



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