



YORKSHIRE CENTRE TIMES

ISSUE 117
MAY 2008





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Harewood Speed Hillclimb Driving School

2008 dates

26 Jun, 24 Jul

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HAREWOOD MARSHALS ASSOCIATION

Not competing?

Why not join the Harewood Marshals Association?

You're guaranteed a friendly welcome by all our regulars

See all the action from the trackside, interested?
then contact.....

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

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

What's Inside

Chairmans Letter	Page 4
Chairmans AGM Report	Page 5
Marshals Training Day	Page 6
Practice Day	Page 7
Spring School Term Report	Page 8
Spring National Report	Page 10
AMOC Spring National Report	Page 13
Mud Wrestling at Harewood	Page 14
Hillclimbing & Sprinting Book Review	Page 15
BARC Harewood Harrogate Audi Championship	Page 16
King James Green Power Car	Page 20
Allan Staniforth Interview	Page 24
Car for Sale	Page 26
Tyres for Sale	Page 28
Letters	Page 29

*Cover photo—Spectators look out over a cold, but fine Harewood on Practice Day
photo by Hedward Photography*

Chairmans letter

The Harewood season has already witnessed a successful Practice Day and Spring National event, despite the attempts of typical April weather to spoil the latter. We have also had 2 schools, helping over 50 pupils whether it be their first attempt at hillclimbing or seasoned competitors searching for that vital fraction of a second.

This weekend we look forward to welcoming many British Championship contenders (we hope to be back in the Leaders Championship next year!) as well as the one-make classes and visitors from the Channel Islands,

who always ensure we have a reserve entry list on both days. As we go to print a few days before the May weekend, I just hope the Bank Holiday weather continues to help dry out the paddock and camping areas!

To those who will be at Harewood this weekend, I hope you have a good days motorsport. If you aren't, I hope to see you at Harewood soon.

Tim



CHAIRMAN'S AGM REPORT 2007/8

The Yorkshire Centres activities were all based around Harewood with a full calendar of 18 events, including 11 hillclimbs and 5 school days.

The events continue to be well supported, both by our regular competitors and the many clubs and championships that visit Harewood each year. We were particularly proud to host 2 rounds of the MSA British Hillclimb Championship. We also held a Classic & Vintage meeting for the first time. This allowed us to celebrate 45 years of hillclimbing at Harewood as well as build on a relationship we had developed with the Vintage SCC. The event was a success and will be a regular part of our calendar.

The Harewood Hillclimb Championship was supported by the Cubicle Centre. The championship was well supported and competitive. The overall winner was not decided until the final round and we had a worthy champion in Karl Jackson.

We are planning some changes to the championship in 2008, to raise its profile further and we are delighted to have secured a title sponsor in Harrogate Audi.

The Hillclimb Driving School has been running for over 10 years. We held 5 schools in 2007, coaching well over 100 pupils, either newcomers or experienced competitors. The school is an important part of our business, contributing both financially and in developing interest in hillclimbing.

Marketing is essential to promote Harewood and we have a dedicated team working on increasing income from sponsors and spectators. Since entry fees only cover the running costs, it is critical that we bring in additional income from these sources. It is particularly important if we are to continue to invest in and develop Harewood at the rate we have been doing in recent years.

This winter we have created a new tarmac road in the paddock, new Armco barriers, permanent cabinets for the timing displays, seating for the catering area and many other small but significant improvements to the venue.

We also plan to invest in drainage, especially for the camping and trailer parking area and are in discussion with our landowners before agreeing the scope of this work.

We have been negotiating with Harewood Hill throughout 2008 with regard to the rent we pay for use of the hillclimb. We have reluctantly agreed to pay a significantly higher rent and are working with HHL to make sure this is invested in the venue.

All this activity came about from the hard work of your Committee and numerous other individuals who work closely with us. I would like to thank them all personally for their support and, on your behalf, for helping to deliver another successful competition and financial performance for the Yorkshire Centre.

T. J. Wilson
Chairman, BARC Yorkshire Centre
6 April 2008

MARSHALS TRAINING DAY—9th March

The Marshals Training Day started with a theoretical, classroom training session in the morning followed by great food and coffee on this chilly but fine March day. In the afternoon trainees practiced putting out a burning car (see photos).

Organisers and other officials used the day to check timing/results equipment, and put the Recticel barriers in place ready for Practice Day on the 30th March.



Photos showing our Marshals in action, hopefully their skills will not be needed but it's good to know they are trained, just in case!

Photos by Hedward Photography

PRACTICE DAY—30th March



Bobby Fryers
Photo by Hedward Sports Photography

Despite a very cold windy day, the sun shone and the rain held off till after everyone (including officials!) had packed up and gone home. Competitors got as many as nine runs in during the day.



A Caterham taking a wide line!
Photo by Hedward Sports Photography



Peter Hamilton unloading his OMS
Photo by Hedward Sports Photography



Work to do!
Photo by Hedward Sports Photography



More work for the Marshals clearing oil spills!
Photo by Hedward Sports Photography

Spring Term School Report

by Peter Herbert

Thursday 3 April saw the first of Harewood's 2008 driving schools, and a full compliment of 31 students enrolled for a smoothly run day of instruction in the noble art of speed hill-climbing.

An eclectic mix of cars and drivers - including seven ladies, ranged from a VW Beetle Cabriolet and a barn-find Elva Courier to a Porsche 911 GT3 and a Ferrari 430, and from the current Harewood Champion, a former Ladies Champion and a former Porsche Champion to those who had never ventured onto any kind of track previously.

Their six brave instructors were led by the irrepressible Simon Clark, who had recently survived loosing his Merc to the depths of a flooding River Nidd - almost with him inside, giving up smoking, and offering himself to the mercies of a personal trainer. Apparently he could beg and fetch balls within a couple of lessons.



*"Would I lie to you?" Headmaster Mr Clark explains the wisdom of the late turn-in.
Photo by Peter Herbert*

Regular instructors Wilson, Kilty, Herbert and Spedding were joined by new recruit Mike Geen, a former hill champion and one of the few, if not only, drivers to have crossed the Stockton Farm finish line on his roof.

The paddock had a new supremo in the form of Don Burt, who most ably playing Mr MacKay to David Dalrymple's Mr Barrowclough. Don's encouragement to pupils to take to the

track was delivered at such a volume that squaddies were standing to attention thirty miles away on the Catterick parade ground.

The day was blessed with dry weather, and by mid afternoon the venue's famous Red Kites were circulating above a Wharfe Valley bathed in warm sunshine.

Driver of the day with 90 points was, perhaps not unexpectedly, reigning hill titleholder Karl Jackson, who was inch perfect at the wheel of his ceramic brake equipped GT3. However, equally impressive was the hard charging high revving Honda Civic Type R of Paul Brown, Philip Beadnall's handling of the big Mercedes E55, and opera singer (just joking) Geraint Evans' Porsche 911. Unfortunately Geraint, and Boxter handler Simon Butterworth, were unable to take advantage of the Harewood School's unique feature, in-car instruction, as they had failed to bring along passenger seats.



*"Herbie Goes To School" Lynn Owen's Beetle cuddles up to its new friend, the Jackson GT3.
Photo by Peter Herbert*

Of course there were the inevitable minor off-track excursions, with none more amusing than Richard Spedding's high speed trip onto the outfield at Quarry at the helm of Fraser Sheriff's Elise, while John Philpot managed to beach his Impreza in the Farmhouse gravel trap after allegedly being distracted by a spectating fan club.

Everyone appeared to go home happy, despite Peter Spencer's Escort Cosworth breaking before the close of play, all with a fresh perspective on this challenging and technical hill.

Spring National Report—13th April

by David Coulthard

Do you think the BARC Yorkshire Centre Committee would be prepared to do my Lottery tickets for me? Competitors who missed the practice day at the end of March, arrived at Harewood to find a lovely new tarmac road running through the lower paddock. They also found that it had been raining hard for most of the preceding night and that the paddock was an absolute quagmire, with many support vehicles sinking without a trace. Devoid of the Committees foresight, the meeting would surely not have run, as the new road allowed the hard worked and soggy paddock marshals to park many cars on that new road, bumper to bumper, thus avoiding them disappearing up to their sills in mud.

With such awful conditions only two timed runs were on offer (to be honest most competitors were pleased with the early finish), the second of which took place in marginally better conditions, although the hill was still covered in a thin coating of mud for its most part. First to take on the challenge were the Ginettas, where the biggest engined car in the class, the shared G33 of Graham Beale and Robert Pallet, was beaten by the smallest, the Imp powered G17 single seater of Martin Jones. Bucking a trend, Martin's 75.46 climb was completed on his first go, as his second run didn't necessarily involve using what we normally define as the confines of the track...



Nick Stephens
Photo by Hedward Photography

In the Standard MG class, the big MG ZT saloon of Michael Ashcroft was never bettered, despite the attentions of the MG TF sportscars of third placed Bill Sharpe and second placed David Jones. Less than a second covered all three. In the modified class, it was Midgets all the way, with Keith Egar taking six seconds off his first timed run to bag third in class, on 75.21. John Payne was a couple of seconds further up the road, but unable to head class record holder David Morrison's winning time of 71.70. In the MG 'Specials' class, the Midget of Richard Watkinson held sway over the ex-Claude Spencer MGB V8 of Terry Pigott. Another close class, with just half a second between the two. The Aston Martins finished the guest classes, from where the lovely DB2 of Tim Stamper emerged victorious.

And so to the Harewood classes. Just three cars turned out for Class 1, the small road modified saloons. All were Pug 106s and Martin Rowe was quickest on 76.16. A massive Class 2 provided much entertainment and diversity, although the top four were all 205 GTi mounted. Steve Mitchell was second after the first run, but slipped to fourth after run 2. The similar car of David Sykes was leading after run 1, but he too slipped down the leader board on run 2, and finally took third on 71.55. James Kerr slashed almost seven seconds off his first run time to sneak second place (71.23), but a 70.64 from David Marshall, took the class and second overall in the Championship.



John Copley in the Harrogate Audi car
Photo by Hedward Photography

Another smaller than expected class was Class 3. Unsurprisingly, the 4-wheel drive Mitsubishi Evo IX RS of Karl Jackson had a five second lead over the Audi A3 of Phil Short, 66.37 v 71.97 respectively. The traction of the Mitsubishi was crucial on such a rotten day. Karl now heads the Harewood Championship, and must be praying for another wet summer in his efforts to retain his title!

Class 4 was easy meat for the Westfield SE of Henry Moorhouse, who had a couple of seconds in hand over the battling duo of Robbie Birrell and John Loudon, separated by three quarters of a second, with the Westfield of Robbie just getting the nod on the second run. Class 5 was similarly easy for the Westie of Simon Green, although Geoff Ward made him work for it.

No Mod-Pros of Class 6, so it was straight to Class 7, where a monumental battle took place for the podium spots. Gary Thomas (69.99) in the Lotus Elise just got nudged off the bottom step on run 2 by co-driver Sarah Bosworth (69.53). Second went the way of the Renault 5 GT Turbo of Tony Hart with a 69.16 climb, but way out in front was the slick shod, ex-Works Escort of Chris Wise, clearly revelling in the near-rally stage conditions, to post a 67.85. The Dutton of Michael Hall was the only car to brave the conditions from Class 8.



*Tony Hart
Photo by Hedward Photography*

In the Formula Ford class, the Van Dieman RF87 of Jonathan Rhodes was third on a 68.63, whilst the Swift SC93F of Ian Thomas was second with a 67.80. But despite an 'off' on run 1, Frazer Gra-

ham in his RF91 took the class, with a Dieman (groan...) second run of 66.73.

Classes A and B were merged, and it was Harewood stalwart, Peter Herbert in the Class A Westfield that bagged third, just half a second behind Andrew Steel in a supercharged version of the same car. However, neither driver could match the pace of the Class B Caterham 7 of Colin Birbeck, who's run of 65.45 won the class.



*Andrew Thorpe
Photo by Hedward Photography*

Classes C and F were merged and the Ward WD9V of Jim Naylor took an easy win. Remarkably, the third and second placed Libre cars of Class E dead heated! Both Les Proctor (OMS SC4CF) and Graham Smith (Van Dieman FX) set times of 65.51. Graham got second place on 'count back'. Just two tenths quicker than Les and Graham, was Angus Buchan in his Radical, despite being slowest of all on his first run. Clas-



*John Graham
Photo by Hedward Photography*

ses H and I were also merged, and you could just about get a fag paper between the OMS 2000M drivers at the head of the pack. John Chacksfield had the better of Dave Banner after the first run, but Dave was two tenths quicker than John on the second, with a 59.85 blast up the hill to the class win.

Local constructor OMS dominated Class J, with all seven starters using the York based constructor's chassis. The Hornet of Iain Davidson was placed third on 61.68, whilst the CF04 of David Grey was second on 60.30. However, it was Mr. OMS himself, Steve Owen, in another Hornet who took the honours. Steve took a 'fail' on the first run, but had the class sewn up with a climb of 59.15 on the second.

Finally, the Class K OMS CF04 of Peter Hamilton was unable to beat the Class L OMS CF06 of Trevor Willis. Trevor's time of 57.06 was good enough for FTD by a couple of seconds.



*Peter Hamilton
Photo by Hedward Photography*

So, Mr. Chairman, about my lottery ticket selection...



*Trevor Willis FTD
Photo by Hedward Photography*

Fastest times of the day

1st Trevor Willis, OMS CF06, 57.06, 2nd Steve Owen, OMS Hornet, 59.15, 3rd Dave Banner, OMS 2000M, 59.85

Class wins

Martin Jones, Ginetta G17, 75.46, Michael Ashcroft, MG ZT, 78.95, David Morrison, MG Midget, 71.70, Richard Watkinson, MG Midget, 74.31, Tim Stamper, Aston Martin DB2, 81.63, Martin Rowe, Peugeot 106, 76.16, Dave Marshall, Peugeot 205 GTi, 70.64, Karl Jackson, Mitsubishi EVO, 66.37, Henry Moorhouse, Westfield, 66.89, Simon Green, Westfield, 67.22, Chris Wise, Ford Escort, 67.85, Michael Hall, Dutton Pheaton, 82.27, Fraser Graham, Van Diemen, 66.73, Colin Birkbeck, Caterham, 65.45, Angus Buchan, Radical, 65.31, Jim Naylor, Ward WD9V, 64.69, Dave Banner, OMS 2000M, 59.85, Steve Owen, OMS Hornet, 59.15, Trevor Willis, OMS CF06, 57.06

Harewood Hill Climb Sunday 13 April

by Richard Bell

Nine entrants in cars spanning six decades of Aston Martin manufacture were treated to testing conditions at Harewood in the first of the 2008 AMOC Speed Series challenge. In contrast to last year's brilliantly sunny spring day, this time the new tarmac road in the east paddock proved its worth.

As last season, the welcoming and cheerful hosts demonstrated how smoothly they can run 150 plus competitors up the hill. The wet early-season track was no place for heroics - but still saw two of our competitors 'going agricultural' in practice. Sadly, Martyn Campbell in LM19 suffered a catastrophic half shaft failure that resulted in some nasty damage to the backing plate and wheel arch, but driver fortunately unscathed.

Jonathan Moorhouse's maiden outing in his incredibly tidy DB7 automatic showed early promise and will hopefully encourage other DB7 owners to join in the fun. With Charlie Bell's V8 out, (damaged front and oil cooler) and Martyn and Jim Campbell now spectating, it was left to the DB2/4 contingent to keep the pressure on Colin Kingsman in his well-prepared and driven DB6. David Humbert - who made the trek north from Hampshire, and Iain Muir were running neck and neck but some fine driving from Tim Stamper in his standard 2/4 edged him a vital second ahead of Colin's best time.



Despite the showery and somewhat muddy conditions, a satisfying and sociable start to the season - with most of the competitors having enjoyed dinner together the night before. It was also good to see Yorkshire Area AMOC assistant rep. Andy Forreth and his daughter Natasha share a drive in his BMW. All hope for a repeat invitation from

BARC Yorkshire in 2009.

As a footnote, the Harewood Speed Hillclimb Driving School (www.harewood-hill.co.uk) offer a great day out 26 June and 24 July for anyone who fancies having a go, and there is an Aston Martin Class at the Classic and Vintage meeting on 7 June (Colin is already entered!)



Mud Wrestling At Harewood!

by Andrew Thorpe

Those of you who attended the Spring National meeting on 13th April, will probably, after four weeks, either have extracted yourself from the car park field, or given it up as a bad job, and decided to stay put for this meeting. Those of us lucky enough to have escaped the clutches of glutinous mud, will have spent many a happy hour jet washing race car, tow car, trailer, awning, tarpaulin, race-suit, boots, helmet, tools, kids and the wife (or husband – just to keep totally PC here!).

When 'Hillclimbing' is mentioned to those who have not been before, many assume it involves stout walking boots, a map-case slung around the neck on a length of cord, a pair of Gore Tex gaiters, a purple cagoule and the seemingly obligatory 'ski-pole' type walking stick.. You go to great lengths to explain to the uninitiated that it is in fact a form of motor sport, and involves driving up a measured tarmac course against the clock, etc, etc.

My neighbour was one of the great 'uninitiated' and last weekend he saw me take the Lotus single seat race car out of the trailer and ready the jet washer. He casually leaned over the wall and said "I know what you mean now – it's that there 'grasstracking' that you do isn't it – Y' know, going round a muddy field and all that"

Once again, I tried to explain about the tarmac, the stopwatch, and the sheer speed, but he was staring at the mud splattered Lotus, its tyres absolutely clogged up with the stuff, convinced HE was correct and was having none of my explanation at all. I duly cleaned the car, but I still think he suspects Hillclimbing is something other than what we do.



*Andrew seen at Practice Day last year
Photo by whatnonegatooves*

I have remedied this situation and given him and his wife tickets to the event this weekend. I sincerely hope the weather will be kinder to us, and he will go home with a different impression.

BOOK REVIEW

HILLCLIMBING & SPRINTING – The Essential Manual by Phil Short & Steve Wilkinson

Scrutiny of other motorsport publications with a powerful magnifying glass may reveal, if you're lucky, the occasional brief reference to how to go about making a start as a speed event competitor. However, with the number of books devoted entirely to the subject being virtually non-existent, this offering by long time enthusiasts and competitors Phil Short and Steve Wilkinson is particularly welcome. Profusely illustrated in colour, produced to Veloce's usual high standards and bang up to date, this softback publication answers most, if not all, of the questions likely to be posed by the aspiring speed event participant – plus many that hardened competitors may have been afraid to ask!

With a foreword by that doyen of motorsport authors, Allan Staniforth, the book covers everything from the basic groundwork and preparation necessary, through the often neglected but still essential practical aspects of actually getting the car to the meeting, to giving yourself the best chance of running it successfully once you get there. Even the experienced competitor will find the guides (many from the pen of the ever entertaining Peter Herbert) to the British mainland's most popular sprint and hillclimb venues invaluable, while a cross-section of profiles of speed event people and a separate photo gallery via the lens of co-author Wilkinson complement the informative text. There are also useful appendices containing listings and contacts for national, regional, one-make and club championships, UK clubs and organizations, hillclimb and sprint schools, speed event venues, constructors and suppliers, plus a list of all British Hillclimb and Sprint champions.

Absolutely essential reading for the newcomer, this book will make a useful and entertaining addition to the library of anyone with an interest in the ever expanding world of modern speed events.

Jerry Sturman

Many thanks to Jerry for allowing us to publish this review which was written for the HSA's Speedscene magazine.

Veloce Publishing (01305 260068) 112pp (softback) £17.99 ISBN 978 1 84584 103 4

THE HARROGATE AUDI BARC HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP

POSITION AFTER APRIL 13th EVENT

Pos	Name	R1	Total
1	Karl Jackson	14.88	14.88
2	David Marshall	14.74	14.74
3	Henry Moorhouse	14.25	14.25
4	James Kerr	14.15	14.15
5	David Sykes	13.83	13.83
6	Simon Green	13.06	13.06
7	Steve Mitchell	12.24	12.24
8	Dave Banner	11.69	11.69
9	John Chacksfield	11.49	11.49
10	Steve Owen	11.19	11.19
11	Ian Thomas	11.15	11.15
12	David Grey	10.04	10.04
13	David Whittle	10.01	10.01
14	Peter Hamilton	9.66	9.66
15	Tony Hart	9.35	9.35
16	Phil Short	9.28	9.28
17	Nick Mitchell	8.75	8.75
18	Iain Davidson	8.66	8.66
19	Russell Thorpe	8.26	8.26
20	Mike Baxter	8.15	8.15
21	Robert Warwick	8.03	8.03
22	Clive Lightburn	7.88	7.88
23	Les Procter	7.85	7.85
24	Graham Smith	7.85	7.85
25	Jim Naylor	7.65	7.65
26	Graham Briggs	7.46	7.46
27	Michael Bellerby	7.44	7.44

Pos	Name	R1	Total
28	John Kitchen	7.07	7.07
29	Lynn Owen	6.77	6.77
30	Richard Pope	6.64	6.64
31	Andrew Thorpe	6.17	6.17
32	Michael Hartley	5.35	5.35
33	David Medley	5.31	5.31
34	Peter Whittle	5.09	5.09
35	Alex Miles	4.17	4.17
36	Andrew Hewitt	3.55	3.55
37	David Sturdy	3.40	3.40
38	John Moxham	3.15	3.15
39	David Farrer	0.88	0.88
40	Pete Spencer	0	0
41	Janet Ford	0	0
42	Andrew Forret	0	0
43	Richard Vale	0	0
44	John Graham	0	0
45	Allan Staniforth	0	0
46	Natasha Forret	0	0

FTD CHAMPIONSHIP

Pos	Name	R1	Total
1	Steve Owen	10	10
2	Dave Banner	9	9
3	John Chacksfield	8	8
4	David Grey	7	7
5	Peter Hamilton	6	6
6	Iain Davidson	5	5
7	Clive Lightburn	4	4
8	Lynn Owen	3	3
9	Jim Naylor	2	2
=10	Les Procter	1	1
=10	Graham Smith	1	1



HAREWOOD SPEED HILLCLIMB

The Spring National April 13 2008



Relive The Experience
See yourself in action

**HAREWOOD
SPEED
HILLCLIMB**



**The Spring
National
April 13 2008**

THE OFFICIAL DVD



VPS Television presents

Harewood Speed Hillclimb Spring National 2008

This DVD has complete live coverage of both the timed runs, with commentary by Richard Sproston and Andrew Fraser. It was filmed from multiple cameras located on the hill and at Chippy's bend and gives a good flavour of the day's action.

Price: £16.99 including P & P

At the May meeting we will be offering improved coverage with more camera positions, including the finish and possibly in-car cameras (subject to individual approval by the Clerk of the Course and Scrutineers at the meeting).

Please contact us in advance to discuss or book.

Email motorsport@video-van.com quoting Harewood Spring National and we'll email you a PDF order form back.

Please complete this order form and post it to us with your cheque payable to "REFLEX".

Alternatively please phone or text Kath on 07801 659939.

HELP PLEASE?

**DOES ANYONE HAVE ANY OLD
MOTORCYCLING FILMS FROM THE 70'S?
POSSIBLY MADE BY C H WOOD**

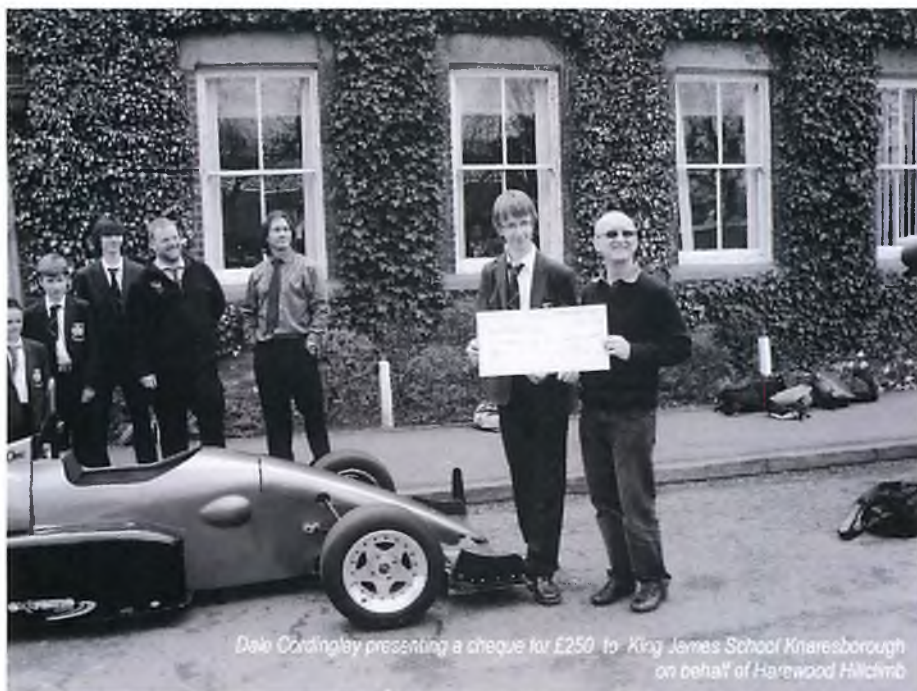
IF SO PLEASE CONTACT

Ken Hobson tel: 01943 879354

King James's Green Power Car!

King James' School in Knaresborough is one of many schools that pay particular attention to the extra curricular activities of its pupils. They started the Young Engineers' Club some time ago, which gradually developed from being involved in such events as building and engineering robots to be used on the popular television programme, Robot Wars, to competing in the Goodwood Greenpower Challenge.

This prestigious challenge was started in 1999 by the Greenpower Company, and aims to promote careers involving engineering and technology to pupils. The brief for this challenge is to design, build and also race an electric racing car. Issued with a standard 24 volt electric wheelchair motor, along with four 12 volt car batteries, each team is expected to produce their final product at various six hour endurance events across the country, in order to compete for a spot in the National Final. And the overall test? To make their car go as far as possible in four hours. The National Final is held at the historic Goodwood circuit, bringing the challenge to a close in the finest fashion.



Naming their cars 'Crag Rats', after the nickname for a citizen of Knaresborough, the King James' team are eager to get underway with the 2008 event, with an overall goal of winning it this year. The 2007 event saw them finish 9th out of 75 cars, and considering 300 schools

initially entered the challenge, this is definitely something to be proud of.

Last Wednesday (9th April) myself and Dale Cordingley, from the Harewood Hillclimb marketing team, were fortunate enough to visit the school and meet the team of hard working youngsters. The purpose of the visit was to present the team with a cheque for £250, which will go towards the funds needed to build their Crag Rat competitor.

Dale also took along his OMS 2000M race car, the car he used for Speed Hillclimbing and Sprinting. After having a sneak peak at the teams' 2008 challenger, Dale unloaded his car, starting it up for the pupils to get the full affect of a genuine race car; something which definitely brought a smile to their faces.

The KJS team are due to have a test at Croft Circuit, North Yorkshire in July. Up until then, and afterwards, you will be kept informed of their progress as they strive to become the 2008 Greenpower Challenge Champions.

If you think you could help either by donating to the project or have expertise that may help the team, please contact Steve Hutchinson at kjsgreencar@googlemail.com.

For more information on their progress, you can also visit their dedicated website: www.thecragrat.co.uk.

Leanne Fahy

TO LET

Stockton Farm House

is available to rent

Four bedroomed house with two bathrooms

any interested applicant please apply
to the agents for full letting details

The agents are Linley & Simpson,
34-36 Westgate, Wetherby LS22 6NJ.

Contact: Emily Malec 01937 586060



King James's School

King James Road, Knaresborough, North Yorkshire, HG5 8EB
Tel: 01423 866061 Fax: 01423 861189
Website: www.king-james.co.uk Email: office@king-james.co.uk

*Incorporating
King James's
Grammar School
Founded 1616*

Headteacher
Deputy Head
Deputy Head
Deputy Head
Chair of Governors

Mr C A Sugden
Dr C A Walton
Mr J A W Walker
Mr I W Simpson
Mr D B James

15th April 2008

Dear Dale,

I am writing to thank you for your visit to King James's School last Wednesday. It was an extremely rewarding experience for the pupils who thoroughly enjoyed looking over the car at close quarters! We hope that some of the features of the car can be incorporated into our own racing car and especially impressive was the quality of workmanship on display.

I would also like to thank you and your colleagues from Harewood Hill Climb for the kind donation of £250. The money will be used towards the construction of a new bodyshell which is being made in school at the moment. Speaking to you about the costs involved in running a hill climb car, we are no way at the level! However some of the expense we have is significant and we would not be able to compete without donations like the one you have so generously made.

I hope that we will be able to develop this link between us further in the future and I know that the students (and me!) would love to come to watch you race. We would also love to show off what we are doing and as discussed on the day perhaps bring Crag Rat along to a meeting?

I would love to keep you up to date with our progress on the car but unfortunately did not take your email address on the day. If you could drop me a line to kjsrgreencar@gmail.com I can get in touch. I have put a small report on our school website at www.king-james.co.uk and also updated the diary pages.

I have also included an invitation for a Design and Technology Exhibition which is happening in school shortly. We will be displaying Crag Rat along with students project work. This is an open invitation to you and your colleagues and we would love to see you if you are in the area!

Thank you once again and good luck with your own racing!

Yours sincerely,

Steve Hutchinson



INVESTOR IN PEOPLE



OMS Drivers Challenge 2008

OMS Racing are pleased to announce the 2008 OMS Drivers Challenge following the success of the first Challenge in 2007 which was won by Andy McBeath.

Following feedback from a number of entrants, the Challenge has been modified slightly, and should be better than ever in 2008. The Challenge is **free** to all drivers of OMS cars, regardless of motorsport discipline, and from as far afield as Australia and the USA.

To enter, complete a registration form (on-line form available), and then return the appropriate claim form with your results. Points are based on position in class and number of finishers (for more details see OMS Racing website www.omsracing.co.uk). All entrants receive a **free** T-shirt and championship stickers.

The outright winner receives £250 and winners car decal, with 2nd place winning £150, and 3rd place £75. All drivers placed in the Top 10 will receive a **free** OMS sweatshirt.

Allan Staniforth Interviewed recently by Leanne Fahy

Q: What was the most exciting or dramatic episode of competing?

A: "Going off-road at New Brighton at 110 mph, hitting the kerb, turning upside down when airborne, driving onto left front suspension, which drove a wishbone through my left ankle. I was trapped in the car but sawn out. Afterwards thinking I had gone blind, unable to realise I had an asbestos fireproof blanket over my head. I had a four hour operation, while my daughter, Clare, (who had been sharing the car) sat outside, and the next six months in plaster. That was my only time hurt in 57 years of various racing."

Q: What is it about hillclimbing that interests / excites you?

A: "The challenge every time you race (against the clock or your own personal best of course) to do it perfectly. Unlike circuit racing where you have the time and space (usually) to retrieve small errors, there is no such luxury on the hills. The challenge is still there. Also it is full of friendly people, astonishingly willing to help even when they may be deadly opponents after leaving the start line."

Q: What was your job before retirement?

A: "Reporter for the Daily Mirror as staffman, based in Leeds (but never covering motor-sport)."

Q: What advice do you have for youngsters coming into the sport now?

A: "Learn everything you can about matters mechanical for whatever vehicle you acquire. This will prove even better than money, the more you can do yourself. The alternatives will be paying somebody else (to quite possibly do it less well than you will be able to do it yourself), or having to give up. Best beginning usually to attach oneself somehow as a helper (unpaid of course) on however menial and basic level, to a driver already competing. Quite possible, as unlike much you will have easy access to paddock and the range of cars, and others involved. Also consider marshalling which will involve you very closely into contact with other enthusiasts."

Q: After competing at Harewood for 46 years, has the sport changed much in that time?

A: In detail and speed – hugely. In principle, structure and operation not at all. Quite a lot more money, fewer DIY self built vehicles, but quite a selection of small to medium single-seaters and sports racers produced by small companies that have grown from special builders (Jedi, OMS, Force and the dominating top bracket Goulds). Perhaps greatest of the lot, the adoption of "big bike" power units. These offer low weight, very high power, 5 and 6 speed integral gearboxes, available from the breakers yards, and high specs. (twin OHC, all alloy, multi-port/big valve heads), all the private province in the 1960's of experts and big money."

Q: Regarding the books you have written, how well did they sell? Are they still selling?

A: "Quite well. First, High Speed Low Cost originally based on DIY build manual for Terrapin Mk1 and fellow designer Richard Blackmore's light Mk2. Long out of print, but available in a replica 40th anniversary edition, done by self and much later Terrapin builder Ron Macknay. Second, Race and Rally Car Source Book, still in hardback, in its much updated 4th edition. Third, Competition Car Suspension, also still in hardback and recently updated into 4th edition with new material and full colour illustrations."

Q: Do you have any other hobbies?

A: "To be honest, not really. Keen but not maniac on jazz piano, guitar, some Cajun, Ellington, Basie, Kenton, Django Reinhart, Oscar Peterson, and Errol Garner. An off/on flirtation with photography, both film and digital. Not a hobby, but deeply irritating obsession to master the computer, on which I do primarily calculations for my one-man business as suspension design and tuning consultant."

Q: Are you married?

A: "Yes (successfully for a quite astounding 55 years – thanks only to the tolerance and flexibility of wife, Pat)."

Q: Do you have any family?

A: "Son Darell, daughter Clare, 5 grandchildren (2 girls and 3 boys)."

Q: If so, are any of them interested in hillclimbing or motorsports?

A: "Both Darell and Clare have shared my single-seater as they were growing up. Darell went to rallying and founded his own business on it; Clare to IT and horses; the three boys (grandchildren) in bike trialling and cannot wait to get a car competition licence. The 2 girls are neutral."

Q: What do they think of you still competing?

A: "No idea. I fear their approval or disapproval would have no effect whatever on my competing as long as possible, with the ideal objective of departing this world into oblivion flat out up the straight at Harewood!"



Allan Staniforth
Photo by whatnonegatives

CAR FOR SALE

Speads RM06

2006 chassis configured for hill-climbing,
but might well prefer life as a sprinter or on the circuits.

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

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

For Sale OMS 2000M



This is a well known and highly successful OMS 2000M (ex James Blackmore) which has won a number of FTDs, held the ladies hill record at Harewood set by Sarah Cordingley, held the class J record and has had numerous class wins and top 3 places. The Suzuki 1370cc GSXR engine was rebuilt last year by Extreme Engines and has only done 4 events since then. The car was built in 2003, is in metallic gun metal grey, with black side pods, carbon wings and is ready to race for just £13,995 ono. Ring Dale Cordingley on 01943 874183.



Lower photo courtesy of www.whatnonegatives.com

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

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EQUIPE HERBERT TYRE SALE

Pair of Avon A15 soft hillclimb slicks 7.2 20 13 **£ 60** (£268 new)

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Contact Peter Herbert on 0191 3018723 (office) or 01325 377125 (home.)

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

Good morning,

I purchased ,what I believe to be, an early 50's aluminum bodied race car in Canada this Summer. I have not been able to identify its manufacturer. I am hoping your Club could help. It appears to be of British origin or at least European?

I am trying to find original pictures to assist in the restoration.

thank you

John Gordon—Ottawa, Canada

Hi Jackie

I just wanted to say how much I enjoyed the driving school. I was apprehensive before I booked but went ahead anyway and found that everyone was really friendly and helpful. The instructors were positive and easy to talk to. It was invaluable that we got the amount of runs that we did and felt that I improved no end throughout the course of the day. My boyfriend, who came as a spectator, was also made welcome throughout the day.

It's definately a day I'd love to do again in the future.

Many thanks

Rachel Atkinson

Dear Jackie

Many thanks to you and your colleagues for your kind invitation and excellent organisation that made it possible for us all to thoroughly enjoy the day despite the 'typical' early April conditions. I thought you might like to read the report that I have submitted for publication in the AMOC News and Quarterly. Please pass our thanks on to your colleagues.

Best regards

Richard

(see AMOC article on page 13 - Editor)

LETTERS



Dear Jackie,

First let me thank you and all your helpers for such a well organised event on 13th April. The weather may have been vile, but the welcome and the organisation was magnificent.

Yours sincerely,

Lawrie Brown
Luffield Cars MGCC Speed Championship

Editor—can I add to that and just say that when we are travelling to other venues, many people comment on the friendliness of the welcome at Harewood, as well as the great organisation and praise for our results system.

Editor—Jackie Wilson



2008 Calendar



Meeting	Date
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

www.harewoodhill.co.uk

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