



# YORKSHIRE CENTRE TIMES

ISSUE 118  
JULY 2008





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Chief Marshal: Mike Shorley on 01977 780035 (evenings)

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West Yorkshire, WF17 9QY e-mail:

keith.davison@btinternet.com

### What's Inside

Chairmans Letter	Page 4
Cholmondeley Pageant of Power	Page 5
Croft Racing	Page 6
Hot and Sticky	Page 9
A Race in the Sun	Page 12
BARC Annual Trophies	Page 16
Car for Sale	Page 17
Classic & Vintage Meeting	Page 18
A Smashing Time Had by All	Page 22
Letters	Page 25
One Flying Machine to Another	Page 26
BARC Harewood Harrogate Audi Championship	Page 28

*Cover photo—Close up and personal with a Bentley at the Classic & Vintage Meeting  
photo by Stacey Galloway*

## Chairmans letter

There's plenty to catch up on in this "Times" with the May and June weekends. What a contrast too between the awesome power and speed of modern racing cars contesting the British Hillclimb Championship and the magic of pre-war racers at the Classic and Vintage meeting.

We were delighted with both weekends. Of course, the fine weather helped and the many competitors put on a good show, but I must express a big thanks to everyone who

helped to prepare for and run these events.

As we go to press a few days before the July meeting, I look forward to welcoming the Nicolson McLaren British Hillclimb Championship back to Harewood for the second time. I'm sure Scott and the rest will put on a good show and am confident Harewood will provide a good arena.

Hope to see you there,

Tim





# BRITISH AUTOMOBILE RACING CLUB

## CHOLMONDELEY PAGEANT OF POWER

Sat-Sun 9<sup>th</sup>-10<sup>th</sup> August 2008

Dear Marshal,

Please note above an additional date recently added to the BARC calendar for an event taking place at Cholmondeley Castle which is located near Whitchurch in Cheshire.

*The event will feature:*

***Sprints for both Cars and Motorbikes***

***Classic Power Boat racing***

***Helicopter displays and other attractions***

If you are available to attend either of these days, please let your Chief Marshal today or telephone Becci at the BARC office on 01264 882210.

Kind Regards

Becci Harvey  
Marshals Secretary



# CROFT RACING

## By David Coulthard

I glanced at my watch. 10:45. Still early, but I really didn't want to miss this appointment. I flicked the Sturmey-Archers into top and pressed a little harder on the pedals. It was only fifteen miles or so from my home town of Middlesbrough, to the Croft circuit in North Yorkshire and as a reasonably fit 17-year-old, I could normally make the trip in less than an hour on my three-speed Raleigh bike. But today, Sunday 25<sup>th</sup> October 1981, was the end of an era. Today was going to be the last meeting ever to be held at the circuit, and I didn't want to miss a minute.

I chained up my bike behind the grandstand and spent the day watching the racing, including Doug Nivan's five litre Formula 5000-based VW Beetle, which strolled away with the Special Saloons race, right up to the point that its Chevy V8 blew up in a cloud of steam and oil smoke on Railway Straight. As the last race drew to a close, I dejectedly jumped on my bike and rode home. No more racing at Croft.

Fast forward twenty-seven years to April 2008. By now, Croft had undergone a renaissance and reopened, whilst I myself had started racing, in an MG ZR saloon in the MG Car Club's "MG Trophy" Championship. Time to fulfil a life times ambition!

The "MG Trophy" pitches the MGF sportscar against the MG ZR saloon, in two divisions, one for full-race prepared cars (Classes A and B) and the other for road-going cars (Classes C and D). I race a full race ZR saloon, producing around 190BHP, in Class B. Thanks, no doubt, to the closeness of its racing, the Championship had been invited to support the prestigious British Formula 3 meeting to be held in late April.

Testing would take place on the Friday before the race weekend, but having only ever driven the circuit on my Playstation, a little bit of track time was required. A track day was the obvious answer, and was duly booked. A day spent in partner Helen Waddington's standard ZR suggested the track was both bumpy and fast, with some lovely flowing bends in the shape of the left-right Jim Clark Esses. Legend has it that the two time World Champion drove the tractor that carved out the bends.

In the days before the race, the Final Instructions arrived from Championship Coordinator, Pete Macwaters. The meeting was to be organised with Formula 1 style efficiency. Support vehicles must be parked in line, and take up no more than the stipulated space. Race cars were to be presented to the highest standard at all time. The timetable even had start and finish time such as 10:13 and 14:27. Forget a stop watch, we needed an atomic clock...

In the first draft of the timetable, we had secured a cracking slot straight after the first of the two Formula 3 races. Then the politics started and the 'regular' support Championships started to gang up on



the MG Trophy. Eventually, we were bumped down the order and were scheduled to be the penultimate race of day.

Team Red Bill Racing (if it's the difference between paying the gas bill and going racing, we'll wait for the red bill...), set up base camp on Thursday afternoon. Our vans and awnings passed the inspection, so we were all set for testing on Friday. This consisted of a pair of thirty minute sessions, the first of which was at 12:17. Using the knowledge gained from the track day, we set the car up quite soft, which proved to be a mistake! An early casualty during this session was the Class B ZR of Dean Clements, who clipped a tyre bail and broke a front brake disk. The best time I could manage was a high 1:42, compared to 1:38s for the front running cars. Oh well, there is always the second session.

Unfortunately, by mid afternoon, the rain had set in. Given that the weather forecast for the weekend was fairly mixed, this wasn't such a bad thing, as we could concentrate on getting a wet set-up for the car. The dampers were softened up and the rear anti-roll bar came off. I managed a couple of laps just under the two minute mark, but I knew the top guys were circulating about eight seconds quicker. No doubt the result of his morning incident, poor Dean had a front hub failure, and sat out most of the session. Not that it lasted very long, as Charles Hazel barrel rolled his Class C ZR at the Jim Clark Esses. This brought out the red flags and resulted in a premature end to the day.



My Team had little to do to get the car ready for qualifying, other than to raid the spare parts provided by my sponsor, Luffield Cars of Loughborough. The ZR tends to warp brake disks, especially in the wet, and a new set of disks and pads were fitted. The same could not be said for Charles' team, who face an 'all nighter', knocking his car back into shape. Thanks to the camaraderie of the Championship, many willing hands from other teams resulted in rather battered ZR reporting to scrutineering and ultimately being passed fit to race.

Friday's rain had given way to sunny spells on Saturday and the track was bone dry. Learning the lesson of the test session, we set the suspension just a little stiffer and bolt on some decent slicks. The session got underway right on time, at 16:33 according to the BBC 'pips'. After completing a relatively slow warm up lap, I start to push on a little harder. I exit Hawthorne Bend and the Chicane, only to find the ZR of Malcolm Gammons recovering from a spin, probably the result of cold rear tyres, and the similar car of Chris Bray buried deep in the tyre wall. The unfortunate Chris had taken avoiding action, but his car speared off left and was now a crumpled wreck at the side of the track. Cue more red flags. It took the best part of twenty minutes to rebuild the tyre wall and recover Bray's car. As a result, our qualifying session was reduced to just ten minutes. Better get on with it then, I thought!

It's hard on the power down the start/finish straight up to 4<sup>th</sup> gear. Drop a cog for Clervaux, and another for the long right hander of Hawthorne. Up to third and nail the throttle through The Chicane. Out along the old start/finish straight, it's up to 4<sup>th</sup> again, before standing on the brakes for the bumpy Tower Bend, which is

taken in 2<sup>nd</sup>. You're in 4<sup>th</sup> as you reach the left/right Jim Clark Esses, and still accelerating through the right kink through Barcroft. You've just got enough time to drop one gear for Sunny In, from where it's hard on the throttle through Sunny Out and along the straight up to The Complex. Down to 2<sup>nd</sup> for the left hander, keeping tight to the left curb ready for the right hander. Now its decision time – 1<sup>st</sup> or 2<sup>nd</sup> for The Hairpin? If you can tame the wheel spin in 1<sup>st</sup>, both work equally well, so it's off down the start/finish straight to start another lap.

I just about managed to squeeze in five flying laps, the best of which was a 1:40.8. OK, two seconds quicker than testing, but only good enough for 12<sup>th</sup> on the twenty car grid. To everyone's surprise, 'pole' didn't go to Croft specialist, Paul Luti. It fell instead to the other Paul, ex-BTCC driver Paul Wallace, with an amazing 1:36.2. Next came MG Trophy debutant Graham Ross, with Luti third. Malcolm Gammons and Colin Robertson rounded out the top five. All of them were covered by less than a second. The race was going to be close!

As predicted, Sunday was wet. Very wet. As a result of many weather induced incidents and accidents, the carefully crafted timetable began to slip. Just two hours into the meeting, we were informed that our twenty minute race, due off at 17:01, would be reduced to fifteen minutes. Even that looked optimistic and the meeting ground on. The rain eased, the track dried, but the incidents continued.

Clearly taking pity on us, the organisers did a remarkable thing – they brought forward our race. PANIC! In the blink of an eye, all of the MG Trophy competitors got changed, jumped into their cars and zoomed off to the Assembly Area. With the previous race just finishing, we squeezed past the cars already formed up in the Assembly Area (much to their disgust!) and rolled out on to the track, behind the Pace Car. Having formed up on the grid, we began our Pace Lap. The Trophy tend to use rolling starts, in an effort to equalise the differing starting abilities of the front engined ZR and the rear engined MGF.

The Pace Car peeled off into the pit lane and the race got underway. I got a great start, tucked right up under the tailgate of Sean Peter's car. Photographic evidence would latter reveal that whilst I might have been on Sean's tail, Sean himself was some forty yards behind the car ahead...

Up front, Paul Luti had snatched the lead, and would never be headed. Gammons was second with Ross slipping down to third. It was a disaster for 'pole sitter' Wallace, who had dropped to sixth. Little changed on lap two, but lap three saw my fastest lap of the weekend, a 1:39.8. It also saw the retirement Ross, with zero oil pressure. Actually, the alternator drive belt had snapped, breaking the wire to the oil pressure warning light. Unlucky, but cheaper than a new engine!

Promoted to eleventh, I was holding my own until lap five, when the MGF of Phil Standish dashed by. Rachel Davies, in her MGF, wasn't having any of that, and nipped past on the brakes into The Complex. Her car ran wide, but a neat bit of control gathered it all up before the Hairpin.

Meanwhile, Wallace had begun a fight back and was lying fourth, then second by lap eight. I was coming under increasing pressure from Andrew Radford, in another MGF. Starting lap ten, I was mightily relieved to see the last lap board come out, but I still had Radford glued to my hatch. Going into Tower Bend, Andrew made a lunge down the inside and scabbled past. Unable to re-pass in the remaining half lap, we crossed the line less than a second apart. I was gutted, having finished a poor fourteenth. At the sharp end, Luti took the win, from Wallace and Gammons, with less than a second covering the three cars.

So, hardly the dream debut at my home track which I'd hoped for. However, I loved the experience and found Croft to be every bit as challenging as I'd hoped it would be. Tick off one more ambition.



## HOT & STICKY - and that was just the tyres!!!

### By John Moxham

"So you've gone back to rallying again?" was the greeting from my neighbour as he surveyed my mud splattered tin-top and tow car after April's visit to the Yorkshire swamplands. Harewood's Spring Meeting was somewhat uninspirational and rather "claggy!!!"

However Striking Sunshine, Fabulous Ferraris and Tasty TR's plus a full entry of the Harrogate Audi Championship regulars greeted everybody to the May 10th. Open meeting " the first of a double-header weekend sponsored by The Cubicle Centre.

Chris Butler flew in his F355 GTB Ferrari to claim victory by just under 2/10ths. from Philip Whitehead's F355 in the first of the guest classes. The thundering TR7 V8 of Lancashire's Simon Alleyby evoked happy memories of BL's halcyon days as he rumbled to victory in the TR group in 69.52 secs.



*Mike Spicer in the Ferrari 355 GTB  
Photo by Stacey Galloway*

In the smaller road-going class Steve Foster's record was in no danger despite the valiant efforts of Martin Rowe in his Peugeot 106 - a victory but nearly 2 seconds adrift of the Harrogate builder's 2007 time.

The 23 strong Class 2 tin-tops (they could almost have their own meeting!!!) was dominated by Nottingham's David Marshall in his highly-developed Skip Brown Peugeot 205 in 68.15 with local man James Kerr's similar car just pipped on

the third run (again!!) into second by 15/100ths. The controversial shared Polo of Sturdy and Vale filled 3rd and 4th positions only 4/100ths. apart.

Reigning champion Karl Jackson came within 8/10ths of his record to strengthen his hold on the 2008 title race in the larger production class - nearly 5 seconds ahead of the Sierra XR4i of Leeds man Chris Price. Phil "fire up the Quattro" Short snaked his way to 3rd in 70.81 in spite of suffering from turbo pressure issues.

Henry Moorhouse entertained all with his efforts, albeit unsuccessfully by 16/100ths, to fend off the winning John Loudon in the smaller Westie class 4 with Burnley domiciled Scot Robbie Birrell's Caterham 7 proving to be a determined 3rd. - sideways at Clarks doesn't always work, Robbie!!!



*Henry Moorhouse in the Westfield  
Photo by Stacey Galloway*

Simon Green dominated the KT Green supported class 5 with his immaculate blue Westfield Du-rater winning in 63.47 - scoring good championship points in the process.

In the mod-prod class 7 (aka the Elise Class!) Skipton veteran Bobby Fryers nipped in a last run 2/10ths victory (after 4 re-runs!) from the stunning Elan BRM of Del Liversidge. Mr Fryers was heard to complain most strongly about the degree of warmth in his cockpit suggesting to all and sundry that they may wish to feel the extent of his personal perspiration! - the queue was a very short one.

The pre 94 F/Ford group gave the many spectators a close run competition to enjoy with 5 cars under 64 seconds. Andrew Henson's Swift SC93 taking the honours in 62.02 from Frazer Graham's Van Diemen RF91 on 62.73.



*David Whittle getting it wrong in the Swift  
Photo by Stacey Galloway*

Amongst the modified Westfields local man Terry Everall flew in his 2 litre up the hill to dominate class B by over 2 1/2 seconds from the similarly mounted David Spaul in 58.72 - you are edging towards that record Terry!!!

The remaining mod-prod class fell to Gary Bunn's Westfield SEi in 62.49 with Les Proctor's OMS SC4CF taking the smaller Libre honours in 58.73

Dave Banner's heroic last run effort in 54.89 was duly rewarded by a 2/100ths. victory over John Chacksfield in the up to 1100cc racing car class, giving the Melton Mowbray OMS driver a 2<sup>nd</sup> place overall at the meeting with John claiming 3rd.

### **Fastest Time of the Day**

1st James Blackmore, OMS CF04, 54.05, 2nd Dave Banner, OMS 2000M, 54.89, 3rd John Chacksfield, OMS 2000M, 54.91

### **Class wins**

Chris Butler, Ferrari F355 GTB, 66.75, Simon Allaby, Triumph TR7, 69.72, Martin Rowe, Peugeot 106, 69.37, Dave Marshall, Peugeot 205 GTi, 67.97, Karl Jackson, Mitsubishi EVO, 63.63, John Loudon, Westfield SE, 64.77, Simon Green, Westfield, 63.47, Bobby Fryers, Lotus Elise, 64.61, Andrew Henson, Swift SC93, 62.02, Tony Brumfield, Sylva Striker, 60.48, Terry Everall, Westfield, 58.72, Gary Bunn, Westfield SEi, 62.49, Les Procter, OMS SC4CF, 58.73, Peter Hayter, Westfield SBD, 60.34, Dave Banner, OMS 2000M, 54.89, James Blackmore, OMS CF04, 54.05, Tim Elmer, Dallara F399, 54.94 Sandra Tomlin, Pilbeam MP72, 56.62

Pilot trainer James Blackmore's victory in his OMS CF04 not only gave him a comfortable win in the 1100-1600cc racing class but also earned him 1st. overall albeit some 1.6 seconds away from his own record.



*Amy Tomlin in the OMS shared with husband  
Morgan Jenkins  
Photo by Stacey Galloway*

Tim Elmer's ex F3 Dallara F399 (these race single-seaters do look good on the Hill!) took a narrow victory in 54.94 from Paul Webster's similar car - both gaining good practice for the following day's MSA round.

Sandra Tomlin stroked the fierce blue 4 litre Pilbeam MP72 up the course in 56.62 to take the final class honours.

3 timed runs even with lots of "offs" gave Harewood's excellent team of marshalls good practice for the following day's MSA round - perhaps hot sunshine creates over confidence?

A glorious day of motor sport at Harewood - could the MSA round be even better ?

## Live hillclimb event DVDs to take home TODAY!

Complete live coverage on DVD of the competitive runs with commentary. The action is filmed from multiple cameras located on the hill, at Chippy's bend and the finish to give a good flavour of the day's proceedings.

Prices: £16.99 for full event DVD to take home today. £34.99 inc p&p for edited multi-camera coverage of a single car's runs (book in advance).

Ask about having a camera installed in your car for a driver's eye view of your runs (subject to Clerk of the Course and Scrutineer approval of each car). Price depends upon the type of car and fitting requirements.

Please visit our gazebo in the Hill Top car park, where you can see the live action on our screen and order your DVDs. **Live DVDs can be collected on the day.**

To order by email send to [motorsport@video-van.com](mailto:motorsport@video-van.com) stating which DVD you require or you can telephone or text Kath on 07801 659939.



## 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](mailto:dale.cordingley@btinternet.com)

# A RACE IN THE SUN

By Peter Herbert

Every couple of years, usually when there is no "r" in the month, the sun actually shines at Harewood, and such was the case at the Sunday May 11 British Hillclimb Championship round.

Young Pretender Scott Moran arrived at a humid Stockton Farm with the previous day's Barbon Manor outright course record and the 2008 championship lead in his pocket, and some hours later was to leave Yorkshire even further ahead of close rival and reigning title holder Martin Groves.

Heat is rarely good for engines, particularly small ones, and a hot track surface also refused to surrender any class records. It wasn't brilliant for some big V8s either, with the Groves and Ranson Gould Cosworth plagued by fuel pressure problems.

Moran Junior was top qualifier for the first run-off, but as most of his opponents struggled to get below 51 seconds, Grovesy executed one of his infamous charges to post a 49.75s climb in the yellow Gould GR55. Then Scott took to the hill, and with an economy of effort, allowing the big orange Gould GR61X to do the work, stopped the clock at 49.38s, just 0.19s off his outright course record and setting fastest time of the day.



Scott Moran  
Photo by Hedward Photography

Father Roger was a fine third in the shared GR61X, with Groves' co driver Paul Ranson a solid fourth. Chris Merrick in the Jaguar green GR55 and Trevor Willis in the V8 Powertec powered OMS CF06 completed the first six.

Martin fought back to qualify quickest for the second run-off, but then fuel pressure gremlins struck, preventing neither he nor Ranson from scoring points. So it was Scott again who topped the times with a 49.76s ascent, but this time his closest pursuer was an inspired Jos Goodyear, the spectacular young Prodrive engineer sliding his white Pilbeam-Judd MP97 through Willow in extravagant fashion to set a time of 50.60s. Willis was a close third, clattering the underside of the blue OMS hard across the new Orchard kerbing on the entrance to this demanding turn, followed by veteran Basil Pitt in his GR55, Merrick and Roger Moran.

Opening RACMSA class runners, up to 1400cc Modified Production Cars, saw a lone car engine machine pitched against an ever growing bike engine brigade. And it was Tony Brumfield's Hayabusa propelled Sylva that set the pace. Peter Herbert tried hard in the Cosworth BDH powered Westfield but was unable to catch the Lincolnshire driver, falling short by 0.17s. Robert Bailey survived a first run Quarry spin to take third in his new Caterham-Hayabusa, with sport newcomer Lee Cookson a close fourth in an Indy MK. So, as the ever perceptive spectating Brian Kenyon wryly



Peter Herbert  
Photo by Hedward Photography



observed, the writing is on the wall for automobile power. Incidentally, it was also the occasion of Mrs Kenyon's birthday, an event that mysteriously occurs annually according to a confused Brian.

David Spaul clinched the 2 litre class, his BDG engined Westfield over a second faster than Jerseyman Mick Lancashire's Avon Sprint. Roger Fish put the Car Craft Cyclone to good use to hold off Mike Hall's merged Morgan V8, while John Graham in a Lotus Eleven was fifth ahead of one of hillclimbing's great enthusiasts Geoff Twemlow, who drives incredible distances to events in the Impreza from his Cornish home.



*David Spaul in the Westfield  
Photo by Hedward Photography*

In the 1400cc Sports Libre class, Graham Smith outpaced first run leader Les Proctor with an heroic 57.45s climb, the dramatic looking Van Diemen FX 1.34s ahead of the OMS SC4CF. Tom Brown brought his Radical Prosport up from Newbury to finish third.

The 2 litre division was as usual Fidoe territory,



*Ian Fidoe in the Pilbeam MP 43  
Photo by Hedward Photography*

with son Simon a little under a second quicker than father Ian at the wheel of the family Pilbeam MP43. York Ward driver Jim Naylor was a plucky third.

Despite being shouted at very loudly by its owner, the Whitehead RBS6B refused to take part in the 1100cc Racing Cars confrontation, leaving Dave Banner to see off those cars that remained, the red OMS finishing a healthy 4.32s ahead of Simon Bailey's similar car. The Paul Gibson version was a distant third, while former BMW pilot Richard Pope debuted the ex Fleetwood OMS in an encouraging fourth place.



*Dave Banner in the OMS  
Photo by Hedward Photography*

James Blackmore returned to his former home hill to do battle in the 1600cc class with the very determined Robert Kenrick, and a tense OMS-Force battle ensued. An opening run spin at Country took the edge off the little Welshman's campaign, but he charged back on his second to miss out to the aviator by 0.53s. Blackmore's



*Robert Kenrick in the ex Phil Cooke Force  
Photo by Hedward Photography*

efforts put him into both run-offs, scoring a tenth place in the second, just beaten by the flying Kenrick.

Fellow Welshman Eynon Price drove his OMS into a fine third place in this most competitive of classes, followed by more examples of Steve Owen's work in the hands of your chairman Tim Wilson, David Grey, and the irrepressible Mark Goodyear.

The 2 litre class fell to the Dallara-Vauxhall of Paul Haimes, just over a second clear of an unusually subdued Tom New aboard his Pilbeam-Rover V6. Paul Webster's Dallara, Steve Owen's latest creation, and Tim Elmer's Dallara gave chase. This got Haimes into both run-off's, with seventh place his reward in the second.



*Paul Haimes in the pretty Dallara F301  
Photo by Hedward Photography*

Groves beat Scott Moran to the unlimited class win, followed by Willis, Roger Moran, the bioethanol fuelled Gould-Judd of Deryk Young, and ex-copper Chris Merrick.

In the first of the Harewood classes, Road Modified Saloons and Sports Cars up to 1400cc, Martin Rowe was never troubled by his rivals, the Peugeot 106 driver seven seconds faster than David Medley's similar car, with yet another Pug third in the hands of Paul Howard.

A far closer contest ensued in the 2 litre division, with just 0.61 seconds covering the top five. This time a German car got a look in, for although it was the Dave Marshall Peugeot 205 GTI that

emerged ahead, the shared supercharged Polo of Richard Vale was but 0.11s behind, with codriver David Sturdy a further tenth adrift. Just a hundredth behind Sturdy was James Kerr in his 205GTI, while David Sykes similar car was close astern.

Hill Champion Karl Jackson compounded the stout defence of his title by blitzing the unlimited class, his Mitsubishi Evo IX RS almost five seconds clear of the Sierra XR4i of Chris Price. Third was Phil Short, still getting to grips with his newly aquired Audi S2 Coupe, narrowly ahead of another new car and driver combination, David Lanfranchi and Toyota Celica.

Hairy Henry Moorhouse held sway in the 1700cc Kit Car class, a typically aggressive display by the Westfield devotee staying both on the track and 1.42s up on Caterham mounted Robbie Birrell. Richard Vaughan was a distant third in the Sevaun.

Simon Green took a comfortable victory in the 2 litre class, his immaculate Westfield some three seconds to the good over Geoff Ward's Westie, with Sean Bourn bringing up the rear at the helm of a Car Craft Cyclone.

Yorkshire Hillclimb Legend Bobby Fryers and Boy Wonder Mark Teale had come up with a cunning plan. By Bobby running on slicks, and Mark running on road rubber, both could run the shared Elise in Modified Production Cars Excluding Things Made In Sheds From Sticky Back Plastic up to 2 litres, and score points in both slick and



*Bobby Fryers in the lovely Elise  
Photo by Hedward Photography*

road tyre shod classes in the Longton Championship. The success of this ploy was of course dependent upon quick tyre changes between driver swaps, and although a best time of two and a half minutes was not too shabby, it may not trouble the boys in Maranello. Unfortunately the task had to be completed on this occasion without regular team member "Doc", the "lollipop" man. Doc's whereabouts were unknown, but a covert wedding was suspected amongst the Skipton underworld.

Whatever, the scheme paid off, with the bold Bobby taking a 2.16s win over Mark, with a puzzled John Moxham, no not the football pundit, hot in pursuit in his LAD tweaked Peugeot 205GT1. David Ormerod Jnr was a plucky fourth in the Elise shared with dad, just ahead of the Russell Thorpe Renault 5 Turbo.

Fine English craftsmanship went up against Jap metal in the over 2 litre division, and by putting occasional Ford Touring Car test driver Richard Spedding at the wheel it was honours to England, Jaguar and the queen. When he is not attacking tyre walls or wrenching rear levers out by their roots young Spedding has a turn of speed to delight onlookers. And while the E Type's opening ascent fell foul of the Quarry Judge of Fact for crossing the track edge big time, his second was a copy book 61.95s to take the win. Robert Harri-man fought hard in his Impreza but was almost 2

seconds adrift, while Team Spedding second driver Chris Mason eased the old girl up the hill into third place.



*Richard Spedding  
Photo by Hedward Photography*

And finally came the Formula Fords, where early leader Frazer Graham was ultimately ultimately passed by Andrew Henson for victory, Swift and Van Diemen 0.18s apart. Things were equally close between the Van Diemen of Jonathan Rhodes and Swift of Ian Thomas, the driver from the seaside getting the nod by 0.16s.

At the prizegiving Scott Moran thanked the Yorkshire Centre organisers and marshals for presiding over a splendid day's sport, and looked forward to doing it all again in July. Amen to that.

### **Fastest Time of the Day**

1st Scott Moran, Gould GR61X, 49.38, 2nd Martin Groves, Gould GR55, 49.75, 3rd Jonathan Good-year, Pilbeam MP97, 50.60

### **Class wins**

Tony Brumfield, Sylva Striker, 60.45, David Spaul, Westfield SEi, 61.07, Graham Smith, Van Diemen FX, 57.45, Simon Fidoe, Pilbeam MP43, 55.31, Dave Banner, OMS 2000M, 54.55, James Blackmore, OMS CF04, 52.42, Paul Haines, Dallara F301, 52.74, Martin Groves, Gould GR55, 50.20, Martin Rowe, Peugeot 106, 69.61, Dave Marshall, Peugeot 205 GTi, 68.02, Karl Jackson, Mitsubishi EVO, 63.96, Henry Moorhouse, Westfield SE, 65.59, Simon Green, Westfield, 63.95, Bobby Fryers, Lotus Elise, 65.33, Richard Spedding, Jaguar E Type, 61.95, Andrew Henson, Swift SC93, 62.32

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

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

# BARC(Y) Annual Trophies

## Half time scores after the June events

### The Pearce Trophy

1. John Simmons 25 points
2. Keith Davison 24 points
3. Craig Senior 23 points

### The Firth Bowl

1. Jackie Wilson 17 points

### The Ken Lee Trophy

1. Karl Jackson 24 points
2. Simon Green 23 points
3. Iain Davidson 16 points

### The Chippy-Iola Vase

- 1=. Natasha and Andrew Forret 25 points
- 1=. Tim and Jackie Wilson 25 points
3. David and Peter Whittle 21 points

**All very close competition.**



## CAR FOR SALE

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*Peter Hamilton's Speads—  
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## CLASSIC & VINTAGE REPORT – 7<sup>th</sup> June 2008

### By Steve Wilkinson

Despite the weather forecast all that we had was the occasional spit of rain – nothing that affected the track conditions. During the morning I wandered round the paddock whilst practice was underway reviewing the cars present and enjoying a natter with some very enthusiastic owners. No matter how much of a village fete atmosphere there was when these guys & gals get onto the track it is serious!

The timed runs got underway with a small group of Ginetta enthusiasts. Nick Stephens in his drop-dead gorgeous G12 just did enough to take the win ahead of Robert Pallet & Graham Beale in their shared 5 litre G33.



*Nick Stephens in the Ginetta G12*  
*Photo by Hedward Photography*

Next to the line were the ever-enthusiastic Morgan Owners Club and in the dry conditions the



*Tim Ayers in the Morgan*  
*Photo by Hedward Photography*

Plus 8s ruled the roost. Tim Ayers ran consistent 66 second times to claim the class ahead of Simon Baines and Philip Tisdall. The first 4 cylinder car was fourth, a +4 driven by David Frow.

Two classes for the Bert Hadley Pre-War Austin Sevens were next and in the Road Class Stewart Arkley's only run netted him the class win ahead of Graham Beckett & Greg Harrison. In the Track Class Nick Allen led throughout in his Shelsley Special with John Mansfield and Keith Dobinson filling out the top three.



*Graham Beckett in the Austin 7 Ulster*  
*Photo by Hedward Photography*

Colin Kingsman then took a solo class win in his beautiful Aston Martin DB6 before the Bentley Boys were let loose. Jock MacKinnon from Edinburgh took the win with his 3 Litre in the Pre War class whilst Mark Sutton & Michael Smith in similar cars were second & third. In the Post War



*John Scanlon in the Bentley Arnage T*  
*Photo by Hedward Photography*

class Guy Northam took the win in his Arnage despite a massive oil leak!

Bob Thompson (0.7 Austin 7 Ulster) and Roger Glister (0.85 MG M Type) took solo wins before we had the next competitive class. This was for Standard Pre 1941 Sports Cars up to 1500cc; Dennis Johnson in the Gillow Special took the win from Graham Holmes in an HRG complete with Meadows engine. In the 1500 to 2000cc class Ken MacMaster, who used to campaign a Modus in the British Hillclimb Championship, took the class win in his pretty Fraser Nash 328. Second went to Peter Pollard in the Riley MPH with Richard Wilkinson in the Alvis third.



*Ken MacMaster in the Fraser Nash 328  
Photo by Hedward Photography*

The 2001 to 3000cc class featured just three cars all of which were Talbots. Norman Pemberton from St Annes rumbled to the win in his 95 ahead of Paul Wignall & Nick Ridley both driving 105s. The final standard class was for the over 3000cc cars and saw John Guyatt run away with the lead in his Talbot Lago, a car that doubled as a sports racer as well as a Grand Prix car! Nigel Hall was second in his Lagonda LG45 some 9 seconds adrift.

The next batch of classes were for the Pre 1941 Specials and in the Up to 1100 class Andrew Bradshaw had a solo win in his MG PA Midget. The 1101 to 1500cc class featured a battle for the lead that saw Tim Kneller in the Riley 12/4 just hold off Tim Hopkinson in his Riley Special & Geoff Toms in the supercharged FIAT Balilla. In

the 1501 to 3000cc class Dudley Sterry in the HRS Sports Riley kept Terry Rogers' Fraser Nash at bay whilst Steven Pryke in the Fraser Nash SLUG was third. The final Specials class was for the Over 3000cc cars and Jeff Edwards recovered from an initial second place to take the win in his Alvis ahead of Andrew Ferguson in the Riley Thomas Special.

Next were the Pre 1941 Racing Cars and in the first class for Up to 1100cc cars Anthony Garner in the Lagonda Rapier led throughout from Gary Clare in the Grannie Grenade JAP. The 1101 to 1500 class went to Mark Johnson in the Morgan Special who finished well clear of Julian Taylor's Alvis. The 1501 to 3000cc class had Rob Cobden in the Riley Falcon lead throughout whilst Trevor John in the AC/GN Cognac Special, a car campaigned for many years by Ron Footit, took second after a fight back from fourth place. Third went to Peter Candy in the Riley Super Rat and fourth to Ian Baxter in the MG Bellevue Special. There was just one car in the Over 3000cc class so James Baxter in the Fraser Nash cruised home.



*Gary Clare in the Grannie Jap  
Photo by Hedward Photography*

Next to the line were the perpendicular Edwardian cars all of which sported aero engines! Top of the dogfight was Tony Lees in the Vauxhall Viper V8 whose 12 litre US built Hispano rumbled delightfully keeping him ahead of Nick Holroyd who took second in the 'diminutive' Theophile Schneider – well it was only ten litres!

We then moved onto the Classic section with the Up to 1972 sports cars. David Boland, who I remember driving a rapid OMS, took the class in his Lotus 7 ahead of Del Liversidge's spiritedly driven Elan. John Wilman, who competed in the very first Harewood hillclimb, took third in his MGB GT whilst Simon & Chris Green were next in their shared MGA.



*Phillip Smith in the MG Midget  
Photo by Hedward Photography*

The final class was for Classic racing & sports-racing cars. Mr & Mrs Waggitt dominated proceedings in the ex-Chris Seaman Brabham BT30. John put in a series of rapid climbs to take the class whilst Bronwen fought off a challenge from Andrew Thorpe for second place. Thorpe was giving his 'new' Brabham BT35 its first ever competitive outing in Britain after spending all its life in Italy; he struggled to get the car running

cleanly but finally got in some useful runs. Fourth went to Andrew Henson who was racing his ex-Thorpe Lotus 61 for the first time whilst Neville Anderson was also giving his very pretty Nike Mk 7 Twin Cam its competition debut and ran in fifth. Dale Cordingley was entered in Thorpe's ex-Leif Halgren Mark 703 but the car refused to start until very late in the afternoon so Dale sat out the day.



*Bronwen Waggitt in the Brabham BT 18  
Photo by Hedward Photography*

Not only was the competition superb but also the organisers were blessed with a very large crowd. The event looks likely to become a fixture at Harewood and long may it do so as it provided the ideal antidote to modern motoring.

### **Fastest Time of the Day**

1<sup>st</sup> Jon Waggitt , Brabham BT30, 59.67, 2<sup>nd</sup> Bronwen Waggitt, Brabham BT 30, 64.00, 3<sup>rd</sup> Andrew Thorpe, Brabham BT35, 64.52

### **Class wins**

Nick Stevens, Ginetta G12, 65.48, Nigel Ledger-Lomas, Morgan +8, 66.04, Stewart Arkley, Austin 7 Ulster , 81.38, Nick Allen, Austin 7 Selesley Special, 81.38, Colin Kingsman, Aston Martin DB6, 73.87R  
Jock Mackinnon, Bentley 3L, 85.58, Guy Northam, Bentley MkVI, 81.90, Bob Thompson, Austin 7 Ulster , 93.29, Jeff Edwards, Alvis Sports special, 81.14 R, Anthony Garner, Lagonda Rapier, 75.04 R, Mark Johnson, Morgan Special Sports, 73.50, Rob Cobden, Riley Falcon Special, 68.25 R, James Baxter, Frazer Nash, 67.97 R, Tony Lees, Vauxhall Viper Special, 81.60R, David Boland, Lotus 7 S2, 67.11 R, Jon Waggitt, Brabham BT30, 59.67 R, Roger Gliister, MG M Type Morris, 112.34 R, Dennis Johnson, Fraser Nash, 86.09, Ken MacMaster, Fraser Nash 328 R, Norman Pemberston, Talbot 95, 82.72, John Guyatt, Talbot Lago, 75.63, Andrew Bradshaw, MG PA Midget, 84.17, Tim Kneller, Riley 12/4, 76.67, Dudley Sterry, HRS Sports Riley, 73.98



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# A SMASHING TIME HAD BY ALL!– 8<sup>th</sup> June 2008

By James Kerr

Cars and components came under intense pressure as drivers pushed their machines to the limit at the Jim Thompson Trophy Meeting on 8<sup>th</sup> June.

The preceding day's Classic and Vintage meeting had left the track in good condition despite the odd tell-tale trail on the tarmac of "the chute" where some competitors had clearly dribbled their vital fluids (of course I'm referring to the cars not the drivers) on their descent to the start line.

The weather was set fair for the day with what turned out to be some fairly strong sunshine in the afternoon, never unbearable though and always conducive to exciting driving on the track.

The meeting had the pleasure of three guest classes and it was a large and varied selection of Stuttgart's finest that got things kicked off. In spite of a mid meeting mercy mission back to Warrington to retrieve a new driveshaft after the original cried enough under the strain of repeated standing starts, it was Colin Belton who once again took the class and clocked an impressive 62.37 second final run to re-set his own class record by some 0.82 seconds in the ninemeister liveried 911RSR. David Pattison claimed 2<sup>nd</sup> place just ahead of Simon Butterworth in the Boxster whilst Nick Taylor brought the 996 (he shares with the 2<sup>nd</sup> place man) home in 4<sup>th</sup>.



*David Pattison in the Porsche 996  
Photo by Hedward Photography*

Our next guests were once mis-overheard by a fellow competitor (whose blushes I'll spare) as the Catering Academy and true to their name they managed to "cook up" (apologies!) some close competition in their identical Lotus 7 inspired machines, Trevor Fowell was just shy of Richard McCann's class record with a best of 66.86 and took the win at a canter from Paul Brannan and the ever improving duo of Gordon Sawyer and Andrew Salmon who slugged it out for 3<sup>rd</sup> and 4<sup>th</sup> respectively.

A small but perfectly formed class from the Reliant Scimitar and Sabre Owners Club was monopolised by Alan Furness and his very smart GTE leaving Stephen Abercrombie 2.56 seconds adrift in 2<sup>nd</sup>.



*Alan Furness in the Reliant Scimitar  
Photo by Hedward Photography*

The regular Harewood Classes began with the Road Modified Saloon and Sports Cars (up to 1400cc). The likes of Steve Foster may be long gone and although the class pace has dropped the competition is close and some new names are coming to the fore, Peugeot 106 Rallyes seem to be the weapon of choice with all the podium drivers behind the wheel of that particular model, Richard Paterson (74.36) from David Medley (75.23) and Rich Stephens (75.95) rounded out the top three

It was standing room only in class 2 as 28 com-

petitors took to the Stockton Farm slope, David Marshall just edging things with a dip into the ever elusive 67 second bracket from the ex-cup G40 Polo shared by David Sturdy and Richard Vale with your humble scribe plodding home in 4th.



*Richard Vale in the VW Polo  
Photo by Hedward Photography*

In the Unlimited Road Modified Saloon & Sports reigning champion Karl Jackson tightened his grip on this Harewood Championship Leaderboard with yet another class win and a solid 17.64 points scored, the other "evoistas" are catching up though, with Kenny Brookes giving chase just 0.60 seconds in arrears, hotly pursued by Andrew Archbould just 0.07 back in 3<sup>rd</sup> and Paul Martin completing the Japanese lock out in 4th.

Henry Moorhouse managed to keep the yellow Westfield on the black stuff for a change and was a convincing class winner in the up to 1700cc Road Modified Kit and Replica with a final run of



*Bob Warwick in the Westfield  
Photo by Hedward Photography*

64.41 from Michael Bellerby over 2 seconds down in 2<sup>nd</sup> place. Simon Green was the emphatic leader in the unlimited class from the off with Dominic Allen a distant 2<sup>nd</sup> in the Dax Rush.

The merged classes 6&7 saw Sarah Bosworth take her first class win at Harewood and we can be left in no doubt of Sarah's commitment as when setting her class winning time she crossed the line fully committed and also fully sideways, the resulting spin saw contact with the armco and whilst the Elise suffered minor cosmetic damage Sarah was able to take a 3<sup>rd</sup> run before consulting the yellow pages for her local bodyshop. Tony Hart pushed Sarah hard all day to claim 2<sup>nd</sup> in the 5GT Turbo just 0.21 seconds down with Ian Butcher completing the podium in his Elise.



*John Moxham in the Peugeot  
Photo by Hedward Photography*

Merged classes 8&C resulted in a walkover for John Graham in the very pretty Lotus 2-eleven after Chris Mason had inadvertently remodelled the big E-type after a jammed throttle on the approach to Quarry led to an unexpected trip into the scenery, both driver and car will live to fight another day.

In the Formula Fords, David Whittle cut his day unexpectedly short after an unsuccessful negotiation of Clark corner during practice sidelining him for the competitive runs. Andrew Henson took the class win with 61.84 leaving Ian Thomas in runner up spot and Jonathan Rhodes in 3<sup>rd</sup>.

The under 1400cc mod prod cars of class A had

to vie for honours with the cuckoo-esque presence of a Merged Class B car in the shape of Terry Everalls 2 litre Westie, Terry used the extra capacity to great effect and led from the first run with consistent sub minute climbs. Mike Clarke got the nod for 2<sup>nd</sup> from Nigel Cresswells Fisher Fury.

Despite failing his last ascent Graham Smith did just enough to take the merged class E & F win in his Van Diemen FX with a 58.34 from the ever present Mr Proctor in the menacing OMS just 0.73 in arrears.



*Graham Smith in the Van Diemen FX  
Photo by Hedward Photography*

Dave Banner was in sparkling form and the model of consistency with three runs within two tenths of a second, he coupled his Class I win with a well deserved FTD. John Chacksfield was unable to match Mr Banners blistering place but can console himself with Class I runner up spot and 2<sup>nd</sup> FTD. Dale Cordingley found himself in a different era altogether bringing Andrew Thorpes new purchase, a very pretty ex Formula 3

### **Fastest Time of the Day**

1st Dave Banner, OMS 200M, 55.01, 2nd John Chacksfield, OMS 2000M, 56.04, 3rd Peter Hamilton, OMS CF04, 56.05

### **Class wins**

Richard Patteson, Peugeot 106, 74.36, Colin Belton, Porsche 993 RSR, 62.37 R, Trevor Fowell, Caterham 7, 66.86, David Marshall, Peugeot 205 GTi, 67.89, Alan Furness, Reliant Scimitar GTE, 70.70. Karl Jackson, Mitsubishi EVO, 63.61, Henry Moorhouse, Westfield, 64.41, Simon Green, Westfield, 63.53 Andrew Henson, Swift SC93, 61.84, Terry Overall, Westfield, 59.27, John Graham, Lotus Eleven, 67.66 Graham Smith, Van Diemen FX, 58.34, Dave Banner, OMS 2000M, 55.01, David Grey, OMS CF04, 56.37, Peter Hamilton, OMS CF04, 56.05

March home some way off the class place in 3<sup>rd</sup> (I gather it needs some revs Dale!?).

David Grey kept himself in contention for the season long FTD competition by claiming 3<sup>rd</sup> FTD on the day alongside the Class J win in an OMS CF04, he was kept honest by Iain Davidson just 0.28 back in 2<sup>nd</sup> in his OMS Hornet who was also pressured by Clive Lightburn a further 0.32 back in 3<sup>rd</sup> also at the wheel of the car he shares with the class winner.



*David Grey in the OMS CF04  
Photo by Hedward Photography*

Early retirement by George Bleasdale in the Pilbeam left Peter Hamilton unchallenged as he took the up to 2000cc racing car class with aplomb.

Harewood Hillclimb Championship contenders will be glad of the mid season break afforded by the British Championship round in July; I'm sure that the competition will be as fierce as ever when the championship recommences on Aug 3<sup>rd</sup>.



# LETTERS

Dear All,

Very many thanks to everybody who made last Saturday such an enjoyable day's sport. My first visit to Harewood and I hope not the last as it is a super hill, and the organisation terrific.

All the best,

Rod Dainty - Austin 7

Hello,

Many thanks for hosting a splendid event last Saturday, several of the VSCC competitors were overheard saying how efficient and impressive the organisation was.

There are a few pics of VSCC cars @: <http://bertram-hill.co.uk/har08.aspx>

Thanks again

Paul Down

Hello,

Thanks for a great event on the Saturday, the WSCC competitors really enjoyed Harewood and the lovely weather we had. I managed to get along for the afternoon only, but saw the all important timed runs, made me wish I had been competing !!

It was good to see the event running pretty smoothly, with the odd break for car problems, and nice to get the extra run in, due to such a slick operation. So please pass on our thanks to everyone involved and hope you had a good Sunday event as well.

Best wishes

Nick Algar

WSCC Competition Secretary &  
Championship Co-ordinator

**Editor—Jackie Wilson**

**Articles for publication always welcome**

Projects, restorations, YC members attending other events etc.

Snippets, gossip and anything else of interest

**Next copy date 31st August**

KINGHORN ~ DAVIES

PUBLIC RELATIONS

**PRESS RELEASE - Thursday 26<sup>th</sup> June 2008**

## **FROM ONE FLYING MACHINE TO ANOTHER**

Dale Cordingley of Harewood Speed Hillclimb, the British Automobile Motor Racing Club in Yorkshire, handed over a donation this week from the Club to Nicky de Whytell, Tony Wilkes and Lee Davison of the Yorkshire Air Ambulance Service.

"We at Harewood Speed Hillclimb are delighted to be able to play our part in supporting the vital service provided by the Yorkshire Air Ambulance service. We do all we can at our site at Stockton Farm north of Leeds to be aware of the environment and the needs of the people living in and around the rural area."

The Harewood Speed Hillclimb has been participating in motorsport at Harewood for the past 46 years. They organise ten week-end meetings a year. The tarmac track is the longest in mainland Britain, at almost one mile (1,448 metres). The speed record stands at 49.19 seconds.

Nicky de Whytell of Yorkshire Air Ambulance Trust said, "We rely on donations from organisations like Harewood Speed Hillclimb to raise funds to keep the service active. It costs around £1million each year to support the service to the rural and urban areas of Yorkshire. We are really pleased to receive this donation today."

The next meeting of Harewood Speed Hillclimb will be the MSA British Championship meeting to be held on Sunday 6<sup>th</sup> July. Practice on Saturday 5<sup>th</sup> July. Competing cars will be as diverse as a Ford Anglia to the F1 look alike Gould single seater race cars with around 600 bhp. Around 150 drivers will be competing in an event which forms part of the MSA (Motor Sports Association) British championship.

Harewood Hillclimb can be found north of Leeds on the A659 between Harewood village and Collingham. For more information visit [www.harewoodhill.co.uk](http://www.harewoodhill.co.uk)



*Caption to Picture:*

*From L to R: Tony Wilkes (Yorkshire Air Ambulance), Dale Cordingley (Harewood Speed Hillclimb) and Lee Davison (Yorkshire Air Ambulance), with Nicky de Whytell (Yorkshire Air Ambulance), seated in the racecar.*

# THE HARROGATE AUDI BARC HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP

## Harewood Championship Position after 4 Rounds

Pos	Name	Sex	R1	R2	R3	R4	Total	Drop	Total
1	Karl Jackson		14.88	17.62	17.29	17.64	67.43	0.00	67.43
2	David Marshall		14.74	17.41	17.36	17.49	67.00	0.00	67.00
3	James Kerr		14.15	17.26	17.14	17.17	65.72	0.00	65.72
4	David Sykes		13.83	16.69	16.75	16.13	63.40	0.00	63.40
5	Simon Green		13.06	16.81	16.33	16.75	62.95	0.00	62.95
6	Henry Moorhouse		14.25	16.21	15.55	16.73	62.74	0.00	62.74
7	Dave Banner		11.69	16.65	16.99	16.53	61.86	0.00	61.86
8	Ian Thomas		11.15	15.74	15.55	15.46	57.90	0.00	57.90
9	David Sturdy		3.40	17.10	17.15	17.34	54.99	0.00	54.99
10	Graham Smith		7.85	14.32	15.91	15.02	53.10	0.00	53.10
11	David Grey		10.04	13.42	15.01	13.97	52.44	0.00	52.44
12	Richard Vale		0.00	17.06	17.25	17.31	51.62	0.00	51.62
13	Les Procter		7.85	14.63	14.57	14.29	51.34	0.00	51.34
14	Iain Davidson		8.66	13.73	13.59	13.69	49.67	0.00	49.67
15	Peter Whittle		5.09	14.44	14.09	14.23	47.85	0.00	47.85
16	Clive Lightburn		7.88	12.83	13.68	13.37	47.76	0.00	47.76
17	Steve Mitchell		12.24	16.79	0.00	16.23	45.26	0.00	45.26
18	John Chacksfield		11.49	16.63	0.00	15.50	43.62	0.00	43.62
19	Mike Baxter		8.15	10.89	11.40	13.07	43.51	0.00	43.51
20	Michael Hartley		5.35	12.17	12.49	12.57	42.58	0.00	42.58
21	Nick Mitchell		8.75	14.98	0.00	16.13	39.86	0.00	39.86
22	David Whittle		10.01	15.03	14.57	0.00	39.61	0.00	39.61
23	Chris Price		0.00	13.09	12.41	12.16	37.66	0.00	37.66
23	Michael Bellerby		7.44	14.31	0.00	14.49	36.24	0.00	36.24
24	Andrew Thorpe		6.17	11.44	11.07	7.32	36.00	0.00	36.00
25	Robert Warwick		8.03	14.04	0.00	13.17	35.24	0.00	35.24
26	Jim Naylor		7.65	0.00	13.44	12.69	33.78	0.00	33.78
27	David Medley		5.31	8.88	9.04	10.42	33.65	0.00	33.65
28	Graham Briggs		7.46	12.45	0.00	13.08	32.99	0.00	32.99
29	Russell Thorpe		8.26	15.80	8.40	0.00	32.46	0.00	32.46
30	John Moxham		3.15	9.21	10.23	9.52	32.11	0.00	32.11
31	John Kitchen		7.07	0.00	11.55	12.45	31.07	0.00	31.07
32	David Spaul		0.00	14.90	15.22	0.00	30.12	0.00	30.12
33	Phil Short		9.28	10.44	8.97	0.00	28.69	0.00	28.69
34	Morgan Jenkins		0.00	14.13	14.42	0.00	28.55	0.00	28.55



Pos	Name	Sex	R1	R2	R3	R4	Total	Drop	Total
35	David Farrer		0.88	8.03	8.70	10.67	28.28	0.00	28.28
36	Steve Owen		11.19	0.00	16.00	0.00	27.19	0.00	27.19
37	John Graham		0.00	8.34	8.35	8.51	25.20	0.00	25.20
38	Pete Spencer		0.00	7.35	8.61	8.71	24.67	0.00	24.67
39	Peter Hamilton		9.66	0.00	0.00	14.51	24.17	0.00	24.17
40	Amy Tomlin	F	0.00	11.46	12.06	0.00	23.52	0.00	23.52
41	Steven Kirkley		0.00	11.56	0.00	11.96	23.52	0.00	23.52
42	Tony Hart		9.35	0.00	0.00	12.36	21.71	0.00	21.71
43	Rachel Atkinson	F	0.00	0.00	10.30	11.23	21.53	0.00	21.53
44	David Lanfranchi		0.00	12.42	8.79	0.00	21.21	0.00	21.21
45	Philip Beadnall		0.00	9.47	11.71	0.00	21.18	0.00	21.18
46	Lynn Owen	F	6.77	0.00	12.26	0.00	19.03	0.00	19.03
47	Richard Pope		6.64	3.69	7.49	0.00	17.82	0.00	17.82
48	Andrew Hewitt		3.55	0.00	0.00	12.29	15.84	0.00	15.84
49	Jonathan Rhodes		0.00	15.12	0.00	0.00	15.12	0.00	15.12
50	George Bleasdale		0.00	0.00	14.81	0.00	14.81	0.00	14.81
51	Paul Gibson		0.00	6.66	7.86	0.00	14.52	0.00	14.52
52	Alex Miles		4.17	9.63	0.00	0.00	13.80	0.00	13.80
53	Del Liversidge		0.00	13.70	0.00	0.00	13.70	0.00	13.70
54	John Atkinson		0.00	0.00	0.00	13.48	13.48	0.00	13.48
55	Simon Bailey		0.00	0.00	12.78	0.00	12.78	0.00	12.78
56	Natasha Forret	F	0.00	0.00	0.00	4.30	4.30	0.00	4.30
57	Graham Tabor		0.00	0.00	2.73	0.00	2.73	0.00	2.73
58	Andrew Forret		0.00	0.00	0.00	2.61	2.61	0.00	2.61
59	Janet Ford	F	0.00	0.00	0.00	1.71	1.71	0.00	1.71
60	Allan Staniforth		0.00	0.00	0.00	0.00	0.00	0.00	0.00

### FTD Championship Position after 4 Rounds

Pos	Name	R1	R2	R3	R4	Total
1	Dave Banner	9	10	10	10	39
2	David Grey	7	6	8	7	28
3	John Chacksfield	8	9	0	8	26
4	Iain Davidson	5	7	4	6	22
5	Steve Owen	10	0	9	0	19
5	Clive Lightburn	4	5	5	5	19
7	Morgan Jenkins	0	8	6	0	14
7	Peter Hamilton	6	0	0	8	14
9	Graham Smith	1	2	3	4	10
10	Les Procter	1	4	0	3	8



## 2008 Calendar



Meeting	Date
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](mailto:entries@harewood-hill.co.uk)

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## Photo Mug



(Your photo + caption)

£17.99 each

## Baby Bib



(one size fits all)

£21.99 each

## Canvas Print



Heavyweight 100%  
Cotton Canvas  
£84.99 each

Have a look at our website after each race for the gallery

[www.hedward.com](http://www.hedward.com)

For the T-shirt, Photo Mug and Baby Bib products please phone us on:

**077913 84178**

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**ONE OF OUR FREQUENT VISITORS**

