



# YORKSHIRE CENTRE TIMES

ISSUE 119  
AUGUST 2008





# Like to have a go?



All you require is a full driving licence and a road legal car



## Harewood Speed Hillclimb Driving School

**2009 dates**

**2 Apr, 30 Apr, 25 Jun & 23 Jul**

We provide full classroom tuition, instructors, video coverage, refreshments and lunch. It's a great day out!

Why not give someone a treat or birthday gift?

Gift vouchers available

Corporate days arranged

For further details please contact

Mrs Jackie Wilson on 01423 339062

email: [school@harewood-hill.co.uk](mailto:school@harewood-hill.co.uk)

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



AHASS  
Competition  
licence upgrade  
signatures  
available

## **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
One Good Run	Page 5
Tykes versus Leprecauns	Page 10
Montague Burton Trophy Meeting	Page 12
BARC Annual Forum	Page 16
Harewood Dinner Ticket Application	Page 18
For Sale	Page 20
Banner Headline at Harewood	Page 22
Obituary	Page 26
Letters	Page 28
Get Well Wishes	Page 29
BARC Harewood Harrogate Audi Championship	Page 30
2009 Calendar	Page 34

*Cover photo—Scott Moran who was announced as the 2008 British Hillclimb Champion at  
Gurston Down Hillclimb at the end of the meeting—photo by Hedward Photography*

## Chairmans letter

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

In July we welcomed the best of British; Scott Moran once again dominated the event en route to securing his first British Hillclimb Championship.

The two August meetings saw the best of club competition and tension build in the Harrogate Audi Harewood Speed Hillclimb Championship as Karl Jackson broke his class record. The title is far from decided though with several people in the frame. David Marshall is close behind, and James Kerr still in with a chance. Dave Banner has already clinched the FTD Championship.

As we go to press the September weekend looms and should prove a fitting finale to another closely fought championship and good season of motorsport at Harewood.

We have already started preparing for 2009. Plans are in

hand for site improvements as well, including extensive drainage work in the field used for trailers and camping, and continuing development of the results system.

If you have any comments or ideas on improving the venue, championship or anything else at Harewood, please do contact me. Or why not come along to the BARC Forum on the 9<sup>th</sup> November - there is much to discuss. The MSA are introducing some significant changes to class structures, how will they affect you?

I also hope to see many of you in November at the Annual Awards Dinner - a new venue last year proved to be so good we decided to go back again.

Tim





## ONE GOOD RUN— July MSA Round by Peter Herbert

Speed hillclimbs fall into two categories. Those to be savoured and those to be endured. Sadly, due to regular precipitation of sometimes biblical proportions, the British Hillclimb Championship's second visit of the year to Stockton Farm fell firmly into the latter category.

Some difficult calls by the officials, led to a number of drivers receiving cold baths as they waited for their runs along the startline approach road whilst standing water was swept from the track. Yet overall the meeting was run superbly, with everyone receiving five practice runs and at least two competitive ascents. And as ever, thanks and respect must go to the guys in orange who stuck rigidly to their posts despite the challenging weather.

Constantly changing conditions meant frequent tyre changes for those who had a choice, with each to a man, and of course woman, hoping for just that one good run to secure a class position of which to be proud.

Championship leader Scott Moran put in such a run during the second Top Twelve Run-Off when, on a temporarily dry track, he set a 49.77s FTD to consolidate his lead in the national title race.

The earlier opening run-off was held in the wet, and with rooster tails of spray rising from his Avon rain tyres, reigning champion Martin Groves put in a sublimely smooth and controlled ascent in the Gould GR55 to stop the clock at 61.52s. Trevor Willis was less than a second behind, the power

disadvantage of his OMS CF06 offset by the lack of surface grip, while Groves' co-driver Paul Ranson was a fine third just three tenths adrift of the Aylesbury driver. Basil Pitt's GR55C, Scott Moran in the GR61X and Paul Haines' 2 litre Dallara completed the top six.

Moran Junior's second run-off win was just 0.27s clear of arch rival Groves, with a hard charging Jos Goodyear third in his Pilbeam MP97. Welcome returnee to the championship Graeme Wight Junior brought the glorious sounding V10

Predator home fourth, chased by Roger Moran in the shared family Gould and Trevor Willis.

But before the stars took centre stage came the "warm-up" acts, and in the first of the Modified Production car classes, for 1400cc machinery, this year's star Andy Griffiths put on some

demon soft wets to take a decisive 5.38s win in very slippery conditions with his Caterham Megabusa. Upholding car engine honours, Peter Herbert was a plucky but distant second in the faithful Westfield BDH, followed by the Ginetta G15 of Andy Russell a further 3.27s astern. In her first season at national level, Scots driver Nicola Menzies was a good fourth at the wheel of her Westfield Megabusa.

Dave Wilson made the trip from the Midlands worthwhile to win the 2 litre division, the Caterham just over 2 seconds clear of a delighted codriver Joy Hoyle. "Hagley Hooligan" Ralph Pinder chased the spaceframed Lotus derivative hard in his yellow lightweight Peugeot 205GTI, getting to



Scott Moran FTD and current Hill Record holder  
Photo by Hedward Photography

within 0.1.3s of Hoyle, while John Palmer's Puma powered Westfield was fourth. Engine management guru Allan Warburton spun so many times that he left for home following his first competition run rather than hit something solid, while Richard Vale upheld Harewood regular honours by taking fifth place in the supercharged Polo shared with David Sturdy.



*Dave Wilson in the striking pink Caterham  
Photo by Hedward Photography*

A surprised and elated first run leader of the unlimited class was widely travelled Cornishman Geoff Twemlow in the Bill Smith Racing Impreza. However, it was not to last, and despite an epic 360 degree practice spin on the entry to Orchard, hill champion Karl Jackson mentally regrouped to snatch a conclusive 4.13s win over Keith Edward's Audi Quattro at the wheel of the black on white Mitsubishi Evo IX RS. Twemlow dropped to third, with Vincent Dubois claiming fourth in a powerful Nissan 200SX that appeared more than a handful even on the straights.



*Geoff Twemlow  
Photo by Hedward Photography*

The Hillclimb Super Sports class comprised just one car and two drivers. Peter Needham and Jon Waggitt had bought the ex Thynne family Mallock Mk20-25 between them for some inexpensive fun, and despite a diff on its last legs the car provided just that, with Needham edging out the Boroughbridge previously owned TVR reallocation specialist by half a second.

A merged 1400 and 2 litre Sports Libre class was dominated as usual by the Fidoes, with son Simon pipping his old man Ian by 1.76s in the shared Pilbeam MP43. Hill regular Les Proctor coaxed the as immaculate as ever OMS into third spot, just ahead of Channel Islander Andy Bougourd's smaller engined OMS sports racer. Late entry Simon Bainbridge took a break from his sprint campaign to win the unlimited division in the radical V8 Audi special, almost 8 seconds ahead of the ex Martin Groves Anglia of Tim Torode.



*Simon Fideo  
Photo by Hedward Photography*

In the first of the single seater classes, for 600cc runners, the Steel family held sway, Adam getting the better of Tony by almost four seconds in the shared Martlet. The Peter Clark Jedi led the chase, just 0.07s up on Paul Meakin's sister car.

The ever popular 1600cc class, with which the lone 1100cc runner was merged, saw Yorkshire Centre Chairman Tim Wilson revelling in the tricky conditions to take a 0.55s win in the yellow OMS CF04 over early leader Welshman Eynon Price in his enterprisingly conducted 2000M. In his first season in single seaters, former Westfield pilote

Will Hall led the Force attack in Robert Kenrick's absence, following Robert's Prescott shunt the previous weekend. All three were rewarded with run-off places. Wilson's co-driver Mike Fitzsimons was a delighted fourth against so many younger men, whilst the irrepressible Mark Goodyear, OMS, and William Loughridge, Force, were best of the rest.



*Tim Wilson collecting grass  
Photo by Hedward Photography*

Quickest 2 litre runner was Paul Haimes, the Farnham Dallara driver making it into the opening run-off to finish sixth, with his engine builder and close rival Tom New a mere 0.15s astern in the familiar Pilbeam. Mr OMS Steve Owen brought his latest creation the CF08 home third, ahead of Wallace Menzies, husband of Westfield driver Nicola, in his supercharged Firehawk. Andrew Platt in an ex Warburton Dallara and Peter Hamilton's OMS completed the leading six.

In the unlimited class the order was Groves, Moran Minor, Willis, Wight Junior, Goodyear and veteran campaigner Basil Pitt.

#### **Fastest times of the day**

1st Scott Moran, Gould GR 61X, 49.77, 2nd Martin Groves, Gould GR 55, 50.04, 3rd Jos Goodyear, Pilbeam MP 97, 50.75

#### **Class wins**

Andrew Henson, Swift SC 93, 65.06, Eric Morrey, Clan Crusader, 66.65, Paul Martin, Mitsubishi EVO, 69.15 (14.73 points), Andrew Griffiths, Caterham 7, 67.94, Dave Wilson, Caterham 7, 70.37, Karl Jackson, Mitsubishi EVO IX, 69.44, Peter Needham, Mallock MK20-25, 67.82, Simon Fidoe, Pilbeam MP 43, 64.91, Simon Bainbridge, Audi TT V8, 65.13, Adam Steel, Martlet DM8, 65.88, Tim Wilson, OMS CF04, 62.44, Paul Haimes, Dallara F301, 60.39, Martin Groves, Gould GR55, 54.26



*Paul Haimes  
Photo by Hedward Photography*

Andrew Henson saw off the attentions of David Whittle in the Formula Ford encounter, their Swifts more than five and a half seconds apart, with Peter Whittle a good third in the family racer.

Eric Morrey and Wil Ker battled for Hillclimb and Sprint Association class honours, and it was the former's Clan Crusader that emerged the winner, half a second faster than the Harrogate based turbocharged Mini. Chris Flavell took third in his 205GTI, with Emerson Kent close behind in his similar Peugeot.

Finally, in the Yorkshire Centre handicap, Graham Smith topped the charts on scratch with his Van Diemen FX, but it was the Mitsubishi EvoVI of Paul Martin that won on handicap, ahead of Smith and Michael Hartley's Peugeot 205 GTI.

Briefly, the rain abated for a hastily held prizegiving, where Scott Moran echoed other competitors' praise for the organisation and marshalling on such a challenging weekend. Then, bang on cue, the heavens opened once more. Such are the joys of a Yorkshire summer.

**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**

**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**

**Please note all entry lists can be viewed on our website  
[www.harewoodhill.co.uk](http://www.harewoodhill.co.uk)**



## 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)

## TYKES VERSUS LEPRECAUNS – A CATCHWEIGHT CONTEST

by Peter Herbert

Seven plucky Yorkshire Centre members journeyed across the sea to Ireland to compete in this year's Craigantlet round of the British Hillclimb Championship. Held on Saturday 2 August, beneath an overcast sky over closed public lanes just above Belfast, only our unfortunate "country member" Tom New returned to the mainland empty handed.

As might be expected, the Irish hillclimb class structure is somewhat different to that of the rest of Britain, and on it's second visit to this historic venue Peter Herbert's 1400cc Westfield BDH ran in class 3 (Modified Saloons and Sports Cars over 2300cc and Multi Valve Vehicles)

On a drying surface, following a short shower, Peter lay a cautious third after his first practice run, improving to second on the next. Based upon experience from 2007, the blind but quick Allard and Pringle corners held the key to a quick time, and on his opening competition ascent Herbert moved into a narrow lead ahead of the all singing and dancing rallycross Escort Cosworth of David Francis, to which he had finished second the previous year. At this stage just 0.86 seconds covered Herbert, Francis, Richard McGimpsey's Dutton V8 and David Mutch's Tiger Suzuki.



*Class 3 front runners, Equipe Herbert Westfield to the rear, awaiting further action in the roadside paddock. Photo courtesy of Peter Herbert*

Then followed one of those drives hillclimbers dream about. By giving it everything, particularly through Allard and Pringle, Peter found another 2.14s to clinch a decisive win (*or pulling his finger out according to team manager Russ Coburn! Ed.*). A time of 50.09s placed the yellow Westfield 16<sup>th</sup> overall and earned it's driver the Wallace McCloud Trophy, which sadly had to remain in Ireland.

Class 12 ( Formula Libre Single Seater and Sports Racing Cars – including Clubmans Chassis Cars up to 1400cc Multi Valve and up to 2000cc for engines having no more than 2 valves per cylinder) was the unlikely home of Tim Wilson's OMSCF04, shared by fellow course debutant Mike Fitzsimons.

Tim's performances over the closed public roads of the Channel Islands suggested that our brave Chairman would adapt quickly to the Ulster lanes, and so it transpired. A first competition climb of 46.01s saw him qualifying easily for the run-off, in which a 45.81s ascent secured 7<sup>th</sup> place. A second class run time of 45.37s secured second in class just 0.47s behind rapid Ballymoney Force PT driver William Loughridge, and a further run-off invitation. And with a huge final effort, Tim's 44.80s time secured 6<sup>th</sup> place, beating local adversary Loughridge by 0.16s, and taking him inside Michael Beattie's eight year old class record.

Co driver Fitzsimons had the good manners not to beat the car's owner, but class times of 47.52s and 47.19s placed him 5<sup>th</sup> in class and 12<sup>th</sup> overall, qualifying the Gatley driver for both run-offs. In the first a 47.28s climb earned Mike 9<sup>th</sup> place, a feat repeated in the second giving him his first ever British Championship points.

Less fortunate was Tom New. Running the 2 litre Pilbeam MP88 in Class 13 (All other Formula Libre) with the big bangers, an opening 45.35s class run qualified for the first run-off. But a big slide through Hadley saw him wipe off the rear wing and its gearbox mountings against a solid

part of Ulster, putting an end to Tom's day of motor sport.

At the really posh end of the paddock further country members Chris Merrick and Morans senior and junior were in Ireland for serious national championship points, an objective made simpler with the early return to England of the Groves-Ranson Gould after Paul Ranson broke a gearbox shaft deep within the casing on his opening practice run.

Merrick's vivid green Gould GR55 did an opening 42.19s class run, qualifying the Stroud based exploded 4<sup>th</sup> for the first run-off, in which he improved to a fine 2<sup>nd</sup> with a 41.46s drive. Chris' second class ascent, on a hill he clearly loves, saw him up to second with a time of 41.68s, placing him 2<sup>nd</sup> overall on the time sheets for the day, whilst a final 41.55s climb secured 3<sup>rd</sup> place in the second run-off. (or P3 as they like to say in F1!) His reward, the Dunlop Trophy.

Motorhome magnets (as opposed of course to fridge magnets) Roger and Scott Moran came to Ireland to build upon Scott's early season lead in the British Championship. As warm-up man, 1997 champion Roger put in two careful yet quick class runs of 42.11s and 41.90s to qualify 3<sup>rd</sup> and 4<sup>th</sup> for the run-offs and finish 4<sup>th</sup> overall, then set run-off times of 41.78s and 41.03s to finish 3<sup>rd</sup> and 2<sup>nd</sup>.

But Man of the Day was without doubt young Scott. Fastest qualifier on both class runs with times of 41.65s and 40.37s, the Gould GR61X driver absolutely blitzed both run-offs with times of 40.57s and 39.63s, the latter representing FTD,

rewarded with the News Letter Trophy, and setting a new hill record, rewarded by the Pringle Plate.

Other Centre members present, and seen lurking in a gateway on the fast approach to the final corner, Pringle, were Mr and Mrs OMS, Steve and Lynn Owen, keeping an eye on their customers, and marvelling at the "honey monster-like" Irish figures squeezed into cut down Maguire Minis, hurtling towards their vantage point at suicidal speeds. While familiar Harewood face Nigel Drayton was an MSA Steward for the day.

So all in all a good day for both Tykes and honorary Tykes, and a particularly good day for the Moran family, who might just be about to become the first father and son to win British Hillclimb



*His Fiat engined MG "Fidget" temporarily repaired with sticky-backed plastic, fearless Newtonards driver Gordon Buckley contemplates getting back behind the wheel after a big roll at Allard.*

*Photo courtesy of Peter Herbert*

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

## Montague Burton Trophy Meeting – 3rd August 2008 by Peter Hamilton

A typically questionable Harewood sky greeted competitors hoping for a well deserved break in 2008's dodgy summer, not least the bikes and trikes of the visiting "screw-loose" gang.

If the morning weather was uncertain, the promise of entertainment from the Caterhams (an "etc" of Catera?) offered a virtual guarantee! Forty Sevens of various denominations lined up, all chasing Andrew Griffiths' 59.11 record from the same meeting last year. Darren Luke did not need Run 3 to beat the huge field with a QUITE STUNNING 56.62, a time of monumental speed and significance, which will leave many an experienced Locaterfield driver scratching heads and wondering quite how? Simon Rogers wonders still, left in second, Adrian Williams a perplexed and gasping third.



*Darren Luke's record blitzing Caterham 7  
Photo by Hedward Photography*

The Road Modified Saloons and Sports under 1400cc all bore a roof, 106's appearing to be the order of the day, some venerable minis keeping them anciently honest. Martin Rowe's 106 took a

1 second win over Craig Lawton's honour pre-serving 205. The 1.4-2 litre equivalent class was well attended, the record holding Sturdy/Vale Polo seeding ahead of a plethora of Peugeot 205's, separated by Adam Warren's 2 litre Escort and the Fiat X19 of Robert Lawrie. Engine up front in the right place, Robert ended the class very much in the wrong place, second to last, David Marshall's super consistent 205 pipping Richard Vale's first run best for first by 2 tenths of a second..... got it?!!!



*David Marshall  
Photo by Hedward Photography*

In the 2 litre plus RMS&S, a selective field saw a great many of the recent rally-winning marques represented, the 4 litre TVR V8 of Steve Lyle being the only contender relying on 2 wheel drive alone. Otherwise, an Impreza, Celica, XR4i and the record-holding Jackson Evo were the only vehicles today likely to enjoy the still dry, but still



*Karl Jackson on class record breaking form  
Photo by Hedward Photography*



iffy-looking view across the valley. No contest! KJ blasted the field and his old record, a remarkable "nearly 6 seconds" up on Chris Fishwick in his Impreza. Another great drive.

The Mod Prod classes for plastic, GRP and ally clad chassis vaguely resembling a product of Norfolk other than mustard and Delia, saw the under 1700cc class apparently never likely to contest the Bellerby/Smith Striker record. Brian Hartstone appeared to have found his Mojo, then didn't start, but Henry Moorhouse snuck in under the radar with a middle run over a second quicker than Bellerby, only 4 tenths over the latter's record of 4 years. Over 1700cc, it was a question of whether or not Mark Wallwork could get his Turbo Rush into a Westfield sandwich, ideally topping an open one! The buttly preserved, Westfields squeezed Mark to the middle, Simon Green taking the biscuit with a 63.33 some 3 seconds ahead of the Rush.



*Simon Green in the Westfield  
Photo by Hedward Photography*

George Cole found his Alfa merged with the bigger 1400cc-2 litre Modprod class excluding the kit etc, multiple Elises billed to be to the fore, the beautiful '73 RAC Alen-liveried Mk1 Escort of Chris Wise somewhere in the middle and the rest of a diverse field of 13 set to squabble for the placings. So how did Tony Hart get his venerable R5GT ahead of Bobby Fryers and within very respectable touching distance of the 7 year old Elise-set record? Only he knows, but it was great to watch!

The over 2 litre Modprods saw 2 cars from the non-kits merged with Class C's 2 contenders in

what was, on the surface, inevitably something of an unfair contest. It was great to see the Spedding E Type back in the fray after a hefty open throttle off at Quarry a month or so earlier, Haydn seeing the positive of various up-grades necessary to replace discontinued spares. True hillclimber's spirit, topped by a couple of acres of nearly matching red duct tape and cobwebs behind the headlights suggesting that the one piece front bodywork was next up for a refresh. John Graham's Lotus 11 slinked up the hill stealthily, the Miller/Gray M3 less so, but those upgrades worked for the E-Type, taking a 2 second win over Gray.



*Haydn Spedding in the Jaguar  
Photo by Hedward Photography*

Modprod A saw the sole contender, Andrew Steele, merged with B & C, leaving 6 cars to battle it out. If the contest was based on style and the beautiful preservation of style, then Geoff Toms won hands down, his suicide-doored Fiat Millecento showing that, although a few decades have passed, the Italian maker's current run of



*James Cummings in the Caterham  
Photo by Hedward Photography*

design success is no accident. That said, Geoff had little more than "cute car of the day" to put up against a Westfield and a Caterham, the latter in the hand of James Cummings winning out, Steele an honourable 3rd

The FF field saw 4 drivers, sharing 3 of the best bang-for-your-buck single seaters, fight out the contest and strive for David Bailey's challenging and now 4 year old sub-61 second record. The far travelling Ian Thomas took a super tight win over David Whittle, Graham Briggs a second behind in third.



*Ian Thomas*

*Photo by Hedward Photography*

In Sports Libre under 1400cc there was a new kid on the block and opinion was divided about the interesting Burt Aztec Monaco's ability to stretch imaginations beyond ugly duckling into very fine swan territory. Think front end Striker, rear end OMS, then think orange, shake with ice and lemon, then see if it's an acquired taste or a cocktail that will go down a bomb with great aunt whatshername at the next family get together? I



*Graham Smith in the Van Diemen*

*Photo by Hedward Photography*

guess, as ever, enough cocktails and anything will grow on you! It certainly appeared to grow on Don. This is a pretty class, Radicals, a Van Diemen and the carbon-tubbed OMS of Les Proctor all looking very much the part, but the "For Sale" Diemen of Graham Smith took another excellent win, 6 tenths ahead of Les Proctor.

Class F for Sports Libre up to 2 litre saw the lovely Nike of Neville Anderson going for it up against Lindsay Mercer's Radical Prosport and Jim Naylor's ward. Lindsay ran R1, DNF'd R2 and did not run again, but it was enough to take second 1.5 seconds behind the evergreen Ward.

In the Racing Cars, Oliver Roberts' sole sub-600cc contending Jedi was bumped up into the welcoming jaws of the burgeoning Chacksfield v's Banner battle for the Class I honours that so frequently spills into the FTD battle. It did not disappoint, Dave B taking the class and FTD under half a second ahead of John C, Richard Pope a trailing third.



*Dave Banner FTD again!!*

*Photo by Hedward Photography*

The 1600cc Racing Car class saw Andrew Thorpe's finely fettled but asthmatic Brabham BT35 wrestling with engine problems, as the only alternative to 6 drivers in OMS's, with Hornets, 200M's and CF04's all represented. Janet Ford in partner Ian Davidson's Hornet has come a long way since her early tentative runs this season, but has hit the hillclimbers' wall. Ian was threateningly quick, but suffered the same gearbox gremlins as Janet, leaving David Grey to take a win over shared driver Clive Lightburn in second.



David Grey in the OMS  
Photo by Hedward Photography

In class K, a no-show by Emma Williams left Peter Hamilton alone and hoping only to unlock a little more of the 2 litre CF04's potential. A PB in practise 1 bode well, but chicken soup in the oil tank hinted at a head gasket failure and discretion appeared to be the better part of valour in the place of a blown Swindon Vauxhaul.

So, well done Dave Banner for FTD, to John Chacksfield for a close run second and to David Grey for third. OMS's all, but most of the former Caterham drivers present agreed that drive of the day had to be that of Darren Luke, less than 2 second behind. Remarkable!

### Fastest Time of the Day

1st Dave Banner, OMS 200M, 54.29, 2nd John Chacksfield, OMS 2000M, 54.72, 3rd David Grey, OMS CF04, 55.46

### Class Winners

Darren Luke, Caterham 7, 56.62 CR, Martin Rowe, Peugeot 106, 69.30, David Marshall, Peugeot 205 GTi, 67.47, Karl Jackson, Mitsubishi EVO, 62.92 CR, Henry Moorhouse, Westfield, 63.55, Simon Green, Westfield, 63.33, Tony Hart, Renault 5GT, 63.92, Haydn Spedding, Jaguar E-Type, 62.76, Ian Thomas, Swift SC93F, 63.39, James Cummings, Caterham 7, 62.62, Graham Smith, Van Diemen FX, 57.71, Jim Naylor, Ward WD 9V, 57.95, Dave Banner, OMS 2000M, 54.29, David Grey, OMS CF04, 55.46, Les Wilson, Honda CR, 67.96, Mick Brook, Yamaha RD, 83.63, Glyn Poole, Honda CR, 61.28 CR, Paul Jarrett, Aprilla SXV, 61.64 CR, Doug Parnell, Aprilla TZV, 67.60, Simon Blenkin/Paul Nelson, Suzuki, 66.93 CR, Jason Reeve/Dawn Reeve, FRS, 61.29



Paul Jarrett



Jason & Dawn Reeve



Doug Parnell



Glyn Poole



Mick Brook



Simon Blenkin & Paul Nelson



Les Wilson

**BARC Yorkshire Centre  
ANNUAL SPEED EVENTS FORUM  
Sunday 9th November 2008**

**The Old Golf House  
Outlane, nr Huddersfield  
(Jn 23 M62—exit eastbound only)**

**Coffee 10.00am for  
10.30am prompt start, finish by 1.00pm latest**

There will be much to be discussed with the provisional announcement by the MSA of mandatory categories/classes for 2010 (suggested and recommended for 2009) plus all the usual exciting Forum discussion items.

Your attendance and input would be most welcome  
and much appreciated

**Everyone welcome**

If you cannot attend but have a point to raise,  
please email Chris Seaman  
[compsec@harewood-hill.co.uk](mailto:compsec@harewood-hill.co.uk)





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

**Saturday 22<sup>nd</sup> November 2008**  
see ticket application form for more details

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

Accommodation can be booked by ringing the hotel direct on  
0870 400 9013 and quoting **BARC Dinner 22<sup>nd</sup> November 2008**

An allocation of rooms are available at £50 per double room including breakfast and £40 per single room including breakfast. This includes the use of the leisure facilities but are on first come first served basis at this price.

**BARC Yorkshire Centre**

**Annual Dinner Dance**

**&**

**Awards Presentation**

**Saturday 22<sup>nd</sup> November 2008**

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

**Tickets £29.50 each**

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

**Return lower part of form to  
Edith Davison, 7 Caister Close, Greenacres, Birstall, WF17 9QY  
Telephone: 01924 441122 by 5 November 2008**

**Ticket Application**

Seating: Tables available for 10 or 12

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_ Post Code \_\_\_\_\_ Telephone \_\_\_\_\_

I would like to book at table for \_\_\_\_\_ Number of Tickets @ £29.50 \_\_\_\_\_

I wish to share a table with: \_\_\_\_\_

Cheque enclosed for £ \_\_\_\_\_ Made Payable to BARC

**Dietary requirements**

Vegetarian/Special Diet

Name(s): \_\_\_\_\_

Cheese & Biscuits option

Name(s): \_\_\_\_\_

## FOR SALE

### Covered PRG Race Car Trailer

Based on a PRG SuperSport trailer with a 14' x 6' 1" fixed bed. The trailer has a VanMax body built in 2005 of tubular steel with lightweight fibreglass panelling, making it bright to work in and light to tow. The front is formed from a one piece aerodynamic GRP panel and gives a little extra space inside at the front for storing all those necessary bits. The trailer is 59" high inside and stands 74" high overall and 92" wide and will fit in most garages.

There is a nearside lockable side access door and a lockable two piece rear door, which drops down to form the ramp. The trailer has a fixed tyre rack, a winch, a spare wheel, two PRG adjustable wheel chocks, lashing points and a Bradley DoubleLock hitch. All five tyres have good tread depth.

A great towing trailer for £3,200. Future photos available.



### Gazebo



Great for our British summers!

5m x 2.5m approx Hamilton Classic Heavy Duty Swift Shade with navy blue cover and carry bag. White powder coated frame. Height adjustable legs. Save on new cost of £364 at £175.

Contact Dale Cordingley

via email at [dale.cordingley@btinternet.com](mailto:dale.cordingley@btinternet.com) or tel. 01943 874183.

## CARS FOR SALE

### Speads RM06

2006 chassis configured for hill-climbing,  
but might well prefer life as a sprinter or on the circuits.  
Beautiful to look at, easy to drive and a pleasure to own.  
This car will turn heads and clocks in the right hands.

As new, less than 100 miles since build,  
with all usual spares & possible trailer.

**Peter Hamilton 07802 520900**



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

### 2004 BMW 530D SE manual saloon

Silver grey exterior, beige leather interior. Sports suspension, seats and steering wheel. Electric most things, xenon lights.  
Full service history, taxed and tested until February 2009.

Quick, quiet, spacious, frugal and reliable  
(150mph and 42 mph - although not at the same time, obviously.)

71,000 mostly motorway miles, and just nicely run-in.  
Immaculate condition.

A great deal of car for **£12600**

Tel. Peter Herbert on 0191 3018723 (office)  
or 01325 377125 (home) for full details.



## BANNER HEADLINE AT HAREWOOD

by Les Thurkettle

With only 1100cc's of Kawasaki power Dave Banner took FTD. His OMS stopping the clock in 54.18 secs, but more of that later.

During the last few days before the meeting I heard three different weather forecasts for the Sunday. On the day between 7.30am and lunch-time we had heavy showers, black cloud, wind and some sun. I suppose they were all right. Thankfully from the first timed run it was ok and got better as the day wore on.

Today Harewood welcomed TR register cars, Austin Healey, Pre war Austin 7's and TVR Championship cars.

A walk around the quarry side paddock was a real yesteryear experience. Some of the post war sports cars were beautifully presented and the pre war 7's equally so, from another era. TR register cars got the meeting under way, and the newest of the marque, a 2.7 litre TR5 piloted by John Weedon all the way from Sussex, was comfortably fastest in 68.97 secs.



John Weedon

Photo by Hedward Photography

Austin Healeys next graced the hill and Stuart Bullas confirmed his credentials as class record holder by winning in 67.66 secs in his frog eyed Sprite from Tom Walker's somewhat larger 3000 Mk 1. Less than half a second to spare though.



Greg Harrison in the shared Austin Ulster

Photo by Hedward Photography

There were 17 TVR Championship cars competing. A very mixed bunch spanning most of the years of the erstwhile Blackpool producer. I said they were mixed and because of that TVR Car Club's Speed Championship has a handicap system. It looks like they have got it right as the first 4 cars on handicap times were covered by less than  $\frac{3}{4}$  of a second. The winner in a 5.2 litre Griffith went up in 64.75 secs corrected to 64.035 secs on handicap. Steve Dennis's much older 1700cc Vixen was .001 secs behind with Geoff Stallard and Stewart Lobley 3<sup>rd</sup> and 4<sup>th</sup>, also in Vixens.



Matthew Oakley's beautiful TVR Griffith

Photo by Hedward Photography

Harewood Championship classes started here and class 1 for Road Modifieds up to 1400cc was

won by Martin Rowe in a Peugeot 106 with a lot to spare over David Medley's similar car. Dan Williamson was 3<sup>rd</sup>. in a Mini Cooper.



*David Medley  
Photo by Hedward Photography*

There were 20 starters in Class 2 for Road Modifieds up to 2000cc. In spite of that David Sturdy only had 1/10<sup>th</sup> to spare over Richard Vale both in the same supercharged VW Polo. Davids time of 67.32 was just inside his own Class record. Only two more tenths to third placed David Marshall with James Kerr fourth, both in 205 GTI Peugeot's.

Another good entry in the over 2 litre Class 3 did not stop the Class record holder winning in 63.21 secs. Karl Jackson's Mitsubishi Evo IX beat Kenny Brookes Evo 5 version by a very small margin. Rob Wakelin's Subaru was third with Paul Martin in another Mitsy just behind. Turbo power dominates this class and BMW's, Porsche's and the like just do not have the 'grunt' to compete. Four wheel drive is a factor too.



*Kenny Brookes—a close second to Karl Jackson  
Photo by Hedward Photography*

Class 4 for Road Modified Kit and Replica plus other spaceframe cars up to 1700cc had 5 various Locaterfields starting and Henry Moorhouse won with 2 ½ secs to spare from Michael Bellerby's Striker. We know the second car has the pace so watch this develop.



*Michael Bellerby leaving the start line  
Photo by Hedward Photography*

Class 5 is for the same type of cars but with engines as big as you like. Simon Green's Westfield won it in 63.64 secs from Nik Aveyard also Westfield mounted. Shared car 114 metamorphosed overnight from a Westfield to a Raw Striker and the fearsome looking 5.7 litre Cobra Special was clearly sick. I look forward to seeing and hearing it when it gets better.

From Class 6 on the smooth tyre brigade take over. In fact the single entry in 6 was merged with the 1400 to 2000cc Class 7. Lotus Elise's dominated the entry but Vini Dobsons' VW Golf dominated the result. He had 3 ½ secs to spare



*Vini Dobson  
Photo by Hedward Photography*

from Bobby Fryers Elise. He almost certainly had a lot of weight difference to spare too ( the car you understand!) The rapid VW's time of 62.10 is still a very long way from Mark Waldron's old record in this class, but we wont go there !

Class 8 continues with Mod Prods but these are the biggest engined lot featuring over 2 litre cars. The number of starters in this class were dramatically improved from 3 to 6 by reclassifying 3 cars from another class. All this was of no consequence to Damon Gray's thunderous 3.2 litre M3 BMW and it has a supercharger for good measure. His best of 64.65 narrowly beat Paul North's Evo 8 Mitsubishi with his brother Robert in the same car just behind.



*Damon Gray in the BMW M3  
Photo by Hedward Photography*

Formula Fords come next and my previous comment about the rest of the classes being on slicks is of course not true in the case of these cars, they run on a designated control tyre complete



*Peter Whittle in the Swift FB91  
Photo by Hedward Photography*

with grooves! Andrew Henson did what he often does winning in 62.25 secs. His 1993 Swift leading home Ian Thomas's similar car by 2 secs. Class A is for Modified Production cars but this lot can use bike engines. All cars were the open wheeled Westfield style except the very pretty Fisher Fury of Nigel Cresswell. Robert Simon Bailey's Caterham climbed in 61.22 beating Andrew Steel's Westfield to take the Class.



*Robert Bailey in Caterham shared with wife Pauline  
Photo by Hedward Photography*

Class B for 1400 to 2000 cc merged with Class C to make the numbers up and Terry Everall was quickest of the 4 cars. His 2 litre Westfield was the first to break the 60 sec mark in 59.53 secs.

Class E for Sports Libre cars is a much less restricted group, libre being French for free. Dale Cordingley turned out for the first time in his new Radical Prosport, but alas something broke in the drive department. He had 'trouble with his tri-pode' for the technical boffins. The class was



*Les Procter in the OMS SC4CF  
Photo by Hedward Photography*

won by Graham Smith in his all black Van Diemen FX, narrowly from Les Proctor's OMS. Graham's 58.07 just heading Les Proctor's 58.29.

Class F was a very lonely affair for Jim Naylor's rapid 2 litre Ward. He was on his own without a friend in the class. A time of 59.03 was registered. What could he do if pushed?

The last two classes were for single seaters. To be fair most sports racing cars are single seaters with bodywork these days but that's another story. Class I is for cars between 600 and 1100 cc. Dave Banner in his OMS was not only quickest in this class (no change there) but his time of 54.18 was also fastest time of the day. That has done his runaway lead in the FTD championship no harm at all and it would take a miracle in September to deny him. John Chacksfield was second in this class in 55.37 secs which gave him 3<sup>rd</sup>, FTD.

The last group of the day for racing cars between 1100 and 1600cc was won by Robert Kenrick in a Force PC in 54.72 secs. From David Grey's OMS in 55.83 secs with Clive Lightburn in the same car third. Robert Kenrick's time gave him 2<sup>nd</sup> FTD.



*Robert Kenrick—trying to take James Blackmore's class J record*

*Photo by Hedward Photography*

The Harrogate Audi Harewood Championship is clearly going down to the wire on the September double header weekend. Its Karl Jacksons to lose but he had his lead very slightly nibbled at by David Marshall's Peugeot. Highest scorer of the day was David Sturdy in the Polo. His class record run gave him 18.06 points. It could be a nail biter on the 13<sup>th</sup>/14<sup>th</sup>.

The terrible start to the day weatherwise ended with the prize presentation under blue skies.

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

1st Dave Banner, OMS 2000M, 54.18, 2nd Robert Kenrick, Force PC, 54.72, 3rd John Chacksfield OMS 2000M, 55.37

### **Class Winners**

Martin Rowe, Peugeot 106, 69.71, John Weedon, Triumph TR5, 68.97, Stuart Bullas, Austin Healey Sprite, 67.66, Gregg Harrison, Austin 7, 87.73, Colin Danks, Austin 7, 83.47, David Sturdy, VW Polo, 67.32 CR, Matthew Oakley, TVR Griffith, 64.75, Karl Jackson, Mitsubishi EVO, 63.21, Henry Moorhouse, Westfield, 64.03, Simon Green, Westfield, 63.64, Vini Dobson, VW Golf, 62.10, Damon Grey, BMW M3, 64.65, Andrew Henson, Swift SC93, 62.65, Robert Bailey, Caterham 7, 61.22, Terry Everall, Westfield, 59.53, Graham Smith, Van Diemen FX, 58.07, Jim Naylor, Ward WD9V, 59.03, Dave Banner, OMS 2000M, 54.18, Robert Kenrick, Force PC, 54.72, Peter Hamilton, OMS CF04, 55.49



# OBITUARY

## PETER ROWLAND BOLTON

by Tony Bancroft

Peter Bolton sadly passed away on 26<sup>th</sup> August 2008 aged 89, following a severe stroke in 2007. He was an amazing person who had a long, exciting and distinguished career and was an extremely talented driver, a great competitor, forceful but with great natural talent.

During the war years, Lieutenant Bolton became a pilot in The Fleet Air Arm, having had a pilot's licence since he was 17. On being demobbed in 1946 he returned home to Leeds and went into the motor trade and it didn't take him long until he owned his own garage. This soon grew into Bolton's of Leeds Ltd, becoming most successful, with large sales and service premises and filling stations on every main road into Leeds.

Whilst he built up a chain of garages in the north of England, he still found time for competing in rallies and racing. Peter competed in every Monte Carlo Rally from 1950 to 1968 and also competed in the Lisbon, Tulip, Alpine, RAC in a variety of cars; MG, Jowett, Standard, Bristol, XK 120, etc. In 1953 he won the Yorkshire Rally, and with his friend Arthur Slater, they came 7<sup>th</sup> overall in an XK 120 in this most grueling five days non-stop Liege/Rome/Liege Rally and first Brit home.

Another good friend was Jack Walton who invited him to drive his Cooper Bristol and Frazer Nash Le Mans Rep with many good results. In 1955 he got a works drive in the Aston Martin Team sharing a DB2-4 with Tommy Wisdom in the Mille Miglia. He also obtained works drives with Armstrong Siddeley, Daimler, Ford, Sunbeam and Triumph etc.

AC Cars invited him to co-drive an Ace Bristol with Ken Rudd in the 1957 Le Mans race finishing a splendid 10<sup>th</sup> overall at 97.98 mph. This was the fastest average that any Bristol engined

car, including the special 450's, ever finished at Le Mans and averaged well over 100 mph for most of the race, only slowing slightly to guarantee finishing.

In March 1958 AC's asked him again to drive the works Ace Bristol VPL 442 in the RAC Rally, and after battling through large snow falls they eventually finished, but with no reverse gear. At a very wet Le Mans in June he drove the special Le Mans Ace into another splendid 8<sup>th</sup> overall with Dickie Stoop. Peter bought an Ace Bristol 5 BPG in Aug 1959, further modifying it with a special 6 port head etc and went on to win 31 out of 34 races.



*Peter Bolton 1958 Monte*

Peter drove the special Works Triumph TRS at Le Mans in 1959, 60 & 61, coming in 9<sup>th</sup> in 1961. He was again invited by AC's to race the new 4.7Cobra at Le Mans in 1963 with Ninian Sanderson, this giving him 7<sup>th</sup> place, his best result after slowing down to team orders to maintain a finish!

Early 1964 became notorious for testing the new AC Le Mans Coupe on the M1 with Jack Sears at 185 mph. The press of course had a field day and questions were even asked in the House of Commons. In the race, the Le Mans Coupe was

going exceptionally well and keeping up with the Cobra Daytonas until a Goodyear technician missed checking that the tyres were down to the canvas with the result that a tyre burst causing a huge crash. Peter was indeed most fortunate that he survived, helped no doubt by wearing safety belts for the first time.



*Bolton AC Bristol leads Chris Lawrence Morgan + 4  
Oulton Park BARC Spring Meeting 1960*

Peter finally finished competing in 1968 after a most illustrious career and sold his business, Boltons of Leeds, to Bristol Street Motors in 1971. He then started a Motor Auction Group which again became most successful.

Peter was an amazing person in several ways, for in spite of running successful businesses and taking time off for his Racing and Rallying activities, he still found time to be chairman of the Leeds Committee of The Variety Club of Great Britain, which he did for many years and was a wonderful achievement.

Although I watched him racing 5 BPG in 1959-61, it was not until the late 1960's early 70's that I got to know him really well, no doubt helped by using the same hostelry, The Windmill at Linton and I feel privileged to have known him. It is perhaps a shame that he did not write his memoirs as hilarious stories of post rally escapades still keep filtering out!

He was always extremely good company to be with and will be sadly missed. We extend our sincere condolences to his wife Peggy and his two sons Graham and Stephen and their families.

## **Contact email addresses**

Tim Wilson, Chairman - [chairman@harewood-hill.co.uk](mailto:chairman@harewood-hill.co.uk)

John English, Club Secretary - [clubsec@harewood-hill.co.uk](mailto:clubsec@harewood-hill.co.uk)

Jackie Wilson, Entries Secretary - [entries@harewood-hill.co.uk](mailto:entries@harewood-hill.co.uk)

Chris Seaman, Competitions Secretary - [compsec@harewood-hill.co.uk](mailto:compsec@harewood-hill.co.uk)

Mike Shorley, Chief Marshal - [chiefmarshal@harewood-hill.co.uk](mailto:chiefmarshal@harewood-hill.co.uk)

Andrew Thorpe, Marketing - [marketing@harewood-hill.co.uk](mailto:marketing@harewood-hill.co.uk)

Driving school (Jackie Wilson) - [school@harewood-hill.co.uk](mailto:school@harewood-hill.co.uk)

# LETTERS

## Saving Lives Across Yorkshire

Honorary Chief Pilot: HRH The Duke of York - KCVO, ADC

**www.yaa.org.uk**



Our ref: 29671/141143

01/07/2008

Mr D Cordingley  
Cornaro  
Clanstryth  
Menston  
ILKLEY  
West Yorkshire  
LS29 6AH

Office D255,  
Dean Clough,  
Halifax  
HX3 5AG

Tel: 0845 120 6060  
Fax: 01422 280123  
Email: info@yaa.org.uk

Dear Friends,

On behalf of the Yorkshire Air Ambulance Charity we would like to thank you for your generous donation of £250.00 for the Yorkshire Air Ambulance Service Charity. We are delighted to hear that you enjoyed your time at the ASU as much as you did and look forward to a relationship with you in the future.

The Yorkshire Air Ambulance operates two helicopters which are based at Leeds Bradford Airport and Sheffield City Airport and can be airborne in 2 minutes, flying at speeds of up to 140mph. Wherever the Air Ambulance lands within Yorkshire there is a hospital within 10 minutes' flying time. This means that injured patients can be taken quickly and smoothly for specialist care – it is this swift medical intervention that has a major impact on a patient's chance of survival and recovery. The Air Ambulance can also deliver a fast inter-hospital transfer of seriously ill or injured patients and a high level of patient comfort, especially to those with serious head, neck and spinal injuries.

It is the goodwill, sponsorship and charitable donations that keep this vital service flying and therefore, we are extremely grateful for all your support - without the generosity of people such as yourself we would be unable to continue this valuable work.

You may like to support our Charity further by playing our weekly lottery – for only £1 a week you can contribute to the Charity and have the chance to win our jackpot – you could be our next lucky winner! We have enclosed a lottery leaflet – if you would like to join the lottery please complete the form and return it to our office.

Once again, our warmest thanks and appreciation to you.

Yours sincerely

Melanie Broadbent  
YORKSHIRE AIR AMBULANCE ADMIN TEAM

Registered Charity No. 1084305  
Registered Company No. 040531216  
Registered Company No. 040538114  
Registered Company No. 05414020

# GET WELL WISHES

## Richard Hardcastle

Richard is recovering from a heart attack at the top of Helvellyn (only Richard!), resulting in the Air Ambulance being called.

Richard is recovering at home and is quickly regaining his strength, he didn't even miss a BARC Committee meeting!

## Carol Wride

Carol has had an operation to remove a disc from her back (ouch!), and is recovering at home, unable to do anything and is extremely bored!

I am sure you would all wish them both a speedy recovery!

**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 30th September**



# THE HARROGATE AUDI BARC HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP

## Harewood Championship Position after 6 Rounds

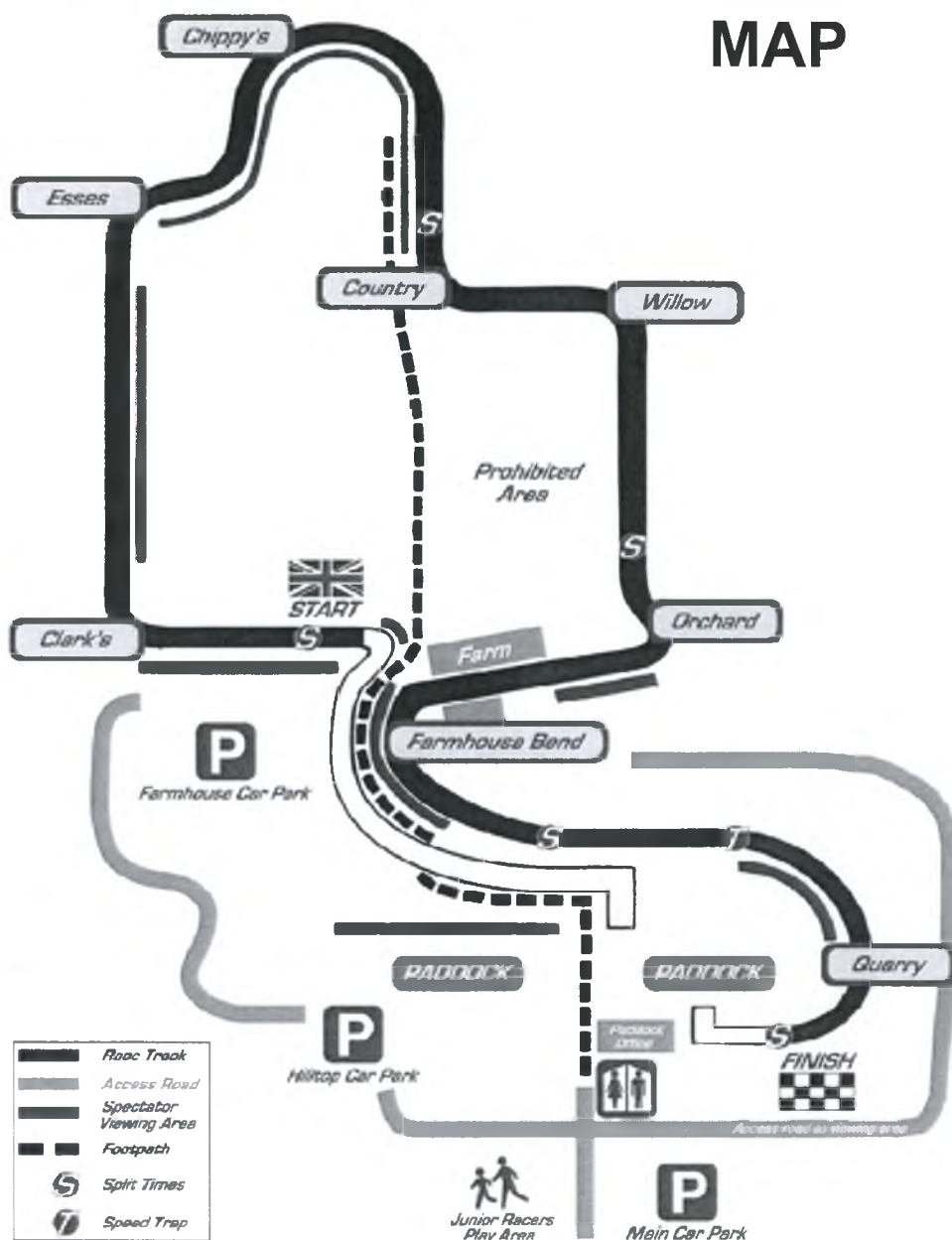
Pos	Name	R1	R2	R3	R4	R5	R6	Total
1	Karl Jackson	14.88	17.62	17.29	17.64	18.33	17.71	103.47
2	David Marshall	14.74	17.41	17.36	17.49	17.91	17.78	102.69
3	James Kerr	14.15	17.26	17.14	17.17	17.39	17.05	100.16
4	Henry Moorhouse	14.25	16.21	15.55	16.73	17.59	17.11	97.44
5	Simon Green	13.06	16.81	16.33	16.75	16.95	16.64	96.54
6	Dave Banner	11.69	16.65	16.99	16.53	17.25	17.36	96.47
7	David Sturdy	3.40	17.10	17.15	17.34	17.69	18.06	90.74
8	Ian Thomas	11.15	15.74	15.55	15.46	15.56	14.68	88.14
9	Richard Vale	0.00	17.06	17.25	17.31	17.71	17.96	87.29
10	Graham Smith	7.85	14.32	15.91	15.02	15.65	15.29	84.04
11	David Grey	10.04	13.42	15.01	13.97	14.88	14.51	81.83
12	Les Procter	7.85	14.63	14.57	14.29	15.02	15.07	81.43
13	David Sykes	13.83	16.69	16.75	16.13	17.28	0.00	80.68
14	Steve Mitchell	12.24	16.79	0.00	16.23	17.06	16.52	78.84
15	John Chacksfield	11.49	16.63	0.00	15.50	16.82	16.17	76.61
16	Iain Davidson	8.66	13.73	13.59	13.69	12.87	13.69	76.23
17	Clive Lightburn	7.88	12.83	13.68	13.37	13.96	13.85	75.57
18	Jonathan Rhodes	10.32	15.12	15.71	15.07	0.00	14.23	70.45
19	Michael Hartley	5.35	12.17	12.49	12.57	12.89	12.66	68.13
20	Michael Bellerby	7.44	14.31	0.00	14.49	16.37	14.62	67.23
21	Peter Whittle	5.09	14.44	14.09	14.23	0.00	14.24	62.09
22	Jim Naylor	7.65	0.00	13.44	12.69	14.39	13.31	61.48
23	Mike Baxter	8.15	10.89	11.40	13.07	0.00	13.48	56.99
24	Nick Mitchell	8.75	14.98	0.00	16.13	16.72	0.00	56.58
25	David Whittle	10.01	15.03	14.57	0.00	15.37	0.00	54.98
26	David Farrer	0.88	8.03	8.70	10.67	11.33	12.49	52.10
27	Chris Price	0.00	13.09	12.41	12.16	0.00	12.83	50.49
28	John Moxham	3.15	9.21	10.23	9.52	9.25	9.01	50.37
29	Robert Warwick	8.03	14.04	0.00	13.17	14.13	0.00	49.37
30	Graham Briggs	7.46	12.45	0.00	13.08	14.56	0.00	47.55
31	David Lanfranchi	3.94	12.42	8.79	0.00	11.89	9.00	46.04
32	David Medley	5.31	8.88	9.04	10.42	0.00	11.41	45.06
33	John Kitchen	7.07	0.00	11.55	12.45	13.64	0.00	44.71
34	Philip Beadnall	0.00	9.47	11.71	0.00	11.90	11.36	44.44
35	John Graham	0.00	8.34	8.35	8.51	9.44	9.63	44.27
36	Andrew Thorpe	6.17	11.44	11.07	7.32	0.00	6.09	42.09
37	Richard Pope	6.64	3.69	7.49	0.00	11.39	10.98	40.19
38	Phil Short	9.28	10.44	8.97	0.00	0.00	11.41	40.10
39	Peter Hamilton	9.66	0.00	0.00	14.51	0.00	15.07	39.24

Pos	Name	R1	R2	R3	R4	R5	R6	Total
39	Andrew Hewitt	3.55	0.00	0.00	12.29	11.79	11.61	39.24
40	Tony Hart	9.35	0.00	0.00	12.36	14.59	0.00	36.30
41	Pete Spencer	0.00	7.35	8.61	8.71	0.00	11.36	36.03
42	Russell Thorpe	8.26	15.80	8.40	0.00	0.00	0.00	32.46
43	David Spaul	0.00	14.90	15.22	0.00	0.00	0.00	30.12
44	Morgan Jenkins	0.00	14.13	14.42	0.00	0.00	0.00	28.55
45	John Atkinson	0.00	0.00	0.00	13.48	14.11	0.00	27.59
46	Steve Owen	11.19	0.00	16.00	0.00	0.00	0.00	27.19
47	Amy Tomlin F	0.00	11.46	12.06	0.00	0.00	0.00	23.52
47	Steven Kirkley	0.00	11.56	0.00	11.96	0.00	0.00	23.52
48	Paul Gibson	0.00	6.66	7.86	0.00	0.00	8.14	22.66
49	Rachel Atkinson F	0.00	0.00	10.30	11.23	0.00	0.00	21.53
50	Alex Miles	4.17	9.63	0.00	0.00	0.00	7.28	21.08
51	Lynn Owen F	6.77	0.00	12.26	0.00	0.00	0.00	19.03
52	George Bleasdale	0.00	0.00	14.81	0.00	0.00	0.00	14.81
53	Haydn Spedding	0.00	0.00	0.00	0.00	14.56	0.00	14.56
54	Del Liversidge	0.00	13.70	0.00	0.00	0.00	0.00	13.70
55	Natasha Forret F	0.00	0.00	0.00	4.30	3.88	5.30	13.48
56	Simon Bailey	0.00	0.00	12.78	0.00	0.00	0.00	12.78
57	Andrew Forret	0.00	0.00	0.00	2.61	4.15	4.03	10.79
58	Janet Ford F	0.00	0.00	0.00	1.71	0.00	3.69	5.40
59	Don Burt	0.00	0.00	0.00	0.00	2.91	0.00	2.91
60	Graham Tabor	0.00	0.00	2.73	0.00	0.00	0.00	2.73
61	Ruth Atkinson F	0.00	0.00	0.00	0.00	1.74	0.00	1.74
62	Allan Staniforth	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### FTD Championship Position after 6 Rounds

Pos	Name	R1	R2	R3	R4	R5	R6	Total
1	Dave Banner	9	10	10	10	10	10	59
2	John Chacksfield	8	9	0	9	9	9	44
3	David Grey	7	6	8	7	8	7	43
4	Iain Davidson	5	7	4	6	6	5	33
5	Clive Lightburn	4	5	5	5	7	6	32
6	Peter Hamilton	6	0	0	8	0	8	22
7	Steve Owen	10	0	9	0	0	0	19
8	Graham Smith	1	2	3	4	5	3	18
9	Morgan Jenkins	0	8	6	0	0	0	14
10	Les Procter	1	4	0	3	3	2	13
11	Jim Naylor	2	0	0	2	4	0	8
12	George Bleasdale	0	0	7	0	0	0	7
13	David Farrer	0	0	0	1	1	4	6
14	Amy Tomlin F	0	3	2	0	0	0	5
15	Philip Beadhall	0	1	0	0	2	1	4
15	Lynn Owen F	3	0	1	0	0	0	4

# TRACK MAP



# HILL RECORDS



The first Harewood meeting took place on 16 September 1962. Shown below are the course records for the original (short – 1006 metre) course, which started near the exit of Chippys bend and the current (long – 1448 metre) course.

## Short course

16.9.62	Tony Lanfranchi	Elva Mk6	51.61
21.4.63	Keith Schellenberg	Lister	49.79
8.9.63	Peter Boshier-Jones	Lotus 22	46.72
25.5.64	Tony Marsh	Marsh Special	45.16
13.9.64	Peter Westbury	Ferguson P99	44.45
10.9.67	Tony Marsh	Marsh Buick	42.94
16.6.68	Peter Lawson	BRM 4WD	42.86
15.9.68	Peter Lawson	BRM 4WD	41.43
19.4.70	Nick Williamson	McLaren M10A	40.25
11.9.71	David Hepworth	Hepworth FF	40.10
12.9.71	Roy Lane	McLaren M10B	39.57
10.9.72	Mike McDowell	Brabham BT36X	39.14
24.9.72	Richard Thwaites	McLaren M10A	38.47
31.7.77	Roy Lane	March 741 DFV	38.41
17.9.78	Chris Cramer	March 76A Ford	38.39
13.5.79	Peter Kaye	Pilbeam MP31 DFV	38.18
1.9.79	Chris Cramer	March 782 Hart	38.04
13.4.80	Martyn Griffiths	Pilbeam MP40	37.79
1.6.80	Chris Cramer	March 782 Hart	37.46
12.7.81	Jim Thomson	Pilbeam MP40	36.72
16.5.82	Jim Thomson	Pilbeam MP40	36.64
11.7.82	Martin Bolsover	Pilbeam MP50	36.42
19.9.82	Martin Bolsover	Pilbeam MP50	36.28
10.7.83	Martin Bolsover	Pilbeam MP50	36.12
29.9.85	Ray Rowan	Toleman TG2/80	35.68
20.7.86	Ray Rowan	Toleman TG2/80	35.44

## Long course

16.5.92	Paul Rendle	Chevron B49	59.90
17.5.92	Chris Seaman	Brabham BT30	56.91
14.6.92	Roy Lane	Pilbeam MP58	53.28
17.7.94	David Grace	Pilbeam MP58	53.15
9.7.95	Andy Priaux	Pilbeam MP58	51.74
11.5.03	Adam Fleetwood	Gould GR55	51.12
6.7.03	Adam Fleetwood	Gould GR55	50.67
16.5.04	Adam Fleetwood	Gould GR55	50.29
3.7.05	Martin Groves	Gould GR55	49.84
2.7.06	Scott Moran	Gould GR61X	49.19

## Ladies Hill Record

28.8.05	Sarah Cordingley	OMS 2000M	55.58
2.7.06	Sandra Tomlin	Pilbeam MP72	54.32





## 2009 Calendar



Practice Day	March 29
Spring National	April 12
Harewood Open	May 9
May MSA Championship	May 10
Classic & Vintage	June 6
Jim Thomson	June 7
MSA Championship	July 4/5
TBC	August 2
Montague Burton Trophy	August 3
Summer Championship	August 30
Greenwood Cup	September 19
Mike Wilson Memorial	September 20

see our website for pre-event information,  
meeting results and reports.

You will also find a great selection of photographs, video clips, history,  
how to start competing, links to our sponsors websites,  
event regulations, entry forms and much more

# NEW PHOTO PRODUCTS!

Have your racing image printed on the following products:

## T-Shirt\*



(sizes small to XXXL)

£19.99 each

## 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

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

# 077913 84178

**HEDWARD**  
**SPORTS**  
PHOTOGRAPHY



*CONGRATULATIONS!*

*to*

*Scott Moran*

*2008*

*British Hillclimb Champion*