

Harewood



Speed
Hillclimb

Yorkshire Centre

Times

Issue 121, February 2009



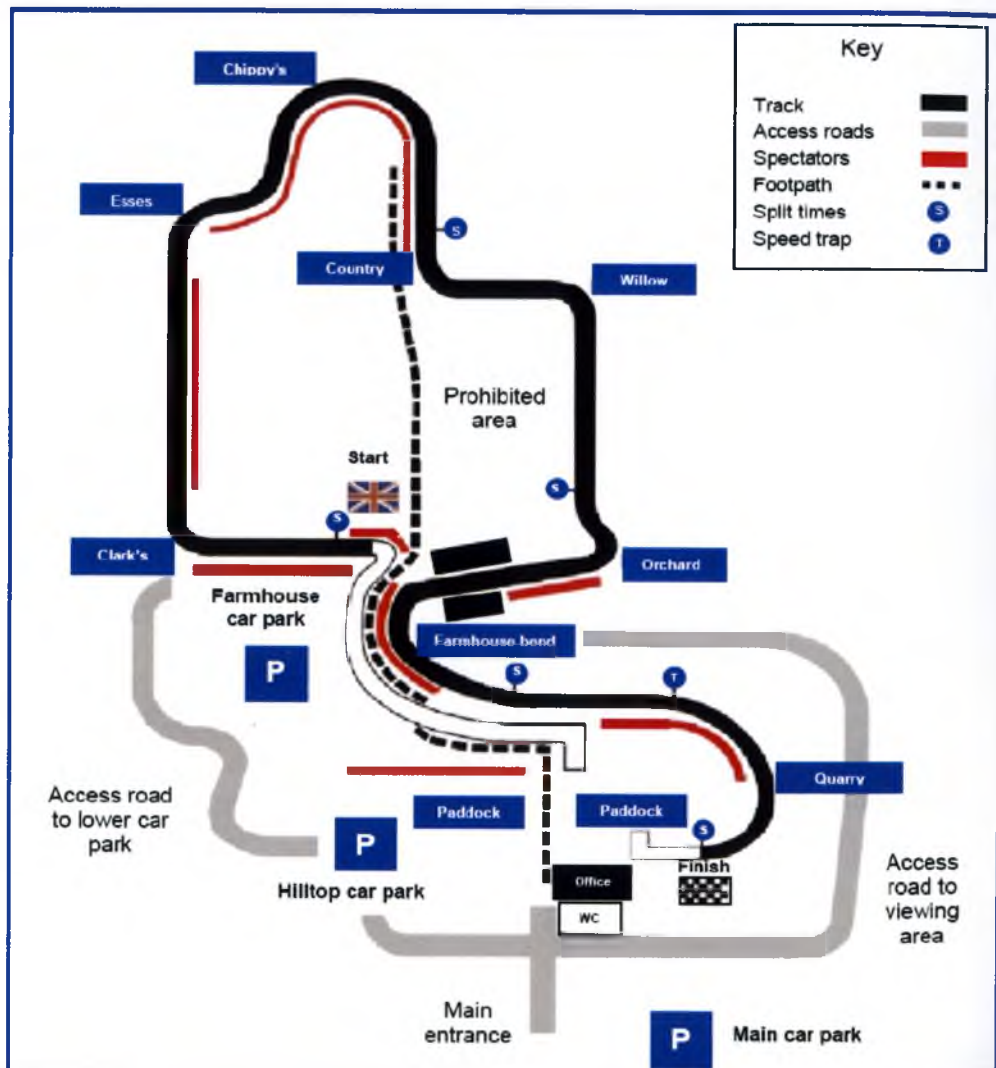
www.harewoodhill.co.uk

Harewood



Speed Hillclimb

The Track



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
Harewood Marketing Team 2009	Page 5
F1—Dastle be the Day	Page 6
BARC Yorkshire Centre AGM	Page 8
Cars for Sale	Page 9
For Sale	Page 10
Lake Harewood	Page 11
BARC Annual Awards Dinner	Page 12
Harewood Speed Hillclimb Driving School	Page 14
Ladies Day	Page 19
Blast from the Past	Page 20
Letters/Obituaries	Page 21
2009 Calendar	Page 23

*Cover photo—Dale Cordingley in his Radical Prosport
Photo by Hedward Photography*

Chairmans letter

I hope you all had a good Christmas and wish you all the best for 2009.

The 2009 Regulations Booklet is now available. You will see a few changes for the new season, starting with a new look created by our marketing team as part of a series of initiatives to improve our appeal to spectators and sponsors.

Our calendar has changed slightly for this year. The May Sunday MSA round no longer counts for the Harewood Championship. To replace this we have added a new event to the Harewood calendar - Saturday 1st August. The Classic and Vintage meeting will now run on Sunday 7th June with the Jim Thomson moving to Saturday 6th June - hopefully meaning that our championship runners will avoid the oil spills from the vintage cars!

Classes remain unchanged for this year although the MSA is imposing changes for 2010 - we are still hoping to be able to retain our existing classes within this new classification. We do propose to stop merging classes, again this is necessary to comply with MSA regulations.

Finally we have increased the

entry fee slightly after holding them for 2 years. The increase of £2 was below the rate of inflation at the time of the decision but things have changed since then! We are still one of if not the, cheapest entry on the national hillclimb circuit and free camping too!

We hope to be able to continue giving you good value and have invested time and money over the winter on a host of other things, including significant investment in drainage, reprofiling the Quarry gravel trap to improve safety, improvements to the results service and we hope to introduce on-line entries during the year. Please let me know if you like or don't like the changes or anything else at Harewood - nothing is beyond review!

I hope to see you at Harewood this season and wish you all the best for an enjoyable and successful season..

Tim



Harewood Marketing Team 2009

For 2009 a brand new Marketing Team has taken on the duties of promoting Harewood Hillclimb. Members of the team from previous years have decided that it is time for them to move on and explore other avenues; a new team also presents a fresh approach to the marketing ideas and techniques used to get the best for our Hillclimb.

The new members are as follows:

Andy Sherratt
Chris Brooks
Craig Senior
David Kirk
James Kerr
John Simons
Leanne Fahy
Richard Vaughan

Each of the above has had some form of involvement with Harewood Hillclimb, from marshalling to competing, with some members having experience within the marketing and public relations field. Therefore demonstrating the level of knowledge and skill the team can bring to the venue.

At the moment, we are working hard to secure sponsors for the year ahead, and also working on extra activities for certain events to attract spectators. We would like to make Harewood Hillclimb a great day out for the whole family, not just those interested in motorsport and cars.

All in all, we are very excited about the year ahead and eager to put our plans into action.

Leanne Fahy

www.harewoodhill.co.uk

F1 - Dastle be the day by Richard Vaughan



For me 1977 was a pivotal year in my life. My aspirations to cut myself a career in Formula 1 took their first faltering steps when I purchased a Dastle Formula Ford racing car. Bad move – failure to sit in the car prior to purchase saw my 6-3” lanky frame struggling to come to terms with the shortest Formula Ford ever built. Space was so tight the front bodywork lifted on the end of my toes under braking! The car was bought as a rolling chassis project and the trials and tribulations of completing the build is a story on it's own and much too long to go into here. I completed the build and started my racing career. I can tell you quite unashamedly that I didn't instil any fear at all into the Formula Ford establishment of the time. Quite the opposite in fact, my first trophy was won in my very first race at Croft.

Loosing a race long duel saw me finish a resounding last in the final race at the last ever meeting on the old circuit. I had the last laugh though - a wonderful commemorative trophy and a half column with picture in Autosport!

The eighties brought regular forays into Formula Ford (with the Dastle), Formula Ford 2000 with a Lola T580 and sporadic outings in various MG Midgets. My burgeoning career eventually faded away as I retired(temporarily) and settled into married life and a mortgage. Marrying Gill, raising our two boys Matt and Tom and building a career as a Marketing Manager with Thorite the Compressed Air Specialists (plug) filled my spare time for some years.

Fast forwarding, if memory serves me, to the year 2001. On a summer afternoon in July I found myself at Harewood standing on the bank at Farmhouse bend. Suddenly the air was shattered by the unmistakable sound of a 4 cylinder Suzuki bike engine at full chat. Scorching out from between the farm buildings emerged not one of Steve Owen's glorious OMS creations, but my old friend the Dastle. Now featuring a full set of front and rear aerofoils and wearing slick shod alloy wheels it did look somewhat different from my last recollections. However I still could not have mistaken that stubby little chassis I had crammed my frame into so painfully all those years before. A quick chat with the guys from Maclan Engineering in the paddock confirmed that this was in fact my old car. It had been converted by them and was re-christened the Maclan Special. The memories came flooding back of my youth-full high speed aspirations and I realised I had the “Bug” again.

Chatting with the Maclan boys and others in the paddock convinced me that I would really enjoy a crack at Speed Hillclimbing. But what car to use?

Having built and owned a Westfield in pre-litigation guise and having always had great admiration for the wonderful simplicity of Colin Chapman's original design I opted for a Seven. I have a keen interest in the engineering side of motorsport as well as the driving and it appealed to me to build a car from “scratch”. Also building from a kit again seemed too easy especially once I had read an inspirational book by Ron Champion called “ Build Your Own Sportscar for Under £250” Who's he kidding? The £250 just about covered the expense of getting the car through it's SVA test! However after 3 hard years of blood, sweat and near divorce(another story) my Locost Hillclimber finally rolled out of the garage and onto the Hill. Since then I have enjoyed 4 seasons of truly superb speed hillclimbing. I've still not set the motorsport world on fire, but as I'm now into my mid 50's hopes of a Grand Prix career are long gone, not to mention my driving skills and re-actions.

The Locost is a work in progress and sees it's greatest change this season as the venerable old 110 bhp Ford XR2 CVH engine is being replaced by a mighty Vauxhall "Red Top" 2 litre twin cam with almost 200bhp. Of course this means I'll be moving up from Class 4 to Class 5, but as I never really gave young Henry(Moorhouse) a fright I doubt Simon Green will be quivering in his boots at the thought of me challenging him and his Westy!



I have enjoyed my involvement with Harewood Hillclimb so much over the recent past that when an opportunity arose to "put something back into the sport" I could not resist. At the last Drivers Forum in November 2008, Tim (BARC Yorkshire Chairman) Wilson made a request for volunteers to join the Harewood Marketing Team. Never being one to resist a challenge I duly stepped forward and presented my credentials. 24 hours later an e mail from Marketing Team Chief Guru "Radical Dale" Cordingley confirmed I was in. The other members of the team are a great bunch from a both sides of the barrier: competing and marshalling. The mix of professional expertise is also quite diverse but very relevant with backgrounds from PR, Marketing and IT. Our Brainstorming sessions have produced what I believe to be the most radical and exciting changes for the Hill in the recent past. I'm sure as the season opens these will become apparent and Dale will be covering these in an article of his own so I won't steal his thunder here.

So here's looking forward to Harewood 2009. I'm attempting to enter most, if not all meetings this season and hence I'll always be knocking around the paddock somewhere. Stop me for a chat or better still if you have any ideas for promotion or marketing we're constantly on the lookout for ideas to improve our sport.

Good luck

Richard

This is the first in a series of articles on people involved with Harewood Speed Hillclimb. If you would like to tell us your story on how you got involved, or any other contribution to a future issue, please contact Jackie Wilson entries@harewood-hill.co.uk

Ed

THE BRITISH AUTOMOBILE RACING CLUB (YORKSHIRE CENTRE) ANNUAL GENERAL MEETING APRIL 6th 2009

Notice is hereby given that the Annual General Meeting of the British Automobile Racing Club Yorkshire Centre will be held at the Parkway Hotel, Otley Road, Leeds, on the 6th April 2009 at 7 30pm

By order of the Committee
John M English
Hon Secretary

AGENDA

- 1) To receive and adopt the minutes of the Annual General Meeting held on 7th April 2008
- 2) To receive the reports of: -
 - a) The Hon Secretary
 - b) The Hon Treasurer
 - c) The Hon Competitions Secretary
 - d) The Chairman
- 3 To receive and adopt the accounts for 2008
- 4 To appoint the auditors
- 5 To elect Officers and Committee for 2009/2010 -
 - a) Officers
 - b) The requisite number of committee members
- 6 To transact any other format business which may properly be dealt with at an Annual General Meeting of the Centre.

NOTE

Under item 6 on the Agenda, time is given for discussion on any other business members may wish to raise. It is helpful, particularly where explanations or answers, which will require reference to Centre records, advance notice can be given.

OFFICIALS FOR THE YEAR 2008/2009

OFFICERS (Who retire)

Hon Treasurer D Burt

Hon Secretary' J M English

COMMITTEE MEMBERS (Who retire by rotation)

S Broscombe, D H Cordingley, D Dalrymple

In accordance with Article 39 of the Memorandum and Articles of Association of the British Automobile Racing Club Limited, the Yorkshire Centre Committee makes the nominations for Officers for the following year.

The following nominations have been made for 2009/2010

OFFICERS

Hon Treasurer D Burt

Hon Secretary J M English

COMMITTEE

The following have indicated their willingness to stand for re-election

S Broscombe (nominated by the Committee)

D Dalrymple (nominated by the Committee)

Including these nominations there are a total of three vacancies for Committee members and nominations for candidates are invited. All nominations must be made in writing, with the knowledge and consent of the nominee and must be duly proposed and seconded by two members of the Centre.

Nominations should be sent to the Hon Secretary J M English, 32 Farfield Avenue, Knaresborough, HG5 8HB to reach him by or on the morning of 20th March 2009

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*

2003 LOTUS ELISE

Double Championship 2008 winning car
for full details and spec.

Tel: Bobby Fryers 01535 637548

or

Mark Teale 01535 635665

FOR SALE

CI Carioca 705 2007, 5 berth motorhome



Superb condition. No children, pets or smokers. First registered in April 2007 (07 plate), based on the new 2.3 turbo diesel 130 bhp Fiat Ducato chassis with around 5,300 miles. Fully serviced chassis and habitation.

4 full seat belts. Large comfortable lounge area and good sized kitchen with full cooker and fridge. Very large overcab bed. On board fresh and waste water tanks. Toilet and shower. Blown air heating.

Extras include tow bar, Thatcham Cat 1 alarm, Flamma dual bike rack, rear view camera, Status TV aerial plus external aerial point, Kenwood radio/CD player, extra reading lights and tailored cover. Taxed until Mar 2009.

This motorhome now retails new at over £35k as equipped. See the 2007 brochure at www.ci-motorhomes.co.uk for full spec. Outstanding value at £26,500.

Contact Dale Cordingley on 01943 874183 (h) or 07802 217353 (m) or by email at dale.cordingley@btinternet.com for more photos



***Lake Harewood—Winter 2007
photos by Michael Kempley***



Harewood Annual Awards Dinner & Prize Presentation

2008



A few of our award winners and guests



HAREWOOD SPEED HILLCLIMB DRIVERS SCHOOL

THE FIRST TEN YEARS

by Peter Herbert

Shoot me down in flames, call me irresponsible, but in my opinion, for what its worth, which may of course not be much, the Harewood Speed Hillclimb Drivers School is the best speed hillclimb school in the country. No, make that the world.

I say this knowing that there are only three other such schools in the UK, and to the best of my knowledge none elsewhere on the globe. But I say it mainly because the Harewood School has the longest course, instructors dedicated enough to actually ride with pupils, and to irritate Jim Robinson.

Jim is chief instructor at the Shelsley Walsh Speed Hillclimb and Curborough Sprint Schools, and is a fine driver and excellent chap. However, he recently wrote in MAC News, the magazine of the Midland Automobile Club, that at Shelsley he had the best set of instructors of any hillclimb school. Now in Martin Groves, a triple British Hillclimb Champion, Simon Durling and Chris Merrick, Jim has indeed three of the best big banger pilots in the realm, but that does not necessarily make them the best instructors, or does it?



Pupils await yet another solo run up Harewoods challenging course on a fine May day

The Harewood school opened for business on Sunday 22 March 1998 with a group of invited students to test the school's approach prior to paying pupils being enrolled. Since then activities have taken place on Thursdays, and on average four open schools a year have been held, plus advanced schools for former pupils, and corporate days, which have included some for one make motor clubs. From day one the school's unique feature has been in-car instruction in an effort to combine the best of race and hillclimb school techniques.

The instruction team has altered little during the school's life, although inevitably there have been some changes. Five times British Champion David Grace was the school's first Chief Instructor, and his combination of driving talent and wry wit were compelling. However, pressure of work eventually prevented "Young Mr Grace" continuing, to be replaced by bon

viveur and raconteur Simon Clark, an accomplished wheelman who would never let work get in the way of a spot of shooting, fishing or motor sport.

Former hill FTD Champion and airline pilot James Blackmore, classic and vintage car enthusiast John Green, past Harewood Champion Richard Hargreaves, and the ebullient Brian Kenyon have all instructed and moved on, the latter, it is said, to a new career in television as "The Stig". Some say that he has invented a revolutionary method of removing red wine from cat fur, others that he can wear out any car before it reaches its first birthday. All we know is that, when the wind is blowing in the right direction off the Nidd, his gentle Sheffield tones can be heard across the paddock whispering the words "Those lines were crap, Sunshine."

Patriarch of the school is Don Burt, conductor of a variety of weird and wonderful hillclimb cars, and it is he, assisted by the videoing talents of Ian Maddison, who scores pupils on their precision of line through Harewood's many and various corners.

Of the current team of instructors who toil under the leadership of Mr Clark, Chris Seaman is perhaps the most senior in terms of experience. This jolly and most enthusiastic of coves is a past winner of the BARC Castrol Championship, precursor to the current Leaders series, and a former Harewood FTD title holder. The punctilious Roger Kilty is a former Harewood and multiple national sprint champion, ex Formula 3000 racer and now "historic" rally driver. Tim Wilson, our plucky Centre Chairman, is a former hill FTD Champion and a British series regular who frequently persuades his 1400cc OMS into Top Twelve Run-Offs; Dave Banner has won both the Harewood Hill and FTD Championships and is a most determined 1100cc OMS protagonist; Mike Geen is yet another former hill champ with the unique distinction of having crossed the Stockton Farm finish line on his Peugeot's roof; Richard Spedding is a very talented former kart racer, occasional Ford touring car test driver, and about to make the unlikely move from father Hayden's E Type Jaguar to a Force single seater; while finally there is me. School scribe, a former Harewood Champion with both race and rally experience, and possibly the only British driver to have hillclimbed in Slovakia.



School Administrator is Jackie Wilson, wife of Tim. And a full compliment of very experienced marshals is always present.

So between us we have hundreds of years of experience right up to international level in a number of motor sport disciplines, at many venues, and in several countries. However,

Bruce Woodhead keeps a watchful eye on the antics of school pupils.

even more important than being able to keep a car on a track at some speed, we all share a love of hillclimbing and a desire to help others do the same. Whether it is a convivial day out in the country on an unrestricted road, or a desire to find that elusive class winning pace, we can help, pitching our tuition to suit a pupil's aspirations and needs. We take the sport and its safety seriously, but not ourselves, and no question is too dumb for us to try to answer. But most of all, the school is all about a bunch of petrol heads having fun in the company of those similarly afflicted.

Over the years we have instructed everyone from antique dealers to zoologists, farmers to university lecturers, and mechanics to house wives, in vehicles ranging from an Astramax diesel van to a small block V8 Chevrolet engined Ultima, Peugeot 106 to Gemballa Porsche 911, and Citroen 2CV to Lamborghini Murcilago. However, it is the driver we concentrate on rather than the car, and our Driver of The Day has just as frequently been at the wheel of a modest Polo as at the helm of a Ferrari. Take a bow Nick Wilson.

2008 Driver of The Year was, perhaps unsurprisingly, Karl Jackson, who also successfully defended his 2007 Harewood Hillclimb Championship. Using both his Mitsubishi Evo competition weapon and Porsche 911 GT3 road car, Karl demonstrated conclusively that even someone as accomplished as he can still benefit from tuition, as his ever improving times have proved. Out of a maximum of 100, points are scored at the rate of up to 70 from corner observation, and up to 30 from in-car assessment, and Karl's impressive 90, set in the Porsche at the April school, was not surpassed all year. Of those who came closest, Neil Colls in an Audi A3 and Gerraint Evans in a Porsche 911 scored 86, Mini driver Adam Greenwood managed 85, and Simon Butterworth scored 83 in a Porsche Boxter. Among the more experienced competitors who attended last year's school were Mrs OMS Lynn Owen, big (car not lady) single seater pilote Sandra Tomlin, Roger and Scott Moran's spannerman Dave Wilson, and veteran hillclimber Basil Pitt.



Beauty & The Beast—BBC Yorkshire's Nicola Rees about to take Chief Instructor Clark out for a ride (oo er missus)

In the past we have been honoured by the presence of a BBC TV film crew a presenter who was particularly easy on the eye, the Venerable Allan Staniforth, and many class front runners such as Bob and Michael Bellerby, Les Proctor, Sarah Cordingley and Ronnie Clayton. All have benefited.

Harewood is a long, by British standards, and technical course, where tuition can pay real dividends as the quickest



Porker being given plenty out of Farmhouse

lines are not always the most obvious. By sitting with pupils we can advise regarding driving position and use of controls, and it is most informative that many do not hold a steering wheel properly, nor have an understanding of weight transfer in a car.

Some think Harewood instructors unwisely brave, foolhardy, or both to sit beside a potential psychopath, to whom we have just been intro-

duced, as they conduct an often very quick car up an unfamiliar and narrow band of tarmac. But that is what it takes, in the school's view, to properly coach drivers, and in general pupils respond well to that level of attention and drive accordingly. We never patronise nor undermine drivers, but try to guide them towards the level of achievement they are looking for. We also reserve the right to refuse to sit beside the serial loony.

As already mentioned, some see the exercise as no more than a fun day, as they would shooting or golfing, and this we respect, ensuring that they at least leave Stockton Farm with a greater understanding of both their car and the way it can be driven. For the more serious students, particularly those about to enter the sport of speed hillclimbing for the first time, we can go into matters in more depth. The right mental approach, optimum lines for the carrying of speed through curves and that vital early application of power, and even some guidance as to choice of car and its basic setup.

The taking of instruction is second nature for those engaged in most sporting activities, and gradually its benefit to hillclimbers is being appreciated. Feedback is always encouraged and, where practical, acted upon. However, despite constant requests, we cannot time proceedings as that would constitute a competition and this is not what the school is all about. Similarly, we are unable to control the weather, nor provide "grid girls". Although I do believe that we now have a better cheese knife (school joke). But what we can guarantee is a wonderful and instructive day out, away from the pressures of a full-on hillclimb meeting, on a fascinating course set in picturesque countryside, amongst friendly and frequently amusing people who just love motor cars.

So, if Carlsberg ran a speed hillclimb school, it would be this one.



Our happy band of School Marshals

2009 School dates

2nd April

30th April

25th June

23rd July

plus

Ladies only Marie Curie day

13th August

Marie Curie
Cancer Care



Devoted to Life

On 13 August 2009 there is a special Ladies Driving School day at Harewood where all proceeds will go to Marie Curie Cancer Care.

All parties are giving their services free to ensure that all income will go to Marie Curie.

Anyone interested in taking part needs to register and pay a £25 deposit which will go to Marie Curie.

Upon registration a "donation" pack will be sent and once this is returned with a minimum £200 pledge to Marie Curie a place at the school will be allocated.

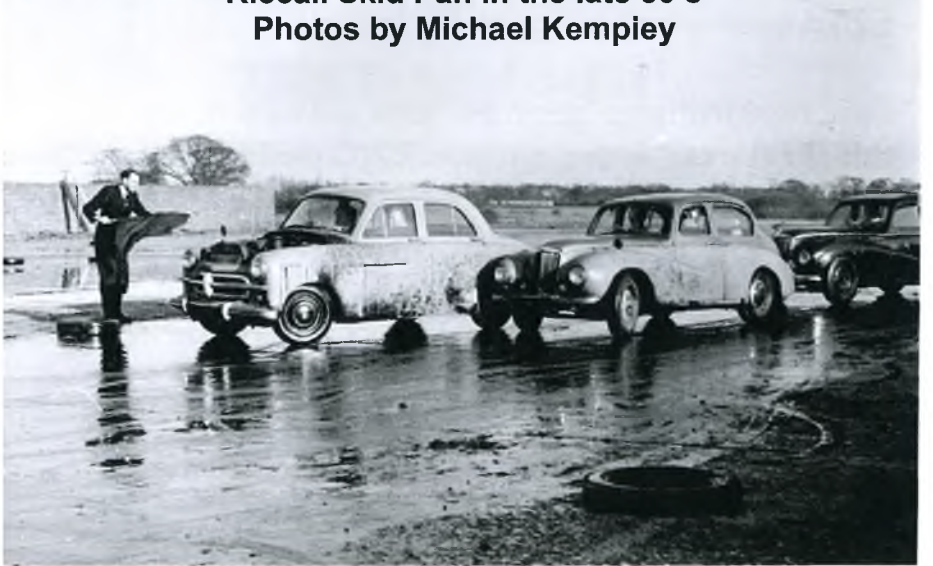
Bookings for driving schools fill fast and as there are only 30 places at each school, please don't delay securing your place.

**If you would like to book please contact
Jackie Wilson on 01423 339062
or email school@harewood-hill.co.uk**

Blast from the past.....



**BARC Yorkshire Centre Club Night at
Riccall Skid Pan in the late 50's
Photos by Michael Kempiey**



OBITUARIES

GEORGE SWINBURN

Sadly, George passed away in October 2008.

I feel sure that some of our 'older' members will remember him driving up Harewood in his Escort in the 1980's.

Our condolences to all his friends and family

Pat & Brian Kenyon

Ed,

Yes I certainly remember George Swinbourne who was a very nice amiable guy and was sorry to hear that he had died. He ran a Ford Escort RS in class 3 from approx late 1970's to late '80's, he was a good driver and was successful in many Harewoods etc.

Tony Bancroft

NORMAN BAGUELY

Jim Johnstone has informed BARC Yorkshire Centre of the death of Norman Baguely on Saturday 10th January 2009. Our condolences go to his wife Pamela.

Ed



*Photograph of the old Control Bus from Harewood, which is now at the Yorkshire Air Museum, being restored to its original state as an aircrew transport bus
photo by John English*

Ed,

I remember that George competed in Touring Cars Class 3 of that time in a black Ford Escort RS something and was regularly at the head of the class and sometime class record holder. He came from Shaw in Lancashire and I would think that the Lancashire sprinters (Longton and District for example) will have more information. I just remember him as a plain speaking Lancastrian with no airs or graces and just very fast in what looked to be a very ordinary car.

Tim Smith

Secretary of the Meeting and Entries Secretary for Harewood for part of the 80's

CONGRATULATIONS

Congratulations to Chris Seaman who has been awarded the Derek Clark Memorial Trophy for 2008.

Chris has been a member of BARC since the late 1960's and has been on the Yorkshire Centre committee for over 30 years.

He has also been Competition Secretary for well over 20 years, a job that takes all of Chris's tact and diplomacy.

A well deserved award.

Pat & Brian Kenyon

Editor—Jackie Wilson

Contact email addresses

Tim Wilson, Chairman - chairman@harewood-hill.co.uk

John English, Club Secretary - clubsec@harewood-hill.co.uk

Jackie Wilson, Entries Secretary - entries@harewood-hill.co.uk

Chris Seaman, Competitions Secretary - compsec@harewood-hill.co.uk

Mike Shorley, Chief Marshal - chiefmarshal@harewood-hill.co.uk

Richard Vaughan, Marketing - marketing@harewood-hill.co.uk

Driving school (Jackie Wilson) - school@harewood-hill.co.uk

Articles for publication always welcome

Projects, restorations, YC members attending other events etc.

Snippets, gossip and anything else of interest

Next copy date 20th April 2009

HAREWOOD NEEDS YOU!

**DO YOU HAVE SKILLS OR
KNOWLEDGE THAT COULD BE USEFUL
TO THE CLUB?**

WOULD YOU BE WILLING TO GIVE ADVICE?

**PLEASE CONTACT A MEMBER OF THE
COMMITTEE**

Harewood



Speed
Hillclimb

2009

Event Dates

29 March	Practice Day
2 April	Hillclimb Driving School
12 April	Spring National Hillclimb
30 April	Hillclimb Driving School
9 May	May Open Hillclimb
10 May	May British Championship Hillclimb
6 June	Jim Thomson Hillclimb
7 June	Classic & Vintage Hillclimb
25 June	Hillclimb Driving School
4/5 July	British Championship Hillclimb
23 July	Hillclimb Driving School
1 August	The Yorkshire Speed Hillclimb
2 August	Montague Burton Hillclimb
13 August	Ladies Hillclimb Driving School (in aid of Marie Curie Cancer)
30 August	Summer Championship Hillclimb
19 September	Greenwood Cup Hillclimb
20 September	Mike Wilson Memorial Hillclimb



www.harewoodhill.co.uk



FANCY HAVING A GO?
Try the Harewood Driving School

Take driving to the next level and challenge yourself on the Harewood track at one of our Driving School days

Classroom tuition, fully qualified instructors, video coverage with refreshments and lunch are all provided.

For more information visit

www.harewoodhill.co.uk

Or contact Jackie Wilson

Tel: 01423 339062 - Email: school@harewood-hill.co.uk