

Harewood



Speed
Hillclimb

Yorkshire Centre

Times

Issue 122 - May 2009



Driver: Paul Martin
Photography by Full Frame Photographic



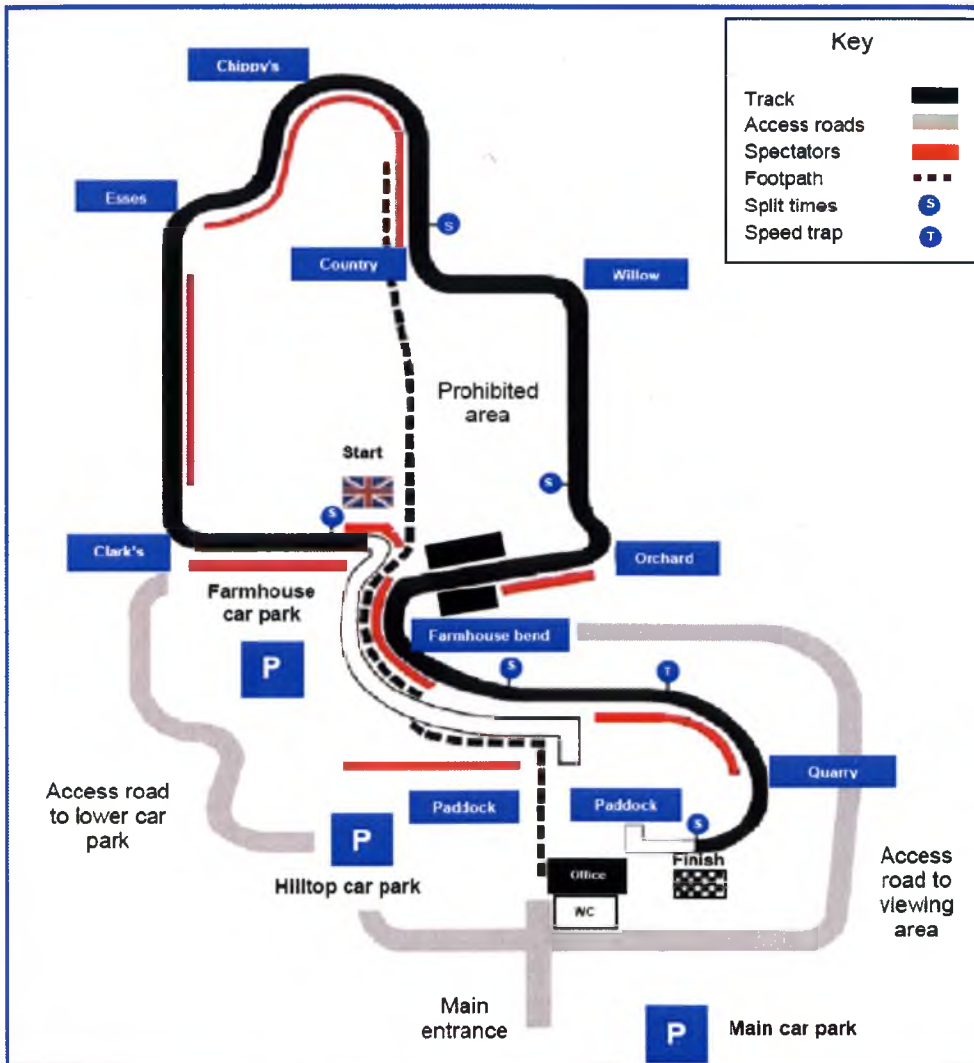
www.harewoodhill.co.uk

Harewood



Speed Hillclimb

The Track



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Cover photo—Paul Martin current leader of the Oms Racing Harewood Speed Hillclimb Championship—photo by Full Frame Photographic

Chairman's letter

We are pleased to announce that *Oms* Racing will sponsor the Harewood *Speed* Hillclimb Championship this year.

Steve & Lynn Owen have been long time supporters of Harewood and the sports and racing car classes at Harewood are regularly dominated by an array of *Oms* cars. Many of our championship contenders do progress through the classes to single seaters (including myself) and *Oms* provide an affordable yet very competitive single seater in which to compete for FTD honours. We are delighted to have their support.

The Harewood *Speed* Hillclimb Championship is one of the best championships in the country and offers an opportunity for competitors to contest a series on an equal basis whether driving a saloon, sports car or racing car.

This weekend marks the 2nd round with a further 6 rounds to follow, still plenty of opportunity to amass a good points tally. As well as the overall championship (for the Glenn Garnett Trophy and £600), we run the FTD Award Series (for the Wilson Trophy and £300), and the Andreason Trophy for the best placed lady driver.

We hope that many of you will support the championship.

Tim

(Championship entry form on page 26)





Racing cars to suit every budget

- ⌘ Manufacturer of single seater and sports racing cars fro track, speed hill-climbing and sprint
- ⌘ Specialist fabrication and engineering facilities
- ⌘ Flat floor suspension set up
- ⌘ Shocker dyno analysis facilities
- ⌘ GRP and carbon fibre moulding



CONTACT Steve Owen, OMS Racing, 01423 325023

www.omsracing.co.uk

Chairman's Annual Report 2008/09 to AGM

The Yorkshire Centre activities were all based at Harewood Hillclimb and included a full calendar of events with 11 hillclimbs and 4 driving schools.

The events continue to be well supported by regular Harewood competitors as well as many invited clubs and championships. We successfully hosted two rounds of the MSA British Hillclimb Championship. The Classic & Vintage meeting is a recent addition to our calendar; this event was also very successful and is gaining in popularity. Such was the demand for events at Harewood that we have added another event to the calendar for this year.

We were pleased to secure a high profile sponsor for the Harewood Speed Hillclimb Championship. Harrogate Audi not only supported the series financially but entered a car at each event, giving 4 of its employees the chance to enter the sport.

The Hillclimb Driving School continues to be very popular, whether for newcomers to the sport or experienced competitors. Our dedicated team coached over 100 pupils on 4 school days last year.

Our marketing team continues to work hard to attract additional income from spectators and sponsors. Sponsor interest was good but unfortunately spectator income was hit by poor weather at 2 key events.

Our financial performance has again been good, although affected by a significant increase in rent paid to Harewood Hill Ltd for use of the venue and the loss of hired out days resulting from the increased hill fees. We do have some concerns about the effect of the economy on income over the next 2 years, with a possible decrease in sponsorship and entries from competitors. We will need to manage our costs carefully and promote our events to maintain competitor and spectator support.

We do however continue to invest in the site. Last winter we added tarmac access roads to the paddock, which proved invaluable when wet weather turned the paddock into a quagmire in April. This winter we have reprofiled the Quarry gravel trap to improve safety and are installing extensive drainage into the field use for camping and parking.

All this activity came about from the hard work of your Committee and numerous other individuals. We are fortunate to have the support of a dedicated team of volunteers who give their time to the running of the Club, organise and promote events, prepare and maintain the venue, and finally manage and marshal 'on-the-day'. I would like to thank them all personally for their support and, on your behalf, for helping to deliver another successful competition and financial performance for the Yorkshire Centre.

Tim Wilson

Chairman, BARC Yorkshire Centre

APOLOGY

In my most amusing and informative “Yorkshire Centre Times” Issue 121 article “Harewood Speed Hillclimb Drivers School – The First Ten Years”, I inadvertently caused deep hurt and offence to the Kenyon family, for which I sincerely apologise. This was pointed out to me during a chance encounter with the aforementioned happy couple at the recent “Race Retro” show at Stoneleigh, which this year was under new management, and did not quite live up to the high standards of previous years in respect of quality of content. But I digress.

In mentioning current School administrator Jackie Wilson, I inexcusably failed to explain that for the first nine years of the school’s life it was Pat Kenyon, long suffering wife of Brian, and Sprite driver to be reckoned with, who ran the school’s administrative function, and supplied exceedingly good biscuits, and occasionally cakes, for the delectation of the assembled throng.

I also rather hurtfully suggested of Brian Kenyon 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.” This was quite uncalled for and misleading. What I meant to write was “when the wind is blowing in the right direction off the **Wharfe**, his gentle Sheffield tones can be heard across the paddock whispering the words “Those lines were crap, Sunshine.”

I trust this has clarified the matter.

Peter Herbert

www.harewoodhill.co.uk

Chris Brooks Marketing Team Q/A Profile



Q Name

A *Chris Brooks*

Q Age

A *48*

Q Family

A *Long suffering wife; Ruth. Two daughters; Lauren aged 12 and Hayley aged 9*

Q Where do you live?

A *Ilkley, West Yorkshire*

Q Occupation

A *Managing Director and part owner of marketing and sales services company based in Skipton*

Q What do you do at Harewood?

A *I am on the Marketing team and I compete*

Q What got you involved?

A *A real love of motorsport and several visits as a spectator got me hooked. I decided I needed to compete and a maturing savings policy provided the fund for a year 2000 Lotus Elise*

Q What road car do you drive normally?

A *Company car - BMW 330d M Sport*

Q What car do you compete in (if competitor) or how would we recognise you if official/marshal?

A *Lotus Elise S1 - I have upgraded the brakes and am in the process of upgrading the suspension, wheels and tyres for the coming season*

Q What incident in life sticks in your mind?

A *The birth of my two daughters - neither were without incident!*

Q What gives you a buzz in life?

A *Building a number of successful businesses, developing employees to meet their full potential, driving fast*

Q What's your favourite driving music?

A *Chasing Cars by Snow Patrol*



Q Beer or wine?

A *Both*

Q Dogs or cats?

A *Dogs*

Q Car you most wish to own?

A *Dino 246GT*

Q Target time for Harewood in current car?

A *66 secs*

Q Most likely to say

A *Why are they all so much faster than me?*

Articles for publication always welcome

Projects, restorations, YC members attending other events etc.

Snippets, gossip and anything else of interest

Next copy date 15th June 2009

PLAYTIME IN THE SUN by John Moxham

Come on Boys & Girls – play time doesn't get much better than Practice Day on 29th March in the sun!!

A clean "green" track that came to us at the end, 13 or 14 runs available to all, glorious Harewood sunshine and even extra split times!! Having faced minus 6 degrees driving through Ilkley at 8.00am, I was pleasantly surprised at the more ambient temperature awaiting us at Stockton Farm. A mixture of 66 of the usual and some new faces attempted to blow the winter cobwebs away from both men and machines starting on the button at 10.00am.

Third car to go – Tony Hart's Renault 5GT Turbo – had the dubious honour of causing the first red flag of 2009 as it developed it's own type of KERS system between Country and Willow – cries of "mine's milk and 2 sugars" greeted the steaming mod-prod machine as it was towed away. The sunny day encouraged many drivers to test the limits (with no bad "offs" I'm glad to say) of both skill and mount.

Andrew Forret's ice blue Aston Martin V8 looked gloriously aggressive as it attempted opposite lock through Willow – very 007ish!!

Henry Moorhouse proved with 14 runs that a winter on his Play Station worked well – a rapid 63.86 was proof – although his attempted reverse entry into Quarry on run 5 probably took the prize for the most heart-stopping moment of the day.



Henry Moorhouse -
photo by Full Frame Photographic



Jolyon Harrison -
photo by Full Frame Photographic

Best car in the paddock had to be Jolyon Harrison's Brabham BT30 (you can tell the writer's age by this observation!) – his 10th run getting down to an excellent 66.68.

The usual clutch of "coughers" and "spitters" (that's Evos to you) were out with Wayne Sisson's Evo IX appearing to be the most dialed in.

Four Elises of various types and colours graced the Hill, Sarah Bosworth continuing her 2008 form by posting a competitive time of 67.84 – albeit over a second off last season's best – but at least she went over the line forwards this time!!



Wayne Sisson -
photo by Full Frame Photographic

Messrs. Geen (ex Harewood Champion) & Bellerby (Bob) shared the ex Craig Lawton Class 1 205. Bob – being 3 foot taller than Mike had some seat fitting problems – mainly caused by the fact that Mike fitted the seat to his own measurements!!!

Yours truly managed 13 runs (best value for £90 this year!!) getting close to my personal best – and I will accept that my run 9 time (some 4 seconds quicker than I have ever been up the hill) belonged to the “in your dreams” category.

Newcomer of the day (a Hillclimb virgin!!!) had to be James Hudson in his self-prepared Peugeot 205 getting down to 75.35 on his first outing – Well Done. The frightening thing for all us old timers is that he is only 16!!



Big thanks to all the Marshals and the Harewood team (especially for all their winter work) – for a day that was an excellent start to 2009.



**ENTRY LISTS AVAILABLE
ON OUR WEBSITE
www.harewoodhill.co.uk**

HAREWOOD SPEED HILLCLIMB DRIVERS SCHOOL

SCHOOL REPORT—EARLY SPRING TERM

by Peter Herbert

Thursday 2 April saw the first Harewood Speed Hillclimb Driving School of the year held in splendid conditions beneath a clear blue sky. Twenty nine aspiring wheelmen, and women, assembled in the barn classroom to be greeted by Chief Instructor Simon Clark, ably assisted at the blackboard by the lovely Don Burt; and after introductions and theoretical instruction pupils, split into six groups, were walked up the course by their mentors for the day. In addition to the ebullient Mr Clark, Mike Geen, Peter Herbert, Roger Kilty, and Richard Spedding were joined by the latest recruit to the instructing team, pace setting Peugeot protagonist James Kerr. All were ably supported by Harewood's magnificent men and woman in orange, without whom no such activities would be possible.

And then it was to the cars for first accompanied then solo runs, and a staggering range of vehicles had been assembled in a paddock supervised by Chris Seaman and David Dalrymple. These ranged from regular marshal Mike Parker's bog standard Nissan Micra to the 41/2 Litre 1929 Bentleys of Ian Jones and Tony Fryer. Another Harewood marshal sampling life on the scary side of the Armco was Westfield driver Paul Pocklington, taking the opportunity to both brush up on his lines and try out winter tweaks prior to a forthcoming Three Sisters outing.

An early problem was getting any instructor to fit the hot seat of fearless Ferrari fast lady Pauline Goodwin's 328, or perhaps they didn't want to. Eventually the sparrow-like Spedding was shoe horned in, and duly rewarded for his agility and bravery by two high speed Willow spins at the hands of his pilote.



Pauline Goodwin hits the Ferrari loud pedal as young Spedding hangs on tight.

Lunch, provided as usual by Simon's culinary sister Nicola, was followed by video evidence from the camera of Ian Maddison that, although some were yet to trouble all the apexes, in general the standard of driving was high.



Carlton Boyce gives the Range Rover some grief out of Farmhouse.

Everyone now settled down to an incident free afternoon of ascents, with the wastegate chattering Toyota Celica GT4 of Ian Smith, and Caterhams of Neil Gilby and Gary Frost setting the pace. The Clark Jaguar XK8, Herbert and Kilty Porsches 911 and Boxter, and Spedding Mondeo were pressed into service to carry pupils up the course to show how it should be done – or at least almost, and nobody was sick or too frightened, although one poor soul did remark that initially he



No he's still alive. Bentley Boy Tony Fryer attends to his fuel system.

thought he may be about to die. The diminutive and delightful Indi Fountain, who had made a last minute substitution of a Morgan for her more familiar trials Riley 9, was entranced by what could be done in a modern car up a narrow and climbing track; while despite having experienced the Daytona NASCAR school, where he had lapped at 162mph behind a pace car, Carlton Boyce found sitting beside a seasoned hillclimber deeply instructive and illuminating, perhaps due to the confined space within which we operate.

However, there had been mechanical casualties. Proving there is no such thing as a cheap Porsche, the shared 924S of Stephen Houghton and Adrian Winnard had stopped terminally on the hill; Carlton Boyce had retired the Porsche 911SC borrowed from generous father-in-law Roger Williams, himself taking part in a Morgan 4/4, with a big oil leak, only to later return to the fray in his elderly yet immaculate Range Rover; while the Fryer Bentley faltered until the fuel system was thoroughly cleaned.

A final instructor assessment run preceded the last late afternoon solo ascents, and then it was time for tea and biscuits, more video footage, Mr Clark's amusing yet informative final remarks, and certificate distribution, with marks being compiled by school administrator Jackie "I'm not the singer" Wilson.

Driver of the day with an 83% score was Lotus Elise devotee Paul Anderson, who had clearly benefited from the tutorage of debutee instructor Kerr.

A fine performance gentlemen.



Catherine Scott has a Mini Adventure.

Photos courtesy of Peter Herbert

So lots of fun was had by all, everyone appeared to go home happy and wiser, and now we await the next school on Thursday 30 April. If you fancy a great day out in the company of fellow petrol heads, and an opportunity to drive your car as fast as you like under controlled conditions, be there.

2009 School dates

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.

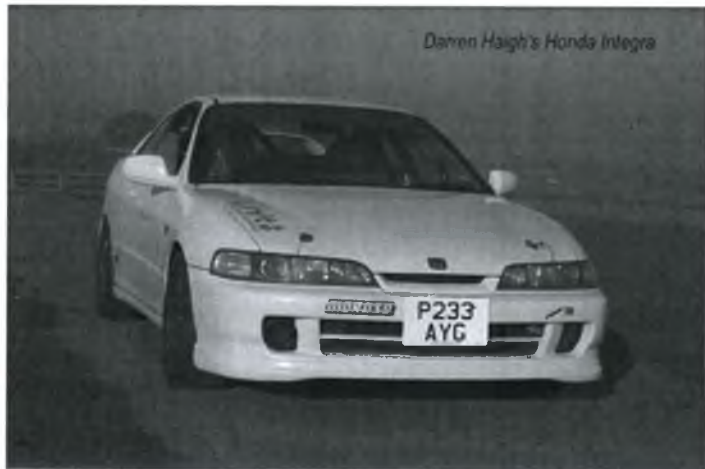
Upon registration a "donation" pack will be sent and once this is returned with a minimum £200 pledge to Marie Curie a place at the school will be allocated.

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

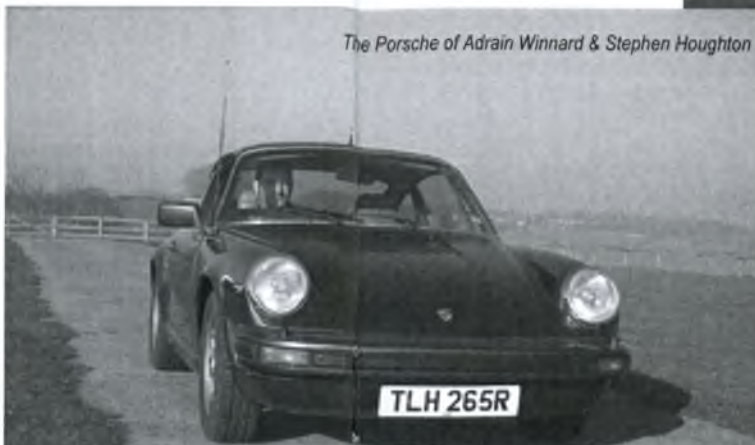
**If you would like to book please contact
Jackie Wilson on 01423 339062
or email school@harewood-hill.co.uk**

School photos courtesy of Phil Andrews

Darren Haigh's Honda Integra



The Porsche of Adrain Winnard & Stephen Houghton



Graham Barnfather's GTM



Ian Jones's Bentley



Neil Gibby's Caterham



Ian Smith's Toyota Celica



Anne Ballantyne's Vauxhall



Paul Pocklington's Westfield

SPRING NATIONAL REPORT by David Coulthard

It's hard to escape talk of 'The Credit Crunch' these days, and this report is, I'm afraid no different. With a maximum capacity of 150 cars, just over two thirds of that number actually made the start line for the Yorkshire Centre's first competitive event of the new season. The pattern had been set the previous day, when Longton's sprint at Three Sisters suffered a similarly low entry. Expensive hobbies, like speed eventing, are expendable luxuries when it comes to tightening belts. On the plus side, at least the competitors had plenty of space in the paddock.

A small Ginetta class got the meeting going, under bright skies. On the third timed run, the five litre G33 of Robert Pallett got to within half a second of the class winning one litre G17 Formula 4 single seater of Martin Jones. 64.21 the class winning time.



*Terry Pigott class record holder
Photo by Full Frame Photographic*

The MGs were next, so it's competition time. Rearrange the following words into a phrase well known to Rover K-Series engine owners: Gasket, Failure, Head. The prize is five litres of emulsified oil. The shared MG ZR of Helen Waddington and myself failed to appear, after 'The Curse' struck at Three Sisters, and the sun ain't gonna shine any more for the Walker Brothers (Nick and Andy), who's MGB V8 hit the Orchard Marshals post on the first practice run. Mark Pigott's MGB took an easy win in the Standard MG class, whilst the Modified class developed into a three way fight for supremacy. The Midget of Keith Egar was eventually third, having been pipped for second by the similar car of John Payne. However, Harewood regular Steve Irvine, and his highly developed MGB GT, took the class with his first timed run of 68.59. In the Specials, Terry Pigott in his BV8 recorded a 64.29, but was pushed all the way by the Midget of David Morrison.

As is the tradition, a reduced Class 1 got the ever popular Harewood classes underway, with Martin Rowe (Peugeot 106), taking a simple victory over the other two cars, on a 69.88. By contrast,

Class 2 was bulging at the seams, even if a few 'names' were missing. A Citroen C2 turbo diesel isn't the usual mount of the hillclimber, but that didn't stop Owen Cule having fun. The shared Bobby Fryers/Mark Teale 206 GTI overcame the power steering problems encountered the previous day at Three Sisters. Mark was the quicker driver, just slipping under seventy seconds for eighth place. Steve Mitchell's older 205 GTI was third after the first run, but slipped back to fifth at the end of the day, whilst David Sykes made steady improvement to take fourth in his similar car. This would have been third, had the Honda S2000 of Matt Carter not snatched that place away on the final run. However, it was the shared VW Polo of Richard Vale and David Sturdy which set the pace. David held the lead after the first and second runs, but then Richard went out and stole it away with a 67.60 climb. Spurred on, David hit the hill and set a new class record of 67.24 (a tenth under the old record), to finally take the prize. David and Richard now lie second and third respectively in the Harewood Championship.

Class 3 was also well stocked. The 360 Modena of Christian Mineeff set the fourth fastest time on his first climb of the day, whilst current Harewood Champion, Karl Jackson, could only manage third in class on a 63.67 in his EVO IX RS. Karl's occasional tormentor, Kenny Brookes and his EVO, got the upper hand on this day and took second place with 63.25. But both of Paul Martin's first two runs were under the old class record. Paul's EVO 6 eventually stopped the clock at 62.51, almost half a second inside the old mark. With Paul now leading the Championship, and Kenny and Karl in the top five, will the champ come from Class 3 once again?

*Kenny Brookes
Photo by Full Frame Photographic*



In Class 4, Henry Moorhouse and his Westfield SE only needed his first timed run to beat Michael Bellerby and his Sylva Striker into second place. And in the larger engined kit car class, Simon Green's Westfield beat the classic TVR Vixen of Stuart Lobley. Hang on! A TVR in the kit car class? Granted, it was made in a very small factory, but it's hardly a kit car. Must be something to do with the frame being made of 'space' or something technical...

*Alan Cox
Photo by Full Frame Photographic*



It was pleasing to see Alan Cox get his Mini to within three quarters of a second of Matt Pinder's eleven-year-old Class 6 record, and also to welcome back Clare Thompson in her Mini. In Class 7, the ladies bagged a couple of podiums. Tracey Taylor-West was third, whilst Sarah Bosworth netted second. Both drivers were peddling a Lotus Elise. However, with a couple of seconds in hand over Sarah, on 64.43, was Tony Hart in the Renault 5 GT Turbo. Tony's picture now hangs in The Gallery (sorry, couldn't resist...). Rally driver Wayne Sisson had an easy win in Class 8, whilst the Swift SC91 of Peter Whittle was a little over a

second behind the winning SC93 of Ian Thomas in the Formula Ford class.

The new (?) policy of not merging classes makes life a little hard for your scribe, as the MSA classes were rather under subscribed. Tony Brumfield was unopposed in Class A, and Nigel Fox beat Emma Bennison for Class B honours. With the Cordingley's missing in their mis-firing Radical, Angus Buchan's similar car took Class E. The OMS SC4CF of Les Procter beat the Vision of Phillip Major in Class F, and Bernard Armitage and Oliver Roberts were the only cars in Classes G and H.



*Glyn Sketchley
Photo by Full Frame Photographic*

Fortunately for you, dear reader, four cars turned up to provide some competition for Class I. But one absentee was Allan Staniforth, who was still rather unwell. I'm sure we all wish him a speedy recovery. Graham Smith's OMS tried hard, but failed to match the times of the class winning Megapin of Glyn Sketchley. Glyn's 57.46 was good enough for second FTD. Class J was also quite popular, with five cars attending. The DJ Firehawk of Drew Dawson sneaked under the one minute barrier on his one and only run, whilst Richard Pope, in the OMS CF04, set third FTD with three very consistent runs, the fastest of which was a 58.29. However, topping the Harewood FTD Championship is Richard Spedding in his new Force PC. Richard's final run of the day was an impressive 55.13.



*Richard Spedding—FTD
Photo by Full Frame Photographic*

Hopefully, the reduced entry isn't a sign of things to come this season. Standing at the top of the hill, on a glorious spring day, wondering where the next entry fee was coming from, I did start to consider if eating was somewhat overrated?

Fastest Time of the Day

FTD Richard Spedding, Force PC, 1300cc, 55.13, 2nd Glyn Sketchley, Megapin CFM9, 1070cc, 57.46, 3rd Richard Pope, OMS CF04, 1300cc, 58.29

Class Winners

Martin Jones, Ginetta G17, 998cc, 64.21, Mark Pigott, MGB, 1798cc, 76.74, Stephen Irvine, MGB GT, 1950cc, 68.59, Terry Pigott, MGB V8, 3600cc, 64.29, Martin Rowe, Peugeot 106, 1360cc, 69.88, David Sturdy, VW Polo, 1341cc, **67.24 CR**, Paul Martin, Mitsubishi EVO 6, 2300cc, **62.51 CR**, Henry Moorhouse, Westfield SE, 1600cc, 64.43, Simon Green, Westfield Duratec, 2261cc, 64.24, Alan Cox, Rover Mini, 1380cc, 64.48, Tony Hart, Renault 5GT, 1397cc, 64.43, Wayne Sisson, Mitsubishi Evo, 1997cc, 61.43, Ian Thomas, Swift SC93F, 1600cc, 64.78, Tony Brumfield, Sylva Striker, 1299cc, 61.15, Nigel Fox, Caterham 7, 1988cc, 67.00, Angus Buchan, Radical, 1352cc, 61.07, Les Procter, OMS SC4CF, 1600cc, 59.36, Bernard Armitage, Ford Escort RS, 2600cc, 64.71, Oliver Roberts, Jedi MK5, 599cc, 62.56, Glyn Sketchley, Megapin CFM9, 1070cc, 57.46, Richard Spedding, Force PC, 1300cc, 55.13

LETTERS

OBITUARY

Dear all,

We are saddened to announce the death of Allan Staniforth who passed away on Saturday 2nd May. Notice of Allan's death reached us as we went to press with this edition of the Times, a get well soon message had been arranged but now replaced by this sad announcement. A full obituary will be included in the next edition and if any of you have any comments, snippets and articles on Allan I will gladly use them. Our thoughts are with Allan's wife Pat and family.

Ed



Photo by Full Frame Photographic

Dear Editor,

Last year was another super year and I really enjoyed all the meetings, thanks to everyone involved from the bottom of my heart for 46 great years.

Yours faithfully
Mike Lewis

CAN YOU HELP?

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

WOULD YOU BE WILLING TO GIVE ADVICE?

**PLEASE GIVE ME A CALL OR DROP ME A LINE ON 01423
339062/chairman@harewood-hill.co.uk**

**Thanks,
Tim**

Editor—Jackie Wilson

BARC YORKSHIRE CENTRE
Oms Racing Harewood Speed Hillclimb Championship
Amended Results after round 1

Pos	Name	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total
1	Paul Martin	18.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.41
2	David Sturdy	18.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.08
3	Richard Vale	17.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.72
4	Kenny Brookes	17.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.67
5	Karl Jackson	17.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.25
6	David Sykes	16.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.90
7	Henry Moorhouse	16.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.71
8	Steve Mitchell	16.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.41
9	Russell Thorpe	16.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.08
10	Simon Green	16.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.04
11	Nick Mitchell	15.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.99
12	Wayne Sisson	15.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.89
13	Mark Teale	15.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.60
14	Richard Spedding	15.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.21
15	Tony Brumfield	14.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.63
16	Michael Bellerby	14.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.37
17	Ian Thomas	14.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.17
18	Tony Hart	14.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.08
19	Bobby Fryers	13.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.90
20	Robert Warwick	13.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.88
21	Peter Whittle	13.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.14
22	John Graham	13.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.05
23	Les Procter	12.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.98
24	Graham Smith	12.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.91
25	Richard Pope	12.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.05
26	Sarah Bosworth F	11.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.98
27	Michael Hartley	11.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.97
28	Bob Potts	11.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.47
29	Drew Dawson	11.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.28
30	Gordon Riley	11.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.09
31	David Lanfranchi	9.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.90
32	Keith Hardy	9.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.76
33	Paul Gibson	8.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.42
34	Adrian Winnard	6.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.14
35	Andrew Forret	3.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.57
36	Natasha Forret F	2.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.87
37	Nicola Dearden F	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

BARC YORKSHIRE CENTRE
Oms Racing Harewood Speed Hillclimb FTD Championship
Results after round 1

Pos	Name	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total
1	Richard Spedding	10	0	0	0	0	0	0	0	0	10
2	Richard Pope	9	0	0	0	0	0	0	0	0	9
3	Graham Smith	8	0	0	0	0	0	0	0	0	8
4	Drew Dawson	7	0	0	0	0	0	0	0	0	7
5	Les Procter	6	0	0	0	0	0	0	0	0	6
6	Tony Brumfield	5	0	0	0	0	0	0	0	0	5
7	Wayne Sisson	4	0	0	0	0	0	0	0	0	4
8	Paul Martin	3	0	0	0	0	0	0	0	0	3
9	Paul Gibson	2	0	0	0	0	0	0	0	0	2
10	Kenny Brookes	1	0	0	0	0	0	0	0	0	1

**STILL NOT TOO LATE
TO ENTER!**

See entry form on page 26

**HAREWOOD MARSHALS
ASSOCIATION**

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Why not join the Harewood Marshals Association?

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or HMA Chairman:

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

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or
Mark Teale 01535 635665

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built in 2007 this immaculate carbon fibre tub, single seat race car fitted with
Cosworth DFL engine and Hewland FGB gearbox.

Top specification with slick tyres plus a second set of wheels with virtually unused 'wets',
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carbon fibre double rear wings.

Fully prepared and in immaculate condition, offered complete with engine heater, battery trolley,
fast jacks, numerous spare gear ratios, spare new driveshafts, and various other spares and tools.-

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Also a **P.R.G.ProSPORTer** tilt bed fully enclosed glass fibre bodied race trailer,
fitted with electric winch,tyre rack, fuel can racks, underfloor locker, tie down rings,
wheel chock bar, alloy extension ramps, side personnel door, interior lights,
electric shifter wheel, heavy duty jockey wheel.

The transporter is in superb condition and finished in plain white.

Price £7000-00p.

Total package of race car and trailer - **Price £70,000-00p**

For more details please contact **Bob Penrose** on **07831/349856**



Oms Racing BARC Harewood *Speed* Hillclimb Championship 2009

ENTRY FORM

Name

Address

.....

.....Postcode.....

Telephone

I enclose a remittance of £10.00.

Cheques should be made payable to BARC (Yorkshire Centre).

I wish to be registered for the 2009 BARC Harewood *Speed* Hillclimb Championship and the FTD Awards Series.

I declare that I am a member of BARC and have registered as a Yorkshire Centre Member.

Club Membership No.....

Note: An entrant in the Harewood *Speed* Hillclimb Championship is not guaranteed an entry at any meeting.

GENERAL DECLARATION

I understand that if this entry is accepted my participation in the event is subject to undertaking the indemnities as specified in the General Regulations of the Royal Automobile Club Motor Sports Association Ltd., and in the Conditions of Issue of my Competition Licence.

ENTRANT

Signature

Date Age if under 21

ENTRY FORM TO BE SENT TO;

Mrs Jackie Wilson,

130 Main Street, Little Ouseburn, York YO26 9TG

TEL: 01423 339062

ENTRIES CLOSE AT CLOSE OF SIGNING-ON, ON 9th MAY 2009

No Marks will be awarded retrospectively

PLEASE NOTE THAT ALL THE FOLLOWING ENTRY FORMS ARE AVAILABLE ON OUR WEBSITE www.harewoodhill.co.uk FOR PRINTING OR DOWNLOADING



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



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Or contact Jackie Wilson

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