

Harewood



Speed
Hillclimb

Yorkshire Centre *Times*

Issue 123 - July 2009



Driver: Allan Staniforth
Photography by WhatNoNegatives

www.harewoodhill.co.uk

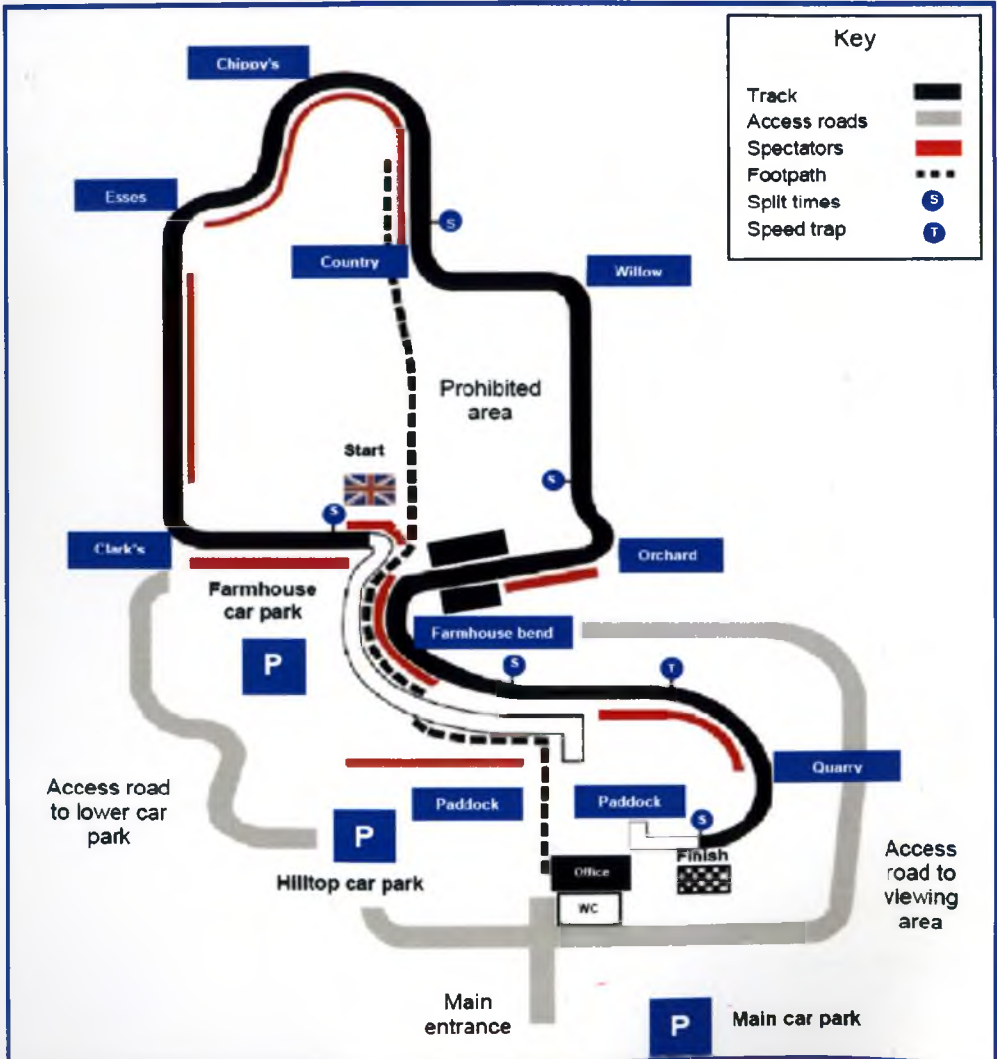


Harewood



Speed Hillclimb

The Track



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Cover photo—Allan Staniforth—photo by whatnonegatives

Chairman's letter

A lot has happened since the last "Times", a wet British Championship event, a splendid Classic and Vintage, and two rounds of the *Oms* Racing BARC Harewood *Speed* Hillclimb Championship. Competition is as fierce as usual in the latter, with 6 classes represented in the top 10 and Paul Martin having to break a tough class record in order to forge a small lead. Richard Pope leads the FTD series in his *Oms* CF04 whilst past Ladies Champion Sarah Cordingley is best placed lady driver.

A sad event was the passing of Allan Staniforth, one of Harewoods' greatest and long standing friends. A few letters and tributes in this "Times" reflect the fondness and respect with which Allan was regarded by all Yorkshire Centre members.

As we go to press, it is only a matter of days to the 2 day British Championship event. I was fortunate to witness the tension of the last championship run offs at Doune a week ago from the top holding paddock. First Martin Groves then Scott Moran ran inside the hill record in the fight for championship points.

Fingers crossed for some good weather and some great competition this weekend.

Tim





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CONTACT Steve Owen, OMS Racing, 01423 325023

www.omsracing.co.uk

Gamekeeper Turns Poacher

John Milner – Course Control Harewood Hill

Relaxing over Christmas in my luxury penthouse suite overlooking the fantastic harbour of Mahon, Menorca – don't turn green folks, it's a small town flat on a very busy road – during that interminable desert between Harewood events finishing in September and restarting in March – I was sufficiently bored to check my home answering machine.

Imagine my surprise and delight to hear a message from Mike Shorley telling me that I'd won the marshals draw and that the prize was a day with the Hillclimb school! Now, I've driven the hill on the Westfield club fun days but this was a chance to benefit from some expert instruction, rather than floundering up the hill with no insider knowledge.

So the date was set, Thursday 30th of April, and prayers were sent to the weather gods for no rain – fat lot of good that did, the day was damp to say the least but better for it, more interesting. For those of you unfamiliar with the format; classroom with all corners described, entry, apex and exit; walk the course with your assigned instructor; four runs, the first with the instructor on board; lunch, eat your heart out Crusty Pie Company (no, they're good too) with corner by corner – all car video. Four afternoon runs, last with the instructor. Free runs to 4:00pm. Debrief with video, certificates, best driver.

I'd elected to use my wife's MX5 Mk1, my MX5 Mk2.5 has sports suspension, brakes, ABS, LSD – boring, not a hair dresser's car. (Speaking of that, our senior instructor, Simon Clark, just gets better doesn't he, shoes by Guchi, hair by Flymo, afro braids next? Sorry Simon – keep taking the Viagra.) The advantage of this nimble little car, often dismissed as bland, is that it does exactly what it says on the can with no vices. If you bully it into doing something stupid, the car will sort it out.

I was grouped with an MGB GT, a TVR Tuscan, a Tiger and a Ferrari 308 Dino and the exchange of experiences throughout the day was very informative. The day went extremely well with corners attacked with increasing confidence. To my lasting shame, the final instructor accompanied run went wrong; most corners well taken, a bit of a twitch between Willow and Orchard, a missed gear change on Quarry straight and then threw it all away at Quarry bend – James Kerr (instructor), apologies.

So, all in all, a great day. Thanks BARC, thanks Harewood Hillclimb School and thanks to the marshals. Having served five years in course control I hope that I have established some rapport between the marshals, timekeepers, recoveries and officials. Thanks to this day I hope to have forged the final link – to appreciate what the competitors have to put up with.

If you haven't done the driving school yet, please give it a try, I did and like Arnie, I'll be back!

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, or pay the normal entry fee of £155.

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**

Andrew Bearfoot with Richard Spedding Instructing



James Kerr's Group of Pupils



Karl Jackson's Porsche



Michael Foley & Richard Spedding

Ben Evan—Oops



Dave Banner's Group of Pupils

Fergus Trenholme with Roger Kilty



Fraser Jamieson



Sean Doyle's Ferrari



A Race Against Time

by Dale Cordingley

Like many people, I have a habit of leaving things to the last minute. "*Don't do anything until you have to*" should be my moto! I work better under time pressures.

The car came back from the September Harewood meetings with a raft of things to do. It then sat in its trailer on the drive until after Christmas. The car must have thought that I had fallen out with it. The reality was that I couldn't be bothered at first, then the weather got cold and being a bit of a woos I decided to stay inside and keep warm. Oh yes I had big ideas for the new machine in order to beat Les Procter in class F (Les also had big ideas with a 1600 engine – couldn't face the pressure?), but the urge to slob out overcame these grand plans. Graeme Smith need not have worried when he defected from class F to my old stomping ground of class J under the impending threat of a Cordingley attack.

The Radical Prosport I bought last year was a successful ex-race car, but not optimised for hillclimbs and sprints. The car was more used to longer races and endurance events, where the large fuel tank and airjack system would keep it on the track for the maximum time. Then there was the massive amount of negative camber that the circuits dictated, way too much for our sport, plus brakes that had no feel to them whatsoever.

So around Christmas time I realised that time was marching on and I had better get my thermals on, get my finger out and get in to the garage. The Christmas and New Year period also allowed me to get on the internet and order the necessary new parts and toys. So the bank balance started to take a thumping with new upper wishbones, track rods, new dashboard, data logger, custom fuel tank, brake pads, a tyre rack for the trailer and a remote controlled electric winch to get the thing in and out of its trailer.

Whilst on with all these wonderful ideas I also stripped out quite a lot of unnecessary gubbins to reduce the weight, such as the dry break fuel filler, half a kilo of stickers, three kilos of tyre rubber stuck to bodywork, lighting harnesses etc. The car then had a visit to Boroughbridge to see a certain Jon Waggitt to check over the suspension settings, before going out to test at Teesside in late March where the car developed a misfire. I thought that I had traced this to a charred wire, but the misfire returned at Practice Day when Sarah and I were some 8 seconds off the pace as a result. So the car then went to Damian Tracey at Daytuner in Killinghall, where a new wiring loom was installed. As a result of this we missed the April meeting.

May arrived with the rain, but Sarah and I managed a class one two on Saturday and Sunday, both of us beating the larger capacity Sports Libre class cars on the Sunday. The car handled brilliantly (thanks Jon) and performed faultlessly (thanks Damian). Not a bad result for Sarah considering that she has had over a year off the sport. There were times when I thought that I would be beaten by her, but the threat still pushes me on and this time I managed to hold my head up but how long will I be able to hold her off this season?



Dale at Quarry in the Radical

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**DO YOU HAVE SKILLS OR
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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**

GIVE IT YOUR BEST SHOT

by Peter Hamilton

A subdued paddock saw friends clustered to lament the passing only a week previously of the much loved and respected Alan Staniforth. News of a lunchtime minute's silence was somehow appropriate to those competing either side of the average time to climb Harewood's hill, more like Alan's "back yard".

With the MSA circus camped in foul conditions at Barbon, but due to roll into Harewood later that evening, a number of Championship regulars had opted for a Harewood double-header, some pre-round practice and, in the end, a far better day than Barbon had to offer. That said, the skies over Harewood offered no promises from the off and threatened havoc at any moment all day, the only certainty of an English summer apparently now being the sight of glorious Red Kites not far overhead. Perhaps a club mascot in the making?

If the muscle was at Barbon, the glamour was still at Harewood, a huge class of Ferrari Owners' Club beauties spanning the decades from Loren to Moss - Kate not Sterling! The seeding nearly had it right, Chris Butler taking first place off the favourites, John Marshall and his 430, with a second run dipping just into the 66's in his 355. On a day that saw most people slowing in patchy conditions after their first run, this was some achievement not to mention brave!



John Marshall -
photo by Full Frame Photographic



Simon Allaby -
photo by Full Frame Photographic

The absence of a TR5 prevented a "flush" from 3A through to 7 in the TR register class, the shared 4.6 litre "wedge" of Simon Allaby and David Hardcastle managing to look nostalgic and at the same time rather "Life on Mars" in the company of its curvier elder sisters. Neither age, nor beauty could compete with brawn, Simon coming out tops nearly 3 seconds up on second placed Dave who just held off the impressive Stewart Scott in his TR4.

In the Road Modified classes, Martin Rowe appeared to relish the unreliable grip, his R1 enough in the sprightly Peugeot 106 was more than 2 seconds off the under 1400cc class record, but fast enough to take the class by a four second margin over John Hamilton's Cinquecento in second. At least John could console himself with cutest (car) of the day award.

2 litre Road Mods saw the Sturdy-Vale Supercharged Polo leading the pack, David Sturdy DNF'ing R1 and R3, relying on a 67.91 second and sole foray to pip Mark Teale's 206 GTi by three tenths. The Polo was shared with Richard Vale, not-so-minted to take a close run third as conditions toyed with everyone's wandering front wheel drive traction.



John Hamilton -
photo by Full Frame Photographic

No such problems for some in the over 2 litre department, Evo's and Imprezas looking to be the tool for the job if the alternative was a Porsche with power to the back wheels, if not an engine hanging out back as well. Paul Martin's record holding EVO6 was fearsome, 4WD allowing a day's best for the class on R2, whereas Peter Sherratt saw the writing in the clouds and went for it on his R1, his time 8 seconds slower than Paul's, but enough to take second despite RWD in his 944S2. Impressively, this was just enough to relegate Bob Potts's Impreza to third.

The Kit Cars class for under 1700cc saw the effervescent Henry Moorhouse knocking on the door of the 5 year old Bellerby class record, R1 again ending up as the one shot run for all in the class. Henry fizzed to a class winning 63.91 in his Westfield SE, pressed by the similar wheels of Tim Nunn, coming second, Michael Bellerby bringing the Harrogate based, record holding Stryker in third. The over 1700cc class followed suit, the track deteriorating for R2, so first attempts mattering more than ever. Simon Green was billed to win in his Duratec Westfield and duly did, by a four second margin over Paul Edden, Trevor Cottingham a further four seconds behind in fourth. It must be a while since that class saw first and third separated by such a margin.



The proper bodied Mod Prod class for "rounder models" with more than kit car skin and bone saw the return of Roger Kilty in his beautifully prepared RS1600. First runs would settle the day, Roger bringing his classic tin top in third, two seconds behind Ralph Pinder's winning 205 GTi, the difference split by Tracey Taylor-West's Elise in second. John Graham's lovely Eleven was a lonely Lotus in Class 8, incongruously asked to be the sole challenger to the Bainbridge sub-60 class record. An R1 DNF blew the best of the day, 72 seconds the best that his R2 could muster.

Six Formula Fords challenged for Class 9 honours, the improving Nicola Dearden the only driver able to improve meaningfully on R1, all drivers abandoning R3 as the heavens opened. Ian Thomas took a Swift win by nearly a second over the slightly older 91 Swifts of Peter Whittle in second and David Lanfranchi, third.

Class A for Mod prods under 1400cc saw Tony Brumfield's Stryker up against no less than ten similarly bike-engined Westfields and Frazer Graham's romantically titled MNR Vortex RT! Andrew Rushworth took the class with a 59.38 first run, Phil Newall second only seven tenths behind, favourite Tony Brumfield ruing not pushing harder in R1 and coming in third as conditions slid.



The next capacity break up, Class B, saw a 100% Westfield field expecting a vigorous defence from David Spaul, but engine frustrations cramped his style in a class that found a rare window in which to go quicker in R2 before spending R3 in the trailers. Matt Hillam was genuinely quick, making his trip from Luton very worthwhile and pressing the low-58's class record very hard. It was enough to take the class by more than 3 seconds, leaving Mike Tate and Richard Kerr to scrap over second and third, Richard losing out by two tenths. It's hard to believe that the Class C record for unlimited Mod prods is now 12 years old, but it was not threatened by Gary Bunn's sole class entry.

Sports Libre under 1400cc was wholly Radical and saw the Cordingleys' Prosport up against Keith Hardy's SR3, Dale's R2 improving his opener by nearly a second, pressed hard by Sarah only seven tenths behind, well clear of Keith in third. In the up to 2 litre division, Les Proctor was up against similar capacity single seater regular, Tim Elmer, who claimed to have pulled his "Imagination out of the loft" to compete this year as a new car build is completed. Tim did more than imagine his way up the hill to take the class win over Les by half a second, R1 being all that was completed and pretty poor value practice for the day to follow.

The single seaters under 1100cc saw the established OMS 2000M brigade challenged by youngster Joe Shrimpton's appropriately "teenage" Rage Buggy. It looked like good fun, was not really a fair fight with so much speed and experience to contend with, but a race round the paddock might have evened things! John Chacksfield's 55.6 second R1 took a comfortable looking win and third FTD ahead of Graham Smith's new to him this season OMS, Paul Gibson finishing in third.

*Joe Shrimpton -
photo by Full Frame Photographic*



*James Blackmore -
photo by Full Frame Photographic*



Next up, Class J for engines up to 1600cc saw the welcome return from Southern exile of record holder James Blackmore. Now doing his climbing below the "Watford line", James had new "engine bits" to help, familiarity with Harewood getting him under 54 seconds on R1, enough for a comfortable win and FTD. David Grey and Clive Lightburn struggled with fuel and / or ignition problems, slowing their normal pace, Clive still stringing a good R2 together and taking second ahead of David in third.

The 2 litre racing cars saw MSA regulars skipping Barbon and threatening a good tussle, weather permitting. In the end it did not and was settled on R1, Peter Hamilton's OMS CF04 and local knowledge allowing a sub-55 first run to take the class and second FTD ahead of Paul Webster's Dallara and Morgan Jenkins, third as he and Amy get to grips with their new Pilbeam. Keen for the practice, they were the only competitors to venture out for R2's blighted by a failing clutch, R3 a washout for all.

*Peter Hamilton -
photo by Full Frame Photographic*



Keen too for practice were Sandra and Oliver Tomlin in their sparkling new MP97, finished that week and turning its first wheel in practice. Understandably tentative early sighting runs soon saw Oliver pressing on, a R2 56.6 suggesting things were coming together and taking the class ahead of Bob Penrose's OMS, just pushing Sandra back to third.

Most competitors finished the day feeling rather blessed, the day having delivered more than its early promise, but also frustrated by the fact that R1 was as fast as the day would allow. A tribute to "Mr Terrapin" on the notice board credited Alan with the poignant declaration that "You only get one run at it (life), so give it your best shot!" Right again Alan, and you certainly did.

Fastest Time of the Day

FTD James Blackmore, OMS CF04 1600cc, 53.93, 2nd Peter Hamilton, OMS CF04 1998cc, 54.89, 3rd John Chacksfield, OMS 2000M 1095cc, 55.60

Class Winners

Chris Butler, Ferrari 355 GTB 3496cc, 67.48, David Hardcastle, Triumph TR7 4600cc, 72.14, Martin Rowe, Peugeot 106 1360cc, 69.71, David Sturdy, VW Polo 1341S, 67.91, Paul Martin, Mitsubishi EVO 6 2300Tcc, 63.10, Henry Moorhouse, Westfield SE 1600cc, 63.91, Simon Green, Westfield Duratec 2261cc, 63.96, Ralph Pinder, Peugeot 205 GTi 1928cc, 66.21, John Graham, Lotus Eleven 1796Scc, 72.75, Ian Thomas, Swift 93F 1600cc, 64.44, Andrew Rushworth, Wesfield 1137cc, 59.38, Matt Hillam, Westfield SE 1998cc, 58.87, Gary Bunn, Westfield SEi 2400cc, 63.92, Dale Cordingley, Radical Prosport 1300cc, 59.05, Tim Elmer, Imagination PH1 1998cc, 57.82, John Chacksfield, OMS 2000M 1095cc, 55.60, James Blackmore, OMS CF04 1600cc, 53.93, Peter Hamilton, OMS CF04 1998cc, 54.89, Oliver Tomlin, Pilbeam MP97 4000cc, 56.60



David Grey—bows to the might of the finish line marker posts

Photo by PW Pics

BATH TIME AT BARBON

by Peter Herbert

There was a time when, to secure an entry to the Barbon Manor Hillclimb, it was virtually necessary to put a driver's name forward at birth. It also seemed that the sun always shone at this most picturesque of venues, as competitors tackled the short yet demanding 890 yard course. They climbed from above Barbon Village through Crabtree Bend and past then sponsors Bateman's BMW village and classic car displays, through Richmond, and up to the final Lafone hairpin where hundreds of spectators would cover the hillside above the finish line. There would be the occasional climatic mood swing, leading to sudden and torrential rain, but mainly it would be sunny, and a carnival atmosphere would prevail.

Sadly this year much of that magic was missing, the result of reduced entry numbers, lost sponsorship, the weather, and perhaps a new organising body finding its feet. An increasing number of rocky outcrops in the paddock, leading to beached low slung racing cars, also added to reduced driver pleasure.

Despite the Clerk of the Course, as he delivered the drivers' briefing, urging competitors to get onto the course promptly to keep the meeting on schedule, joint organisers Westmoreland and Kirkby Lonsdale Motor Clubs then insisted on a long lunch break just as the bad weather was closing in. Accordingly, few had a dry competition run, and all had only one class ascent, plus a single Top Twelve Run-Off, such was the severity of the downpour when it arrived. Indeed, the event was stopped for an hour, and abandonment contemplated, as rainwater formed rivers across the track. But eventually the sun came out, drying the track sufficiently to allow some semblance of results to be determined.

Oddly, a new class structure, based upon RACMSA proposals for 2010, was adopted, diminishing class numbers even further than would have already been the case with only a 60 car entry. The Warburton Caterham ran alone in the first, with the experienced Allan taking some 13 seconds off son David in the wet conditions, perhaps not unexpectedly given that the latter is not yet old enough to drive on the public road.

Hillclimbing returnee Richard Hargreaves ran alone in the next class. The Settle Son of the Soil being blessed with four wheel drive to keep his Mitsubishi Evo 6 out of the parkland trees.

Leaders Championship regular Andy Russell made the long trip north from Hampshire worthwhile to take his class, the hard driven Ginetta G15 almost two seconds clear of the shared "Frogeye" Sprite of Stuart Bullis and Robin Johnson.

Mark Dempster saw off Richard Salt in the following class, the Raw Striker three seconds quicker than the Alfa 145; while the familiar Audi Quattro of local driver Keith Edwards got the better of John Bradburn's 5.3 Rover V8 powered Westfield by just over half a second, with Cornishman Geoff Twemlow's Imprezza leading the chase. An-



Happier times. with fine weather, a full entry, large crowds, and an Equipe Herbert win

drew Griffiths' Hyabusa engined Caterham was two and a half seconds up on Peter Herbert's Westfield BDH; while Colin Birkbeck ran alone in the Caterham Superlite.

Simon Butterworth's Porsch-Apart supported Boxter was four and a half seconds ahead of Peter Green's Cobra replica, the mid engined chassis of the victor more attuned to the deteriorating conditions.

Quickest Hillclimb Supersport runner was Gary Stephens in the Mallock Mk21/24B shared with brother Gavin, almost four seconds up on Tom Brown's Mk27SG. The Gryphon of Peter Nelson claimed a distant third. Stuart Nelson's long campaigned Haggispeed ran alone; with Mike Sidgewick's wild space-framed Morgan Plus 8 winning its class duel against the Talbot Sunbeam of Paul Norris.

Of the 1600 cc Single Seater protagonists, it was seventy year old Mike Fitzsimmons, sharing Tim Wilson's QMS, who ran first before the rain really set in, and no subsequent class rival was able to better his time. Indeed Mike was the fastest Top Twelve Run-Off qualifier. Second in class was the exuberant Eynon Price, also OMS equipped, followed by Mr Wilson. Will Hall's Force challenge ended in a muddy excursion.

Andy Platt, aboard the Ex Warburton Dallara, held off the "works" OMS of Steve Owen for 2 litre honours, with Paul Haimes' Dallara close behind.

Fastest unlimited class runner was the Gould of former British Hillclimb Champion Martin Groves, the only driver to dip into the 24s in the drying yet still testing conditions. Trevor Willis in the OMS and Chris Merrick in his Gould followed.

And so came the first and only Run-off. Poor Mike Fitzsimmons was almost denied his moment of glory as pole sitter and therefore last to run when a drive shaft broke on the startline. But the OMS collective descended on the Wilson OMS and had Mike back on track and in the points with a fine sixth place drive. However FTD and maximum points fell to the man in the sinister black helmet and dark visor, as Grovesy hurled his yellow racer up the narrow fellside strip of now dry tarmac to beat Trevor Willis by 0.25s, with Chris Merrick a close third, a mere hundredth quicker than reigning champion Scott Moran's Gould. Through the efforts of Willis, Price, Owen and Fitzsimmons there were four OMS cars among the top ten points scorers, a fine result for the local constructor.

Despite this year's less than memorable experience, Barbon remains a unique and magical venue. The organising clubs worked hard in very trying conditions, and certainly have call on the services of one of the loudest, and probably scariest, lady startline marshals. A return to the carnival atmosphere of past years can only be hoped for.

That wonderful hillclimbers' watering hole the Barbon Inn. Westfield stable mate in attendance.



MORANS MOTOR HOME

by Peter Herbert

The British and Leaders Hillclimb Championships circus crossed the Pennines from the previous day's rain sodden Barbon Manor in the hope of better things at the Harewood MSA Championship Meeting, but were to be cruelly disappointed.

As at Barbon, entries were down, and it was a surprise to see one side of the paddock completely devoid of competition machinery. However, the up side was three morning practice runs.

The Stockton Farm course is at its trickiest when damp rather than wet, and such conditions prevailed for most of the day. Yet some drivers see such adversity as an opportunity, and such people are Roger and Scott Moran, each winning a Top Twelve Run-Off in the face of strong opposition from Barbon victor Martin Groves and codriver Paul Ranson.

Prior to racing commencing, there was a minute's silence in memory of two motor sporting legends, Tony Marsh and Allan Staniforth, both of whom had passed away the previous week. On a personal note, although I had shared a paddock on many occasions with Tony, we had never met. However, I did know Allan, he having helped Russ Cockburn develop my faithful Westfield into a one time Leaders series front runner and Harewood Championship winner, and been instrumental in my writing "750 Racer" for Haynes. As part of my research for the book, Allan acted as my technical advisor and mentor, and we spent many hours together travelling to meet, and watch race, Darvi constructor Dick Harvey, my collaborator in this daunting undertaking.

My lack of mechanical knowledge never failed to amuse the venerable Staniforth, but his patience was infinite, and over the many motorway miles that we shared our topics of conversation ranged from favourite motoring journalists to western gun fighters, from wrist watches to the use of English. He was interested in everything, and shared my eye for the bizarre.

Allan was a wonderful character who seemed indestructible. His passing was felt by everyone who had known him, and that was probably ninety percent of those about to drive Harewood against the clock.

First onto the rain swept track were Class A Modified Production Cars, and nobody could get near the nationally dominant Andrew Griffiths, his Caterham Hyabusa three seconds quicker than the Westfield BDH of Peter Herbert, doomed once more to play the roll of plucky but distant second. The shared "Frogeye" Sprite of Stuart Bullis and Robin Johnson gave chase.

Mark Dempster's Raw Striker led the Class B runners, but it was pushed hard by George Hopkins, his Bristol based Lotus Seven only 0.71s behind. The Elise of Daniel Lloyd was not far behind, just hundredths faster than Ben Johnson's elderly Seven.

Former hill champion Richard Hargreaves returned to Harewood in style with a 1.5 second Class C win in his latest Mitsubishi Evo6. The well travelled Cornish Imprezza of Geoff Twemlow was an excellent second, narrowly ahead of Keith Edwards' Audi Quattro.



*Peter Herbert -
photo by Full Frame Photographic*

Only two drivers and one car contested the Hillclimb Super Sports class, and it was Tom Brown in the shared Mallock Mk27 who won the day, some eleven seconds to the good over Stephen Cunningham.

Tim Elmer set the pace in Class F Sports Libres, but was kept honest by jovial local cove Les Proctor; Imagination PH1 and OMS SC4CF a mere 0.35s apart. Sharing the OMS was its constructor Steve Owen, his CF08 single seater having succumbed to transmission problems, and a respectable third resulted.

In the first of the single seater classes, for up to 1100s, Mark Hemmingway drove alone in the Force.



The highly competitive 1600s followed, and it was the spectacular Eynon Price who emerged on top, his Force just under a second quicker than former hill instructor and OMS devotee James Blackmore, who was making a welcome return to Yorkshire from the enforced hardship of living "down south". Our chairman and fellow course instructor Tim Wilson overcame a power deficit through hill familiarity to drive his OMS into a fine third place, followed by visiting Irishman Pat Roche's similar car, and Richard Spedding's new Force.

Paul Haimes dominated the 2 litre class, the Leaders series leader's Dallara more than two seconds up on Andy Platt's older version of Gian Paolo's craftsmanship. Peter Hamilton upheld local honour aboard his OMS, shared on this occasion with Lynn Owen following her car's demise, snatching third place ahead of Paul Webster in yet another Dallara.

Now came the big hitters, and using all his delicacy and feel for the slippery road surface Roger Moran took the unlimited class win in the family Gould GR61X, 0.63s ahead of championship leader Martin Groves' GR55.



Reigning champion Scott Moran was a further second adrift, followed by Trevor Willis in the big OMS, and Tom New and Chris Merrick in their shared GR55.

In the first run-off Moran senior scored full points by beating Groves by over three seconds, an early shared car run working to Roger's benefit in deteriorating conditions. Chris Merrick and Trevor Willis filled the next places, separated by just over half a second, followed by Paul Haimes in the 2 litre Dallara and Andy Coley in the GR55 codriven with brother Mark.

The track was wetter still for the second shootout, and this time it was Scott Moran to the fore. With a neat and well judged ascent, the champion pipped Paul Ranson by half a second, delivering the latter his best ever run-off placing. Co-driver Groves followed, with the consistent Merrick, Moran pere and Willis in his slipstream.

Of the remaining classes, Peter Whittle scored a 1.14s Swift win in the Formula Ford dust up, ahead of Ian Thomas' younger version, while Nicola Dearden was a circumspect and distant third at the helm of a Van Diemen.



Finally, although Dale Cordingley was quickest on scratch in the Yorkshire Centre Members class at the wheel of the Radical shared with daughter Sarah, second fastest on scratch, the win on handicap fell to Paul Martin's hard driven and extremely rapid Mitsubishi Evo6, ahead of Mr Cordingley, Nick Hudson's Evo 5, Mike Tate's Westfield, Miss Cordingley and Colin Birkbeck in a Caterham Super-lite.

As ever, when such weather prevails, particular praise must go to the marshals, who stuck rigidly to their posts in order to be on hand if things went terribly wrong for competitors. Fortunately, their services were never fully tested.

We must now look forward to better weather and larger entries, so that justice can be done to the ever improving "Premier Hillclimb of the North".

Fastest Time of the Day

FTD Roger Moran, Gould GR61X 3500cc, 54.09, 2nd Martin Groves, Gould GR55 3500cc, 54.72, 3rd Paul Haines, Dallara F301 1998cc, 55.24

Class Winners

Andrew Griffiths, Caterham 1396cc, 65.12, Mark Dempster, Raw Striker 1597cc, 71.08, Richard Hargreaves, Mitsubishi Evo6 1997Tcc, 69.68, Tom Brown, Mallock MK27 1700cc, 62.68, Tim Elmer, Imagination PH1 1998cc, 65.26, Mark Hemingway, Force 1089cc, 63.13, Eynon Price, Force PC, 1585cc, 56.53, Paul Haines, Dallara F301 1998cc, 55.24, Roger Moran, Gould GR61X 3500cc, 54.09, Peter Whittle, Swift FB 91 1600cc, 70.96, Winner of BARC(Y) Handicap Class

Run Off Winners

ROUND 1

1st Roger Moran, Gould GR61X 3500cc, 55.77, 2nd Paul Ranson, Gould GR55 3500cc, 57.45, 3rd Martin Groves, Gould GR55 3500cc, 58.98

ROUND 2

1st Scott Moran, Gould GR61X 3500cc, 59.56, 2nd Paul Ranson, Gould GR55 3500cc, 60.06, 3rd Martin Groves, Gould GR55 3500cc, 61.52

RESULTS OF MCL MOTORHOMES BRITISH HILLCLIMB CHAMPIONSHIP

TOP 12 RUN OFF

ROUND 7

No.	Name	Car	Qual	Run	Pos	Points
4	Roger Moran	Gould GR61X	60.84	55.77	1	10
3	Paul Ranson	Gould GR55	62.24	57.45	2	9
2	Martin Groves	Gould GR55	57.14	58.98	3	8
5	Chris Merrick	Gould GR55	61.92	60.24	4	7
3	Trevor Willis	OMS CF06	59.80	60.98	5	6
10	Paul Haimes	Dallara F301	60.67	61.29	6	5
70	Andy Coley	Gould GR55	62.22	61.36	7	4
46	Eynon Price	Force PC	61.77	61.44	=8	3
1	Scott Moran	Gould GR61X	59.47	61.44	=8	3
56	Adam Fleetwood	DJ Firehawk	60.85	61.64	10	1
58	Andrew Platt	Dallara F397	61.79	62.90	11	0
67	Oliver Tomlin	Pilbeam MP97	61.74	66.65	12	0

ROUND 8

No.	Name	Car	Qual.	Run	Pos	Points
1	Scott Moran	Gould GR61X	55.87	59.56	1	10
7	Paul Ranson	Gould GR55	57.09	60.06	2	9
2	Martin Groves	Gould GR55	54.72	61.52	3	8
5	Chris Merrick	Gould GR55	56.94	61.98	4	7
4	Roger Moran	Gould GR61X	54.09	62.03	5	6
3	Trevor Willis	OMS CF06	55.95	62.99	6	5
705	Tom New	Gould GR55	56.20	64.35	7	4
10	Paul Haimes	Dallara F301	55.24	64.94	8	3
46	Eynon Price	Force PC	56.53	65.04	9	2
51	James Blackmore	OMS CF04	57.47	66.30	10	1
67	Oliver Tomlin	Pilbeam MP97	58.83	66.49	11	0
58	Andrew Platt	Dallara F397	57.61	67.54	12	0

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

HAREWOOD SPEED HILLCLIMB DRIVERS SCHOOL

SCHOOL REPORT EARLY SUMMER TERM—MORGAN'S DAY

by Peter Herbert

Thursday 21 May was Morgan Day, when twenty seven devotees of these most British of sports cars, plus their chums in the odd Lotus Elise, Mazda MX5 and Porsche 924S, gathered at Stockton Farm for instruction and fun. May 21 was also an extremely wet day, and even the hardiest Moggie diehards surrendered to the Yorkshire elements and erected their hoods. However, fears that wet wooden chassis would distort or rot, projecting their bearded and cravat wearing custodians into the sodden landscape were unfounded. Indeed, both cars and drivers coped remarkably well with Harewood at its most inhospitable.

On instruction duty were Tim Wilson, standing in for an absent Simon Clark who was otherwise engaged seeking estimates for a hair cut, Richard Spedding, Mike Geen, James Kerr and Peter Herbert. Joining administrator Jackie Wilson was one of the smaller members of Team Geen, Lesley; while taking care of filming and corner observation were madman Ian Madison of Mad Videos, and Don Burt who had come straight off the boat in full cruise wear. Our plucky regular marshals were joined at Orchard by Richard Hardcastle, and just as soon as classroom instruction and the hill walk were completed, big Phil waved the first car away from the start line for the commencement of instructor accompanied runs.

Morgan club coordinator Tim Harrison, in apologising for an absence of seat belts in his 1937 Roadster, omitted to mention that it was fitted with a 2 litre Ford Zetec engine and trick gearbox. So what instructor Herbert expected to be a leisurely ascent turned out to be a somewhat quicker experience, enlivened by the necessity for passenger operation of the manual wipers. This car has history, including a trip to Norway's North Cape without a heater, the intrepid Mr and Mrs Harrison donning ski suits to fend off hyperthermia. Having recently trashed one of Tim's other Morgans at Curborough, Sarah Harrison shared cousin Andrew Boddy's Elise



The intrepid Tim Harrison's early Morgan Roadster
photo by Peter Herbert



Driver of the day Chris Martin in the family Plus 4
photo by Peter Herbert

Despite the soaking track, which was in places being crossed by small streams, everyone drove sensibly, although pace setter Chris Martin, in father Granville's well campaigned Plus 4, spun spectacularly on the entry to Wil-low, probably as a result of one of the school's bete noirs, a rear wheel on the grass prior to turn-in. Granville himself, who was sharing the British Racing Green car, actually competed in it at Harewood during the sixties. Peter Johnson was another who was caught out by the conditions, his Plus 8 disappearing into the field after an over ambitious approach to Country over its notorious brow.

Over a Nicola's Cuisine lunch, everyone dried out in front of the barn log fire, and then observed their videoed progress over the first half of the hill as our acting chief instructor offered constructive advice.

The rain stopped briefly for the afternoon session, off came the hoods, and everyone upped their pace a little. This led to a quick trip into the Orchard gravel for Stuart Kellett's 4/4. Then the heavens opened again, just in time for the instructor accompanied final assessment runs. With his brave passenger working the wipers increasingly frantically, Tim Harrison left the track at Country following too early a turn-in, crossed it once, then again, before regaining the tarmac just in time to tackle Willow which follows.

Over tea and biscuits, pupils watched their filmed performances over the track's upper reaches, as Tim pointed out both good and less good lines. Then special Moggie awards were presented. Most improved driver was Jane Ledgerwood, who had toiled under the tutorship of Mr Geen in her 4/4. The immaculate Plus 8 of Howard Morgan was voted the car most would like to take home with them. Whilst the "you didn't really want to do that" award, a tastefully mounted toilet roll holder complete with empty roll, was presented to Stuart Kellett in recognition of his trip into the cheap seats.

Driver of the day with a 75 point score was the intrepid Chris Martin.

Everyone appeared to enjoy themselves, no damage was inflicted upon man or machine, and those competing in the forthcoming Classic and Vintage Meeting Morgan class were now well placed to blitz the opposition.

"Girls, don't expect any help on a Thursday". Lesley Geen goes about her administrative duties unaided (with apologies to "Nuts" magazine.)
photo by Peter Herbert



**THE JULY
HAREWOOD SPEED HILLCLIMB
DRIVING SCHOOL
IS NOW FULL
BUT SPACES ARE STILL AVAILABLE ON
THE SPECIAL LADIES DAY ON 13th AUGUST**

Please see page 7 for more details

SPEDDING AND FORCE TO THE FORE FOUR TIMED RUNS AT HAREWOOD – IS IT UNIQUE ?

by Les Thurkettle

The day dawned wet and grey. The rain was hammering on the roof most of the Friday night and prospects for a decent day looked very unlikely. Still it tested the car park area new drainage which stood up very well to a solid nights rain . It was wet tyres all round for the non road goers when practice got under way, but for most they were off after that and the track got drier as the morning progressed.

The invited Porsche cars got the meeting under way, and what a selection there was with models spread over quite a few years. The very modern and purposeful looking hard top Boxster prevailing in 65.08 secs with a second to spare. Simon Butterworth was the pilot from Ben Evans's 911 with Karl Luptons 944 third. The other half of the Evans combination was fourth in the shared 911.

The Reliant Scimitar and Sabre owners club were next up and the hill with the class record holder Ben Goughs' supercharged Scimitar just holding off Craig Hughes turbocharged car by 100th of a second, and both times on the last run.



*Karl Lupton -
photo by PW Pics*



*Ben Gough -
photo by PW Pics*

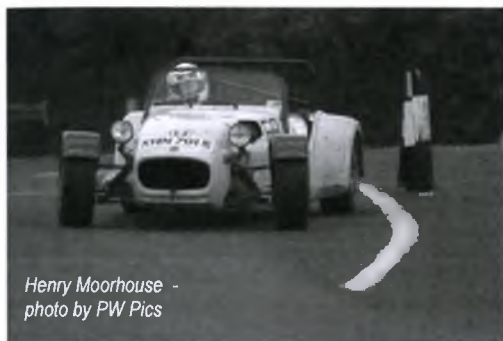
Harewood regulars took over the hill at this point with David Taylor beating a small field in his Cooper S in Class 1 in 72.84 secs.

Class 2 also for Road Modified saloons and sports, this time over 1400cc and up to 2000cc had a bigger field which was won by David Sturdy in 67.78 secs (class record holder), from Richard Vale in the same car in 68.04 secs. David Sykes 205 Peugeot was third.

Class 3 is for unlimited Road Modifieds and the turbo-charged Mitsubishi's dominated as usual. However Karl Jackson's dominance has now been usurped by the Mitsi of Paul Martin. Paul got under his own class record set in April to post a new one at 62.36. Karl Jackson was second from Kenny Brookes. A saloon car up Harewood on road tyres in 62 secs is amazing to me.



*David Sturdy -
photo by PW Pics*



Henry Moorhouse -
photo by PW Pics

Still on road tyres Class 4 is for Kit and Replica cars up to 1700cc. Henry Moorhouse kept the Westfield roughly pointing in the right direction, and on the tarmac to win the class in 64.21 secs from Michael Bellerby's familiar Silva Striker.

Class 5 for Modified kit/replica had just Mike Holt lonely and friendless in this class. He had never competed at Harewood before and he and his 4 ¼ litre Mercury Special were taking the opportunity to get to know the place prior to the Classic and Vintage meeting on the Sunday.

Class 7 for Mod/Prod production cars was a Lotus Elise affair and Ian Butcher's car climbed the hill in 65.84 secs giving him a second to spare over Chris Brooks similar car. Mark Waldron class record in his 'racing car in disguise Elise' is still a very long way off.

Class 8 for the biggest engined Mod Prods had just the one runner, Fraser Jemmeson in a Lotus Sunbeam.

Formula Fords are what Class 9 is all about and they must be at least 16 years old to compete. The Swift of Ian Thomas beat the two years older Swift of Peter Whittle by just over ½ a second to take the class. Ian's time was 64.55 secs.

Class A for Modified Production cars up to 1400cc was merged with Class B which allows up to 2000cc. Giving away a few cc's did not affect Tony Brumfield in his rapid Silva Striker winning in 60.17 secs from Mike Tate's Westfield. The smaller engined very pretty Fisher Fury was third.



Peter Whittle -
photo by PW Pics

The Cordingley's were the only entrant in Class E but were not present, the decline in competitors in this class in the last 18 months is amazing. Les Procter used to climb in this class but now has had his Hyabusa engine stretched to 1600cc. Alas he was alone in Class F where the engine limit is two litres, he is however always committed and is coming to grips with the very different characteristics of the car this year and climbed in 58.87 secs.



John Chacksfield -
photo by PW Pics

Open wheeled racing cars only for the remaining three classes, starting with Class I up to 1100cc. Competitors in this class are almost exclusively propelled by the Kawasaki ZZR engine but Paul Gibson's rather elderly OMS had Suzuki GSXR power. John Chacksfield is very much a front runner here. He held his form in the OMS to win in 56.28 secs. Graham Smiths OMS was just over a second behind.

A healthy list of nine starters in Class J for cars up to 1600 cc. Richard Spedding won the class in 54.67 secs which turned out to be FTD, but more of that later. Colin Birbeck in an OMS 2000M was a creditable 2nd about a second slower and almost certainly giving a bit of weight away, Richard Pope's OMS was third.



*Cive Lightburn -
photo by PW Pics*



*Peter Hamilton -
photo by PW Pics*

The final class of the day for racing cars up to 2000cc was a straight fight between Peter Hamilton's CF04 OMS and George Bleasdale's somewhat older Pilbeam. Peter Hamilton's best time of 54.94 comfortably won the class but that's only half the story. Peter's third run stopped the clock at somewhere around a low 54 but he swiped the plastic bollards at the finish line and his time was discounted. It would also have been FTD but then if his speed thro' the last corner had been less and therefore missed the bollards, then maybe the time would be somewhat higher. - who knows - rules are rules.

In the final reckoning then Richard Spedding's 54.67 secs was the deserving FTD time from the slightly unlucky Peter Hamilton in 54.94 secs with Colin Birbeck third FTD in the OMS.



Richard Spedding Fastest Time of the Day - photo by PW Pics

PADDOCK CHAT

One or two competitors were querying the change round of the Jim Thompson Trophy meeting and the Classic and Vintage day. The Saturday event clashed with a Sprint Championship event at Elvington and took away some competitors.

Mike Holt who came to Harewood for the first time with his venerable Austin Mercury Special, said he had never had such an enjoyable days motor sport in his life and was gushing with praise for the organisation and the hill.

The writer goes back as far as competing from the old start near Chippy's and I cannot remember a meeting at Harewood with four timed runs to count. My memory of that era is fading like everthing else but if anyone can remember another, write to the Times editor . I know a man that would have known, but he is sadly no longer with us.

Richard Spedding duly collected the magnificent Jim Thompson Trophy and since this trophy has a Jaguar as its centre piece it was fitting that a member of the Spedding family collected it.



*The marshals had a busy day replacing the much abused finish line marker posts
photo by PW Pics*

Fastest Time of the Day

1st Richard Spedding, Force PC, 1300cc, 54.67, 2nd Peter Hamilton, Oms CF04, 2000cc, 54.94
3rd Colin Birkbeck, Oms 2000M, 1400cc, 55.75

Class Winners

Simon Butterworth, Porsche Boxter, 3200cc, 65.08, Ben Gough, Reliant Scimitar, 2994Scc, 64.93, David Taylor, Morris Cooper S, 1380cc, 72.84, David Sturdy, VW Polo, 1341Scc, 67.78, Paul Martin, Mitsubishi Evo, 2400Tcc, 62.36 CR, Henry Moorhouse, Westfield SE, 1600cc, 64.21, Mike Holt, Austin Mercury Special, 4250cc, 91.70, Ian Butcher, Lotus Elise, 1800cc, 65.84,, Fraser Jemmeson, Lotus Sunbeam, 2172cc, 74.22 Ian Thomas, Swift SC93F, 1600cc, 64.55, Tony Brumfield, Sylva Striker, 1299cc, 60.17, Les Procter, Oms SC4CF, 1600cc, 58.87, John Chacksfield, Oms 2000M, 1095cc, 56.28, Richard Spedding, Force PC, 1300cc, 54.67, Peter Hamilton, Oms CF04, 2000cc, 54.94

CLASSIC & VINTAGE HILLCLIMB REPORT

by Fyrth Crosse

Sunday the 7th of June and following Saturday's Jim Thompson Trophy meeting the windswept paddock was occupied with an eclectic collection of vehicles, Theophile Schneider to Triumph TR3, Brescia Bugatti to Brabham BT30. The full entry list was swelled with Ginetta, Morgan, Triumph TR, Austin 7 and Aston Martin championships, a large vintage entry and a sprinkling of pre 1971 classic cars and single seaters. Contrary to expectations the morning dawned dry with a strong breeze keeping the clouds moving and allowing the red kites to perform effortlessly above the escarpment. With a dry track from the off practice proceeded with little incident enabling the official runs to start in good time after the lunch break. Despite delays the pace was maintained with competitors taking 3 runs if they wished, the timed runs coming to their conclusion at 5.00pm and followed by the prize giving.

The invited championships headed the running list, the small Ginetta class first to the line and following the form book with Nick Stevens G12 first run 63.67sec not only leading the class but the field. He improved to 63.06sec taking the class win from Robert Pallett's 5 litre G33 on 65.10sec, the pair of post 1971 cars finally taking 2nd and 4th places in the overall day's results. A large Morgan class in which 4/4 models predominated although it was no surprise that the 3.5litre Plus 8 of record holder Steven McDonald led the pack with a 2nd run 67.17sec, Simon Baines 3 litre Roadster close on 67.61sec. Just three Triumphs to the line and Ian Horsfall had it all his own way from the start, a 2nd run of 80.82sec in his 2 litre GT6 was 2.45sec clear of Kevin Bryant's TR3A, Kevin probably unwhelmed by the commentator's reference to his Ferguson Tractor engine, both classics sharing the same block.

The very active Bert Hadley Championship for Austin Sevens followed with their interesting variations on Herbert Austin's 1921 vision that Stanley Edge drafted in the billiard room at Austin's Lickey Grange mansion. Two classes, road and track. Graham Beckett's Ulster won the former on 85.38sec and Carol Woods the latter, again an Ulster on 81.42 sec.

All the Aston Martins entered were post WW2 and no worse for that. Record holder Colin Kingsman was chasing his 2008 time but 74.57sec was 0.7sec adrift, none the less sufficient for his 4 litre DB6 to take the class from Jonathan Moorhouse's DB7 on 75.53sec. The Bentley class was divided by WW2 and only one post war runner, pre war and Adam Stacy-Marks in his 4.5 litre decided that 2 runs were sufficient, 77.93sec well clear of Michael Smith and Michael Simonard, both driving 3 litres.



Guy Northam -
photo by PW Pics

There followed the purely vintage part of the event with a plethora of VSCC classes following their well defined pattern, best understood by the participants. Firstly the Standard & Modified sector it was no surprise that Steven Pryke won the 1101-1500cc group on 83.78sec in his 1500cc Frazer Nash TT Replica, Les Procter following in his immaculate MG 'Q' Type, its albeit supercharged 850cc having to work hard for 88.63sec, a contrast to Les's previous day's work in his OMS.

The next class, 1501-2000cc and Ken MacMaster reset

*Harwood regular Les Procter -
photo by PW Pics*



the class record by over 2 seconds to 75.43sec in his swift blue Frazer Nash BMW 328, a car well ahead of its time pre WW2, the 6 cylinder engine 'liberated' from BMW after that conflict and copied by Bristol Cars for their use and to power many British competition cars. Class 2001-3000cc and Paul Wignall's Talbot 105 did not appear, his post war light green AC Ace surely a pleasing substitute?

Alone in this class Norman Pemberton reset the record to 82.59sec in his 3 litre Talbot 95. Over 3 litre with Lagonda LG45, Vauxhall 30-98 and Talbot Lago, all perfect for motoring in the 'grand manner', John Guyatt taking the win on 77.41sec in the Talbot.



*Paul Wignall -
photo by PW Pics*



*Norman Pemberton -
photo by PW Pics*

Now it was Special Sports cars, rather more modified? Class 1101cc-1500cc and Piers Leigh in his 1450cc Lagonda Rapier took the win on 78.43sec in a closely fought group, over 3000cc and Andrew Ferguson did the same in his Riley Thomas Special, 3.2 litres and 80.04 sec on his first run also sufficient to set a new class record.

And then there were the Racing Car classes. The 1101-1500cc group always close and Rob Cobden in winning also set a new class record in his Riley Falcon Special on 67.92sec, followed by Mark Johnson on



*Piers Leigh -
photo by PW Pics*



*Mark Johnson -
photo by PW Pics*

71.47sec in his miniscule Morgan Special. Graham Carr won the 1501-3000cc group although not getting that close to his 2007 record in the 2 litre GN/AC.



Chris Williams -
photo by PW Pics

Over 3 litres and 3.5 litre Frazer Nash Alvis versus 24 litre Napier Bentley, agility counting today and James Baxter slaughtered Chris Williams previous record by 9.44sec with 67.54sec although Chris still manhandling the mammoth red aero engined car up the hill in 75.50sec, faster than his old record.

Finally aero engined Edwardians, power and torque in abundance, the 27 litre Hispano Delage of Anthony Howat doing an even better destruction job on their record by 10.65sec with his winning time of 72.45sec.

The end of the programme and the moderns, relatively speaking. Paul Wignall's in his substitute AC Ace won the sports cars on 74.74sec. In the racing category the trio of BDA engined Brabhams dominated, Andrew Thorpe always holding the lead, his final 61.92sec securing the class and BTD, Bronwen Waggitt 2nd with a smooth 63.40sec.



Anthony Howat -
photo by PW Pics

A successful day with good spectator support and interesting to see to see how far competitors travelled for their single day of hillclimbing. Browsing the entry list there were visitors from Llangollen, Minehead, Marlborough, Seaford, Ipswich, Fordingbridge and Glasgow to list a small selection. It would appear that the club has tapped into a vein of interest well outside its normal boundaries which might be worth developing further, whilst at the same time taking care to ensure that pre 1971 or whatever age restriction is decided does, not unreasonably, apply to the whole entry.

Andrew Thorpe
Fastest Time
of the Day
photo by PW Pics





*Dave Smith -
photo by PW Pics*



*Edmund Burgess -
photo by PW Pics*



*John Guyatt -
photo by PW Pics*



*Nick Ridley -
photo by PW Pics*

Fastest Time of the Day

1st Andrew Thorpe, Brabham BT35, 1600cc, 61.92, 2nd Nick Stephens, Ginetta G12, 1998cc, 63.06, 3rd Bronwen Waggitt, Brabham BT30, 1600cc, 63.40

Class Winners

Nick Stephens, Ginetta G12, 1998cc, 63.06, Steven McDonald, Morgam +8, 3500cc, 67.17, Ian Horsfall, Triumph GT6, 1998cc, 80.82, Graham Beckett, Austin 7 Ulster, 747cc, 85.38, Carol Woods, Austin 7 Ulster, 747cc, 81.42, Colin Kingsman, Aston Martin DB6, 3995cc, 74.57, Adam Stacy-Marks, Bentley 4.5L, 4500cc,, 77.93, Guy Northam, Bentley MK V1, 4887cc, 77.98, John Collins, Riley Brooklands, 1089cc, 80.63, Steven Pryke, Fraser Nash TT Replica, 1496cc, 83.78, Ken MacMaster, Fraser Nash 328, 1971cc, 75.43 CR, Norman Pemberton, Talbot 105, 2969cc, 82.59 CR, John Guyatt, Talbot Lago, 4000cc, 77.41, Mark Grundy, Riley MK4 Special, 1087cc, 103.00, Piers Leigh, Lagonda Rapier, 1450cc, 78.43, Duncan Fish, Alvis 12/70, 1842cc, 86.28, Andrew Ferguson, Riley Thomas Special, 3200cc, 80.04 CR, Ed Swain, Singer Junior, 848cc, 88.09, Rob Cobden, Riley Falcon Special, 1498Scc, 67.92 CR, Graham Carr, GN/AC SS Special, 1996cc, 76.72, James Baxter, Fraser Nash Alvis, 3571cc, 67.54 CR, Anthony Howat, Hispano Delage, 27000cc, 72.45 CR, Andy Newbound, Morris Mini Cooper, 1275cc, 80.67, Paul Wignall, AC Ace, 74.74, Andrew Thorpe, Brabham BT35, 1600cc, 61.92

BARC YORKSHIRE CENTRE

Oms Racing Harewood Speed Hillclimb Championship

Results after round 3

Pos	Name	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total
1	Paul Martin	18.41	17.41	18.15	0	0	0	0	0	0	53.97
2	David Sturdy	18.08	17.33	17.46	0	0	0	0	0	0	52.87
3	Richard Vale	17.72	16.47	17.20	0	0	0	0	0	0	51.39
4	Henry Moorhouse	16.71	17.23	16.93	0	0	0	0	0	0	50.87
5	David Sykes	16.90	16.37	16.57	0	0	0	0	0	0	49.84
6	Russell Thorpe	16.08	15.90	14.89	0	0	0	0	0	0	46.87
7	Tony Brumfield	14.63	15.56	15.61	0	0	0	0	0	0	45.80
8	Ian Thomas	14.17	14.51	14.40	0	0	0	0	0	0	43.08
9	Graham Smith	12.91	14.26	13.87	0	0	0	0	0	0	41.04
10	Peter Whittle	13.14	13.62	13.79	0	0	0	0	0	0	40.55
11	Les Procter	12.98	14.09	13.47	0	0	0	0	0	0	40.54
12	Michael Hartley	11.97	12.76	13.19	0	0	0	0	0	0	37.92
13	Richard Pope	12.05	12.19	13.07	0	0	0	0	0	0	37.31
14	Drew Dawson	11.28	11.69	12.57	0	0	0	0	0	0	35.54
15	Kenny Brookes	17.67	0.00	16.50	0	0	0	0	0	0	34.17
16	Karl Jackson	17.25	0.00	16.64	0	0	0	0	0	0	33.89
17	Steve Mitchell	16.41	16.29	0.00	0	0	0	0	0	0	32.70
18	Mark Teale	15.60	17.04	0.00	0	0	0	0	0	0	32.64
19	Simon Green	16.04	16.32	0.00	0	0	0	0	0	0	32.36
20	Peter Hamilton	0.00	15.67	15.62	0	0	0	0	0	0	31.29
21	John Chacksfield	0.00	15.94	15.26	0	0	0	0	0	0	31.20
22	Richard Spedding	15.21	0.00	15.67	0	0	0	0	0	0	30.88
23	Bobby Fryers	13.90	14.96	0.00	0	0	0	0	0	0	28.86
24	Paul Gibson	8.42	9.73	9.93	0	0	0	0	0	0	28.08
25	Michael Bellerby	14.37	13.61	0.00	0	0	0	0	0	0	27.98
26	Clive Lightburn	0.00	13.76	11.95	0	0	0	0	0	0	25.71
27	David Grey	0.00	12.39	12.73	0	0	0	0	0	0	25.12
28	Gordon Riley	11.09	10.87	0.00	0	0	0	0	0	0	21.96
29	Bob Potts	11.47	8.58	0.00	0	0	0	0	0	0	20.05
30	David Lanfranchi	9.90	9.70	0.00	0	0	0	0	0	0	19.60
31	Peter Sherratt	0.00	9.40	9.85	0	0	0	0	0	0	19.25
32	Adrian Winnard	6.14	5.53	6.52	0	0	0	0	0	0	18.19
33	Chris Gibbs	0.00	8.56	9.46	0	0	0	0	0	0	18.02
34	John Graham	13.05	4.57	0.00	0	0	0	0	0	0	17.62
35	Keith Hardy	9.76	7.02	0.00	0	0	0	0	0	0	16.78
36	Nick Mitchell	15.99	0.00	0.00	0	0	0	0	0	0	15.99
37	Wayne Sisson	15.89	0.00	0.00	0	0	0	0	0	0	15.89
38	Michael Bellerby	0.00	0.00	15.11	0	0	0	0	0	0	15.11
39	Dale Cordingley	0.00	14.31	0.00	0	0	0	0	0	0	14.31
40	Tony Hart	14.08	0.00	0.00	0	0	0	0	0	0	14.08
41	Robert Warwick	13.88	0.00	0.00	0	0	0	0	0	0	13.88
42	David Spaul	0.00	13.68	0.00	0	0	0	0	0	0	13.68
43	Sarah Cordingley F	0.00	13.62	0.00	0	0	0	0	0	0	13.62
44	Sarah Bosworth F	11.98	0.00	0.00	0	0	0	0	0	0	11.98
45	David Farrer	0.00	0.00	11.39	0	0	0	0	0	0	11.39
46	Kevin Jaques	0.00	0.00	9.34	0	0	0	0	0	0	9.34
47	Natasha Forret F	2.87	0.00	4.84	0	0	0	0	0	0	7.71
48	Simon Bailey	0.00	7.52	0.00	0	0	0	0	0	0	7.52
49	Andrew Forret	3.57	0.00	3.63	0	0	0	0	0	0	7.20
50	Nicola Dearden F	0.00	0.00	0.00	0	0	0	0	0	0	0.00

BARC YORKSHIRE CENTRE
Oms Racing Harewood Speed Hillclimb Championship
FTD CHAMPIONSHIP
Results after round 3

Pos	Name	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total
1	Richard Pope	9	5	7	0	0	0	0	0	0	21
2	Graham Smith	8	7	5	0	0	0	0	0	0	20
2	Richard Spedding	10	0	10	0	0	0	0	0	0	20
3	Peter Hamilton	0	10	9	0	0	0	0	0	0	19
4	John Chacksfield	0	9	8	0	0	0	0	0	0	17
5	Drew Dawson	7	3	4	0	0	0	0	0	0	14
6	David Grey	0	6	6	0	0	0	0	0	0	12
6	Les Procter	6	4	2	0	0	0	0	0	0	12
7	Clive Lightburn	0	8	3	0	0	0	0	0	0	11
8	Tony Brumfield	5	0	0	0	0	0	0	0	0	5
9	Wayne Sisson	4	0	0	0	0	0	0	0	0	4
10	Paul Martin	3	0	0	0	0	0	0	0	0	3
11	Paul Gibson	2	0	0	0	0	0	0	0	0	2
11	Dale Cordingley	0	2	0	0	0	0	0	0	0	2
12	Henry Moorhouse	1	0	0	0	0	0	0	0	0	1
12	Kenny Brookes	1	0	0	0	0	0	0	0	0	1
12	Sarah Cordingley F	0	1	0	0	0	0	0	0	0	1
12	David Farrer	0	0	1	0	0	0	0	0	0	1

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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

Harewood Memories

Hillclimb aficionado **Jerry Sturman** has kindly allowed us to reprint an excerpt of an article he penned for the Hillclimb & Sprint Associations own periodical "Speedscene", in which he reminisced on hill-climbing in the latter half of the last century.

I thought that this would be of interest to Times readers as I'm sure some members (like me) have never heard of the "line of bricks"...

Harewood hillclimb, appeared on the scene in 1962, first hosted a British round in 1964 and has remained in the Championship ever since.

My own first visit to Harewood was back in 1974, when it had progressed a little from the original tar and chipping surface on which Tony Lanfranchi set the first ever FTD in his Elva-BMW, although it would still be some 18 years before the course extension from 1090 to its current 1583 yard length. Back then, the startline was at the far end of the course, on the exit from what is now Chippy's Comer (in memory of BARC Yorkshire Centre club stalwart Chippy Stross - so nick-named not through any carpentry connection but, allegedly, because of his frequent visits to fish and chip shops!).

With the paddock at the top of the hill, you accessed the start by rolling down from it, as now, on what was then an unsurfaced access road, turning right near the bottom where today's tarmac version continues on and emerging on to the track in the reverse direction at the exit from the long right-hander at Farmhouse. On a wet day, after covering the track with mud at this crucial point you then trailed it right back down the hill to the startline. In an unsuccessful bid to prevent this, one thankfully short-lived experiment involved continuing this unsurfaced road right to the western edge of the Stockton Farm estate and turning right past the hedge before running out into the countryside, parallel to Clark Straight on the current course, and arriving at the start area. On one particularly wet day, all cars (and drivers, if in single-seaters) arrived at the start a uniform shade of brown before resurfacing half the hill with mud, this time from the bottom up!

Before the Club extended the area behind the startline to accommodate a holding paddock, you queued up for your run on a slip road immediately alongside the start straight. This meant you were often sitting in a line of cars facing fellow competitors that were lining up with the timing beam. You were thus meeting, at eye level, the steely gaze of determined drivers building themselves up for a maximum effort and separated from the impending launch of an aluminium hulled, sticky tyred missile by nothing more than a single row of bricks sunk into the tarmac.

Time has not diminished the memory of sitting in this 'queue-ing lane' in my diminutive Vixen-Imp, facing legendary baronet Sir Nick Williamson aboard his thundering Marlyn (his championship-winning March 712S modified by Martin Slater of Lyncar incorporating a 3-litre DFV V8) as he blipped the throttle coming to the line for a morning practice run. From my ringside seat I watched Nick remove his trademark tortoiseshell framed general purpose spectacles and replace them with his 'competition spec' items, which he carried in a spectacle case pop-riveted to the dashboard. On the green light the twice British champion launched the big V8, killed the tailslide off the line with spinning rears just inches from my ears and charged uphill into the blind left-hander at Country.

This may very well have been the meeting that he put the car through the hedge and into a field at the following bend, Willow. Both emerged unscathed, but it proved quite a retrieval job and some twenty minutes or so elapsed before the Marlyn returned to the paddock, towed by the breakdown truck and with the noble baronet still sitting in the car, calmly smoking a cigarette. As with many drivers of the day, his packet of fags and his lighter were taped, for maximum convenience, to the inside of the cockpit...



Photo © Steve Wilkinson (Harewood Start 1981)

Articles for publication always welcome

Projects, restorations, YC members attending other events etc.

Snippets, gossip and anything else of interest

Next copy date 5th August 2009

OBITUARY—ALLAN STANIFORTH

I met Allan in, I think, 1970, at the now long defunct hillclimb at Great Auclum between Newbury and Reading. It was a life-changing meeting for me.

A year or so earlier I had become interested in motor racing and particularly the then 1600cc F2. That had persuaded me to join the BARC and in the club mag had been an advert for a book called "High Speed – Low Cost". I bought a copy and was fascinated by the content, besides the promise of unheard of performance for almost no money at all, the enthusiasm of the author for competitive engineering came across loud and clear.

So, having been bitten by the car construction bug I started building a hillclimb car without ever attending a hillclimb, I went along to Great Auclum and to my surprise, there was the great man in person. I summoned up the courage to introduce myself and explain that I was building a Terrapin. Allan was immediately helpful, answering many of my questions and insisted on coming back to Newbury to look at my somewhat feeble efforts. Despite having a 200 mile journey back to Leeds at the end of a long day, he spent hours explaining details and followed this up over the following weeks with more help and assistance.

When, eventually, I started competing it was Allan who shepherded me through the early meetings offering encouragement and expertise in equal measure.

Allan had many strengths but, if one had to choose, perhaps the principle one would be his unique ability to get across to his audience the paramount importance of sound fundamental engineering principles with clarity in an entertaining and, often, amusing way.

Talking of amusing - Of course, it wasn't all nose to the grindstone, and Allan's life was peppered with humorous incident, far too many to mention today but I do recall one hilarious weekend when he came with me to a September Doune around 1981. It was tradition in those days that a party was held on the Sunday evening and that year someone had laid on a marquee full of both free food, and significantly, free drink. Of course, we can all resist anything except temptation, and Allan was no exception. He began the evening by climbing the marquee and sliding down the roof to the cheers of those present. The applause then encouraged him to progress to charging bull-like into the sides of the marquee head down and this continued until, inevitably, his head coincided with one of the large wooden stanchion on the opposite side of the canvas causing an instant loss of consciousness – the phrase "pole-axed" springs to mind. Once he came round from that he seemed to slow a little but not for long and his finale was a headfirst lurch into a huge bowl of cream. The following morning I drove him back south to Leeds, the journey was extremely quiet, all that could be heard from the passenger seat was a gentle sobbing and the occasional muttered phrase "never again" - accompanied all the way by a strong stench of sour cream...

Besides being a writer and an engineer he was also a fierce competitor. He drove competitively from the late 1950s, initially with saloon cars but soon progressing to a succession of his beloved Terrapins and later his Megapin with skill and bravery and that continued until a few weeks ago. Needless to say, he always built and looked after his cars himself and his skill as a fabricator, machinist and fitter were first-class. Whenever I called him in the evening he would invariably be toiling away in the workshop with yet another burning problem needing urgent attention.

In the early 90s he became involved as a design judge with Formula SAE in the US with his great friend the late Carroll Smith and he was fundamental in setting up the "Formula Student" organisation here in the UK, later he was a key player in the German version of this event attending the contest at Hockenheim every year since its inception. This is an engineering design contest for university students and his enthusiastic support in the early days was fundamental to its later success. Of course, he had a motive, he loved to see young students learning the basics and the sight of him, surrounded by youngsters hanging on his every word is imprinted on my mind forever. I'm quite sure his aforementioned ability to explain complex technical matters in a clear and enjoyable way has encouraged many young students into an engineering career.

He was a strong family man and Trish, Clare and Daz were never far from his thoughts. In recent years his grandchildren were the apple of his eye and whenever he visited us he would make sure we knew about their latest sporting and educational achievements of which he was very proud.

Of course, if we'd never met there would never have been any Gould cars but, much more importantly; my life would have been immeasurably less interesting.

He enthusiastically supported our efforts both as amateurs and professionals and his wisdom and wit were a potent source of support for us.

He was my best friend for almost forty years and it was a great privilege to have known him. Although we are all saddened by his passing I'm confident the light that he brought into all our lives will continue to shine and display the proper direction into the future.

David Gould

Ed—this was the eulogy written and re-produced by kind permission of David Gould, delivered at Allan's funeral by David Grace

*Allan's last drive at
Harewood Practice Day
2009*

*Photo by Full Frame
Photographic*



LETTERS

ALLAN STANIFORTH

We will all miss Allan in the paddock at Harewood he was always ready to help anyone his support car carried so many spares and his large Snap on toolbox made it a mobile workshop. I tried for years to get him to pack two smaller plastic tool boxes as I was the one who had to lift the 5 stone monster into his car before every meeting and out the next day. It was only after he rolled his car and trailer down into a ravine last year demolishing a lamp post and small trees that he agreed to the change. How he got out of the car without a scratch is beyond me, there were tools, jacks, hammers, petrol can, boxes of everything nut bolts etc everywhere, all had missed him. He wrote his car off on his way to the Longton dinner the year before and was out cold for 15 minutes. He was taken to hospital and when they said he was ok he managed to con them into taking him to the dinner as he had to present an award to Barry Whitehead.



Many of us have received Allan's freely given advice and friendship over the years and I have probably more than most to thank him for. I had competed in a Speedwell Mini, two Sprites and a 1500 Anglia I built from a new shell, then in 1969 my wife gave me 'The Book' for Christmas. My life changed. I went to see Allan and he convinced me it was just like gluing model airplanes together so much so that I even felt confident enough to cut a Herald steering rack in half shorten and butt weld it together! I would now say 'don't try this at home' I built a Terrapin and Allan put it on the book publishers stand at the '71 racing car show.

I met John Crowson when we both turned up to buy bits from an American spy from Menwith Hill who had to abandon his Terrapin build as he'd been called back to the US. We became firm friends and eventually had both our Terrapins sponsored by British Leyland and Whitbread's Brewery a fantastic combination as we were given permission to collect as much Stella as we could get in our cars once a month from the brewery and a similar arrangement with Special Tuning at Abingdon when parts were required. We had a lot of success with our cars.

Over the last 12 years I have spent some of the happiest times working on his car or mine. The day usually started with 'eh I was doing an article last night and it just disappeared!' he could never come to terms with the fact that you could have more than one page open on a computer and the one he had 'lost' was usually minimised on the bottom tool bar. It was a source of constant annoyance to him that his computer had a 'mind of it's own' He did however invent the virtual reality screen which, had he been on the Apprentice, would without doubt get him a job with Allan Sugar!

When his car packed up at Practice day and he went into Hospital shortly after I promised I'd fix it, I got it going and went in to tell him it was ok. We discussed the May Harewood w/e and I said we'd get him there somehow. Unfortunately it was not to be and the best I could do was to put a photo of him on my car.



When the specialist told him it was curtains in true style he set about instructing everyone about his funeral and gave permission to Barry Whitehead to be MC for a DIY funeral as long as he didn't mention God. I was honoured to be asked to help carry the cardboard coffin bedecked with Terrapin stickers and a chequered flag but the councils 'elf & safety' man said we couldn't carry him down the isle, as we hadn't been trained and where was the risk assessment, we had to put him on a trolley. As we were dressed in our racing overalls and the entry music was familiar to all F1 fans we did consider hurling in at great speed. Allan would have approved and I'm glad in a way he didn't end up hanging around all inactive and house bound it would have killed him. I never thought of him as 84 he was just as enthusiastic and full of go as the first day I met him. He was a great mate and I'll miss him lots.



Graham Smith

Allan Staniforth

Like many Yorkshire Centre members I will miss Allan. His hand typed entry form and envelopes with half of the letters missing, were always identifiable. There are stories of him in abundance, his improvisation of not having a contact lens case with him one night led to the use of a handy, dog's water bowl, and there are hundreds more similar ones!

His wit and memorable jokes will last a long time to come, his "blown a seal" joke will have to remain unprinted, unfortunately! His funeral service was unique and fitting, and all who attended will have been moved, our thoughts are with Allan's family at this sad time, but I am sure they will have many happy memories of him.

The Editor

www.harewoodhill.co.uk

Allan Staniforth

Dear Tim and all Yorkshire Centre members,

As many of the membership were, I was saddened when I read the news of Allan's passing. It is not often that a situation causes the need to express your views in print, sadly this is one of them.

I only competed for a brief time at Harewood and other northern venues with the occasional excursion south until work commitments took me to places further flung. Whilst I competed I managed to get to know Allan quite well as he was not always sure that the lines I managed to get away with were the best way up the hill.

Ed—no, but always spectacular!

On weekends off whilst I worked with Bridgestone Motorsport I managed to visit some venues just as a spectator. Allan would usually make a B-line for me if he was competing, just to ask how I was and talk of the international racing season as it progressed. Once I had my own business I still could not find the time to compete as business was hard, but rewarding. Visits to Harewood were less frequent but Allan would always be eager to talk of his latest tweek.

On a visit to 3 Sisters I watched as Allan came into the paddock, walking over to speak to him as he was by his car. Tony, how are you, something not right with the car? I fitted a new chain last week, the last one broke on the start line, just let go as I set off, could not remember when I had changed it last, if at all! We both pulled at the wheels, and rocked things back and forth till eventually a small crack on a weld was found, right around the diff cradle, it was decided that it was not too serious as to be dangerous and would be permanently mended at home on his return. I checked the front for any play or possible damage and remarked that the wheel bearings could do with a little attention. Allan replied what he fitted when he built the car came second hand from a metro, so how could they possibly be in need of attention.

There are many more tales of Allan's exploits at venues all over the country, as I am sure competitors from the hillclimb and sprint fraternity have related to you since his untimely retirement from competition. Allan always had time and patience to listen and offer advice to both novices and champions alike – his wit and humour always to the fore, a gentleman in the perfect example of that word, gentle and a man of integrity. Always a pleasure to speak to him and watch him complete. The loss to motorsport at club level can not be calculated, wisdom and the ability to share it with humility rather than conceit was a gift Allan had in abundance and will be greatly missed.

The like of Allan Staniforth will not pass this way very often, if ever again, I for one will miss his humour and his conversation.

Tony Mekwinski

Editor—Jackie Wilson

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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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