

Harewood



Speed
Hillclimb

Yorkshire Centre

Times

Issue 124 - August 2009



Driver: Simon Taylor
Photography by Full Frame Photographic



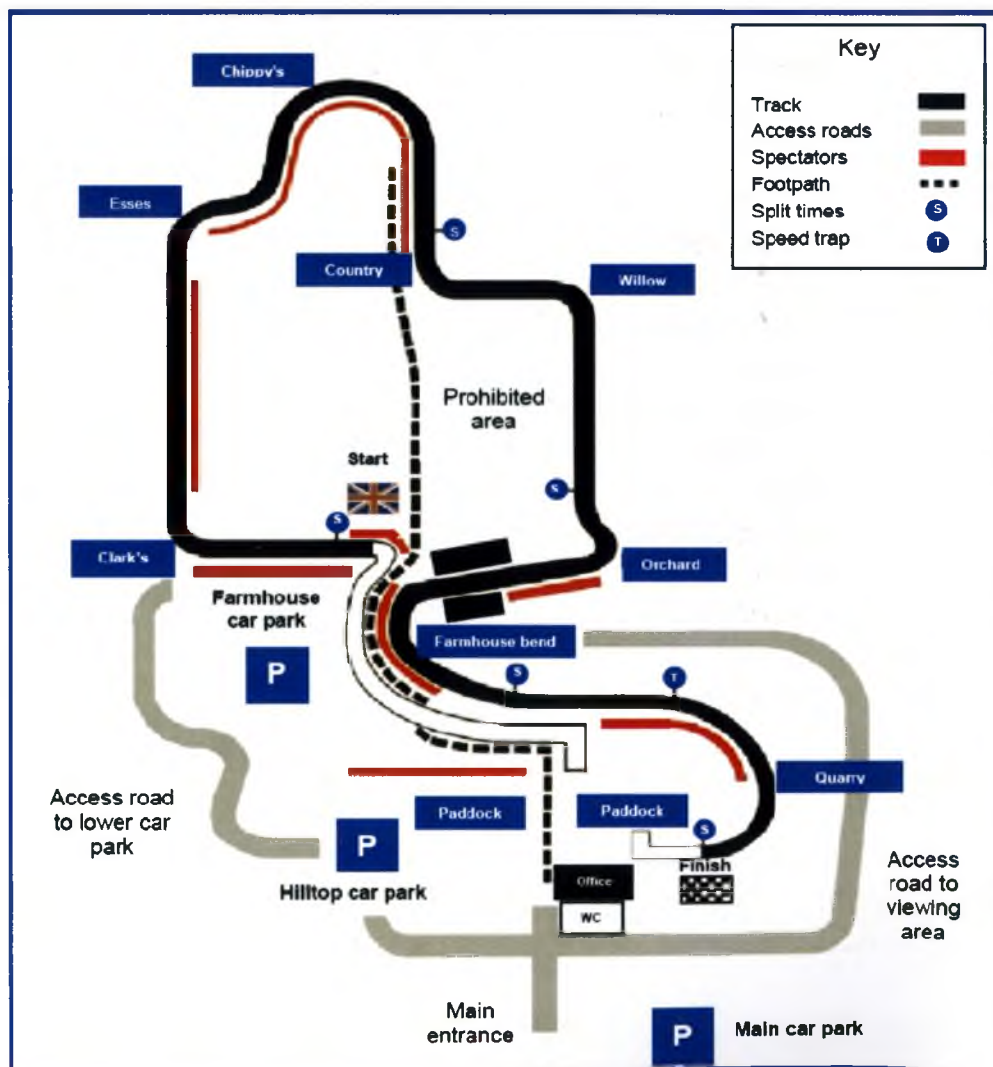
www.harewoodhill.com

Harewood



Speed Hillclimb

The Track



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Cover photo—Simon Taylor in the HWM Chevrolet—photo by Full Frame Photographic

Chairman's letter

The season seems to be getting better. After slow start to the year entry lists are filling up and the championship hotting up.

The early August weekend proved very popular despite attempts by the weather to dampen spirits at our inaugural Yorkshire Speed Trophy meeting. Championship leader Paul Martin scored well in the wet on Saturday but David Sturdy moved to the top of the table on Sunday as Paul's late entry left him spectating! Richard Spedding scored well on both days to secure a lead in the FTD series. However there are still 3 rounds left and we are sure to see plenty of action as any 1 of say 4 could snatch honours in the *Oms* Racing BARC Harewood Speed Hillclimb Championship.

With all this activity still to go on, it seems early to be planning for the end of the season. However the Annual Dinner has been booked and we hope you will come to applaud the award winners. The Dinner will again be held centrally at the Holiday Inn, off J25 M62, but we have worked closely with our hosts to make sure this year's event is better than ever. We've negotiated a better menu, choice of main course and we may even put some wine on the tables again.

Then we have the Forum - we have started planning for 2010, including venue improvements, possible changes to the Championship as well as considering potential changes to classes and tyres imposed on us by the MSA. I would like your views, please drop me a line (chairman@harewood-hill.co.uk) or give me a call (01423 339062) and let me know what you think.

Enjoy the rest of the season,

Tim



HAREWOOD AT ITS BEST

by Peter Herbert

Red kites circulating under a clear blue sky. Children rolling in the grass as doting parents looked on behind large ice creams. Crowds of spectators shading their eyes against a blazing sun. And record breaking action on a track in perfect condition.

This was Stockton Farm in July, the British Hillclimb Championship's second visit of the season and half way point in the series, and Harewood had never looked better, fully justifying its claim to be the "Premier Hillclimb of the North."

At the sharp end of Sunday competition, the closely matched Gould V8s of three time champion Martin Groves and reigning title holder Scott Moran continued their year long duel. However, the series lead changed hands in Groves' favour when a traction control wheel speed sensor failed on the startline during the first of the two top twelve run-offs, leaving Moran pointless.

Groves' 49.54s run scored full points, but an inspired Trevor Willis was only a bare four tenths behind, despite his OMS Powertec giving away significant horsepower to the other front runners, while a very on form Chris Merrick was a fine and close third with the Gould Judd. The Goulds of Roger Moran, Paul Ranson and Deryk Young completed the top six.

With its sophisticated electronics fixed, course record holder Scott Moran fought back during the second run-off, a stunning 49.51s ascent topping the times, and setting FTD. As ever, "Grovesy" was close behind, a mere two hundredths splitting the pair, while Roger Moran backed up his son superbly to finish a close third. Willis, Ranson and Merrick followed.

Class A, for Modified Production Cars up to 1400cc, opening proceedings, and as usual it was the gifted Andrew Griffiths who both set the pace and a new class record with a 57.32s climb, 0.42s inside Robert Kendrick's three year old target. Andrew's commitment and car control were total, and never more so than through the fast Willow right hander, where the Caterham Hayabusa was constantly on the point of getting away from the Newcastle under Lyme driver.

Peter Herbert was a sad non-starter due to a broken selector within the Westfield BDH gearbox. Remarkably, this was the car's first mechanical breakage in twenty years. So it fell to Andy Russell's long campaigned

Ginetta G15 to keep Griffiths honest, and a personal best Harewood time of 65.74s secured second place for the Hampshire man. The remarkably quick turbocharged Mini shared by Wil Ker and Ben Harmer filled the next two places, Ker only a couple of tenths shy of Russell. The Class A record is now the quickest of all the Mod Prod marks.

A fourteen car 2 litre Mod Prod class saw a terrific tussle between the ancient Lotus Super Seven of Ben Johnson, the Caterham of Dave Wilson and the Avon Sprint of Jerseyman Mick Lancashire. Wilson set the early pace in the 2 litre Zetec pow-



ered machine, but was unable to sustain the pace due to a dodgy alternator denying the Seven sufficient spark for serious action. Consequently, a fine second run resulted in a five hundredths victory for Johnson's twin cam powered Lotus, with Wilson and Lancashire completing the podium. Allan Warburton's 1800 K Series Caterham, Wilson's codriver Joy Hoyle and Nicola Menzies' turbocharged Westfield Suzuki gave chase.

Special mention must be given to 16 year old David Warburton, still at school and not yet old enough to drive on the road, who drove his father's Caterham very sensibly into eighth place with a most creditable 63.70s climb.

The unlimited Mod Prod class saw two duels. One between Keith Edward's highly developed Audi Quattro and Harewood champion Karl Jackson's Mitsubishi Evo 1X RS "Mega Nutter", and the other between the Subaru Imprezas of much travelled Cornishman Geoff Twemlow and "Hadley Hooligan" Martyn Silcox.

In the former, it was the Cumbrian Quattro that emerged ahead, almost three seconds clear of the Evo, which displayed green Recticil "rash" down one side of its white paintwork due to a Willow indiscretion during a recent Harewood Hillclimb Drivers School. Despite a second run excursion at the Esses, it was Twemlow who won the Impreza fight by dint of his first ascent, a second and a half off Jackson's pace but almost two seconds clear of Silcox.



Keith Edwards -
photo by Full Frame Photographic

Only one car and two drivers contested the Hillclimb Super sports class, and it was Tom Brown of the Newbury based Brown family hillclimbing dynasty who emerged the winner, more than a second and a half up on hillclimbing veteran Russ Pickering. Brown's power slides out of Farnhouse was a sight to behold.

The 2 litre sports Libre class fell to Tim Elmer's Imagination PH1, half a second clear of Jerseyman Les Amy's Mallock Mk32. Hill regular Les Proctor was a game third, although the odd puff of smoke from the OMS SC4CF's tailpipe suggested an end of season engine rebuild.

The shared OMS Hornet of Dave Oldridge and Annie Goodyear dominated the first of the single seater classes, for up to 600cc machines, the two separated by a scant two hundredths. Robert Capper was third in his Nemesis HC92, almost three seconds adrift of Steve Owen's bargain basement projectile.

The diminutive Mark Hemmingway blitzed the 1100cc division with his Force, almost four seconds faster than hill debutant John Rutland in the OMS shared with brother Simon, and a massive 0.75s inside his own record, the siblings being separated by the OMS of Dave Uren.

The highly popular and massively competitive 1600cc class boasted seventeen protagonists, and inevitably Force drivers Will Hall and Eynon Price rejoined their season long battle. On his opening run, Will set the pace, whilst on his second he set not only the winning time, qualifying for the Top Ten Run off, but also a new 51.90s class record, 0.44s inside James Blackmore's two year old mark. Price was but four tenths astern, also getting into the run off, while Steve Owen upheld OMS honours with a third place, just three hundredths behind the Welshman.



Will Hall -
photo by Full Frame Photographic

In his first season of single seaters, and burdened by a standard engine, Richard Spedding was a fine fourth in the Lookers liveried Force, less than a second adrift of Owen. While Tim Wilson, in his aging OMS, and Irishman Pat Roche, aboard a further OMS, completed the first six.

Paul Haimes secured the 2 litre win and an improvement on his own class record at the wheel of the Dallara Vauxhall to continue his Leaders Championship battle with Andrew Griffiths, more than two seconds up on an inspired Peter Hamilton at the helm of his latest acquisition, an OMS CF04. Paul Webster, Dallara, and John Chacksfield, OMS, gave chase, the pair split by only two hundredths. Guemseyman Chris Guille, who would later go on to take a Val des Terres Run Off victory in St Peter Port, was a game fifth, despite going off at Orchard on his first run, narrowly ahead of Jerseyman Jason Morant's OMS.



*Paul Haimes -
photo by Full Frame Photographic*

Scott Moran was the unlimited class winner, ahead of Groves, Roger Moran, Willis, Merrick and co driver Tom New.



*Emerson Kent -
photo by Full Frame Photographic*

Perennial formula Ford victor Andrew Henson was not to be denied in a four car class, his Van Diemen three and a half seconds quicker than the slightly older version of Guy Bland. Daryl Henson was third in yet another example of the marque.

Leicester Clan Crusader devotee Eric Morrey scooped a one second win in the Hillclimb and Sprint Association class ahead of Emerson Kent in a Peugeot 205GTi. Chris Flavell's similar Pug was third, and the Mazda MX5 of John Gallagher a distant fourth.

Finally, in the Yorkshire Centre Handicap, Graham Smith in an OMS set fastest time, but on handicap it was the Mitsubishi Evo 6 of Paul Martin that took the silverware, followed by Nick Hudson aboard an Evo 5, Smith's single seater and Matthew Sutcliffe in the Matador Special.

Shelsley Walsh may have the history and Prescott the blazers, but on a fine day, with its unequalled panoramic viewing facilities and technical challenge, Harewood is up there with the very best.



*Graham Smith -
photo by Full Frame Photographic*

**ENTRY LISTS AVAILABLE
ON OUR NEW WEBSITE
www.harewoodhill.com**



*Scott Moran—Fastest Time of the Day
photo by Full Frame Photographic*

Fastest Time of the Day

1st Scott Moran, Gould GR61X 3500cc, 49.51, 2nd Martin Groves, Gould GR55 3500cc, 49.53
3rd Trevor Willis, OMS CF06 2800cc, 49.94

Class Winners

Andrew Griffiths, Caterham 1396cc, 57.32 R, Ben Johnson, Lotus 7 1600cc, 60.20, Keith Edwards, Audi Quattro 2229T, 60.34, Tom Brown, Mallock Mk27 1700cc, 57.07, Tim Elmer, Imagination PH1 1998cc, 55.51
David Oldridge, OMS Hornett 599cc, 59.91, Mark Hemingway, Force HC 1089cc, 52.79 R, Will Hall, Force PC 1585cc, 51.90 R, Paul Haines, Dallara F301 1998cc, 51.87 R, Scott Moran, Gould GR61X 3500cc, 49.73 R, Andrew Henson, Van Diemen RF85 1600cc, 63.81, Eric Morrey, Clan Crusader 875cc, 65.73, Winner of BARC(Y) Handicap Class Paul Martin, Mitsubishi Evo 2300T, 17.45 points

Run Off Winners

Round 17

1st Martin Groves, Gould GR55 3500cc, 49.54, 2nd Trevor Willis, OMS CF06 2800cc, 49.94
3rd Chris Merrick, Gould GR55 4000cc, 50.01

Round 18

1st Scott Moran, Gould GR61X 3500cc, 49.51, 2nd Martin Groves, Gould GR55 3500cc, 49.53
3rd Roger Moran, Gould GR61X 3500cc, 50.10

HAREWOOD SPEED HILLCLIMB DRIVERS SCHOOL

END OF TERM SCHOOL REPORT

by Peter Herbert

Thirty expectant pupils arrived at Stockton Farm on the morning of Thursday 23 July for the final school day of the year. A warm sun promised fine driving conditions, but promises get broken during English summers.

In the staff room, supping tea, were acting Chief Instructor Tim Wilson, the scaffolding taking longer to erect than expected for Simon Clark's hair cut; a jammy dodger demolishing Richard Spedding; a chocolate finger favouring Mike Geen; an abstentious Roger Kilty; James Kerr who had brought his Road Modified Peugeot 205 GTI along to scare passengers; and your humble scribe, still recovering from featuring in a bad extract from "The Cruel Sea" that had caused his breakfast to be committed to the deep, several times, during a crossing to the Channel Islands for the two most recent British Hillclimb Championship counters.

The team was ably supported by School Administrator Jackie Wilson, the herding skills of David Dalrymple, and our brave chaps in orange, the marshals.

Parked alongside the barn were the usual suspects. Caterhams, Westfields, TVRs, Lotuses and MGs, plus a few others that included a Porsche 996, Volvo V70, and an original Mini.

School regular Karl Jackson was back for more in his hill championship holding Mitsubishi Evo, while "Motor Sport" and "Classic and Sports Car" journalist Simon Taylor, who had last been to Stockton Farm in 1963 to cover a meeting for "Autosport", had driven his magnificent Chevy V8 powered ex Moss HWM "Stovebolt Special" up to Yorkshire from his London home.

Following the usual preliminaries, consisting as ever of a classroom session, course walk and instructor accompanied run, pupils ascended the hill to their hearts content in perfect conditions under the watchful eyes of their mentors prior to lunch.

By dint of both his experience and car, Karl Jackson set the pace, although the explosive power of the Mitsubishi was anything but subtle. Indeed, as one marshal astutely observed, Karl appeared to be in one long argument with his mount. Also pressing on was the yellow Caterham of Robert Spencer, he having already given young Spedding a few heart stopping moments during his accompanied climb.

At lunch a video replay of the first half of the hill revealed a high standard of driving, an accomplishment to be tested more severely that afternoon when the weather closed in.

Whilst early afternoon runs were completed in the dry, a heavy shower rendered the track surface at



The Stove Bolt Special of Simon Taylor
Photo by Peter Herbert

its trickiest. But everyone coped remarkably well, and the final accompanied assessments were carried out on a drying track. However, just as everyone went out for a final fling, the heavens opened for a sustained deluge, and proceedings were brought to a close prior to an early tea.

Despite the weather, which had at least offered drivers the full range of Harewood conditions, everyone appeared to have enjoyed themselves, and Simon Taylor in particular was most complimentary about his day with us.

Driver of the day was Westfield XTR2 pilote Christopher Wilson with a 77 point score, the Martini liveried sports racer having been conducted in a well considered and continually improving manner throughout the day. He had been taught well!

The school will be open again for education next year for drivers of all levels of experience and abilities, in any road legal motor car with a passenger seat. This can be treated as a toe in the water of our wonderful sport, a master-class for the experienced who want to go quicker, or just a great day out with fellow petrol heads. We can also accommodate corporate groups or motor clubs. So if a twice Harewood champion keeps coming back to learn more, this school must have a high Ofsted rating.





The 2009 Harewood Hillclimb Driving School Marshals—end of term photo!

**BARC Yorkshire Centre
ANNUAL SPEED EVENTS FORUM
Sunday 8th November 2009**

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

**Coffee 10.00am for
10.30am prompt start**

More detail in the next Times

23rd July Harewood Driving School—photos courtesy of Phil Andrews



Marcus Andrews—yes it really was that wet!



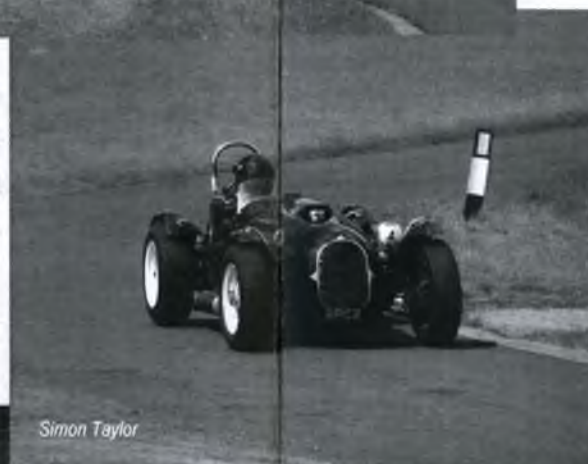
James Kerr & Karl Jackson



Jeremy Allen



Simon Taylor & Tim Wilson



Simon Taylor



Martin Cockcroft



Christopher Wilson's Westfield



Robbie MacMurchie



Suzanne Gibson & Richard Spedding

YORKSHIRE SPEED TROPHY MEETING

by John Moxham

So I said to Sian Lloyd (you know the one that was dumped by Lembit "Optic" for the Cheeky Girls) "what's this weather for August" – "we are told not to be too positive" she said. Too right – mud splattered tow-cars, race cars and I even christened my new overshoes!! Flashing through Skipton at 7.00am it was raining – so I thought wet practice and dry timed runs. Er No!!

Some 150 entries graced the paddock for the first day of the August double header. All the usual suspects were present and then lo and behold those things with 2 wheels and a chain – motorbikes. A wet greasy practice was a taster for what was to come after lunch – the first timed run being "the one" to get right – although lady luck favoured some more than others.

Mike Geen proved that his administration/management role hasn't slowed him as he skilfully guided his company prepped 205 to victory in the smaller saloon class.

In the larger up to 2 litre class Dr Russell Thorpe provided the upset of the day, pushing Doris (his Renault 5 Turbo) to an excellent win, beating the favoured Vale/ Sturdy supercharged Polo split only by Hampshire's Matt Carter in his Honda S2000. Paddock rumours that the good doctor's steed was fuelled by a prototype mix of Tamiflu and Surgical Spirit were rightly ignored by the scrutineers!!



In the big saloon group Paul Martin's Evo 6 got the better of Karl (2008 Champion) Jackson's later Evo by over ½ second.

The Westfield's provided more entertainment – side-ways driven by Henry Moorhouse and Simon Green doing the honours in their respective classes.

The smaller Mod Prods were the domain of Eric Morley (no – not the Miss World chap) – his unique turbo-charged Clan Crusader providing a lively spectacle in 71.62.

The up to 2 litre Mod Prods were for once not dominated by the Elises. Your scribe took an extra dose of cod liver oil, breathed in and pushed KT (his trusty LAD 205) to a maiden Harewood victory. Generous amounts of an excellent South African red were enjoyed that evening – courtesy of the hospitality of 2 eleven man John Graham – hence the mediocre start to the following day!



In the big Mod Prods, Japan's finest technology in the form of Wayne Sisson's Evo 9, scarily screamed up the sodden hill to another victory in 65.17, closely followed (0.26 seconds behind) by Scotland's Donald McCaskill in a similar car – chilled fuel courtesy of an ingenious ice-box obviously worked for the Drumlithie driver.



Class B Modified Sports Cars provided a victory for the Westfield of Welshman Andy Dunbar – well worth the journey. Third placed man Blackpool's Roger Fish (now resplendent in corporate livery) being preoccupied with his wife's shopping trip to Leeds and the impending bank balance damage!

For me the most beautiful car in the paddock was the 1950 HWM Chevrolet of Simon Taylor (see accompanying article). In pristine condition but pedalled enthusiastically (see the Full Frame photos) by the Chiswick driver. It was a joy to watch, rewarding him justifiably with a class win.

Racing Cars up to 1000 provided a very competitive victory for Lancs. & Cheshire Car Club stalwart Paul Masters in his Jedi. Although nervous in the morning (on his first visit to Harewood) he delivered when it mattered being 2 ½ seconds ahead of Skipton's Simon Bailey in his OMS.

FTD was the property of Richard Spedding in his Force – how quickly has this man got the measure of his mount? No fear was shown on his first run of 61.72 – his controlled aggression through Quarry was pure Jean Alesi!!



John Chacksfield's newly acquired Vauxhall powered OMS gave him an excellent FTD runner-up on only the Bradley man's second outing in the car – he thinks there is a lot more to come. James Blackmore completed the fastest trio some 3 seconds adrift of FTD.

Some 20 plus Caterham's competed in the Lotus 7 class – a pre-taster for Sunday's Championship round. Southampton's Mike Sankey's Vauxhall engined example braved the elements to fend off Mark Durrant in his R500 version by nearly ½ a second.



And then came the bikes. Run in odd sequence to their 4 wheeled brethren as Harewood's excellent "Team Orange" skilfully removed the slat boards in anticipation. Your writer thinks they all deserve an award for skill and bravado as they ascended the hill with an eclectic mix of classic and modern bikes. (see next page for photos)

Three memories:

The intrepid rider of a beautiful Matchless complaining to Big Keith at the finish that his goggles were all steamed up – as he turned left into the toilet block!!

Paul Jarrett's aggressive ride on his Aprilia SXV to bike FTD in 67.31

Andy Bailey and his "Chairman" opposite-locking his way through Quarry – just to prove that fortune does favour the brave.

An excellent day Team Harewood particularly the Marshals standing out in atrocious conditions. What does tomorrow bring?



Fastest Time of the Day

1st Richard Spedding, Force PC 1300cc, 61.72, 2nd John Chacksfield, OMS CF04 1998cc, 63.90
3rd James Blackmore, OMS CF04 1600cc, 64.67

Class Winners

Tony Brumfield, Sylva Striker 1299cc, 69.90., Andy Dunbar, Westfield SE 1998cc, 69.12, Dale Cordingley, Radical Prosport 1300cc, 67.34, Simon Taylor, HWM Chevrolet 5860cc, 83.08, Robert Capper, Nemesis HC92 600cc, 68.08, Paul Masters, Jedi MK6 998cc, 68.76, Richard Spedding, Force PC 1300cc, 61.72, John Chacksfield, OMS CF04 1998cc, 63.90, Mike Geen, Peugeot 205 1360cc, 75.58, Russell Thorpe, Renault 5 GT 1400Tcc, 75.47, Paul Martin, Mitsubishi Evo 6 2300Tcc, 69.08, Henry Moorhouse, Westfield SE 1600cc, 72.42, Simon Green, Westfield Duratec 2261cc, 74.44, Eric Morrey, Clan Crusader 875cc, 71.62, John Moxon, Peugeot 205 1906cc, 75.77, Wayne Sisson, Mitsubishi Evo IX 1997T, 65.17, Peter Whittle, Swift SC93F 1600cc, 73.88, Mike Sankey, Caterham 1800cc, 71.80, Les Wilson, Honda CR 250cc, 76.87, John Brush, CCM Armstrong 350cc, 82.62, Glyn Poole, Honda 500cc, 67.62, Paul Jarrett, Aprilia TZV 998cc, 67.31, John Woods, Weslake JWR 920cc, 72.77, Andy Bailey & Ian Beaumont, Honda 600cc, 78.26

Photos of the Motorcycles Annual Visit

Photos by Full Frame Photographic

Glyn Poole -
photo by Full Frame Photographic



Paul Jarrett -
photo by Full Frame Photographic



Andy Bailey & Ian Beaumont -
photo by Full Frame Photographic



Les Wilson -
photo by Full Frame Photographic



Jimmy Hodges -
photo by Full Frame Photographic



John Woods -
photo by Full Frame Photographic



Nick Gemzoe -
photo by Full Frame Photographic



BARC Yorkshire Centre

Annual Dinner Dance

&

Awards Presentation

Saturday 5 December 2009

Holiday Inn, Clifton Village, Brighouse

Tickets £30.00 each

Dinner Jackets or Lounge Suits

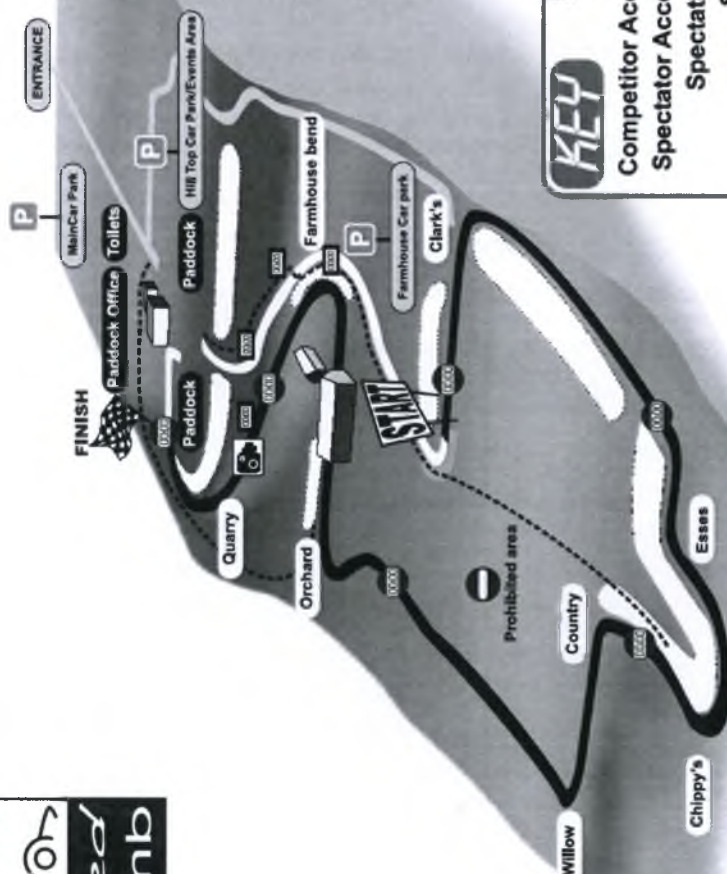
7.00 pm for 7.30 pm - Dancing to 12.30 pm

*Booking form and menu choices will be available
at Harewood meetings, and included in the next "Times",
also available by emailing entries@harewood-hill.co.uk*

*Accommodation is available at the Hotel for the rate of:-
£39 per Double, Twin or Single Room inclusive of Breakfast
Please book direct with the Hotel and quote the
BARC Dinner Dance.*

Rooms are limited

Harewood Speed Hillclimb





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

MONTAGUE BURTON TROPHY MEETING

by Richard Spedding

After a very wet Saturday, Sunday morning broke with a some what brighter sky and the hope of a dry track. Another full entry for the Sunday event saw every bit as much enthusiasm as on the previous day.

Robert Bailey in his Caterham 7 managed to get the better of the Sylva striker of another Harewood regular Tony Brumfield after both drivers produced their best efforts on their first runs of the afternoon in class A. Frazer Graham in the beautiful NMR Vortex was in close attendance in third.

Classes B and C were merged with the smaller engine class B Westfield SE of Andy Dunbar taking the win after a somewhat shaky start in his first competitive run. Peter Kukainis managed to steal second with a last gasp 61.42 in the last run of the afternoon to beat Roger Fish in the Carcraft cyclone in to third.



*Peter Kukainis
photo by Full Frame Photographic*



*Les Procter
photo by Full Frame Photographic*

In E and F merged, it was nice to see the man that taught me everything I know in Hillclimbing Les Procter and my Ian Dayson Racing stable mate Lindsay Mercer battle for the win. After Lindsay had attacked the finish timing gear on his second run after relentless pressure it was Yorkshire that took the honours by a quarter of a second. Dale just managed to keep third from Sarah before the family Cordingley Radical in the hands of Sarah had an altercation with the finish Armco the Radical unfortunately coming off the worse.

Motorsport commentator Simon Taylor brought out his immaculate HWM Chevrolet putting his previous weeks driving school tuition to great effect breaking the 70 second barrier in a time that would have put far more modern equipment to shame.

Class H was a one sided affair with BARC Yorkshire centre member Oliver Roberts taking a 5 second win with all three of his runs with in 0.09 of a second in the afternoon.

The second closest finish of the day was in Class I between the rapid Craig Powers, full of confidence after his Saturday win and the ever cheerful Harewood peddler Graham Smith. Craig taking the win in 57.56 just 0.05 ahead of Graham with Simon Bailey a little further back.



*Craig Powers
photo by Full Frame Photographic*

In class J it was myself that took a rather unexpected victory and FTD from James Blackmore after James had one of those days that happen to us all from time to time, with a visit to Steve Owen the following day the likely solution to re set up his OMS. After again having a trying weekend, the Grey/Lightburn OMS took a well deserved third and fourth overall with Clive at the wheel. After his morning visit to the scenery Ian Davidson put in some solid performances in his new OMS.

Class K was a battle between the new 2 litre bound John Chacksfield after now being behind of the Peter Hamilton OMS and the beautiful Pilbeam of George Bleasdale. John taking the honours and third FTD in the process after taking like a duck to water in the new car.

In the Road modified Saloons and Sports cars up to 1400cc Martin Rowe 106 took the first of the Harewood classes from the 205 shared between Robert Bellerby and Harewood instructor and Mr Team Geen Mike. The top three covered by 0.52 of a second, with Mike having to settle for third this time after his win on the Saturday.

The up to 2 litre category was well supported with a dead heat between Matt Carter and Richard vale with a 67.41. Carter being given the verdict on second quickest run time in the afternoon. Record holder David Sturdy's VW Polo took the final podium spot in third.

Class 3 was dominated by the ever sideways Karl Jackson in this Mega Evo after giving me an inspired track analysis for the previous day after his run. (Karl said it was rather slippery even though the track was drying which meant me sticking with the wets instead of jumping to slicks like everyone else and taking the FTD. Thanks Karl!!!!) This after Harewood championship leader Paul Martin only managed the reserve list for the event rather than being able to make a fight of it. Second was Chris Price driving as hard as ever from Alex Miles and David Lanfranchi.



*Martin Rowe
photo by Full Frame Photographic*



*Matt Carter
photo by Full Frame Photographic*



*Simon Green
photo by Full Frame Photographic*

The ever enthusiastic Henry Moorhouse took a two second win a Class 4 with a very consistent set of runs, which still included the usual heart in the mouth moments that we have come to expect in his Westfield SE.

Class 5 saw a first practice run excursion from Simon Green with resulted in a trip into the quarry fencing and not insignificant damage to the Duratec powered Westfield. Fortunately for the afternoon he managed to get the measured of the black bit to take an emphatic win.

Class 6 was dominated by Roy Bolderson taking nearly a five second win even though he could not manage to match his first run later in the afternoon. Aaron Perrott's Vauxhall Corsa, took a narrow second position from the splendid Ford Anglia of Max Roston.

Class 7 saw two of our Harewood driving school pupils Sarah Bosworth and David Ormerod Junior both putting in hard charging performances in the attempt to chase down Tony Hart who took the win in this well supported and varied class.



*Max Roston
photo by Full Frame Photographic*



In Class 9 the Formula Ford battle was as tense as ever trying to chase down David Baileys record. With Peter Whittle fresh from his Saturday win this time having to settle for second after a fine performance from the far travelling Ian Thomas.



In the beautifully turned out Austin Healey Class it was Record Holder Stuart Bullas that not just took the win with series of ultra quick runs in the MK1 Sprite but lowered his own class record by nearly a full second to 65.84. The car was shared with Robin Johnson who finished second and Paul Baker third in another Sprite.

The 39 competitor strong Lotus 7 class saw some very fine machinery, driven with the usual energy that we have come to expect from these cars. Even though Darren Luke's amazing record was a little way off Adrian Williams proved the seeding system right with a second run that was never to be beaten of 60.42. Closely followed by David Nelson in third with some very consistent times. Shaun Elwell picked up third.



Michael Calvert demonstrating size is not an issue!
photo by Full Frame Photographic



Richard Spedding—Double FTD winner
photo by Full Frame Photographic

Fastest Time of the Day

1st Richard Spedding, Force PC 1300cc, 54.07, 2nd James Blackmore, OMS CF04 1600cc, 54.26
3rd John Chacksfield, OMS CF04 1998cc, 54.66

Class Winners

Robert Simon Bailey, Caterham 7 1300cc, 58.85, Andy Dunbar, Westfield SE 1998cc, 59.70, Les Procter, OMS SC4CF 1600cc, 57.70, Simon Taylor, HWM Chevrolet 5860cc, 69.64, Oliver Roberts, Jedi MK5 599cc, 61.68, Craig Powers, OMS 2000M 1095cc, 57.56, Richard Spedding, Force PC 1300cc, 54.07, John Chacksfield, OMS CF04 1998cc, 54.66, Martin Rowe, Peugeot 106 1360cc, 68.97, Matt Carter, Honda S2000 1997cc, 67.41, Karl Jackson, Mitsubishi Evo 2400Tcc, 63.64, Henry Moorhouse, Westfield SE 1600cc, 63.51, Simon Green, Westfield Duratec 2261cc, 64.00, Roy Bolderson, Morris Mini 1380cc, 66.23, Tony Hart, Renault 5 GT 1397cc, 63.89, Donald McCaskill, Mitsubishi Evo 2270T, 60.29, Ian Thomas, Swift SC93F 1600cc, 64.13, Stuart Bullas, AH Sprite MK1 1340cc, 65.84 R, Adrian Williams, Caterham R500 1796cc, 60.42

A PIECE OF MOTORSPORT HISTORY AT HAREWOOD

by John Moxham

With the presence of the HWM Chevrolet the weekend of August 1st/2nd offered motorsport enthusiasts fine example of world motor racing history.

Originally a HWM works F2 car with a 2 litre Alta power unit it was built in 1950 at the Walton-on-Thames factory. It was HWM's first foray into European Grand Prix racing in the halcyon days when F1 and F2 cars made up a Grand Prix grid (you can almost hear Bernie muttering!!!). The John Heath/Al Francis team entrusted this car to a fledgling Stirling Moss to drive in his first Grand Prix in Italy. He rewarded their choice of driver with and excellent third place behind the Alfes of Farina and Fangio. Not a bad start for your career Mr. Moss! Having chatted with the now Sir Stirling many years later at Goodwood (on his 70th birthday celebrations) he freely admits that he didn't realise what he had achieved on his debut – Oh the innocence of youth!!!!

In 51 the factory converted the HWM to a sports car (shades of F2/Super saloon of the 70's and 80's) – not an uncommon task in those days. It spent nearly 3 years being raced and hillclimbed throughout Europe by a wealthy Swiss enthusiast privateer.

Remember that old Kirk Douglas snr film "The Racers"? Well that's where the HWM ended up next. Used as a "prop" for a sequence at Monaco it was then flown across to the States for studio work.

The studios later (in 55) sold it to an American entrant/driver Tom Castens – he had it "remodelled" with a 5 litre Chevy V8. It was dubbed "The Stovebolt Special" by Road & Track Magazine – a reference to the slotted cylinder head bolts on the Chevy Sixes and V8's of that era. It scored a 6th on its maiden outing in April 56 at Pebble Beach having claimed pole in practice. The potential was there and it blossomed into a very successful sports racer in the 50's and 60's. Interestingly it was the very first V8 Chevy engined sports racing car – a portent for the big Can-Am cars of the future.

Fading away in the late 60's and 70's it was then resurrected as a historic racer in the burgeoning classic scene in America – more success followed with an almost guaranteed entry at any meeting due to its uniqueness.

In 1999 it was time to come home.....

Its new owner, journalist and TV pundit Simon Taylor, entrusted the renowned restorer Peter Denty to return the car to its original 1956 specification. Like all the best of classics Simon uses it to its full potential, competing at prestigious events throughout the world with success (Goodwood, Rheims, America etc.) – Oh and it won it's class on Saturday at Harewood in atrocious conditions!



*Simon Taylor
Photo by Full Frame Photographic*

VISIT BY ARNOLD BURTON AT THE MONTAGUE BURTON TROPHY MEETING

Below

*Club Stewards John
English and Tony
Hodgetts with Chris
Green and Arnold Burton*

Photo by Jeremy Burton



Left & Below

*Arnold Burton sharing memories with
Simon Taylor
Photo by Jeremy Burton*



BARC YORKSHIRE CENTRE
Oms Racing Harewood Speed Hillclimb Championship
Results after round 5

Pos	Name	R1	R2	R3	R4	R5	Total
1	David Sturdy	18.08	17.33	17.46	9.39	17.45	79.71
2	Richard Vale	17.72	16.47	17.20	9.70	17.83	78.92
3	Henry Moorhouse	16.71	17.23	16.93	8.72	17.63	77.22
4	Russell Thorpe	16.08	15.90	14.89	9.77	15.74	72.38
5	Tony Brumfield	14.63	15.56	15.61	6.69	16.24	68.73
6	Paul Martin	18.41	17.41	18.15	11.43	0.00	65.40
7	Michael Bellerby	14.37	13.61	15.11	3.19	15.46	61.74
8	Karl Jackson	17.25	0.00	16.64	10.86	16.87	61.62
9	Ian Thomas	14.17	14.51	14.40	2.49	14.82	60.39
10	Peter Whittle	13.14	13.62	13.79	5.07	14.40	60.02
11	Les Procter	12.98	14.09	13.47	4.40	14.64	59.58
12	Michael Hartley	11.97	12.76	13.19	6.86	13.81	58.59
13	Steve Mitchell	16.41	16.29	0.00	8.79	16.49	57.98
14	Richard Spedding	15.21	0.00	15.67	8.62	16.27	55.77
15	Richard Pope	12.05	12.19	13.07	4.96	13.02	55.29
16	Graham Smith	12.91	14.26	13.87	0.00	13.93	54.97
17	Simon Green	16.04	16.32	0.00	5.84	16.28	54.48
18	John Chacksfield	0.00	15.94	15.26	6.66	15.90	53.76
19	Bobby Fryers	13.90	14.96	0.00	6.63	16.40	51.89
20	David Sykes	16.90	16.37	16.57	0.00	0.00	49.84
21	Clive Lightburn	0.00	13.76	11.95	2.78	14.23	42.72
22	Mark Teale	15.60	17.04	0.00	8.91	0.00	41.55
23	Paul Gibson	8.42	9.73	9.93	0.00	10.07	38.15
24	David Grey	0.00	12.39	12.73	0.00	12.73	37.85
25	Drew Dawson	11.28	11.69	12.57	0.00	0.00	35.54
26	Dale Cordingley	0.00	14.31	0.00	6.02	14.88	35.21
27	Kenny Brookes	17.67	0.00	16.50	0.00	0.00	34.17
28	John Graham	13.05	4.57	0.00	4.07	12.26	33.95
29	David Lanfranchi	9.90	9.70	0.00	3.95	10.24	33.79
30	Peter Hamilton	0.00	15.67	15.62	0.00	0.00	31.29
31	Chris Gibbs	0.00	8.56	9.46	0.95	9.84	28.81
32	Tony Hart	14.08	0.00	0.00	0.00	14.62	28.70
33	Sarah Cordingley F	0.00	13.62	0.00	0.00	14.62	28.24
34	Wayne Sisson	15.89	0.00	0.00	12.15	0.00	28.04
35	Bob Potts	11.47	8.58	0.00	6.75	0.00	26.80
36	Sarah Bosworth F	11.98	0.00	0.00	0.00	13.96	25.94
37	David Farrer	0.00	0.00	11.39	0.23	12.16	23.78
38	Kevin Jaques	0.00	0.00	9.34	3.34	9.41	22.09
39	Gordon Riley	11.09	10.87	0.00	0.00	0.00	21.96
40	Simon Bailey	0.00	7.52	0.00	0.40	12.23	20.15
41	Peter Sherratt	0.00	9.40	9.85	0.00	0.00	19.25

Pos	Name	R1	R2	R3	R4	R5	Total
42	Adrian Winnard	6.14	5.53	6.52	0.00	0.00	18.19
43	Chris Price	0.00	0.00	0.00	5.52	12.08	17.60
44	Keith Hardy	9.76	7.02	0.00	0.00	0.00	16.78
45	Nick Mitchell	15.99	0.00	0.00	0.00	0.00	15.99
46	Robert Warwick	13.88	0.00	0.00	0.00	0.00	13.88
47	David Spaul	0.00	13.68	0.00	0.00	0.00	13.68
48	Natasha Forret F	2.87	0.00	4.84	0.00	4.65	12.36
49	Adam Greenwood	0.00	0.00	0.00	2.20	9.53	11.73
50	Iain Davidson	0.00	0.00	0.00	0.39	10.27	10.66
51	Andrew Forret	3.57	0.00	3.63	0.00	3.02	10.22
52	Nicola Dearden F	0.00	0.00	0.00	0.00	1.20	1.20
53	Janet Ford F	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 5

Pos	Name	R1	R2	R3	R4	R5	Total
1	Richard Spedding	10	0	10	10	10	40
2=	Richard Pope	9	5	7	7	7	35
2=	John Chacksfield	0	9	8	9	9	35
4	Graham Smith	8	7	5	0	6	26
5	Clive Lightburn	0	8	3	5	8	24
6	Les Procter	6	4	2	4	5	21
7	Peter Hamilton	0	10	9	0	0	19
8	David Grey	0	6	6	0	6	18
9	Drew Dawson	7	3	4	0	0	14
10	Wayne Sisson	4	0	0	8	0	12
11	Dale Cordingley	0	2	0	6	3	11
12	Tony Brumfield	5	0	0	2	0	7
13	Paul Martin	3	0	0	3	0	6
14	David Farrer	0	0	1	0	4	5
15	Sarah Cordingley F	0	1	0	0	2	3
16=	Paul Gibson	2	0	0	0	0	2
16=	Peter Whittle	0	0	0	0	1	1
16=	Henry Moorhouse	1	0	0	0	0	1
16=	Kenny Brookes	1	0	0	0	0	1
16=	Janet Ford F	0	0	0	0	1	1
16=	Karl Jackson	0	0	0	1	0	1
16=	Simon Bailey	0	0	0	0	1	1

Speed Hillclimbing a Big Draw at Bingley Show

Motorsport featured at the Bingley Show on Sunday when the BARC Harewood Speed Hillclimb team fielded a display promoting this often overlooked but very exciting and high speed form of Motorsport. The Harewood team put on a dynamic exhibition including video presentations with reigning champion Karl Jackson's superb 650 bhp EVO 9 RS taking centre stage in the flesh (or is that metal).



A Prize Draw ran throughout the day and a very lucky Cath Garriamore from Cullingworth took the superb prize worth over £150, a day at the 2010 Harewood Speed Hillclimb Driving School!

Harewood Hillclimb Marketing Team organiser Richard Vaughan helped 2009 Bingley Show President, Marion Walker, to make the draw. Commenting afterwards Richard said "This is the first time we've used the Bingley Show to promote our sport. We've had such a great reception here today I'm positive we'll see many new spectators at Harewood at the 3 meetings we have coming up on the 30th August and 19th and 20th September".



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www.harewoodhill.com

STANNERS NOGGIN AND NATTER

A get together to share your best memories of

Allan Staniforth

An open invitation to all competitors, marshals, officials and friends alike to join the Staniforth family for an informal evening in the Barn at Harewood.

Sunday night 7pm onwards
Bring a bottle or two!

Food will be provided, catering for about 150
(so should be plenty for all comers)

If you wish to stay over please make your own arrangements to camp at the top of the hill and please respect the fact that the Farmhouse has residential tenants.

any questions please to:-
Tim Thomson on tim@andypriaulx.com



*A TENDER MOMENT AT STOCKTON FARM—The small but perfectly formed Lesley Geen tries bravely to come to terms with husband Mike's latest birthday present, her very own number plate; a marginally more romantic gesture than an earlier gift, a Peugeot front bumper
photo by Peter Herbert*

HAREWOOD MARSHALS ASSOCIATION

Not competing?

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See all the action from the trackside, interested?
then contact.....

Chief Marshal: Mike Shorley on 01977 780035 (evenings)
or HMA Chairman:

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

LETTERS

Tim,

A thank you to the marshals (and officials) for this weekend's Harewood (*early August*) meeting. After a horrible rainy day on Saturday they worked very late to give us a 3rd run on Sunday afternoon.

This was especially welcome after Saturday's wash out.

Thanks,
Craig Powers



Tim Wilson—Karl Jackson, now you know why he calls him "coach"
Photos by Full Frame Photographic

www.harewoodhill.com

Articles for publication always welcome

Projects, restorations, YC members attending other events etc.

Snippets, gossip and anything else of interest

OBITUARY

Martin Emery – Marshal

It is with great regret that, as Chairman of the Harewood Marshals Association, I have to announce the death of one of our members and fellow Marshal Martin Emery. Martin passed away at 17:15 on Sunday 9th August 2009 at home in Rotherham.

Martin, 52, had been ill for some time but bravely carried on Marshalling into this season even though his health was deteriorating day by day. He was last with us for both meetings only the weekend previous, the 1st and 2nd August.

Martin was part of the Marshalling team at Harewood for the last 14 years and will be greatly missed by all of us.

I am sure all BARC Yorkshire members, Drivers and the whole Marshalling Team will join me in sending our condolences to his wife Diane, 2 Daughters and Son, who had just been deployed to Afghanistan last weekend (1st / 2nd August) with the RAF, along with all the family.

Keith Davison
Assistant Chief Marshal
Chairman – Harewood Marshals Association

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

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Harewood



Speed Hillclimb

2009 & 2010

Event Dates

2009

- | | |
|--------------|--------------------------------|
| 30 August | Summer Championship Hillclimb |
| 19 September | Greenwood Cup Hillclimb |
| 20 September | Mike Wilson Memorial Hillclimb |

2010 (provisional dates)

- | | |
|--------------|------------------------------------|
| 28 March | Practice Day |
| 11 April | Spring National Hillclimb |
| 8 May | May Open Hillclimb |
| 9 May | May British Championship Hillclimb |
| 5 June | Classic & Vintage Hillclimb |
| 6 June | Jim Thomson Hillclimb |
| 3/4 July | British Championship Hillclimb |
| 7 August | Yorkshire Speed Hillclimb |
| 8 August | Montague Burton Hillclimb |
| 29 August | Summer Championship Hillclimb |
| 18 September | Greenwood Cup Hillclimb |
| 19 September | Mike Wilson Memorial Hillclimb |



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