

Harewood



Speed  
Hillclimb

Yorkshire Centre

*Times*

Issue 125 - October 2009



Photography by PW Pics



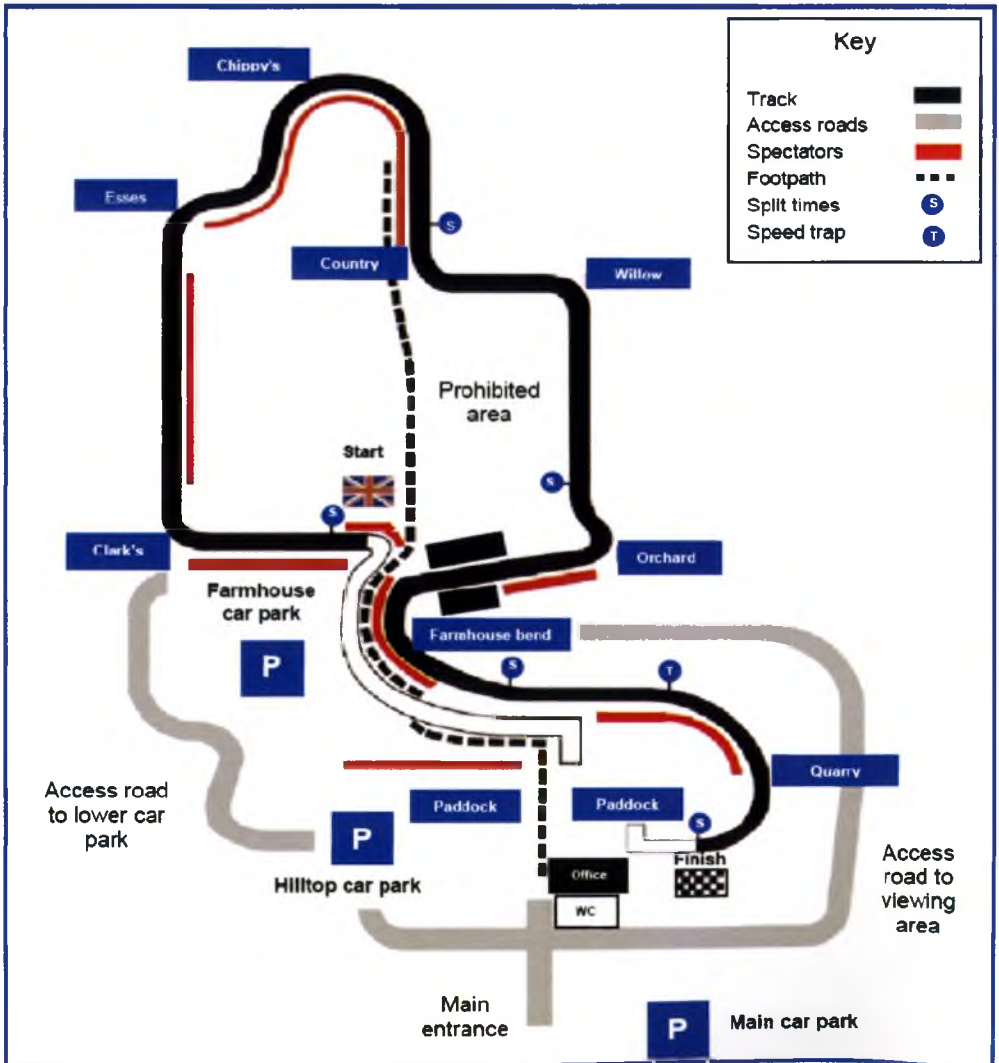
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# Harewood



# Speed Hillclimb

## The Track



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*Cover photo—2009 Harewood Marshals—photo by PW Pics*

## Chairman's letter

Another season closes and what a great finale the September weekend provided; traditional Harewood sunshine (!), fantastic competition and plenty of runs, despite the efforts of the Ferrari crowd and the imposition of a new Clerk, yours truly!

Despite the demise of the Vale/Sturdy VW Polo on Saturday, David Sturdy's solid performance throughout the season secured him the *Oms* Racing Harewood *Speed* Hillclimb Championship. Richard Spedding finished with a maximum score to win the FTD Championship. Congratulations to both our champions.

Thanks to all competitors for providing some good competition all year, to the organising teams and marshals for putting on some good events, and to our sponsors for their valued support.

We hope you will all join us again in 2010!

Tim



# THE SUMMER CHAMPIONSHIP MEETING

## For the Allan Staniforth Trophy. 30th August 2009

by Phil Short

What would you like to do on an August Bank Holiday week-end? Drive to the Yorkshire sea-side or up the Dales? Go to a cricket match perhaps? Or maybe join 70,000 people at a pop concert at Bramham Park? Well, for over 100 competitors and a fair sized crowd, the obvious answer was to go to Harewood Hill and enjoy a good spell of motor sport, as BARC (Y) laid on its penultimate meeting of the season.

Competitors were greeted by a dull morning with light rain, which made for several incidents in Practice. The lower section of the Hill was quite slippery and managed to catch out many, which delayed the timed runs into the afternoon session. However brightening skies (and fewer mishaps) enabled a full 3 timed runs – well done to the Clerk of the Course and all the marshals for 'keeping the show on the road'.

As well as the hill regulars, there was a huge class of TVR's, of various shapes & sizes, to thunder up the hill and open proceedings. Unfortunately Ian Bannister's 3000S met the inside of Chippy's rather hard and would take no further part. On scratch times Matthew Oakley's Griffith headed the field with a new class record, but on TVR Speed's handicap system Stewart Lobley's Vixen S4 took the class from him, with Geoff Stallard's similar S2 in 3rd.



The Road-going classes also produced good entry numbers. Class 1 (up to 1400cc) saw battle renewed between the Peugeots – the 205 of Mike Geen (shared with Bob Bellerby) and the 106 of Martin Rowe, with victory going to Martin by .21 sec. A good performance too by 16-year old James Hudson to finish 4th.

The 2-litre class featured a battle royal between David Sturdy and Richard Vale, both sharing the nimble, supercharged VW Polo. Richard broke the class record on Run 2, only for David to break it again on Run 3, leaving it at 66.92 sec – it now

stands below the 67 sec mark for the first time. 3rd placed David Sykes was over a second back in 3rd, but closely followed by Steve Mitchell, Mark Teale, Russell Thorpe & Bobby Fryers.

Is there a new colour called 'Recticel Barrier Green'? If so the leaders of Class 3 (over 2000cc) were all sporting it over their white body-work: Karl Jackson (after a testing incident), Kenny Brookes (off at Clark's on 1st Practice) and Nick Hudson (off at Quarry on his final run). Karl showed a return to form with a 62.62 on Run 2, well clear of Nick



(64.87) and a subdued Kenny (64.92). The 3 Mitsubishi 'rally rockets' were, as usual, substantially quicker than the 'normal' cars in this large class.

Phil Short had a grassy Run 1 mishap in his Audi S2 under braking for the Esses, but recovered on Run 3 to just capture 4th ahead of the swift supercharged Alfa Romeo GTV of Stephen Lomas. Chris Price was forced to retire the Sierra XR4i with an oil leak in practice.

The Road-going Kit-car classes were taken comfortably (and predictably) by Henry Moorhouse (up to 1700cc) and Simon Green (over 1700cc), both Westfield-mounted.



*Simon Green -  
photo by Full Frame Photographic*



*Andrew Steel -  
photo by Full Frame Photographic*

In Formula Ford, Ian Thomas' Swift had a comfortable win from Peter Whittle's similar but slightly earlier car. Andrew Steel had a 'walk-over' in Class A Mod Prod 1400cc, (as did Martin Rose in Class C, over 2-litre), while Mike Tate (Westfield) was untroubled in Class B, up to 2-litre.



*Phil Short -  
photo by Full Frame Photographic*

The Mod-Prod classes were slightly thinner and the first two classes were amalgamated. However there was historical interest in the Coldwell Mini, sporting twin-cam head and driven by the veteran Bill Needham, though he struggled to set a good time during his runs. Chris Brooks took the 2-litre Mod-Prod class in his Lotus Elise but only on Run 3, being headed by Ian Noble's Clio up to that point. James Baxter's Lotus Elan suffered electrical gremlins earlier in the day, but took 3rd with a final run. John Graham's Lotus 1-11 was untroubled in taking the over 2-litre class.



*Mike Tate -  
photo by Full Frame Photographic*

**SEE OUR NEW WEBSITE  
[www.harewoodhill.com](http://www.harewoodhill.com)**



Sports Libre & Racing Car classes were generally not so well supported, although the 1100cc & 1600cc classes saw a fair turnout. Les Procter & Dale Cordingley had a good tussle in the amalgamated Libres up to 2000cc, victory going to the former by .40 sec. The over 2-litre class unfortunately lost the fabulous McLaren M12C of George Tatham with throttle cable & clutch difficulties in Practice. James Wilkinson took this class in his Autotune Gemini.

Dave Banner set the amalgamated Class H & I time on Run 1, and sat and watched as Gary Thomas (Force PT) & co struggled with deteriorating track conditions in their attempts to get close. None did, the nearest being Gary over 1 second adrift.



It should be mentioned at this point that the cloud again built up during the afternoon, causing anxious glances out to the west, with occasional bouts of drizzle or light rain affecting Runs 2 & 3, especially for the later runners. Many were the poor times, failed runs and non-runs for these classes, so that in most cases if you didn't get a good time on Run 1, you weren't really in contention, though most competitors are to be complimented for 'giving it a go' anyway.

Another hazard, though not affecting times unless you were unlucky enough to get one inside a closed car (as some did), was a large influx of wasps at the Hill. Some said they were a result of the fruit on the trees down at Orchard, others that they came from a disturbed wasps' nest near the catering area, but whatever the cause, competitors, marshals, commentators and spectators were often seen wildly – and largely unsuccessfully – flapping at fresh air in an attempt to ward off the beasts!



Classes J & K were both decided on Run 1. Richard Spedding continued his highly impressive season with another smooth and fast drive. His smart Force PC looked the class of the field and a 53.87 remained unchallenged, though Colin Birkbeck (OMS 2000M) was less than a second behind and 2nd FTD. No one else got close in the 1600cc class.

John Chacksfield, out in his new OMS CF04, pushed these two for FTD but had to settle for 3rd overall and 1st in the 2-litre class. David Gould, out of respect for his late friend and mentor Allan Staniforth, made the journey north to complete a run in his Gould 84G.





*Richard Spedding—Fastest Time of the Day  
photo by Full Frame Photographic*

So Richard Spedding in his Force PC was the worthy winner of the new Allan Staniforth Trophy – we are sure the great man would have entirely approved.

On the Sunday evening 'Stanners Noggin & Natter' was held at the Barn, a barbecue to celebrate the life of our dear, departed friend Allan. Friends, colleagues, family and competitors gathered, saw photos of Allan from his earlier years and many were the tales & memories of this wonderful competitor, who graced his home 'Hill' for almost half a century and drove his own car up it as recently as this Spring. We all miss him greatly.



*A happy smiley photo of Allan from  
a few years ago—much missed by  
all*

*photo by Phil Short*

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

1st Richard Spedding, Force PC 1300cc, 53.87, 2nd Colin Birkbeck, OMS 2000M 1400cc, 54.81  
3rd John Chacksfield, OMS CF04 1998cc, 54.86

### **Class Winners**

Martin Rowe, Peugeot 106 1360cc, 68.98, David Sturdy, VW Polo 1341Scc, **66.92 CR**, Karl Jackson, Mitsubishi Evo 2400Tcc, 62.62, Henry Moorhouse, Westfield SE 1600cc, 64.53, Simon Green, Westfield Duratec 2261cc, 63.08, Chris Brooks, Lotus Elise 1796cc, 66.91, John Graham, Lotus 11 1796Scc, 65.68, Ian Thomas, Swift SC93F 1600cc, 63.56, Andrew Steel, Westfield SE 1299cc, 63.20, Mike Tate, Westfield 2000cc, 62.51, Martin Rose, Dax Rush 2000cc, 67.44, Les Procter, OMS SC4CF 1600cc, 58.55, James Wilkinson, Autotune Gemini 3500cc, 74.86, Dave Banner, OMS 2000M 1098cc, 56.24, Richard Spedding, Force PC 1300cc, 53.87, John Chacksfield, OMS CF04 1998cc, 54.86, David Gould, Gould 84G 2500cc, 76.92, Matthew Oakley, TVR Griffith 5200cc, **64.43 CR**



## **YOUR CHANCE TO HAVE YOUR SAY**

Don't forget to attend the BARC Yorkshire Centre Speed Hillclimb Forum for 2009/10. This is your chance to join in with discussions on:

- Classes - how will the MSA proposals affect us?
- Tyres - list 1A or 1B, will all clubs agree which is best? the jury is still out!!!
- Class bogey times - they'll all change if the tyres do!
- Suspension modifications - what should be allowed?
- Class mergers - how will it affect you if we stop merging small classes?
- Harewood Championship rounds - should we include the July 2 day meeting?
- plus all things connected with speed events

....followed by a drink in the bar afterwards!

See ad for further details (page 11)

If you can't attend, pass your views/comments to Chris Seaman  
T. 0114 2585695 (Business) E. [compsec@harewood-hill.co.uk](mailto:compsec@harewood-hill.co.uk)

**PLEASE RETURN ANY TROPHIES TO  
EDITH & KEITH DAVISON  
BY THE END OF OCTOBER PLEASE**

### **HAREWOOD MARSHALS ASSOCIATION**

Not competing?

Why not join the Harewood Marshals Association?

You're guaranteed a friendly welcome by all our regulars

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

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

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

## TOUR BRITANNIA HITS HAREWOOD

by Peter Herbert

A select group of saddos, old enough to remember proper racing and rallying, gathered at Stockton Farm beneath a clear blue sky on the afternoon of Wednesday 9 September to watch the final two stages of the 2009 Tour Britannia.

By linking the lower paddock tarmac horse shoe, the hill return road and the uphill course itself, a demanding 1.2 mile long test had been created, to be run twice. Having already tackled three days of circuits, hill-climbs and tarmac stages, in the true spirit of the Tours of Britain of the 1970s, competitors running in both regularity and competition classes found Harewood very much a sting in the tail for their historic machinery.

Much was expected of former hill champion and course instructor Roger Kilty, and he didn't disappoint. Partnered by Lynette Banks, the ex British Sprint Champion conducted his Escort RS1600 with just the right amount of controlled oversteer to set fastest time on stage 17, and run second fastest on stage 18, just a second shy of the event winning Porsche 911 Carrera RS of father and son team Nick and Harry Whale. Roger and Lynette were to go on to finish fourth overall, second in the Index of Performance, and win their class.



**Speeding in the paddock.** Roger Kilty and Lynette Banks were the pace setters in their RS1600, driven with customary Kilty precision

Photo by Peter Herbert

2008 Tour winner Sean Lockyear, codriven by David Kempley, fearlessly hurled his 911RSR down the undulating hill return road to set third quickest time on both stages, closely pursued on each occasion by European race - tour regulars John and Lesley Sheldon, and Michael Schryver and Simon Hadfield, both Lotus 26R equipped.



**911 heaven.** The superb Jeremy Cooke – Mike Dowd Porsche 911 RSR exits the paddock to descend the return road.

Photo by Peter Herbert

Completing the top six times on both tests was the Chevrolet Camaro Z28 of Stuart Scott and Steven Birch, this being the very same car that James Hunt and Robert Fearnall drove to victory in the 1973 Tour of Britain.

What a joy it was to listen to fully wrung out real motor car engines echoing across the valley (although obviously not too loudly – sorry neighbours). The induction growl of the BDA and BDG, the rattle of the 911 flat six, and the rumble of the V8. Hairs stood to attention on the back of necks.

Other nostalgic delights included the rasp of the Barry Williams - Charles Reynolds Renault Alpine A110, "Whizzo" sliding the little French car through Farmhouse with gay abandon,

though former Ford Works Rally Team member Reynolds spun at Chippy's when it was his turn to drive; the rumbling Falcon of Doug Allen and Richard Lugg, Mustang of David and Robert Betts, and Cobra of Mark Freeman and Bobby Bell; and the roar of the Aston Martin DB5 of Roy Stephenson and daughter Charlotte.

Biggest casualty of the day was the Porsche 911RS of John Clark and Emma Gilbert-Smith. On the first running of the stage, the car got away from its driver on the undulating and twisting descent of the return road, leading to an expensive Stuttgart steel – Armco interface; but a bent wheel change allowed the intrepid crew to continue.

Many watching Harewood regulars speculated as to how they might fare over such a novel course. Perhaps the Centre should set about finding out!

**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**

There is a lot to discuss, including tyres; MSA proposals for classes; Championship rounds; Merging classes

If you can't come along, send an email titled Forum and we will try to keep you updated

[entries@harewoodhill.co.uk](mailto:entries@harewoodhill.co.uk)

## The Greenwood Cup Meeting by David Coulthard

Mid-September at Harewood had a distinctly autumnal feel to it. As the marshals and competitors arrived for Saturday's Greenwood Cup, the venue's penultimate round of the season, a thin mist blocked out a watery sun. Most found the track lacking in grid, early doors. The clouds and the sun alternated during the course of the day, and early afternoon seems to have provided the best conditions. Quarry Corner claim more than the usual number of victims, and the cars from Marinello were no exception.

Don't let anyone tell you that Ferrari drivers don't try hard. Just ask Sergio Ransford and Mike Spicer, who's cars contacted very heavily with the Armco at Quarry. Neither continued and both now face significant body shop repair bills. Just 0.01 seconds separated the fourth placed 348GTS of Richard Prior from the third placed 355GTB of Mike Spicer, despite the latter's Quarry incident. Just over a second quicker on 66.47 was the F355GTB of Chris Butler, whilst Nick Taylor was out of the money after the first run in his 348GTC. However, he took three seconds off that time, to post a 66.29 and with it second place behind Christian Mineeff, who's 360 Modena's climb of 65.79 on run two, would not be headed.



Whilst not as exotic as Marinello, the MG's from Abingdon and Longbridge generate just as much passion. Helen Waddington's 73.95 in her MG ZR 160 saloon came within a couple of tenths of her PB whilst trying to catch your scribe, to whom she loans the car. 72.39 was enough for me to win the class and beat the chasing MGF sports cars, who made up the rest of the 'Standard' class.

In the 'Modified' MG class, Konrad Kentsch was another to visit the Quarry Armco. Some panel beating got the car more or less MGB shaped once again, and he continued to unsuccessfully chase the Midget of Keith Egar for third. Steve Irvine is a strong contender for the MG Car Club's Northern Champion, but a ragged third run stymied his efforts. Steve led the class for the first two runs, only to lose out to the Midget of John Payne's final climb of 68.32. Steve's wife Gaynor double-drove the MGB, and carved chunks off her time on each run, whilst simultaneously raising funds for Motor Neurone research ([www.mndassociation.org](http://www.mndassociation.org)).



Runaway MGCC National Champion for 2009, the Midget driving David Morrison, was never bettered in the 'Specials' class on a 65.40, despite the best efforts of Richard Watkinson in his Midget.

Obviously, you need a Peugeot, preferably a Team Geen built car, if you are to succeed in Class 1. (Is the cheque in the post Mike?). The top 6 cars all came from the French manufacturer. Sharing the car with Mike Geen, Bob Bellerby was third in the 205, just a tenth beaten the 106 of Martin Rowe. However, Team Principal, Mike Geen snatched the class win on the final run, with a 69.33.



Class IV and V, sorry, Class 4 and 5 next - a couple of numerically challenged kit car classes followed. In the up to 1700cc class, Henry Moorhouse took a pretty straight forward win, whilst Simon Green had an even easier time in the over 1700cc class. Both drove Westfields, to times of 64.05 and 62.82 respectively. Class 6 for small Mod Prods was also rather diminutive. Clearly, Matt Pinders' seemingly unattainable decade old record is putting many a competitor off this class. Visiting Metro driver Mike Hunter had to work hard for his win on 71.21. Just four runners in Class 7 and another victim for Quarry Corner.

Class 2 was bulging at the seams, bolstered by a number of Wigton Championship competitors. Mark Teale's Pug 206 GTi bagged fifth with a sub 69 final run, whilst Steve Mitchell's similar car posted a similar time, just 0.03 quicker in fact, for fourth. David Sykes, in yet another 206 GTi was third on 68.56. However, the class of the field were David Sturdy and Richard Vale in the shared supercharged VW Polo. On run one, they both posted identical times of 67.34. But on run two, Richard inched ahead on 66.97. David could only respond with a 67.33. As a result, David now heads Richard in the Harewood Championship, but by less than a point. Sunday's final round would prove decisive!

Two more title contenders, Paul Martin and Karl Jackson, could be found in Class 3. The Evo V RS of Kenny Brookes claimed third place on his first run, and the Evo IX of Karl Jackson actually lead the class after the first run. However, a final accent of 62.51 by Paul Martin took the class for the Evo XI driver. (Isn't it funny that perhaps the most technologically advanced cars rely on Roman numerals?)



Ian Noble set just one time in his Clio Cup car, which was good enough to take the class. But the immaculate little Renault ended up on its roof just beyond the finish line, after an early turn in and apex at Quarry resulted in the car clipping the inside curb, going up onto two wheels, before toppling over. You'll get the idea if you look at the pictures on the new Harewood web site ([www.harewoodhill.com](http://www.harewoodhill.com)), or see page 20. The incident was quickly and efficiently dealt with by our Marshals. Great to know we are in such good hands. A 64.90 by John Graham's 'new style' Lotus Eleven was ten seconds quicker than the other competitor in Class 8.



Ian Noble -  
photo by Full Frame Photographic



Peter Whittle -  
photo by Full Frame Photo-

The Formula Fords of Class 9 had their usual tight competition. Andrew Henson's Van Dieman RF85 was second after the first run, but slipped behind the Swift FB91 of Peter Whittle on the second. Ian Thomas in the Swift SC93F only needed his first timed run for the class win, however, 64.04 being good enough.

Tony Brumfield's Sylva Striker's sub-60 second climb won him Class A honours, against limited opposition. Ben Johnson's very original Lotus 7 held Class B after the first run, only for Mick Lancashire in the Tiger Avon Sprint '7 look-a-like' to snatch it away with a 60.57 on run 2. Darren Coleman beat Terry Coleman in the one car/two driver Class C battle.

Dastardly Dale Cordingley sabotaged poor Sarah Cordingley's chances, by leaving all manner of kit, including torque wrenches and umbrellas, in the cockpit of the family Radical. But Sarah had her revenge, when a red flag induced re-run on warm tyres put her in second place just behind dad, in Class E. Paddock favourite Les Procter dropped the OMS SC4CF into the 57s on his final run, but that wasn't enough to beat the Mallock Mk.32 of Jersey-man Len Amy, who's three runs were all in the 56 second bracket. The turbocharged Chrysler Sunbeam of Paul Norris had a lonely 'win' in the over two litre Libre class.



Mick Lancashire -  
photo by Full Frame Photographic

The OMS 2000M was the only type of car to be found in Class I. Graham Smith's first run proved to be his fastest, but still not quick enough to beat the second timed run of Dave Banner on 55.22.



Len Amy -  
photo by Full Frame Photographic



*Iain Davidson -  
photo by Full Frame Photographic*

Class J was very well supported with no less than 10 racing cars present and correct. The OMS of Iain Davidson slipped under 57 to give the Chester-le-Street driver fourth place. Third went the way of Drew Dawson, with the DJ Firehawk being some half a second quicker. A whole two seconds quicker again was Colin Birkbeck in his OMS 2000M, but no one would be quicker than Richard Spedding in his Force PC. His final run of 53.71 took FTD, and with it the 2009 Harewood FTD Championship.

Finally, in Class K, John Chacksfield set second FTD in his OMS CF04, beating the CF07 of Jason Mourant by a quarter of a second (54.26). His performance also secured the runners up spot in the FTD Championship.



*John Chacksfield -  
photo by Full Frame Photographic*

With a sun setting on Harewood Hill, all thoughts turned to the following day's meeting, when the big prize would be decided. It was certainly going to be a VW Polo driver, but would it be Richard or David? Only time would tell...



*Richard Spedding—FTD*

*photo by Full Frame Photographic*

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

1st Richard Spedding, Force PC 1300cc, 53.71, 2nd Morgan Jenkins, Pilbeam MP97, 53.91  
3rd John Chacksfield, OMS CF04 1998cc, 54.26

### **Class Winners**

Martin Geene, Peugeot 205 1360cc, 69.33, Richard Vale, VW Polo 1341Scc, 66.97, Paul Martin, Mitsubishi Evo 2300Tcc, 62.51, Henry Moorhouse, Westfield SE 1600cc, 64.05, Simon Green, Westfield Duratec 2261cc, 62.82, Mike Hunter, Rover Metro 1396cc, 71.21, Ian Noble, Renault Clio 1996cc, 66.49, John Graham, Lotus 11 1796Scc, 64.90, Ian Thomas, Swift SC93F 1600cc, 64.04 Tony Brumfield, Sylva Striker 1299cc, 59.51, Mick Lancashire, Avon Sprint 1998cc, 60.57, Darren Coleman, Sylva Striker 2000Tcc, 63.46, Dale Cordingley, Radical Prosport 1300cc, 57.73, Len Amy, Mallock MK32 2000cc, 56.50, Paul Norris, Chrysler Sunbeam 1993Tcc, 64.34, Dave Banner, OMS 2000M 1098cc, 55.22, Richard Spedding, Force PC 1300cc, 53.71, John Chacksfield, OMS CF04 1998cc, 54.26, Morgan Jenkins, Pilbeam MP97 4000cc, 53.91, Christian Mineeff, Ferrari 360 Modena 3586cc, 65.79, David Coulthard, MG ZR160 1800cc, 72.39, John Payne, AH Sprite 1310cc, 68.32, David Morrison, MG Midget 1460cc, 65.40

# 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 7.30pm - Dancing to 12.30am

If interested, please contact Edith Davison  
On 0113 241 0166 (day) 01924 441122 (evenings)  
Or [edith.davison@brewin.co.uk](mailto:edith.davison@brewin.co.uk)

Accommodation is available:  
£39.00 double, twin, or single (including breakfast)  
**ROOMS ARE LIMITED**



## MENU

**Pumpkin and Parsnip Soup**

Served with a Crusty Roll

or

**Roasted Vegetable and Goats Cheese Tartlet**

Accompanied with a Sun Touched Tomato Salad

or

**Fantail of Melon**

Served with a Berry Duo

--- 00 ---

**Chicken Supreme filled with sun touched tomato & Mozzarella**

Coated in a light white wine sauce

or

**Poached Fillet of Salmon**

Accompanied with a Citrus & Dill Sauce

or

**Wild Woodland Mushroom and Leek Stroganoff (V)**

Served with Vegetable Braised Rice

--- 00 ---

**Individual Fruit Crumble**

Served with Custard

or

**Choux Buns**

Served with a hot chocolate sauce

--- 00 ---

**Cheese Platter**

Served with celery, grapes & biscuits

--- 00 ---

**Coffee & Mints**

# BARC Yorkshire Centre

## Annual Dinner Dance & Awards Presentation

Saturday 5 December 2009

Holiday Inn Leeds/Brighouse, Clifton Village, Brighouse

Tickets £30.00 each

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

Please return the lower part of this form by **14 November 2009** to  
Mrs Edith Davison 7 Caister Close, Greenacres, Birstall, West Yorkshire, WF17 9QY  
Phone: 0113 241 0166 or 01924 441122 e-mail: edith.davison@brewin.co.uk

Accommodation: £39 per Double, Twin or Single Room inclusive of Breakfast  
Please book direct with Hotel quoting BARC Dinner Dance. **(Rooms are Limited)**

---

### Ticket Application

Seating: Tables available for 10

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

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

Telephone \_\_\_\_\_ E-mail: \_\_\_\_\_

I would like \_\_\_\_\_ tickets @ £30.00 \_\_\_\_\_ (Cheque payable to BARC please)

Menu Choice	Starter	Main Course	Dessert
Name: _____	_____	_____	_____
Name: _____	_____	_____	_____
Name: _____	_____	_____	_____

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

Any particular type of dance music you like \_\_\_\_\_



*Ian Noble's little indiscretion  
at Quarry corner on the  
Greenwood Cup event*

*Photos by PW Pics*



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**CONTACT Steve Owen, OMS Racing, 01423 325023**

[www.omsracing.co.uk](http://www.omsracing.co.uk)

## *Hats Off to Harewood*

### **Mike Wilson Memorial Meeting**

by Russell Thorpe

The 114 competitors who filled the paddocks ready to do battle in the final Harewood meeting of 2009 were greeted by a beautiful crisp and clear autumn morning. "Mary Poppins" weather (practically perfect) for a speed event. A Red Kite circled over the farmhouse building riding its thermal to gain altitude before soaring majestically down the valley in search of brunch, just as the first competitor Mr Bob Bellerby blasted off the start on the dot of 9 o'clock.

The previous day's event had been graced by the presence of the Ferrari Owners Club some of whom seemed to be attempting to catch the eye of a certain disgraced former Italian F1 team boss by demonstrating their ability to interface with the Armco after the finish line. Today we were joined by the quintessentially British Paul Mitty Championship, competing their gorgeous Lotus race and road cars. We also had a brace of Brabhams and the BT35 of Andrew Thorpe is a contemporary of the Lotus 69 of David Hampton from 1971. I can report that on this occasion the Lotus was the winner with a 60.28 to Andrews 60.93. Above that to report on individual times would seem impertinent, for me that series is all about the spectacle of these historic British cars driven with great flair and enthusiasm.



*Andrew Thorpe*  
photo by Full Frame Photographic



*Jon Dobson*  
photo by Full Frame Photographic

Other cars that caught my eye were a sweet Fiat Millecento, driven by Geoff Toms in class 7 and the rather obvious "sore thumb" (as in "stuck out like a") BMW X5 of Mark Murphy competing in the over 2L road modified class. I bet most people assumed that he was competing in his tow car after an issue with his race car, how-

ever he confirmed to me that he had in fact entered his 4X4 as he had never tried a hill climb and "fancied a go". His more usual motorsport fix was racing pre 1996 formula fords but he had sold his car to his brother and was in between drives. Thoroughly enjoying himself he compared the happy organised paddock at Harewood most favourably to the disorganised antagonistic atmosphere at Oulton Park where, he told me, the testosterone fuelled carnage meant that races were lucky to last more than 3 laps before being red flagged. "This is a joy! I hope to go home with my car intact today and to get a 7" he said. Well I can report that he achieved both with a very respectable best time of 78.92. I watched him through the tricky Orchard section and in my opinion he was right on the correct racing line so perhaps a name to watch for in the future.



*Mark Murphy*  
photo by Full Frame Photographic

The friendly atmosphere that Mark referred to was ably demonstrated by the action at the head of his class where the mighty Evos were locked in battle. Fierce rivals on the hill Paul Martin had pointed out to Karl Jackson that there was a crack in his turbo pipe (I can assure the reader that this is a mechanical rather than anatomical component) correction of which closed the gap between them considerably.

Watching the brutal drama with Richard Hargreaves and Kenny Brooks adding to the popping, banging and cracking spectacle was worthy of the entry fee alone. With 3 cars on the hill at full chat it was as if a mini war had broken out below you. Paul eventually came out on top with a 62.49 on his 3<sup>rd</sup> run to Karl's 62.86, but not without incident along the way. On his first timed run Paul managed to record a trap speed of 100mph, which is a staggeringly fast speed for a road legal saloon. I had once seen Simon Bainbridge in his mega Audi mod prod car on slicks



*Nick Hudson  
photo by Full Frame Photographic*



*David Sykes  
photo by Full Frame Photographic*

achieve that speed but then fail to make it around Quarry. Predictably like Simon before him Paul finished his run in a cloud of dust deep into the Quarry gravel trap. How his car didn't roll I don't know and thankfully the damage was limited to chipped wheels and one tyre completely off the rim. All he required to get going again was a change of wheels and a fresh set of Y fronts.

Meanwhile back in my own class 2, (which had produced our new champion Dave Sturdy the day before), the highlight of the day was a visitation from the scrutineers "en masse" at lunch time to do an eligibility check. I am all for this and I am sure that all my fellow Harewood Championship competitors would be too, especially as class 2 drivers are well represented in the top 10. On a personal note, I would rather it had been done before the championship had been decided and I would also like to see all cars that set new records being checked for eligibility before that time is set in stone as the new benchmark for the class to score against.

My own day was a bit of a struggle, Doris managed to unscrew her nearside front top mount which team Fryers kindly fixed for me and I was floundering in a sea of mucus and feeling rather under the weather! However on the 4<sup>th</sup> and final run of the season, I managed my best time of 69.36, having driven through all 3 whackers at Orchard. I lost out on 4<sup>th</sup> place by just 0.2 sec to Steve Mitchell of Team Geen. David Sykes also of Team Geen won the class by just 5 hundredths from Mark Teale and the irrepressible Bobby Fryers who dead heated the Longman powered 206 with 68.68 and that was after they were compelled to change two of the car's tyres which were found to be an older version of the Eagle F1 not on list 1a. So just 3/4 of a sec between 1<sup>st</sup> and 5<sup>th</sup> indicates a great days close competition.



*Karl Jackson  
photo by Full Frame Photographic*

Talking of rules I wonder how many of you really know what the situation is regarding a failed run at the final part of Quarry? Mike Hartley was certainly confused when he was given a "statement of fact" that his 2<sup>nd</sup> time run was a failed run. Enquiring of his fellow competitors what this was all about generated various views as to what constituted a failed run.

When I went to the Harewood School many years ago I was told that you were not to cross the white line anywhere on its length, but that is not the case. I then thought that you were not to hit any of the whackers but that is not the case either. Before the event started I walked up the Quarry straight and through the final corner and spied Mr Chris Seaman out with a can of yellow spray paint. On arriving at the final corner I noted that a 1m section of the "white" line straddling the finish line was in fact yellow. Asking Chris for the definitive answer to the question of the failed run it is this; No part of the car may cross that short section of yellow line. A judge of fact at the final marshals station checks each run and his/her word is final. So in theory you can hit all 3 whackers and not fail but that would be very unlikely. On another personal note I would like to see a car that ends up on its roof there, which I have seen twice now and both times counted, also to be considered a failed run, call me old fashioned but it just seems right and proper to me that the car should remain on its wheels to be considered a valid run.

In other classes Henry Moorhouse and Simon Green went at the hill like rutting stags and destroyed their opposition, the latter by nearly 8 seconds! I vote that they should be put in the same unfortunate race car and have a go at each other.

Harewood Marketing Team member Chris Brooks in his Lotus Elise won the Mod Prod equivalent of my class by a clear margin with a 66.78 a time that just beats our new "road legal" record of 66.92 set by David Sturdy on his charge towards the title.

Wayne Sisson in his Evo IX won the unlimited mod prod class from John Graham in his supercharged Lotus Eleven with a time of 61.39, 2 seconds shy of the afore mentioned Simon Bainbridge's record time of 59.32.



Henry Moorhouse  
photo by Full Frame Photo-



Wayne Sisson  
photo by Full Frame Photographic

The Pre 1994 Formula Fords class was hotly contested with 5 drivers within 1.2 seconds of Ian Thomas winning 63.44. David Whittle was eventually second having initially tied Ian's then leading time of 63.69 but could not improve. Ian's 4<sup>th</sup> run took the class.

Class A and B were combined and topped by Tony Brumfield with a best of 58.96 in his Sylva Striker from the lower capacity class. He didn't take his 4<sup>th</sup> run and Mick Lancashire from Jersey almost made him pay with a 59.79 on his 4<sup>th</sup> attempt up the hill in his Avon Sprint. Does anyone think Tony deserves a bonus point for triumphing over the merged larger capacity class?



Tony Brumfield  
photo by Full Frame Photographic



The lower capacity Sports Libre class was a family affair between Dale and Sarah Cordingley in their Radical Prosport with Keith Hardy in his SR3 version playing catch up. Sarah had the audacity to take the early lead with a 1st run 58.23 only for dad to just top her with a second run 57.91 largely due to a very rapid 2.12 64 foot time.

The mid capacity Sports Libre class was dominated by Len Amy in his Mallock Mk 32 although the ever determined Les Procter initially over 2 seconds behind in his menacing OMS SC4CF brought the winning margin down to just over a second with a 57.57 on his last run.



The Over 2L Sports Libre Class was a private battle between James and Howard Wilkinson in their 3.5L Autotune Gemini with its beautiful Elva inspired body and sonorous Rover V8. Although neither would have scored against bogey time I bet they both enjoyed exploring their own limits with James taking the honours on this occasion.

Into the single seaters and although Lynn and Steve Owen's car was in the paddock for some reason it didn't run (*Engine failure—Ed*). Richard Spedding took the honours in the merged class I & J with his first run 53.37 time however he was chased hard by Dave Banner from the smaller engined class who recorded a 54.82 on his 3<sup>rd</sup> run.



Morgan Jenkins took the 1600 to 2L racing car class with his second run 53.21 which was also the FTD, hotly contested by OMS drivers Jason Maurant and John Chacksfield who managed 53.77 and 54.16 respectively. John had a particularly frustrating time with multiple red flags requiring him to refuel each time due to his cars atrophic fuel tank. At least he got great value for money from his day but he must have gone to bed that night with red flags waving at him when he closed his eyes.

At the top of the field was Sandra Tomlin in her 4L Judd powered Pilbeam MP97 her best was a very respectable 1st run 55.31. I recently had the opportunity to drive a Tyrell 017 1988 F1 car and that experience gave me a degree of insight at



just how hard it is to get the most out of these automotive beasts, certainly not for the faint hearted up a narrow ribbon of tarmac between farmhouse buildings.



By now some readers will have realised that I have missed out class 1 and having been given the great honour of producing this report I thought I would allow myself the treat of nominating a driver of the day. Paul Martin was a serious contender for possessing the clanging gonads to hold down the loud pedal on his Evo long enough to set that insane 100mph trap speed. However I am going to give it to Mr Bob "Blast off" Bellerby who on his 3rd timed run managed to cover the first 64 feet in his 1.4L front wheel drive 205 in just 2.57 seconds. He went on to take the class by 0.72 sec from Team Geen leader Mike who could only manage 69.15 on his final run and poor Martin "Fearless" Rowe just 5 hundredths back from Mike in 3<sup>rd</sup>. To beat Mike is always an achievement to do it by almost  $\frac{3}{4}$  of a second in the same car is special. I suspect that Bob used all his racing guile and took advantage of his position at the front of the field to line his car up at the start on the fresh slick rubber just left by the single seaters at the end of the previous run. That's top speed event thinking coupled with skill and calm aggressive driving.



Bob Bellerby  
photo by Full Frame Photographic

So ends another Harewood Season and what a year it's been. Events starting without delay, the timing running almost faultlessly, extra split times, the result computers giving splits and sector times, four timed runs when at all feasible, the delightful banter of the Richard and Andy commentary team, the Crusty Pies and even half decent weather most of the time. Yet as I pointed Doris West, it was into an uncertain sunset. With the MSA categories becoming compulsory next year, what tyres will I be on? What class will I be in? and indeed, will I be back?

One thing is certain however, as the marshals, officials and admin team enjoyed a well earned bottle of beer at the end of the day, we had all enjoyed a top quality weekend of motorsport to conclude the season. Hats off to Harewood, I am sure that Mr Wilson would be extremely proud of you all.



Morgan Jenkins—FTD  
photo by Full Frame Photographic

## FINISH LINE RULE

To clarify the finish line fail ruling The 2009 BARC Yorkshire Centre Regs state (page 14, 19.8) "MSA Regulations require that a car must have all four wheels on the track when crossing the finish line for its time to be allowed. For the purpose of this rule, a yellow line is painted along the left hand side of the track at the finish line, and this yellow line will be considered to be the edge of the road. Any competitor who crosses the finish line with one or more wheel(s) outside this line will be given a failed run. The observer at Quarry corner is deemed to be a judge of fact to observe this rule."

### Fastest Time of the Day

1st Morgan Jenkins, Pilbeam MP87 2000cc, 53.21, 2nd Richard Spedding, Force PC 1300cc, 53.37  
3rd Jason Mourant, OMS CF07 1300Scc, 53.77

### Class Winners

Robert Bellerby, Peugeot 205 1360cc, 68.43, David Sykes, Peugeot 205 GTi 1905cc, 68.63, Paul Martin, Mitsubishi Evo 6 2300Tcc, 62.49, Henry Moorhouse, Westfield SE 1600cc, 64.49, Simon Green, Westfield Duratec 2261cc, 62.69, Chris Brooks, Lotus Elise 1796cc, 66.78, Wayne Sisson, Mitsubishi Evo 1997Tcc, 61.39, Ian Thomas, Swift SC93F 1600cc, 63.44, Tony Brumfield, Sylva Striker 1299cc, 58.96, Dale Cordingley, Radical Prosport 1300cc, 57.91, Len Amy, Mallock MK 32 2000cc, 56.21, James Wilkinson, Autotune Gemini 3500cc, 71.13, Richard Spedding, Force PC 1300cc, 53.37, Morgan Jenkins, Pilbeam MP87 2000cc, 53.21, Sandra Tomlin, Pilbeam MP97 4000cc, 55.31, Jon Dobson, Lotus Elan +2 1950cc, 63.70, David Hampton, Lotus 69 1600cc, 60.28 **CR**



*Keith Wilford's beautiful Lotus Europa getting friendly with the banking at Quarry Corner, should have gone to .....*  
Photo by PW Pics

# BARC YORKSHIRE CENTRE

## Oms Racing Harewood Speed Hillclimb Championship

### Results 2009

Pos	Name	R1	R2	R3	R4	R5	R6	R7	R8	Total	Drop	Total
											No Drop	
1	David Sturdy	18.08	17.33	17.46	9.39	17.45	18.32	17.59	0.00	115.62	9.39	106.23
2	Richard Vale	17.72	16.47	17.20	9.70	17.83	18.25	17.95	0.00	115.12	9.70	105.42
3	Karl Jackson	17.25	0.00	16.64	10.71	16.72	17.74	17.24	17.50	113.80	10.71	103.09
4	Henry Moorhouse	16.71	17.23	16.93	8.72	17.63	16.61	17.09	16.65	127.57	25.33	102.24
5	Paul Martin	18.41	17.41	18.15	11.28	0.00	0.00	17.85	17.87	100.97	0.00	100.97
6	Simon Green	16.04	16.32	0.00	5.84	16.28	17.20	17.46	17.59	106.73	5.84	100.89
7	David Sykes	16.90	16.37	16.57	0.00	0.00	17.06	16.36	16.29	99.55	0.00	99.55
8	Steve Mitchell	16.41	16.29	0.00	8.79	16.49	16.75	16.07	15.76	106.56	8.79	97.77
9	Richard Spedding	15.21	0.00	15.67	8.62	16.27	16.47	16.63	16.97	105.84	8.62	97.22
10	John Chacksfield	0.00	15.94	15.26	6.66	15.90	15.70	16.30	16.40	102.16	6.66	95.50
11	Tony Brumfield	14.63	15.56	15.61	6.69	16.24	0.00	16.27	16.82	101.82	6.69	95.13
12	Russell Thorpe	16.08	15.90	14.89	9.77	15.74	16.25	15.57	15.56	119.76	24.66	95.10
13	Mark Teale	15.60	17.04	0.00	8.91	0.00	16.70	16.04	16.24	90.53	0.00	90.53
14	Ian Thomas	14.17	14.51	14.40	2.49	14.82	15.39	14.91	15.51	106.20	16.66	89.54
15	Michael Bellerby	14.37	13.61	15.11	3.19	15.46	13.69	14.42	15.06	104.91	16.80	88.11
16	Les Procter	12.98	14.09	13.47	4.40	14.64	13.79	14.57	14.77	102.71	17.38	85.33
17	Bobby Fryers	13.90	14.96	0.00	6.63	16.40	16.01	0.00	16.24	84.14	0.00	84.14
18	Peter Whittle	13.14	13.62	13.79	5.07	14.40	12.86	14.59	14.34	101.81	17.93	83.88
19	Kenny Brookes	17.67	0.00	16.50	0.00	0.00	15.44	16.80	16.98	83.39	0.00	83.39
20	Graham Smith	12.91	14.26	13.87	0.00	13.93	0.00	14.38	13.68	83.03	0.00	83.03
21	Michael Hartley	11.97	12.76	13.19	6.86	13.81	14.21	13.54	14.19	100.53	18.83	81.70
22	Dale Cordingley	0.00	14.31	0.00	6.02	14.88	14.41	15.63	15.45	80.70	0.00	80.70
23	Richard Pope	12.05	12.19	13.07	4.96	13.02	0.00	0.00	13.89	69.18	0.00	69.18
24	John Graham	13.05	4.57	0.00	4.07	12.26	11.64	12.42	12.38	70.39	4.07	66.32
25	Chris Gibbs	0.00	8.56	9.46	0.95	9.84	11.01	10.85	11.39	62.06	0.95	61.11
26	Sarah Cordingley F	0.00	13.62	0.00	0.00	14.62	0.00	14.25	15.13	57.62	0.00	57.62
27	David Grey	0.00	12.39	12.73	0.00	12.73	13.57	0.00	0.00	51.42	0.00	51.42
28	Iain Davidson	0.00	0.00	0.00	0.39	10.27	12.65	13.43	14.62	51.36	0.00	51.36
29	Kevin Jaques	0.00	0.00	9.34	3.19	9.26	8.88	10.24	9.56	50.47	0.00	50.47
30	Bob Potts	11.47	8.58	0.00	6.60	0.00	0.00	11.79	11.91	50.35	0.00	50.35
31	Gordon Riley	11.09	10.87	0.00	0.00	0.00	13.76	14.44	0.00	50.16	0.00	50.16
32	Drew Dawson	11.28	11.69	12.57	0.00	0.00	0.00	13.88	0.00	49.42	0.00	49.42
33	Wayne Sisson	15.89	0.00	0.00	12.15	0.00	0.00	0.00	15.93	43.97	0.00	43.97
34	David Lanfranchi	9.90	9.70	0.00	3.80	10.09	10.18	0.00	0.00	43.67	0.00	43.67
35	Adam Greenwood	0.00	0.00	0.00	2.20	9.53	10.84	10.37	10.42	43.36	0.00	43.36
36	Clive Lightburn	0.00	13.76	11.95	2.78	14.23	0.00	0.00	0.00	42.72	0.00	42.72
37	Peter Sherratt	0.00	9.40	9.85	0.00	0.00	10.56	0.00	10.62	40.43	0.00	40.43
38	Paul Gibson	8.42	9.73	9.93	0.00	10.07	0.00	0.00	0.00	38.15	0.00	38.15
39	Keith Hardy	9.76	7.02	0.00	0.00	0.00	0.00	10.02	9.31	36.11	0.00	36.11
40	Simon Bailey	0.00	7.52	0.00	0.40	12.23	0.00	13.08	0.00	33.23	0.00	33.23
41	Natasha Forret F	2.87	0.00	4.84	0.00	4.50	5.70	5.42	9.02	32.35	0.00	32.35
42	Richard Hargreaves	0.00	0.00	0.00	0.00	0.00	0.00	16.03	16.21	32.24	0.00	32.24
43	Peter Hamilton	0.00	15.67	15.62	0.00	0.00	0.00	0.00	0.00	31.29	0.00	31.29
44	Tony Hart	14.08	0.00	0.00	0.00	14.62	0.00	0.00	0.00	28.70	0.00	28.70
45	Sarah Bosworth F	11.98	0.00	0.00	0.00	13.96	0.00	0.00	0.00	25.94	0.00	25.94

Pos	Name	R1	R2	R3	R4	R5	R6	R7	R8	Total	Drop	Total
										No Drop		
46	David Farrer	0.00	0.00	11.39	0.23	12.16	0.00	0.00	0.00	23.78	0.00	23.78
47	Adrian Winnard	6.14	5.53	6.52	0.00	0.00	5.29	0.00	0.00	23.48	0.00	23.48
48	Robert Warwick	13.88	0.00	0.00	0.00	0.00	7.24	0.00	0.00	21.12	0.00	21.12
49	Andrew Forret	3.57	0.00	3.63	0.00	2.87	4.75	5.35	0.00	20.17	0.00	20.17
50	Chris Price	0.00	0.00	0.00	5.37	11.93	0.00	0.00	0.00	17.30	0.00	17.30
51	Nick Mitchell	15.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.99	0.00	15.99
52	Janet Ford F	0.00	0.00	0.00	0.00	0.00	0.51	6.75	8.10	15.36	0.00	15.36
53	Richard Vaughan	0.00	0.00	0.00	0.00	0.00	14.66	0.00	0.00	14.66	0.00	14.66
54	David Spaul	0.00	13.68	0.00	0.00	0.00	0.00	0.00	0.00	13.68	0.00	13.68
55	Nicola Dearden F	0.00	0.00	0.00	0.00	1.20	1.55	2.61	4.24	9.60	0.00	9.60

## BARC YORKSHIRE CENTRE

### Oms Racing Harewood Speed Hillclimb FTD Championship Results 2009

Pos	Name	R1	R2	R3	R4	R5	R6	R7	R8	Total	Drop	Total
										No Drop		
1	Richard Spedding	10	0	10	10	10	10	10	10	70	10	60
2	John Chacksfield	0	9	8	9	9	9	9	9	62	9	53
3	Richard Pope	9	5	7	7	7	0	0	7	42	0	42
4	Graham Smith	8	7	5	0	5	0	6	5	36	0	36
5	Les Procter	6	4	2	4	4	6	4	6	36	6	30
6	David Grey	0	6	6	0	6	8	0	0	26	0	26
7=	Clive Lightburn	0	8	3	5	8	0	0	0	24	0	24
7=	Dale Cordingley	0	2	0	6	2	5	5	4	24	0	24
9=	Drew Dawson	7	3	4	0	0	0	8	0	22	0	22
9=	Iain Davidson	0	0	0	0	0	7	7	8	22	0	22
11	Peter Hamilton	0	10	9	0	0	0	0	0	19	0	19
12	Wayne Sisson	4	0	0	8	0	0	0	1	13	0	13
13	Tony Brumfield	5	0	0	2	0	0	1	2	10	0	10
14	Sarah Cordingley F	0	1	0	0	1	0	2	3	7	0	7
15	Paul Martin	3	0	0	3	0	0	0	0	6	0	6
16	Karl Jackson	0	0	0	1	0	4	0	0	5	0	5
17	David Farrer	0	0	1	0	3	0	0	0	4	0	4
18=	Simon Green	0	0	0	0	0	3	0	0	3	0	3
18=	Simon Bailey	0	0	0	0	0	3	0	0	3	0	3
20=	Ian Thomas	0	0	0	0	0	2	0	0	2	0	2
20=	Paul Gibson	2	0	0	0	0	0	0	0	2	0	2
22=	Henry Moorhouse	0	0	0	0	0	1	0	0	1	0	1
22=	Mark Teale	0	0	0	0	0	0	0	1	1	0	1
22=	Kenny Brookes	1	0	0	0	0	0	0	0	1	0	1

# ANNUAL TROPHIES 2009

## TROPHY

YORKSHIRE POST  
 JACK FARRAR  
 ARNOLD BURTON  
 RICHARD SUTHERLAND  
 APPELYARD  
 WALLACE ARNOLD  
 WENDY WOOLS  
 TOTAL  
 BROWNLOW PEABODY  
 GUYSON SANDBLAST  
 FORD WOODHEAD  
 BABRA  
 SCRUTINEERS TROPHY  
 ANDREASON TROPHY  
 CRUSTY PIE  
 JOHN BINDLOSS  
 TOMMY WISE  
 DEREK CLARK  
 TIM DE DOMBLE  
 RONALD HUDSON  
 PHILPOT

## WINNER

SCOTT MORAN 49.51 Sec  
 STEVE OWEN 52.83 Sec  
 LES PROCTER 102.71 Points  
 PAUL MARTIN - 0.56 Sec  
 JOHN GRAHAM +4.95 Sec  
 WAYNE SISSONS +2.07 Sec  
 MICK LANCASHIRE +1.50 Sec  
 SIMON GREEN +0.41 Sec  
 DAVID STURDY 66.92 Sec  
 STEVE OWEN +0.49 Sec  
 IAN THOMAS 63.44 Sec  
 SANDRA TOMLIN 55.31 Sec  
 To be Announced at the Awards Dinner  
 SARAH CORDINGLEY  
 To be Announced at the Awards Dinner  
 JAMES HUDSON  
 To be Awarded by the Committee  
 To be Awarded by the Committee  
 MIKE EVANS  
 MARTIN DRURY  
 MIKE PATCHETT and CHRIS BROOK



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If you're a Marketer or have Marketing skills we welcome you to join our team. There's no pay and the hours can be long (but only as long as you want them to be), but we have loads of fun and get a real kick from helping to promote OUR HILL!!

To find out more about what we do or to join the Harewood Marketing Team contact:

Richard Vaughan  
on 01535 273029  
or e mail  
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Top specification with slick tyres plus a second set of wheels with virtually unused 'wets', P.I. Industries data logger and dash display, stainless steel side pod mounted exhausts, carbon fibre double rear wings.

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

**Price £64,950**

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

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

**Price £7,000**

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

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Double Championship 2008 winning car  
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Quaife reverse gearbox  
Proshift electronic paddle box  
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Car trailer  
Other racing equipment

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# LETTERS

Dear Hillclimb Friends,

Thanks for another wonderful season of hillclimbs, I have managed to get to them all even now I live in Scarborough and getting a bit bad on the old legs. I have talked to some good marshals, lovely people that do a great job, and seen some superb racing and talked to a lot of the drivers. A really good day out anyway, once again I thank you all very much for your wonderful entertainment, a full days viewing, I still like Quarry Comer the best, thank you.

Bit early but Happy Christmas and New Year to everyone to do with Harewood Hillclimb, thanks.

Yours Faithfully,  
Mike Lewis

## [www.harewoodhill.com](http://www.harewoodhill.com)

**Articles for publication always welcome**

Projects, restorations,

YC members attending other events etc.

What keeps you sane over the winter?

Snippets, gossip and anything else of interest

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**Editor—Jackie Wilson**

Harewood



*Speed*  
Hillclimb

2010

## Event dates

28 March	Practice day (members only)
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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