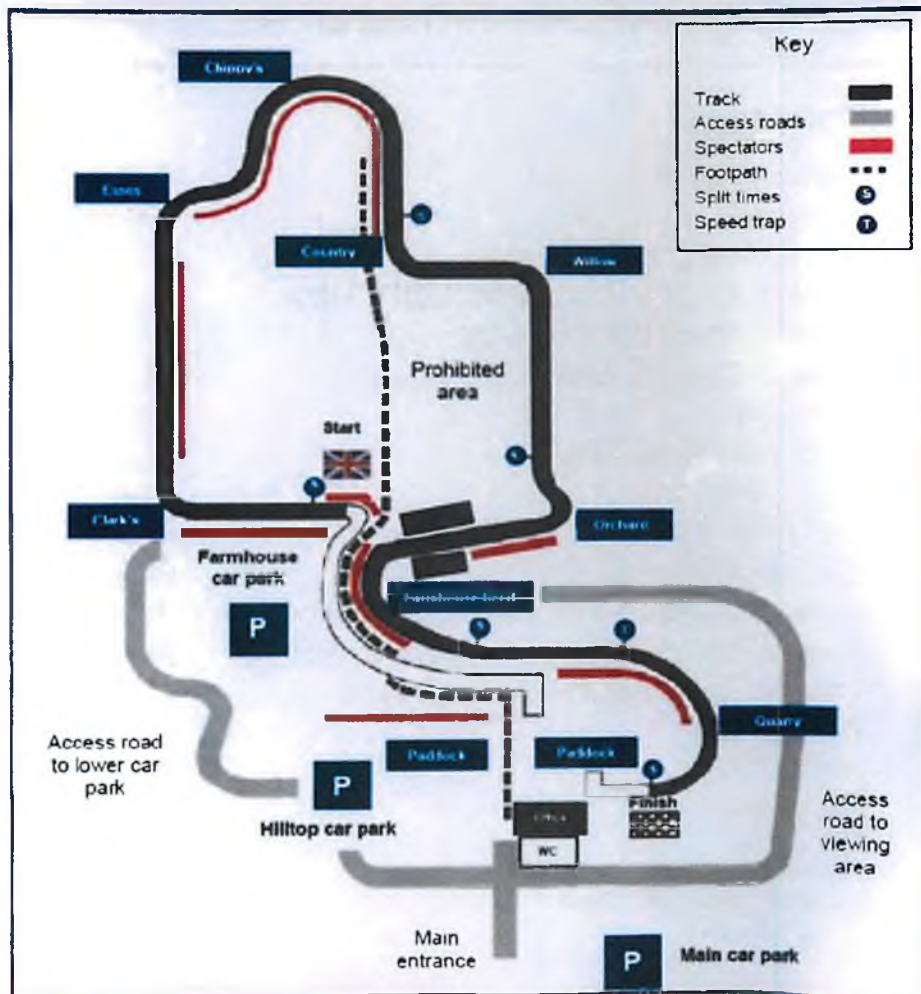


# Harewood



# Speed Hillclimb

## The Track



## Contact email addresses

Tim Wilson, Chairman - chairman@harewoodhill.com

John English, Club Secretary - clubsec@harewoodhill.com

Jackie Wilson, Entries Secretary - entries@harewoodhill.com

Chris Seaman, Competitions Secretary - compsec@harewoodhill.com

Mike Shorley, Chief Marshal - chiefmarshal@harewoodhill.com

Craig Senior, Marketing - marketing@harewoodhill.com

Jackie Wilson, Driving school - school@harewoodhill.com

## What's Inside

Chairman's Letter/Changes to Classes	Page 4
Practice Day Report	Page 5
David Grey—MBE	Page 7
Spring Term—Harewood Driving School	Page 8
Spring National Meeting Report	Page 12
BBC Country Tracks	Page 14
Harewood Open Meeting Report	Page 18
May MSA Championship Meeting Report	Page 22
Letters	Page 26
Obituary—Kevin Jaques	Page 26
Congratulations	Page 27
Cars for Sale	Page 28
2009 /2010 Calendar	Page 31

*Cover photo—"The Stig" at Harewood, filming for Top Gear recently, watch out for it on TV soon!*

*Photo by Michael Kempley*

## Chairman's letter

Whilst recovering from a hectic June weekend, I reflect on the variety of events and experiences at Harewood over the last few weeks. The latest weekend combined the best of club motorsport with a healthy entry of Harewood regulars and guest classes, reassuring us that the economic climate may not after all be hitting entries.

The Classic and Vintage meeting gave us a small but fascinating array of true vintage and classic cars whilst providing a real contrast to the high speed action of the British Hillclimb Championship in May.

Other highlights include an afternoon spent filming with the BBC Country Tracks, smiling faces and compliments following the latest Hillclimb Driving School, and a poorly attended Centre AGM (surely a good sign?).

Such events make all the hard work worthwhile for the large team of people who help to organise and promote Harewood. If you want to join us, do give me a call.

Enjoy the rest of your season and we hope you will continue to support Harewood.

Tim



# PRACTICE DAY

by Steve Wilkinson

Sunshine wall to wall coupled with a howling gale made wandering round the paddock more akin to a trip to Antarctica! There was however plenty to see ranging from Jolyon Harrison's immaculate Brabham BT30 to Leon Bachelier's Ferrari 512M. It was great to get back out again after the winter break and meet up with so many friends. Meanwhile on track there was plenty to see and with some people still acclimatising to their new steeds there was also plenty of action for the hard-working marshals.

Just one Over Two Litre racing car took the chance of a day on Harewood hill – the Tomlin's immaculate Pilbeam MP97. At times the monster was scrabbling for grip on the 'green' track whilst Oliver and Sandra just took four runs a-piece so a 55.79 from Oliver was pretty good going. There was also a group of 1600 racing cars that really impressed; Will Hall set FTD in his Force-Suzuki with a cracking 53.73 just finishing ahead of the similar car of Richard Spedding on 53.79 – it was Richard's first outing with a full-house Hayabusa behind him so expect him to be even more competitive. Iain Davidson was going well in his OMS CF09 as was his partner Janet Ford who was slowly getting to grips with the car. Another pairing in the 1600s was Ed and Steve Carter with their recently acquired Mk 1 Jedi.



*Will Hall—Farmhouse Exit  
Photo by Steve Wilkinson*

The up to 1100 single seaters were, for such a normally well-supported class, thin on the ground with just four cars and five drivers. Richard Vaughan was the fastest in his 'new' OMS-Suzuki with a 61.32 whilst Eve Whitehead and Craig Powers managed just 10 runs between them in Craig's Kawasaki powered version. William Roberts was struggling a bit as he was not only new to single seaters but also had just 600cc to power the Jedi. Josh Gardner, Allan Staniforth's grandson, was making his debut in Allan's Megapin-Kawasaki and acquitted himself well in this strange environment.

Just one FF1600 turned up and Ian Thomas was going well in his Swift until a DNF stopped his enjoyment! Finally just three Sports Libres were on track and Mark Dempster in the ex-Tim Elmer Imagination was fastest on 59.11 finishing ahead of Dale & Sarah Cordingley in their shared Radical.



*Henry Moorhouse—Sliding round Quarry  
Photo by Steve Wilkinson*

There was a motley collection of "kit cars" on track some of which were new. Chris Price had replaced his venerable Sierra with a Car Craft Cyclone and despite a gravely experience on his second run was getting to grips with the new car. Karl Jackson was out in his new Aerial Atom which featured a super-charged Honda engine and he got down to a 63.59 before the end of the day. Henry Moorhouse was giving it large in his yellow Westfield and pleasing the spectators into the bargain. Simon Green's 61.68 in the Duratec powered Westfield looked smooth whilst David Spaul in the white Westfield did a rapid 61.24 looking undramatic on his way to the top.

In the more traditional "sports cars" there were a whole host of Loti. Sarah Bosworth, Martyn Stott & Tracey Taylor-West were in Elises and it was Stott who was fastest with Sarah & Tracey both setting 68.18 in their efforts to keep up! John Graham was out again in his abbreviated Lotus 2-11 and was well clear of the Exige of Robert Lancaster-Gaye. In the none-Lotus camp there were a variety of options. Leon Bachelier's Ferrari looked and sounded the part whilst the variety of Porsches all made impressive improvements with Richard Jackson setting the Stuttgart standard with a 67.93. The three TVRs were well matched with Stewart Lobley fastest on 67.32 ahead of fellow Vixen driver Mike Roe and Steve Dennis in his less well-developed 3000M.

The remaining sports cars were a mix and match group with Colin Kingsman's DB6 Aston looking more like a gentleman's club than a racer, Phil Short in his new Honda S2000GT eventually going topless, Marie Dobson rounding Quarry with her eyes shut in her MGB and Chris Thurgar-Dawson's Mercedes CLK55 posting a best of the rest 71.65.

The tin-tops were the usual eclectic mix which ranged from Mike Garstang's Mini through to Paul Martin's EVO 6 which posted the fastest time of 62.74. Vini Dobson was flying in his Mod Prod Golf but initially suffered from cold hands. Chris Green had his neat and impressive FIAT Abarth 500 which was going well as was Richard Vale in his Polo.



Vini Dobson—Farmhouse Apex  
Photo by Steve Wilkinson



Chris Green—Appears at Quarry  
Photo by Steve Wilkinson

The successful day was again well run by the BARC Yorkshire team and with all that testing the competitors who availed themselves of the opportunity should have a head start come April.

**ENTRY LISTS AVAILABLE  
ON OUR WEBSITE  
[www.harewoodhill.com](http://www.harewoodhill.com)**

## Work of engineering boss recognised with an MBE

A Sheffield businessman who has played a key role in initiatives to boost the local economy and the skills of young people has been awarded the MBE. David Grey is the founder and chief of Tinsley-based diversified engineering group OSL and a senior figure within the Cutlers' Company. He receives his honour for services to business and regeneration in Sheffield .

In addition to his business activities, Mr Grey is chairman of the Local Economy Board, which oversees the BiG: Make it Your Business programme, helping people to set up their own businesses and to increase the success rate of local companies.

David Grey has been hailed locally as somebody who has always generously given his time and worked effectively to support regeneration in Sheffield and act as a bridge between the public and private



# HAREWOOD SPEED HILLCLIMB DRIVING SCHOOL

## SPRING TERM

by Peter Herbert



### **BACK TO SCHOOL**

*School Chief Instructor Simon Clark displays his best side as he offers words of advice concerning the manner in which the Melville family Civic is being conducted.*

*Photo by Peter Herbert*

However, at the first school of the year, held on a fine yet cold day April 1, not enough meer-kats showed up. Perhaps it was the biting wind, or circulating Red Kites seeking out victims. Accordingly, thirteen pupils, an all time low, were the beneficiaries of lots of instructor attention from Messers Clark, Spedding and Herbert, plus plenty of runs. There was also a new addition to the administrative team, Jackie Wilson being joined by Cookie Wilson, the family dog.

Former hill champion and proud Ariel Atom owner Karl Jackson decided to leave such a drafty machine at home in favour of his wife's Audi A4 Avant TDi, and spent the day perfecting his lines in uncharacteristically restrained style. Karl is a school regular, and claims to learn something new on every visit. If this is true of one with such obvious ability, just think what the school can do for you.

There is reason to believe that relatives of Alexander Meer-Kat have suddenly taken an interest in speed hillclimbing, such is the number of drivers who insist upon steering with both hands at the top of the wheel, much in the manner of these furry creatures who are characterised by front paws held up in front of them. This was even detectable to our astute Chief Instructor Simon Clark from purely video evidence. Which only goes to demonstrate how bad habits can be addressed, as well as correct lines, at the Harewood School.

So, Top Tip, hold the wheel at a quarter to three throughout your climb, moving only your arms, not your hands. Then, should opposite lock need to be applied, you know exactly where you are relative to the "straight ahead" position.



### **COLD COMFORT FARM**

*A windswept Chris Seaman, with the Ewen Cooper S in the background about to commence yet another run.*

*Photo by Peter Herbert*

Another seasoned pupil was OMS Hornet driver Dave Oldridge, who had journeyed up from the Midlands in his Focus for some pre British Championship round tuition.

Amazingly there were no LoCater-Fields present, but we did have a most enthusiastically conducted 1293 Austin Cooper S Mk1 in the hands of Clinton Ewen, and as a result of his day at Stockton Farm we appear to have a new convert to the noble art of speed hillclimbing. Puma pilote Timothy Houseman is also about to make his competition debut



**TIMBER MERCHANT**

*Peter Gunn leans on the Morgan's wooded chassis through Quarry.*

*Photo by Peter Herbert*

Despite the blustery conditions, and a mysterious stream that emerged across the track at the exit to Farmhouse, there were few excursions, the most memorable being David Parkes' spin at Willow after committing the cardinal sin of putting his Cerberra's left rear tyre onto the grass before unleashing full TVR grunt on "turn-in".

Joint Drivers of the Day, perhaps not unexpectedly, were the most experienced, Karl Jackson and Dave Oldridge. But everyone went home with a smile on their face, even the instructors, pleased to have survived another school day unscathed.

Respect goes to the long suffering marshals who shivered at their posts in the interests of our sport, and to the Admirable Seaman who kept a semblance of order within the paddock.

## **THERE ARE A FEW PLACES LEFT ON THE 29TH JULY SCHOOL**

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



Bob Exelby & Richard Spedding



Miko Talo (and sheep!)



Darren Porter



*John & Wendy Marshall*



*Oss Bozier*

## **HAREWOOD SPEED HILLCLIMB DRIVING SCHOOL April 2010**

*Karl Jackson & James Kerr*



***Photos by  
Phil Andrews***

# SPRING NATIONAL MEETING

by Martin Rowe

Another new season kicked off with a dry but cold morning in the Wharfe valley. 116 brave souls had made the return to the hill to discover how much difference their off season rebuilds and modifications had made. Hopefully things would work out and they would go a little faster, but who knows? Those new tyres specially flown in from Brazil surely must be worth a couple of tenths? They better had, because the extra kilos from Christmas dinners needed to be offset somehow.

The entry list was well supported by BARC members keen to get back into the swing after the winter break, with invited club entries from Ginetta Cars, Aston Martin Owners Club, and the TVRCC championship

Proceedings commenced with the usual practice runs, some delays reduced the chances of 3 timed runs, so people were trying to make every run count.

First up were the Ginettas. Steve Fidler was quickest in both timed runs taking first place in his 1600 G18 closely followed by Nick Stevens in his similar G18. With speeds of over 91 mph in the trap, these two were flying, and were too quick for the rest of class to get close.



Class1A up to 1400 Road Going Modifieds were led by Martin Rowe in his Team Geen prepared Peugeot 106 Rallye, Rich Stevens ran well in 2nd place in his completely standard 106 Rallye, First time entries from Tom Hutchins in his 106 XSI and Steve King who was on his way back to the Isle of Man after competing elsewhere in the week also managed respectable times for their initial visits. It has been said that you knock seconds off in your first few visits to Harewood, then it takes years to get another second faster, and it's probably true.

*Martin Rowe*

*Photo by Full Frame Photographic*

1B Road Modifieds up to 2 litres was well represented as usual with 22 entries, including five double drives, with a return to the hill from Dyr Ardash who was sharing James Kerr's Peugeot 205, while having to watch as Dave West took his ex Ardash 106 GTi to 2nd spot a full one and a half seconds behind the exceptionally rapid VW Polo of Richard Vale.



*Richard Vale*

*Photo by PW Pics*

1C over 2 litre Road Modifieds was dominated easily by class record holder Paul Martin who, although being over a second off his record was still more than 4 and a half seconds ahead of the pack, including Adrian Winnard who had made the long trek down from well North of the border to double drive with the relatively local Paul Houghton in the Porsche 924S

Next were the venerable Aston Martins. The only "modern" car in the class was Jonathan Moorhouse's DB7 which he took to 2nd place behind class record holder Colin Kingsman who managed a new class record of 72.92, his second run showing great consistency with a 73.00. Jim Campbell lead the collection of the older DB2s with a creditable 77.91. just under 3 tenths ahead of Tim Stamper.

The TVR class was won by Paul Edwards in his T350C who only achieved a single timed run ahead of Geoff Stallard in his Vixen who also only managed one run. Simon Smith's Tuscan went a whole 11.27 seconds faster on his second run to claim 3rd place from Mike Roe, who's first run was also his sole contribution.

The ever spectacular and fast Henry Moorhouse swept the under 1700 road modified kit cars with a class record breaking 63.05 on his initial run, bettering it with a 62.54 on his second. Henry has been chasing Bob Bellerby's long standing record for some years, and so was rightfully pleased at breaking it at last!

John Graham took a decisive win in the roadgoing Lotus class, though David Ormerod Jnr closed to within almost a second with his second run in his non blown Elise. John managing a whole 6 mph faster through the speed trap.

Vini Dobson was the class of the field in the up to 2 litre Mod Prod, with a lone Kenny Brookes the sole contender in the over 2 litre class.

In the Mod Pros kit cars, Steven Brown took the win from Andy Steel, with a great time that was almost 2 seconds faster than the best of the over 2 litre class, The car went on to impress at other events where it was claimed to be "glued to the track", and though only a mere 1349 cc it's trap speed at 87.53 mph was seriously quick.



*John Graham  
Photo by PW Pics*



*Ian Thomas  
Photo by PW Pics*

Dale Cordingley took the honours in Sports Libre just over a second faster than daughter Sarah, and Gary Thomas, who seems to be really getting to grips with his Force, after campaigning an Elise for some time took the class with a very convincing 2 second lead

Ian Thomas took an easy win in the Formula Fords, and in the 1000 to 1600 racing cars A real battle was joined with William Hall setting the standard with a 52.76 in the 1st runs with Richard Spedding and Eynon Price just 2 hundredths apart and 4 tenths behind William. In the second

runs things hotted up even more, with all three in the 52's, William maintaining his lead at 52.11 and Richard and Eynon both recording 52.41

Altogether a great season opener with lap records falling at the first event with a relatively green track, it promises an exiting year.

Early days yet, but at the close of the event the Harwood Championship was lead by Richard Vale, with Paul Martin and Henry Moorhouse in hot pursuit.

A good days sport, and on to the next one!



*Will Hall—FTD  
Photo by PW Pics*



*Ben Fogle from  
Country Tracks  
with BARC  
Yorkshire Centre  
Chairman,  
Tim Wilson*

*Photo by  
John English*

## **BBC COUNTRY TRACKS**

We spent all this afternoon (May 5th) with a BBC film crew and presenter Ben Fogle. The 4 hours of filming will be condensed into about 10 minutes on Country Tracks, sharing the programme with potholing and the Peregrine Falcons at Malham Cove.

Many thanks to everyone who helped out today: to Don Burt and John English for organising, Don for use of his car, Arnold Burton for his time spent telling Ben Fogle about how the hill-climb started, Wattle & Daub regulars Mike Shorley, David Dalrymple and Rob Buchan for marshalling the course and thanks and commiserations to Ronnie Clayton who brought his fabulous Lagonda on for the occasion only to find that they ran out of time to film him!

We'll let you know when it will be screened. Hopefully it was worth the effort.....and all the hanging around!

Thanks again to all involved,  
Tim

*PS Watch out for Harewood on Top Gear. The BBC film crew and team (including "The Stig") have also been filming at Harewood recently*

*Arnold Burton talking to Ben Fogle about the history of Harewood Hillclimb*



*Film Crew at work!*



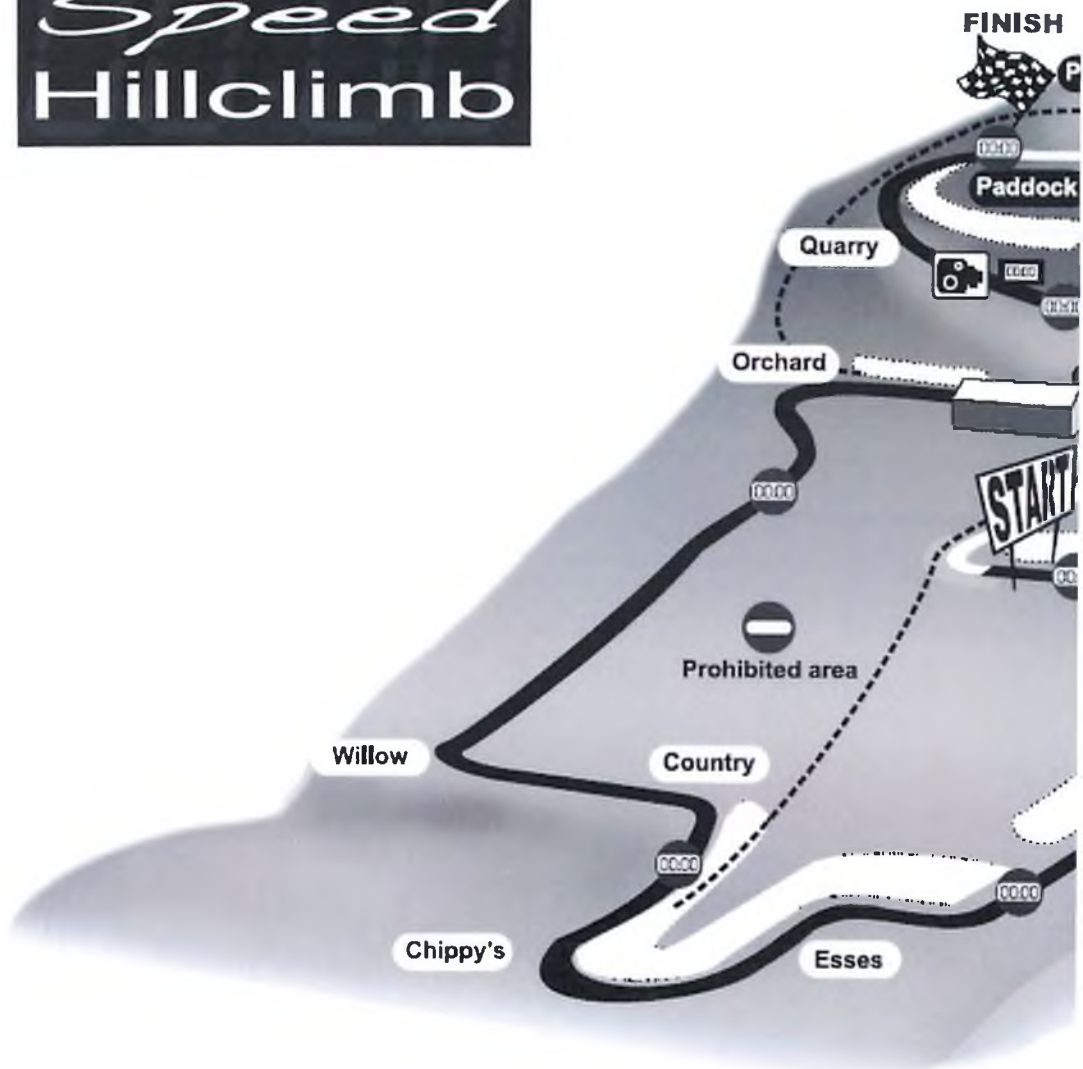
*Setting up the cameras on Don Burt's car*



# Harewood



# Speed Hillclimb





**KEY**

- Race track**
- Footpath**
- Competitor Access Track**
- Spectator Access Tracks**
- Spectator Viewing**
- Split Times**
- Speed Trap**
- Time Displays**



# HAREWOOD OPEN MEETING Saturday 8th May 2010 COLD AND GREY AT HAREWOOD- WARM AND BRIGHT FOR OLIVER

by Les Thurkettle

A dry but bitterly cold day at Harewood did not put off the Red Kites which were soaring against the dark sky in profusion. Also flying was Oliver Tomlin in the family Pilbeam capturing FTD in 52.91 seconds, very appropriate on the day his Mum Sandra collected the fastest lady award set last year in the same car. There will be dancing in the streets of Llantrisant again!!



*Oliver Tomlin—FTD  
Photo by PW Pics*

The meeting opened with the Ferrari Owners Club running one of their rounds counting towards their championship. I took some time out to find out how their handicap system worked. They have a large variety of Ferrari's of varying ages and engine sizes producing very different levels of performance capabilities. To compensate the youngest and probably biggest engined cars may have a handicap of plus 3 or 4 seconds, whereas the oldest and possibly smallest engined Ferrari's get the benefit of minus 3 or 4 seconds. Somewhere in the middle is someone on scratch. Nick Taylor was fastest in 65.10 just breaking Jon Goodwin's class record. Nick's 348 GTC was 1 1/2 seconds ahead of Chris Butler's 355 GTB with John Marshall third in his fabulous Scuderia 430. Although I now understand the Ferrari Owners Club handicap system, your reporter is sorry to say we do not have the adjusted results, but a record breaking performance must count for something.



*Nick Taylor—new Class Record Holder  
Photo by PW Pics*



Slightly more mundane cars (but not to their owners) gathered at the start in class 1A for Road Modifieds up to 1400 cc. James Hudson's 205 Peugeot beat Robert Bellerby in the same type of car. James time was 68.78 seconds.

*James Hudson  
Photo by PW Pics*

Class 1B for Road Modifieds up to 2000cc. was won by Mark Teale in his 206 GTI Peugeot from Bobby Fryers in the same car. Steve Mitchell was third in 205 GTI Peugeot to give a Peugeot clean sweep in the first two classes. Mark Teale was fastest on all three runs, his best being 67.90 seconds.

Class 1C for the over 2 litre Road Mods saw the Mitsubishi's get the better of the Porsche's. Class record holder Paul Martin's EVO 6 beat Kenny Brookes EVO 5. The times 62.92 and 63.39 seconds.

Class 2 is a Locaterfield benefit and 2A for cars up to 1700cc was won by the class record holder . Indeed Henry Moorhouse kept it on the island on his second run to lower his mark to 62.46 seconds in his 1600 cc Westfield. Chris Gibbs Caterham was a distant 5 seconds down.

Class 2B was a bit of a runaway also. Again the winner was inside the class record. Simon Green was nearly a second inside John Hoyle's previous mark in 61.49. Paul Eddon was 4 and a bit seconds behind and Stephen Everall third another 4 seconds down . All three were in Westfields. Some serious catching up to do in Class 2A and B.



*Paul Martin  
Photo by PW Pics*

Class 2E is specifically for roadgoing Lotus Elise and other non ferrous cars. John Graham's Lotus Eleven winning in 64.61 seconds. He had almost 3 seconds to spare ahead of Chris Brooks' Elise.



*Vini Dobson  
Photo by PW Pics*

Modified Production cars in Class 3B saw Vini Dobson's unbelievably quick Golf edge ever closer to Mark Waldren's long standing record. Vini's time of 61.93 seconds put him ahead of Ralph Pinder's Peugeot by 2.67 seconds. Ralph had an interesting meeting, putting up the value of oil company shares. ( Reporter note-, he spilt quite a bit, some of it in the wrong places – many of us have been there !!)

Class 3F next for Modified Kit, Replica, and Spaceframed cars up to 1700cc. It seems to be a day for runaway winners and Mark Anson's Westfield Megablade (I guess a Honda Fireblade engine car) was no exception. His 61.38 seconds climb in his third run was over 3 1/2 seconds ahead of Tim Nunn in a car engine Westfield with Andrew Hargreaves close behind also Westfield mounted.

Class 3G is for the same specification as previous with unlimited capacity. Here Matt Hillams Westfield was the first to break the one minute mark. All three runs were under 60 seconds with his best time of 58.30 putting him ahead of Terry Overall whose 60.12 seconds was just enough to beat Mike Tate. All three were in Westfields.

Class 4A for Sports Libre is for cars up to 2 litre. Gone is the class for cars up to 1400 cc but such a car cleaned up .Dale Cordingley's Radical Prosport was a circuit car when he acquired it but continual modification and shedding of weight has improved competitiveness over the last 18 months or so. Dale won in 57.66 but daughter Sarah was only  $\frac{7}{4}$  second behind .Les Proctor was third in the OMS. His times have been disappointing lately and he is at a loss to know why. There are no chassis or engine issues, but the car and driver are too quick for this to continue long .Watch this space. The Fiat 500 bodied car in this class was a sight to behold . the engineering and presentation was superb.

All open wheeled stuff from here with Class 5A for Racing cars up to 1100cc being the first. Dave Banner with 3 runs all in the 56's won in 56.14 seconds from Graham Smiths similar OMS in 57.47 Toby Moody got the 600cc Force in to third place. He only completed one run in 58.55 seconds

Class 5B is for Pre 1994 Formula Fords. Only two runners in this class but the result does not get any closer than this. Ian Thomas climbed his Swift in 64.98 seconds with the Van Diemen of David Sturdy one hundredth of a second behind him.



Clive Lightburn  
Photo by PW Pics

Class 5C Racing cars up to 1600cc. Ten entries in this popular class with entrants from nearby Leeds to far away Jersey. Bawtry boy Clive Lightburn took the honours, his OMS winning in 56.02 seconds from David Grey by a second in the same car. Close up third came Ian Davidson also OMS mounted

Class 5D for Racing cars up to 2 litre drew a five car entry which was headed by Morgan Jenkins Pilbeam. He had very little to spare however over John Chacksfield's OMS. The Pilbeam stopped the clock in 54.70 seconds. It took John just .22 more.

The final class of the day 5E for unlimited capacity racing cars saw Oliver Tomlin win comfortably in 52.91 ahead of Bob Penrose's 4 litre OMS . Considering the fact that it was a very cold day with track temperatures not ideal, Oliver Tomlin's FTD time was very creditable. Morgan Jenkins 54.70 was 2nd FTD and John Chacksfield 3rd.

All in all a good day for the Tomlin family, the organisers and marshals. I suspect not so good for the ice cream van .

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

# Had a great day competing...



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Harewood 2010 events

Contact Pete or Wendy: [pw@pwpics.net](mailto:pw@pwpics.net)

[www.pwpics.net](http://www.pwpics.net)



# MAY MSA CHAMPIONSHIP MEETING

by Richard Spedding

Sunday was one of the year's jewels in the crown at Harewood, after the disappointment of the Barbon event being cancelled the day before it was Harewood's turn to host rounds 5 and 6 of the MCL Motorhomes British Hillclimb Championship on Sunday. We woke to a dry relatively bright day which was somewhat cool, but a nice dry track. A strong entry looked set to produce some great hillclimbing which included all of the top 10 British championship contenders from last season and we were not to be disappointed.

The first class was the Ferrari's and after having a good practice at the hill on Saturday Nick Taylor in his 348 GTS lowered Jon Goodwin's long standing Ferrari record by nearly three tenths of a second having been pushed all day by Chris Butler in his nice F355. Harewood driving school pupil John Marshall was third in the gloriously sounding Scuderia 430 after holding second after the first run. In the class for Yorkshire Centre Members with is worked out on Class Bogey Times Paul Martin in the heavily modified Mitsubishi Evo took a good win by just 0.11 of a second from another quick Harewood regular Simon Green in the Westfield Duratec and Kenny Brookes in a further Mitsubishi Evo.

In the Mod prod up to 1400cc class it was Paul Webster who dominated in his new for this year Mazda MX5 after selling his 2.0 litre Dallara to Colin Birkbeck over the winter with a creditable 72.17.

The up to 2000cc class was taken by Leaders championship front runner Dave Wilson on 60.95 from the ever quick Joy Hoyle in the rapid Caterham who just pushed Harewood regular Jonathan Medley into third. In Class C2 Ralph Pinder had an oil pipe come off in practice and provided the ever hard working Harewood marshals with some series oil clearing up to do but with some hard work was able to put in a tidy 64.67 to finish second. However it was V W Golf expert Vini Dodson that flew up Harewood to take a 2 second win, with Gurston Down Champion Sarah Bosworth third on 66.12.



*Dave Wilson  
Photo by PW Pics*

*Geoff Twemlow  
Photo by PW Pics*

The unlimited Mod Prod class it was a battle of the Subaru Imprezas with the withdrawal of Keith Edwards in the frightening quick Audi. The ever rapid Geoff Twemlow in his beautifully prepared example took the class win in 63.62 and was certain there was more to come in July. Martyn Silcox put in a nice



65.93 to take second. Former Harewood hillclimb champion and thoroughly nice bloke Karl Jackson brought out the Atom to the enthusiasm to the large crowd. Karl put in a seasons best of 62.52 bringing his times down quickly as he gets used to two rather than four wheel drive.

Class E was all Tim Elmer after problems with the Ben and Kim Johnson Mallock MK20. Elmer took the honours in 59.39 making good progress all day. Mr Harewood Les Procter managed a convincing win with two runs within three hundredths of a second and even beating his arch rival Dale Cordingley to boot. The my Ian Dayson Racing stable mate Graham Winn driving the new for 2010 Force LM001 produced a fine 58.98 as he gets quicker and quicker. He kept the Raw striker of Mark Dempster honest producing a 58.30 to grab second.



*Les Procter  
Photo by PW Pics*

After the unfortunate blown engine of Bill Chaplin and Eurosport Moto GP commentator Toby Moody on the Saturday, it was left to Robert Capper to uphold 600cc honours after having his own problems at Barbon on the Saturday after a bump in the track took the sump off his Nemesis. Thanks to a nice man in Bolton who welded the two bits back together and the engine seeming no worse for its experience, produced a 59.72 to take the class win. In to Class I 2008 Harewood FTD champion Dave Banner took nearly a 2 second victory from the ex Mark Hemingway class record holding force of former Caterham and OMS exponent Dave Uren with Rich Walker third as they both rapidly get used to their new for 2010 car.



*Richard Spedding—new Class Record Holder  
Photo by PW Pics*

Now in to Class J it was myself that led home a Force one, two, three to take a rather unexpected victory and in doing so with it a new class record to boot in a time of 51.63 from the two sister cars of both Will (Red Bull) Hall and Eynon (the Welsh Wizard) Price. OMS Constructor Steve Owen took a solid fourth from the Harewood FTD leader Clive Lightburn and team mate David Grey in their OMS.

With no Paul Haines this weekend Morgan Jenkins was the quickest in class K with the Pilbeam MP82 with its newly rebuilt 2.0 engine on a 54.33. The afore mentioned Colin Birkbeck was second on 55.44 in his first hillclimb in the ex Paul Webster Dallara F301 having been sprinting for the first few events of the season. Third and fourth were decided by just fractions of a second with Piers Thynne getting the best of Tony Hunt.

In the big Class Scott Moran got with in 0.30 of a second of his Class record on a 50.04 with Groves and Merrick in hot pursuit. In fact 2nd to 8th were covered by just over one second in hot anticipation of the ever exciting British Championship runoffs.

Round 5 of the British championship—it was 2009 champion Scott Moran who took a comfortable win from sparing partner Martin Groves. 1997 Champion Roger was third and Trevor Willis took a hard charging fourth. Four of the rapid 1600cc contenders also got in with myself claiming 7th my best ever British Championship finish, Eynon Price 8th and OMS constructor Steve Owen picking up the last point in 10th. Will Hall spun out at Orchard finishing 12th.



*Scott Moran—FTD and winner of Round 5  
Photo by PW Pics*



*Martin Groves—2nd FTD and winner of Round 6  
Photo by PW Pics*

Round 6—Groves reversed the order from round 5, by taking the win and the 10 points with Moran Jnr second meaning both drivers take away 19 points for a good days work at Harewood. Roger repeated his great form from the first run off with another bag of points for third. Deryk Young produced his best finish at Harewood with 7 points for 4th. As the big cars get there eye in over the afternoon runs only two 1600cc cars made the second cut myself with a solid 9th and two points and 10th for round one spinner Will Hall.

## **Articles for publication always welcome**

Projects, restorations, YC members attending other events etc.

Snippets, gossip and anything else of interest

**Next copy date 15th August 2010**

# British Automobile Racing Club (Yorkshire Centre) Harewood Speed Hillclimb

**MSA British Hillclimb Championship Run-off  
9th May 2010**

## **Round No: 5**

Qualifying time	Running order	Comp No.	Driver	Time	Pos	Points
53.10	10	8	Will Hall	DNF	12	0
53.12	12	172	John Bradburn	53.16	11	0
53.10	11	155	Steve Owen	52.72	10	1
52.94	9	7	Tom New	51.81	9	2
52.29	6	10	Eynon Price	51.76	8	3
52.57	8	156	Richard Spedding	51.57	7	4
51.34	3	5	Chris Merrick	51.50	6	5
52.47	7	9	Deryk Young	51.14	5	6
51.89	5	2	Trevor Willis	51.08	4	7
51.84	4	3	Roger Moran	50.69	3	8
50.87	2	4	Martin Groves	49.60	2	9
50.70	1	1	Scott Moran	49.31	1	10

## **Round No: 6**

Qualifying time	Running order	Comp No.	Driver	Time	Pos	Points
52.71	12	174	Rob Turnbull	52.26	12	0
51.92	9	168	Wallis Menzies	52.13	11	0
52.10	10	8	Will Hall	51.90	10	1
51.63	6	156	Richard Spedding	51.58	9	2
52.58	11	6	Paul Ranson	51.56	8	3
51.15	3	5	Chris Merrick	51.19	7	4
51.71	7	2	Trevor Willis	51.14	6	5
51.29	4	7	Tom New	50.96	5	6
51.81	8	9	Deryk Young	50.77	4	7
51.38	5	3	Roger Moran	50.06	3	8
50.04	1	1	Scott Moran	49.54	2	9
51.07	2	4	Martin Groves	49.52	1	10



# LETTERS

Dear Jackie,

Re: Harewood Driver's School – Thurs April 29

I just wanted to drop you a brief line to thank you and your team for putting on such a professional day on Thursday. Welcome Reception, Instruction and catering were all of a standard that proved you are past masters at running this kind of event. I was encouraged to see the marketing gentleman also in attendance, presumably to both re-assure and help enhance what you already do so well. I'm already looking for mates to join me on another course! I had a super time, spiced up all the more for being the first opportunity I had to stretch the old AC.

Please also pass on my thanks to all the marshals.

*Richard Archbell*

Best regards

Rick Archbell



## OBITUARY—Kevin Jaques

Hi Tim

Some sad news. As you and other members may know Kevin was recently found dead in Temple Newsam woods. At this time I do not know the reason for his death. I would just like to say a few words which would be nice if you could publish them in the Harewood Times.

Kevin recently started to hillclimb at Harewood and I know he enjoyed every minute. He made a number of friends at Harewood and he will be missed greatly. He was generous to me allowing me to compete in his Celica GT 4 which I am most grateful for. He also enjoyed meeting people at the Old F..... Luncheon. Thanks Kevin it was a pleasure to know you.

Regards  
David Lanfranchi

**Editor—Jackie Wilson**



## CARS FOR SALE

### 2003 LOTUS ELISE

Double Championship 2008 winning car  
for full details and spec.

Tel: Bobby Fryers 01535 637548  
or  
Mark Teale 01535 635665

### Reynard SF 87 F.F. 2000



Harewood class winner, comes with modified pinto engine and spares package including Brian James two wheel canvas covered trailer.

Not used for 3/4 years so may need some work, hence price :

**£12,900**

For info and viewing ring Mike on : 07742 552593

## CARS FOR SALE



### **OMS CF SUZUKI**

Suzuki GSXR 1000cc on Keihin flat slide carbs with Dyna 2000 ignition.  
Stainless steel exhaust with Yoshimura silencer.  
PI dash and Geartronics gear position indicator.

TTS tuned engine rebuilt by Holeshoot Racing in March 09.  
1 set slicks (part worn) and 1 set wets both on Image split rims.

New spherical bearings on AVO dampers and many new rod ends.  
Recent chain and sprockets.  
New red top battery.  
Willans belts (valid to 2013).

Many spares including:  
Front wing, nosecone, wishbones, drive shafts etc.

**Price: £9950**

For further details or to view, contact Tim Wilson 07703 541633  
or Chris Houston 07795 084885.

## OUTSTANDING PORSCHE 944 TURBO- £5,500

Metallic black with cream leather 78,000 miles

Registered 20/02/1987 MOT May 2010. History of MOT's

Electric seats, electric sunroof (removes and fits in bag), air con (needs re-gasing)

ABS, Tele Dial alloys, radio/cassette, immobiliser, fitted cloth cover

Major service and full mechanical overhaul by Porsche at 68,500 miles including new discs and pads, flywheel, clutch , engine mounting, replacement of camshaft and balance shaft belts plus more (total cost £4,300 - have invoice)

Full Porsche re-spray at 69,000 (cost £3,500 - have invoice)

Bought and run by same family since purchase 15/02/1989

Classic car insurance £325 on agreed value certificate for £8,000

Sold including private plate 188 TMP (value £2,500)



Contact Dale Cordingley 07802 217353 or Craig Watson on 07836 787754



# 2010

## Event dates

28 March	Practice day (members only)
1 April	Driving school
11 April	Spring National Hillclimb
29 April	Driving school
8 May	May Open Hillclimb
9 May	May British Championship Hillclimb
5 June	Classic & Vintage Hillclimb
6 June	Jim Thomson Hillclimb
24 June	Driving school
3/4 July	British Championship Hillclimb
29 July	Driving school
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

