Harewood Speed Hillclimb

Yorkshire Centre Times

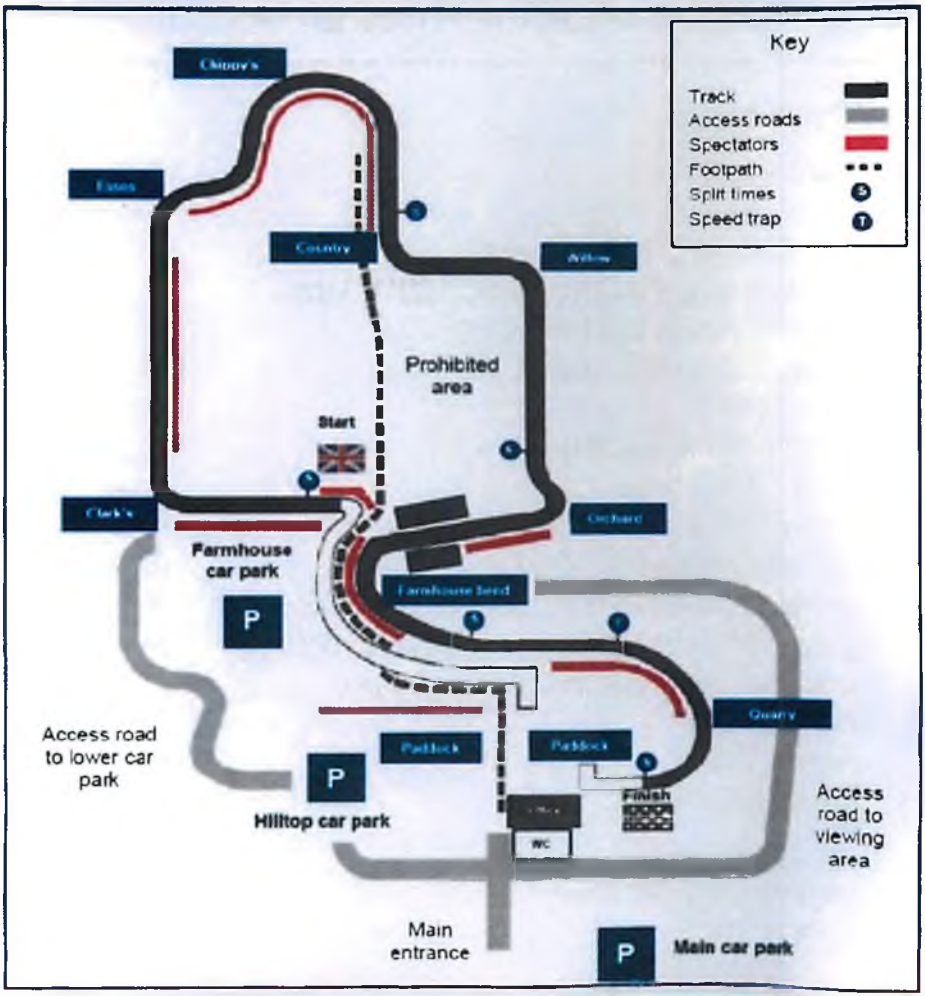
Issue 128 - August 2010

BARC

www.harewoodhill.com

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	Page 4
Classic & Vintage Meeting	Page 5
Jim Thomson Meeting	Page 8
MSA Championship Meeting	Page 12
New OMS Unveiled	Page 17
Harewood Driving School—Summer Term	Page 18
Yorkshire Speed Meeting	Page 20
Montague Burton Trophy Meeting	Page 24
Harewood Championship Tables	Page 28
Cars for Sale	Page 30
Harewood Annual Awards & Dinner	Page 34
2010 /2011 Calendar	Page 35

Cover photo—Richard Spedding celebrates going under the class record yet again at the Montague Burton Trophy Meeting, see Peter Herbert 's comments in his July report!

Photo by PW Pics

Chairman's letter

This edition of the "Times" is full of stories about the last 3 months at Harewood... and what a busy time it has been.

Harewood witnessed the spectacle of vintage cars in June, the best of British hillclimbing in July culminating in an inspired run by Martin Groves setting a new hill record, a packed Hillclimb School, then in August the best of club motorsport with entries swollen by enthusiastic guest classes as well as an increasingly competitive Harewood Championship.

There's also a lot going on behind the scenes as well. The new paddock office is progressing well with building due to start in September; the website is being tweaked; a new on-line entry system is under test and will be ready to accept your entries for next season, and we have started planning the 2011 season. If you want to know more, or want to help, drop me a line.

Enjoy the rest of your season

Tim

6 Runs 'n' Sun—Classic & Vintage Meeting

by Del Liversidge & Stuart Holland

The June 5/6th weekend was off to a great start on Saturday, Vintage, Classics, Austin 7s & others had room in the Paddock to soak up the rays from a strange orange ball in the sky – All agreed that Harewood was Good!

Under an awning alongside the Elan sat Del Liversidge, the smile on his face told the story..."What could be better than sitting in the Hillside Paddock on a warm summer day after a stressful week. I nearly didn't make the event when my normally reliable BRM race engine in the Elan let me down with just a few days to go. A standard Twin-cam was substituted, which enabled myself and Martyn "Mick" Jagger to have ago" ...you could see him thinking.

The Bert Hadley Championship for Pre-war Austin 7 Road Cars – Class 19A was well supported with the usual high standard of preparation evident in the machinery lined up. Trevor Jackson in the number 18 Ulster, returning to competition after a 7 year break following the sale of his fondly remember Lotus 51C, could not disguise the buzz derived from competition. Stewart Arkley took the class win with a run of 80.34 secs. Class 19B, for track cars in the same Championship made the total of 7s up to 14. Here, Colin Danks, in no 34 beat his own personal best with 78.86secs. and was eager to share the glory with "international playboy mechanic", Daryl who had gallantly replaced a spring pin to aid performance.

Stewart Arkley
Photo by PW Pics

Colin Danks
Photo by PW Pics

Classes V2 – V6 inc were for Standard and Modified Pre 1941Sports Cars. V2 751 – 110cc, saw a small entry which allowed John Williams in his Riley Brooklands with 87.47 to take the spoils. V3 for 1101 – 1500cc, as ever produced some close competition. Les Proctor was driving the superbly presented MG Q type whose supercharger's wonderful whine could be heard echoing between the farmhouse walls. David Johnson's Frazer Nash in 82.75 took the class.

V4 1501-2000cc was taken by Jeremy Brewster's Lea Francis Hyper in 75.97. V5 2001- 3000cc was lacking Robert Craven's 3ltr Bentley due to brake problems, the Elan Sprint gave Robert a day's driving while the class became a Talbot only competition. These beautifully presented Talbot's were led by the 95 of Norman Pemberton with a best of 84.08. V6 over 3000cc was Bentley country, in car 64 Michael Littlewood for his first time out found the gearing a little off, but kept smiling and held on to win in 81.97.

Classes V8 - V10 were for Special Pre 1941 Sports Cars. V8 1101- 1500cc produced a mixture of makes from the shared Frazer Nash BMW 315 of Fabienne & John Muschamp to the supercharged Fiat 508 of Geoff Toms, mixing it with a superb Frazer Nash TT Rep, the Riley Special, and David Pryke's Morgan 4/4. The Morgan came tops in 73.08. V9 1501- 3000cc starred Huddersfield's David Fairley in his Frazer Nash, Terry Rogers showed the way home in his Nash with 75.93.

David Pryke
Photo by PW Pics

Wayne Stansfield
Photo by PW Pics

V11 – V14 were the pre 1941 Racing Cars. V11 up to 1100cc was short on entries, Michael Fountain was the only finisher in the Gillow Special on 83.09. V12 1101 – 1500cc had 50% supercharged entries, Andrew Garner's Lagonda Rapier took the honours in 74.45. V13 1501 – 3000cc saw 6 out of 8 being whistling machines. No. 107, saw Rich Archbell's first time out in the AC/GN Rabelro, a Frazer Nash copy on a short Box section alloy chassis. Wear in the gear-shift mechanism, brought forth the spirit of the meeting with advice a plenty and did not spoil Rich's enjoyment of the day. Wayne Stansfield in his shared Lagonda Rapier "Jenks" in 72.66. V14 over 3000cc had solo runner James Baxter with his Huddersfield based Alvis engined Frazer Nash trimming his own Vintage Hill Record by 0.95 secs to finish with 67.02. James was overjoyed and satisfaction shone from his face. He was overheard to comment that with results sure to be coming in future outings, the effort (and expenditure) in engine mods & other subtle tweakings was "well worth the effort" Congratulations James.

V15 for Edwardian non automobile engined cars had just 3 entries, but what interest these monsters drew. Clive Press's Peugeot 148 for it's sheer looks. Nicholas Hiildyard's Theophile Schneider who engine bristled with design features considered modern even today, and Robin Baker's Hispano Suiza engined Amilcar 8C sporting a 12 litre V8 with 2 speed chain drive to the solid axle – non just brute force on the straight but handled on the corns too. Initially satisfied with 71+ on the 2nd run, Robin was thoroughly wowed with a 70.44 for the 3rd and he promptly retired delighted, some 14 seconds ahead to win.

Robin Baker
Photo by PW Pics

All the Vintage Classes suffered with the entry being split by a clashing VSCC event at Brooklands – there is sure to be a deal of internal wrangling to sort that one out!

Class C17 was Pre 1971 Classic Sports Cars. A Triumph Vitesse and Spitfire earned new fans with their performances, while Colin Kingsman attacked the course with true verve in his Aston DB6 finishing third. The drop in power from 170 to 105bhp due to the engine swap mentioned in the intro to this report, meant Del Liversidge & Martyn Jagger were unsure of performance but both coped with the unfamiliar to finish 1st in 69.35 & 2nd in 72.3 in the class.

Jolyon Harrison—Classic FTD Winner
Photo by PW Pics

James Baxter—Vintage FTD Winner
Photo by PW Pics

C18 Classic Racing and Sports Cars up to 1971 rounded out the field and Jolyon Harrison took the "modern" FTD with 63.03 aboard his Brabham BT30.

The Slick organisation was widely praised. 2 practice & 4 timed runs, all done and dusted by 4.00pm"Great Day, Great Value" was a comment heard all around.

Trophies presented, Organisers and Marshals thanked, all that remained was to contemplate the weather forecast. As for Sunday .....

FTD VINTAGE - James Baxter, Fraser Nash 3571cc, 67.02 **CR**
FTD CLASSIC - Jolyon Harrison, Brabham BT30 1558cc, 63.03

Class Winners
Stewart Arkley, Austin Ulster 7 750cc, 80.34 **CR**, Colin Danks, Austin 7 747cc, 78.86 **CR**, John Williams, Riley Brooklands 1089cc, 87.47, David Johnson, Frazer Nash Meadows 1500cc, 82.75, Jeremy Brewster, Lea Francis Hyper 1496S, 75.97, Norman Pemberton, Talbot 95 2969cc, 84.08, Michael Littlewood, Bentley 3/4 4398cc, 81.97, David Pryke, Morgan 4/4 1496cc, 73.08 **CR**, Terry Rogers, Frazer Nash/AC 1991cc, 75.93, Andrew Ferguson, Riley Special Thomas 3200cc, 81.18, Michael Fountain, Gillow Special 1089cc, 83.09, Anthony Garner, Lagonda Rapier 1098Scc, 74.45, Wayne Stansfield, Lagonda Rapier 1496Scc, 72.66 **CR**, James Baxter, Frazer Nash 3571cc, 67.02 **CR**, Robin Baker, Amilcar 8C 12000cc, 70.44 **CR**

www.harewoodhill.com

Wet, Wet, Wet! - Jim Thomson Trophy Meeting

by Dale Cordingley

The event promised the highest number of entries at a Harewood meeting so far this year, but the weather was less kind.

Yes, it's was June and the Jim Thomson Trophy meeting, but what a difference a day made to the weather from the previous day's Classic and Vintage meeting. Right from the start there was light rain that intensified through the day, before easing up for the final run. As a result the spectator numbers were low and the competitors were scarce in the paddock huddled under umbrellas, gazebos, in cars or in their trailers. The poor marshals and officials though, had to brave the elements at their posts. It was the sort of Harewood we all love!

However, as we couldn't change the weather, we just got on with it. Rebecca, the paddock marshal cheerful as ever, had her shorts on at first, then changed to over-trousers part way through practice, which seemed to signal that heavier rain was in the offing and of course she got the blame!

Morning practice passed with a high number of minor offs on the greasy track, especially for the first run. No doubt the track had been treated to some Castrol R from the oldies on the previous day.

There were seven guest classes, well represented by Ginetta, Morgan, Porsche and Reliant Scimitars. The two MG classes and the TR Register were however a bit sparse to say the least.

The Ginetta class saw Geoff Stallard's G12 holding off Martin Jones's G17. Martin had some torrid early runs and didn't look to be in the hunt, however Geoff must have held his breath as he elected not to take his final run, only to see Martin get within eight tenths of his time on the final run.

Geoff Stallard
Photo by PW Pics

The Morgan class saw Tim Harrison take the honours in his 2 litre Plus 4, whilst Chris and Granville Martin, sharing the same 2.2 litre Plus 4 swapped positions on the last run, with Chris coming out on top and just 0.17 seconds splitting the pair. Simon Wilson never looked threatened for the class win in his Porsche 924, although his final run was less convincing at just under 100 seconds!

Simon Wilson
Photo by PW Pics

In the Scimitar class, Alan Furness pulled a rabbit out of the hat on his final run in his GTE to take the win from Jonathan Allatt's GTE. Jonathan had had a slow start in the first run, whilst Stephen Abercrombie had held the lead by a good margin for the first two runs.

In the up to 1400cc road modified class, Bob Bellerby was on form again, improving on each run in the Peugeot 205 resulting in a lead of nearly 1.7 seconds over Martin Rowe's Peugeot 106.

The bigger road modified class as usual saw the largest class entry with eighteen drivers. As per the form book Richard Vale won the class in his VW Polo. However, on the first run it was Daniel Hollis in the Honda Integra R who put the cat amongst the pigeons and came out on top by around half a second. In the end Daniel had to settle for third spot, whilst Steve Mitchell secured the second place in his 205 GTi. In the end this ultra competitive class saw the top seven competitors split by just two seconds.

James Hudson
Photo by PW Pics

Kenny Brookes
Photo by PW Pics

Kenny Brookes' EVO 5 had the edge over Paul Martin's EVO 6 in all the runs, but that hides the fact that in the end the two were separated by just three tenths of a second. At the end of the meeting Paul still lead the Championship and Kenny moved up to third. Many people had thought that the four wheel drive cars in this class would do well in the overall times, however the final drying run probably put paid to their chances.

The up to 1700cc kit car class was a breeze for the always sideways Henry Moorhouse – I wonder how quick Henry could go with the car pointing the right way most of the time? After two slowish runs in the wet, Simon Green in his Duratec powered Westfield stuck in a fast run on the drying track to snatch the win in the over 1700 class, relegating David Greenwood's Westfield to second place.

In the 'Elise class', David Ormerod Jnr grabbed victory with a 75.34 second run from Sarah Bosworth who had set a superb first timed run of 75.38, just a head of Tracey Taylor-West with a 75.86. The wet track seemed to suit the gentle touch of the ladies, but in the dry David came out on top.

The menacing black VW Golf of Vini Dobson took a convincing class win, even though he elected to sit out the final run. This performance moved Vini in to second place in the Championship. Mick Davey's Escort was second, nearly four seconds adrift. Mike Clark won the up to 1700cc modified kit car class in his Westfield, whilst former Harewood Champion Karl Jackson got to grips with the Ariel Atom to dominate the bigger class throughout the day.

Karl Jackson
Photo by PW Pics

Sarah Cordingley's 1300cc Radical Prosport wouldn't start prior to her final run after her pit crew changed a battery and missed connecting a lead! With the help of Les Procter, the error was corrected and Sarah finished third in class just three tenths off second spot. Dale Cordingley took the class win, 2.2 second ahead of Les Procter in his 1600cc OMS. All three rued staying on wet tyres for the final run and believed that slicks would have shaved seconds off the time as the track started to dry out.

Graham Smith took the up to 1100cc race car class win, even though he too decided to sit out the final run. Meanwhile ex-tin top pilot David Sturdy kept his Formula Ford Van Diemen in first place in that class.

Graham Smith
Photo by PW Pics

In the up to 1600cc race car class Peter Newton brought his Force PC in three tenths ahead of Clive Lightburn's OMS CF04 (who now leads the FTD Championship). Clive was just one hundredth ahead of David Newton in the class winning Force he shares with Peter. David Grey was actually heard saying well done to Clive at the awards presentation, even though Clive had broken the cardinal rule of not beating the car's owner! David can still be happy as he retains second place in the FTD Championship, albeit four points behind Clive.

Peter Newton
Photo by PW Pics

In the up to 2 litre race car class Colin Birkbeck had looked a likely FTD after the second run in his Dallara, but had an indiscretion at Chippy's. This opened the door for a storming run by John Chacksfield who took his first FTD in the methanol fuelled lime green OMS by a convincing 1.6 seconds with a run of 62.74 seconds. As a result John moves to third in the FTD Championship.

John Chacksfield—FTD
Photo by PW Pics

As we all packed up to go home and dry out, Karl Jackson put his tool box, spares parts, wheels etc, in to his pick up truck, then strapped them all down tightly. He then went to start his pickup – no keys – they were in the tool box at the bottom of all the other stuff! At the start of the day I had seen him wandering about the paddock with a steering wheel in hand and no car – has the great man finally cracked? Had the weather got to him?

Fastest Time of the Day

1st John Chacksfield, OMS CF04 1998cc, 62.74, 2nd Peter Newton, Force PC 1600cc, 64.17
3rd Colin Birkbeck, Dallara F301 1999cc, 64.39

Class Winners

Geoff Stallard, Ginetta G12 1690cc, 75.12, Tim Harrison, Morgan 4/4 2000cc, 77.22, Simon Wilson, Porsche 924, 2000Scc, 71.99, Neil Walmsley, MG Midget 1500cc, 105.24, Christopher England, MG Midget 1370cc, 79.56, John Weedon, Triumph TR5 2700cc, 79.25, Alan Furness, Reliant Scimitar GTE 3091cc, 79.83, Robert Bellerby, Peugeot 205 1360cc, 77.47, Richard Vale, VW Polo 1341Scc, 76.38, Kenny Brookes, Mitsubishi EVO 5 RS 2400T, 71.48, Henry Moorhouse, Westfield SE 1600cc, 72.65, Simon Green, Westfield Duratec 2261cc, 71.74, David Ormerod Jnr, Lotus Elise 1800cc, 75.34, Vini Dobson, VW Golf 1999cc, 61.93, Mike Clarke, Westfield 1398cc, 67.37, Karl Jackson, Ariel Atom 1998S, 70.20, Dale Cordingley, Radical Prosport 1300cc, 68.81 Graham Smith, OMS 2000M 1100cc, 71.50, David Sturdy, Van Diemen 1598cc, 73.40, Peter Newton, Force PC 1600cc, 64.17, John Chacksfield, OMS CF04 1998cc, 62.74

Had a great day competing...

Keep the memory with a PW Pic

Photo Prints available of all competitors at all
Harewood 2010 events

Contact Pete or Wendy: pw@pwpics.net

www.pwpics.net

Pics

GROVES ATTACKS—MSA Championship Meeting

by Peter Herbert

Martin Groves summed it up nicely in his victory speech. With warm dry weather, six practice runs, close competition, an early Sunday afternoon finish, and slick organisation and marshalling, what wasn't there to like about the British Hillclimb Championship's second visit of the year to Stockton Farm?

Richard Spedding
Photo by PW Pics

In addition, the not easily impressed three time British title holder made particular reference to the sensational 50.91s Run-off drive of Richard Spedding, in a only a 1600cc car remember. Seven years ago that would have been an outright hill record!

The rumoured wet weather front did not trouble this part of West Yorkshire as competitors lined up for their competition runs under the informed eye of commentator Jerry Sturman, and a single committed run by Eric Morrey secured victory in the Hillclimb and Sprint Association B licence holders class, the Leicester based turbocharged Clan Crusader a handy 2.33s clear of Chris Flavell's Peugeot 205GTi. Tony Thomas followed at a respectful distance in the first of four pursuing Mazda MX5s.

Eric Morrey
Photo by PW Pics

The BARC Yorkshire Centre B licence holders confrontation saw hill stalwart Graham Smith set the pace at the wheel of his OMS 2000 M, with Richard Pope and the newly engaged Sarah Cordingley close behind in OMS and Radical Pro Sport respectively. But on handicap the Lotus Elise of David Omerod Jnr triumphed, ahead of co driver D O Snr, and Miss Cordingley.

The irrepressible Dave Wilson set the first record of the day, despite leaving the course at Quarry on his second run in an unintended direction. A 60.43s climb set a new 2 litre Roadgoing Modified Limited Production mark, just 0.62s ahead of co driver Joy Hoyle who spun on the exit to Farmhouse on her final ascent.

Dave Wilson
Photo by PW Pics

The result, some may say, of the proliferation of modified production classes brought about this season by the MSA, the familiar orange Ginetta G15 of Andy Russell ran alone in the 1400 cc Modified Limited Production class and finished accordingly.

"Hagley Hooligan", an epithet given to those Hagley and District Light Car Club members who have inverted their cars whilst in competition, Ralph Pinder clinched the 2 litre class in a very yellow Peugeot 205 GTi with a 63.85s ascent, but was made to work hard by Harewood regular and

Ralph Pinder
Photo by PW Pics

former circuit racer Tony Hart in his Renault 5 Turbo. Simon Andrews was third at the helm of a MGTF.

Between clouds of steam erupting from beneath its plastic bonnet, the lightweight "Time Attack" Subaru Impreza Turbo in the hands of Keith Edwards held sway in the unlimited division, 2.82 s up on "Hagley Hooligan No 2" Martyn Silcox who was conducting a far less radical Impreza. A disappointed third was Geoff Twemlow, the far travelling Cornishman a mere 0.09s adrift.

The 2 litre Modified Specialist Production Cars class saw a three way battle between the Lotus Super Seven shared by Ben Johnson and George Hopkins, and the Westfield BDH of Peter Herbert. Both cars suffered practice traumas, the Lotus from vibrating front discs, and the Westfield with a dragging clutch. But a fresh set of stoppers for the Seven, and the administrations of legendary spannerman Russ Cockburn on the "Westie," set up a fine dice, with Herbert emerging just ahead of Johnson by a 0.94s margin. Hopkins was a plucky third.

Peter Herbert
Photo by PW Pics

In the unlimited class, former hill champion Karl Jackson, running alone, at last connected fully with his new Ariel Atom, knocking four seconds off his previous best time to make a 58.96s ascent. All those attendances at the Harewood School have clearly paid off.

Both Modified Specialist Production Car class winning times establish records.

Tim Elmer made the journey north from Stratford worthwhile by nailing the Hillclimb Super Sports class, the stylishly conducted Mallock a second and a half quicker than Matthew Price's Vision. The Mallock of Philip Young was a distant third.

Mark Dempster
Photo by PW Pics

Mark Dempster is currently the man to beat in the 2 litre Sports Libre class nationally, and he was to taste victory again, the Imagination PH1 0.71s in front of that old stager Leslie Proctor Esq. at the helm of the sinister black OMS SC4CF. Graham Wynn ran third in the Force LM001, freshly repaired following its recent Shelsley shunt.

And so to the real heros, and in the first of the single seater classes it was ebullient builder Mark Goodyear who proved fastest, sharing Dave Oldridge's OMS Hornet with wife Annie. Mark set an impressive new 600cc class record on his second run, a 56.71s time being well inside Glyn Sketchley's four year old Jedi mark, and over half a second quicker than Robert Capper's Nemesis. Mrs Goodyear was just two seconds astern in third place.

A closely fought battle between John Rutland and Dave Uren decided 1100cc honours, with the Biggin Hill ace sliding his Force out of Quarry and across the finish line just 0.16s ahead of Uren's similar but slightly larger engined car. Jackie Guille had travelled across the water from Guernsey to run third with her OMS, narrowly beating Simon Rutland, yet to come fully to terms with Harewood's many mysteries in the car shared with his brother.

Jackie Guille
Photo by PW Pics

Will Hall
Photo by PW Pics

The 1600cc class is currently the hot place to be, and 22 protagonists had entered the fray. The keenly anticipated four way battle between a pair of Englishmen, a Scotsman and a Welshman did not disappoint, but close behind were former Harewood regulars the Newton brothers in the ex Robert Kenrick Force, David a mere 0.13s quicker than Peter. Interested onlookers were Robert Kenrick and father Clive, and a return to the track in something tasty was not being ruled out. Class record holder Richard Spedding was tipped to see off the national big guns at this his home hill, but a return of a paddle downshift glitch compromised his attack, and an opening climb lead was reversed by Will Hall who set a new 51.44s class record, the two Forces a scant 0.23s apart. Llandeilo resident Eynon Price was thwarted from making it a Force whitewash by being pipped by the GWR Raptor of Lee Adams, the car's constructor, former double British Champion Graeme Wight Junior, being on hand to urge his fellow Scot on.

Purveyor of affordable hillclimb machinery to the discernable and impecunious, Steve Owen, debuted his latest creation, the OMS25, so designated in recognition of 25 years as a constructor. In 1600 Suzuki powered form the curvaceous racer, resplendent in Porsche red, was shared by Steve and wife Lynn and ran promisingly despite a small oil leak. Even the inscrutable Mick Howlett was impressed enough to take spy shots for Mike Pilbeam.

Steve Owen
Photo by PW Pics

Paul Haimes was untouchable in the 2 litre class, the Dallara almost three seconds ahead of Tony Hunt's screaming blown Force, and breaking his own record in the process. Andy Platt overcome starting problems to finish third in the ex Warburton Dallara, with Geoff Guille fourth, OMS mounted.

What it looses out on in terms of grunt, the OMS CF 06 Powertec more than makes up for through agility, and when the otherworldly talent of Trevor Willis is brought to bear special things are possible. And so it was that the Yorkshire built car finished ahead of 2010 British Championship front runners Martin Groves and Scott Moran in their V8 engined Goulds to take unlimited class honours.

Quick quarry owner Wallace Menzies was a fine fourth in the DJ Firestorm, narrowly in front of Roger Moran in the shared family GR61X and the older Gould of Deryk Young.

Trevor Willis
Photo by PW Pics

Martin Groves
Photo by PW Pics

In the opening Run-off, Martin Groves demonstrated that, with a fit car, he is still a formidable competitor by blasting the well campaigned GR55 to a stunning 49.13s FTD and new outright hill record. Defending champion Scott Moran chased hard, but was 0.69s adrift, with Willis, Young, Moran Senior and the Gould of Chris Merrick behind. But in an amazing seventh place, with an absolutely stunning 50.91s run, was the boy Spedding, driving round, rather than having cured, his gear shift problems.

Suitably "in the zone", Grovesy repeated his form in the second Run-off, although this time Scott was but five hundredths slower, with father Roger and Willis fractions behind. Menzies was a fine fifth, with Groves' frequently overlooked but not to be underrated co driver Paul Ranson sixth.

So Martin Groves left Stockton Farm in the lead of the 2010 British Hillclimb Championship, and everyone else left with good memories of a wonderful weekend's motor sport.

Fastest Time of the Day
1st Martin Groves, Gould GR55 3500cc, 49.13 **NEW HILL RECORD,**
2nd Scott Moran, Gould GR61X 3500cc, 49.82
3rd Roger Moran, Gould GR61X 3500cc, 50.12

Class Winners
Paul Webster, Mazda MX5 1840cc, 72.28, Dave Wilson, Caterham 7 1999cc, 60.43 CR, Andrew Russell, Ginetta G15 1120cc, 66.24, Ralph Pinder, Peugeot 205 GTi 1928cc, 63.85, Keith Edwards, Subaru 22B 2000Tcc, 62.05, Peter Herbert, Westfield SE 1398cc, 59.92, Karl Jackson, Ariel Atom 1998S, 62.51, Tim Elmer, Mallock MK27 1700cc, 58.84, Mark Dempster, Imagination PH1 1995cc,56.41, Rodney Thorne, Pilbeam MP43 5000cc, 57.58, Mark Goodyear, OMS Hornet 600cc, 56.71 CR, John Rutland, Force PC 999cc, 55.30, Will Hall, Force PC 1595cc, 51.44 CR, Paul Haimes, Dallara F301 1998cc, 51.74 CR, Trevor Willis, OMS CF06 3320cc, 50.30 Eric Morrey, Clan Crusader 875Tcc,65.83, David Ormerod Jnr, Lotus Elise 1800cc

MSA British Hillclimb Championship
July 4th 2010
Top 12 Run Off 1

Round 15

No.	Pos	Name	Car	Run 1	Top12 R1	Points
4	1	Martin Groves	Gould GR55	50.47	49.13	11
1	2	Scott Moran	Gould GR61X	50.56	49.82	9
2	3	Trevor Willis	OMS CF06	50.30	50.31	8
9	4	Deryk Young	Gould GR51	50.80	50.35	7
3	5	Roger Moran	Gould GR61X	50.75	50.43	6
5	6	Chris Merrick	Gould GR55	51.64	50.59	5
81	7	Richard Spedding	Force PC	51.67	50.91	4
6	8	Paul Ranson	Gould GR55	50.87	50.99	3
95	9	John Bradburn	Gould GR55	51.71	51.21	2
96	10	Oliver Tomlin	Pilbeam MP97	51.71	51.37	1
97	11	Wallace Menzies	DJ Firestorm	50.86	51.87	0
89	12	Paul Haimes	Dallara F301	51.74	52.36	0

Top 12 Run Off 2

Round 16

No.	Pos	Name	Car	Run 1	Top12 R1	Points
4	1	Martin Groves	Gould GR55	50.46	49.80	10
1	2	Scott Moran	Gould GR61X	50.57	49.85	9
3	3	Roger Moran	Gould GR61X	51.39	50.12	8
2	4	Trevor Willis	OMS CF06	50.93	50.17	7
97	5	Wallace Menzies	DJ Firestorm	50.60	50.35	6
6	6	Paul Ranson	Gould GR55	51.11	50.77	5
5	7	Chris Merrick	Gould GR55	51.32	50.79	4
89	8	Paul Haimes	Dallara F301	51.82	51.18	3
81	9	Richard Spedding	Force PC	52.07	51.43	2
7	10	Tom New	Gould GR55	52.09	51.45	1
8	11	William Hall	Force PC	51.44	52.12	0
95	12	John Bradburn	Gould GR55	51.44	52.20	0

New OMS Unveiled

OMS Racing unveiled the new OMS 25 at the Harewood round of the 2010 Nicholson McLaren British Speed Hill Climb Championship on 5th July.

The car is named to celebrate the 25th anniversary of the Yorkshire based company, founded by Steve & Lynn Owen in 1985. The car was only finished in the early hours of the morning prior to loading and driving to the event. Despite never having been run and only receiving a basic suspension set up, performance was encouraging, Steve finished 5th in class . Once the latest specification aero package is fitted the performance should be even more competitive

HAREWOOD SPEED HILLCLIMB DRIVING SCHOOL

SUMMER TERM

by Peter Herbert

One of the continuing joys of the Harewood school is the rich variety of pupils and machinery that it attracts, and on a fine late July Thursday a very full entry of 36 drivers took to the Stockton Farm course, beneath a clear blue sky, for tuition from acting chief instructor and Force single seater boy wonder Richard Spedding, uber-talented all rounder Roger Kilty, Peugeot protagonists Mike Geen and James Kerr, OMS single seater ace Dave Banner, and your humble correspondent. Such a turn-out was most welcome after poor early season attendances, and with our plucky lady and gentlemen in orange manning the corners, the Admirable Seaman conducting operations in the paddock, Jackie, Samuel and "Cookie" Wilson organising activities in the barn, Nicola Austin providing sustenance at lunchtime, and Ian Maddison of Mad Video recording proceedings for posterity, we were in for a jolly fine day.

Motor cars ranged from the 1931 French Racing Blue Austin Seven Ulster replica of the delightful Richard and Elizabeth Martin, who had decided to "have a go a hillclimbing before they get too old", to the sublime Porsche 997 GT3 RS of honorary "head boy" and former hill champion Karl Jackson, who rarely misses a school.

The day was remarkably incident free, and of those "pressing on" with notable determination were Daniel Houlston at the wheel of a very tidy Mini Mk1, Allan Bayne in a V6 powered Toyota MR2, and David Horne with his Caterham 7.

Andrew Duffeys—Lotus Esprit
Photo by Phil Andrews

Brian Newton—Westfield
Photo by Phil Andrews

The high pitched wail of a gunned GT3 echoing between the farm buildings delighted those who were observing from the heights of the paddock as father and daughter Martin and Joanna Rigney stretched the legs of the family 996, and the irrepressible Mr Jackson gave his 997 some beans. Equally compelling was the large cloud of blue smoke that preceded the arrival of the enthusiastically driven Ulster . Assembled from bits bought on Ebay, its owners admitted that the Seven's thirst for oil far exceeded that for petrol.

Driver of the day was Vauxhall VX220 devotee Philip Blackburn, who had toiled under the tutorage of Richard Spedding, with 79 points out of a possible 100. Also having benefiting from Richard's

wisdom were Karl Jackson and Golf driver James Robson, who were equal second with the aforementioned Caterham driver David Horne on 78 points, while third with 77 was TVR Tamora pilote Ian Jones.

This has been a difficult year for the school, a reflection perhaps of the economic times we are all experiencing. However, this the final school of the year's popularity hopefully signals a turning point, and one upon which the club can capitalise next season.

Allan Sawyer—Subaru Impreza
Photo by Phil Andrews

HAREWOOD SPEED HILLCLIMB DRIVING SCHOOL

2011 DATES

TO BE

PUBLISHED SOON!

Showers don't stop play! - Yorkshire Speed Meeting

by Steve Wilkinson

With just 91 starters there was a relaxed air at Harewood yet the competition proved fierce. During the day there were intermittent showers which spiced up proceedings but didn't slow the truly committed drivers. Practice proved troublesome for Peter Whittle when the gearbox started to rattle in his Swift FF1600. Rather than tear it apart he phoned pal David Lanfranchi who arrived with Peter's circuit racing Swift. Whilst getting this ready to run he somehow contrived to set off the fire-extinguisher!

Directly after the two practice runs the timed runs got under way. First on the track were the Lotus 7 Owner's Club – all of which were running Caterhams! On these first runs Stuart Miller led the pack with Adrian Williams, Robert Margel and Mark Durrant breathing down his exhaust pipe!

In Class 1A Robert Bellerby, who was co-driving Mike Geen's 205, held the lead from Geen and Adam Greenwood in the Mini.

Steve Mitchell
Photo by PW Pics

In 1B Richard Vale stormed into the lead in the supercharged Polo with Steve Mitchell, former ANWCC Champion, over a second in arrears.

Paul Martin In 1C rocketed into the lead and held an eight second advantage at the lunch break.

Paul Martin
Photo by PW Pics

Class 2A saw Henry Moorhouse once again the man to beat whilst Mike Smith and co-driver Robert Bellerby (yes he was double entered) were second & third.

Henry Moorhouse
Photo by PW Pics

Simon Green, son of Class 2B sponsor Keith Green, was again on fine form and held a clear lead over Chris Price and Brian Newton, the latter making his speed event debut. Price however suffered a blow turbo in the Car Craft cyclone and was slowly heading home at 12:30.

The Pure Lotus class (2E) had two Elises pitted against one of the 2-Eleven trackday cars. John Graham in the 2-Eleven led at the break from Tracey Taylor-West and Sarah Bosworth.

In Class 3A Eric Morrey in the turbocharged Clan Crusader had a comfortable lead over James Hudson who was a transferee from Class 1A. Vini Dobson crushed the opposition in Class 3B with his first run finishing as he did 2.81 seconds clear of Simon Andrews and nearly five seconds clear of Chris Flavell.

In Class 3F Ian Tomlinson was the only runner so he just got on with enjoying himself. There was a close battle in Class 3G where the two Warburton's Allan and son David were taking on Karl Jackson. The Warburton's were hampered by being on 'road tyres' but Allan was less than two tenths in arrears at the break.

Karl Jackson
Photo by PW Pics

Les Procter
Photo by PW Pics

The first of the Sports Libre classes was affected by the rain. Sarah Cordingley, who was running first as a shared drive, went up just as the rain hit. Several minutes later when the rest of the class came to the line the weather had deteriorated, this left Dale Cordingley, Les Procter et al over two seconds off Sarah's pace.

In the over two litre Sports Libre class (4B) George Tatham rumbled to the top in the glorious McLaren M12C in magnificent style but it was Chris Wise in the Metro 6R4 that led.

Chris Wise
Photo by PW Pics

Graham Smith led Rich Vaughan in the 1100 racing car class (5A) whilst in 5B David Sturdy led Ian Thomas whilst Peter Whittle was still busy trying to get at least one of his Swifts track ready.

Iain Davidson
Photo by PW Pics

In 5C Iain Davidson seemed impervious to the wet conditions as he swept into a convincing lead ahead of Clive Lightburn and Mark Hemingway. There was also a debut for the second OMS 25 when Nev Rollason & Craig Bates gave their new car its first ever climbs in anger.

John Chacksfield held a comfortable lead in Class 5D over the John Ople/John Burton pairing in the ex-Duncan pierce RT3 Ralt. The final class (5E) had just the one runner, Chris Machell in his supercharged Mygale who managed to spin into the gravel trap at Farmhouse! After the lunch break there were 3 further runs which radically changed some classes and provided some close contests.

The Lotus 7 Owners Club class saw Shaun Elwell post two stunning runs which boosted him to top spot ahead of Mark Durrant and the rest.

Shaun Elwell
Photo by PW Pics

In 1A Mike Geen snatched the lead on the first run after lunch and then held off successive challenges from Bob Bellerby whilst Adam Greenwood cruised home in third. Richard Vale continued to lead in 1B throughout the next three runs with Steve Mitchell equally safe in second ahead of Dan Hollis.

Class 1C saw Paul Martin unchallenged in the lead with Bob Potts the only other runner to get below 70 seconds. Peter Hubbard (Marcos) and Jonathan Plowe (Gilbern) were the pick of the HSA runners in the class.

In Class 2A Henry Moorhouse stamped his authority on the class with a new record on his first run after lunch – he was slowed later in the day with a cracked exhaust but was safe in first. Bob Bellerby just held off a challenge from his brother Michael in the battle of the Strikers whilst Mike Smith was fourth.

Simon Green
Photo by PW Pics

With no Chris Price to challenge Simon Green could have taken it easy. However on each of his runs after lunch he lowered his own class record in a fine display of hillclimbing. Brian Newton continued to progress on his first ever hillclimb and ended up slipping past Price to take second.

The Pure Lotus Class 2E saw Sarah Bosworth win the battle of the Elises whilst John Graham really dialled in the 2-Eleven breaking the class record on his third run.

Eric Morrey ran out the easy winner of class 3A despite only taking one further run whilst in 3B Vini Dobson was in top form and led home Andrews & Flavell by some distance whilst Ian Tomlinson continued to take the solo route up the hill in 3F.

Vini Dobson
Photo by PW Pics

Class 3G saw Karl Jackson prevail in the exo-skeletal Aerial Atom whilst Allan Warburton just held off the challenge of son David.

In Sports Libre (4A) Les Procter grabbed the lead on his second run however Dale Cordingley was unable to beat daughter Sarah's first run time as the rain returned later in the day and had to settle for third – Sarah was delighted!

In 4B Chris Wise was too quick in the 6R4 for the redoubtable George Tatham in the venerable McLaren but the latter delighted the crowd with his rumbling runs.

Into the Racing Cars and in 5A Graham Smith remained top dog throughout whilst Rich Vaughan was closing the gap until the wet fourth run. In 5C Iain Davidson was swiftly overhauled by Mark Hemingway on the second run and Mark then went further ahead third time up. Lee Griffiths came home third despite having spun on his first timed climb.

In 5D John Chacksfield maintained his lead whilst John Opie managed to hold of co-driver John Burton's advances. Finally in 5E Chris Machell posted a sedate second run to ensure he at least had a time but then quickened his pace despite having no opposition.

Iain Davidson
Photo by PW Pics

The rain during the fourth set of class runs did dampen spirits somewhat but overall it was a great day on the premier Yorkshire hill and everyone was looking forward to Sunday and the second bite at the cherry.

Mark Hemingway—FTD
Photo by PW Pics

Fastest Time of the Day
FTD: Mark Hemingway, Force PS 1140cc 54.19, 2nd: John Chacksfield, OMS CF04 1998cc 54.71
3rd: Graham Smith, OMS 2000M 1100cc 55.38

Class Winners
Mike Geen, Peugeot 205 1360cc 69.15, Richard Vale, VW Polo 1341Scc 67.47, Paul Martin, Mitsubishi EVO 6 2300Tcc 63.93, Henry Moorhouse, Westfield SE 1600cc 61.54 **CR**, Simon Green, Westfield Duratec 2261cc 60.84 **CR**, John Graham, Lotus Eleven 1796Scc 64.25 **CR**, Eric Morrey, Clan Crusader 875Tcc 64.01, Vini Dobson, VW Golf 1999cc 62.87, Ian Tomlinson, Locost Se7en, 1600cc 73.30, Karl Jackson, Ariel Atom 1998Scc 59.45, Les Procter, OMS SC4CF 1600cc 57.32, Chrls Wise, MG Metro 2500cc 63.28, Graham Smith, OMS 2000M 1100cc 55.38, David Sturdy, Van Diemen 1598cc 63.52, Mark Hemingway, Force PS 1140cc 54.19, John Chacksfield, OMS CF04 1998cc 54.71, Chris Machell, Mygale FR97 1998Scc 64.67, Shaun Elwell, Caterham 7, 1900cc 60.90

Montague Burton Trophy Meeting

by Dale Cordingley

Following the previous day's showers and unsettled forecast, today was expected to be a better day. The weather prediction turned out to be pretty accurate and the day was virtually dry, although very humid.

The number of entries was high, with strong visiting classes of Healeys (18 drivers) and Caterhams (36 drivers – a number of whom had competed the previous day). Practice passed without major incident, leaving the afternoon free for the real business.

Murray Wakeham snatched the Healey class win with his Ashley Sprite on his last run, over three tenths quicker that Tom Walker in the Mk1 Healey. Further down the class Paul Baker and Pat Cooper were split by just two one hundredths of a second for seventh and eighth.

The large Lotus 7 (read Caterham 7) Club class saw the top three cars separated by only half a second. Simon Rogers took the honours in his R400, ahead of Mark Durrant and Adrian Williams in more powerful R500s, the latter two benefiting from the additional practice of the previous day. Simon was on the pace immediately with a superb 60.60 on his first timed run, which was whittled down another 0.15 by the end of the day. Competition was fierce lower down the field with Jeff Smith and Graham Wardall separated by just one hundredth of a second at the end.

Then it was the David Auden sponsored class 1A for the road modified cars. Here Mike Geen held the edge on all the runs, just beating Bob Bellerby by five one hundredths of a second in the Peugeot 205. Bob however, was in split personality mode and would try to seek revenge elsewhere.

Bob Bellerby
Photo by PW Pics

Richard Vale
Photo by PW Pics

Richard Vale again dominated class 1B by over a second from Steve Mitchell. Mike Geen was heard trying to extract some more 'cash for power' to make the little Peugeot go as fast as the VW Polo. Steve declined his magnanimous offer. Chris Green just missed out by two tenths on taking the scalp of Roger Green (no relation) both in the Arbarth Essesse's.

www.harewoodhill.com

Bravery award of the day went to Karl Jackson for entrusting his 2010 Porsche GT3 to Chris Price after Chris's car had problems the previous day. However, his faith was well placed as Chris took the GT3 to top spot in 1C by a considerable margin over Bob Potts' Imprezza and the car came back in one piece.

Chris Price
Photo by PW Pics

Henry Moorhouse again took the class 2A prize in his usual exuberant fashion, although he fell short of his own record set the previous day by just four hundredths of a second. Brothers Bob (in his 'second car') and Michael Bellerby challenged hard, the former in Mike Smith's Striker and the latter in the former's car (if you follow my drift). Rumours abound that some real competition may return to this class in the future.

Simon Green set a new class record in the K T Green Westfield in class 2B appropriately sponsored by K T Green, to beat the class record he set the previous day! The new record was three quarters of a second faster that the previous day's – where did that come from?

John Graham
Photo by PW Pics

Another record came from John Graham in the Pure Lotus class 2E. John has now got to grips with the fabulous looking road going Lotus Eleven. On Saturday John set a new record with a 64.25. Today that was slashed to 63.88. Second place fell to Sarah Bosworth with a 65.01, all three of her runs being in the 65 second bracket.

Vini Dobson's VW Golf was as immaculate as ever – he reckoned his wife had done a good job at cleaning it up! Vini took the Richard Eggar sponsored class 3B win in convincing style, but as usual Lesley Geen was quicker than him and managed to dodge his advances at the prize giving ceremony!

Andrew Steel won the depleted class 3F in his Westfield, whilst Karl Jackson used his other car – the Ariel Atom - to trounce the others in class 3G. Karl was over a second clear of second place and led the class all day. Mr Consistent's second and third run were just a hundredth different at 59.16 and 59.15! Now he must have his eye on the oldest class record set in 1997 of 58.17.

Andrew Steel
Photo by PW Pics

In the Sports Libre class Les Procter set his personal best with a 56.94 on his last run to take the class win. This was despite a clutch problem and a broken rose joint as he crossed the line on one of his runs. I reaped revenge on daughter Sarah, who had beaten me for the first time at Harewood the previous day, but I had no answer to Les' superb pace. We had suffered from badly grained tyres all weekend and a broken front splitter caused by an unspecified driver cutting the corner on the entry to Quarry on

Sarah Cordingley
Photo by PW Pics

her first run (whoops I may have given it away). Chris Wise was a lonely competitor in class 4B in his lovely Metro 6R4, posting a best time of 63.46.

Graham Smith headed the pack in the up to 1100cc race car class. Graham's OMS 2000m, now sports Jenson Button's ex-Honda F1 front wing (bought via EBay) and it seems to be working really well, giving Graham 6th FTD (3rd on Saturday) with a virtually identical time to the previous day. Simon Bailey and Richard Vaughan, both in OMS race cars, took second and third places respectively, separated by just one tenth. Richard's new tyres appeared to be paying off.

Ian Thomas beat David Sturdy by four tenths of a second, whilst Peter Whittle was a further three and a bit tenths behind him. Nicola Dearden's times are now starting to drop and a further push can be expected here. But whatever happened to the big Formula Ford class that we used to see a few years back and why is the 2004 record still unbeaten?

In the up to 1600cc race car class driving school instructor Richard Spedding led the way, set a new class record in the process and took FTD. His time of 51.34 beat Will Hall's class record set last year by over half a second. It's not so long ago that this class record was just under the 55 second mark - wow! Chasing Richard's time, Mark Hemmingway unfortunately had an off at Willow after the car swapped ends and hit the barrier. Mark was ok, but the car was damaged at the rear. It was little consolation to Mark, but his earlier time was good enough for 2nd FTD.

Graham Smith
Photo by PW Pics

Richard Spedding—FTD
Photo by PW Pics

Another unfortunate competitor was Lynn Owen who went straight on at Clarks Corner on her first competitive run in the new OMS 25. Lynn was said to be ok, but I didn't risk asking directly! That put paid to Lynn and Steve's day as the car headed back to the workshop for repair. The second of the new OMS 25's of Neville Rollason was also towed back to the paddock after the first run, although it turned out that Neville had spun the car and as there was no battery/starter on board he couldn't restart it. Iain Davidson seems to be getting to grips with his OMS CF09 and improved on his previous day's time by three tenths. Clive Lightburn did his usual trick of beating car owner David Grey by four one hundredths – he may be looking for another drive soon!

Finally Colin Birkbeck took the under 2 litre race car class in his Dallara from John Chacksfield and in the process secured 3rd FTD.

Colin Birkbeck
Photo by PW Pics

Fastest Time of the Day
FTD: Richard Spedding, Force PC 1595cc 51.34
2nd: Mark Hemingway, Force PS 1140cc 52.90
3rd: Colin Birkbeck, Dallara F301 1999cc 53.64

Class Winners
Mike Geen, Peugeot 205 1360cc 69.35, Richard Vale, VW Polo 1341Scc 67.34, Chris Price, Porsche GT3 RS 3800Tcc 67.07, Henry Moorhouse, Westfield SE 1600cc 61.58, Simon Green, Westfield Duratec 2261cc 60.09 **CR**, John Graham, Lotus Eleven 1796Scc 63.88 **CR**, Vini Dobson, VW Golf 1999cc 61.83, Andrew Steel Westfield SE 1299cc 60.41, Karl Jackson, Ariel Atom 1998Scc 59.15, Les Procter, OMS SC4CF 1600cc 56.94, Chris Wise, MG Metro 2500cc 63.46, Graham Smith, OMS 2000M 1100cc 55.39, Ian Thomas, Swift SC93F, 1600cc 63.81, Richard Spedding, Force PC 1595cc 51.34 **CR**, Colin Birkbeck, Dallara F301 1999cc 53.64, Murray Wakeham, AH Ashley Sprite, 1380cc 67.91, Simon Rogers, Caterham R400 1796cc 60.45

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@harewoodhill.com

Thanks,
Tim

BARC YORKSHIRE CENTRE
Harewood *Speed* Hillclimb Championship 2010
Results after round 5

Pos	Name	R1	R2	R3	R4	R5	Total
1	Henry Moorhouse	18.60	18.68	8.49	19.60	19.56	84.93
2	Vini Dobson	18.25	18.58	11.34	17.64	18.68	84.49
3	Steve Mitchell	17.94	18.17	9.56	18.74	18.54	82.95
4	Daniel Hollis	15.20	16.42	9.14	17.69	17.77	76.22
5	John Graham	17.71	18.71	0.00	19.07	19.44	74.93
6	Tracey Taylor-West	15.29	15.68	7.46	17.00	16.66	72.09
7	Dale Cordingley	16.48	16.68	5.53	16.18	16.30	71.17
8	Clive Lightburn	15.33	15.88	7.42	15.48	16.22	70.33
9	Richard Vale	19.87	0.00	10.54	19.45	19.58	69.44
10	Paul Martin	19.06	19.44	10.59	18.43	0.00	67.52
11	Les Procter	14.31	15.35	3.32	17.02	17.40	67.40
12	Simon Green	0.00	18.79	8.54	19.44	20.19	66.96
13	Iain Davidson	13.93	14.23	5.73	16.33	16.63	66.85
14	David Grey	14.93	14.65	5.62	15.13	16.18	66.51
15	Sarah Cordingley	15.42	16.09	2.97	16.25	15.65	66.38
16	Tim Houseman	13.27	14.33	8.91	13.91	15.52	65.94
17	Robert Bellerby	0.00	18.10	10.18	18.41	18.25	64.94
18	Graham Smith	12.70	15.32	1.29	17.41	17.40	64.12
19	John Chacksfield	0.00	16.95	9.13	17.16	17.45	60.69
20	Sarah Bosworth	15.34	0.00	7.94	18.54	18.31	60.13
21	Karl Jackson	13.50	0.00	7.97	18.72	19.02	59.21
22	Simon Smith	10.98	12.96	7.50	13.54	14.12	59.10
23	David Sturdy	0.00	15.96	7.55	17.43	16.73	57.67
24	Ed Carter	12.02	13.14	1.34	15.02	15.04	56.56
25	Michael Bellerby	14.47	0.00	0.00	18.18	18.94	51.59
26	Richard Vaughan	10.66	10.56	0.00	13.33	14.36	48.91
27	Peter Whittle	0.00	15.88	0.00	16.01	16.36	48.25
28	Kenny Brookes	18.09	18.97	10.88	0.00	0.00	47.94
29	David Blakeston	14.49	0.00	0.00	16.02	16.01	46.52
30	Natasha Forret	0.00	10.88	4.94	10.33	11.76	37.91
31	Steve Carter	6.55	9.28	0.00	11.52	10.12	37.47
32	Mark Teale	18.05	19.02	0.00	0.00	0.00	37.07
33	Bobby Fryers	18.21	18.48	0.00	0.00	0.00	36.69
34	James Kerr	18.23	18.08	0.00	0.00	0.00	36.31
35	Janet Ford	8.88	9.09	0.00	5.71	9.14	32.82
36	Chris Price	7.99	0.00	0.00	6.48	15.29	29.76
37	Simon Bailey	0.00	13.22	0.00	0.00	14.46	27.68
38	Richard Pope	14.18	12.89	0.00	0.00	0.00	27.07
39	Paul Houghton	7.15	8.20	2.70	8.06	0.00	26.11
40	Colin Birkbeck	0.00	0.00	7.48	0.00	18.23	25.71
41	David Ormerod Jnr	16.68	0.00	7.98	0.00	0.00	24.66
42	David Ormerod Snr	14.20	0.00	4.00	0.00	0.00	18.20

Pos	Name	R1	R2	R3	R4	R5	Total
43	David Spaull	15.28	0.00	0.00	0.00	0.00	15.28
44	Nicola Dearden	0.00	0.00	0.00	6.86	7.75	14.61
45	Pete Spencer	3.22	6.78	0.00	0.00	0.00	10.00
46	Marie Dobson	1.41	0.00	0.00	1.79	3.80	7.00
47	George Bleasdale	0.00	0.00	0.00	0.00	0.00	0.00

BARC YORKSHIRE CENTRE

Harewood *Speed* Hillclimb FTD Championship 2010

Results after round 5

Pos	Name	R1	R2	R3	R4	R5	Total
1	Clive Lightburn	10	9	8	7	6	40
2	John Chacksfield	0	10	10	10	9	39
3=	David Grey	9	8	6	6	5	34
3=	Iain Davidson	6	5	7	8	8	34
5	Graham Smith	2	7	0	9	7	25
6	Dale Cordingley	7	6	5	2	2	22
7	Colin Birkbeck	0	0	9	0	10	19
8	Ed Carter	4	3	2	5	4	18
9	Les Procter	3	2	1	4	3	13
10	Sarah Cordingley	5	4	0	3	0	12
11	Richard Pope	8	1	0	0	0	9
12=	Karl Jackson	0	0	3	1	0	4
12=	Vini Dobson	0	0	4	0	0	4
14=	Kenny Brookes	1	0	0	0	0	1
14=	Simon Bailey	0	0	0	0	1	1

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

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

Articles for publication always welcome

Projects, restorations, YC members attending other events etc.

Snippets, gossip and anything else of interest

Next copy date 24th September 2010

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 Holeshot 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

CARS FOR SALE

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

www.harewoodhill.com

Editor—Jackie Wilson

BARC Yorkshire Centre

Annual Dinner Dance

&

Awards Presentation

Saturday 20 November 2010

Holiday Inn, Brighouse, Clifton Village, Brighouse

Tickets £32.00 each

Dinner Jackets or Lounge Suits
or Kilts for those with the Knees!!

7.00 pm for 7.30pm - Dancing to 1am

If interested, please contact Edith Davison
On 0113 241 0166 (day) 01924 441122 (evenings)
Or edith.davison@brewin.co.uk
BEFORE 6 NOVEMBER

Accommodation is available:
£40.00 per room double, twin, or single (including breakfast)
ROOMS ARE LIMITED

Harewood Speed Hillclimb

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

BARC

www.harewoodhill.com