



Harewood Review 2011

2011 has been another busy year at Harewood, a lot of work has gone on (and continues to go on) behind the scenes to develop the website, on-line entries and use of email communications. More apparent has been the building work and safety improvements. We have also been pleased with support for our events in these difficult times with some mid season events being fully subscribed, including the Classic and Vintage meeting which was preceded by a special school for the Frazer Nash Owners Club.

Competition was as close as ever in the Harewood Speed Hillclimb Championship with Steve Darley clinching

it at the last event of the season, whilst John Chacksfield "did the double" in the FTD Championship.

We hope you enjoy reading this review of the 2011 season, and apologise for being unable to produce a "mid season" Times as normal. Unfortunately some of the time saving electronic measures we implemented initially took longer, but we should see longer term benefits, progress is painful someone once told me.

Looking ahead the Harewood Speed Hillclimb Forum is almost upon us on the 7th November, closely followed by the Annual Awards Presentation and Dinner on the 26th November.

We hope you can join us at one or both of these events; the Forum is your chance to have your say, and the Dinner chance to celebrate achievements and applaud our winners, not to mention a good party!

We look forward to 2012 as the 50th celebration of Harewood Hillclimb, and the 100th of BARC. Discussions about how to mark the occasion are under way with a small team in place, any contributions (and effort) gratefully accepted.

Preparations for 2012 are already under way and behind the scenes we are looking at improvements to the on-line entry system, planning changes to the

Championship and are in discussion with other clubs about visiting Harewood. Jackie and I are also going to be busy organising the British Hillclimb Championship on behalf of BARC for the next 5 years (see BARC website for more details), so no rest for the wicked!

We hope you enjoyed the 2011 season thanks for your support and we hope to see you again at Harewood in 2012.

Tim

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Paddock Office and Mike Kempley Way Opening



Diana Kempley & John Holroyd—photo by Jeremy Burton



Arnold Burton & Tim Wilson
photo by Jeremy Burton

Paddock Office Handover—22nd March

by Anne English

Tuesday 22nd March saw the BARC Yorkshire Centre Hon Secretary John English take possession of the new Paddock Office and Timing Office from architect Trevor Coldwell (Heppenstalls, Architecture, Surveying, Planning) and builder Gary Clay (Clay Construction (Huddersfield) Ltd) who designed and built the new facilities.

The new buildings fit well into the landscape and seem to have caused little interest to the varied wildlife seen at the Hillclimb, on Tuesday there were 8 red kites soaring majestically above the track.

Despite the dreadful weather over the winter time the buildings have come in only 1 week late, much to the relief of John English who has overseen the construction works. The larch exterior, which was a condition of the Centre obtaining planning permission, will mellow over the years and the exterior of the buildings will disappear into the hillside. I am sure you will all agree when seeing the buildings that the design and construction is excellent.

The builders have been very accommodating allowing the Centre to begin the fitting out of the interiors whilst they have still been active on site.

Members of Wattle and Daub have been working furiously to get the new buildings ready for the start of the season, as well as all the normal work of getting ready for the years motorsport. For those of you who don't know Wattle and Daub are a small group of



*John English (centre) received handover from Gary Clay (left) and Trevor Coldwell (right), 22nd March 2011
Photo by Anne English*

retired gentlemen volunteers, marshals and officials, who meet once a week for 11 months of the year under the leadership of Chief Marshal Mike Shorley.

As well as having a social picnic and gossip at lunchtime they do the majority of the maintenance work for the venue, getting ready for meetings, making tyre walls, cutting grass (fighting for the ride on mowers!), etc etc. Ronnie Clayton and John English have been busy building a platform for the Timing Hut with the help of Richard Hardcastle, David Dalrymple and Dick Hooper. Ronnie and John with

David's help have also been putting up desks, shelving and benches in the paddock office. Indeed the Hon Sec's wife also spent the day on Tuesday helping supervise carpet lay-

ers, building and securing shelving units, making desks and putting up notice boards.

Carpeting the new buildings may seem a bit excessive; however the carpet was acquired by the late Michael Kempley last year. It had been laid in a marquee and Michael diverted it to the Hillclimb, it was laid by Mark Paynter Flooring Ltd.

The Paddock Office was ready for the Practice Day and the Timing Office for the first meeting. Richard Hardcastle has been busy with communications cabling for the new Offices and the Timekeepers have been installing their wiring ready for the practice day under Chief Timekeepers David Clay's direction.

After Practise Day its all hands on deck to finish off the Timing Office. Once BT have erected a new telephone post there will be a second telephone line for the venue, this will be available for the planned broadband access.

I hope you will all agree that this has been a very worthwhile winter project and is a great improvement to the facility at Stockton Farm.



*The Paddock Office
Photo by Phil Andrews*

Marshals Training Day



A successful Marshal's Training Day took place on Sunday 13th March. The day was mainly designed as a training day for marshal's but was also a chance to set up and test equipment for the start of the season.

Photo by Phil Andrews



Practice, Who Needs Practice??

Practice Day—27th March 2011

After the long winter lay off some of our members needed more than a little practice, and not just at driving!!



*All Photos by
PW Pics*

Can you help?

If you think you are able to help promote Harewood, if you would like to put something back into motorsport please contact Tim Wilson on 01423 339062 or 07703 541633

Harewood Speed Hillclimb Driving School—Spring Term

by Peter Herbert

Plucky Chief Instructor for the day Richard Spedding got the first of this year's hillclimb schools off to an amusing start by offering the twenty nine pupils gathered in the barn classroom oxyacetylene to help revive them after the hill walk to follow. Presumably he meant oxygen, but all hillclimbing is a gas to Richard.

A chill wind tempered an otherwise fine Thursday as instructors Spedding, Geen, Kerr, Kilty and Herbert led their charges up the course on foot, pointing out all the best lines, before taking a ride in their hot seats prior to morning-long unaccompanied ascents.



Mike Geen looks dubiously at the lack of creature comforts in Karl Jackson's Atom

Photo by Peter Herbert

Instructor Herbert was obviously being punished for some unknown indiscretion as he was squeezed into a Westfield, a Caterham, a Carcraft Cyclone and an Ariel Atom in rapid succession. However, it was not without reward, as regular competitor Chris Price suddenly made sense of Quarry from within the Cyclone; while former hill champion and school regular Karl Jackson gave his passenger something akin to a trip to the moon in the blown Audi powered Atom.



Chris Price in the Carcraft Cyclone

Photo by Phil Andrews



Pauline Goodwin in the Ferrari

Photo by Phil Andrews

Amongst the usual eclectic field were Simon Clark's nephew Benedict Austin aboard a BMW 323i, the ever scary Pauline Goodwin in her Ferrari 328i; Lotus Elise competitor Tracey Taylor West at the wheel of a Focus ST; and the very neatly conducted Cooper S Mk2 of Oxford domiciled Keith Millard who had seen some hillclimbing on the telly, remarked to his wife that it looked like fun, and was rewarded with a school place as a Christmas present. Far preferable to hankies.

After a good lunch, provided as usual by Nicola, adoring sister of Mr Clark and doting mother of the aforementioned Benedict, in came the marker cones and back onto the track everyone came.

As the pace lifted mistakes were made, and first off the road was Bill Stevenson's ex Tim Wilson Westfield, spinning on the exit to Country, taking out a length of fencing, then pirouetting into a field. No harm came to the little red car, so Bill's wife Carol now tried to do something about that by spinning it on the exit to Orchard and flattening some small trees.



The intrepid Mr & Mrs Stevenson about to embark on another mission of destruction

Photo by Peter Herbert

Not to be out done Ian Madden made the classic error of putting the loaded rear wheel of his 911 on the grass on the entry to Willow and spun out, complete with fellow Porsche aficionado Herbert braced in the passenger seat. Then, for good measure, Kevin Bicknell's rally Astra got away from him through farmhouse and came to rest pointing downhill, mercifully before it reached the Armco.



Kevin Bicknell's Astra

Photo by Phil Andrews

Although there were some who rarely troubled an apex all day, the general standard of driving was high, and it was Marc Donnelly's well driven BMW 330 that set the standard with a 79% score, followed closely by the inevitable Karl Jackson with 78% in the Atom, and David Greenwell on 76% in his high revving Honda Civic Type R.



Graham Laslett's Lotus Elise

Photo by Phil Andrews

Observing the school from a safe distance was rapid Frazer Nash pilote James Baxter as a prelude to a future school dedicated to the marque's club. Something to look forward to for the instructors, what with lots of oil and no seat belts!

Phew what a scorcher! – by James Kerr

Spring National Meeting

Well, perhaps not quite *that* hot but the first Harewood Hillclimb event of 2011, the Spring National Meeting, was treated to some very welcome bright and sunny weather which has seemed to be the pattern for Yorkshire for much of April. So whilst the regions gardens may have been wilting under the clear skies the driving was positively blooming! The first meeting of the season is always a time for assessing one's own performance and that of class peers, spotting the close season demon tweaks and just perhaps getting a flavour of who will be setting the pace in 2011.

At our season opener the regular classes were supplemented by a goodly selection of Blackpool's finest fibreglass fancies and a glorious quartet from Crewe who were all on song.

The competitive runs (of which there were four in total) got underway before a lunch break which became slightly extended due to a medical emergency with one of the Harewood team. I won't bring any additional attention to that particular individual but suffice to say that we wish them all the best and look forward to seeing them back at Harewood for the next meeting.

Classes began with the small capacity roadgoing saloon and sports cars, a rather undersubscribed affair with the dual driven "Evans" Smart slugging it out for top honours, Quin getting the drop on Emily on this occasion and nearly four seconds to the good with a 77.34 second run.

The up to 2 litre category was a much busier affair with 12 combinations testing their mettle. The top three were all in the 67s with Polo pilote Richard Vale taking the win from Mark Teale in the 206 GTi, whilst your humble scribe found himself just a little further back in 3rd.



Mark Teale—photo by PW Pics

The unlimited roadgoing class was without it's "record bothering" contingent of recent years, messers Martin and Jackson et al (however they will both appear later in this report) but the competition was no less fierce, with York Granddad Paul Anderson returning after a few years out and showing them all the way home in his Mitsubishi RS. Another returnee adding a bit of glamour to the lower paddock was Elspeth Charlton (back from her Peugeot 205 days and now in the "big class") steering her Scooby doo to a well earned runner up spot, hotly pursued by recent graduate of the Harewood Driving School, Nigel Watkins who took 3rd in his nicely prepared 964 Carrera.

Ilkley driver Colin Kingsman lowered his own record in the Historic Aston Martin Racing Club Class by some 1.24 seconds on his way to the class win.

Matthew Oakley took the TVR class win in the constantly evolving Griffith, on near record pace! Meanwhile Stewart Lobley overcame his close season fuelling issues to win the battle of the Vixens and take 2nd place from a hard charging Mike Roe.



Stewart Lobley—photo by PW Pics

The small capacity kit car class was again a Moorhouse benefit with young 'enry winning and making his mark as a man to watch this season, establishing an early lead in the Harewood Championship. Richard Abraham was a couple of seconds adrift in 2nd.

Simon Green was sporting a whizzo new set of Avons which promised to be the stickiest rubber that MSA List 1b could offer. In the final reckoning they just tipped the balance but nothing was certain until the last run when Harewood Driving School regular Karl Jackson fell just 0.09 short and Simon was victorious. I get the feeling that this will be one of the hotter classes this season and could well produce our Champion.



Simon Green—photo by PW Pics

The "Lotus products" class is becoming ever more competitive and although John Graham topped the timing sheets today he would be well advised to pay close attention, as the demon barber of Sheffield is closing in. Yes, with 2 school appearances already this year (and a brand new motorhome/transporter combo of dubious lineage, although I believe it is never knowingly undersold!!) Sarah (shiny new racesuit) Bosworth is gunning for the top slot. Although my spies tell me that Chris Brooks has been to "expensive Dave" over the winter and will perhaps give them something to think about when he returns at the May meeting.



John Graham—photo by PW Pics

Both of the smaller mod prod saloon classes were lightly populated with Clinton Ewen uncontested in 3A, whilst Tony Hart took 3B.

That man Paul Martin (as mentioned earlier) is now tearing up the tarmac on sticky tyres in 3C, the unlimited capaci-



Paul Martin—photo by PW Pics

Phew what a scorcher! continued

ty mod prod class, and he's inching towards Simon Bainbridge's long standing record in his fire spitting evo. Steve Darley kept him honest in runner up spot posting a best time within the same second as Paul.

Nigel Cresswell and Steve Brown had a good dice in 3F for the smaller engined specialist mod cars, Nigel getting his nose in front by just 0.16 at the end of the day.

In the unlimited class Mike Tate was uncontested, although honour was upheld as his times were just a smidge quicker than the under 1700cc cars.

The Sports Libre (which means free by the way, just in case you thought it was for horoscope followers!) class wasn't to be a family affair this time round as the Cordingleys were left either side of the podium whilst Graham Wynn took the striking Force to the top step.

56.65 is a pretty respectable time too, maybe Ed Holliers old record isn't quite so uncatchable? For the record, beauty prevailed over age for the Cordingleys, not so much climbing the hills as nearly over them, eh Dale? (only joking mate honest!).



Sarah Cordingley—photo by PW Pics

Meanwhile, it has come to my attention that there is a thief in the up to 1100cc single seater class! As Graham Smith was going about his business and winning the class, the 2nd place man decided that his driveway was looking a bit patchy and took to the gravel trap on his final run in a vain attempt to sneak some chippings away in his undertray. I have raised this with Committee Richard; you won't get away with it!



Graham Smith—photo by PW Pics

Half a dozen Formula Fords contested the climb and Andrew Henson (who knows a thing or two about the marque) spent the day clocking some very consistent times to take the class by 0.59 from David Sturdy in 2nd place.



Richard Spedding—photo by PW Pics

Local hero and Driving School test pilot Richard Spedding dominated the up to 1600cc racing car class and reset his old record in the process. Making the Force appear at the finish timing beam some 0.47s quicker than ever before, this gave him both the class win and FTD, and no little confidence I'd imagine prior to the first round of the BHC in May.

Steve Owen had to settle for 2nd in class and 2nd FTD as he gave chase in the new OMS 25; a very pretty looking car, which is already proving to be a popular choice with class rivals.



Steve Owen—photo by PW Pics

John Chacksfield ran uncontested in the 2 litre single seater class and made the most of the good weather with a 54.85 which gave him 3rd FTD. Although by dint of his FTD Championship entry John is currently our leader in that competition with a maximum 10 point score already in the bag.

What a great start to the season! Here's to many more dry and sunny days on the hill, and don't forget it's not too late to enter either the Harewood or FTD Championships for 2011.

Hope to see you all at the next meeting.



FTD - Richard Spedding 50.87, 2nd - Steve Owen 53.86, 3rd - John Chacksfield 54.85

Quin Evans 77.34, Richard Vale 67.06, Paul Anderson 67.55, Henry Moorhouse 61.18 CR, Simon Green 60.01, John Graham 64.32, Clinton Ewen 70.28, Tony Hart 63.60, Paul Martin 60.01, Nigel Cresswell 60.99, Mike Tate 60.83, Graham Wynn 56.65, Graham Smith 56.39, Andrew Henson 62.23, Richard Spedding 50.87 CR, John Chacksfield 54.85, Colin Kingsman 71.68 CR, Matthew Oakley 64.64

Harewood Open Meeting —by John Moxham

As we trundled west to east – passing through a huge deluge in Preston – I thought “please let it be dry by play time” - AND it was! Very, very windy and “fresh” but dry – just.

The tempting starter on today's menu was 16 mouth-watering Ferraris. No matter what your allegiance is, to see them in the Paddock at the top of the Hill always looks good. The first three finished within a second of each other with the 348GTC of Nick Taylor taking the honours in 66.22.

22 Road-going saloons filled class 1B with Mark Teale's Peugeot 206GTI and Richard Vale's Polo G40 battling all day long. Mark eventually got the honours with a 67.10 – less than 2/10ths shy of the class record. Harewood instructor and general mentor James Kerr stayed closely in touch for 3rd place with a 67.88.



Richard Vale—photo by PW Pics

It was left to the two road-modified kit classes to provide the hardy crowd with two class records. In class 2A Henry Moorhouse took a further 0.32 off his April record to claim victory from the Striker of Michael Bellerby.



Henry Moorhouse—photo by PW Pics

2B gave us the second record, this time from Simon Green in the KT Green sponsored Duratec Westfield although he was chased all day by the Ariel Atom of Karl Jackson - both drivers dispatching the visiting Westfields with ease. The change in tyre regulations last year for these two classes really suits the committed driving style of these two winners – both definite 2011 championship contenders.



Karl Jackson—photo by PW Pics

John Graham took a day off from “the dark side” - that's slicks, wings, Dallara and sprinting – to dominate his class in his 2 Eleven although chased hard this time by Lytham St. Annes driver David Ormerod Jnr. and Sarah “the crimper” Bosworth a very close third despite her practice off at Chippies.

In the bigger mod-prod class the Scooby of Steve Darley came within 0.13 seconds of Simon Bainbridge's 7 year old record - expected to fall later in the season!



*FTD Jos Goodyear
photo by PW Pics*



Paul Martin—photo by PW Pics

Classes 3F and 3G were the domain of the Westfield championship contenders. Mark Anson was never headed in his orange Megablade in the smaller class, whilst Terry Everall and Chris Hullatt battled for the over 1700 class honours with the ebullient Mr. Everall the victor.

Amongst the open-wheelers no records were broken but not surprisingly FTD came from this group. Jonathan Goodyear's DJ Firehawk taking the overall award some 2 seconds ahead of Mark Coley's 2.5litre Cosworth V6 Gould GR55 – both drivers running in preparation for Sunday's British Championship visit.

A few timing issues, a fair share of lengthy delays with “offs” but still 3 timed runs – and it stayed dry – just!! All in all a pretty good play time!!!!

FTD—Jonathan Goodyear 52.10, **2nd** - Mark Coley 54.38, **3rd**—John Chacksfield 54.54

Martin Rowe 70.71, Mark Teale 67.10, Paul Anderson 67.07, Henry Moorhouse 60.83 **CR**, Simon Green 59.50 **CR**, Chris Thurgar-Dawson 80.07, John Graham 64.87, Phil Worsley 68.04, Tony Hart 63.43, Steve Darley 59.45, Mark Anson 60.19, Terry Everall 59.28, Ben Johnson 59.79, Graham Smith 55.89, Andrew Henson 62.79, Jonathan Goodyear 52.10, John Chacksfield 54.54, Mark Coley 54.38, Nick Taylor 66.22

May MSA Championship Meeting – by Les Thurkettle

Rapturous for Adams but Mighty Morans Fight Back

British hillclimb championship contenders came to a cold and wet Harewood for rounds 5 and 6 of the 2011 season. It wasn't exactly raining all the time but it precipitated just at the point when you thought it was clearing up. Not once but several times.

Still the glorious Ferrari's were here and 16 members of their owners club graced the hill as usual, thumbing their noses at the weather from the comfort of their enclosed bodywork. This event is a round of their Pirelli hillclimb championship and points are awarded according to their handicap formula. On this occasion Nick Taylor's 348 GTC was the quickest Ferrari up the hill but also took the 20 points for his handicap corrected time. He climbed in 66.59 beating Mike Spicer in his 328 GTB and Brian Jacksons 308 GTB on handicap.

Class 26 was a mixed class for BARC Yorkshire centre members with saloon cars, road going sports cars and a Radical. It was no surprise that the Radical was the quickest. Dale Cordingley's Prosport recording an excellent 59.34 in the damp conditions. *Ben Lovell was the winner with 18.45 points under the scoring system (Editor).*

Class 5B is for pre 94 Formula Ford's and Andrew Henson won the class comfortably in 65.41. He was competing against three lady drivers, the writer wishes to make it clear that this had no bearing on the result.

Class A1 next for Road Going Production cars up to 2000cc. Just one competitor in this class, Paul Webster taking his Mazda MX5 up the hill in 72.77 secs. Class B is for Specialist Production cars and Karl Jackson's Ariel Atom defied the cold, since it runs without its clothes on, to stop the clocks at 67.42 beating the Westfield of David Spaul.

Class C2 is for Modified Production cars up to 2 litres and Ralph Pinder's Peugeot 205 GTi had a walk over in this class in 74.34. The largest of the production saloons run in Class C3. Only 3 of the cars that started made it to the finish. Richard Hargreaves Mitsubishi being quickest, the Giggleswick driver clocking 65.72 secs to win. This class was once the domain of Simon Bainbridge in the mighty 4.2 turbo V8 Audi TT, sadly

missed, Simon is campaigning in other pastures.

Class C4 covers the largest engine modified production sports cars and MG of George Hopkins with a well stretched 4.8 litre V8 (Rover engine I am guessing) comfortably beat Geraint Evans in the Porsche Carrera who only had one run. Porsche with problems? I'm not sure.



George Hopkins—photo by PW Pics

Class D1 for modified specialist production cars had just 2 runners. There were two drivers but one bike engine MK Indy and Scott Sheridan came all the way from Ayrshire to win in 67.20. Is Martyn Kiernan still producing the MK cars. I don't know the answer. Class D2 for over 2 litre ModProd. Again 2 drivers, one car, this being a 2.5 litre Dax Rush. Leslie Mutch the winner in 62.31 over Mike Jolly. *So that was Mutch Jolly rather than Jolly Mutch (Editor)*

Class E Hillclimb Super Sports Cars - There was one Mallock and 2 drivers with Ben Johnson winning in 64.80 in the MK20X model. Will Martin Groves 56 ½ sec record (set in 1998) will ever be broken?

Up to 2 litre Sports Libre cars in Class F. Mark Dempster's Imagination narrowly beating the rather ugly Force Sports Racing car. Les Proctor was entered in this class in his rapid OMS but turned up in his vintage classic MG, his OMS was not ready unfortunately. He enjoyed the stately progress of the MG though obviously outclassed.

Class G for Sports Libre cars over 2 litre. Some real thunder here. Only two entries but 1250 horse power between them. Sadly Keith Edwards fearsome looking 2.2 litre turbo broke its gearbox on the first timed run after practice that looked promising, but Mike Manning's turbocharged 2 litre Ford Puma made light of poor conditions to record 60.39.

Good traction courtesy of four wheel drive.



Mike Manning—photo by PW Pics

All single seaters to report on from here the first being the up to 1100cc in class I. One car ,two drivers in a Force HC. Dave Uren quickest in 61.50 secs.



Dave Uren—photo by PW Pics

Class J – Racing cars up to 1600cc. From this and the next two classes will come the qualifiers for the top twelve run offs. Conditions were changing all the time and with some shared cars going off first it was a toss up whether or not you got lucky. The track was never dry but wetter some times than others. I was grateful that my modern golf umbrella was complete with DRS (its not only F1 that has moveable flaps) because there was a howling wind to accompany the rain. Some drivers were getting to know their new OMS cars and perhaps would need a bit more acclimatisation but it looked like being a Force/OMS battle. Graeme Wight Jnr's Raptor was the party pooper and was quickest in 55.34 secs. The car was



Lee Adams—photo by PW Pics

May MSA Championship Meeting continued

impressive with Lee Adams at the wheel, exiting Farmhouse and getting a bit out of shape but impressively kept his foot in and got excellent early traction. Jonathan Goodyear's DJ Firehawk was only 4/10ths behind ahead of Eynon Price in a Force PC.



Mark Coley—photo by PW Pics

Class K Racing cars 1600 – 2000cc. Just two runners and seasoned campaigner George Bleasdale climbed in 68.98 secs ahead of Tony Hunt's Force with turbo-charged Busa engine.

Class L – Racing cars over 2000cc. It had started to rain again and Mark Coley was sharing a drive in the Gould GR55. Mark had done his run before the downpour and scored an impressive 56.72 secs leaving him well clear of this class. Roger and Scott Moran were next best having great difficulty getting the power down. Sandra Tomlin was next best, having also benefited from an earlier shared car run. It was sad to hear from Sandra about the death of her Father Phil Chapman aged I believe 90 years. A legend at Harewood and definitely my mentor. I would not have hillclimbed without his influence. His business was on West Bar in Sheffield and I worked nearby. Great times.

FTD Scott Moran
photo by PW Pics

Round 5 Top 12 Run Off. With a very wet track it looked like an opportunity for the nimbler lesser powered bike engine cars and so it proved. Lee Adams in the GWR Raptor was the only one to break 60 secs with an actual of 59.94 secs and took the 10 points. The 'on form' Richard Spedding was ½ a second behind with Eynon Price third. The first class L car was Roger Moran in fifth. Mike Manning's Ford Puma just missed out on a point. Four wheel drive was a bit useful today.

Class J Second Runs. On a track that was considerably improved from the first run Richard Spedding clinched the class win in 52.41. Richard had over a second to spare from Will Hall in a similar Force PC. Lee Adams was third in the class in the GWR Raptor in 52.75 secs.

Class L Second Runs. In the improved conditions Scott Moran was the class winner from Trevor Willis in the new OMS 25 with 3.2 litre V8 (Powertec made from two stretched Suzuki Hiyabusa bike engines). Trevor was very glad to qualify well after falling off on his first class run. John Bradburn was third in his Gould GR55 The times 51.79, 52.45 and 53.11 secs.

Round 6 Top 12 Run Off. With the track getting better by the minute starting position was important and so it proved. Scott Moran's ascent in 49.75 secs earned him the 10 points with Roger Moran second in 50.91 secs. Collecting 8 points in a time inside his class record Richard Spedding had his best championship day yet 51.41 secs sending him home happy. Richard was in front of poor weather specialist Trevor Willis fresh from a win the day before at Barbon Manor and a double win at Shelsey

With the weather as it was the club did well to get thro in excellent time.



Richard Spedding—photo by PW Pics

Driver of the day – Richard Spedding – 17 Championship points .

Bring on the July event !!



FTD—Scott Moran 49.75, 2nd—Roger Moran 50.91, 3rd—Richard Spedding 51.41

Karl Jackson 67.42, Ben Johnson 64.80, Mark Dempster 62.16, Mike Manning 60.39, Dave Uren 61.50, Richard Spedding 52.41, George Bleasdale 59.81, Scott Moran 51.79, Andrew Henson 65.41, Nick Taylor 66.59, Dale Cordingley 59.34, Paul Webster 72.77, Ralph Pinder 74.34, Richard Hargreaves 65.72, George Hopkins 72.15, Scott Sheridan 67.20, Leslie Mutch 62.31

Classic and Vintage Meeting

full entry for the Classic & Vintage meeting and good weather led to an enjoyable event for most.

FTD for the Classic section was Jolyon Harrison in his Braham BT 30 and the Vintage FTD was won by James Baxter in his Frazer Nash.

Class Winners

19a	86.99	Geoff Harrison
	99.36	Nicholas Taylor
	99.58	Trevor Jackson
	108.53	David Wilcox



19b	82.93	Alan Fairless
	88.13	Peter Pearson
	91.37	Peter Tierney

V1	84.38	CR Greg Harrison
	95.69	Michael Lees
	109.09	Jennifer Lees



V2	85.82	Ian Standing
	94.67	Andrew Bradshaw
	109.92	Andrew Harrington



V5	83.53	Norman Pemberton
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V3	72.78	CR Charles Gillett
	77.94	Richard Parsons
	83.83	Andy Newbound
	84.09	David Johnson

V6	78.12	John Guyatt
	90.01	Phillip Dobbin
	90.25	Noel Runnels-Moss
	91.77	Tony Lees



V4	76.44	Ken MacMaster
	79.17	Jeremy Brewster
	81.39	Andrew Dixey
	91.40	Tom McEwen



V7	80.75	CR Tim Hopkinson
	90.49	Michael Smeeton
	92.32	Kraig Mycock
	97.60	Doug Martin

V8	75.24	David Pryke
	77.86	Piers Leigh
	78.31	John Waterson
	78.69	Durward Lawson

V9	70.92	CR Brian White
	77.38	Luke Roberts
	77.86	Jo Blakeney-Edwards
	78.08	Terry Rogers



Classic and Vintage Meeting continued

V10 73.52 **CR** Dougal Cawley
 78.65 Christopher Batty
 80.46 Jeff Edwards
 80.58 Guy O'Beirne

V11 77.44 Gary Clare
 81.13 Winston Teague
 84.08 Michael Fountain
 87.67 Ed Swain



V12 77.90 Julian Grimwade
 102.29 Tim Fletcher



*All Photos by
 PW Pics*

V13 70.00 Rob Cobden
 70.45 Paul Richardson
 71.22 Pete Candy
 72.74 Wayne Stansfield

V14 66.48 **CR** James Baxter
 74.63 Robin Baker
 75.75 Allan Rippon
 75.99 Chris Williams

V15 83.85 Nicholas Hildyard
 84.79 Clive Press



.co.uk

C17 67.59 Andy Walker
 71.06 Colin Kingsman
 72.28 David Wylie
 72.86 Martyn Jagger

C18 61.65 Jolyon Harrison
 70.29 Neville Alderson



FTD Classic—Jolyon Harrison

Photo by Tony Todd

Jim Thomson Trophy Meeting

A full entry for the Jim Thomson Trophy Meeting led to a second day of competition at Harewood.

FTD was taken by Peter Newton in the Force, from John Chacksfield in the OMS

Class Winners

Ginetta Cars

11	63.27	Graham Beale	13	66.14	Simon Baines
	65.02	Martin Jones		67.15	Chris Martin
	66.40	Robert Pallett		67.96	Tim Harrison
	67.24	Matthew Eady		68.32	Paul Clarke

MG Cars

15A	71.71	David Coulthard
	72.55	Stephen Irvine
	74.08	Tim Kirkham
	74.17	Helen Waddington

15B	67.62	Keith Egar
	68.92	John Payne
	71.43	Paul Drake
	72.80	Tony MacIntyre

15C	65.51	Andy Walker
	67.22	Richard Watkinson
	72.00	John Rose

Porsche Cars

14	67.01	Ian Wadsworth
	67.24	Geraint Evans
	67.56	Karl Lupton
	68.02	David Hilton



Richard Watkinson

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Scimitar & Sabre Cars

20	69.13	Steve Louch
	71.40	Alan Furness
	71.89	John Louch
	72.45	Nick Hall

TR Register Cars

16	72.02	Simon Allaby
	74.60	Neil Sawyer
	75.19	David Hardcastle
	85.49	Kevin Bryant



1a	69.86	Martin Rowe
	78.72	John Williams
	86.95	Gill Williams



1b	67.26	James Kerr
	67.53	Mark Teale
	68.18	Richard Vale
	68.70	Daniel Hollis



1c	63.54	Kenny Brookes
	67.69	Nigel Watkins
	68.22	Paul Anderson
	68.53	Graham Cox

Jim Thomson Trophy Meeting continued

2a 61.31 Henry Moorhouse
62.84 Michael Bellerby
75.09 Pete Cahill
78.75 David Bland



2b 59.48CR Simon Green
60.63 Karl Jackson
66.94 Simon Ambler
67.15 Chris Price



2d 78.72CR Chris Thurgar-Dawson

2e 63.63CR John Graham
65.92 Sarah Bosworth
66.62 Tracey Taylor-West
67.18 Ben Lovell

*All Photos by
PW Pics*

3a 85.29 Bill Needham

3b 62.88 Tony Hart
66.91 David Marshall
68.48 John Moxham
69.39 Rob Needham



3f 59.92 Robert Bailey
60.28 Andrew Steel
60.64 Mike Clarke
67.46 Paul Pocklington

3c 59.42 Steve Darley
61.82 Paul Martin
67.31 Geraint Evans
69.26 Marc Donnelly

3g 60.02 Karl Jackson
62.86 Brian Newton
64.47 Nigel Fox
67.27 James Wilkinson



4a 56.73 Sarah Cordingley
57.50 Dale Cordingley
71.62 John Blrkitt



5a 56.31 Graham Smith
58.82 Simon Bailey
59.16 Richard Vaughan
60.43 Eve Whitehead

5b 64.26 Peter Whittle



5c 54.39 Peter Newton
55.53 David Newton
56.16 Iain Davidson
56.78 Ed Carter

5d 54.43 John Chacksfield
57.66 George Bleasdale

.uk

Moran Motors Home, Again – by Peter Herbert

MSA Championship Meeting

It's widely suspected the reason Yorkshiremen fit double glazing is so the kids can't hear the ice cream van, a rouse that will have paid off on the baking hot weekend of 2/3 July and the occasion of the British Hillclimb Championship's second visit of the season to Stockton farm.

During his victory speech, following a 49.68s FTD and two Top Twelve Run – off wins, twice national champion Scott Moran made reference to the need to manage overheating tyres. Something of a Harewood first.



Trevor Willis—photo by PW Pics

In the opening run – off Scotty's closest challengers were the locally built OMS 25 of Trevor Willis and the Moran family Gould 61X in the hands of father Roger, the V8s pursued closely by those pesky bike engined cars of Lee Adams, GWR Raptor, and local hot shoe Richard Spedding, Force PC. Wallace Menzies in the ever improving DJ Firestorm V8 completed the first six.

During the second, Roger and Trevor tied for second spot ahead of Menzies, followed closely by Chris Merrick's Gould Judd and Adams.

The first of the class runs saw Paul Webster improving on his own record with a 67.66s run, the Mazda MX5 two and a half seconds in front of the Honda Integra of John Gallagher in a Road – going Production duel.



Paul Webster—photo by PW Pics

There was another new record set in the Road – Going Specialist Production class, with young David Warburton at the wheel of father Allan's Caterham K Series seeing off much more experienced opposition with a neat 59.74s ascent, ahead of Karl Jackson in his skeletal Ariel Atom and Dave Wilson's Caterham Vauxhall complete with terminally ill crown wheel and pinion. DTA supreme Warburton senior reflected upon the monster he has created whilst languishing in fourth place.



Alan Warburton—photo by PW Pics

The perennial Andy Russell, Ginetta G15, ran alone in the 1400 cc Modified Series Production class when Wil Ker's Mini expired.

In the 2 litre division jovial Brummie Ralph Pinder was made to work hard at the tiller of his Peugeot 205GTi by Geoff Stallard's TVR Vixen, the winning margin just over a second. Whilst in the unlimited class Settle Son of the Soil and former hill champion Richard Hargreaves drove his Mitsubishi Evo hard to an untroubled win, despite a most unusual practice spin at Orchard, to see off widely travelled Cornishman Geoff Twemlow's Impreza by some four seconds.



Richard Hargreaves—photo by PW Pics

Following Chris Mason's attempt to be the first E Type driver in space at Shelsley Walsh (see brilliant U Tube clip) Team Spedding brought in new talent for Harewood, with team patron Haydn sharing with younger son Robert, of whom more anon. And with a record

setting 63.82s climb, Haydn set a fresh unlimited class record in the hastily repair Jag, a second clear of the mighty Morgan Plus 8 of Mike Hall. Former record holder George Hopkins ran a close third aboard the ex works Kim Johnson MGB V8.

The first of the Scottish invaders appeared in the 2 litre Modified Series Production class in the form of Scott and Lesley Sheridan with their Suzuki propelled MK Indy, and egged on by Lothian Car Club's Billy Cater they pushed hard for victory. However JC Racing's Russ Cockburn was having nothing of that, and in a re enactment of the Battle of Culloden his charge, Peter Herbert, drove the faithful Westfield BDH to one second win.



Peter Herbert—photo by PW Pics

But the tables were turned in favour of the Scots in the unlimited division when the "Munchkin", Les Mutch, made the long trip from Aberdeen worthwhile to take victory in the Dax Rush IRS shared with Mike Jolly, the two sandwiching second placed Karl Jackson who had cunningly entered the Atom in two classes, all three being covered by a little over a second. Les had been under Tim Coventry's fourteen year old record in practice, but Scottish "prudence" resulted in an under filled tank causing fuel starvation on the critical final run. Recent Harewood School graduate Brian Newton wrestled his Rover V8 powered Westfield to a plucky fourth.

A single shared Mallock Mk20X comprised the Hillclimb Super Sports field, and it was Ben Johnson, son of car owner Kim, who set the pace, a second and a half quicker than co driver Matthew Price.

The 2 litre Sports Libre class saw Mark Dempster to the fore, his enterprisingly conducted Imagination PH1 locked in a day long battle with the Force LM001 of Graham Wynn from which he emerged just six hundredths to the good. Guern-

MSA Championship Meeting continued

seymen Tim Torode took third place following an equally close contest with hill regular Les Proctor, Mallock Mk18 and OMS SC4CF a scant nine hundredths apart.

Single seaters were next to be released from the startline, and it was the Tillicoultry Quarries backed Force HC of Redditch driver Dave Uren that set the 1100cc class pace, a tenth ahead of first run leader Simon Fidoe's Empire 002. Uren's co-driver, Nicola Menzies, the Grommit to husband Wallis, was a good third, closely pursued by Simon Andrews in an OMS 2000M.



Nicola Menzies—photo by PW Pics

A hotly contested twenty two car strong 1600cc class saw the usual suspects at the sharp end. Under the watchful eye of the "wee un", Raptor constructor Graeme Wight Junior, rapid Scotsman Lee Adams scored a five hundredths of a second victory over the JC Racing prepared Force of Richard Spedding with a sensational final ascent, but Spedding's impressive 50.87s record remains intact. On the lock stops as usual, Eynon Price was a game third in his Force, just ahead of Jos Good-year, DJ Firehawk; Will Hall, Force; and Peter Newton in the ex Robert Kendrick Force, freshly rebuilt after last autumn's monumental Loton Park shunt.



Lee Adams—photo by PW Pics

Morgan Jenkins showed a clean pair of Avons to his fellow 2 litre class runners, the Pilbeam MP87 seven tenths up on the supercharged OMS CF07 of Jason Mourant. Tony Hunt's blown Force PC led the chase, and it was good to see Midland hill regular Laurie Richie make a rare excursion "oop north" with the venerable Argo JM9.

Scottish infiltration continued in the unlimited class, with Tillicoultry Quarries supremo Wallis Menzies giving the boy Moran something to think about by equalling the orange Gould's time on his second run, the DJ missing out on the win only because of a fractionally slower opener. Willis, Moran Senior, and the GR55 of John Bradburn jostled in the leaders' wake, with Tom New in the GR55 shared with "Boycie" Merrick completing the top six.



Wallace Menzies—photo by PW Pics

Two other classes remained.

The HSA (B License Holders) class saw George Laycock in the wittily named Farm Special take top honours (it seemed very stable – ha ha) a second and a half faster than the Emerson Kent Peugeot 205GTi. Chris Flavell's similar Pug, and Alan Muggleston's Mazda MX5 followed.

While finally The Yorkshire Centre Members (B License Holders) class, based on a cunning handicap system than measured performances against class records, was a triumph for Ed Carter in his Jedi, a point better than Dale Cordingley's Radical. Steve Carter took over the winning Jedi to finish third, ahead of Richard Paterson, Raw Striker; Chris Gibbs, Caterham; and hillclimb debutant Robert Spedding in dad's Jag – a great performance that never once involved leaving the ground.

Observed basking in the sun on the hillside were Mr and Mrs Kenyon, the former dispensing invaluable driving advice to all within ear shot; former Lotus Seven all rounder Bob Moorhouse; and Elan pilote from the past Brian Lee, who was so enthused by proceedings that he threatens to dust off the old Lotus and stage a comeback.

What a wonderful weekend's motor sport this had been, thanks in no small part to the dedication and enthusiasm of the club's fearless marshals and committed officials. We now look forward to the August meeting in keen anticipation.



Scott Moran—FTD—photo by PW Pics

FTD: Scott Moran 49.68, 2nd Trevor Willis 50.32, 3rd Roger Moran 50.38

David Warburton 59.74 CR, Ben Johnson 58.36, Mark Dempster 54.88, Mike Manning 58.39, Dave Uren 55.16, Lee Adams 50.97, Morgan Jenkins 53.25, Scott Moran 50.59, Andrew Henson 62.22, George Laycock 64.93, Ed Carter 57.47, Paul Webster 67.66 CR, Andrew Russell, 67.31, Ralph Pinder 66.01, Richard Hargreaves 61.78 CR, Haydn Spedding 63.82 CR, Peter Herbert 60.29, Leslie Mutch 58.38

Harewood Hillclimb Driver School – by Peter Herbert

END OF TERM REPORT

In the biggest stitch up since the Bayeux Tapestry, Bob Bellerby in a Team Geen Peugeot 205, instructed by Mike Geen, emerged Driver of the Day at the final Harewood School of 2011 held in glorious sunshine on Thursday 28 July.

To be fair, Bob did hit the odd apex, has form in a Sylva, and clearly impressed corner observer Don Burt, so we'll say no more.

Twenty eight eager students signed on for a full day of instruction and driving under the watchful eyes of Richard Spedding, Mike Geen, James Kerr, Peter Herbert, and Dave Banner, and most enjoyed ten runs. Chief Instructor Simon Clark did his normal amusing introductions, complete with new dog. The only none arrival was school regular and former hill champion Karl Jackson, thus denying some poor soul the thrill of leaving his stomach on the startline when the skeletal Atom driver hits the launch control.

The usual mix of Locaterfields and hot hatches was supplemented by a couple of 911s, a smattering of saloons, and some Oriental two seaters, plus the course debut of a Mini Moke, bravely conducted, with much leaning through the corners, of Nigel Thwaites.



The Fearless Moke

photo by Peter Herbert

Early drivers to catch the eye were professional race engineer and former Formula 3 racer Alan Mugglestone, conducting a beautifully set up MX5 shared with son Nick in very impressive style; RS Brook aboard an enthusiastically driven Healey 3000; and Chris Tindall at the wheel of an extremely rapid modified Renault Megane.

One of the joys of such informal days on the track is the unexpected. After wheezing his way up the hill, between fags, on the early morning course walk, Allan Bayne stepped into his innocent looking MR2, and adopting a Moss-like straight armed style, proceeded to give the trick suspension equipped and V6 Camry propelled Toyota death, whilst sticking to the prescribed lines like glue.

Alas an Esses spin also formed part of Allan's repertoire.

Among the five lady drivers was Yorkshire hillclimb legend Malcolm Dungworth's daughter Gina in her very tidy Porsche 924. Chris Seaman, in charge of the paddock as usual, has a very amusing Dungworth story from years gone by involving a Seaman telephoned Birmingham Post Harewood report and a Brummie reporter on the other end. Get him to tell you it sometime.



People in glass houses—our Chief Instructor does some business

photo by Peter Herbert

And so the 2011 School season came to a close beneath a cloudless sky. For next year the dates are to be re examined to attract the greatest possible number of participants, so look out for breaking news.

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Patience Reigns – by James Kerr

Yorkshire Speed Meeting

Two near capacity entry lists took to the hill this weekend, the weather looked set to influence proceedings but many who persevered with the elements found their patience richly rewarded!

Practice conditions were pretty awful, with the sum total of about 10 minutes rain taking all morning to fall out of the sky, by the time the meeting got underway at around 1pm the skies were still fairly leaden, with track conditions best described as greasy. It wasn't until the start of the 2nd timed runs that the track came good, it's no surprise at this time of year that the combination of 10 mins reasonable sunshine and a Wharfe Valley Westerly can turn a skid pan into a record breaker, and so it proved.

The first of our guest classes (Austin Healy Cars) got the meeting underway, with Tom Walker maintaining his advantage in both class runs to lead Richard Mason home into 2nd place.



Tom Walker—photo by PW Pics

A cornucopia of Caterhams followed with championship co-ordinator Mark Durrant bringing his merry band of "Blatchatters" to contest the Lotus 7 Clubs speed championships, five classes (23 A-E in Harewood parlance) make up the championship ranging from up to 125bhp on MSA list 1A tyres through to the imaginatively titled "anything goes" (one assumes it must still be Caterham badged/shaped?). The Saturday runners took full advantage of the smaller turnout to accustom themselves to the challenge, Ian Keen led the 23A duo home with a time of 76.08, Paul Collins had a comfortable win in 23B, gapping Andrew Bramhall by over 3 seconds. 23C was a Hickey benefit, Malcolm leading Judith home with a 65.44. The largest 23 class of the day, (D), had a good close finish with the top three under half a second apart, Shaun Ewell took the honours with 62.91, from Chris

Howard Harris and Mike Sankey. Mr Durrant did the business in 2E although David Nelson was hot on his heels just 0.17 down in 2nd place.



Mark Durrant—photo by PW Pics

The regular Harewood classes began with 1a, a three horse race that didn't quite require a photo finish, Pershore piloted Michael Andrews bringing his Peugeot 106 home in first. Class 1b again proved its popularity with 18 competitors, modesty does not permit me to name the winner, suffice to say that if Mr Blakeston had put a little more effort into his "raindance" I fear it may have been a somewhat different result, Dan Hollis taking 3rd place with John Gallagher 4th.



James Kerr—photo by PW Pics

The result in class 1c was another to turn with the weather, with Kenny Brookes making the most of his power advantage on the dry track to post a 2nd run winning time that gapped the leader after the 1st run (and now runner up) Paul Anderson by nearly four seconds.

Finding a trustworthy individual to share your competition car can be a struggle in itself, having found that co-driver it would be nice to think that they would embrace the opportunity and yet have the good grace to defer the win to the owner... Mike Smith had to settle for 3rd place in class without complaint as his guest driver topped the podium, Robert Bellerby took class 2a with a 61.52, with Henry Moorhouse

2nd on 61.90 and the aforementioned Mr Smith on 63.39.



Bob Bellerby—photo by PW Pics

The unlimited road going kits slugged it out to establish the finish positions on the 2nd timed run and Simon Green was a convincing winner this time, gapping Karl Jackson by nearly a second and Richard Paterson bringing the brightly coloured Sylva home in third.

Class 2d was an eclectic trio representing some great British manufacturers, Robert Pallets Ginetta G33 had the legs in the final reckoning topping the Kingsman DB6 and the Thurgar-Dawson TVR.

The "Lotus products" class was as close as ever and Ben Lovells elise ran recent Driving School graduate John Graham very close to take 2nd place just a third of a second shy of the 2-11 driver, hairdresser on fire (Sarah B) completed the podium amid tales of derring do, continental mercy missions and midnight engine salvage.



John Graham—photo by PW Pics

Stripped shells and sticky rubber begins with 3a (up to 1400cc) which was a two horse race where the pretty mini of Richard Casey took the win by over 3 seconds. 3b saw Nottingham's David Marshall continue his roadgoing exile and enjoy the extra grip of his Kuhmos V70's whilst besting the 205 of Chris Flavell by a little over 4 tenths.

Patience Reigns – continued

Relative newcomer to speed events and Harewood in particular, Steven Darley made light work of peddling his "lateral Banana" (Subaru impreza) to a class 3c winning time of 59.09 - this was a new record, nearly a quarter of a second quicker than Simon Bainbridge's 2004 ascent which sealed the championship for him that year - Can Mr Darley do the same?



Steve Darley—photo by PW Pics

Class 3f was a battle of attrition with Paul Pocklington taking an early bath after a scary looking practice run off on Quarry straight, a further mechanical retirement from Eric Morrey's Clan left Mark Paterson taking the win uncontested in his Ginetta.

Karl Jackson was out again in class 3g and put in his quickest run of the day, 60.36, Brian Newton took runner-up spot in his snarling v8 westy.

With Dale currently sidelined recuperating from recent surgery, Sarah capitalised on having the car to herself and took the victory from the menacing "Proctormobile", a good time was also had by Allan McDonald who brought his very "libre" homebrewed 4x4 down from scotland, "the wolf" is suzuki powered, Subaru driven and Mini shelled, it took a creditable 3rd in class.



Sarah Cordingley—photo by PW Pics

Big Libre was a solo affair but for rally fans it was worth the entry alone to see a Wise man do battle with the legendary Stockton farm climb in his 6R4, hats off to Chris!



Chris Wise—photo by PW Pics

Into the 1100cc Racing cars, and an OMS podium. Graham Smith continued his strong showing, taking the class win by nearly 2 seconds and consolidating his 2nd position in the Harewood FTD championship, Simon Andrews 2nd and Fergus Duncan 3rd.

Formula Ford continues to be dominated by Andrew Henson and today was no exception, Peter Whittle gave chase but had to settle for 2nd place nearly two seconds adrift.

The Force was definately with Peter Newton as he showed the 1600cc racing car class a clean pair of heels, his 54.70 was enough to give him 2nd FTD of the meeting, Ed Carter and Stephen Elliot rounded out the top 3.



Peter Newton—photo by PW Pics

Up to 2000cc was as big as the racing cars got today and the competition was fierce, John Chacksfield taking the class and FTD win from Jason Mourant who had made the long trip across the water from Jersey to get to grips with the Harewood hill, Jason ended up only 0.38s off JCs pace and his 3rd FTD was a strong performance at a challenging and unfamiliar venue.



Jason Mourant—photo by PW Pics



FTD John Chacksfield—photo by PW Pics

FTD: John Chacksfield 54.45, 2nd Peter Newton 54.70, 3rd Jason Mourant 54.83

Michael Andrews 71.92, James Kerr 67.83, Kenny Brookes 64.54, Robert Bellerby 61.52, Simon Green 59.87, Robert Pallett 66.52 CR, John Graham 65.53, Richard Casey 66.21, David Marshall 67.03, Steve Darley 59.09 CR, Mark Paterson 70.29, Karl Jackson 60.36, Sarah Cordingley 58.62, Chris Wise 65.63, Graham Smith 56.34, Andrew Henson 64.31, Peter Newton 54.70, John Chacksfield 54.45, Tom Walker 69.40, Ian Keen 76.08, Paul Collins 69.85, Malcolm Hickey 65.44, Shaun Elwell 62.91, Mark Durrant 62.61

So as crews departed those soon to return dispatched prayers to the weather gods, as yet again the skies darkened...

More Patience Reigns – by James Kerr

Montague Burton Trophy

A dry (ish) start although not exactly the kind of sky normally associated with August, however practice was a much smoother affair and with the weather at least dry all that remained was to anticipate the 3 class runs that were about to unfold.

The guest classes were as per the Saturday meeting with the addition of a trio of Ginettas who got us underway, Nick Stephens took the class by some margin in his G12 from Robert Palletts G33. Then we were back to the running order from the day before, the Austin Healeys were again topped by Tom Walker in his Mk1 going much quicker than Saturday with 66.20 - a time not a million miles from the class record! A new trio of Sunday drivers took the remaining awards, Wakeham, Johnson and Cooper having a good old scrap for the pots.

The Caterham classes were swollen from the day before and those who took the sneaky practice afforded the previous day didn't have it all their own way, 23A saw Ian Keen demoted from hero to zero, Saturday's winner forced to watch from the cheap seats as Paul Boston took the win with a 68.42, Alan Johnston repeated his 2nd in class of the day before. Into 23B and Saturday winner Paul Collins had to settle for bronze as Graham Howard just nicked the win from Jonathan Ward, the top two just 0.07 apart. 23C was a similar story with Malcolm Hickey bumped to 3rd in class by David Nelson (1st) and Richard Price (2nd). A reversal of fortune in 23D with Shaun Elwell having to settle for 2nd place as Chris Howard Harris opened up an unassailable gap from the off and took the win by over a second, Stuart Miller also turned up the wick to reverse the Saturday result with Mike Sankey, Stuart pipping Mike for 3rd by 0.13. 23E ran as per Saturday minus David Nelson, the minor placings



David Nelson—photo by PW Pics

bumped up in his absence, but nothing could be done to halt the progress of Mr Championship co-ordinator Durrant.

The regular Harewood classes began with a mini (isslgonis) duel in 1a, David Taylor was quickest on the draw and took the win. The band played on in 1b, the top three locked out from the previous day, although Simon Smith, fresh from a Saturday raid on the Lancashire sprint scene took 4th. Paul Anderson made the most of a depleted start list in 1c and won with a 67.25, Graham Cox in runner-up spot.



David Blakeston—photo by PW Pics

Up to 1700cc kit cars was a carbon copy of the day before as far as the awards were concerned but the times were even quicker, one of the exceptional drives of the day from Bob Bellerby (another recent Driving school graduate!) who lowered the existing class record on each of his three timed runs (I wonder when that was last done?) to take the class in fine style, mention also to young 'entry who had to settle for 2nd in class after breaking the class record on his 2nd timed run only to discover back in the paddock that Bob had gone quicker, Mike Smith rounded out the podium and Michael Bellerby picked up the final pot for 4th.



Simon Green—photo by PW Pics

An identical podium in 2b as well although Simon Green had an additional reason to celebrate after chipping another 0.40 off his own record, it looks like Karl Jackson now has his work cut out to make an impact on this class

this year, knowing Karl though it won't be for want of trying.

Chris Thurgar Dawson ran his TVR uncontested in 2d.



Chris Thurgar-Dawson—photo by PW Pics

John Graham had his particular Lotus product in fine form and led out a mirror image of Saturday's podium with a time just 0.26s outside his own class record.

Richard Casey ran his mini again in 3a, this time unopposed.

Mick Davey took the Mod prod class in his Vauxhall powered MkII Ford Escort, David Marshall having to settle for 2nd place nearly three quarters of a second in arrears.

The unlimited Mod Prod class was again the same podium but what a ding-dong! Darley's banana was flying, he won the class and reset the record by a full second over the course of the weekend, definitely the other exceptional drive of the day. Mention must also go to Donald McCaskill who on only his third visit to the hill clocked a time of 58.93 to take 2nd in class, whilst Paul Martin was third with 59.25 - both of these times were also within the (now old) Bainbridge record from 2004, this class is on fire!



Donald McCaskill—photo by PW Pics

3f was a walkover for Robert Bailey.

Karl "two entries" Jackson took the 3g win in his supercharged Atom, putting more clear air between himself and his runner-up from Saturday Brian Newton.

More Patience Reigns continued

The "little" libre class was a reversal of the that which had gone before (24hrs before to be precise) and this time it was age before beauty as Les Procter made the best of the conditions to press home his advantage, Sarah C had to settle for 2nd just over a second adrift.



Les Procter—photo by PW Pics

Just over half a second separated the top two in the up to 1100cc racing car class, Graham Smith was forced to work hard for the class win and a further 9 points in his Harewood FTD championship campaign, Simon Bailey was the man doing the chasing in 2nd and Fergus Duncan again finding himself on the final step of the podium.

In the Formula Ford class of 1994, Head boy again was Andrew Henson, quicker than Saturday (as were all his classmates), Peter Whittle a solid runner-up spot.

The up to 1600cc Racing cars was taken by OMS MD Steve Owen, his 52.98 was enough for FTD too, the OMS 25 is a super looking car and development is obviously progressing apace. Peter

Newton pipped his co-driver David Newton to take 2nd in class and 2nd FTD.

Tables were turned in the up to 2000cc racing cars as Mr Chacksfield had to give best to Jason Mourant who put in his best time of the weekend on his final run to win the class and round out the FTD podium with 3rd quickest time of the meeting.

See you for the Summer Championship meeting on the August Bank holiday Sunday, we will be joined by the motor-bikes, lets hope for their sake the weather stays fine!



FTD Steve Owen—photo by PW Pics

FTD: Steve Owen 52.98, 2nd Peter Newton 53.40, 3rd Jason Mourant 53.70

David Taylor 72.21, James Kerr 67.77, Paul Anderson 67.26, Robert Bellerby 60.29 CR, Simon Green 59.08 CR, Chris Thurgar-Dawson 77.70, John Graham 63.89, Richard Casey 65.32, Mick Davey 65.49, Steve Darley 58.32 CR, Robert Bailey 60.59, Karl Jackson 59.86, Les Procter 57.35, Graham Smith 56.38, Andrew Henson 62.42, Steve Owen 52.98, Jason Mourant 53.70, Nick Stephens 62.28, Tom Walker 66.90, Paul Boston 68.42, Graham Howard 67.67, David Nelson 61.22, Chris Howard-Harris 60.08, Mark Durrant 60.75

Bright and Breezy – by John Moxham

Summer Championship Meeting

Would it rain or not and where did all that wind come from??? Oh! - sorry..... it's August Bank Holiday Weekend!!!!

Blustery winds greeted a full (over 150) paddock of 2 and 4 wheeled competitors. Guest class of the Hill this meeting was the TVR Championship. 6 cars of varying models (and ages !) were in the 67 sec bracket with Steve Cox's V8S thundering to victory in 67.13 some 4/10th's ahead of Stewart Lobley's Vixen S4. Mike Roe's Ermine White S4 finished off the top 3 in 67.76.



Stewart Lobley—photo by PW Pics

Mark Teale (206Gti) and Jamie Kerr (205Gti) were having their own battle in the 2litre Road going class, Mark being quicker on both runs to take victory in 67.68. Mike Geen guested very impressively in a Honda Integra R (Karl Jackson's) to take 4th. Place just behind the older version of David Blakeston. 7th. was Harewood "virgin" Peter Hart in his near standard Clio Williams – excellent result chasing his father – Tony – hard and finishing just 6/10ths behind.



Mark Teale—photo by PW Pics

With class record holder Bob Bellerby absent in Road modified kit, Henry – just recovering from the Leeds Festival – Moorhouse took class honours from the younger Bellerby – Michael – by over 2 seconds.

The larger kit cars proved an on-going battle between Simon Green and Karl Jackson – the latter in his super-charged Ariel Atom finishing tantalizing close by 11/100ths to the Duratech KT Green Westfield.



Karl Jackson—photo by PW Pics

On a day when conditions were not conducive to record breaking only one record fell – John Graham broke his own Elise class record by 12/100ths in the 211 – is that 3 times this year? This combo gets quicker and quicker – must be all the Dallara practice!!!

In the larger Mod Prods the Scooby of Steve Darley, whilst shy of his own record by ½ second, proved once again invincible heading up the Martin/ Brookes brace of Evos.



Paul Martin—photo by PW Pics

Probably one of the most eye-catching cars in the paddock was the impressive sounding Cotton/Edward Clio V6 Cup car – very pukka with all the factory gizmos.



Keith Edwards—photo by PW Pics

Single seater time – was it going to be one of the "big boys" from 5D even though Colin Birbeck was a no show? Oh No – Mr. Spedding pulled all the stops out on run 2 (after a problematic first run) to take FTD in the Force from John Chacksfield's Vauxhall engined OMS by over a second.

Some 32 bikes graced Harewood for their annual visit.

Jimmy Hodges made the long trek from Devon worthwhile to take fastest time on the Honda CRF450 under ½ second ahead of Worcester man Martin Robins on the big engined 637KTM.



Jimmy Hodges—photo by PW Pics



Martin Robins—photo by PW Pics

Spins, falling offs – fortunately without injury – and an exceptionally large entry caused numerous delays. In spite of a shortened lunch (a big thank-you to the marshalls) only 2 runs sadly were the order of the day.

Can we order more sun and less wind for the September double-header please!!



Bright and Breezy continued



Ben Wilkins—photo by PW Pics



Mark and Simon Foster

Photo by PW Pics



FTD Richard Spedding—photo by PW Pics

FTD: Richard Spedding 52.56, 2nd John Chacksfield 53.75, 3rd Iain Davidson 56.08

Martin Rowe 70.76, Mark Teale 67.68, Richard Archbould 65.94, Henry Moorhouse 60.88, Simon Green 59.48, Andrew Webber 68.19, John Graham 63.51 CR, Wil Ker 63.93, Tony Hart 63.49, Steve Darley 58.86, Andrew Steel 60.09, Chris Hulatt 59.77, Les Procter 57.51, Philip Cotton 71.17, Gary Thomas 56.18, Andrew Henson 63.25, Richard Spedding 52.56, John Chacksfield 53.75, Xavier Kingsland 80.02, Steve Cox 67.13, Melanie Falconer 74.30, Glyn Poole 65.63 CR, Jimmy Hodges 62.37, Martin Robbins 62.85, Ben Wilkins 63.49, Simon & Mark Foster 75.88

The Greenwood Cup Meeting – by David Coulthard

The penultimate meeting of 2011 at Harewood brought with it typically autumnal weather. Sunny intervals and intermittent heavy rain or showers served up some interesting results during the course of the day. With less than ninety competitors taking part, those who did attend were rewarded with no less than four timed runs. However, with the rain bouncing off the windscreen, occasionally that didn't seem like such a good idea...

Practice got underway promptly, on an initially damp track. However, mid way through the session, the rain came, just as the slick-shod single seaters took to the track. Picture "Bambi on Ice" and you'll get the idea. The first timed run took place before the lunch break and, broadly speaking, were on a wet track. The second run was damp, the third wet and the fourth dry. This gave the drivers many problems, as it was very difficult to judge just how hard one could push. Would the next corner be wet or dry, and how much grip would there be?

With no visiting championships, it was straight into Class 1. In 1A, the immaculate Mini Cooper S of David Taylor was the only competitor. David's best was a 72.69, some ten seconds quicker than his best wet time.



David Taylor—photo by PW Pics

In contrast, Class 1B had no less than fourteen starters, making it the biggest class of the day. In the wet, me and the old MG ZR 160 held the dizzy heights of third, but gradually slipped back to fifth as the track dried. The Renault Clio Cup car of Simon Medley bobbed up and down from third to fourth in class, as the track conditions changed. But it was the Honda Integra Type R of Daniel Hollis that finally bagged the podium spot with a time of 68.77. The Peugeot 205GTi of James Kerr made an error on run two, which could have proved expensive and left James languishing in

sixth place. However, a final run of 68.01 was good enough to net second in class, some three quarters of a second behind the class winning Peugeot of Mark Teale on a 67.30.



James Kerr—photo by PW Pics

Richard Archbould and his Mitsubishi Evo 6, lay second in Class 1C after the first run, but a second effort of 66.60 was enough to beat the Evo 7 of Paul Anderson by a good couple of seconds.

The season long Moorhouse v Bellerby battle continued in Class 2A. Henry's Westfield SE was never headed and won the class on a 62.55, leaving Michael's Sylva Striker a second and a half adrift. In Class 2B, Simon Green dented his Harewood Championship hopes with a failed run during the best conditions of the day. His second 'damp' run of 60.91 was, however, good enough to take the class from Richard Paterson, but left him light on Harewood Championship points. Simon would have to wait twenty-four hours to find out just how costly today had



Henry Moorhouse—photo by PW Pics

been...

The TVR Taimar of Chris Thurgar-Dawson ran alone in Class 2D. His best, just under the eighty second barrier. Class 2E saw a full grid of Lotus Elise. Sarah Bosworth lead after the first run, but eventually slipped back to third in class with a best of 66.13. But surely, that would be enough for Sarah to take the Harewood Ladies prize for 2011? Sarah was another driver who faced twenty-four long hours of fingernail

chewing! Chris Brooks was second on a 65.93, but once the track dried, no one could better John Graham in the super-charged Lotus Eleven. 64.05 the class



Chris Brooks—photo by PW Pics

winning time.

The Mini of Richard Casey took an easy win in Class 3A, whilst the Citroen Saxo of Kevin Hamilton was beaten back into second in Class 3B, by the crowd pleasing antics of the Ford Escort. Arm twirling Ben Grindey was at the wheel. Who



Ben Grindey—photo by PW Pics

needs a windscreen when you can look out of the side windows?

The Subaru Impreza of Steve Darley only made two runs, the first of which was good enough for second in Class 3C. However, with the main competition fallen by the wayside, Paul Martin and his Evo 6 ran out an easy winner on 60.63, almost seven seconds quicker than Steve. Harry Moody won Class 3F as he pleased in his Westfield SEi, with a 63.28.

Karl Jackson failed to start Class 3G in his Ariel Atom. This left the door open for Stephen Alexander to bag a third in Class. Mike Tate in his Westfield pushed hard all day, but could only manage second, behind the Purdy Hosson-Bouler of Mark Purdham. Mark's best was a 60.32, with Mike was just a couple of tenths behind, after a storming final run.

The Cordingley's, Dale and much faster

The Greenwood Cup Meeting continued

daughter Sarah, were sidelined by a CV joint failure on their Radical Prosport in Class 4A, so Les Proctor in the OMS SC4



Keith Hardy—photo by PW Pics

CF had an easy win over the Radical SR3 of Keith Hardy. 58.87 was Mr. Proctor's best of the day.

Another OMS triumph came in Class 5A,



Graham Smith—photo by PW Pics

from where the 2000M of Graham Smith emerged victorious. 55.70 was good enough to beat the similar car of Roy Munro by over a second.



Nicola Dearden—photo by PW Pics

In the Formula Ford class, the Swift FB91 of Ben Tranter trailed home behind the Van Diemen RF91 of Andrew Henson. Andrew's 63.23 gave him a winning margin of over two seconds.

In Class 5C, Iain Davidson and his OMS CF09 had a day long battle with the shared Force PC of David and Peter Newton. Although he ran them close, Iain could do no better than third place, with a best of 55.81. David lost out to Peter in the final run, 55.45 against the winning time of 53.56. This time also

netted Peter FTD and the Greenwood Cup.

In Class 5D, John Chacksfield (OMS CF04) had a second in hand over the Pilbeam of Oliver Tomlin. This also brought John maximum points in the Harewood FTD Championship, thus providing John with an unassailable



Morgan Jenkins—photo by PW Pics

lead in that competition. Finally, Morgan Jenkins took Class 5E in the mighty four litre Pilbeam MP97 he shared with Sandra Tomlin. Morgan also set second FTD with a 54.74 climb.

And so the day ended. A mixed bag of weather, but four timed runs sent everyone home happy and expectant, for what would the final round of the Championship bring? Only time will



FTD Peter Newton
photo by PW Pics

FTD: Peter Newton 53.56, 2nd Morgan Jenkins 54.74, 3rd John Chacksfield 54.77

David Taylor 72.69, Mark Teale 67.30, Richard Archbould 66.60, Henry Moorhouse 61.55, Simon Green 60.91, Chris Thurgar-Dawson 79.60, John Graham 64.05, Richard Casey 63.44 CR, Ben Grindey 70.43, Paul Martin 60.63, Harry Moody 63.28, Mark Purdham 60.32, Les Proctor 58.87, Graham Smith 55.70, Andrew Henson 63.23, Peter Newton 53.56, John Chacksfield 54.77, Morgan Jenkins 54.74

Mike Wilson Memorial Meeting – by Les Thurkettle

Scrutineering was performed under a largely cloudless sky and after an often wet Saturday meeting everyone seemed to be in good spirits.

This meeting was a round of the MG car club Luffield Cars Speed Championship, the Dews Speed Series, the Brocks-banks Solicitors Cross Border Speed Championship, the Yorkshire Speed Hillclimb Championship, plus the final round of our own Harewood Speed Hillclimb Championship. Considering all that involvement you would expect the place to be bulging at the seams, but there was plenty of spare room in the paddock. Perhaps the full utilisation of the 'other' paddock spreads things out a bit more.

The MG cars got practice under way with many drivers having their own special agenda in one of the above championships.

The meeting proper followed the now almost standard practice of having the first runs before the lunch break but towards the end of the period the skies darkened and you could see the approaching rain when looking out to the west. The first five classes managed to get their second run in the dry but then it rained for the first time and quite hard too. That is how the day progressed. When it looked like clearing up, it rained again and again. The consequence was only one driver recorded his best time not in the first run and he was an early runner who got two dry ones.

MG cars Group 1 saw David Coulthard put down an excellent marker in his ZR 160, climbing in 71.58 secs to take the class. He like many others did not run in the wet knowing he could not improve.



David Coulthard—photo by PW Pics

MG cars Group 2 & 3 was also a comfortable win. John Payne's Austin Heeley Sprite (MG in disguise) recorded 68.42 secs to eclipse his rivals in this class.

Class 15C is for MG cars Group 4 & 5. The biggest engined MG at the meeting won this class. Andy Walkers 4600cc V8 thundered up the hill in 66.83 secs. This was the only driver to have his best time not in the first run.

Our own classes start here with class 1A for Road Modifieds won by David Smith's 1330cc Mini winning a two horse race in 71.04 secs.



David Smith—photo by PW Pics

Class 1B for Road Modifieds up to 2 litre had the largest entry of the day. Mark Teale headed them all in his Peugeot 206 GTI with a time of 67.50 secs from James Kerr's similar car just .15 behind and Daniel Hollis in a Honda Integra. Eighteen entries in this class.

Class 1C for Road Modifieds over 2000cc is usually the domain of Mitsubishi and Subaru variants. Paul Andersons Mitsi Evo 7 was on this occasion chased home by Graham Cox's turbocharged Astra. The winning time of 67.50 secs for Paul gave him 2 secs to spare over 2nd place.

Class 2a for Road Modified Kit, Replica etc was a Henry Moorhouse benefit. He kept his Westfield on the island to very good effect getting very close to Bob Bellerby's record in the process. His winning time of 60.53 was just 2/10ths shy, but was 5 secs clear of the Bellerby car in Michaels hands

Class 2B for the bigger Road Modified Kit cars ran true to form. The class record holder Simon Green headed Karl Jackson by a very small margin. The



Simon Green—photo by PW Pics

Westfield Duratec stopped the clocks in 59.67 secs with the iconic Ariel Atom just .07 secs behind. Simon's time was about ½ second outside his class record which just about reflected the speed of the track on the day.

The Pure Lotus sponsored class 2E for road going Lotus cars was also won by the class record holder. John Graham supercharged 1800cc modern type Lotus Eleven recorded 64.06 secs heading a class full of Lotus Elise cars the quickest of which was Sarah Bosworth in 65.72 secs



Sarah Bosworth—photo by PW Pics

Class 3A for Mod Prod cars had just one starter. An elderly NSU TT came up in 82.57 secs.

Mod Prods up to 2 litres only had two finishers. Ben Grindley's Escort was thoroughly entertaining. His 70.54 sec. climb had much sideways action to win this class.

Class 3C covers the largest Mod Prods and Steve Darley's Subaru was 'imprezive' (sic) in 58.67 secs from Paul Martins Mitsi 6. Less than a second in it but like many others they both did just the one run due to the vastly changed conditions and they have four wheel drive.

Modified Specialist cars in Class 3F was won by Andrew Steele's Westfield in 60.42 secs. Only two other runners did not threaten his time.

Class 3G Modified Specialist cars over 1700cc. This class contains some quick cars all kit car based. Here Karl Jackson's Ariel Atom gets re-dressed to join a second class which he duly won in 58.91 secs from Mark Purdham's exotically named Purdy Hosson Boulter (there's a story there somewhere, I wish I new it !) in 60.17 secs with the Westfield of Stephen Alexander third.

Sports Libre and Hillclimb Super Sports cars up to 2000cc contest Class 4A. Sarah Cordingly has definitely got the

Mike Wilson Memorial Meeting continued

Indian sign on her Dad in recent meetings but had a terrific scrap with Les Procter's OMS. The pity is that because of the weather it was just a one run shoot out, with Sarah coming out on top by .07 secs. It would have been good over four climbs. Les says she has a distinct weight advantage! Sarah's super time was 57.75 sec with Dale Cordingley's third place 58.70 secs.

Class 5A is for Racing cars up to 1100cc. Roy Munro's OMS 2000M was the winner in 56.36 from Simon Bailey's similar car. Graham Smith broke a drive shaft on his first timed run. Such is the friendliness and cooperation of fellow competitors that no fewer than 6 drive shafts were offered to Graham but none had the correct spline configuration. Roy Munro also offered Graham a shared drive but that was not allowed.



Roy Munro—photo by PW Pics

Class 5B Pre '94 Formula Ford 1600. Andrew Henson's Van Diemen RF91 was the winner in 63.06 secs from Ben Tranter's Swift.

Class 5C Racing cars up to 1600cc. Peter Newton just beat David Newton in the same Force PC by a minute .14 secs. Peter's time was 53.17 secs and was good enough for Peter and David to net second and third FTD.



David Newton—photo by PW Pics

Class 5D for Racing cars up to 2000cc. John Chacksfield's OMS 2 litre narrowly beat Morgan Jenkins in the venerable Pilbeam, the margin only .15 secs. John's time 53.63 secs.

Unlimited sized racing cars contest Class 5E. There was only one car but 2 drivers. Oliver Tomlin recorded an ex-

cellent 51.32 secs (it may be a P.B.) with Sandra climbing in 56.58 but delighted by the Tomlin family successes in the weekend. Oliver's time comfortably made FTD.

The 2011 season ended with ironically quite a nice evening but still a wet track and of course it was the end of another Harewood Championship.

Subaru driver Steve Darley was the overall winner from Simon Green performing in a Westfield with another Westfield pilot Henry Moorhouse third. The top two were competing against a bogey time that they had set. It could not have been much tighter as .59 of a second covered the top 3 after a season of competition.

It's rebuilding and tweaking time starting now, so let's see what 2012



FTD Oliver Tomlin

photo by PW Pics

FTD: Oliver Tomlin 51.32, 2nd Peter Newton 53.17, 3rd David Newton 53.31

David Taylor 71.04, Mark Teale 67.50, Paul Anderson 67.50, Henry Moorhouse 60.53, Simon Green 59.67, John Graham 64.06, David Smithies 82.57, Ben Grindey 70.54, Steve Darley 58.67, Andrew Steel 60.42, Karl Jackson 58.91, Sarah Cordingley, 57.75, Roy Munro 56.36, Andrew Henson 63.06, Peter Newton 53.17, John Chacksfield 53.63, Oliver Tomlin 51.32, David Coulthard 71.58, John Payne 68.42, Andy Walker 66.83

BARC Yorkshire Centre 2011 Harewood Speed Hillclimb Championship

Pos	Name	Total
1	Steve Darley	119.88
2	Simon Green	119.60
3	Henry Moorhouse	119.29
4	Mark Teale	117.12
5	Karl Jackson	116.47
6	John Graham	116.46
7	James Kerr	115.44
8	Paul Martin	114.29
9	Andrew Henson	108.72
10	Daniel Hollis	107.74
11	Michael Bellerby	107.45
12	David Blakeston	106.47



Steve Darley Harewood Champion 2011
and winner of the Glen Garnett Trophy
photo by PW Pics



Simon Green 2nd in the Harewood Championship
photo by PW Pics

Pos	Name	Total
13	John Chacksfield	105.66
14	Sarah Bosworth	105.38
15	Graham Smith	99.73
16	Sarah Cordingley	98.28
17	Peter Whittle	96.19
18	Richard Paterson	90.58
19	Iain Davidson	90.34
20	Paul Anderson	89.53
21	Les Procter	84.72
22	Richard Vaughan	83.14
23	Darren Porter	78.52
24	Simon Ambler	77.08



Henry Moorhouse 3rd in the Harewood Championship
photo by PW Pics

Pos	Name	Total
37	Doug Smith	48.94
38	Tracey Taylor-West	40.75
39	Andrew Forret	35.33
40	David Sturdy	35.01
41	Pete Cahill	34.74
42	Marie Dobson	34.40
43	Andy Birkitt	30.55
44	Paul Pocklington	29.09
45	Robert Spedding	24.91
46	Geraint Evans	23.39
47	Graham Wynn	17.69
48	Richard Hargreaves	17.60



Sarah Bosworth
Highest placed Lady in the Harewood Championship
and winner of the Andreason Trophy
photo by PW Pics

Pos	Name	Total
25	Anthony Patrick	76.68
26	Chris Price	74.90
27	Kenny Brookes	71.54
28	Simon Bailey	71.46
29	Dale Cordingley	69.01
30	Tony Hart	67.82
31	Stephen Dobson	67.02
32	Richard Vale	58.20
33	Nigel Watkins	56.13
34	Nicola Dearden	52.22
35	Janet Ford	51.05
36	Peter Sherratt	49.39

Pos	Name	Total
49	David Ormerod Jnr	17.40
50	Tony Hart	17.02
51	Peter Hart	15.58
52	David Ormerod Snr	14.87
53	John Birkitt	8.20
54	Philip Cotton	1.81
55	Chris Thurgar-Dawson	0.20



BARC Yorkshire Centre 2011 Harewood Speed Hillclimb FTD Championship

Pos	Name	TOTAL
1	John Chacksfield	60
2	Iain Davidson	52
3	Graham Smith	52
4	Sarah Cordingley	37
5	Les Proctor	32
6	Steve Darley	30
7	Richard Vaughan	27
8	Simon Bailey	25
9	Dale Cordingley	21
10	Simon Green	20
11	Paul Martin	16
12	Karl Jackson	9
13	Graham Wynn	7
14	Henry Moorhouse	5
15	Richard Paterson	2
16	Mark Teale	1
17=	Janet Ford	1
17=	Michael Bellerby	1

2nd and 3rd position was decided by championship regulation 1.6.7



*John Chacksfield 1st in the Harewood FTD Championship and winner of the Wilson Trophy
photo by PW Pics*



*Iain Davidson 2nd in the Harewood FTD Championship
photo by PW Pics*



*Graham Smith 3rd in the Harewood FTD Championship
photo by PW Pics*

www.harewoodhill.com

Congratulations

Sarah Cordingley and Matthew Holdsworth got married at The Chevin Country Park Hotel on Friday 13th May, which explains why Sarah was not competing that weekend.

Sarah's dress was a change from her usual blue and white race suit!

We wish Sarah and Matthew our very best wishes.



BARC Yorkshire Centre Annual Trophies—2011

TROPHY & QUALIFYING DEFINITION

YORKSHIRE POST

Fastest time of the season – open to all competitors

JACK FARRAR

Fastest time of the season by a centre member resident in Yorkshire

BABRA

Fastest time of the season by a Lady centre member

HATFIELD

Presented to the centre member running in a Jaguar car who, over the season, scores the most marks on the Bogey Time improvement scoring system without dropping marks.

The above Trophies are competed for at all BARC/Harewood events

The Trophies below are competed for at all Harewood Speed Hillclimb Championship qualifying rounds only

RICHARD SUTHERLAND

Presented to the centre member running in classes 1A-1B-1C in a 4 wheel drive car who, over the season, scores the most marks on the Bogey Time improvement scoring system without dropping marks.

BROWNLOW PEABODY

Presented to the centre member running in classes 1A-1B-1C in a 2 wheel drive car who, over the season, scores the most marks on the Bogey Time improvement scoring system without dropping marks.

TOTAL

Presented to the centre member running in classes 2A-2B who, over the season, scores the most marks on the Bogey Time improvement scoring system without dropping marks.

APPLEYARD

Presented to the centre member running in classes 2D-2E who, over the season, scores the most marks on the Bogey Time improvement scoring system without dropping marks.

WALLACE ARNOLD

Presented to the centre member running in classes 3A-3B-3C who, over the season, scores the most marks on the Bogey Time improvement scoring system without dropping marks.

WENDY WOOLS

Presented to the centre member running in classes 3F-3G who, over the season, scores the most marks on the Bogey Time improvement scoring system without dropping marks.

ARNOLD BURTON

Presented to the centre member running in classes 4A and 4B who, over the season, scores the most marks on the Bogey Time improvement scoring system without dropping marks.

FORD WOODHEAD

Presented to the centre member running in class 5B who, over the season, scores the most marks on the Bogey Time improvement scoring system without dropping marks.

GUYSON SANDBLAST

Presented to the centre member running in classes 5A-5C-5D-5E who, over the season, scores the most marks on the Bogey Time improvement scoring system without dropping marks.

All Trophies, with the exception of the Yorkshire Post Trophy, are open to BARC Yorkshire Centre members only

The Trophies below are awarded by the Harewood Speed Hillclimb Committee

JOHN BINDLOSS

To the new or returning competitor who has shown 'The Greatest Promise in Hillclimbing'

TIM DE DOMBAL

Official or marshal who has shown the greatest potential during the season

PHILPOTT

To the Harewood marshal who has performed some specific task over and above the normal call of duty.

DEREK CLARK MEMORIAL

An individual who has performed outstanding service to the Centre

WINNER

SCOTT MORAN - Time: 49.68 - Date: 03-07

RICHARD SPEDDING - Time: 50.70 - Date: 03-07

SANDRA TOMLIN - Time: 56.58 - Date: 18-09

ROBERT SPEDDING – 39.34 Points

PAUL ANDERSON – 116.46 Points

JAMES KERR – 153.38 Points

SIMON GREEN – 157.18 Points

JOHN GRAHAM – 152.70 Points

PAUL MARTIN – 149.48 Points

KARL JACKSON – 90.01 Points

SARAH CORDINGLEY – 101.49 Points

ANDREW HENSON – 125.36 Points

JOHN CHACKSFIELD – 139.78 Points

ROBERT BELLERBY

PAULINE MILNES

CRAIG SENIOR

TO BE ANNOUNCED AT THE BARC HAREWOOD ANNUAL AWARDS DINNER

I apologise, twas I—by Richard Hargreaves

Had a nasty feeling when Greta and I got up on the 15th May. It was pouring it down here in Giggleswick, and the forecast said spreading East. I might have 4 wheel drive but we all like fine weather! Sure enough, I apologise, twas I who dragged it along to Harewood. Well, we got a couple of dry practice runs, well one!

I would also like to apologise to Lesley who was presenting the prizes. I was caught on the hop when it came to my turn talking on my mobile. Let me explain. Well, I got talking. Forgot that Greta said give me ring when the presentation begins. She was sat in the van frozen at the time. And I forgot. Its my age everyone informs me. Sorry Lesley and sorry Greta!

Thank you David for showing me round the new facilities.

What a fabulous addition to Harewood.

David always has a smile for you when you meet, and was so proud to explain to me how it all worked.

Greta and I are off to Beaulieu for the 25th National Mini Cooper Day on the 12th June, celebrating 50 years of the Mini Cooper. Taking Greta's '65 Cooper 'S'. Might be selling it if she gets the right offer. Have loads of spares too. So that will be an interesting few days. Will have a look round the New Forest while we are there.

Still have a fully prepared Gp4 Mk2 Escort shell in primer if anyone is interested. None better, so only sensible offers are invited. If anyone would like to see some pics of it, let me know by e-mail.

To richardandgreta@hotmail.co.uk

Will have to get this old Evo of mine a bit more power too, come to think of it.

Letters

Dear Jackie,

Following my unfortunate accident at Harewood Hillclimb on 4th June I would like to thank all the marshals, stewards and para-medics who helped me and my wife, Angela, and ensured my safe arrival at Harrogate Hospital.

I must apologise for causing a delay in the proceedings!

My right arm has been plated and screwed together and the three broken ribs are healing well. I shall be back driving soon.

The MG has suffered mainly superficial damage and will be repaired in the not too distant future.

Please pass on my best wishes and thanks to all the people concerned including Mr Richard Hardcastle who telephoned to enquire after my wellbeing.

I hope to see you at Harewood next year!

Kindest Regards,
Roger (Glister)

FOR SALE

GP4 Mk2 Escort Shell

Professionally prepared shell in primer, based on Mk2 Escort Mexico shell.

Superb in every respect.

For sale due to change of plans.

Minor modifications to customers specifications carried out if necessary.

£10,500 ono

Contact Richard Hargreaves for further details

Email richardandgreta@hotmail.co.uk

Home 01729 82654

Mobile 07967 188727



FOR SALE

4 of 8x17 Team Dynamics wheels with 225x45x17 REO70 tyres, suitable for Mitsubishi Evo 4,5,6. **£450ono**

4 of 8x17 Team Dynamics wheels with 215x17 Avon A15 soft compound slicks, good condition. **£800**

2 of Mitsubishi E5GSR front Recaro seats, in exceptional condition. **£500 ono**

All the above wheels powder coated gloss black and in excellent condition.

Phone Richard on 07967 188727
or 01729 822654



2012

Event dates

2012

25 March	Practice day (members only)
5 April	Harewood Speed Hillclimb Driving School
15 April	Spring National Hillclimb
3 May	Harewood Speed Hillclimb Driving School
12 May	May Open Hillclimb
13 May	MSA British Championship Hillclimb
2 June	Classic & Vintage Hillclimb
3 June	Jim Thomson Hillclimb
7/8 July	MSA British Championship Hillclimb
12 July	Harewood Speed Hillclimb Driving School
4 August	Yorkshire Speed Hillclimb
5 August	Montague Burton Hillclimb
26 August	Summer Championship Hillclimb
6 September	Harewood Speed Hillclimb Driving School
22 September	Greenwood Cup Hillclimb
23 September	Mike Wilson Memorial Hillclimb

Have you seen our on-line entry system?

www.harewoodhill.com