

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 Jackson's 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 engined 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.

Class D1 for modified specialist production cars had just 2 runners. There were two drivers but one bike engined 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.

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.

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 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.

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 turbocharged 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.

Round 5 Top 12 Run Off. With a very wet track it looked like an opportunity for the nimbler lesser powered bike engined 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.

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

Bring on the July event !! 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.