



Harewood Hillclimb Championship Saturday Meeting 7th July 2012

MSA British Hillclimb Championship Meeting 7/8th July 2012

EVENT PROGRAMME



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British Automobile Racing Club
Yorkshire Centre

Harewood Hillclimb Championship Saturday Meeting

7th July 2012

MSA National B permit No 72155

round 4 of the
BARC Harewood Speed Hillclimb Championship
permit no. CHS2012/046 (Grade C)

MSA British Hillclimb Championship Meeting

7th/8th July 2012

MSA National A permit No 69931 & MSA National B permit No 69930

rounds 15 & 16 of the
Avon Tyres MSA British Hillclimb Championship
permit no. CH2012/S001 (Grade A)

round 8 of the
TTC Group MSA Hillclimb Leaders Championship
permit no. CH2012/S010 (Grade A)

and a round of the HSA Speed Championship.

WARNING

Motor sport can be dangerous

Despite the organisers taking all reasonable precautions, unavoidable accidents can happen.
Please comply with all instructions of marshals and notices and remain in permitted areas only.

THEY ARE CONCERNED WITH YOUR SAFETY
IT IS A FURTHER CONDITION THAT ANIMALS ARE FORBIDDEN



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Cover Photograph – Grahan Wynn Photo by Julian Dyer

Foreword



The Avon Tyres MSA British Hillclimb Championship, returning to Harewood for the second time this year, has provided exciting competition with six different drivers taking wins so far. Reigning champion Scott Moran has a healthy lead with 7 wins under his belt with the V8 Gould. Trevor Willis has also produced consistent top 3 finishes all season in the bike-based *Oms* Powertec V8.

Sensational drives from Lee Adams and Jos Goodyear, sharing the diminutive 1600cc GWR Raptor has seen them both win rounds of the championship. Adams lies 4th overall in a series normally dominated by V8's.

The two run-offs for British Hillclimb Championship points will form the highlights of Sunday's competition but expect stirring action, too, within the individual classes.

The TTC Group MSA Hillclimb Leaders Championship follows the British series around the UK and the top drivers are all competing at Harewood today.

The weekend's event also hosts round 4 of the BARC Harewood *Speed* Hillclimb Championship. The all important timed runs will take place on Saturday. Steve Darley (Subaru Impreza) will be hoping to extend his lead over James Kerr's roadgoing Peugeot 206 in the main series, whilst John Chacksfield's lead in the FTD Championship will be threatened by *Oms* constructor, Steve Owen.

It all adds up to an exciting and competitive weekend's motorsport – we hope you enjoy it!

Tim Wilson

Chairman, BARC Yorkshire Centre

Jurisdiction

The meeting is governed by the General Regulations of the Motor Sports Association Ltd (incorporating the provisions of the International Sporting Code of the FIA) and the Supplementary Regulations issued for the event, the Harewood *Speed* Hillclimb Entry forms, event and championship regulations 2012, the BARC *Speed* Event Classes 2012 and any written instructions the BARC Yorkshire Centre may issue for the event.

The programme

The organisers have made every effort to ensure the accuracy of the programme and accept all contributed materials in good faith. If there are any errors or omissions then we apologise for them escaping our attention. Whilst every attempt will be made to adhere to the published programme, the organisers reserve the right to modify, curtail or abandon the meeting.

Food & drink

Food and drink is available in close to the paddock area. A licensed bar and ice cream is usually available.

Litter

Will spectators please help the club by not dropping litter. Please use the containers provided and keep Harewood beautiful. Large items can be disposed of in the skip near the toilet block.

Lost property & messages

If you find any articles or lose anything please report it to the Paddock Office. We regret that we cannot make announcements over the PA system, except in genuine emergencies.

Acknowledgements

BARC Yorkshire Centre would like to thank Harewood Hill Ltd and those who subscribe to the shares which enables the long-term future of our events here. We also wish to thank West Yorkshire Police, Pennine Rescue, Pennine LRC, Teesside and North Yorkshire Ambulance Service for emergency services, the marshals, the photographers who have allowed us to use their photographs, everyone who has helped or are helping and club members for making the event a success.

Your personal safety

We take your safety seriously. Please take note of any signs or instructions given by our marshals. They are there to help the meeting run without a hitch.

Remember you have a duty of care for you own safety and that of any children. Children under 14 must be accompanied and remain under the control of an adult at all times.

Welcome

On behalf of the BARC Yorkshire Centre, we welcome you all to the 2012 Harewood *Speed* Hillclimb season.

Our sponsors and advertisers

BARC Yorkshire Centre would like to thank all our sponsors and advertisers for their generous support, which helps us continually invest in our events and the venue. Our sponsors and advertisers are supporting Harewood *Speed* Hillclimb, so please support them with your business.

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Keep up to date

If you would like to be kept up to date on Harewood *Speed* Hillclimb events, event pre-views, race reports, photographs and news see our website at **www.harewoodhill.com** or send your email address to **info@harewoodhill.com** and we will keep you up to date.

BARC membership

To join the British Automobile Racing Club Yorkshire Centre, pick up an application form at the paddock office or apply on-line via our web site at www.harewoodhill.com (click on 'Membership' on the Harewood & BARC Yorkshire menu).

**Please enjoy yourselves and tell your friends
about Harewood *Speed* Hillclimb**

What is speed hillclimbing?

The challenge of *Speed* Hillclimbing is to drive the course in the shortest possible time. The faster drivers are those who can get the car off the start quickly, the first 64 feet can take under two seconds, and then find the quickest and smoothest lines through each corner. The fastest cars can complete the 1448 metre course in under 50 seconds, with speeds exceeding 130 mph!



Cars are called down to the start in class order. Where a car is shared by another driver, the second driver (their numbers will start with a 7 or 9), will go down to the start in the batch before the other driver. The entries are divided into classes, so that similar cars compete against each other. Each driver not only competes in his or her own race against the clock, but also against other drivers in cars of similar performance.

Each car carries a small vertical blade at the front called a timing strut. As a car approaches the start, the marshals line the car up immediately behind the timing beam. A chock behind the rear wheel keeps the car in the right position. When the driver is given the green light, they start in their own time. As the car moves forward it breaks the light beam and starts the electronic timing equipment.

At the finish line there is another light beam that stops the digital timing equipment for that driver's run. In addition to the start and finish timing beams, there are others that allow the driver to see their 'split' times at given points on the course after their run. These times are shown on the bank of monitors at the rear of the paddock office and used by the commentators (see map for location of split time points).

If a car stops, slows or comes off the course, the marshals may show a red flag. This warns following drivers of a potential hazardous situation ahead. As a result a car may have to abandon a run through no fault of the driver and so will be given a re-run. If the red flag is given before Orchard the driver will return to the start via the road behind the barn. Otherwise the driver will continue to the finish, at a slower speed, then go down to the start via the slip road, to take the re-run.

Up to four cars can be on the hill at any one time. Timing is to the nearest one-hundredth of a second, a tiny amount, but one that can often decide a class win.

The ultimate achievement at each event is to establish the Fastest Time of the Day (FTD). This is usually claimed by one of the single seater racing cars, although wet weather can sometimes throw up an occasional surprise!



At the start – note the the marshal holding the wheel chock to stop the car rolling back

Explaining the classes

Here is a layman's guide to what the categories mean to help you understand what is going on. However, this is not a definitive set of rules – these run to numerous pages of fine print in the Motor Sports Association Competitors' Yearbook ("the Blue Book").

Road modified



Not less than 1000 of these saloon & sports cars must have been built each year. For kit cars etc this is 20 per year, but over 5000 of the basic engines must have been produced. These cars must be road going cars e.g. have tax and an MOT where applicable. Limited changes can be made to the body e.g. some parts e.g. the bonnet and boot may be replaced by other materials, but glass cannot be replaced by other materials. The basic silhouette of the car must remain, although some

limited aerodynamic devices can be added. Interior trim must remain and all standard equipment must work. The engine may be modified, within limits. Tyres are limited to road going tyres from defined lists.

Modified production cars



Not less than 100 of these vehicles must have been made available through commercial channels in a twelve month period. The silhouette above the hub centres must remain unaltered, except for the bonnet and boot which may be modified. The bodywork may be made of different materials to the standard, but must maintain the original shape. The side and rear windows may be replaced with plastic. Modified front and rear spoilers/air dams are permitted. The engine must be identifiable as that

fitted to the original model, but extensive modifications are allowed. Suspension changes are allowed with limitations. Slick racing tyres may be used.

Formula Ford



Formula Ford cars are cars built for a specific race series to ensure tight competition and to make sure that it is driver ability that shines through and not the size of their wallets. Harewood regulations stipulate that cars in this class must be built before 1994. The means that the engines are all Ford Kent type engines. Engine modifications are very tightly controlled/limited, as are suspension changes etc. No aerodynamic wings are allowed and tyres are also limited.

Sports Libre



Libre in French means free. In this category of cars the competitor is free to make a wide range of modifications and enter a wide range of cars not covered by other categories e.g. World rally cars, hillclimb supersport cars, GT1 sports cars etc. Tyre choice is open to the competitor.

Racing cars



Single seat open wheel race cars. There is no minimum level of production. Engine choice and modifications are not limited. Aerodynamic devices are also allowed. Tyre choice is open to the competitor.



The logo for Elite Systems (GB) Ltd. It features the word "elite" in a large, grey, lowercase sans-serif font. Above the letter "i" in "elite" are three small squares: two green and one yellow. Below "elite" is the word "systems" in a smaller, green, lowercase sans-serif font.

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- History
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- And lots more at



Latest updates

[Classic & Vintage event](#)
[Latest entry lists now available](#)
[2012 Entry Regulations Forms added](#)
[2012 Entry Forms added](#)
[Latest pictures](#)

A small version of the Harewood Speed Hillclimb banner is shown at the top of the box. Below it, the text 'Latest updates' is written in red. Underneath are several blue underlined links: 'Classic & Vintage event', 'Latest entry lists now available', '2012 Entry Regulations Forms added', '2012 Entry Forms added', and 'Latest pictures'.

www.harewoodhill.com

BARC Harewood Speed Hillclimb Championship

Main championship

Marking is within classes, based on the improvement against the bogey time. The 2012 bogey times are the current class record at the start of each meeting with 20 seconds added, with the exception of classes 2D and 2E which are calculated. Championship marks are gained at the rate of 0.01 points for each 0.01 seconds by which the driver beats the bogey time of his or her class. A maximum of 20 marks can be gained at any meeting.

Any competitor who does not beat the bogey time will gain no marks for that meeting. The three timed runs at each meeting will count, unless a decision to the contrary is made after the first timed run. Marks in six of the nine rounds will count towards the championship result (Note: The 13th May, 2nd June and 8th July meetings are not rounds of the Harewood Speed Hillclimb Championship).

Fastest time of the day

At each meeting marks will be awarded to the championship competitors who have recorded the ten fastest times of the day in the class runs. Marks will be awarded on the scale of 10 for the fastest competitor down to 1 mark for the tenth.

Harewood Championship Results after Round 3

1	Steve Darley	49.96
2	James Kerr	49.09
3	Paul Martin	48.24

Harewood FTD Championship Results after Round 3

1	John Chacksfield	26
2	Steve Darley	21
3	Steve Owen	20

(long – 1448 metre) course.

Short course

16.9.62	Tony Lanfranchi	Elva Mk6	51.61
21.4.63	Keith Schellenberg	Lister	49.79
8.9.63	Peter Boshier-Jones	Lotus 22	46.72
25.5.64	Tony Marsh	Marsh Special	45.16
13.9.64	Peter Westbury	Ferguson P99	44.45
10.9.67	Tony Marsh	Marsh Buick	42.94
16.6.68	Peter Lawson	BRM 4WD	42.86
15.9.68	Peter Lawson	BRM 4WD	41.43
19.4.70	Nick Williamson	McLaren M10A	40.25
11.9.71	David Hepworth	Hepworth FF	40.10
12.9.71	Roy Lane	McLaren M10B	39.57
10.9.72	Mike McDowell	Brabham BT36X	39.14
24.9.76	Richard Thwaites	McLaren M10A	38.47
31.7.77	Roy Lane	March 741 DFV	38.41

1975-76

13.5.79	Peter Kaye	Pilbeam MP31 DFV	38.18
1.9.79	Chris Cramer	March 782 Hart	38.04
13.4.80	Martyn Griffiths	Pilbeam MP40	37.79
1.6.80	Chris Cramer	March 782 Hart	37.46
12.7.81	James Thomson	Pilbeam MP40	36.72
16.5.82	James Thomson	Pilbeam MP40	36.64
11.7.82	Martin Bolsover	Pilbeam MP50	36.42
19.9.82	Martin Bolsover	Pilbeam MP50	36.28
10.7.83	Martin Bolsover	Pilbeam MP50	36.12
29.9.85	Ray Rowan	Toleman TG2/80	35.68
20.7.86	Ray Rowan	Toleman TG2/80	35.44

Long course

16.5.92	Paul Rendle	Chevron B49	59.90
17.5.92	Chris Seaman	Brabham BT30	56.91
14.6.92	Roy Lane	Pilbeam MP58	53.28
17.7.94	David Grace	Pilbeam MP58	53.15
9.7.95	Andy Priaux	Pilbeam MP58	51.74
11.5.03	Adam Fleetwood	Gould GR55	51.12
6.7.03	Adam Fleetwood	Gould GR55	50.67
16.5.04	Adam Fleetwood	Gould GR55	50.29
3.7.05	Martin Groves	Gould GR55	49.84
2.7.06	Scott Moran	Gould GR61X	49.19
4.7.10	Martin Groves	Gould GR55	49.13

Ladies Hill Record

28.8.05	Sarah Cordingley	OMS 2000M	55.58
2.7.06	Sandra Tomlin	Pilbeam MP72	54.32

Awards

As well as competing in their respective championships, in which many drivers are currently taking part, drivers are also competing today for the following Harewood *Speed Hillclimb* awards.

Fastest time -	Saturday	Souvenir
Fastest time -	Sunday	The Double Twelve Trophy & Souvenir
2nd FTD		Souvenir
3rd FTD		Souvenir

Fastest time in class (*subject to a minimum of 2 entries in the class*)

2nd fastest time in class (*subject to a minimum of 6 entries in the class*)

3rd fastest time in class (*subject to a minimum of 10 entries in the class*)

4th fastest time in class (*subject to a minimum of 16 entries in the class*)

Awards are presented 30 minutes after the conclusion of the meeting



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The British Championship Returns To Harewood



With defending champion Scott Moran maintaining a healthy championship lead as Avon Tyres British Hillclimb contenders come to Harewood for the second time this year it might appear, on the face of it, as though a fourth title for the Gould V8 driver will be something of a formality. With seven wins already in the bag – five more than any of his opponents - he's certainly been well in control of the 34-round series in the early stages. But he certainly can't afford to coast, for in recent weeks he's been under considerable pressure.



Trevor Willis, after two impressive wins at a streaming wet Shelsley Walsh and two strong second places at a slippery, resurfaced Doune hillclimb, poses the most likely threat to the championship leader. Gradually whittling down his deficit, which currently stands at just 13 points, his undoubted determination and the nimble handling of his OMS 25 more than make up for the slight power disadvantage of the car's bike-based Powertec V8 when compared with the Indycar-based, Nicholson McLaren/Cosworth hybrid in the back of Moran's Gould.

Scott's own father, 1997 British champion Roger Moran, finished second to his son in last year's championship in their shared Gould-NME and currently lies third on this year's table. But although Roger would perhaps be the last man to pose a threat to Scott's championship aspirations, lurking in the wings is a car that has really set the hills alight over the last couple of season, and one which this year is mounting a serious two-pronged attack.

Graeme Wight Jr's GWR Raptor, built by the former double British champion in collaboration with former Team Lotus designer Martin Ogilvie, may have just 1600cc of Suzuki Hayabusa motorcycle power but in the hands of current championship fourth and fifth place men Lee Adams and Jos Goodyear, poses a significant threat to the big V8s that have dominated the British Championship for so many years. Admittedly in dry conditions on the longer, faster hills such as Shelsley and Gurston it may be struggling with relatively limited power and torque, but the tiny car's handling is second to none. In slippery conditions it's a match for even the most powerful opposition, as Adams demonstrated with wins and FTDs at the opening Prescott meeting and at his home hill, Doune, where he ran rings round his rivals with two more decisive victories.



His co-driver Jos Goodyear has been almost as successful, making history at Loton Park in June as the driver of the first motorcycle engined car to set an outright record on a British Championship hill for 50 years! This he did at the start of the second run-off and it took all the skill of the defending champion to eclipse the time with yet another new hill record on the last run of the day. As Scott later admitted, he'd not been under so much pressure since his epic battles with four-times champion Martin Groves.



Tom New

And the next few rounds, here at Harewood, at Bouley Bay and Le Val des Terres in the Channel Islands and at Wiscombe Park in Devon, will play right into the Raptor drivers' hands as, like Loton Park, they are all relatively tortuous hills which put precise handling at a premium.



Will Hall

Rounding off the top championship top six is the spectacular DJ Firestorm-Cosworth of Wallace Menzies. After winning round one and leaving Prescott with the joint Championship lead, the progress of car and driver have not been quite what Wallace and his enthusiastic Peak District-based team would have liked and they've gradually slipped down the order. A succession of mechanical problems and the odd off-course excursion have masked the outfit's potential, but with over half the season remaining there's plenty of time to recover.

Of the remaining championship top ten the challenge from Tom New, running on his own this year in the Gould-Judd that he formerly shared with Chris Merrick, has faded a little since his third career win at Gurston in May. While Will Hall's, Ian Dayson built Force-Nissan V6 is shadowing Trevor Willis at the head of the Midlands-based Avon/BMTR Top Ten Challenge table, the new car has yet to fulfil its potential in the British arena.

Young engineering student Alex Summers, despite having missed a few rounds, is still holding his own in ninth place with the rapid and spectacular DJ Firehawk-Hayabusa and rounding off the top ten, John Bradburn is having his best season yet with one of the most powerful cars at the meeting, the 650bhp Gould-Cosworth HB.

These, then, are the major British Championship players. But there will be plenty of other competitors eager to make the cut for today's two all-important, points-scoring top twelve run-offs in which just the twelve fastest qualifiers take part.

Harewood ace Richard Spedding will certainly be knocking on the door with his Force-Hayabusa as will another local man, OMS constructor Steve Owen.

Having not visited Harewood for 20 years, Tony Wiltshire is making his first visit to the 'long' course in his ex. Tony Marsh Gould V6 and two more new cars for 2012, the OMS-Yamaha V8 of Ian Fidoe and Tim Elmer and Brian and Simon Moyses' supercharged Gould-Hayabusa GR59, will be making their Harewood debuts.

And that's just a small selection. With no less than 37 championship contenders looking for those twelve available places, competition will, as ever, be intense.



Steve Owen



Richard Spedding

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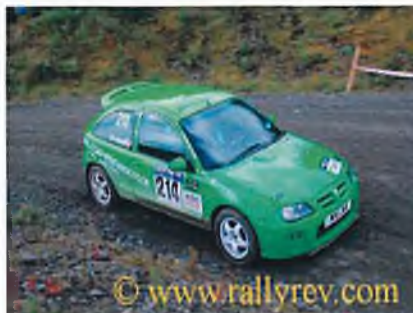


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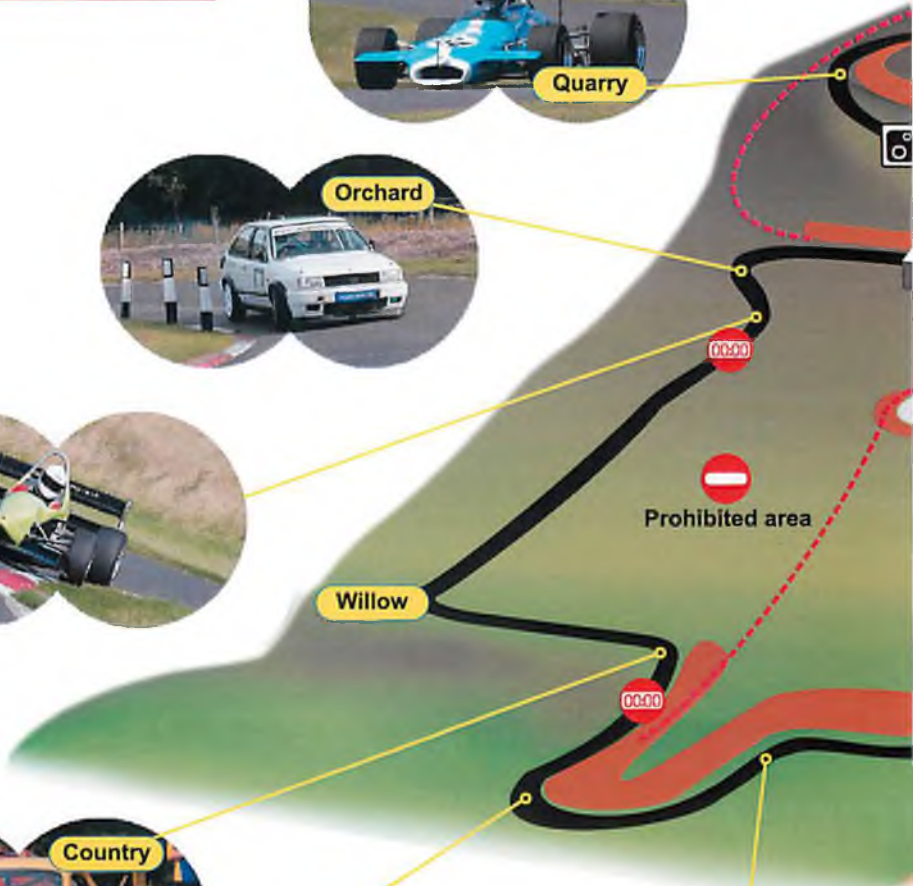
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Chippy's



Esses





KEY

Race track	
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Spectator Access Tracks	
Spectator Viewing	
Split Times	
Speed Trap	
Time Displays	

TTC GROUP MSA HILLCLIMB LEADERS CHAMPIONSHIP
OVERALL POSITION AFTER ROUND 7

Name	Car	cc	Total	Pos
Lee Adams	GWR Raptor	1598	60	1
Scott Moran	Gould GR61X	3500	53	2
Josh Goodyear	GWR Raptor	1595	49	3
Graham Wynn	Force LM001 Sports	1585	40	4
Alex Summers	DJ Firehawk	1300S	38	5
Simon Fidoe	Empire 002	998	37	6
Wallace Menzies	DJ Firestorm	2650	31	7
Darren Luke	Caterham	1548	29	8
Les Mutch	DAX Rush IRS	2500	28	9
Richard Spedding	Force PC	1585	26	10
Mike Manning	Ford Puma	2000T	25	11
Roger Moran	Gould GR61X	3500	23	12=
David Warburton	Caterham	1800	23	12=

AVON TYRES MSA BRITISH HILLCLIMB CHAMPIONSHIP
RESULTS AFTER ROUND 14

Name	Car	cc	Total	Pos
Scott Moran	Gould GR61X	3500	129	1
Trevor Willis	OMS 25	3200	116	2
Roger Moran	Gould GR61X	3500	100	3
Lee Adams	GWR Raptor	1598	78	4
Jos Goodyear	GWR Raptor	1595	66	5
Wallace Menzies	DJ Firestorm	2650	61	6
Tom New	Gould GR55 EV	4000	51	7
Will Hall	Force WH	3500	40	8
Alex Summers	DJ Firehawk	1300S	29	9
John Bradburn	Gould GR55HB	3500	28	10
Richard Spedding	Force PC	1585	23	11
Jonathan Rarity	MH Ghost	1397	9	12=
Oliver Tomlin	Pilbeam MP97-	4000	9	12=

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Saturday Competitors

Class 1A – Road Modified Saloon & Sports up to 1400cc

Sponsor: David Auden

Holder: Steve Foster – Peugeot 205 1360cc

Record: 67.65 04/06/2006 Bogey: 87.65



Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
H	16	Joe Jackson	Peugeot 205	1360	BARC(Y)	Leeds			
H	17	Mike Geen	Peugeot 205	1360	BARC(Y)	Harrogate			

Class 1B – Road Modified Saloon & Sports Over 1400cc And Up To 2000cc

Sponsor: Askham Bryan College

Holder: James Kerr – Peugeot 205 GTi 1928cc

Record: 66.79 12/05/2012 Bogey: 86.79



Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
H	20	Heinz Ofner	MG TF	1800	BARC(Y)	Leeds			
H	21	David Blakeston	Honda Integra R	1797	BARC(Y)	York			
H	22	Daniel Hollis	Honda Integra R	1797	BARC(Y)	Leeds			
H	67	Pete Cahill	MG BGT	1995	BARC(Y)	York			
H	90	Karl Jackson	Honda S2000	1999	BARC(Y)	Leeds			
H	91	James Kerr	Peugeot	1928	BARC(Y)	Arthington			

Class 1C – Road Modified Saloon & Sports cars over 2000cc

Sponsor: Elite Systems

Holder: Paul Martin - Mitsubishi EVO 6 2300cc

Record: 62.36 06/06/2009 Bogey: 82.36



Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
H	26	Jonathan Armitage	Mitsubishi Evo	2300T	BARC(Y)	Sheffield			
H	27	Francis Cooper	Subaru Impreza	1998T	BARC(Y)	Newbiggin by the Sea			
H	28	Darren Richardson	Subaru Impreza WRX	1994T	BARC(Y)	Kendal			
H	29	Paul Anderson	Mitsubishi Evo7	1998T	BARC(Y)	York			

Class 2A – Road Modified Kit, Replica Etc Up To 1700cc

Holder: Bob Bellerby - Sylva Striker 1700cc

Record: 60.29 07/08/2011 Bogey: 80.29

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
H	33	Michael Bellerby	Sylva Striker	1600	BARC(Y)	Harrogate			
H	34	Henry Moorhouse	Westfield SE	1600	BARC(Y)	Leeds			

Class 2B – Road Modified Kit, Replica Etc Over 1700cc

Sponsor: KT Green

Holder: Simon Green - Westfield Duratec 2261cc

Record: 59.08 07/08/2011 Bogey: 79.08



Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
H	38	Paul Blackwell	Caterham R400	1800	BARC(Y)	York			
H	39	Simon Ambler	Caterham R Sport	1998	BARC(Y)	Ilkley			

Class 2D – Roadgoing Specialist Cars

Holder: Robert Pallet – Ginetta G33 4998cc

Record: 66.52 06/08/2011 Bogey: 78.92

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
H	768	Emily Evans	Vauxhall VX220	1998T	BARC(Y)	Harrogate			
H	43	Chris Thurgar-Dawson	TVR Taimar	2994	BARC(Y)	Newsham			
H	68	Quin Evans	Vauxhall VX220	1998T	BARC(Y)	Harrogate			
H	69	Colin Kingsman	Aston Martin DB6	4200	BARC(Y)	Ilkley			

Class 2E – Road Going Lotus Elise and other non-ferrous Cars

Sponsor: Pure Lotus

Holder: Sarah Bosworth – Lotus Elise 1796cc

Record: 63.66 12/05/2012 Bogey: 83.32



Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
H	47	Vic Lord	Lotus Elise S1	1796	BARC(Y)	Gowdall			
H	48	Ben Lovell	Lotus Elise	1796	BARC(Y)	Kirkby Lonsdale			
H	49	Graeme Laslett	Lotus Elise S1	1796	BARC(Y)	Tadcaster			
H	50	Tracey Taylor-West	Lotus Elise	1796	BARC(Y)	Thirsk			

Class 3A – Modified Production Cars, Excl Kit, Replica up to 1400cc

Holder: Richard Casey - Mini 1300cc

Record: 63.44 17/09/2011 Bogey: 83.44

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
H	70	Gerard Henry	Austin Mini	1380	BARC(Y)	Glenrothes			
H	100	Wil Ker	Austin Mini	998T	BARC(Y)	York			

Class 3B – Modified Production Cars Excl Kit, Replica 1400cc To 2000cc

Sponsor: REIS

Holder: Mark Waldron - Lotus Elise Turbo 1396cc

Record: 60.51 07/10/2001 Bogey: 80.51



Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
H	108	Vini Dobson	VW Golf	1999	BARC(Y)	Knaresborough			

Saturday Competitors

Class 3C – Modified Production Cars Excl Kit, Replica over 2000cc

Holder: Steve Darley – Subaru Impreza 2350cc

Record: 58.32 07/08/2011 Bogey: 78.32

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
H	68	Fraser Jenmieson	Alfa Romeo 155	2959	BARC(Y)	Middlesborough			
H	114	Paul Martin	Mitsubishi EVO 6	2300T	BARC(Y)	York			

Class 3F – Modified Specialist Cars Up To 1700cc

Holder: Andrew Griffiths - Caterham 7 1396cc

Record: 57.32 05/07/2009 Bogey: 77.32

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
H	123	Stuart Dow	Caterham	1298	BARC(Y)	Fife			

Class 3G – Modified Specialist Cars over 1700cc

Holder: Les Mutch – Dax Rush IRS 2500cc

Record: 58.05 12/5/2012 Bogey: 78.05

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
H	775	Howard Wilkinson	Autotune Gemini	3500	BARC(Y)	Huddersfield			
H	75	James Wilkinson	Autotune Gemini	3500	BARC(Y)	Huddersfield			
H	124	Mick Lancashire	Avon Sprint	1998	BARC(Y)	Jersey			
H	125	Chris Gibbs	Caterham 7	1800	BARC(Y)	Pocklington			

Class 4A – Sports Libre and Hillclimb Super Sport Cars up to 2000cc

Holder: Ed Hollier - OMS SC1 1585cc

Record: 54.34 08/07/2007 Bogey: 74.34

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
H	135	Chris Thomas	ZCars Mini	1300	BARC(Y)	York			
H	137	Les Procter	OMS SC4 CF	1598	BARC(Y)	Cleckheaton			

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Class 5A – Racing Cars up to 1100cc
 Holder: Mark Hemingway - Force HC 1089cc
 Record: 52.79 05/07/2009 Bogey: 72.79

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
H	150	Graham Smith	OMS 2000M	1100	BARC(Y)	Pateley Bridge			

Class 5B – Formula Ford 1600 Pre - 1994
 Holder: David Bailey - Swift SC93F 1600cc
 Record: 60.95 11/04/2004 Bogey: 80.95

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
H	160	Ben Tranter	Swift FB91	1600	BARC(Y)	Huby			

Class 5C – Racing Cars Over 1100cc And Up To 1600cc

Sponsor: Daytuner Performance

Holder: Lee Adams – GWR Raptor 1595cc
 Record: 50.70 13/05/2012 Bogey: 70.70



Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
H	967	Lynn Owen	OMS 25	1598	BARC(Y)	York			
H	167	Steve Owen	OMS 25	1598	BARC(Y)	York			

Class 5D – Racing Cars over 1600cc and up to 2000cc

Holder: Paul Haines – Dallara F301 1999cc
 Record: 51.87 05/07/2009 Bogey: 71.87

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
H	178	John Chacksfield	OMS CF04	1998	BARC(Y)	Bradley			

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26-27 May GURSTON DOWN	21 July VAL DES FERRES	15-16 September DOUNE
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Sunday Competitors

Class A1 – Road-going Series Production Cars up to 2000cc

Holder: Sarah Bosworth - Lotus Elise 1796cc

Record: 64.93 13/05/2012

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2
	20	Heinz Ofner	MG TF	1800	BARC(Y)	Leeds		
	47	Vic Lord	Lotus Elise	1796	BARC(Y)	Gowdall		
	90	Karl Jackson	Honda S2000	1999	BARC(Y)	Leeds		

Class A2 – Road-going Series Production Cars over 2000cc

Holder: Andy Birkitt - Ford Escort Mexico 2093cc

Record: 73.57 13/05/2012

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2
	92	Peter Herbert	Porsche 911	3600	BARC(Y)	Richmond		

Class B – Road-going Specialist Production Cars

Sponsor: Tillicoultry Quarries

Holder: David Warburton - Caterham 7 1800cc

Record: 59.74 03/07/2011

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Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2
L	796	David Warburton	Caterham 7	1800	HDCC	Manchester		
	95	John Palmer	Westfield SE	1700	HSA	Worcester		
L	96	Allan Warburton	Caterham 7	1800	MAC	Manchester		

Class C1 – Modified Series Production Cars up to 1400cc

Holder: Andrew Russell - Ginetta G15 1120cc

Record: 66.24 04/07/2010

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2
L	99	Andrew Russell	Ginetta G15	1120	HSA	Alresford		
	100	Wil Ker	Austin Mini	998T	BARC(Y)	York		

Class C2 – Modified Series Production Cars over 1400cc up to 2000cc

Sponsor: Resultsman

Holder: Vini Dobson - VW Golf 1999cc

Record: 62.50 09/05/2010

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2
	104	David Adam	Peugeot 205	1649	Grampian	Afford		
L	105	Paul Webster	Mazda MX5	1929	BARC(Y)	Whiteley		
L	106	David Paterson	Peugeot 106	1598	Grampian	Aberdeen		
	107	Ralph Pinder	Peugeot 205 GTi	1950	HDCC	Kidderminster		
	108	Vini Dobson	VW Golf	1999	BARC(Y)	Knaresborough		

Class C3 – Modified Series Production Saloons over 2000cc

Holder: Richard Hargreaves - Mitsubishi Evo 1997Tcc

Record: 61.78 03/07/2011

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2
	112	Alex Graham	Firenza Coupe	2279	BARC(Y)	Lanark		
L	113	Geoff Twemlow	Subaru Impreza	2100T	BARC(SW)	Cornwall		
	114	Paul Martin	Mitsubishi EVO 6	2300T	BARC(Y)	York		

Class C4 – Modified Series Production Sports over 2000cc

Holder: Haydn Spedding - Jaguar E Type 4235cc

Record: 63.82 03/07/2011

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2
BL	117	Mike Hall	Morgan +8	4950	MAC	Romsley		
	118	Mick Harriman	Audi Quattro	2144T	HDLCC	Henley in Arden		

Class D1 – Modified Specialist Production Cars up to 2000cc

Holder: Richard Carroll - Westfield 1999cc

Record: 58.29 26/08/2007

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2
B	123	Stuart Dow	Caterham	1298	BARC(Y)	Fife		
	124	Mick Lancashire	Avon Sprint	1998	BARC(Y)	Jersey		

Class D2 – Modified Specialist Production Cars over 2000cc

Holder: Lee Mutch - Dax Rush IRS 2500cc

Record: 57.24 13/05/2012

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2
	129	Peter Hubbard	Marcos GT Sports	3100	HSA	Norwich		

Class F – Sports Libre Car up to 2000cc

Holder: Ed Hollier - OMS SC1 1585cc

Record: 54.34 08/07/2007

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2
	134	Derek Kessell	Maguire Mini Cooper	1360	BARC(Y)	Saltash		
BL	136	John Mackenzie	Radical Prosport	1585	BARC(Y)	Laurencekirk		
	137	Les Procter	OMS SC4 CF	1598	BARC(Y)	Cleckheaton		
L	138	Mark Dempster	Imagination PH1	1999	BARC(Y)	Barrow-in-Furness		
BL	139	Graham Wynn	Force LM001	1585	BARC(Y)	Shifnal		

Sunday Competitors

Class G – Sports Libre Car over 2000cc

Holder: Matthew Harrison - SPA 04 3500cc

Record: 52.98 02/07/2006

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2
L	143	Allan McDonald	Mini	2000T	HDLCC	Dalbeattie		

Class H – Racing Cars up to 600cc

Holder: Mark Goodyear - OMS Hornet 600cc

Record: 56.71 04/07/2010

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2
	948	Annie Goodyear	OMS Hornet	600	MAC	Worcester		
	147	Bill Chaplin	Force Empire	600	HDLCC	Taunton		
	148	Mark Goodyear	OMS Hornet	600	MAC	Worcester		

Class I – Racing Cars over 600cc and up to 1100cc

Sponsor: Gould Engineering

Holder: Mark Hemingway - Force HC 1089cc

Record: 52.79 05/07/2009



Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2
L	953	Lesley Sheridan	Reynard 903-1	998	BARC(Y)	Carnwath		
	956	Steve Filkin	OMS 2000M	1000	HSA	Wem		
L	153	Scott Sheridan	Reynard 903-1	998	BARC(Y)	Carnwath		
B	155	Ricky Le Cheminant	OMS PR	998	TBA	Guernsey		
	156	Simon Andrews	OMS 2000M	1000	HSA	Pershore		
BL	157	Simon Fidoe	Empire 002	998	HDLCC	Worcester		
BL	158	Gary Thomas	Force PT	1070	Midland	Nottingham		

Class J – Racing Cars over 1100cc and up to 1600cc

Sponsor: New Techniques

Holder: Lee Adams - GWR Raptor 1595cc

Record: 50.70 13/05/2012

New
Techniques

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2
	964	Stephen Elliott	OMS 2000M	1300	BARC(Y)	Jersey		
BL	966	Nicola Menzies	Force PC	1585	HDLCC	Alloa		
BL	967	Lynn Owen	OMS 25	1598	BARC(Y)	York		
BL	705	Jonathan Goodyear	GWR Raptor	1595	MAC	Southam		
	162	Fyrth Crosse	Ensign LNF3	1600	HSA	Bristol		
	163	Johnathon Varley	March 772P	1600	BARC(Y)	Telford		
	164	Catherine Elliott	OMS 2000M	1300	BARC(Y)	Jersey		
BL	165	Lee Griffiths	OMS 25	1585	BARC(Y)	Beverley		
BL	166	Dave Uren	Force PC	1585	HDLCC	Redditch		
BL	167	Steve Owen	OMS 25	1598	BARC(Y)	York		
BL	10	Richard Spedding	Force PC	1585	BARC(Y)	Bamsley		
BL	5	Lee Adams	GWR Raptor	1595	Lothian CC	Peterhead		

Class K – Racing Cars over 1600cc and up to 2000cc

Sponsor: Moran Motorhomes

Holder: Paul Haines - Dallara F301 2000cc

Record: 51.74 04/07/2010

MORAN
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Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2
L	974	Tim Elmer	OMS CF09	2000	BARC(Y)	Stratford		
L	171	Laurie Ritchie	Argo JM9	2000	HDLC	Studley		
	172	George Bleasdale	Pilbeam MP88	2000	BARC(Y)	Scarborough		
BL	173	Simon Moyse	Gould GR59	1300S	MAC	Bicester		
	174	Ian Fidoe	OMS CF09	2000	MAC	Earls Croome		
BL	175	Tony Hunt	Force PC	1300S	BARC(SW)	Tirley		
B	176	Jason Mourant	OMS 25	1300S	BARC(Y)	Jersey		
B	177	Morgan Jenkins	Pilbeam MP87	2000	BARC(Y)	Wolton		
	178	John Chacksfield	OMS CF04	1998	BARC(Y)	Bradley		
BL	179	Alex Summers	DJ Firehawk	1300S	BARC(Y)	Tenbury Wells		

Sunday Competitors

Class L – Racing Cars over 2000cc

Holder: Scott Moran - Gould GR61X 3500cc

Record: 49.73 05/07/2009

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2
B	983	Tara Harvey	Jaggernought	5100	GMC&CC	Guernsey		
B	985	Mark Coley	Gould GR55	2500	HDLCC	Gerrards Cross		
B	986	Sandra Tomlin	Pilbeam MP97	4000	BARC(Y)	Llantrisant		
B	183	Peter Clarke	Jaggernought	5100	GMC&CC	Guernsey		
	184	Bob Penrose	OMS CF07	3995	BARC	Sulley		
B	185	Andy Coley	Gould GR55	2500	BARC(Y)	Bollington		
B	186	Oliver Tomlin	Pilbeam MP97	4000	BARC(Y)	Hinckley		
B	187	Alastair Crawford	Gould GR55	2800	BARC(Y)	Cheltenham		
B	188	Tony Wiltshire	Gould GR55	2500	BARC(SW)	Newton Abbot		
B	9	John Bradburn	Gould GR55	3500	HDLCC	Sutton Coldfield		
BL	8	William Hall	Force Nissan	3500	HDLC	Romsley		
BL	4	Wallace Menzies	DJ Firestorm	3200	Lothian	Alloa		
B	3	Trevor Willis	OMS 25	3200	BARC(Y)	Aylesbury		
BL	2	Roger Moran	Gould GR61X	3500	HDLCC	Ludlow		
BL	1	Scott Moran	Gould GR61X	3500	HDLCC	Ludlow		

Class 5B – Formula Ford 1600 Pre - 1994

Holder: David Bailey - Swift SC93F 1600cc

Record: 60.95 11/04/2004

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2
	160	Ben Tranter	Swift FB91	1600	BARC(Y)	Huby		

Class 25 – HSA (B Licence Holders)

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2
	55	Ben Hamer	Austin Mini	998T	HSA	Melton Mowbray		
	56	Eric Morrey	Clan Crusader	998T	HSA	Leicester		
	57	Ken Morris	Mazda MX5	1839	HSA	Warwick		
	58	Matthew Eady	Ginetta G4	1998	HSA	Tamworth		
	59	Rich Stephens	Peugeot 106	1294	NSCC	Manchester		
	60	Robert Pallett	Ginetta G33	4998	GOC	Chester		
	61	Tony Thomas	Ginetta G20	1800	HSA	Kettering		

Class 26 – Yorkshire Centre Members (B Licence)

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2
	16	Joe Jackson	Peugeot 205	1360	BARC(Y)	Leeds		
	17	Mike Geen	Peugeot 205	1360	BARC(Y)	Harrogate		
	21	David Blakeston	Honda Integra R	1797	BARC(Y)	York		
	22	Daniel Hollis	Honda Integra R	1797	BARC(Y)	Leeds		
	27	Francis Cooper	Subaru Impreza	1998T	BARC(Y)	Newbiggin by the Sea		
	28	Darren Richardson	Subaru Impreza WRX	1994T	BARC(Y)	Kendal		
	29	Paul Anderson	Mitsubishi Evo7	1998T	BARC(Y)	York		
	33	Michael Bellerby	Sylva Striker	1600	BARC(Y)	Harrogate		
	34	Henry Moorhouse	Westfield SE	1600	BARC(Y)	Leeds		
	38	Paul Blackwell	Caterham R400	1800	BARC(Y)	York		
	39	Simon Ambler	Caterham R Sport	1998	BARC(Y)	Ilkley		
	43	Chris Thurgar-Dawson	TVR Taimar	2994	BARC(Y)	Newsham		
	47	Vic Lord	Lotus Elise S1	1796	BARC(Y)	Gowdall		
	49	Graeme Laslett	Lotus Elise S1	1796	BARC(Y)	Tadcaster		
	65	Oliver Roberts	Mini	1293	BARC(Y)	Wennington		
	70	Gerard Henry	Austin Mini	1380	BARC(Y)	Glenrothes		
	91	James Kerr	Peugeot 206	1928	BARC(Y)	Arthington		
	125	Chris Gibbs	Caterham 7	1800	BARC(Y)	Pocklington		
	150	Graham Smith	OMS 2000M	1100	BARC(Y)	Pateley Bridge		



John Bradburn - Photo by Julian Dyer

Top 12 Run-offs

Each class run at the MSA Championship meeting act as a qualifying run. Each qualifying/class run dictates which British Championship drivers get in to the Top 12 run-offs and what sequence they run in. There are two qualifying/class runs and two Top 12 run-offs at today's meeting. The table below allows you to keep track of the driver's times in the run-offs.

TOP TWELVE RUN-OFFS

Run-off No. 1

Run-off No. 2

No	Driver	Time	Pos.

No	Driver	Time	Pos.

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2012 Event dates

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





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