

BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine

Issue 3 August 2014

CONTENTS

Page

- 2 Notes from the Editor
- 3 1000 Mile Trial
- 4 July MSA British Championship Hillclimb 6th July 2014
- 5 Yorkshire Speed Hillclimb 2nd August 2014
- 6 Montague Burton Hillclimb 3rd August 2014
- 7 Contributors
- 8 Tail piece

BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine

Issue 3 August 2014

NOTES FROM THE EDITOR

I'll warn you now – DO NOT open your usual bottle of wine before reading your online magazine; you'll finish the bottle long before you've finished reading the mag, it's got that much content! On a more serious note, we are always looking for ways to improve the magazine, so if you think it's too long (or if you have any other thoughts), then please let us know.

Actually I found the articles even more informative than usual because, mea culpa, I



— John Ramsey – Opel
Manta (PWpics)

was only able to attend one of the three featured events (four if you include the 1000 Mile Trial). I was particularly disappointed to miss the July MSA 'Champ' meeting. Reading the reports (we have two) it's clear that it was a great event, and I hope that John Ramsey enjoyed his foray over the Border enough to return sometime in the future, as the good old Manta is among my favourite cars and they're so rarely seen these days.

We expect that the next issue of the magazine will wrap up the season's events at Harewood, so enjoy the cornucopia of words and pictures while you can, because unless we receive more articles, it's shaping up to be a long, hard winter...

Anyway, as I write this I'm looking forward to Harewood on 24/8 and hoping for a dry, warm day!

BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine

Issue 3 August 2014

1000 MILE TRIAL. HAREWOOD 17th JULY

The Historic Endurance Rally Organisation's re-run of the 1000 Mile Trial visited Harewood Hillclimb on the 17th July. The original Trial was run in 1900 and took twenty days. This year's version was over seven days, the event being for pre-war cars, with the route following that of the original event as near as possible.

The last tests of the day before the overnight halt in Leeds, took place in fine sunny weather, which showed the venue to its best advantage, and many favourable comments were received from the organisers and competitors.

The tests ran smoothly until a lamb escaped from the neighbouring field, causing the test to be stopped until the marshals under Keith Davison's direction herded it back from whence it came. This necessitated a red flag and re-run for Alastair Caldwell and Catriona Ring, in the stylish 1938 Alfa Romeo 6C Super Sport, who finished the day in second place to eventual overall winners John Abel and Martyn Taylor's 1937 Lagonda LG45. The Alfa Romeo crew ended up third overall at the end of the event, having been overtaken by Charles Graves and Ron Palmer in the 1937 Bentley Derby Special.



- Eduardo and Mavildia
Neves- 1932; Rolls
Royce 20/25
Cabriolet. Winner
Concourse d' Elegance

It was good to see the superb 1932 Rolls Royce 20/25 Cabriolet of Eduardo and Mavildia Neves being driven enthusiastically on the trial, as usually the winner of the Concours d' Elegance arrives on a transporter.

Altogether an excellent afternoon's motor sport with many well turned out cars being driven briskly on the two tests.

Words and pictures by John English



- John Abel and Martyn
Taylor – 1937
Lagonda LG45;
Overall Winner



Charles Graves and
Ron Palmer,1937
Bentley Derby Special;
2nd Overall



— Alastair Caldwell,
Catriona Rings – 1938
Alfa Romeo 6C Suoer
Sport , 3rd Overall



— Seran and Elise
Whyte- 1934 Austin
Seven Super 750;
Winner Class 1



Phillip and Yvonne
Haslam – 1933 Aston
Martin Le Mans ;
Class 2 winner



— Tomas de Vargas
Machuca and Ryan
Pickering, 1937 AC
16/80 March Special;
Winner Class 3



— Claus and Till
Coester, 1937 Bentley
Sports Special;
Winner Class 4



— Sue Shoosmith and
Trina Harley, 1928

Bentley 3/4; Winner
Class 5



— Istanvan Kiss and
David Franks – 1937
Hudson Terranplane



— Duncan Wiltshire's
Bentley 3 Litre, being
urged on by his fellow
competitors

BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine

Issue 3 August 2014

JULY MSA BRITISH CHAMPIONSHIP HILLCLIMB 6th JULY 2014 Firstly, let's see what **Matthew Vaughan** made of the meeting:

"Blistering Tyres and Blistering Times"

The high octane British Hillclimb Championship travelling circus was in town for one of the Harewood Rounds of the championship this weekend. For those wishing to 'escape' the Tour de France, the glorious tones of thoroughbred race engines and sights of record-breaking machinery were a welcome distraction. With the 'Grand Depart' taking part the same weekend, motorsport fans could seek alternative entertainment from the event's bumper competitor attendance, and the sun shone down on Sunday morning to welcome a little surprise from two World War 2 aircraft performing for the Harewood House event on the same day.

With the top level British Hillclimb Championship on the Yorkshire leg of their nationwide tour we could enjoy the sights and sounds of some of the most advanced privately owned machinery in the country, piloted by those who have attacked the hill for many years.

Accompanying the British Hillclimb Championship visitors were guests from the Porsche Club GB Championship, who showed us an array of models and some spectacular on-track action. What was surprising was just how tight the times were from such a varied entry. We had Graham Rose's 924S snapping at the heels of shared drive of Tim Barber and David Hilton in the 996 GT3, who took class honours and runner up respectively. A fantastic show from the Porsches at Harewood this weekend!

Single-seaters were out in force, with not only the Harewood regulars but also the addition of many competing in the British Hillclimb Championship.

Class I saw another shared car lockout for 1st and 2nd, with Simon Andrews taking class win and Bernard Kevill narrowly beating Darren Gumbley's Force PT to take 2nd.

Another strong performance from Richard Spedding culminated in a win in class J, with Steve Owen almost 1.5 seconds behind in his OMS 28. These circa 1600cc motorcycle powered cars are becoming a threatening force, with quickest times only 2 seconds shy of those of machines with a lot more power. Paul Martin's 1300 OMS 2000M took third in Class J with a strong 55.75, but it wasn't enough to tackle the 1600 battle between Spedding and Owen with bests of 51.14 and 52.57.

Alex Summers took Class K, his DJ Firehawk propelling him to a very quick best of



— Dave Uren spinning at Orchard (PWpics)

50.81. By the end of the afternoon there were few runners left in class K, with the shared drive of Dave Uren and Nicola Menzies taking 2nd and 3rd in class, Dave having his own rather spectacular spin on the entry to Orchard in the middle of the day.

Class C, for Modified Series Production Cars over 1400cc up to 2000cc, featured a



Keith Murray set a new 2-litre ModProd record in

the Audi 80 Quattro (Rich
Danby)

varied entry of highly modified and meticulously prepared cars. Harewood regulars Ralph Pinder and Vini Dobson's flaming-hot hatches were joined by the virally famous and super-clean Audi 80 Quattro driven by Keith Murray. Murray's turbo-charged 4wd rocket took class win with a best of 61.95. Richard Hargreaves attended in his Mk2 Escort and achieved a best of 65.03, while the orange Opel Manta of John Ramsey sang its way up the hill to break a 66.87.

Another major attraction to the hillside for the event was the attendance of British



— Just as well the
regular hillelimbers
don't have rigs this
size! (Rich Danby)

Touring Car ace Tom Ingram, bringing with him his race truck, team and most importantly the Toyota Avensis he is currently campaigning in the BTCC. Disappointed after a first timed run highlighting issues with the Japanese touring car, Tom missed out on running for the rest of the day. The grand prix came on the TV, the car was left for crowds to fawn over and the motorsport carried on. Tom crossed the line 75.90 seconds after having set off on his first timed run, and despite the Avensis looking quite large on track, Tom still looked very quick. On-board videos of the BTCC ace pedalling the car up the hill can be found on Tom Ingram's YouTube channel.

Class L, reserved for the 'big guns', Racing Cars over 2000cc, was once again filled with incredible machines and experienced drivers who put on a fantastic show for the crowds and overall had a successful and very quick day. By lunchtime, with weather improving by the minute and subsequently track temperatures rising, we started to look for a new hill record, and it nearly came courtesy of Scott Moran, who was only a few hundredths shy of the record at the end of the day on a 49.03, a blisteringly quick time.

Top 12 run offs provided another awesome display of driver skill and top level hillclimb



- Scott Moran won both run-offs, running a hundredth shy of his own hill record (Rich Danby)

machinery, giving Scott Moran his aforementioned best time of the day and allowing the BHC competitors to really show their metal. Ingram's Speedworks team looked on as the British Championship boys showed the BTCC aces a motorsport spectacle they may not have seen the likes of before. The second set of Top 12 runs were quicker at the head of the class, and the times were very tight, with Moran taking a tiny lead of 3 hundredths to Trevor Willis, and only 0.6 seconds between himself and Alex Summers third in his Firehawk.

Class 26, an amalgamated class encompassing B License holders for the weekend naturally included a massively varied array of cars, from Ed Carter's incredibly quick Jedi to Sarah Jordan's comparably 'normal' Ford Focus. Times were still set against bogey times as per usual class regs, so Ed and his dad Steve didn't have it all their own way despite achieving best time in class. Points are awarded based on bogey times of the class that the car would normally run in; as a result Richard Patterson took 1st Place points for the Yorkshire Centre championship, with the Mitsubishi Evos of Richard Archbould and Peter Milne in 2nd and 3rd respectively. Ed and Steve Carter took 4th and 5th points haul, still very handy for the Yorkshire Championship.

Once again we would all like to extend a grateful thanks to all organisers, marshals, competitors and spectators for organising, taking part and attending such a 'well-oiled' event. The day proceeded without hiccup or hindrance, and, as ever, all involved enjoyed a fantastic day's motorsport. The British Championship Rounds at Harewood are always hard-fought and as a result gave us some spectacular motorsport, and we hope that the strength we see in the championship this year will carry on for many to come.

And now here are **Jerry Sturman's** thoughts and words:

"The Scott and Trevor show gathers momentum"

Despite the counter-attraction of the Tour de France's first visit to Yorkshire, a good crowd witnessed a stirring duel between British hillclimb front runners Scott Moran and Trevor Willis as both drivers homed in on the hill record in the closing run-off. Not only that, but the stirring sight and sound of a Spitfire and Lancaster on low-level flypasts, as part of the TdF celebrations, was an added bonus during morning practice.

Once a popular class at Harewood, pre-94 Formula Fords have less support these days. Except, that is, from Robert Spedding and Ben Tranter who are still regular contenders in their shared Vector. Just eight of these rare machines were built in 1993 by Dutchman Wiet Huidekoper and featured the then new monoshock front suspension very similar to that pioneered by Dallara, by whom Huidekoper was previously employed! In a close opening duel, Spedding led the first class of the day by a tenth, but later Tranter found over a second to get the final verdict.

A strong class of Baylis and Harding Porsche Championship runners were led all the way by Tim Barber, who pulled clear to leave David Hilton over a second adrift in their shared 996 GT3.

A one second winning margin seemed to be becoming the norm when the first of the Hillclimb Leaders classes saw Anthony Record – who, just for the record (so to speak), made the Jaguar V12 coffee table seen on Top Gear! – keep his Proton Coupe clear of Stephen Mason's MG TF by just that margin. But it was all change in the larger capacity Roadgoing class as Tony Bunker took his third successive Harewood class record in the burly Nissan GT-R, leaving David Tatham's Sierra Cosworth Rouse and Harewood School instructor Peter Herbert, aboard his faithful 911, a trifle breathless in pursuit.

The Roadgoing Specialist division was expected to be a Warburton benefit, but young David had to give best to HSA contender Chris Howard-Harris who led after the first runs in his Caterham Superlight R. Unfortunately that was all that was seen of the Warbys as a broken propshaft sidelined both Allan and David, leaving Simon Jenks to grab a narrow third place from CH-H's co-driver Lynn Gilbert.

When the ModProds took to the hill, the much travelled Andy Russell had to run on his own in the evergreen G15, but the 2-litre class saw the return of Keith Murray after his early season gearbox breakage at Castle Combe. He returned with a vengeance, the 4WD Audi 80 taking three tenths off Sarah Bosworth's Elise record to head off Vini Dobson's VW Golf by almost a second. The class also included former Harewood champion Richard Hargreaves' new Mk2 Escort, built by A-Frame Engineering and





— Alex Graham –
Firenza Coupe
(PWpics)

Richard himself and complete with Mountune 2-litre Cosworth engine and Proflex suspension. 'Manta Jock' Ramsey also made the trip south in his orange Opel to try Harewood for the first time. It's always good to see his fellow Scot Alex Graham, now celebrating well over 50 years in motorsport, out in his evocative DTV Firenza, but unfortunately he had no opposition in the large capacity ModProd class.

The second BTCC driver to take to the hills this season since Matt Neal tried his hand at Gurston back in April, Tom Ingram brought his Toyota Avensis along (complete with mammoth truck and motorhome!) for his own hillclimb debut. After a promising start in practice he was really enjoying the experience – as had Neal – but sadly second gear cried enough coming out of Farmhouse on his first competition run and Tom's first stab at a very different discipline was cut short. Ingram ran in the the over 2-litre Sports Libre class, which proved easy meat for British and Leaders Championship co-sponsor Graham Wynn's Force-Suzuki LM, which ran three seconds clear of Ben Lovells' carbon-tubbed OMS SC4.

A depleted 1100cc racing class saw Simon Andrews take the win in what's proving to be his very successful OMS 28, since its May Harewood debut. Co-driver Bernard Kevill just made it for the one/two, a hundredth clear of a second run charge by Darren Gumbley's Force.



— Richard Spedding –
Force PC (PWpics)

Former class record-holder Richard Spedding took the 1600cc win well clear of Steve Owen, with both drivers on run-off pace. Having run his supercharged Firehawk inside his own 2-litre record in practice, Alex Summers made it official on his final class run before finding even more speed in the run-off for third FTD. This left Dave Uren having to settle for second place as mechanical woes struck two of the potential class front-runners. Jos Goodyear's Raptor had been eliminated at the start of practice by a broken supercharger shaft, but he was philosophical about it: 'Better here than on the first run in the Channel Islands in a fortnight!' A rather more serious problem befell potential Channel Islands entrant Paul Haimes when the turbocharged Suzuki engine in his Gould GR59 expired during his opening competition run.

Will Hall and John Bradburn, the Gould-HB on new tyres, chased Scott Moran hardest during the class runs for the big single-seaters. Trevor Willis ran fourth each time – saving the OMS-Powertec, perhaps, for the all-important run-offs...

After Les Procter, running on his own, had lowered his own pre-72 sportsracing record in his immaculate Sebring Sprite it was the turn of the 'B' licence entrants in the SBD/HSA Championship class. Top runner from the HSA perspective was 2010 champion Tony Thomas, whose time in the Mazda MX5 was quick enough to take the series lead in this year's series. The final class was for BARC Yorkshire Centre members and scored to their own unique formula. On scratch, the only single-seater in



— Richard Paterson –
Raw Striker RS500
(PWpics)

the class not surprisingly set the pace as Ed and Steve Carter took their Jedi to the one/two ahead of Richard Paterson's Raw Striker. But it was Paterson that took award on handicap, from Richard Archbould's Evo 6.

As the British Championship big hitters came out for their points-scoring run-offs, Wallace Menzies was playing himself back in after his big Shelsley accident and the rebuilt Firestorm was still minus an engine cover, the correct undertray and one or two other parts. Although the understandably cautious Wallace had been bumped

out of qualifying for the opening run-off by Steve Owen, he made the cut for the final shoot-out, qualifying and finishing tenth. Earlier, Deryk Young had suffered a gearbox breakage on the 4-litre Gould-Judd and struggled over the line to finish out of the points, but at least the car had survived long enough to allow his wife Sue to take the best part of a second off Sandra Tomlin's eight-year-old Harewood ladies' record.

Richard Spedding had brought all his Harewood experience to bear to grab what would be an eventual sixth place in round 15 aboard the little Force-Suzuki, but despite a 143mph charge up Quarry Straight during the opening stanza, Bradburn's promising third place qualifier was converted to fifth place behind Will Hall who, after qualifying second in the sonorous V6 Nissan powered Force, had to settle for fourth place after Alex Summers raised his game with a time inside his original class record. Willis then showed his hand with the first 49sec run of the day, only for Scott Moran to clinch his third successive run-off of the year with a time eight tenths quicker.

Although sixth hundredths slower, Spedding improved to fifth place in the closing



— Alex Summers – DJ
Firehawk (PWpics)

shoot-out to once again shade out Roger Moran. Into the 49s for the first time, Hall took fourth again but Summers was now on a real charge, hurling the supercharged Firehawk through the long, off-camber Farmhouse Bend to set Harewood's first ever sub-50sec climb by a 2-litre (or, to be strictly accurate, a supercharged 1300!) and grab another third place finish.

By now the two front-runners were warming to the task and a much closer duel saw hill record-holder Moran fail to match his 2013 benchmark by just a hundredth of a second after Willis, moments earlier, had missed it by five hundredths. But had that big slide at Quarry on the final run of the day cost Scott the record? 'I went in much quicker,' he said, 'so one cancelled out the other!'

So with his second successive double win of the year, Moran stretched his Championship advantage to 17 points over Willis. Will Hall is having his best-ever

year with the Force-Nissan, but is now a full 30 points behind Willis and 2014 is beginning to look increasingly like a re-run of the 'Scott and Trevor show' even though the Championship has so far been one of the most competitive for some years.

As BARC (Yorks) chairman Tim Wilson remarked after the meeting: 'From pedal power on Saturday to horsepower on Sunday, Yorkshire has truly been the place to be this weekend. We had a superb variety of cars and a lot of interested spectators – and the sun even put in an appearance, too!'

Report courtesy of *Speedscene* magazine. Finally, to wrap things up, here are the **results** of the day's competition:

Top 12 Run 1 Results 6 July 2014

Top 12 Run 2 Results 6 July 2014

FTD & Top 4 in class 6 July 2014

Final Web Results 6 July 2014

Class 26 Results July 2014

BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine

Issue 3 August 2014

YORKSHIRE SPEED HILLCLIMB 2nd AUGUST 2014 "Wet & Dry"

Once again the weather played a big part in proceedings. The day started dry and bright but midway through the second runs a massive rain shower struck. It carried on raining until midway through the third runs but the organisers kept plugging away and on the fourth run the sun reappeared and we even got a class record.



— Mike Sankey
Caterham 7 (PWpics)

Murray Wakeham took the Austin Healey class ahead of fellow Sprite driver Paul Baker to kick off proceedings. Then followed the Lotus 7 Club's classes where Steffan Eldred, Paul Collins, Oliver Wright, Mike Sankey and Simon Rogers took routine wins whilst Shaun Elwell clipped a few tenths off his respective record on the fourth run.

Into the Harewood classes and Matt Clarke took class 1A from a somewhat bemused David Taylor whilst in 1B Ian Butcher had handicapped himself by adding 25 Kg of ballast in the shape of a rollcage! Daniel Hollis took the win on a new set of Michelins with Butcher second and William Roberts, who was sharing the R5GT

Turbo, in third. For once Richard Archbould didn't win 1C finishing three tenths behind an on-form Graham Cox. The Martorana brothers contested 1F in their Alfa and it was younger brother Leo who took the win.



— Robert Bellerby –
Sylva Striker (PWpics)

In 2A it was a Bellerby 1-2 with Bob taking the win from Michael whilst the honorary Bellerby, Mike Smith, took third. In 2B Richard Paterson had to fight back from a failed first run to take the win with his final run whilst Derek Leetham was second ahead of Simon Ambler. In 2D there were just two drivers and one car. Mike Smith and Bob Bellerby shared the Sylva Riot and again it was Bob who emerged victorious.

In Mod Prod the battle for 3B honours saw Vini Dobson lead initially. He sat out the wet second run and set his best time on the fourth sortie. Ralph Pinder just held off the unwanted attentions of Richard Hargreaves whilst Steve Bailey led home the rest. In 3C Donald McCaskill had brought his mighty EVO 5 South of the Border and took the win although he looked unlikely to get close to Steve Darley's record.



— Richard Vaughan –
OMS PRSL (PWpics)

Sports Libre saw three diverse variations on a theme take to the hill. Richard Vaughan took the win in his 'converted' OMS PR single seater. Sarah Holdsworth missed the first run due to a broken chain and finished just six hundredths adrift.

Third place went to Cornishman Derek Kessel in the wonderful Maguire Mini Cooper (a former Special saloon that originally sported Mini Traveller bodywork!).

The first runs in the 1100 racing car class were decisive with Darren Gumbley just heading Fergus Duncan and he maintained his advantage although Duncan did close in. Third went to Roy Munro who was troubled with an undercharged battery and missed his first run. Gumbley's time was good enough for Third FTD. The Formula Ford class again went to Ben Tranter with co-driver Robert Spedding second just one second adrift.

In the 1600 Racing Car class Paul Martin set his best time on his first run and it was sufficient to take the class. Stephen Elliott took second with John Stockley third and Cathy Elliott fourth in what was an OMS 2000M class. Nev Rollason took the two litre class and set Second FTD whilst James Wilkinson was back out in the recently



Jason Mourant – OMS 25
(PWpics)

acquired FVL Reynard and finished second.

Jason Mourant took a solo win in the Over 2000 Racing Car class in the OMS 25 Powertek V8 and set FTD in the process.

Les Procter took just his first run in the delightful Austin Healey Sebring Sprite and lowered his own record in the process.

Despite the monsoon like conditions the event ran smoothly and as always the marshals were deserving of high praise for their efforts in keeping the event rolling.

RESULTS

harewood championship 02 aug 2014

ftd championship 02 aug 2014

FTD & Top 4 in Class 02 Aug 2014

final web results 02 aug 2014

Words by Steve Wilkinson

BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine

Issue 3 August 2014

MONTAGUE BURTON HILLCLIMB 3rd AUGUST 2014

“Mourant once more”

Sunshine, blue skies and a pleasant breeze greeted competitors and spectators alike to Harewood for the Montague Burton Trophy meeting. Despite near perfect conditions there were just three class records broken but there were some truly epic battles.

Murray Wakeham again took the Austin Healey class with fellow Sprite driver David Abram second as the entre to proceedings. Then as the previous day, it was the turn of the Lotus 7 Club's classes. Steffan Eldred started with another win in 23A, this time inside the old record. Andrew Willoughby, Oliver Wright, Mike Sankey and Simon Rogers took routine wins whilst yet again Shaun Elwell clipped a few tenths off his record that he set the day before on both his last two runs.



— David Holden –
Alpine Renault A110
(Mr C)

Into the Harewood classes and David Taylor grabbed the win in 1A from David Holden in the lovely Alpine-Renault A110. In 1B, despite the extra weight, Ian Butcher took the win from Daniel Hollis (Integra) and William Roberts (R5GT Turbo). Hollis didn't help his cause with a spin on his second run. Once again Richard Archbould emerged victorious in 1C but it was a close run thing. Peter Milne had grabbed the lead on his second run leaving Archbould 0.13 down. On the third runs Milne didn't improve and Archbould pounced relegating Milne to second by the narrowest of margins. Two cars contested 1F and it was Matt Clarke who won taking a comfortable win..

In 2A it was a case of deja vu with Bob Bellerby taking the win ahead of Michael Bellerby and Mike Smith. In 2B Chris Howard-Harris led from the first and got to within 7 tenths of the record. Derek Leetham was second once again with Simon Ambler taking third once again. In 2D Bob Bellerby spun out on his first run but was in the lead after his second effort. Mike Smith again finished second in the class winning Riot with Peter Robinson's Tiger Cat E1 third.



— Don McCaskill –
Mitsubishi Lancer Evo
5 (Mr C)

In Mod Prod the battle for 3B honours we had an extra runner – Sarah Bosworth in the Elise and despite running on List 1B tyres as opposed to slicks she pushed Vini Dobson all the way. Dobson led throughout and despite his best efforts Ralph Pinder couldn't challenge Bosworth for second place. In 3C Donald McCaskill got even closer to Steve Darley's record finishing just 0.04 adrift and leaving Simon Dawes some five second in his wake.

Sports Libre was all settled on the first runs. Richard Vaughan popped in a sub 59 whilst Sarah Holdsworth was just 0.04 in arrears after a 'steady run to make sure everything was OK after the running repairs from yesterday'. Dale Cordingley sat in third and closed the gap on his second run. Then when Vaughan's OMS expired exiting Farmhouse it left the door open for Holdsworth to grab the lead. Unfortunately as Sarah dropped the clutch the transmission again cried enough and she too retired. Fourth and fifth went to the two Z Cars minis of Paul Woolfit and Chris

Thomas, the former's 'Busa engine being supercharged. Derek Kessell came home in sixth just ahead of Keith Hardy's Radical.

The 1100 class again provided some barn-storming action. Bradley Dickerson put in a stunning first run in the 55 second mark and followed this with two in the 54s. The rest couldn't beat that sort of form from the Jedi driver. Initially Steve Owen held second but young John Munro fought back and got down to 55.31 on his first Harewood weekend to grab second spot. Owen would finish third with Saturday's winner Darren Gumbley relegated to fourth ahead of Fergus Duncan, Ed Carter and the rest. Making his Harewood debut in single seaters was Wil Ker in the ex-Iain Davidson OMS CF09. Wil has installed a 750 Kawasaki which he had turbocharged and made great strides throughout the day.

Once again the Formula Ford battle went to Ben Tranter as he got down to a Personal Best time of 61.12 which by my reckoning is the second best time ever for a Formula Ford! In the 1600 Racing Car class Paul Martin again took the win ahead of John Stockley and the Elliotts.

Nev Rollason took a solo win in the 2 litre class posting the third best time of the day.



— Tony Luxton –
Pilbeam MP58H (Mr
C)

Jason Mourant took the over two litre class win from Bill Hutchins and Tony Luxton in their elderly Pilbeam MP58H. Mourant just kept ahead of Bradley Dickerson but the Jedi driver did take Second FTD to great applause at the prize giving.

Once again it was a superb day of hillclimbing in perfect conditions. The larger entry meant just three timed runs but again the organisers and marshals excelled. Roll-on the August Bank Holiday meeting!

RESULTS

harewood championship 3 aug 2014

ftd championship 3 aug 2014

ftd & top 4 in class 3 aug 2014

Final Web Results 3 Aug 2014

Report by Steve Wilkinson

BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine

Issue 3 August 2014

CONTRIBUTORS

Writers

Don Chambers

Jerry Sturman

Steve Wilkinson

Matthew Vaughan

John English

Photographers

PWPics www.pwpics.net

Steve Wilkinson srw48@btinternet.com

Rich Danby www.zipp.co.uk

Mr C

John English

BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine

Issue 3 August 2014

TAIL PIECE



— Speaks for us all! (Mr C)