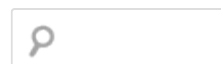


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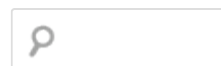
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BARC YORKSHIRE CENTRE AGM

Chairman's Annual Report 2014

BARC Yorkshire Centre had another successful season of speed hillclimbing at Harewood, organising 11 hillclimbs, a practice day and 4 driving schools, as well as continuing to develop the best hillclimb venue in the North.

Harewood remains a popular venue for northern competitors, as well as the many visiting clubs and championships which make up about half of our entries. Our main objective remains to offer good value hillclimbing (our usual format of 5 runs in a single day meeting has set a new standard in UK hillclimbing), efficiently-run events, held in a friendly atmosphere....the epitome of club motorsport!

The Harewood *Speed* Hillclimb Championship is the mainstay of our calendar. Our 2014 Champion was not crowned until the final dramatic weekend when, with the expiry of Ian Butcher's Renault, Daniel Hollis (Honda Integra) scored well to secure the championship from Ben Tranter (Formula Ford) and fastest lady, Tracey Taylor-West. Paul Martin scored well all season to win the FTD Championship in his OMS 2000M, ahead of OMS constructor, Steve Owen.

We hosted two rounds of the MSA British Hillclimb Championship. Our traditional July event clashed with the Tour de France visiting Yorkshire, but proved to be a successful weekend with many competitors watching 'Le Tour' on Saturday and competing at Harewood on Sunday. We also welcomed top BTCC driver, Tom Ingram, taking to the hills for the first time in his Toyota Avensis.

The Hillclimb Driving School remains an essential part of our programme, this year providing over 80 pupils with in-car and video tuition.

We delivered a good financial result in 2014, helped by an improvement in entries and careful cost control. Our financial performance over recent years has allowed us to continue with our long term aim to develop the site for motorsport and our members. We have planned a combination of improvement and maintenance work over the winter and, working with Harewood Hill Ltd, we have plans to improve the facilities over the longer term.

All this activity came about from the hard work of your Committee and many other volunteers who give their time to the Club, to organise and promote events, prepare and maintain the venue, and finally manage and marshal 'on-the-day'. I would like to thank them all for helping to deliver another successful year for the Yorkshire Centre

Tim Wilson

Chairman, BARC Yorkshire Centre

Committee Membership

Following the Yorkshire centre's AGM on Tuesday 5th May, the Committee welcomed a new member in Jolyon Harrison. Jolyon takes the place of James Kerr who has stepped down due to increasing commitments with his young family. Chairman Tim Wilson thanked James for all his hard work over the last few years as a Committee member.

The following is a complete list of Committee Members for 2015/2016:

Chairman Tim Wilson

Vice Chairman J Richard Hardcastle

Hon Treasurer Peter Whittle

Hon Secretary John M English

Hon Competitions Secretary Chris G Seaman

Committee

David A Clay

Steven Darley

David M Dalrymple

Mike Geen

Mrs Lesley Geen

Jolyon Harrison

Mike Shorley

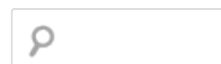
John M English, Hon. Secretary

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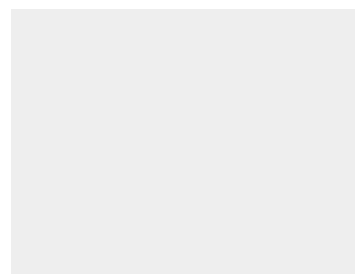
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NOTES FROM THE EDITOR

We're back! I don't think we can complain too much about the winter now behind us, reluctant though it's been to depart, but nevertheless it's great to see the signs of spring all around us heralding the new Harewood season. Writing as someone 'of age', I can't help but applaud that this year sees the inauguration of the Seniors' Challenge, aka 'The Wrinkly Run-off'.

There was a good turn-out of cars and drivers for the March Practice Day and the weather was glorious, which is more than can be said for the Spring National meeting when it was just awful, although we enjoyed an interesting variety of cars . As usual,

hats off to the marshals, competitors and indeed stoic spectators who turned up their collars and got on with things despite the grim conditions. A highlight for me on both days was the sight and sound of the big GT4 Aston Martin Vantage driven by Tom Whittaker.



And here's some great news about your magazine's content.

We're lucky to be able to continue to enjoy Steve Wilkinson's event reports, accompanied by photos from various sources, principally from PW Pics, but I'm also really pleased that 'Mr and Mrs OMS' (Steve and Lyn Owen) have generously allowed us to quote from their newsletter. This should enable us to keep you up-to-date not only on their 'take' on their season at Harewood, but also how things fare with their customers world-wide.

We're also keen to include short pieces resulting from interviews with drivers, marshals; anybody who's involved with the Centre really. The first of these will appear in the next issue. The process is quite painless, so if you'd like to give us 10 mins of your time at one of the meetings to tell us about yourself then please let John English or myself know.

Finally, some advice for any would-be PR consultants among you. If you're trying to give your clients maximum publicity, forget the glamorous partner on arm, forget the exit from supercar, forget the designer clobber and fancy hair-do. Just have them stroll around with a duck on a lead – we received photos of 'The Harewood Duck' from all quarters, so if you missed the real thing, here's the duck...



— Tom Whittaker Aston Martin Vantage GT4 gets it sideways across the old startline (PWPics)



— 'Absolutely quacking day, boss.' (PWPics)

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YORKSHIRE CENTRE TRAINING DAY 2015

Every Year, usually in early March, the Harewood Marshals hold a Training Day. The event is sanctioned by the MSA and supported financially by BARC Yorkshire and the British Motor Sports Training Trust.

This year on the 8th of March, 19 newcomers and Trainee Marshals together with 39 of our more experienced team members, gathered in the barn and were variously trained in Basic Marshalling, Leadership and Mentoring, Communications, Incident Handling and Firefighting Theory.

After lunch there were sessions on "First Marshal on Scene", practical Incident Handling. To finish the day off we set a Vauxhall Astra on fire and every one learnt just how effective extinguishers are at dealing with a petrol fire!

Thanks are due to Keith and
Jenny my fellow instructors,
Edith and her family for Bacon



— Signing on in the Barn
(Mr C)

Butties, Lunch and possibly the best Chocolate Brownies in England. Andy, Craig and Becci for help with admin and the practical sessions and to Ray. John, Keith, Andy and Joe who prepared the wreck and ran the Fire Practice.



— Deputy Chief Marshal, Keith Davison with one of the breakout groups (Mr C)

Mike Shorley

Chief Marshal

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HAREWOOD PRACTICE DAY 22nd MARCH 2015

Springtime at Harewood

Wall-to-wall sunshine and hardly a breath of air meant that the annual Practice Day was held in near perfect conditions. The track was initially a bit 'green' and there were a few slides and spins but as the track rubbered-in things improved no end.

64 drivers took advantage of the chance to get their eye back in, some of whom were

novices tackling Harewood for the first time whilst others had 'new' cars for 2015. Notable amongst the latter were John Chacksfield with a brand new OMS 28 which only arrived on Thursday and the father and son team of Robert and Taylor MacVean in the ex-Monoposto Van Diemen. There were several drivers who were testing fresh modifications to their cars such as Paul Martin, whose OMS was sporting an air-shifter plus new Ohlins all round. Harewood stalwart Bob Bellerby was in yet another borrowed car!

This year he will be driving the Daytuner MNR which has prodigious power from the turbocharged 'Busa, all Bob has to do



— John Chacksfield's
new OMS 28 (Steve

Wilkinson)

is to figure out how to get it to stop!

John Chacksfield, having missed almost the whole of last season, was taking his time getting his eye in with the very smart OMS 28. Steve Owen was in attendance to oversee the new car and also to help Lee Griffiths (OMS 25) and Paul Martin (OMS 2000M). The latter was getting well into the groove despite a second run gilhooley at Quarry when the back slid out, spinning the car. He recovered with a neat Scandinavian

flick so as not to trouble the marshals. One of the stars of the day was Craig Moore in the outrageous Rage and his 'drive it like you stole it' approach was most entertaining.

Several drivers hit trouble but rather at the Practice Day than at the first event. Going home early were Carl Wattam (Escort Mk 1), John Prickett (Radical), Mick Heyes (Peugeot 205) and Deryk Jones (Peugeot 205).

All in all an excellent day in glorious conditions which even the duck enjoyed!

Words – Steve Wilkinson

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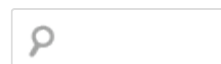


— Craig Moore Rage R200RT (Keith Hunt)

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HAREWOOD SPRING NATIONAL HILL CLIMB 12th APRIL 2015

One shot wonders

With a poor weather forecast it would be imperative that the first timed run before the lunch break was neat and tidy to maximise the points scored by the various championship contenders. In the event on the wet track only one driver actually went on to improve on his first run time.

The guest championships led the way with the Bert Hadley Austin 7s first to the line.

In the Road class Ian Bennett scored a comfortable win in his Pigsty engined 7 Sports

whilst in the Track car class Paul Geering in his Pigsty Special held the lead throughout.

Geoff Stallard was fastest on



— Ian Bennett – Austin 7

Scratch in the 4 and 6 cylinder TVR class but it was Mike Roe who took the win on handicap. In the second TVR class David Barrowclough took the win on both Scratch and Handicap in his brutish Chimaera.



— Paul Geering – Austin 7 Pigsty

In the Road-going classes David Taylor, who was celebrating his 46th Wedding Anniversary, took the 1A victory in his Mini.

David Marshall took 1B just ahead of Fred Currell and



— Fulvio Mussii – Ar bath 695 Biposto

Fulvio Mussi in the latest Abarth 695 Biposto – class record holder James Kerr trailed home a distant eighth.

Richard Archbould led a Mitsubishi 1-2-3 in class 1C with Tom Whittaker fourth in his stunning Aston Martin Vantage GT4.



— David Marshall – Peugeot 205 GTi

on where he left off in 2014 with a crushing victory in his Striker finishing over 2 seconds clear of Richard Abraham (Westfield) and Daniel Hollis who is now running an ex-Caterham Academy Sigma engine Seven. Derek Leetham again took 2B as he pipped Richard

In 2A Michael Bellerby carried



— Michael Bellerby – Sylva Striker



— Richard Archbould – Mitsubishi Evo 6

Paterson's Striker. The Elise

class went to Tracey Taylor-West before we moved onto Mod Prods.

Six cars turned up to contest Class 3A but it was Ivan Russell in his well-honed Anglia who took the win ahead of Oliver Roberts in the turbocharged Mini Clubman.

Sarah Bosworth has moved to Mod Prod this year with her trusty Elise and her one run annexed the class lead as she finished nearly three seconds ahead of Brian Lee's Elan. In 3C

Steve Darley had a rather fraught day. During practice hydraulic fluid leaked and set off a minor conflagration but was soon dealt with. On his first run the Yellow Peril speared off course luckily without damage but it meant Darley was only in second place. On the second run Darley made no mistakes and moved into the lead in a



— Steve Darley – Subaru Impreza



— Sarah Bosworth – Lotus Elise

controlled drive – he was the only driver to snatch a class lead in the wet! Roger Slater took class 3F whilst

Bob Bellerby won 3G on his very first outing on slicks.

Sports Libre went to John Prickett in the Radical as he finished well clear of Paul Woolfit's Z Cars Mini and Steve Wright's Zetec powered Escort. Ed Carter was top dog in the 1100 class beating his father Steve by just 0.15 seconds. The Formula Ford class was again a two horse race but it was Robert Spedding who struck the first blow as he beat co-driver Ben Tranter by 0.05 seconds. The 1600 class saw Ed Hollier, all the way from Honiton in Devon, take not only the class win but also FTD in his Empire EVO. Paul Martin was second with Paul Gibson and Nicholas Scott third and fourth.



— Bob Bellerby – MNR

John Chacksfield grabbed top honours in the 2 litre class in his new OMS 28 whilst Taylor and Robert MacVean were second and

third in their new Van Diemen.

In the over two litre class Wallace Menzies and Tom New were getting more seat time in their recently acquired ex-Groves Gould GR55B and it was Menzies who took the class win with New second and Jersey-man Jason Mourant in his OMS 25 third.



— Wallace Menzies –
Gould GR55B

The newly structured Classic & Historic classes saw three cars contest 6C and it was Harewood regular

Les Procter who took the win and set the inaugural class record in the process. Jim Johnstone took third in his TR6 whilst Carl Wattam's Alan Mann look-a-like Escort Mk 1 was third.

The rain really did make it a 'one shot' meeting despite Steve Darley's incredible fight back. A huge thank you must go to the stoic marshals who kept the meeting going in the appalling conditions, fingers crossed for some better weather in May.

RESULTS

[ftd & top 4 in class – 12 april 2015](#)

[final web results – 12 april 2015](#)

From the pen of Steve Wilkinson

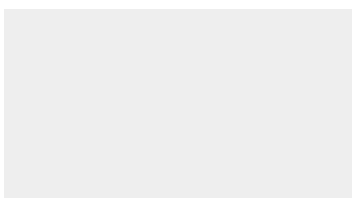
Photographs PWPics



— John Chacksfield –
OMS 28



— Les Procter – Austin
Healey Sebring Sprite





— Jeff Allan –
Mitsubishi I-MIEV
Is this the shape of
things to come!

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OMS NEWS & VIEWS

Boom Bang-a-Bang

The first 2015 MSA British Hillclimb Championship rounds got off to a shaky start for many competitors at Prescott Hill Climb on Sunday 26th April.

Whilst most drivers were wondering whether their winter modifications would prove effective, they had not given any thought to what was about to happen. The unexpected came in the form of a drive-by noise meter placed near the bridge at Orchard Corner. The majority of competitors thought this would be of no consequence to them as they had passed the noise checks during the 2014 season; however this proved to be far from the truth.

With one noise infringement your time was disallowed, with a second you were excluded from the meeting and it caught many people from across the classes. Consequently some drivers relied on only one timed run to count towards their final class position. The new procedure also affected the British Hillclimb Championship Top Twelve Runs Offs in both qualifying runs and the run off itself.

In class H the 600cc racing car class OMS Hornet drivers Gary Hill and Harry Pick both had to fall back on their first timed run as each of these two drivers had their second time disallowed for noise

infringement. Gary won the class with his first run time of 44.51 whilst Harry settled for second in class on 44.68 seconds.

The 1100cc racing car competitors found themselves in the same situation, with three drivers unable to improve on their morning climbs due to second run times being disallowed. Mark Goodyear took second in class in the OMS Hornet with his second run time 40.78, with Simon Andrew's OMS 28 in third on 41.40 seconds. Top six in class

were rounded off with Bernie Kevill taking fifth in the OMS 28 on 42.16 and young Matthew Ryder share-driving the Goodyear Hornet in sixth with his best time of the weekend 42.40 seconds. James Wilson in an OMS PR he shares with his father Ian, set the faster time of the pairing on a 43.53 Also in this class was an earlier OMS RA in the hands of owner Ian Davies.

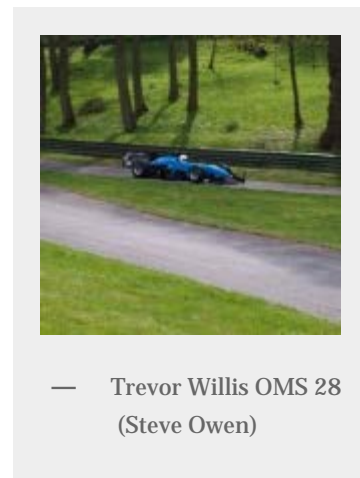
George and Richard Brown have fitted a turbo charged 1137cc Honda into the ex-Bob Penrose OMS CF07 to run in the 1600cc racing car class. George was the faster of the two by a second on 42.90 to finish fifth in class just ahead of OMS 2000M driver John Stockley in sixth and then Richard. Steve Spiers was the only other OMS in class, shaking down his CF04 following winter engine work and a smart new paint scheme.



— OMS PR (Steve Owen)

Ian Fidoe finished third in the newly created normally aspirated 2 litre racing car class with his OMS CF09-tkd V8, whilst in the forced induction 2 litre category Lee Griffiths also finished third with his turbo charged OMS 25 on 41.91 seconds. In view of the many disallowed times following first timed runs, Lee qualified for the first Top Twelve run off where he finished just outside of the points in eleventh position.

Top Twelve runner Trevor Willis also fell foul of the noise meter and had his first competition run time disallowed, which was also a Top Twelve qualifying time so he couldn't compete in the first run off. His second run of 37.55 placed him second in class and qualified him for the second run off where he finished 3rd overall to score his first British Championship points in 2015.



— Trevor Willis OMS 28 (Steve Owen)

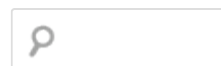
The dawning of the silent electric competition car may come sooner than we thought...

Our thanks to Lyn Owen for the above.



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[BARC YORKSHIRE CENTRE TO SPONSOR TEAM VELOCITA'S ENTRY FROM PRINCE HENRY'S GRAMMAR SCHOOL, OTLEY, IN "F1 IN SCHOOLS"](#)

Team Velocita wins F1 in Schools Regional Finals

This month has seen the beginning of BARC Yorkshire Centre's sponsorship of Team Velocita.

Prince Henry's students Ciaran Clarke, George Lyttle, Hollie Reynard, Isaac Parsons and Jamie Webster came in 1st place at the Formula One in Schools regional finals, also winning awards for the Fastest and Best Engineered Car. Their prize was to represent Yorkshire and the Humber at The Big Bang Fair this March, competing for a place at the World Finals in Singapore.

In the competition, teams are challenged to design, construct and race the fastest balsa wood Formula One car of the future, powered by compressed air cylinders. Teams of students aged 9 to 19 use computer aided design software to create their cars. As well as engineering skills, the teams learn about the business side of racing, as they must raise sponsorship and manage budgets to fund research, travel and accommodation.

At Prince Henry's, this wouldn't have been possible without the help of local businesses and local groups. Austin Hayes paint works ensured students got a high quality finish on their cars by providing

their expertise and sponsorship towards materials. Wharfedale Embroiderers offered their services with superb logos for their shirts. The ASDA store in Otley provided sponsorship towards transport costs, Est Designs in Rawdon helped students with a display banner, and Banners and Mash produced pictures for their display stand.

Sadly, the Team did not make it to Singapore but have been fired-up by the experience and are already planning their engineering improvements for next year.

“We are very proud of their achievements. It was very generous of so many local companies to help them make it this far, their support was invaluable. The team have really put their all into the project, working very hard on their fantastic design as well as the business aspects of the challenge.” said Danielle Staniforth, lead teacher for STEM.

The sponsorship of £100 from the British Automobile Racing Club of Yorkshire is crucial to helping the students with the next phase of the competition. Along with some generous sponsorship from building companies, it enabled the team to create much more professional team clothing and display stand, and to purchase top of the range parts for their car.

F1 in Schools Ltd is a not-for-profit company established to provide an exciting yet challenging educational experience through the appeal of Formula One. Entering this competition is just one way in which students are inspired to consider Science, Technology, Engineering and Maths at Prince Henry’s. There are several clubs under the banner of STEM, which have led to successful entries in competitions involving robots, cars and Lego in the last year.



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CONTRIBUTORS

Writers

Tim Wilson

John English

Don Chambers

Steve Wilkinson

Lyn Owen

Mike Shorley

Photographers

PWPics

www.pwpics.net

Steve Wilkinson srw48@btinternet.com

Steve Owen

Keith Hunt

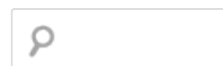
Mr C

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Tail Piece



— Grrrrrrrrrr... that's outrageous (PWPics)

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