

Issue 8 August 2015

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NOTES FROM THE EDITOR

Rain. Should anyone ask me in a year's time what I remember about the July / early August Harewood meetings it will, rather unfairly, be 'rain'. 'Unfairly' because on both weekends there was some great motorsport to be enjoyed. I was lucky enough to be

spared the torrential downpour of 5th July, tickets for Fleetwood Mac in Leeds having sent me home early. We weren't so lucky on August 1st, staying too long taking photos at Farmhouse meant we were a long way from shelter when the heavens opened! By the time we reached the top of the hill the rain had almost stopped, but by that time we'd pretty much lost the will. However, the restorative powers of the Boston Spa Jazz Club and several pints of ale saw us back on Sunday for the Montague Burton and we were rewarded by a really enjoyable day. It was especially pleasing that the event was supported by so many entries from the Austin Healey, Lotus 7 and



— Oh to be at Harewood now that summer's here (Keith Hunt)

Bugatti Classic brigades.

By the time that you read this there will only three days left of competition at Harewood this season, but I hope to be at the Summer Championship which features the motorcycles. I'd guess that many of us mark the passage of summer by the occurrence of major sporting events, such as the Monarco Grand Prix, Wimbledon, the Tour de France and the Open, and they're all behind us for another year, but hey, at least the footie is back!



— On 1st August this lovely Frazer Nash ran in Class 6C (PW Pics)

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JULY HAREWOOD CHAMPIONSHIP HILLCLIMB 4th JULY 2015

High Flying Price

Overnight thunderstorms left the course shrouded in mist which slowly cleared as the sun shone through. With a wet track to start with practice took a while so it was left until after the lunch break for the timed runs in near perfect conditions.

The Porsches kicked off proceedings with Paul Howells leading throughout, firstly he established a new class record and then went quicker on each successive run. Peter Turnbull, returning to Harewood for the first time in years, took second place ahead of Robert Lancaster-Gaye and Jonathan Williamson.

Into the normal Harewood classes; in 1A David Taylor took his customary win whilst Ben Spencer in the Nova saloon kept him on his toes finishing half a second in arrears. In 1B James Kerr again



— Paul Howells'
dominant Porsche 911
RSR (PW Pics)

won whilst David Marshall only managed to complete one run but finished second ahead of Deryk Jones and William Roberts. In 1C serial class winner Richard Archbould finished clear of the usual suspects. Paul Webster, up from his home turf at Gurston Down, took 1F ahead of hillclimb debutante Ben Williams. In 2A Michael

Bellerby took his customary win with Dan Hollis getting ever closer. In 2B the Warburtons were getting in some extra practice ready for Sunday and David beat his dad Allan to take the win whilst Simon Ambler's new PB took him to third. In 2E Tracey Taylor-West took the win ahead of Chris Brooks before we moved into Mod Prods.

Oliver Roberts took a solo class win in 3A smashing his PB en route. In 3B the Yellow Peril Ralph Pinder took the win ahead of Pete Barlow's Mk 2 Escort as Brian Lee's Elan expired on his first run. In 3C Steve Darley had just completed an 'all-nighter' putting the engine back in the Impreza. On his first run he had an almighty spin out onto the grass in the Esses and on his second climb he spun at Quarry. This left Gurston Down refugee Stephen Moore on his Harewood debut in the lead. Darley finally got his head down and slipped past to take the class with a fast but controlled third run. Andrew Steel took class 3F with John Boothroyd cutting the deficit with a new PB. In 3G Bob Bellerby struggled with a re-mapped engine that was giving bucket-loads of power just when it wasn't needed but kept Jersey-man Mick Lancashire at bay.

Into Sports Libre and 4A saw two 'new to Harewood' cars and drivers. Robert Dwane, an 18 year old Irishman in a Falcon Mini, and Richard Cole in his Mk 5A Terrapin which has a 'squashed' open Mini body shell. John Prickett in the Radical not unsurprisingly took the class win but Dwane kept Cole at bay for second. Barry Moignard and his daughter Jodie Bush returned to Harewood with their Skoda-Rover V8 after a 17 year absence. Barry took up where he left off taking the class win but Jodie's pace compared to 17 years ago was phenomenal as she closed to within 2 seconds of Barry's best-ever

time.

Next were the Racing Cars and in 5A Simon Andrews and Bernie Kevill took a 1-2 in their OMS 28 finishing ahead of Harewood regulars Richard Vaughan and Ed Carter, the latter having to go home to get a replacement front wing after an off at Quarry. Rob Spedding took a solo win in 5B before a boosted class 5C hit the hill. Several BHC contenders were taking an extra day of practice



— Richard Archbould,
Mitzi Evo 6 (PW Pics)



and it was The Welsh Wizard of the Tarmac, Eynon Price, who took the class win with co-driver Sean Gould second. Morgan Jenkins was third in the Force and Paul Martin fourth. Into class 5D and John Chacksfield emerged victorious with his now fully fit again OMS 28 – gearbox damage sidelined him last time out. Chacksfield

finished with a new PB and was delighted to get through without a hitch. In second was Johnathen Varley in his 1977 Formula 2 March. In 5E Oliver Tomlin took the win over a second clear of Jason Mourant with Sandra Tomlin third. Great entertainment was provided by the 4 brave drivers in the Channel Island V8 Specials with Peter Jory being the quickest in his 7.6 litre version! Bryan Simpson, in Jolyon Harrison's Lotus 7, took class 6A whilst Les Procter held off Jolyon Harrison and Chris Green to take 6C.

RESULTS

harewood championship – after round 4 2015

ftd championship – after round 4 2015

ftd & top 4 in class – july hw champ 2015

final web results – july hw champ 2015

Reported by Steve Wilkinson

— Jedi of Ed Carter it is
(PW Pics)



— Very cool March 772P
of Johnathen Varley
(PW Pics)

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JULY MSA BRITISH HILLCLIMB CHAMPIONSHIP 5th JULY 2015

Lightning Strikes at Harewood

After BHC contenders had crossed the Pennines for the second leg of July's Barbon/Harewood British Championship double-header, Trevor Willis's FTD, set at 49.21s as he sped to the opening run-off win, was all but forgotten after a dramatic second run-off in circumstances unprecedented in British hillclimbing. In the opening run-off, Willis had taken the win ahead of Scott Moran on his age-old rival's return to the fray after a four round absence. But he had to settle for ninth place later on after a thunderstorm struck the second run-off.



— Trevor Willis charges towards FTD (Keith Hunt)

The opening shoot-out began in light drizzle, with early runners Tom New, Richard

Spedding and championship leader Alex Summers, who had been out-qualified by co-driver Moran with a new class record, at a distinct disadvantage. With New and Spedding finishing out of the points, Summers could only muster a single point for tenth place in the slippery conditions. But with the hill rapidly drying, later runners Will Hall, Willis and finally Moran were back on the pace. Wallace Menzies closed to within a championship point of Hall with fifth place chased by Jos Goodyear, the previous day's Barbon record-breaker having switched to Spedding's normally aspirated Raptor after his supercharged version suffered a severe oil leak during practice.



— Wallace Menzies had a great weekend (Keith Hunt)

In the rapidly improving conditions, the final run-off started beneath blue skies, but with ominous grey clouds rapidly looming the competitors, who had all come down to the start on slicks, were anxious to get under way. First to run, Tom New set a much improved time for fifth. Then Moran, with an eye on the rapidly approaching storm clouds, slotted in a time half a second shy of Willis's best in the opening shootout. It would prove good enough for the win as the rain gods smiled on sixth runner Dave Uren. who was just able to slot in a 51 before the downpour began. It would prove good enough for second place, the best result of his British hillclimb

career so far.

As the rain intensified Oliver Tomlin managed seventh, while a sterling effort by Menzies bagged fourth. The rain was now torrential, accompanied by thunder and lightning. With no opportunity to switch to wets, the remaining competitors slithered up on slicks amid clouds of spray all except for Goodyear, who broke the drive-chain of Spedding's Raptor on the line. So with Paul Haines not taking his run due to a blown head gasket, all ten remaining runners



— Oliver Tomlin in the mighty Pilbeam Judd (Keith Hunt)

would score – if they crossed the line. Well aware of this, Willis recovered from a spin at the Esses to finish ninth, just behind Hall, thereby handing his championship second place back to Moran.

Last to run, Summers splashed over the line in the downpour but the clocks flashed up several different times. The system had succumbed to the appalling weather, and the timekeepers were unable issue a valid time for his run. Summers was offered a re-run, but it couldn't be taken as, in a chain of coincidences, the medical facilities were unavailable due to a sudden emergency in the paddock when a fire extinguisher was discharged in the face of a young cadet marshal. Happily, he was later discharged from hospital and is set to make a full recovery. But this forced a halt to further proceedings and with Summers not getting a time, he was awarded a single point as the final driver to complete his run.

So the championship leader had scored just two points on the day, but with those almost certain to be dropped his lead over Moran, who is set to miss a further four rounds of the series over and above the mandatory six dropped rounds already missed, is still substantial.

One make classes began the event with a Baines one/two heading the Morgan line-up. Simon Baines took the win in his Ford V6 powered Roadster ahead of son Chris, who carved his way through the field to ease Clive Glass's Plus 8 down to third.

A strong class of Porsche Club Championship cars was led throughout by Colin Hilton's 996 GT3, Graham Rose's 924S closing to within half a second while maintaining a healthy lead over Karl Lupton's 944. A second class for Porsche National Hillclimb contenders found Paul Howells on record-breaking form once again, resetting his old mark in the potent 911 RSR and running some two seconds clear of Andy Norris's Carrera.



— The Baines' Moggy purrs to a 1-2 in class (Keith Hunt)

For reasons unclear, the Formula Ford Vector of reserve drivers Rob Spedding and his father Haydn was placed in the bike engine dominated 1600cc racing class and so naturally was somewhat off the pace. This meant that Jonathan Baines ran alone in the Formula Ford class. Had they all run together Spedding

Jr, who had run in the FF class the previous day, would have won by 0.75sec...

In the first of the Leaders Championship classes, Paul Webster repeated his 2-litre win of the day before in his MX5, now reverted to roadgoing spec complete with interior trim and hence much heavier! 2005 Harewood champion Jonathan

Mounsey could only close to within four seconds in a 205 so new to him that he'd only driven it for about two miles on the road! Hot-foot from his Barbon record run the previous day, Tony Bunker couldn't quite match his Harewood standard in the Nissan GT-R but as in Cumbria, the big car ran clear of Chris Berrisford's Impreza and Peter Herbert's Porsche. Having warmed up with a Harewood win the previous day, David Warburton repeated the dose in the Caterham-Duratec ahead of his father Allan and Chris Howard-Harris's K-Series version in the specialist class.



— Tony Bunker in his Nissan GT-R (Keith Hunt)

Andrew Russell's evergreen Ginetta-Imp G15 had little trouble disposing of Julian Harber's Mini Clubman in the first of the ModProd classes The 2-litre split saw Colin Satchell out front and, as at the May British round, on record pace. With Jos Goodyear switching classes, the blue, wide-track 205 regained the top spot in the Leaders Championship.

In the over 2-litre class, local knowledge helped former Harewood champion Steve Darley keep his Impreza well clear of the current joint leader of the BARC's other single venue series at Gurston Down, Stephen Moore in his Mitsubishi Evo 6. A regular Harewood visitor, Jerseyman Mick Lancashire won the ModProd specialist class in the Avon Sprint from John Phelps and daughter Charlotte in their Aries Locost-Suzuki.



— Andrew Russell's class-winning Ginetta G15 (Keith Hunt)

Robert Dwane, who finished fifth overall in last year's Irish Hillclimb Championship as the youngest ever class champion, made his

Harewood debut this weekend in the sports libre class, but Ben Lovell's carbon tubbed OMS-Hayabusa not surprisingly had the measure of the rapid 18-year old's spaceframe Falcon Mini. The big class saw two more Jersey visitors as Barry Moignard and daughter Jodie Bush wheeled out their Rover V8 powered Skoda 'look-alike' to revive memories of the good old Special Saloon era. But it was Allan McDonald's equally special Mitsubishi turbo powered spaceframe Mini that grabbed the win from Moignard on the second runs by 0.33sec.



— The fearsome 'Skoda' in action (Keith Hunt)

Justin Walker's Jedi-Yamaha headed the 2-car 600cc racing class from the similar machine of Paul Wells, before Simon Fidoe continued his return to form in the Empire Wraith, following up his Barbon 1100cc record the previous day with another win, this time from the ever-present Simon Andrews' OMS and the Empire's co-driver Darren Gumbley.

With his supercharged Raptor out of commission, the loan of Richard Spedding's normally aspirated version enabled Jos Goodyear to return as a winner of the 1600cc racing class. His benefactor made it a one/two for the 'scratch team' ahead of Eynon Price and Sean Gould in the works GR59. In Goodyear's absence, Dave Uren continued his own run of form in the Force turbo to defeat another pair of GR59s, this time the forced induction versions of Paul Haimes and Simon Moyse.

A class record by Scott Moran was a prelude to his opening run-off win before Will Hall and Alex Summers, split by a hundredth, both ran inside the old mark for second and third in class.

Classic racing car wins were taken by solo runners Malcolm Wishart's superb Lotus 41C Twincam and the hybrid March-BDG of Johnathan Varley, who pared a further five hundredths off his pre-86 record established in May.

Predictably, the sole single-seater present took the HSA B licence class on

scratch, Nick Scott's Force-Suzuki running four

seconds clear of Ivan Russell's Cosworth BDH powered Anglia 105E. Finally, John Boothroyd's Locost Megablade just edged out Peter Milne's Evo 9 in the Yorkshire Centre members class although once bogey times had been taken into account, the positions were reversed.

RESULTS

[ftd & top 4 in class – july msa 2015](#)

[final web results – july msa 2015](#)

[Class 26 Results July 2015](#)

[Class 13 Morgan Speed Champ Results July 2015](#)

[BHC Run Off Results round 18 Harewood](#)

[BHC Run Off Results round 17 Harewood](#)

From the pen of Jerry Sturman

With acknowledgements to the Hillclimb and Sprint Association's magazine –
SPEEDSCENE



— Ivan Russell's Anglia
at Farmhouse (Keith
Hunt)

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DRIVER PROFILE – ROB SPEDDING AND BEN TRANTER

Ask regular Harewood spectators to recall a racing car and they might reply, “That silver FF1600 that the two blokes share,” because it’s rare if Rob Spedding and Ben Tranter aren’t present at a meeting with their immaculate Vector TF93K.

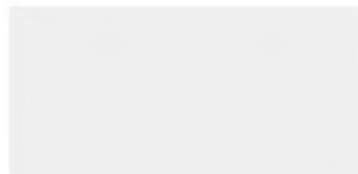
Both Rob and Ben are proud of their hillclimbing heritage; Rob’s second generation (along with brother Richard) whilst Ben is fifth generation, which sounds like some sort of record. Rob began hillclimbing in dad Haydn’s E-Type, taking the Hatfield Trophy at Harewood in 2011 for fastest Jaguar. It’s quite amazing that Ben’s great-great-grandfather used to compete at Shelsley Walsh in a

Bugatti, where one can still compete for the Bachelier Trophy, which is named for him.

With its tightly controlled spec’s, for engine, tyres etc, a FF1600 is



— Rob in the office (Don Chambers)



in many ways an ideal 'entry level' racing car, and despite their relative youth (Rob is 29 and Ben is 19) they share a mature vision for their path in hillclimbing. They sum it up as, "Learn the car inside and out at Harewood, then progress to the National FF Championship to learn other hills, and only then consider changing the car, that way we minimize the unknowns."



— Ben – 5th generation hillclimber (Don Chambers)

'Phase 2' has already got off to a cracking start. The team trailed down to the Midlands where, at Shelsley Walsh, both guys came away breaking the Formula Ford Class Record, which was set in 2013 at 32.77 sec. Rob went up the hill on his first official timed run and set a new record of 32.31, then Ben went up and did a 31.89 to further lower the record. They were nip and tuck on the final class runs but mistakes from both meant the record that Ben set earlier still stood – Bachelier Racing's first class record with the Vector! The team also went to Prescott and were 0.1 sec off the record there, hampered by intermittent rain showers which made the conditions difficult. They're going back in September and hope to break the record then.

The shared-car strategy seems to work well for them too, because as Rob says, "Ben's usually a bit faster than I am, so he pulls me up, whilst he knows I'm just behind so that pushes him along." Despite their success in the Midlands, what they're both after in the short-term is the class record at Harewood, which has now stood for over 10 years. Ben somewhat wryly observes that he's been faster in every sector on the hill, all he has to do is put all of them together...

The Vector, which shares many design-features with Dallara chassis, has brought the guys considerable success – Ben was second in the Harewood Championship last year with Rob fifth, but both are very quick to point out that much of their success is due to the car's preparation. This is carried out by Ben's grandfather Leon Bachelier, who himself regularly competes in his Ferrari Dino 308 GT4, and whose high standards won the team the Scrutineers' Trophy for Best Prepared Car in 2014.

It's to be hoped that Rob and Ben's enthusiasm for the sport remains undiminished and they continue to compete long into the future.



— The Vector FF1600 in action (PWPics)

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YORKSHIRE SPEED HILLCLIMB 1st AUGUST 2015

Chacksfield's opening salvo

The first part of the August weekend was really a case of making the most of any dry run available. Practice took place in superb conditions but with rain forecast it was imperative that your first timed run should be a good one. Although three timed runs were on offer lots of competitors opted out after their first efforts in the dry.

The Austin Healeys led away with Richard Mason the dominant force. Paul Baker was

second ahead of the Sprites of Colin Gale, Joe Mackrell and Stephen Casson. In the Lotus 7 Club's classes there were wins for Richard Abraham over Clive Marsden; Chris Bramall over Mike Cocker; Oli Wright over Malcolm Hickey; a solo win for Chris Alston; Shaun Elwell over Dave Gemzoe and finally a solo win for Mark Durrant.

Into the Harewood classes with David Taylor taking the win in



Class 1A after Ben Spencer had his first run time discounted for exceeding track limits. Second in 1A went to the Smart Roadster of Richard Howell with Andrew Jeffrey third. In 1B Fred Currell took the win from James Kerr and the Peugeot Posse. William Roberts was another to suffer the loss of his first run time which relegated him

to 19th in class. In 1C Richard Archbould just beat Graham Cox although the latter was quicker in the wet.

In 1F Steve Dennis finished well clear of Sheridan Bell who had Lee Kessell snapping at his heels. Into the Kit Car classes and in 2A Daniel Hollis took the win as he benefitted from a rare error from Michael Bellerby. In 2B Simon Ambler took the win from Derek Leetham by a mere 0.08s.

Mod Prods saw dominant wins in each class. In 3A Oliver Roberts finished well clear of

Mike Egan and Jonathan Jackson in the battle of the Minis. In 3B Steve Bailey had a 3 second lead over Brian Lee and Gordon Watson. The big battle in 3C evaporated when Donal McCaskill had his Mitsubishi's engine let go. This left Steve Darley to take a comfortable win from Geoff Twemlow who was experimenting with track-day

tyres. In 3F a slight error on his first timed run saw Dave Banner in third and when the rain set in this left Robert Bailey and Andrew Steel in the first two places. In 3G Bob Bellerby took the win from the pretty WSM Sprite of Geoff Hill, both drivers only taking the one run each.

Into Sports Libre where John Prickett took the class win by over four seconds from

Alasdair Mercer whose error on the one and only dry run was decisive. Derek Kessel in the fabulous Maguire Mini Cooper was

— Richard Abraham takes a class win (PW Pics)



— Steve Dennis took his class in the TVR (PW Pics)



— Oliver Roberts heads for a class win (Lee Ward)



third ahead of the Honda powered Mini of Peter Knight.

The Racing Car classes were the ones where the early dual entrants were to benefit as it was just starting to rain as the majority of the 1100s tackled the hill.

In 5A Steve Carter took the class win from Simon Bailey. Ed Carter was third some 7 seconds adrift and top of the wet runners. In 5B it was Robert Spedding who running first had the advantage and took the win from co-driver Ben Tranter who was some 13 seconds slower. In 5C Paul

Martin triumphed finishing clear of Morgan Jenkins and the rest. John Chacksfield took a solo win in 5D whilst in 5E Sandra Tomlin's second run saw her extend her lead over Harewood debutante Paul Crute. Jim Johnstone took the win in the Classic class (6C) as he just pipped Steve Rogers (Elan). Bryan Simpson was third just ahead of Les Procter who was suffering from a slipping clutch.

Shortly after the third runs ended and people were packing up the rain ceased and by the time I left the sun was again shining. There had been an RTA on the main road at the exit of the venue when a car turning right was clipped by a motorist coming away from the Game Fair. It turned out to be Steve Spiers from the 1600 Racing Car class and the damage plus injuries to his wife will probably mean Steve will miss the rest of the season.

RESULTS

harewood championship – 010815

ftd championship – 010815

ftd & top 4 in class

final web results – 010815

Report by Steve Wilkinson



— Derek Kessell's
Maguire Mini Cooper
(Lee Ward)



— John Chacksfield
heads towards his
first FTD of the
weekend... (PW Pics)

Issue 8 August 2015

MONTAGUE BURTON HILLCLIMB 2nd AUGUST 2015

Chacksfield completes the Double

The second part of the August week-end was highlighted by two new class records plus some stunning performances especially by young John Munro. However we did only just get three timed runs in despite a conglomeration of incidents that just kept tripping us up

The Austin Healeys led off and in his big Healey Richard Mason dominated. Stephen Casson in his very smart Austin Healey Sebring Sprite held off the challenge from Paul Baker's Mk 3 3000 for second who in turn relegated Colin Gale to fourth spot. In the Lotus 7 Club's classes there were wins for Clive Marsden who fought past Richard Abraham; Andrew Willoughby who just held off Paul Collins and Graham Howard – the three covered by just 0.40s; Richard Price who was always just quick enough to hold off Jeff Smith and Graham Wardall; Chris Alston who fought back for the win over Nigel Fox; and Shaun Elwell who dominated the rest of the class runners.



— Richard Mason's Squealy takes the class win (PW Pics)

The Bugatti Classics class had an eclectic mixture of runners from the Mini Countryman

of Andy Clarke to the Aldon AL3 of Alan Goodwin. However it was the single seaters that dominated. Class record holder Martin Jones struck first in his 'new' Brabham BT21C, an ex-Sir Nick Williamson car, reducing the record by over two seconds. However just four cars later Richard Jones in the unique Brabham BT29X slashed a further second off Martin's record. Richard Jones then lowered the record by over a second to go sub 60 seconds for the first time at Harewood in the BT29X. Nick Stephens and Mike Bainbridge took third and fourth respectively with Goodwin fifth.

After Saturday's close call David Taylor took Class 1A unopposed after his two

opponents were eliminated during practice. Class 1B saw the second new record when Fred Currell, after two years trying, lowered James Kerr's record by one tenth in his VW Golf. Kerr was second with Deryck Jones and David West in hot pursuit. In 1C Richard Archbould had a comfortable win ahead of Andrew Hollis (BMW 318Ti) and Francis Cooper (Impreza). Into Class 2 and Michael Bellerby was back on top after the previous day's error cost him dear. Daniel Hollis was second ahead of Leon Franks. In 2B Derek Leetham was again top-dog leading home Simon Ambler and Mark Schlanker (Westfield).

Into Mod Prods and in 3A Oliver Roberts dominated in the Turbo Mini finishing well

clear of Mike Egan et al. In 3B Richard Hargreaves was again on top finishing clear of Steve Bailey (205) and Karl Stevens who was sharing Bailey's 205 after the supercharger in his Golf ran a bearing the day before. Steve Darley again took 3C from Geoff Twemlow and Tim Brown's immaculate 240Z.

In 3F class winner Dave Banner got to within half a second of the class record as he held off Steve Brown and Andrew



— Alan Goodwin's Aldon AL3 (PW Pics)



— Fred Currell – new class record! (PW Pics)



— Steve Darley – charging hard! (PW)

Steel in a Westfield clean-sweep. Bob Bellerby took 3G after a first run off at Orchard before we moved into the single Sports Libre class. Alasdair Mercer in the centre seat Force LM took the win on count-back from John Prickett in the Radical whilst Paul Woolfit in the Z Cars Mini was third.



— Fine study of Lindsay Mercer's Force LM (PW Pics)

Pics)

Into single seaters and in the

Up To 1100 class (5A) 17 year old John Munro took the win in the Suzuki powered OMS 2000M finishing ahead of Steve Owen (OMS-BMW 28) and Richard Summers (DJ Firehawk-Suzuki). John's father Roy was fourth with Richard Vaughan fifth. In the Formula Ford class (5B) Ben Tranter was back on top with Richard Spedding in his slipstream.

In 5C Paul Martin took the win with Amy Tomlin (Force PC) second.

In 5D John Chacksfield took the win with his second run also setting FTD as he finished ahead of Robert Macvean.

In 5E Sandra Tomlin got close to the Ladies Record in the MP97 Pilbeam as debutante at Harewood Paul Crute struggled to get below 60 seconds.

In the single Classic Class Jim Johnstone took the win in his TR6 with Angus Buchan (Jeffrey JS5) second. Les Procter retired during practice with a slipping clutch.

After the previous day's rain-affected results it was great to get in a consistent day weather-wise. There were dozens of PBs and two new class records and as we left the venue our thoughts were with Steve Spiers and his wife who were involved in the post-event road traffic accident the previous day.

RESULTS

harewood championship – 020815



— ...and here's John Chacksfield heading towards his second FTD of the weekend (Keith Hunt)

ftd championship – 020815

ftd & top 4 in class – 020815

final web results – 020815

Penned by Steve Wilkinson

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OMS NEWS & VIEWS

Harewood Double Header

BARC Yorkshire Centre ran their early August double header Speed Championship meeting at the weekend. Saturday's event was washed out during the afternoon timed runs when rain swept the venue. Some drivers chose not to take their second run while others braved the conditions.

Most of the classes ran before the rain shower, it was the unlucky single seater drivers who caught the rain: share drivers fared better having dry runs. Fastest time of day went to John Chacksfield on his first and only timed run in his supercharged OMS 28 with a best time of 57.84s. Paul Martin (OMS 2000M) led home the 1600cc racers with his best time 59.99s

Sunday brought sunshine and dry conditions all day. Last years' hot shot John Munro who has been circuit racing for the first part of this season, took a convincing class win in the 1100cc OMS 2000M he shares with his father Roy. John's best run was 54.65s. Steve Owen couldn't match John's pace with the OMS 28 BMW and settled for second with his best time of 55.81s. Roy Munro finished fourth in class and Richard Vaughan fifth with his OMS PR. Paul Martin again won the 1600cc racing car class on 55 seconds dead.

A delighted John Chacksfield finally broke the 54 second barrier. His best timed run of 53.86 seconds not only won his class but also gave him FTD for the second day in a row.

Lyn Owen

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CONTRIBUTORS

Writers

Jerry Sturman

Steve Wilkinson

Don Chambers

Lyn Owen

Photographers

PWPics

www.pwpics.net

Steve Wilkinson

srw48@btinternet.com

Keith Hunt

Lee Ward

Law Photography www.facebook.com/lawphotography2014

Don Chambers

Issue 8 August 2015

TAIL PIECE



- The Skoda?
Absolutely bog-
standard, old boy (PW
Pics)

10 Tail piece