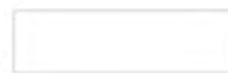


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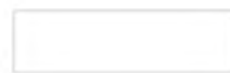
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BARC YORKSHIRE CENTRE AGM 3rd May 2016

Chairman's Annual Report 2015

BARC Yorkshire Centre had another successful season of speed hillclimbing at Harewood, organising 12 hillclimbs, a practice day and 5 driving schools, as well as continuing to develop the best hillclimb venue in the North.

Harewood remains a popular venue, attracting competitors from around the country, 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, efficiently-run events, held in a friendly atmosphere... our usual format of 5 runs in a single day meeting has set a new standard in UK hillclimbing!

The Harewood *Speed* Hillclimb Championship is the mainstay of our calendar, supported this year by CG Motorsport. Our 2015 Champion was not crowned until the final weekend when Tracey Taylor-West (Lotus Elise) put in a record-breaking performance to stay ahead of Committee members, past and present, James Kerr (Peugeot 205GTi) and Steven Darley (Subaru Impreza). OMS drivers John Chacksfield and Paul Martin battled all season to win the FTD Championship, with John posting a run of maximum scores as he adapted to the new car to secure the honours.

We hosted two rounds of the MSA British Hillclimb Championship. Our traditional 1-day May and 2-day July events were swapped around to accommodate the Championship but still proved successful.

The Harewood Hillclimb Academy 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 2015, 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, including a major investment in renewing the cabling network used for all data and telephone communications.

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

Update: Tim's report covered the 2015 season. Over the winter the rewiring and safety improvements programme was successfully completed in time for the first event in April.

Officers and Committee for 2016/2017

Chairman; Tim Wilson

Vice Chairman; Richard Hardcastle

Hon Treasurer; Peter Whittle

Hon Secretary; John English

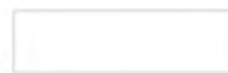
Hon Competitions Secretary; Chris Seaman

Committee; David Clay, Steven Darley, David Dalrymple, Mike Geen, Mrs Lesley Geen, Mike Shorley

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NOTES FROM THE EDITOR

The 2016 season is underway! We duly took a look at the March Practice Day which was enjoyable (leaving aside my MG Midget's lamentable failure to get us to the site) although it seemed to me that the number of participants was quite low. On the other hand, the paddock bulged with competition vehicles for the Spring National, there seemed to be plenty of spectators for the event, the sun shone brightly, at least until the end of the first runs when I had to depart, and Richard Spedding set FTD despite strong opposition!

On returning to the carpark I found an embarrassing 'first' for me at a Harewood meeting, namely that in my absence, my car had sunk into the mud sufficiently to make unassisted departure impossible, so my thanks are due to the team of volunteers who rallied to my aid.

So who were the winners across the weekend of 7/8 May? Well, us spectators for a start; it was dry and bright both days, and although shorts were not the most suitable attire by close-of-play on Saturday, Sunday was genuinely WARM coming on HOT! In the Top 12 Run-offs, Scott Moran was on top form, only just missing out on another hill record, but what great results for Richard Spedding – second in the first Top 12 Run-off and third in the second!

Unfortunately Tony Hodgetts has been unwell since he kindly allowed me to interview him at the

Practice Day, so we all wish him well. Typically, Tony was at the hill on 7/8 May and he's really looking forward to his favourite event, the Classic and Vintage event.



— Raptor rapture (Keith Hunt)

This issue has been a long time in gestation, but we hope it meets with your approval – any comments are always welcome

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YORKSHIRE CENTRE MARSHALS' TRAINING DAY 2016

Sunday the 28th February was a bright but cold day as the Harewood Marshalling Team gathered together for our Annual Training Day. These training days are part of a National series promoted and partly funded by the MSA to maintain the high standard of Motor Sport Marshalling for which the UK is known, 65 students and 10 instructors learning new skills and revisiting old skills in firefighting and incident handling. In particular they were all introduced to the Forward Head Restraint Device which will be more evident in our branch of the sport this year. As a National event we were pleased to welcome some members of the Huddersfield Car Club who are planning to run their own sprint event.

As is usual our truly wonderful catering staff served 90 hot meals to the marshals as well as members of the Harewood Organising Team who were there to check out systems ready for Practice Day. Everyone seemed to have enjoyed themselves and left mid-afternoon enthused and looking forward to the season ahead.

Mike Shorley

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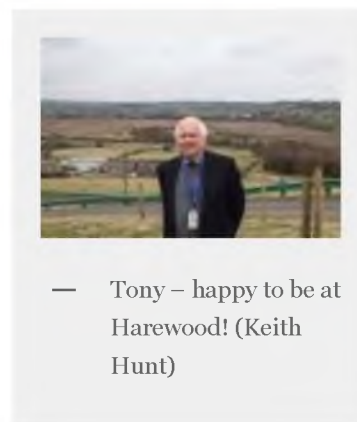
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STEWARD PROFILE – TONY HODGETTS

As soon as Tony begins to speak, you realise that his involvement with motorsport pretty much spans his entire lifetime. His memories go right back to pre-war days when, aged six, he began to read 'The Boys' Own Paper', which sometimes contained articles about Brooklands, the activities of the Bentley Boys etc. By 1950 Tony was earning a princely £1 per week, out of which he somehow managed to afford to buy Autosport and Motorsport – those were the days! Unsurprisingly, Tony began driving when he was 17, and in 1952 he and two friends motored to Le Mans. He remembers attending a race for 500 cc Formula 3 cars which was held in the carpark of the Blackburn Aircraft factory in Brough, a venue unlikely to find favour today! He also vividly remembers seeing, and above all hearing, the V16 BRMs at Goodwood.



— Tony – happy to be at Harewood! (Keith Hunt)

Tony passed his accountancy exams in 1955, and went straight in to the Royal Air Force to do his National Service. After initial training and officer selection he was commissioned into the Secretarial/Accounts branch and posted to RAF Rufforth. He joined the BARC Yorkshire Centre in June 1957. His first event as a marshal was at a BARC sprint at Hudson Road Mills, which is where

he first met Mike Wilson. He marshalled throughout that winter, including a stage on the RAC Rally, and throughout the next season at all sorts of events and was accepted into the newly formed British Motor Racing Marshals' Club, being invited to head the drive for new marshal members in the North-East within days. This succeeded to the extent that the group was elevated to the status of a Region in 1960. He continued to marshal at all sorts of events for the BARC and other clubs.

When Croft re-opened in 1964, he acted as post observer for Darlington & District MC, and when the BARC Yorkshire Centre started to organise race meetings at Croft he added the allocation of duties to his list there and at Harewood, in the role of Chief Observer. His activities with the BARC took him to many different venues, but he has very fond memories of Aintree – on account of the excellent lunches provided there!

Tony enjoyed reminiscing about the events that took place at the Crystal Palace circuit, where he was Deputy Chief Observer at some of the events, and the amazing international entry that they attracted, especially in the Formula 2 and 3 races, making it possible to see the likes of Niki Lauda and Jochen Rindt in action early in their careers. Tony also did a couple of British Grand Prix as Chief Observer. Meanwhile Croft was going from strength to strength, including Group 7 sports cars at events organised by BARC HQ but run by the Yorkshire Centre.

BARC Yorkshire Centre manned stages on the RAC and Mintex rallies and Tony became a Stage Commander. Harewood hosted a stage of the RAC Rally in 1975, and Eric Jackson took Tony for spin through the stage. Only afterwards did they discover that they'd set a time considerably quicker than Timo Makkinen's official fastest time...

In 1976 the position of 'Judge of Fact' for the RAC Rally was created, and Tony was able to recruit a team of them from the team of Observers that he was used to working with. Tony himself remained in the role until 1993. Tony's been an MSA Steward since the mid-80s at a variety of venues, including at the TOCA events at the Knockhill circuit in Scotland. Generally, however, he was mainly involved with Harewood, Croft and Oulton Park.

Despite having curtailed his activities – he's now given up his responsibilities at Oulton Park – he still spends an average of one weekend in three during the summer at 'his' venues. And his favourite event at Harewood? Why, the Classic & Vintage of course...

Don Chambers

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HAREWOOD SPRING NATIONAL HILLCLIMB 10th APRIL 2016

Spedding speeds to victory

There was a ding-dong battle for FTD as several hillclimb championship regulars tested their cars at the Yorkshire hill. After early morning mist delayed the start it was Richard Spedding who beat the rest to a stunning FTD. Wallace Menzies finished second just two hundredths slower whilst Will Hall recovered from a first run grass tracking moment to snatch third. Ed Hollier had looked set for third spot but his second run came to an end in the Quarry gravel trap when his front wing delaminated and the errant portion slid under the car effectively lifting the front end off the ground.



— Richard Spedding's Raptor heads to FTD (Steve Wilkinson)

The guest championship classes led the way with wins in the MG portion for David Coulthard in the ZR160, John Payne in his Sprite and Richard Watkinson's Midget. In the Bert Hadley classes, the Austin Sevens of Ian Bennett and Paul Gering came out on top. Finally, in the TVRs it was Steve Dennis and Simon Cole who made the grade.

In the Harewood Championship classes David Holden won Class 1A in the drop-dead

gorgeous Alpine Renault A110 finishing clear of the returning Steve Mitchell's Peugeot 205. Deryck Young won the 21 car Class 1B despite a first run 'detour'. Peter Sherratt won Class 1C which is now for Over 2 Litre two-wheel drive cars whilst the four-wheel drive Class 1D went to Graham Cox who just held off Richard Archbould. In the Kit Car classes Caterhams ruled with Dan Hollis taking the 1700 class with his Sigma powered version and Richard Vale the big class in his R500.

Into Mod Prod and in Class 3A Ivan Russell took the win in his Russet Red Anglia from

Tim and Ben Cross in the former's rallying Nova. In Class 3B Sarah Bosworth with the now immaculate-looking Elise took the win from Paul Martin who is now Elise mounted after his foray in an OMS. There was just the one Sports Libre class (4A) and John Prickett beat the massed ranks of the Woolfitts with two neat and tidy runs. Steve Owen won the 1100 Racing car class with the 'works' BMW-powered OMS 28 with Wil Ker second in his OMS CF09. Ben Tranter was again Top Dog in the Formula Fords with co-driver Robert Spedding second. Richard Spedding took the 1600 Racing Car class in the Raptor from Ed Hollier whose first run was far from perfect and who ended up in the Quarry gravel on run 2. Wallace Menzies and Will Hall were getting in some pre-BHC testing although Will spent a lot of time either on the grass or stopped by the side of the track! In the solitary 'Classic' class Jim Johnstone took the win in his TR6 from Les Procter's Sprite.

The HSA championship contenders who attended were all solo runners in their respective classes thus the only difference in points scored came from their performances with respect to the HSA Championship Class Records. Steven Needham finished a respectable third in class in his Smart Roadster netting 15 points whilst Pau

I Trill's shrill RX7 could only manage seventh in the 'new' Over 2000cc Two Wheel Drive class garnering just 8 points. Ivan Russell was in fine form winning his class in the immaculate Anglia and adding 13 points to his tally. Dave Mockford's MG Maestro knew the way up Harewood hill as back in the day it ran in a round of the MG Challenge at the Yorkshire venue.



— A great excuse to include a photo of David Holden's Alpine – 1st in class! (JCB Photography)



— The 'Tricky Bear' approaches Quarry (Steve Wilkinson)



— Angleboxes still rule! (JCB Photography)

Steve Brown was flying in his Hayabusa powered Westfield although in practice he was hampered by a loose nosecone which caused him to slide off onto the grass. His new HSA Championship record meant he gathered a maximum score. Paul Wells was somewhat outgunned in Peter Robert's 600 Jedi as he was lumped-in with the 1100s. Gary Thomas finished third in the 1600 Racing Car class and netted 15 points. Rowland Turner had entered his Escort in class 1B rather than the Classic class whilst Ed McDonough potted up in his neat Dulon FF1600 netting 15 HSA points despite being the slowest of the Flying Fordies.

After the delayed start and the various practice problems necessitating recoveries etc there were just two timed runs. After the temperature suddenly dropped, the only people to make significant improvements during the second runs were those who had "problems" on their first. Nevertheless the Harewood crew ran a highly efficient meeting and the marshals in particular deserve a warm round of applause for their efforts in the bitterly cold conditions.

RESULTS

[harewood championship 2016 after round 1](#)

[ftd championship 2016 after round 1](#)

[ftd & top 4 in class – 100416](#)

[final web results – 100416](#)

Reporter – Steve Wilkinson

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HAREWOOD OPEN HILLCLIMB 7th MAY 2016

Chacksfield at a canter

John Chacksfield was comfortably the fastest competitor in the Harewood Championship portion of the day's activities. However, the battle for second & third saw the Sports Libres dice for the honours, Ben Lovell just beating Jerseyman Len Amy by a meagre three hundredths.

There was a representative entry for the Pirelli Ferraris where class record holder Nick Taylor took the win from championship co-ordinator Richard Prior although it was Mike Spicer (Ferrari 328 GTB) who extended his lead in the points table. There was a rather thin entry in the three Westfield classes where Matthew Turner's class winning performance stood out as did Graham 'Windy' Miller's antics in the Escort!

Into the Harewood Championship classes and in Roadgoing David Holden's glorious A110 Alpine took the 1400 class win ahead of the returning Steve Mitchell. In the two litre class Jack Pearson's



— John Chacksfield 7th
May 2016 picture by
Eddie Walder

progress continues as he took first ahead of Deryk Jones, who went sub 68 for the first time; Ian Butcher was third just four hundredths ahead of James Kerr. In the two-wheel drive over two litre class Peter Sherratt broke his record with the BMW M3 after immense pressure from the Nissan 350Z of Kieran O'Brien. In the 4WD class Graham Cox took the win with Richard Archbould second, well clear of the rest. Michael Bellerby took the first of the Kit Car classes ahead of Daniel Hollis whilst Richard Vale led a Caterham 1-2-3 in the second with Richard Palmer and Terry Marshall 'riding shotgun'.

Into Mod Prod and Sarah Bosworth, the Demon Barber of Sheffield, was the class act as she led home an Elise 1-2-3 in the 2 litre division ahead of Tracey Taylor-West and Paul Martin, while Andrew Steel took 3F ahead of an out-of-sorts Bob Bellerby.

The battle for Sports Libre honours saw Len Amy snatch the lead in the Mallock on his



— Ben Lovell, victorious in Sports Libre (Phil & Marcus Andrews)

second run, however Ben Lovell was able to fight back and just pip the Channel Islander. In the 1100 Racing Car class, Ed Carter again shone through taking the win ahead of Richard Vaughan and a rapidly improving Chris Thurgar-Dawson in his first season in open wheelers. Ben Tranter took the FF1600 class as both he and co-driver Robert Spedding set PBs in their attempts to close in on the 2004 David Bailey record. Steve Rogers lowered his 6C record going sub-70 for the first time as he finished clear of Les Procter.

With the Championship round being the support to BHC practice there were just two practice and two timed runs. This left several drivers somewhat puzzled given the slow pace of on-track activity, especially during the THREE practice runs for the bigger capacity single-seater runners – there were long gaps as the startline crew waited for another runner to womble down to the start. Maybe this is a spin-off from the ban on tyre warming?

RESULTS

harewood championship – after round 2 2016

ftd championship – after round 2 2016

ftd & top 4 in class – 070516

final web results – 070516

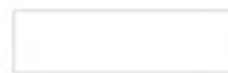
From the pen of Steve Wilkinson

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MSA CHAMPIONSHIP HILLCLIMB 7th / 8th MAY 2016

Moran makes it five

Scott Moran continued his winning streak at Harewood to make it five straight British Hillclimb run-off wins in a row, stretching his Championship lead over Trevor Willis to 17 points. 'I had to make him work for it!' said Willis after fighting back in the closing run-off, when he'd hurled the OMS V8 up on the penultimate run of the day to set the outright pace so far. But Moran effortlessly snicked a further eleven hundredths off Willis's time for yet another win by the most successful car/driver combination in the sport.



— Scott Moran scored a second successive double win



As Moran and Willis stretch their advantage in the title chase, their pursuers appear to be wilting under the strain. Although present at Harewood, Wallace Menzies was temporarily without a car as his engine problems at Craigtantlet the previous weekend had proved terminal, although a replacement unit is being sought. Perhaps the leading duo's

— Trevor Willis pushed Moran hard in the second run off

greatest threat, he slipped down the table to equal seventh equal alongside Will Hall, another potential challenger who left Harewood with a zero score on the day. After a superb showing at Craigtantlet where he'd put Moran under severe pressure, Hall's turbocharged Force-AER suffered an identical re-run of the throttle electronics problems encountered at Prescott and slowed to a halt in the opening run-off and in second qualifying. Dave Uren was the third top contender who'd made a fruitless trip to Yorkshire. He set a fine qualifying time in the morning, only to have it disallowed for exceeding the course limits at the notorious Quarry exit before the finish. An attempt to make amends in the afternoon failed when the turbo Force-Suzuki ground to a halt with engine management issues during second qualifying.

All this opened the doors for the smaller racing cars, particularly in the 1600cc class, whose drivers had a field day. After qualifying third for the opening shoot-out in his GWR Raptor-Suzuki, Richard Spedding even managed to topple Willis in the run-off itself for a career-best second place. Later, with a run at class-record-breaking pace in the second stanza, he chased Moran and Willis home for a fine third place in his GWR Raptor-Suzuki, delighted to move into third overall on the series table. Spedding's guest driver for the weekend, flying Scot Steve Marr, also got the car in the points in the afternoon.



— Richard Spedding harried the front runners in his GWR Raptor



— Ed Hollier backed up Spedding's charge in his Empire Evo

Ed Hollier's 'recce' trip to April's Harewood clubbie clearly paid off as he netted two fourth places in his Empire Evo-Suzuki to leave Yorkshire for the West Country holding fifth overall on the table. Although constructor Sean Gould just failed to edge out Oliver Tomlin's big Gould V8 for fifth place in the morning, the tables were turned in the afternoon as he demoted Tomlin to sixth.

On his first British outing with the ex.Tom New Gould-Judd, Jerseyman Jason Mourant bagged a brace of seventh places ahead of first Simon Fidoe's diminutive 1-litre Empire Wraith and later Eynon Price in the 'works' GR59. Still without a CWP for his big Gould, Championship co-sponsor Graham Wynn was out in his turbocharged Force-Suzuki again, edging into the points in the closing run-off. Despite just failing to catch Lee Griffiths' OMS turbo in the first stanza, Tina Hawkes was delighted to be in the BHC points for the second time in her normally aspirated Force-Suzuki.

Thirteen runners contested the second shoot-out as constructor Steve Owen's 'works' OMS-BMW 1-litre had tied for the final qualifying place in the afternoon with Tony Hunt's Gould-Cosworth V8. Both finished out of the points, the advantage narrowly in Hunt's favour, but the computer engineer was

beaming from ear to ear after his first ever British run-off qualification.

Amid relatively small fields for the opening British and Leaders classes, Tony Record had no opposition for his rare (in hillclimbing terms) Proton Coupe in the opening Roadgoing class. Better support for the over 2-litres saw reigning Gurston champion Stephen Moore make the trip north worthwhile with a new class record in his Evo 6, carving well over a second off Tony Bunker's old Nissan GT-R mark to leave Jamie Powell's Evo 5 several seconds adrift. Harewood school instructor Peter Herbert spent lunchtime in detention after an unscheduled trip into the Orchard outfield in the 911, but was released for third place in the afternoon. Allan Warburton's Caterham-Duratec ran well clear of Richard Vale's K-Series Caterham and John Pick's rare AMS Murtaya-Subaru in the Specialist section.

In a superb debut for his newly-built Hillman Imp turbo, Eric Morrey broke Andy Russell's 1400 ModProd record, leaving the former holder a tenth adrift in his Ginetta G15, despite running three hundredths inside his old mark.

The 2-litre class hosted the duel of the day as defending Leaders champion Colin Satchell took charge of the series once again with a record-breaking opening run (this year, each individual run is a scoring round).



— Sarah Bosworth swapped records with Colin Satchell in the closest class of the day

Second time up, former Harewood and Gurston champ Sarah Bosworth snicked a hundredth off the Peugeot's opening time only for Satchell to rewrite the record for the third time that day with a run five hundredths quicker still!



— Two class records put Leaders Champion Colin Satchell out front in this years series

It was good to see Simon Jenks back in action for the first time after his Doune accident last June. He was shaking down a new Caterham chassis with his old Suzuki engine installed, but sole opposition Mick Lancashire had the edge in his Vauxhall powered Avon Sprint.

Lancashire's fellow Jerseyman Len Amy was never headed in the opening sports libre class, his rear-engined Mk32 Mallock over a second clear of Mark Dempster's Imagination-Vauxhall as Ben Lovell gave chase in the carbon-tubbed OMS-Suzuki. The only runner in the bigger libre class, at least Allan McDonald had the consolation of a Harewod PB in his innovative Mini Evo-Mitsubishi.

With both runs at BHC qualifying pace, Simon Fidoe headed a typically well supported 1100cc racing class. A typically competitive one, too, as his pursuing co-driver Darren Gumbley found himself relegated to third by a late charge as Steve Owen charged through the field to book his place in the second shoot-out. The 1600cc class was all about Richard Spedding, of course, with Ed Hollier elbowing past Eynon Price to take third. With Sean Gould bringing his eponymous machine home fourth the leading quartet were all comfortably at qualifying pace.

Tim Elmer headed a trio of normally aspirated 2-litres in his 2003 Dallara powered by one of Terry Davis's Yamaha-based V8s, while just eight hundredths behind in his 1977 March F2 chassis, BHC contender Johnathen Varley missed out on qualifying for the second shoot-out by just over three tenths. With Dave Uren out of the running among the forced induction brigade, Saturday's outright winner John Chacksfield chalked up another class win in his supercharged OMS-Suzuki to head BHC contenders Lee Griffiths and Graham Wynn.

Among the big single seaters, Moran claimed a full house with a class record breaking win in the all-conquering GR61X while Willis, who would unofficially break the record again in the second run-off, settled for second place. The unfortunate Will Hall's first competition run, the only one in which the Force-AER reached the top, took third place. Significantly though, Richard Spedding's class win in the Raptor was quicker...

A phalanx of Ferraris chasing Pirelli points were led home by their championship co-ordinator, Richard Prior, the F355 driver wreaking revenge on Nick Taylor for his defeat by the 430 Coupe at the previous day's event. Among the Westfield classes, David Richings ran alone in his roadgoing SEiW-Zetec, Terry Everall's Megablade kept Matthew Turner's Yamaha powered version at bay while the distinctly non-Westfield OMS-Kawasaki of Mark Anson in the accommodating class for that category ousted Mark Schlanker's OMS-Honda.

Ben Tranter defeated Vector co-driver Robert Spedding in their customary Formula Ford Harewood double-act and Les Procter evoked the John Sprinzel era running solo aboard his evocative Sebring Sprite.

Finally, a large and eclectic group of BARC Yorkshire Centre members' cars made up the final class. Not surprisingly, single-seaters were in charge with the Mk 1 Jedi-Suzukis of Ed and Steve Carter, plus Chris Thurgar-Dawson's Mk4, heading a Mitsubishi trio comprising Graham Cox, Richard Archbould and Peter Milne.



— Ed Carter led home the BARC Yorkshire Centre class

RESULTS

[top12 r1 results 080516](#)

top12 r2 results 080516

ftd & top 4 in class – 080516

final web results – 080516

Words by Jerry Sturman

Photographs by Eddie Walder

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

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BREAKING NEWS

www.roofsideup.com is a new motoring website edited by acclaimed motoring journalist and successful racing and speed event driver David Finlay. With the stated objective of expressing the joy of driving everything from the new to the old to the unlikely to the exhilarating, it will include news stories, car reviews and articles, including a fair share of motor sport.

Those who follow the British Hillclimb Championship, and the associated class-based Hillclimb Leaders Championship, will be familiar with last season's Multi Car Challenge, whereby David and fellow journalist Alisdair Suttie fielded a variety of standard cars loaned by generous manufacturers in most rounds of the series. These ranging from the ludicrous Audi S8 at Shelsley Walsh, where its first 64 feet times would have done justice to a state of the art single seater, to the gargantuan VW Touareg at Loton Park, a clear demonstration of both the enjoyment and accessibility of the sport of speed hillclimbing.

Further fun and frolics are proposed for 2016, and www.roofsideup.com will bring you the inside stories, plus plenty more.

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8th MAY – MORE PICS!

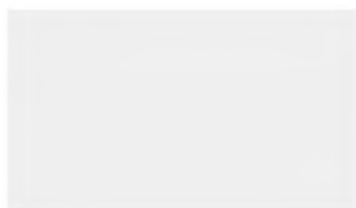
We thought you might like to see a few more photos of some of the entrants at the 8th May event!



- Eric Morrey's super-quick Imp (Phil & Marcus Andrews)



- If it's a Sebring Sprite, if it's Harewood, it's Les Procter! (Keith Hunt)



- Simon Fidoe's amazing Empire Wraith – just 1 litre! (Keith Hunt)



- Tony Record presses on in his Proton Coupe (Phil & Marcus Andrews)



- Tony Hunt qualified for the second run-off – good work! (Keith Hunt (no relation!))



- Richard Prior's 355 exits Farmhouse (Keith Hunt)



- Tim Elmer powers up the straight in his Dallara F303 (Keith Hunt)



- Len Amy's very neat – and quick – Mallock Mk32 (Keith Hunt)

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OMS NEWS & VIEWS

Harewood British Hillclimb Championship Meeting

BARC Yorkshire Centre hosted the MSA British Hillclimb and Hillclimb Leaders Championship rounds at Harewood Hillclimb over the weekend of 7th and 8th May.

A strong national class entry along with Harewood regulars, who were competing on the Saturday in the second round of the club's Speed Hillclimb Championship, made for a good weekend of motorsport for drivers and spectators alike. The added bonus of a warm sunny weekend served only to enhance the enjoyment for all who were there.

Plenty of OMS drivers competed across a number of classes during the weekend. The Westfield SCC ran a class for their club members driving in non-Westfield cars which included Mark Anson and Mark Schlanker who were both driving OMS 2000m cars. Mark Anson took the class win with Mark Schlanker finishing in third place in Saturday's event, whilst on the Sunday they finished first and second in class respectively.

Ben Lovell took second FTD on the Saturday, but gremlins that have dogged him this season caused the car to slow on both of Sunday's timed runs leaving him down the class order.

The class for racing cars up to 1100cc fielded six OMS drivers. Lynn and Steve Owen were driving their new OMS 28 that runs a BMW S1000RR engine. Steve had a good weekend taking second place in class with a new personal best time in this car 54.68s. Lynn also improved on her best time set with the car at the April Harewood meeting, with a 57.97s climb.

Running in class with Lynn and Steve were Simon Andrews and Bernie Kevill driving their OMS 28 that has a Suzuki GSXR K8 power unit. They didn't quite match the pace of those at the sharp end of the class this weekend, finishing 6th and 7th respectively ahead of Lynn in eighth. Wil Kerr and Ben Hamer shared the ex-Iain Davidson OMS CF09 and Wil snatched 5th in class with his best run time 56.22s, just ahead of Simon Andrew's 56.39s climb.

John Chacksfield had one of his most successful BHC meetings with his supercharged OMS 28. Having taken a class win and Fastest Time of Day on the Saturday, he improved on his previous day's best time to secure a class win with his 53.49s run. John beat national championship runners Dave Uren, Paul Haimes, Graham Wynn and Nicola Menzies. Lee Griffiths (OMS 25 1300t) chased John to finish second in the class, half of a second adrift on 53.96 seconds. However Lee is a BHC registered competitor and his first run time qualified him for the first of the run offs in which he finished 9th, scoring his first BHC points of the season.

In the unlimited capacity racing car class Trevor Willis (OMS 28 V8) finished second to class winner Scott Moran by 3/10ths: the only two drivers in this class to dip under 50 seconds. Trevor qualified for both of the run offs, finishing 3rd in run off one and 2nd in run off two. Today's points score for Trevor has moved him up into second place overall in the British Hillclimb Championship table, 14 points clear of third place Richard Spedding.

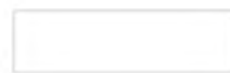
Our thanks to Lynn Owen

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TAIL PIECE



— What dear? Yes, I know I said I was just popping out for croissants and that was three hours ago , but, er, the traffic has been terrible. Now please hang up and let me get on... (Keith Hunt)

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