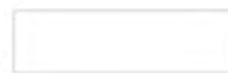


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[About](#)

[Harewood Hillclimb Events 2017 Dates](#)

[Contact us](#)

[Archive](#)

[Photo Gallery 2016](#)

Issue 15 May 2017

Issue 12 July 2016

CONTENTS

Page

- 2 Notes from the Editor
- 3 Driver Profile – John Chacksfield
- 4 Classic & Vintage Hillclimb 4th June 2016
- 5 Jim Thomson Trophy Hillclimb 5th June 2016
- 6 Harewood Championship Hillclimb 2nd July 2016
- 7 MSA British Hillclimb Championship 3 July 2016
- 8 More Pics!
- 9 OMS News & Views

10 Contributors

11 Tail piece

Pages: 1 2 3 4 5 6 7 8 9 10 11

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BARC Yorkshire Centre Online Magazine



[About](#)

[Harewood Hillclimb Events 2017 Dates](#)

[Contact us](#)

[Archive](#)

[Photo Gallery 2016](#)

Issue 15 May 2017

Issue 12 July 2016

NOTES FROM THE EDITOR

As it was the Classic & Vintage event, I persuaded The Mem to return early from our holiday in Scotland. I mention this because we'd noticed several German one-make car clubs touring the Highlands, and as we drove home we encountered a sizable convoy of Porsches heading north. Nothing too unusual in that, except that the 'tail end Charlie' was a 356B GTL – an Abarth Carrera. That would be something to see (and hear) on the hill!

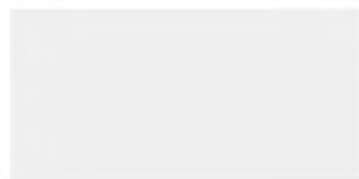


— Quick! Get online and buy Dunlop shares – Chris Williams is on the hill! (Keith Hunt)

So what does one say about the C & V event that hasn't already been said? Suffice to say that on arriving in the paddock, I literally didn't know which way to look; marvellous cars in every direction. I'd been disappointed to see that the Napier Bentley was missing from the programme and so was very pleased to see that it was present at the meeting. One car does not a meeting make, but the Napier Bentley is a real crowd-pleaser so it

was great that Chris Williams was able to run. However, I thought that the most

entertaining entry this year was Iain Stewart's little Morgan 3



Wheeler, both on-course and just off it, according to Steve Wilkinson's typically informative event report! It was great to see Tony Hodgetts on hand for his favourite event, and the weather just got better and better during the day!

I confess that I was prepared to find the 'Jim Thomson' a bit of an anti-climax, but as it turned out I thought it a terrific day, helped of course by the fact that the weather was even better than on Saturday, and after some expert attention, the MG ran very well and got me to the hill.

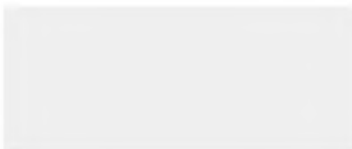
Come the Harewood Championship Hillclimb, and I was amazed to get into the Trackside carpark despite not arriving until lunchtime – rather disappointing spectator numbers I thought, although perhaps not too surprising given the iffy weather and the big meeting on the morrow. When the rain stopped, we ventured down into the 'badlands' below the start-line for a different view of the racing. It's good down there; very peaceful (except for the confoundedly noisy cars, of course) and spectators get a really close view of the action. However, I wouldn't want to be down there for something as important as a Top 12 Run-off because one really misses the PA and the excellent commentaries. Most impressive performance for me? Peter Sherratt in the BMW, class winner and not too far off the class record.

So many positives from the British Hillclimb Championship meeting, so we'll deal with the whinge first and get it out of the way! We were disappointed to find that there was no timing information shown down at Farmhouse, so we had to toil back up the hill for the Top 12 Run-off. The first positive was that this year the weather behaved pretty well, leaving aside the nagging wind, whereas last year it ruined the meeting's climax. Secondly, we were treated to a fine run by Trevor Willis to take the first run-off in a time not far adrift of the hill record. Then we had another brilliant performance by Richard Spedding; third and second in the run-offs was a great result. Considering how comparatively 'slow' the little GWR Raptor is through the speed trap, its performance elsewhere on the hill is amazing. Of course everyone was holding their breath to see if Richard could take the win, especially as there was

only one competitor who could deny him. Unluckily for Richard, that competitor was Scott Moran, who proceeded to do what he seems to do best – take the win on the last run of the day, and set a new hill record in the process. Phew!



— Iain Stewart takes his Moggie by the scruff of its neck! (Keith Hunt)





— Scott Moran taking the hill record (Keith Hunt)

Don Chambers

Pages: [1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#) [8](#) [9](#) [10](#) [11](#)

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[About](#)

[Harewood Hillclimb Events 2017 Dates](#)

[Contact us](#)

[Archive](#)

[Photo Gallery 2016](#)

Issue 15 May 2017

Issue 12 July 2016

DRIVER PROFILE – JOHN CHACKSFIELD

Regular Harewood-goers can't have failed to see – and hear – John Chacksfield driving his immaculate, bright red OMS 28. John is the CEO of an award-winning Skipton-based company supplying medical products, and he freely admits that this materially helps him to finance his passion for motorsport. Married for 35 years, John has a son and daughter, both working in the family business, and he's a proud grandfather.

From the above, it will be no surprise to read that John has always been 'crazy about cars', initially competing in autotests organised by the Huddersfield Motor Club in an MG Midget. John moved to Ireland, where he met Nessa, who later became his wife. However in the late 70s and early 80s he also found time to compete in a variety of motorsport events organised by the Galway Motor Club; autotests, sprints and night rallies, the latter mostly as co-driver/navigator. For a spell after his return to England in the late 80s, John gave up competitive driving, but on being made redundant in 1998, he spent his redundancy money on a Caterham (!) in which he competed at Harewood in the road-going category for two seasons. Following this, John really took the plunge and began a long association with OMS, beginning with a spaceframe 2000M powered by a 1100cc Kawasaki engine.



— John relaxes during the lunch break (Don Chambers)

He raced the 2000M for nine years, competing all over the north, but eventually switched to a CF04 carbon fibre-tubbed model that had a 2 litre Swindon-Vauxhall in the back. This very successful partnership lasted three years and twice netted John the Harewood FTD Championship.

Last year John bought his current car, an OMS 28 powered by a supercharged 1300cc Hayabusa engine. Though this car brought John the FTD Championship last year, he feels he's still discovering how to get the most from it – it's that fast, that agile. Consider this: the engine produces around 350bhp and the car weighs around 300kg or 660lb in 'old speak'. That equates to around 1200bhp/ton which translates into 'quite exciting' performance (John's words), although he has graduated from a 'hanging on for dear life and hoping to get to the top' strategy to something much more controlled. John stresses how much more technical the cars have become, and is grateful that Steve Owen's outfit is just up the road!

Not all seasons have gone according to plan. One in particular sticks in John's mind as difficult when he was racing the 2000M. Having had the car rebuilt, after just two events he crashed it at Three Sisters, necessitating another rebuild, whereupon he crashed very heavily at Aintree, the 130mph 'prang' virtually destroying the car. Somehow Steve Owen managed to rebuild it again, and it's testament to the strength of its spaceframe that John was unscathed, although these days he's much more comfortable in a carbon fibre-tubbed car!

John's only campaigned the '28' at Harewood, but thinks he must have competed in every event at Harewood since the late 1990s, considering the hill to be extremely challenging. John praised the whole Harewood team, but especially the marshals, for the amount of effort that they put in and their unfailing good humour, and was very keen to use this opportunity to stress how much that means to the drivers and how much they appreciate it.

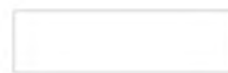
Don Chambers

Pages: [1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#) [8](#) [9](#) [10](#) [11](#)

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[About](#)

[Harewood Hillclimb Events 2017 Dates](#)

[Contact us](#)

[Archive](#)

[Photo Gallery 2016](#)

Issue 15 May 2017

Issue 12 July 2016

CLASSIC & VINTAGE HILLCLIMB 4th JUNE 2016

Crosse flies the flag

The Classic and Vintage meeting always attracts an eclectic entry and this year we saw another batch of first timers whose cars delighted the crowd. On track there were PBs and records plus the return to Harewood of a car first seen here in 1974 – the ex-David Franklin Ensign.

The event started off with the 'guest' championships; the TR Register, Bentley Drivers Club, Historic 500 Owners Club, Classic Marques and the Jaguar Drivers Club. In the latter, although Geoff Mansfield was inside his class record in the prototype Kougur-Jaguar which was owned for many years by Simon Taylor of Motor Sport and Autosport, it was Thomas Robinson who took the class win in his MG Midget, setting a new class record in the process.



In the Vintage classes Greg Harrison took V1 with his Austin 7 Ulster whilst Ian Standing's Riley Brooklands was the class act in V2. Tim Kneller took V3 but had to

set a PB to keep Joanna and
Simon Blakeney-Edwards'

- Greg Harrison's pretty Austin 7 Ulster took Class V1 (Phill & Marcus Andrews)



- Class V6 went to this Talbot Lago (Phill & Marcus Andrews)

Frazer Nash at bay. Peter Tierney took V4 in his 'Leaf' with a new PB as all the rest of the class registered new PBs.

John Guyatt cruised to victory in V6 with his beautiful Talbot Lago

sports purring along nicely. Hugh Mackintosh lowered his old record in V7 for the first of the Edwardian classes taking over 3 seconds off his 2015 mark. Tim Hopkinson's new

record in V8 kept him ahead of Kevin Morton's similar Riley 9 Special.

David Pryke took V9 with just one run which was 'eventful' to say the least but was still within 1.5 seconds



- Peter Tierney on his way to a class win (Phill & Marcus Andrews)



- Terrific performance by Hugh Macintosh in Hudson Super Six Racer (Phill & Marcus Andrews)



- Michael Littlewood at work in his Bentley (Keith Hunt)

of his record! Durward Lawson took a well-supported V10

class finishing clear of Ian Bingham (Frazer Nash) and Jon Mellor (GN/AC Beetle Special). Michael Littlewood rumbled to victory with his 4.5 Bentley in V11.

In V12 for Edwardian Aero-engined Specials class record holder Clive Press was relegated to second as Geoff Smith in the 9 litre Piccard-Pictet clipped 4 tenths off the record. Both Jolyon Harrison and James Baxter had been quick in practice but were sidelined when the Lagonda Rapier Special suffered electrical maladies,



Rob Cobden took the win in V14 less than a second off his own class record and also grabbed the

trophy for Fastest Vintage Time of the Day. In V15 Tim Greenhill took the win in his Wolseley Hornet Special with Edmund Burgess (Bugatti) second some 4 seconds adrift. The final two "Vintage"

— Fastest Vintage Time of the Day went to Rob Cobden (Phill & Marcus Andrews)

classes were for Pre-1941

and Pre-1961 racing cars. In V16 Julian Grimwade took a comfortable win in the Norris

Special Frazer Nash whilst in V18 Charles Reynolds 1100cc Cooper-JAP took a solo win.



— That's a dramatic study of Julian Grimwade's Norris Special (Ash Smith)

Into the Classics and in C19 for Pre-1972 Tin Tops it was a Mini 1-2 with John Askew leading home Steven Murphy whilst in third it was the Wolseley Hornet of Mark Forster. In C20 for Pre-1972 Sports Cars Mike Haigh took the win



— Fyrth Crosse takes FTD in the Ensign (Phill & Marcus Andrews)

in his pretty MG Lenham Le Mans Midget with Steven Muir's Sprite second and Alan Foster's Morgan Plus 8 third. In C21 for Pre-1972 racing Cars Fyrth Crosse in his immaculate Ensign F3 car took the win and also the Outright FTD.

If you missed this event my recommendation is don't do that next year as it is rapidly becoming a must-see on the Harewood calendar. Finally, it isn't often that we find out what the marshals say over the radio but one nugget did emerge. Iain Stewart in the Morgan JAP 3 Wheeler does tend to chuck the little car about a bit and on his second run managed to slither off-course at Country Corner. The radio message from the marshal on-post went "Car 178, the Morgan 3 Wheeler, all four wheels off."

RESULTS

[FTD & Top4 040616](#)

[final web results 040616](#)

Your reporter – SteveWilkinson

Pages: [1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#) [8](#) [9](#) [10](#) [11](#)

BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine

[About](#) [Harewood Hillclimb Events 2017 Dates](#) [Contact us](#) [Archive](#) [Photo Gallery 2016](#)

Issue 15 May 2017

Issue 12 July 2016

[JIM THOMSON TROPHY HILLCLIMB 5th JUNE 2016](#)

Chacksfield cruises to victory

John Chacksfield was again comfortably the fastest competitor at the event and extends his lead in the 2016 FTD Championship title race. In the Harewood Championship Sarah Bosworth continues to lead after another class win. However, her lead wasn't threatened as second and third place drivers going into the event were not even entered.



— Rob Toon's +8 heads for a class win (Phill &

In the 'guest' championship classes

Simon Baines won the Morgan class on scratch but after the handicaps were applied he was relegated to third with Rob Toon winning from Adam Roper. Jim Johnstone again took the Triumph TR class but he was pushed hard by Robert Barnard in his TR4. In the Scimitar and Sabre Owners Club class, Craig Hughes



— ITMA – on his way to another FTD (JCB Photography)

Marcus Andrews)

took the win from Josh Oakes, both in Scimitar SS1s, whilst third went to Steve Louch in a

Scimitar GTE. Tom Whittaker broke his own class record en route to victory in the Aston Martin Owners Club class; in fact all three of his runs were inside his old record. In the Historic 500 Owners Club class Nick Reynolds again took the win with Finlay Mackintosh and Richard Grant snapping at his heels. In the final guest class for Classic Marques, Geoff Stallard won on scratch but once the dreaded handicaps were applied the Elan driver was outside the top 4. Roger Fish and Martin Rowe made it a Honda S2000 1-2 with class record holder Matt Eady third in his Ginetta G4 and Steve Dennis fourth in his TVR 1600M.



— Tom Whittaker broke his own class record in the mighty GT4 (Phill & Marcus Andrews)



— James Kerr's 205 GTI took a class win (JCB Photography)

Into the Harewood Championship classes and in Roadgoing Andrew Jeffrey took a solo win in the 1400 class. In the 2 litre division James Kerr took the win with Jack Pearson six tenths in arrears for second and the multi-coloured 205 of Jonathan Mounsey third a further six tenths back. In the 2-wheel drive Over 2 litre class Kieran O'Brien put in a cracking display as he set a new class record and took the class win. Peter Sherratt was

second whilst Andy Bateson, despite a third run off at Chippy's, took third. In the 4-w-d Over 2 litre class it was Graham Cox who again prevailed with Peter Milne second and Richard Archbould fighting back to third after his first run was nullified after he set off under a Red Light. Leon Franks took the first of the Kit Car classes ahead of Pete Cahill's Tiger Cat which was making its Harewood debut. In the Over 1700 Kit Car class Derek Leetham led throughout whilst Richard Vale, who missed his first run when the immobiliser wouldn't switch off, grabbed second from Terry Marshall. There were also



— Graham Cox presses on in his Evo 8 (David Copley)

solo wins for Glenn Collier and Chris Brooks before



— Roy Bolderson took the small Mod/Prod class (Phill & Marcus Andrews)

we moved onto the Mod Prods.

In Mod Prod the 1400 class was led initially by Neil Jackson in his Micra with a series of PBs, however after fixing an electrical problem in his lightweight Mini Roy 'Bod' Bolderson snatched the win and set a new PB in

the process. The 2 litre division is getting competitive and it was an Elise 1-2-3. Paul Martin was a bit distracted by a second shared drive in John Prickett's Radical and came home third trailing Tracey Taylor-West. The class was dominated by Sarah Bosworth who despite not getting on terms with her PB or the Class Record looked unbeatable. Joe Cross took a solo win in the Over 2 litre class. In the sole Modified Kit Car class Bob Bellerby just held off Andrew Steel.

In Sports Libre John Prickett led from run one when he set a new PB. Ben Lovell spun off at Country on his first run and had to settle for second as the temperature rose. Paul Martin, in Prickett's Radical, was third with David MacFarlane fourth in the older OMS.

Into the Single Seaters; in the 1100 class Chris Thurgar-Dawson led after the first runs as the Carters were sidelined with a broken driveshaft. Ed Carter moved into the lead after repairs were made so he could take his second run but Thurgar-Dawson remained second as Steve Carter just failed to move out of third place. Both Eve Whitehead and Stephen Gamble, who were fourth and fifth, failed to break their PBs, probably due to the heat. In the 1600 class the first runs were incident packed. Simon Ambler collected a "false neutral" as he exited Country and slowed but never lost momentum. Following in his wheel tracks was Gary Thomas and

he was closing all the way until he exited Orchard, when the engine cut out. The Force

slowed to a crawl before Gary could get it restarted and he charged to the finish but was still over half a second shy of Ambler's time. No such problems on the second run when Ambler



— Bob Bellerby triumphed in his Sylva Riot (Phill & Marcus Andrews)



— John Prickett at speed in the Radical PR6 (JCB Photography)

set a new PB but it wasn't enough as Thomas went into the lead which he extended on his third run.

The 2015 Harewood FTD Champion John Chacksfield took a solo win in the 2 litre class but he did match his previous PB in the process. Carl Wattam also took a solo win in the first of the Classic Classes with his Alan Mann replica Escort Mk 1. Adie Ball



— Gary Thomas in his striking Force PC (Phill & Marcus Andrews)



— Steven Muir took a Classic win in his Sprite (Phill & Marcus Andrews)

set a new class record as he took the second Classic Class with co-driver Robin Johnson second and also inside the old record. Meanwhile Charles Reynolds was outgunned in his venerable Cooper-JAP 1100 but did record a PB, chopping over 2 seconds off it. The final classic class also saw a solo win, this time for Steven Muir in the Sprite.

It was another cracking Harewood Championship meeting. Despite the high temperatures, the marshals again did a wonderful job and deserved all the thanks that the drivers heaped on them.

The next round is on Saturday July 2nd and will be followed on the Sunday by the second visit of the year by the British Hillclimb Championship. Should be another great Harewood week-end – don't miss it!

RESULTS

[harewood championship 050616](#)

[ftd championship 050616](#)

[ftd & top 4 in class 050616](#)

[final web results 050616](#)

Steve Wilkinson

Pages: [1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#) [8](#) [9](#) [10](#) [11](#)

BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine



[About](#) [Harewood Hillclimb Events 2017 Dates](#) [Contact us](#) [Archive](#) [Photo Gallery 2016](#)

Issue 15 May 2017

Issue 12 July 2016

Harewood Championship Hillclimb 2nd July 2016

Summers' Time



— Alex Summers, DJ
Firehawk
Phil & Marcus
Andrews

With several Harewood regulars missing it was left to Alex Summers, guest driving the Marsh brother's DJ Firehawk, to not only set FTD but also set a new 2 litre Racing Car class record. The meeting was affected by several rain squalls which made track conditions unpredictable yet there were three class records broken and over a dozen Personal Best times reset.

seconds shy of his class record.

The guest class this week-end was for Porsches. The class was won by class record holder Paul Howells who was over 3



— Paul Howells, Porsche
911 RSR
Phil & Marcus
Andrews

Moving swiftly onto the Harewood classes Steve Mitchell took 1A with Andrew



— Steve Mitchell,
Peugeot 205
Phil & Marcus
Andrews

Jeffrey second. In 1B it was the Usual Suspects with David

Blakeston coming home fourth, former class record holder James Kerr third, Deryck Jones second with a new PB and taking the win Jack Pearson, who also set a new PB. In 1C we saw the return of Richard Hargreaves, the former Harewood Champion, in a new car – a twin turbocharged 3 litre BMW 1M. He finished third in class but I got the impression there is more to come.

Class record holder Kieran O'Brien finished second with former class record holder Peter Sherratt taking the victory. In 1D Steven Darley was back with the Impreza Estate and like Hargreaves finished third, Richard Archbould was second and his arch rival Graham Cox took the win.



— Peter Sherratt, BMW
M3
Phil & Marcus
Andrews

In class 1F for the roadgoing Cars on tyres other than List 1A it was Justin Andrews who took the win and also broke his own class record twice!



— Justin Andrews,
Subaru Impreza
Phil & Marcus
Andrews

Into the kit Cars and Daniel Hollis was back but running on his own in Class 2A. In 2B, or not 2B, the question was "When did you stop beating your son?" The answer was that Allan Warburton was still beating son David as the pair finished 1-2 in the class ahead of Terry Marshall and Richard Palmer. In the Elise class (2E) Chris

Brooks had someone to play with.

Chris took the class win whilst David Pollard on his first competitive visit to Harewood was second.

Moving onto Mod Prod and in 3A it was the battle of the Jonathans. Both were driving Minis and it was North who emerged victorious with Jackson, in his 1960 version, second. In 3B the trio of Lotus Elise drivers had a pesky Ford Escort Mark 1 to deal with.



— Chris Brooks, Lotus
Elise S1

Sarah Bosworth once more showed she was a cut above the rest by taking the win by a



— Sarah Bosworth,
Lotus Elise
Phil & Marcus
Andrews

whisker from Steve Bailey in the Escort. Tracey Taylor-West was third and Paul Martin fourth. In 3C Joe Cross took the win in the Impreza whilst the Mitsubishi mounted Gurston regular Stephen Moore was second in a new PB.

In 3F the Harewood regulars both initially were ahead of the British Hillclimb Championship regular Simon Jenks. However,

Simon did overhaul Andrew Steel but couldn't match the pace of the venerable Bob Bellerby in the Sylva Riot who emerged victorious once again. In 3G there was a battle of the Channel Islanders. Mick Lancashire from Jersey led after the first run. After the second runs Mark Scott from Guernsey was in the ascendancy. On a drying track both made massive improvements but Lancashire's experience at the venue meant he would take victory.



— Simon Jenks,
Caterham
Phil & Marcus
Andrews



— Ben Lovell, OMS
SC4CF
Phil & Marcus
Andrews

Just one three car Sports Libre class this week-end which Ben Lovell led throughout but John Prickett and David MacFarlane did pile on the pressure.

Into the Racing Car classes and in the Up to 1100 division David Tatham in the 600cc Honda powered Terrapin led for most of the first runs until Steve Owen just pipped him. As the track dried the Terrapin's lack of power saw Tatham slip down the order but ninth was a very creditable result. Up at the sharp end Ed Carter recovered from a first run "Flymo" incident in the Esses to finish fourth; Simon Andrews and Steve Owen brought their OMS 28s

home in third and second but up front Richard Summers, who was initially fourth, slipped through to grab the win and also set third FTD.

The Formula Ford battle was between co-drivers Robert Spedding and Ben Tranter and with the latter always seeming to get the better of the conditions Tranter ran out a comfortable winner. In the 1600 racing Car class we again had just three entries turn up. Initially Matthew Ryder, grandson of Ken Ayers, led the class but Tina Hawkes' Harewood experience told and it was Tina who took the win with Matthew snapping at her heels less than a second in arrears. Caroline Ryder, Matthew's mother, took third.

In the Two Litre class for Racing Cars the Davis Duo, husband and wife Terry and Tricia, discovered a rattle from the gearbox as they warmed up the car. The time it took to find the problem (first gear had cracks in virtually every tooth which were about to snap off), ensure there was no extraneous bits of metal left in the casing and put it all back together meant they missed practice so their 'first timed run' was their practice. Never the less Terry fought through to third ahead of Tim Elmer whilst Johnathen Varley took second. Up front Alex Summers was making huge strides in the Marsh brothers DJ Firehawk. Alex had been asked to help in developing the car and was running solo as both the Marsh boys helped with the changes. The results were amazing. Alex went from being over three seconds shy of the class record to beating Paul Haimes' 2009 time.

In the Over 2 litre class we had the spectacle of three of the Channel Island single seater Specials in action. These cars have morphed out of the Sand Racing scene but are now found mainly on the hills and sprints, one is even taxed for the road and is often driven to events! During Practice the Tomlins hit a problem with the electrics which would effectively side-line them for the rest of the week-end.



— Peter Jory, Chevrolet Special
Phil & Marcus Andrews

Mark Coley led after the first runs but on a still damp track the second run saw Peter Jory in the 7.6 litre Chevrolet Special close to within 1.3 seconds of Coley. On the third runs Jory went into the lead only for Scott Rayson in the 6.8 litre Chevrolet Special to take the lead but on a nearly dry track Coley was able to snatch the win.

In the final Classic Class, it was Class Record Holder Steve Rogers leading throughout. On his third run Rogers broke his record and also broke his PB which he set in the Classic and Vintage meeting in June. Les Procter came home second with the

Sprite with Thomas Robinson (MG Midget) third.

What looked like a meeting that would be spoilt by the rain ended up as one of the best of the year. A huge thank you to all those marshals both on the hill, down at the start and in the paddock who kept the meeting rolling. The team once again provided the competitors with a slick, well-organised event but this time in far from ideal conditions. This professionalism combined with the challenges that Harewood hill provides the drivers is what keeps them coming back time after

Steve Wilkinson

RESULTS

[harewood championship after round 4 020716](#)

[ftd championship after round 4 020716](#)

[ftd & top 4 in class – 020716](#)

[final web results – 020716](#)

Pages: [1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#) [8](#) [9](#) [10](#) [11](#)

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BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine



[About](#)

[Harewood Hillclimb Events 2017 Dates](#)

[Contact us](#)

[Archive](#)

[Photo Gallery 2016](#)

Issue 15 May 2017

Issue 12 July 2016

MSA British Hillclimb Championship 3 July 2016. Harewood

MORAN'S LAST RUN RECORD



- Scott Moran lowered his own hill record on his winning run Eddie Walder

In a dramatic start to the second half of the season, Scott Moran denied local ace Richard Spedding his first ever British run-off win with a new Harewood hill record on the final run of the day. A mere hundredth inside his own mark set last year, it was Moran's third hill record and his eleventh run-off win of the season.

GWR Raptor driver Spedding was on top form all day on his home hill, qualifying and finishing third in the opening shoot-out and after qualifying a

whisker astern of Moran for the second one, was disappointed to lose out when the final run by the 5-times champion snatched away a possible maiden victory. 'I'll get one of those winners stickers one day!' he grinned. 'I had to go for it after seeing Richard's time', said Moran, who had been watching the digital



- Richard Spedding came within a hair's breadth of winning his first British Run-off Eddie Walder

display coming to the line. 'I've never been so quick round Quarry – I nearly went off!' he admitted, after the Gould-NME's final passage through the tightening, blind right-hander before the finish.



— Trevor Willis, OMS 28
Phil & Marcus
Andrews

Trevor Willis's commitment round the fast, sweeping Farmhouse bend earned him the opening win ahead of Moran, but not even the 2012 champion could match the inspired Spedding's time in the second run-off. Wallace Menzies and Will Hall swapped fourth and fifth places,

Force-AER driver Hall happy with an all too infrequent trouble-free weekend of the year in the car (apart, that is,

from his *faux pas* at Barbon the previous day!). But Dave Uren had a terrible day in the Force-Suzuki turbocar, a recurrent wiring fault preventing the car from crossing the finish line on every run attempted by Uren and his co-driver Nicola Menzies. His failure to score points meant that Dave dropped two places on the Championship table, overhauled by Hall and Spedding.



— Will Hall and the
Force AER enjoyed a
return to form
Eddie Walder



— Alex Summers
performed successful
development work on
the Marsh brothers'
supercharged
Firehawk
Eddie Walder

Halfway through a laid-back season, Alex Summers enjoyed a great weekend in Simon and Peter Marsh's supercharged Firehawk-Suzuki. A weekend's steady development by DJ's Andy Smith and the reigning British champion, driving on his own, transformed the car. He took FTD at Saturday's club event, before finding even more time on Sunday to win his class again and take sixth place in each of the two run-offs. The difference in the car between now and Saturday morning is like night and day,' he said after Sunday's event. 'It now handles better than my own Firehawk did.'

Sean Gould and Eynon Price continued their closely matched duel in the GR59, and although classmate Ed Hollier split them with his Empire Evo in round 17 and led them both in round 18, that final shoot-out saw the Gould pairing set identical times for a share of eighth place, a fitting result to end their weekend. Plagued once more by problems with his GR59 turbocar, Paul Haines was forced to sit out the opening shoot-out after qualifying twelfth, leaving Lee Griffiths to secure the final point ahead of Simon Fidoe's Empire Wraith. A partial fix enabled Haines to grab the single point later in the day at the expense of Graham Wynn, while Fidoe non-started with brake problems that had re-

emerged after Barbon the previous day.



— Tim Barber, Porsche
996 GT3RS
JCB Photography

Two Porsche Championship classes began the programme, Tim Barber continuing his run of form in the 20-car Pirelli-backed Speed series to take another win in his 996 GT3 RS. David Hilton's similar machine ran threequarters of a second adrift in a class in which 1988 British hillclimb champion Charles Wardle and his wife Laura made one of their regular appearances in their 'shopping' Boxster.

Class record-holder Paul Howells pulled out a useful margin over Peter Turnbull's 911 GT3 Cup in a somewhat smaller Porsche Club National Hillclimb Championship class.

Harewood was once a stronghold of the Formula Ford class, so it seems a shame that only the rare Vector of Ben Tranter and Rob Spedding seems to support it these days. Ben was back in the winner's circle again, although David Bailey's 12-year-old record remained intact.



— Paul Howells, Porsche
911 RSR

In the Leaders Championship classes, after Jonathan Mounsey had run on his own in the 2-litre Roadgoing division, a class record-swapping duel between the Imprezas of Gurston champ Stephen Moore's Evo 6 and Harewood ace Steven Darley saw the local man emerge victorious, finally hacking a whopping 0.85sec off the southern interloper's mark set two months earlier. Multicar Hillclimb Challenge campaigner David Finlay swapped the gargantuan Jeep Grand Cherokee that he'd driven at Barbon the previous day for a rather more compact SEAT Leon Cupra 260 turbo, but failed to trouble the front runners. Despite much Mancunian banter between the two, Allan Warburton failed to get past son David in their Caterham-Duratec, the sole car in the Roadgoing Specialist class.

As the sole runner in the opening ModProd class, Andy Russell slipped further down the Leaders table due to the associated shortage of points, but two consecutive leading positions in the 2-litre class earned Colin Satchell, defending champion and early series leader, enough points to climb back up to second place behind Scott Moran. A tense Elise duel followed, Sarah Bosworth and Tracey Taylor-West being split by five hundredths. The 'Demon Barber' crossed the white line over the finish on her second run and was handed a fail, but fortunately for Sarah, Tracey failed to improve.

After making the long trek from the deep south, Geoff Twemlow was unfortunately left with his second solo run of the weekend in the Impreza, but amid better support for the Specialist ModProds,



— Geoff Twemlow,
Subaru Impreza
Phil & Marcus
Andrews

Simon Jenks' Caterham-Suzuki held off Jerseyman Mick Lancashire's Avon Sprint for a comfortable win. Two more singleton runs followed, by Mike McDonald's crowd-pleasing Mini Evo-Mitsubishi

and David Tatham's 600cc Terrapin-Honda, developed to a pitch that originator Allan Staniforth would have been interested to see!



— Simon Jenks,
Caterham
Phil & Marcus
Andrews

Always one of the best supported – not to mention competitive – classes over the last year or so has been for the 1100cc racers. Twelve turned out this time, with Simon Fidoe leading the way from Richard Summers, going great guns in the family Firehawk after an engine replacement following son Alex's misfortune at Doune,



— Richard Summers, DJ
Firehawk
JCB Photography

and Simon Andrews' OMS-Suzuki 28. Not as close as usual, with a second covering the top three in a class where it would often cover all twelve!

Despite the weekend-long duel between Sean Gould and Eynon Price – split by two hundredths in the class and setting identical times in the second run-off – Sunday's hero Richard Spedding ran over a second clear of the GR59 duo for top 1600cc honours.

A delighted Tim Elmer took his Dallara clear of Terry Davis's OMS, although a class one/two/three for Terry's superb Yamaha-based V8 was thwarted as Johnathen Varley's almost vintage, Alan Newton developed, March-BDG edged Terry's wife Trish out to fourth place. With problems faced by the Uren/Menzies Force, Alex Summers was relatively unchallenged by Paul Haimes' troublesome Gould-Suzuki turbo in the 'blown' 2-litre class while among the 'big racers', although perhaps with his BHC assault uppermost in his mind, Scott Moran took the win to maintain his lead over Colin Satchell in the class-based Leaders series. A return to form by Will Hall netted second in class ahead of the ever-present Trevor Willis.



— Tim Elmer's class win spearheaded the 2 litre assault by Terry Davis's YV8 engines Eddie Walder

In the pre-86 class, Les Procter's superb Sebring Sprite was up against the shared Lyncar-Rover single-seater of John Hewett and Matt Morrison. Hewett set the pace on the road, only to have his second run disallowed due to – guess what – exceeding track limits over the finish handing the win to his protégé. Despite his indiscretion, Hewett really enjoyed what was, amazingly for such a long-time campaigner, his first visit to Harewood and vowed to be back.

Competitors in the final class, for 'B' licence Yorkshire Centre members, were certainly not newcomers to the venue. Setting the pace throughout was John Prickett in his Racical PR6 with a 2.5sec margin over Chris Thurgar-Dawson's Jedi. First saloon home was Graham Cox in his Mitsubishi Evo 8, half a second clear of Richard Archbould's Tommi Makinen Evo.

Jerry Sturman

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

RESULTS

[top12 r2 results 030716](#)

[top12 r1 results 030716](#)

[ftd & top 4 in class – 030716](#)

[final web results – 030716](#)

Pages: [1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#) [8](#) [9](#) [10](#) [11](#)

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Issue 15 May 2017

Issue 12 July 2016

MORE PICS!



— Mike Haigh trying hard! (Phill & Marcus Andrews)



— Four wheels good, six wheels better! (Phill & Marcus Andrews)



— Tim Greenhill gets somewhat crossed-up! (Phill & Marcus)



— Tappet adjustment? Not a problem in the

Andrews)



— Geoff Toms' beautiful Balino MM (Keith Hunt)

Piccard Pictet! (Keith Hunt)



— Put that wheel down Sir – you don't know where it's been! (Phill & Marcus Andrews)



— That's quite a big engine for a little GN! (Keith Hunt)

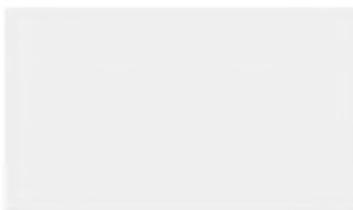
Now for something completely different



— Peter Clarke, Jagernought Phil & Marcus Andrews



— Roger King, Lesbirel's Motors Chevey Special Phil & Marcus Andrews





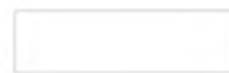
— Peter Jory joined among a strong contingent of Channel Island visitors in his mammoth Chevrolet Special
Eddie Walder

Pages: [1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#) [8](#) [9](#) [10](#) [11](#)

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[About](#)

[Harewood Hillclimb Events 2017 Dates](#)

[Contact us](#)

[Archive](#)

[Photo Gallery 2016](#)

Issue 15 May 2017

Issue 12 July 2016

OMS NEWS & VIEWS

2016 Queensland Hillclimb Championship Winner

Malcolm Oastler has won the QHCC for the second year in succession with his OMS 28 1300t.

Despite crashing out on his final run of the day at Mount Cotton Hillclimb, Malcolm had set a fast enough time in the earlier runs to take the win, with nearest rival Dean Tighe (Dallara Judd) a few tenths behind him.

When interviewed following the incident Malcolm commented "That's the great thing about hillclimbs – even if you bin it you can still win it.."

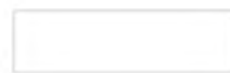
Steve Owen is on with manufacturing replacement parts so that Malcolm will be able to defend his 2015 NSW Hillclimb Championship and Australian Hillclimb Championship titles.

Lynn Owen

Pages: [1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#) [8](#) [9](#) [10](#) [11](#)

BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine



[About](#)

[Harewood Hillclimb Events 2017 Dates](#)

[Contact us](#)

[Archive](#)

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Issue 15 May 2017

Issue 12 July 2016

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Pages: [1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#) [8](#) [9](#) [10](#) [11](#)

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[About](#)

[Harewood Hillclimb Events 2017 Dates](#)

[Contact us](#)

[Archive](#)

[Photo Gallery 2016](#)

Issue 15 May 2017

Issue 12 July 2016

TAIL PIECE



— “Nah na na nah nah.
The tail on my dad’s
car is much longer
than the tail on your
dad’s car.” (Keith
Hunt)



— “Well then, well then.
The tail on my dad’s
car is much, er, much,
er, pointier than the
tail on your dad’s
car’s, so there!” (Keith
Hunt)

Pages: [1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#) [8](#) [9](#) [10](#) [11](#)

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