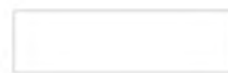


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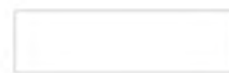
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NOTES FROM THE EDITOR

Firstly, apologies for the delay in getting the winter number of your magazine into your inboxes, but looking on the bright side, this late-ish publication date means that Christmas, is already a month behind us, the last Harewood weekend of 2016 was four months ago and the 2017 Practice Day is but two months down the track; we're motoring through the gloomy off-season at a very respectable rate!

Congratulations to Sarah Bosworth and John Chacksfield, winners of the overall championship and the FTD competition respectively, and the Harewood Championship itself, which performed brilliantly, going right to the wire. Congratulations also to Richard Spedding, who really set the hill alight at the BHC meetings.

One troubling element of the Seasonal Review occurs when it describes the problems that beset the Sherratt brothers at the final event of the year, particularly the phrase '...as brother Andrew's Fiat Coupe suffered terminal engine maladies.' Now does that mean 'terminal' as in 'unable to take part at this event' or, perish the thought, does it mean 'properly terminal'? Let's hope it's not the latter – for me, Harewood just won't be the same without the amazingly long-lived Coupe!

But enough of these ramblings; you've got a lot to read so stoke the fire, stir the hot chocolate and get stuck in!

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BARC YORKSHIRE CENTRE ANNUAL DINNER AND PRIZE PRESENTATION

The Annual Dinner and Prize Presentation was held at the Holiday Inn Brighouse on Saturday 26th November. An enjoyable evening was had by 131 members and guests, following an excellent meal Centre Chairman Tim Wilson presented the Centre Annual Awards and the Harewood Speed Hillclimb Championship awards for the season.

Annual Trophies

Yorkshire Post	Scott Moran
Jack Farrar	Richard Spedding
Babra	Sandra Tomlin
Richard Sutherland	Richard Archbould
Brownlow Peabody	Jack Pearson
Total	Richard Vale



— Scott Moran – hill record holder! (Phill & Marcus Andrews)

Appleyard	Chris Brooks
Wendy Wools	Robert Bellerby
Arnold Burton	Ben Lovell
Ford Woodhead	Robert Spedding
Guyson Sandblast	John Chacksfield
Chippy-Iola Vase	Les Procter
Scrutineers Award	Andrew Jeffrey
John Bindloss	Jack Pearson
Tim de Dombal	Stephen Leighton
Ronald Hudson	Graham Burrell
Philpott	Joshua Davison
Tommy Wise	Anne English
Derek Clark	Mike Geen & Steven Darley
Wallace Arnold	Sarah Bosworth (presented by Andrew Jeffrey)



— Richard Spedding in action (JCB Photography)

2016 BARC Harewood Speed Hillclimb FTD Award Series

- 1st** John Chacksfield
- 2nd** Ben Lovell
- 3rd** Ed Carter



— Tim Wilson with FTD winner John Chacksfield

2016 BARC Harewood Speed Hillclimb Championship

1st Sarah Bosworth

2nd Deryck Jones

3rd Jack Pearson

4th James Kerr

5th Graham Cox

6th Ben Lovell

7th Robert Spedding

8th Jonathan Mounsey

9th John Chacksfield

10th Tracey Taylor-West



— Overall champion Sarah Bosworth with Tim Wilson

After the Award Presentations and raffle (the Centre donated to Yorkshire Air Ambulance), there followed dancing until the early hours. Many thanks to Edith Davison for yet again organising a successful evening.

John M English

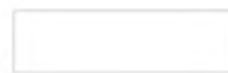
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NEWS

New Harewood website launched!

The Yorkshire Centre has now launched a new Harewood website, at www.harewoodhill.co.uk. There you will be to get information and news on Harewood events etc. The website also connects to the BARC Yorkshire Centre website, also accessible from www.barc.net that provides yet more information for Centre members. The new site effectively replaces www.harewoodhill.com, although that site will remain in place and current for the present. Additionally, your online magazine will continue to be available to BARC Yorkshire Centre members.

With feeds to our Harewood Facebook, Twitter and YouTube social media sites, you will be able to keep up to date with all the news relating to Harewood.

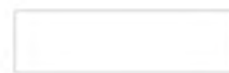
We will be continuing to develop the new website and adding more content as the season progresses and your comments will be most welcome!

John M English

Hon Secretary

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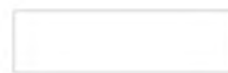
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HAREWOOD 2016 SEASONAL REVIEW – PART 2

The August weekend meetings took place in ideal conditions, although on Saturday 6th there were only two timed runs due to several incidents. During the practice runs Deryk Jones had been inside the Class 1B record but couldn't replicate that in the timed runs. However he still took the win from James Kerr and Jack Pearson who were followed by the usual crew. In Class 1C there was a monumental battle for the lead which saw the class record broken twice. First Kieran O'Brien lowered his own record only for Peter Sherratt to regain the record on the second run. Andrew Hollis was back in a rather fetching two-tone BMW and claimed third.



— Scott Moran added the Yorkshire Post Trophy to his collection (Keith

In Class 1D Graham Cox took the lead on the first run and led by over 1.7 seconds. However, on his second run it went horribly wrong. As the Mitsubishi crossed the line the throttle stuck open and the car pinged off the barriers and crashed head-on into the Armco. Graham was OK but the Lancer looked very second-hand. Cox still took the class win with his first run time but he has a lot of work ahead.

Once again it was an Elise clean sweep in Class 3B as Sarah

Hunt)

Bosworth took the win but only after fighting back ahead of Paul Martin who ended up second. Tracey Taylor-West was ninth after her first run rotation but fought back to take a fine third. Ben Lovell just kept the nose of the OMS ahead of John Prickett's Radical as the pair finished less than three tenths apart in Sports Libre. In the Two Litre Racing Car Class (5D) John Chacksfield again took the win, however he was up against a different car/driver combo. David Warburton, who we normally see at the wheel of a rapid Caterham, was having a one-off drive in Tim Elmer's Dallara-TKD V8. The youngster did extremely well just failing to break the 55 second barrier.

In the single Classic Class (6C) class record holder Steve Rogers again dominated whilst Jim Johnstone (TR6) took second ahead of Les Procter and the rest. Notably there was a 'new car' out as Leon Bachelier had finally managed to get his latest acquisition ready. The Piper GTT is a work of beauty but did suffer a few 'new car' bugs which I am sure Leon will soon sort out.

Despite the loss of the third runs the event was a success and a huge thank you is due to the Harewood marshals who again rose to the challenge.

Sunday saw the Fueled Society putting on a show in the fields around the hillclimb and the Hillside Car Park. Some interesting cars were on display and the presence of the show certainly drew in a large crowd.

Once again the battle in Class 1B was centre stage. Deryck Jones again took the win with James Kerr and Jack Pearson the best of the rest. Then in Mod Prod it was the 3B battle that caught the eye as Sarah Bosworth was 'on fire' putting in a cracking first run to set a new record (60.07) which beat Mark Waldron's 2001 record and to cap the day off Mark was present to hand over her class winner's trophy.



— Sandra Tomlin took the Babra Trophy (Keith Hunt)

In the 1100 Class (5A) Tim Wilson was making his return to the cockpit in a shared drive in Harry Pick's OMS 2000M. After the second runs Steve Owen led but Mr OMS decided to sit out the third runs and Tim Wilson snatched victory and Harry Pick took third. In 5D there was a welcome influx of cars but it put John Chacksfield under pressure. After the first timed runs John was second behind Lee Griffiths. John slipped by on the second runs and then held on to take the class win with Griffiths second. Terry Davis took third in his OMS CF09 but at a cost. The TKD V8 produces a lot of torque and as he set

off on his second run the gearbox suddenly disintegrated with the casing ending up in four bits! Tim Elmer took fourth ahead of Trish Davis whilst John & Nikki Cottrill brought their Pilbeam home in 6th and 7th. In 5E the Tomlins, who are massive fans of Harewood, put on a fine display for the crowd with their 4 litre Judd powered Pilbeam. Oliver took the win and FTD whilst his mum Sandra was quicker than she had been all year.

Into the Classics and after their enjoyable trip to the July BHC meeting John Hewett and Mat Morrison were back with the brutish Lyncar-Rover in Class 6B. John led initially after Mat overstepped the mark at Quarry but on the second run Mat just pipped John for the win. In 6C the battle for victory was intense. Les Procter just kept his nose in front as Carl Wattam pressured him all the way with the Escort and Jim Johnstone kept a watching brief in third – the three were finally covered by just 0.41 seconds.

I am sure the Fueled Society Show was a massive success and hopefully it will result in more spectators and some additional competitors.

The August Bank holiday Allan Staniforth Trophy meeting was another success as four class records were broken, and despite a poor weather forecast there was just one



— Richard Vale won the Total Trophy for 2016 (Phill & Marcus Andrews)

short spell of very light drizzle.

In the Harewood Championship classes star performer was Deryck Jones in Class 1B who finally broke the class record, dedicating his win to the memory of Charlie Mason. Jack Pearson claimed second with Jonathan Mounsey breaking though the 68 second barrier to take third ahead of James Kerr. In 1C Peter Sherratt again took the win but just 0.23 in arrears was Kieran O'Brien with Mike Busfield in the Aston Martin Vantage third on only his second visit to Harewood. Graham Cox was back in Class 1D with his black Lancer and just took the win from Nick

Greenwood in the EVO 5 with Richard Archbould third. In Class 1F Steve Darley had a fraught day. A driveshaft problem on his first run was followed by a stunning run to break the class record (that's four class records that he now holds). However, on his third run the transmission in the Impreza Estate cried ENOUGH!

In Class 3B it was another Elise lock-out. Sarah Bosworth once more annexed first place with Tracey Taylor-West in second just holding off Paul Martin. In Class 3G one-time regular Harewood

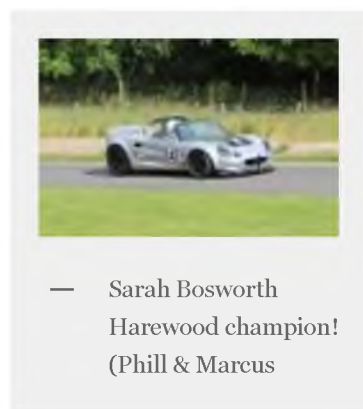
competitor John Hoyle ruled the roost. In Sports Libre it was the usual battle for the lead which Ben Lovell maintained throughout whilst John Prickett recovered from a first run spin at Orchard. In the 1100 Racing Car Class (5A) it was a Carter 1-2 with Ed taking the win from Steve. David Tatham took third in the 600cc Terrapin with a new PB. Steve Morgan on his first visit to Harewood since switching to Class 5B just pipped Simon Ambler on the third run. Meanwhile John Chacksfield took a solo win in the Two Litre Class but did enough to set FTD.

The final class was 6C for the classics and a 'new' car was entered. Colin Stewart who has campaigned Lotus Elans, Lotus 7s and Lotus Cortinas in the past, arrived with a lovely Sunbeam Tiger with growling Ford V8. Up front Simon Rogers again lowered his class record in the Series 3 Elan whilst Jim Johnstone went sub 70 for the first time in his TR6, closing to within 0.77 of the new record.

With just the Championship Finals weekend to go the Harewood Championship was poised on a knife-edge as the top four contenders were still in contention, whereas the FTD Championship was all but won by John Chacksfield.



Once again Harewood was blessed with sunshine on the Championship Finals weekend. Class 1B saw the first battleground for the Harewood championship as there were three of the top four contesting the win. Class record holder Deryck Jones took the class win in the 205 with a time a mere 0.01 away from his August record. This haul of points drew him closer to the championship leader due to the dropped scores situation. Jack Pearson maintained his form, finishing in second with James Kerr third as these two squabbled over third place in the championship. In Class 1C Peter Sherratt again kept the nose of the BMW ahead of his closest rival Kieran O'Brien in the 350Z whilst Andrew Sherratt brought his ancient Fiat Coupe home in third. In Class 1F that man Steve Darley was at it again! On his first run the Subaru Impreza Estate driver again did himself no favours after a 'sat-nav' failure in the Esses. However, on the second run he clipped a couple of tenths off the class record to take the lead then on his final run he ended up 'on the beach' at Quarry!



Into the Mod Prod and in 3B it was another Elise clean sweep as Harewood Championship leader Sarah Bosworth took the class win after a first run spin. However her grip on the title loosened as she not only dropped a higher score than Deryk Jones but also was a tad further away from her class record. Meanwhile Paul Martin set a PB en route to second whilst Tracey Taylor-West was third.

Andrews)

In Sports Libre Ben Lovell was looking for more points in his battle to be runner-up in the Harewood FTD Trophy, and with a PB on his third run managed to keep his place with the class win. In the 1100 Racing Car Class Ed Carter led throughout with Chris Thurgar-Dawson second despite a spin at Country on his second run. Third went to the incredibly quick 600cc Terrapin of David Tatham. Morgan Jenkins was again on-form taking the 1600 Racing Car Class in the Force he shares with wife Amy Tomlin who finished third. Peter D. Smith from Gurston split the couple. In the Two Litre Class John Chacksfield took the win, set FTD and also clinched the Harewood FTD Championship as he finished ahead of Guernsey man Geoff Guille in an OMS 1-2. Sandra Tomlin, solo runner in the Over two litre class, took third FTD just behind son-in-law Morgan Jenkins.

In the final class of the day for the wonderful Classics, Steve Dennis, who we always see running in the TVR championship, arrived, won the class and set a new class record in 6C in a very unflustered day out. Mike Haigh finished second in his lovely MG Lenham Le Mans Midget with Jim Johnstone third in his TR6 and Les Procter fourth in the Sprite which was in need of an engine rebuild due to low compression.

Sarah Bosworth ended the day leading the Harewood Championship by less than a point – the final round looked set to be a cracker!

As everyone got ready for the Finale the battles in Classes 1B and 3B would decide who would be the Champion whilst for others the target would always be the clock and endeavouring to set a new Personal Best.

Class 1B was the first to grab the attention. Jack Pearson put in a quick first run which

would be good enough for second place whilst James Kerr was just 0.05 slower in third. Meanwhile at the head of the class Deryck Jones broke his own class record on the first run not only to annex the class lead but also go into the lead of the Harewood Championship. In Class 1C Peter Sherratt had a co-driver! It was a last minute arrangement as brother Andrew's Fiat Coupe suffered terminal engine maladies. As Andrew ran first the BMW seemed to suffer somewhat when Peter was at the wheel and he was off his normal pace which opened the door for Kieran O'Brien who grabbed the class win. In Class 1F it was a battle between Steve Darley and the 2016 Gurston Down champion Stephen Moore. Moore led initially then opted out of his third run which became conclusive when Steve Darley rocketed into the class



— Robert Spedding holds the Ford Woodhead Trophy for 2016 (Flat Out Motorsport Photography)

lead on his third ascent.

The all-important Class 3B was the next attention grabber. After Deryck Jones had broken the class record the pressure was now on Sarah Bosworth. As she came to the line the Demon Barber of Sheffield knew that the class record had to be broken. As the silver Elise negotiated the bottom part of the hill it looked like she might just be on record breaking pace. Into Farmhouse she eased off more than normal but the exit speed was the most important factor. The car flew up the straight to Quarry and all eyes were on the clock. 60.06 was a new class record albeit by just 0.01 sec but a record it was and it meant Sarah went back into the lead of the championship. As it transpired, neither Deryck nor Sarah could improve on those first runs and the championship had been decided in favour of the former champion. Joe Cross continued to be the dominant factor in Class 3C as did Bob Bellerby in 3F.

Ben Lovell led Sports Libre throughout with John Prickett second again. In third it was Phil Ducker, last seen at Harewood in a highly modified GRD, who took third in the unique UVD Puma. In the 1100 Racing Car Class Ed Carter led throughout, with Chris Thurgar-Dawson, who had been second after run one, ending up spearing off at Quarry on his second and having to retire. In Class 5C it was a repeat of Saturday with Morgan Jenkins taking the win but also managing to grab FTD in the process. Peter D Smith and Amy Tomlin made up the top three. In Class 5D John Chacksfield got off to a cracking start or at least he did until his time was disallowed. He fought back to take the class win but couldn't match his pace from the previous day and finished up with second FTD and one short of the maximum score in the Harewood FTD Championship. Sandra Tomlin again took Class 5E unopposed and also grabbed third FTD in the process.

In the single Classic Class (6C) Steve Dennis again took first and despite not breaking his record set the previous day was still 1.77 sec inside the old record! Carl Wattam



— Graham Cox, charging to 5th in the Championship (PW)

took a fine second in his Alan Mann look-alike Escort Mk 1 with Jimmy Johnstone third and Les Procter fourth.

Once again Harewood had put on a cracking meeting. A huge thank you to all those in orange who made the season possible plus all those 'behind the scenes' without whom there would be no Harewood. It has

Pics)

been another great season of hillclimbing; I for one cannot wait until April next year for it all to start once more.

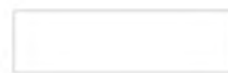
With thanks again to Steve Wilkinson

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DRIVER AND CAR PROFILE – COLIN DUCKER & THE UVDE PUMA

At the Mike Wilson Hillclimb on 18th September last year, one of the entries in Class 4A (Sports Libre and Hillclimb Super Sport Cars up to 2000cc) was rather controversially, the UVD Puma, driven by brothers Colin and Phil Ducker. The vehicle was designed and built at Colin's UV Design and Engineering company's facility in Daventry, and 'UV' stands for 'unconventional vehicles', and that sums up the Puma pretty neatly. Prior to Harewood the car had taken 1 win & 2 thirds in class on home turf at Curborough.

Before he set up UVDE in late 2009, Colin amassed extensive experience of fabrication, laser-cutting etc with outfits such as Palmer Sport and SEAT's BTCC team. UVDE now uses a variety of up-to-date facilities such as CAD to underpin its in-house fabrication facilities, and in particular its 10ft FARO measuring arm and laser scanner allows the team to reverse engineer engines, body panels & components etc. This equipment and their expertise allows UVDE to undertake a variety of activities; at one end of the scale preparation of historic rally cars and specialist projects for the motor industry & at the other some astonishing projects that were used by the BBC on *Top Gear*. Perhaps the most notable of these was a Fiesta ST1600 that was re-engineered so that it could be split in half lengthways whilst the car's in motion, which admittedly is not a function that's in great demand for hillclimb cars. UVDE also teamed up with RADE Race Developments to design and build a car for Autograss racing. Class 8 was chosen as it was the most competitive class. The car utilised the latest

manufacturing techniques and it won the championship in its first year and went on to win it twice more.

So how did the Puma come about? Its story begins with UVDE being commissioned by a group of Americans from Austin, Texas to design a rallycross vehicle for a one-make race series. The first three cars were built in America to UVDE's design, these being followed by three cars built by UVDE in England. Unfortunately, at that point the scheme as originally conceived effectively folded, so it was decided to convert a Puma to compete in sprints and hillclimbs, as brother Phil, who owns motorsport refinishing company Normandale, had previously competed in speed events. Unsurprisingly, this decision meant that the car had to undergo a great deal of reworking. The Puma is economical to fabricate from 1.5", 14-gauge steel tube, and is powered by a standard Suzuki GSX-R1000 engine. Unlike most cars powered by motorcycle engines, the drive is taken to a Quaife diff. and thence the rear wheels via a gear drive system rather than a chain-and-sprocket. Apart from the diff and wheel hubs and stub-axles, all other parts for the Puma are made in-house including the gear drive system. It features a 2.1 metre wheelbase, 1.6 metre track, runs on 15" wheels & race ready weight is 415kg.

Future plans include modification & assembly of a second car, possibly upgrading the engines to Suzuki Hayabusa units & whilst most events will be at Curborough there could be further outings at not only Harewood but hopefully Shelsley Walsh & other venues.



— The Beast of Harewood is definitely a Puma! (Phill & Marcus Andrews)

Don Chambers

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— Le Mans icon –
Jaguar D-Type (David
Todd)

LE MANS CLASSIC 2016

On Sunday July 10th last year, I had a real “Am I dreaming?” moment. I was about to take my seat in the Automobile Club de l’Ouest’s grandstand on the pit

straight at Le Mans and Andy Wallace was blasting past towards the Dunlop Curve in a Jaguar D-Type. It was a beautiful, hot, sunny day – what could be better?



— Shaun Lynn (no. 46),
winner of Grid 4, gets
underway (Don
Chambers)



The Mem had decreed that we should go to Le Mans because, with advancing years, if we didn’t go soon I’d be looking down on the circuit from that great grandstand in the sky. The proviso was that attendance at Le Mans should be part of a more extensive holiday in France, which comprised two

— Bentley 4.5 litre from Grid 1 (David Todd)

distinct parts. The first was a self-drive, escorted tour organised by Classic Car Tours International and the second a self-drive, unescorted tour organised by ourselves, about which I'll only remark that, staying close to Clermont-Ferrand, we took to the Auvergne mountains to seek out the Charade circuit whose existence I remembered from reports of sports car racing there in the 1960s, but I was unaware that it hosted the French Grand Prix in '65, '69, '70 and '72. The original 8km track had to be closed due to safety concerns, but shortened to just under 4km, it remains active to this day.

The Classic tour began with an overnight ferry crossing from Portsmouth to St Malo on the Wednesday evening prior to the race weekend, and some of the passengers waiting to board the ferry must have wondered why they were surrounded by an extraordinary collection of classic and historic cars, ranging from vintage Bentleys to trailered GT40s. Our base in France was the charming Chateau Rochecotte in the Loire valley, and each day participants could choose between driving to and from the circuit, enjoying the sights of the Loire valley or simply chilling by the pool at the Chateau. It goes without saying that the food and wine at the Chateau were excellent, but so too were the arrangements that CCTI had made for us at the circuit; general passes, seats in the ACO stand and entry to the carpark most conveniently located for the stand.



— Now that's a pretty racing car! An Alpine from 1965 (David Todd)



— Purposeful Gulf Mirage (David Todd)

Only two meetings use the full Circuit de la Sarthe; the 24 Hour race and the Classic weekend, which is a biennial event. The latter is a very big deal; the roads around the circuit were full of classic and modern sports cars, and the airfield was in continuous use. The classic racers are organised into six separate grids according to the age of the car; 1923 – 1939, 1949 – 1956, 1957 – 1961, 1962 – 1965, 1966 – 1971 and 1972 – 1981. Cars are eligible if examples had raced in the 24 Hour race in period, but priority is given to cars that had actually taken part themselves. All cars practiced on Friday, and each grid has three 43 minute races, commencing at 16:00 on Saturday and rolling pretty much continuously through the night until 16:00 on Sunday. All cars must make a 1min 30 sec pit stop during each race, with an optional driver-change. During daylight

hours the first four grids feature a 'false' Le Mans start, with the 'real' rolling start commencing at the beginning of the Mulsanne Straight. In addition to the above, there was a Jaguar Classic Challenge race and one for Group C cars, both on Saturday, plus parades, auctions etc.

A startling aspect of the grids was the sheer number of cars present; according to the programme there can be up to 75 cars in each race plus six reserves. Our circuits in GB are relatively short, but I guess you can have a lot of cars circulating when your track is 8.5 miles long! As well as the sheer numbers involved, the variety of makes is interesting; Grid 1 had 20, Grid 2 had 27, Grid 3 had 23, Grid 4 had 15, Grid 5 had 13 and Grid 6 had 22.



— The Carlos Monteverde / Gary Pearson Porsche 917 (David Todd)



— GT40 no. 67 with some battle-damage (David Todd)

We chose only to attend the circuit on Sunday, taking the opportunity to tour the Loire valley. However we aimed to arrive at the circuit as early as possible so that we would have the opportunity of seeing most of the cars racing. Grids 2 and 3 had satisfactory numbers of the aerodynamic racing cars that competed for the Index of Performance in period, usually powered by tiny Panhard engines. Grid 3 also featured most of the 'proper' Lotus Elites remaining on the planet, as well

as a surprising number of front-engined Lotus sports-racers (XI, XV and XVII), and a strong field of Lister Jaguars. Grid 4 was mainly about GT40s, Cobras and E Types, and Grid 5 was dominated by Lola T70 Mk IIIs. This grid also featured a great variety of Porsche models; 906, 910, 908 and even a couple of 917s. Although Ferraris were a bit thin on the track, David Franklin drove a 312P that looked and sounded absolutely fantastic – my favourite car of the event. Maybe it was because of the novelty of the experience, but for me the race results were somewhat academic, shaded-out by the sheer spectacle.



— Still the world's

Biggest disappointment of the trip? Not doing my homework properly so we didn't know until too late that the America's Cup Series was racing



— Gorgeous 312P! (David Todd)

quickest Breadvan!
(David Todd)

off Portsmouth during the
weekend of our return.
But hey, it had been an
amazing experience!

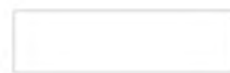
Don Chambers

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— Follow that car – it's the Pied Piper of Harewood! (Keith Hunt)

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