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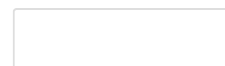
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NOTES FROM THE EDITOR

“Better late than never!” Sure it was good to pop along for a while during the Practice Day, but at last the competitive season got underway for the meetings on May 12th/13th. I’m sure that, like me, many members will have looked at the forecast for the weekend with some trepidation, but in the event the weather would have been judged ‘good’ in July, let alone May. I went along wearing a body-warmer but equipped with fleece-lined anorak to ward off the dreaded straight-from-the-arctic Harewood wind, but amazingly, on Saturday not only did I not need the anorak but for a spell took off the body-warmer.

The action, especially the Top 12 Run-Offs, was as exciting as ever, greatly enhanced by Steve and Jerry’s commentaries. One thing I noticed, especially during Saturday’s practice, was the comparatively low speeds being achieved, even by the big racing cars, through the speed trap. Maybe traction out of Farmhouse was an issue?

I’d forgotten that May’s meetings are when the Ferraris put in a very welcome appearance, so I’m indulging with a few of my favourite images from the Ferrari class



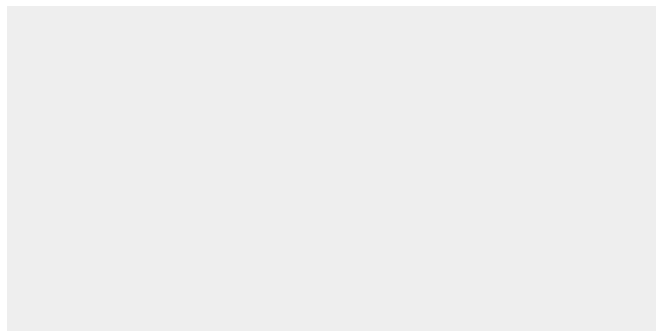
— It's got a few years under its belt – but exquisite!
(Keith Hunt)

The 250GT takes me back to late '62 or early '63 when my Number One passion moved from the American Wild West to motorcars. Readers might remember that back then the Guild of Motoring Writers staged an event at Silverstone whereat its members had the opportunity to drive all manner of vehicles (does it still occur?). Reading coverage of the event, I was amazed that the Ferrari (a make of which I was but dimly aware)

250GT had no less than 12 cylinders, TWICE the number of the most exotic cars I'd come across to that date. Instantly Ferrari became (and has remained) my joint favourite marque. So easily impressed!



— Almost too young to be out by itself – but stunning!
(Keith Hunt)





— On a sunny day – California Dreamin'! (Keith Hunt)

Next up, the Classic and Vintage meeting – let's hope the weather's kind for that terrific meeting!

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STOP PRESS!

Harewood Hillclimb track resurfacing

Work has started this week in replacement of kerbs, prior to re-surfacing, which is scheduled to start after the Hillclimb at the beginning of June.



John English



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COMMITTEE NEWS

Retirement of Hon Secretary and Hon Treasurer

At the recent Yorkshire Centre AGM, the Hon Secretary John English and Hon Treasurer Peter Whittle retired, both after many years service. They are both remaining on the Centre Committee.

Mrs Lesley Geen has taken over as Hon Secretary and Steven Darley is the new Hon Treasurer.

British Automobile Racing Club – Yorkshire Centre

Officers and Committee for 2018/2019

Chairman Tim Wilson

Vice Chairman Richard Hardcastle

Hon Treasurer Steven Darley

Hon Secretary Mrs Lesley Geen

Hon Competitions Secretary Chris Seaman

Committee David Clay, David Dalrymple, John English, Mike Geen, Mike Shorley, Peter Whittle

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EVENT REPORTS

Harewood Open Hillclimb 12th May 2018

Banner headlines

The 2018 Harewood season got off to a belated start under blue skies. The May Open meeting is always a busy affair with the British Hillclimb entries practicing alongside the Harewood contenders. The Harewood competitors were able to enjoy a total of five runs alongside the BHC runners who had three practice runs.

Leading off the competition runs were the Ferraris who once again brought some interesting vehicles and the class now sports a new sponsor in JCT 600 of Leeds who had a couple of 'Italian Stallions' on display. On track David Snelson, who was second last year, took the win by a comfortable margin from Chris Hitchman. Brian Jackson in third was in his California Turbo whilst newcomer Paul Booth grabbed fourth in his 458 Spider. My favourite car of the bunch was Jon Goodwin's Ferrari 250 GT whose 3 litre V12 once again played an unforgettable sound track.

Into the Harewood classes and in 1A Mike Geen led initially until on the third run class record holder Ben Spencer beat him by a fraction over half a second.



— Ben Spencer (Motorpics)

Mark Teale took third in his pristine white Suzuki Swift GTi and Anthony Patrick just held onto fourth despite a failed third run.

In Class 1B Gordon Riley managed to hold off the attentions of Deryck Jones despite the Starlet driver having an “agricultural moment” at Willow on his second run. James Kerr fought back to take third whilst Ian Butcher was fourth in his Integra. With the top seven

covered by less than 2 seconds it looks like it’s going to be an exciting year for the 2-litre tin-tops. In Class 1C we ‘lost’ Kieran O’Brien in his now supercharged 350Z during his first run when something ‘dropped off the Nissan’ and he was red flagged on safety grounds. He stopped at Chippy’s and then trundled back to the paddock. A delighted Terry Deere in his enthusiastically driven Talbot Sunbeam Lotus would take the win with three cracking runs all of which were inside his previous PB whilst former class record holder Peter Sherratt had ‘one of those days’ and had to settle for second.



— Gordon Riley (Motorpics)



— Mark Busfield (Motorpics)

Mark Busfield set a new PB in the mighty Aston Martin Vantage to take third with Kevin Bicknell’s ‘Winnie’ Cooper fourth as he too set a new PB. In 1D Tony Booth kindly lent Jonathan Mounsey his Mitsubishi Evo 5 GSR and his new ‘co-driver’ took the class win! Into the Kit Cars and in 2A Daniel Hollis took a solo win as Michael Bellerby switched to 3F sharing Bob’s Sylva Riot. Next was the Elise Class 2E and again

Chris Brooks took a comfortable win with David Leach second.

Next, we moved into Mod Prod territory and in 3A Jonathan North's smartly prepared Mini took the win with 'novice' Herbert Shillito second on his competition debut. In Class 3B it was once again Sarah Bosworth who proved to be a cut above the rest in her Elise. Alan Hart got his head down and on his Harewood debut proceeded to improve on each run in his Vauxhall Nova. Steve Darley was back in 3C driving John Stevenson's Impreza rocket ship and duly took the win with Dan Hopps in his



self-built Golf twice lowering his PB in pursuit. In 3F Richard Cartledge led the pack with his Locost after the first runs. However, on the second ascents Bob Bellerby moved into a lead he wouldn't relinquish. Cartledge held onto second with Andrew Steel third. Meanwhile Michael Bellerby reacquainted himself with the Riot closing down the deficit on each run to finish a handy fourth.

The two Sports Libre classes only attracted two entries and so John Prickett & Stephen Green each took solo wins with Green setting a new PB in the process.



In the first of the single seater classes (5A) there were problems throughout the class. Simon and Robert Bailey managed only one timed run between them before they were sidelined. Ben Tranter and Rob Spedding were trying to resolve an electrical problem and only

got out on track for the final timed run after a truncated practice and finally Mick Heyes only got as far as Chippy's during practice before his JW Jedi ground to a halt. Ed Carter went agricultural on his first run but shot into the lead on his second run and then set a new PB on his third. Gurston Down regular Tony Levitt held second throughout just holding off Ben Tranter's one run charge whilst a tentative Rob Spedding took fourth.

Dave Banner led class 5C from the first but had to get his head down on his third run as Ed Carter had just pipped him for FTD. In a controlled attack on the hill Banner pulled back the deficit and regained FTD by just half a second. Simon Ambler finished second in 5C but was a little distracted as his OMS 2000M is now up for sale and he obviously didn't want to 'bend it'.

The final class for Pre-1972 Sports and Saloons (6C) saw an Australian interloper on his first visit to Harewood set the cat amongst the kookaburras. Roy Davis is over in the UK for 6 months with his Triumph GT6 and it's a beaut! After his two practice runs the Aussie seemed to have the hang of things as he led after the first timed run extending his lead on his second ascent. Jim Johnstone had to settle for second place whilst the battling Forsters in their Wolseley Hornet were third and fourth with Mark beating his son Adam by a quarter of a second! Les Procter had a fraught day when his fuel pump malfunctioned and blew a hole in itself! Thankfully Dave Taylor came to the rescue and took one of the two fuel pumps off his Mini so Les could get going. On hand to lend assistance were Tom New, Steve Owen and several other of the British hillclimb family who pitched in to get Les 'back on track'.

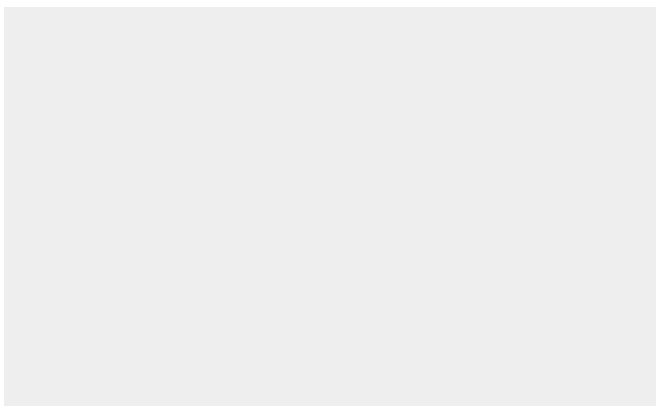
As people packed up and the competitors gathered for the prize giving it was time to reflect on a great opening round of the Harewood Championship. If it is a sign of what's to come it should be a great year. Once again, the organisers and marshals excelled and when you see competitors who have had major problems taking the trouble to thank the team it bodes well for the future.

Final thought, Jerry Sturman's report on Sunday's British Hillclimb meeting should be an interesting read (see below) judging by what happened during practice! I can't wait to read it.

Reported by Steve Wilkinson

MSA British Hillclimb Championship 12/13th May 2018

Willis out front after British Championship Harewood



The battle at the sharp end on the British hills remains as frantic as ever but after two more rounds at a sunny Harewood on May 13, Trevor Willis became the first driver this season to leave a venue in sole charge of the Championship lead. Top qualifier for the opening shoot-out, Willis lined up only



— Trevor Willis took sole charge of the Championship after his FTD run

fifth fastest for the closing stanza but in the run-off itself his 50.03sec run remained out of reach of the remaining four runners. Among them, Richard

for the loss of two rounds at Craigtantlet the previous weekend and with both he and his supercharged Raptor now back in full attack mode, he closed to within eight hundredths of the winner to take not only the runner-up spot but second FTD on his home hill.

Spedding was determined to make up



— Richard Spedding closed in on Willis for second FTD

With the top four covered by less than half a second, opening run-off

winner Wallace Menzies took the Championship lead at lunchtime after



— Wallace Menzies claimed his first Harewood run-off win

heading Willis and becoming the first driver to take two wins this season. 'It was my first Harewood win, too!' grinned the Scot. But after being edged out to fourth by six hundredths in the afternoon at the hands of Will Hall, he had to relinquish his brief series lead to the defending champion. While still one of the top contenders, Hall was not entirely happy with the way the Force-AER turbo was performing: 'I'm getting boost spikes on gearshifting,' he said. 'It's dumping air out of the wastegate and

I'm losing power up Quarry Straight.' But despite that, fourth and third places kept him well in touch

with the two leaders, albeit a few points adrift. Sadly, this year's fourth winner so far was to play no part in the Harewood action, Dave Uren being forced to retire his ex.Groves Gould-NME during Saturday's practice with a broken gearbox. What with his accident in the paddock at this meeting last year, the May Harewood must be fast becoming Dave's least favourite event. Into the breach stepped Jason

Mourant. While unable to quite match his fine second and first place qualifying form, despite being marginally quicker, so competitive were the run-offs that the Gould-Judd driver had to settle for two fifth places, still enough to bump the absent Uren off fourth spot on the overall table.

Former Scottish hillclimb champion Les Mutch was beaming from ear to ear after two sixth places in his ex.Spedding Raptor chassis moved him up to eighth on the table, three points behind Paul Haimes who followed him home



— Jason Mourant continued his fine run of 2018 form



— British run-off newcomer Andy Greenan finished in the points

each time in the Gould turbo. Adam Greenan followed up his maiden British run-off appearance in the morning, when he finished just out of the points, with three in the bag for his afternoon's efforts in the Empire Evo 2 when he led home three more 1100cc runners. This always ultra-competitive and heavily populated class had effectively been won before lunch by Robert Kenrick, initially from Simon Fidoe but eventually from Greenan, the Welshman's Raptor-BMW setting a time good enough to line up sixth for the opening shoot-out,

However bearing problems intervened and the team headed home leaving Simon Fidoe, Steve Owen and Greenan to complete the strong class representation as they trailed the eighth placed Oliver Tomlin on his first 2018 appearance in the big Pilbeam-Judd. In the afternoon, Darren Gumbley in his Force TA replaced Kenrick, scoring the final point ahead of Owen and Tony Hunt's Gould-Cosworth

V8.

While the racing car classes in general enjoyed good support, the saloon and sports car entry was relatively thin, which meant that several successful Hillclimb Leaders contenders failed to get their full quota of points. The requisite four runners turned out for the opening 2-litre Roadgoing class and championship aspirant Richard Brant

collared a maximum for leading the first runs (each run now being a counting Leaders round). But he succumbed second time up when James Kerr, who had spun his Peugeot 205 GTi on his opener, bumped the Renault Clio driver off top spot as he stormed back to take the win by a second and a half.

In a 'Nippon tuck' duel for over 2-litre honours, former Gurston

champ Stephen Moore led throughout in



— James Kerr bounced back from a spin to snatch the opening Roadgoing win

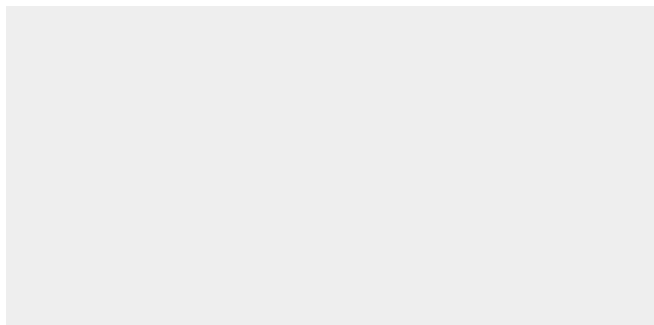


— A champion on the BARC's other hill, Gurston Down, Stephen Moore took a class win

his Evo 6 from reigning HSA Champion Justin Andrews' Impreza, the pair leaving Harewood School instructor Peter Herbert to settle for a distant third in his 911. After John Pick's solo Specialist run in his Subaru powered roadgoing AMS Murtaya, just two cars appeared for the opening ModProd class. Here, Leaders contender Gavin Neate lost

out as his two leading runs in the Peugeot 106, within 16 hundredths of

Eric Morrey's turbocharged Imp record, netted just 12 points instead of the 18 which would have earned him the joint Championship lead had Morrey not been a non-starter. Mind you, had he been present, the record holder might have taken his place out front!





— Gavin Neate closed in on Eric Morrey's ModProd record for a class win

Demon barber Sarah Bosworth was another to run solo in her Elise before Steve Darley took the win in the 4-car over 2-litre class, pushing 'Stephenson's Rocket' (his Impreza, on loan from John of that name) well over a second clear

of Harewood veteran Richard Hargreaves' Mk2 Escort. Simon Jenks bounced back after a first run off to close to within four tenths of Andrew Griffiths in a Caterham-Suzuki duel for Modified Specialist cars. With only two in the class Griffiths, on equal points with Neate, also missed the chance of levelling at the head of the Leaders table.

The Sports Libre cars of John Prickett (Radical), Allan McDonald (who set the best 64ft times bar none in his homely but devastatingly effective Mini Evo) and David Tatham's



— 1100cc racing class winner Robert Kenrick retired from the opening run-off with engine problems

600cc Terrapin-Honda also ran singly, but no less than 23 cars turned up to contest the ever-competitive 1100cc racing class. As already described, the leading quartet of Kenrick, Greenan, Fidoe and Owen all made the British run-off cut at some point. With the Summers' Firestorm V6 not yet ready for the fray, Alex enjoyed a weekend's spectating while his father Richard switched to the family's elderly, but rapid, Van Diemen in the Formula Ford class. He demonstrated the effectiveness of both the RF80 and

himself by beating the shared RF90, a car ten years younger, of Simon Andrews and Bernie Kevill.

On top of his run-off success, Les Much capped a fine day by winning the 1600cc racing class, leading throughout and taking sole charge of the Leaders Championship top spot. A fine battle for the next three places saw mainland returnee, Guernseyman Andy Bougourd in his new Force PT, hang on to

second place as John Mackenzie and David Warburton (with just one run after problems with the GR59-Suzuki) disputed third place, with all three covered by just over half a second. In the 2-litre normally aspirated class, Andrew Henson demonstrated the potential of his ex.Ben Butterfield Gould-Dallara, his first run being enough for the win over the hard charging Tim Elmer's Dallara YV8 – just as well for Henson's co-driver Nicola Dearden was unfortunate to break the car's driveshaft shortly afterwards.

Although Richard Spedding was a Leaders entrant, he wasn't too worried about only having Paul Haines to compete against in the forced induction class. It was of course the British Championship that they were interested in and we've already seen how well local man Spedding fared! In fact he still left Harewood with fourth spot in the Leaders. Warming up nicely for the British shoot-outs, Trevor Willis led the way in the class runs for the big single seaters from 'coming man' Jason Mourant.

Three more categories rounded off the class run action. After Les Procter had borrowed a replacement fuel pump to get his immaculate Sebring Sprite to the line as the sole pre-86 sports car runner, David Snelson led a healthy class of Ferraris throughout in his F430, Chris Hitchman's similar car elbowing past Philip Whitehead's F355 Berlinetta for second place. And in the BARC (Yorks) B licence class, Bob Bellerby's Sylva Riot ran some four seconds clear of the field led by Richard Archbould's Mitsubishi Evo Tommi Makinen, who was a similar distance clear of Chris Brooks' Elise S1.

Jerry Sturman – all photos by Steve Wilkinson

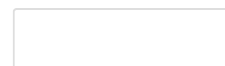
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THE MEDIA TABARD

The following piece describes the fun and satisfaction that can be had whilst wearing the media tabard, but it should be remembered that wearing the media tabard comes with responsibilities, and although it allows the wearer access to areas not available to the public, there is an absolute need to comply with marshals requests to ensure your safety and that of spectators, competitors and not least the marshals themselves. It's a BARC requirement that every wearer of a media tabard must have Public Liability Insurance (PLI) with a minimum cover of £5M.

An early start to the day begins with meeting and greeting friends and acquaintances, then into the office to "sign on" and accept the risks, dangers and responsibilities of motor sport, and you are then allocated a white tabard (with your number) to wear.

There is a great respect for the knowledge and professionalism of the marshals and officials who give their time and experience free of charge for the pleasure of "being there", and without whom the track action wouldn't take place. There is a tradition whereby competitors, media etc. contribute prizes to the marshals' raffle to be drawn towards the end of the meeting. Wine, chocolates, beer etc. are allocated to the lucky (or unlucky) marshals at random – a small 'thank you' to these unsung heroes.

So, sporting your media tabard and loaded with photo gear, waterproofs etc. off you trek down the hill

to find a good spot before the action starts at 9.00 am sharp. At Harewood, spectators' viewpoints are very good, but the media tabard allows entry to areas that are safe, but closer to the action. These are usually around marshals' posts, and enable you to catch that special shot in sharp detail (eventually!).

As marshals and officials attend Harewood Hillclimb on a regular basis, so too do those wearing the media tabard, and a healthy banter develops between the two at quiet times. Always light-hearted, but marshals have a job to do, whilst media just get in the way (apparently)! Unsurprisingly, light-hearted retaliation can surface if a marshal has a less than flattering moment which is 'caught' on camera – all in the best possible taste of course.

There are times when media need to cross the track to approach or leave a marshals' post, and this should not be done without the authority of the marshal who decides when it is absolutely safe to do so. It usually occurs during a red flag stoppage, although it has been known for a radio message to Control to cause a pause in proceedings, to the embarrassment of our media chum.

The media have a job to do, which may involve getting pictures for magazine publishing, website image sales, the Harewood Hill website gallery, Harewood Hill archiving, or just individual drivers wanting a souvenir of the day.

When track incidents are captured, the images can be very useful to the drivers as these can show the attitude of a car on a particular corner – the driver can feel what the car is doing, but a picture or series of pictures adds to the investigation of handling problems. A nice touch is to be able to catch the car as it passes the final time screen showing their fastest time of the day, or even a hill record. There's also the chance of the odd 'less than smooth' or even 'OMG!' moment that a driver might like to have a record of – should we have caught it!

At the lunch break, a muscle-stretching walk back up the hill (with all that equipment) is required, unless a kindly marshal offers a lift to the top in the car – gratefully accepted! Then a bite to eat, and a wander around the paddock looking at the cars and taking more pictures.

Weather can be a problem sometimes; taking pictures in varying light conditions, or when balancing an umbrella to keep the camera dry and take pictures – it all adds to an enjoyable, if sometimes challenging, day.

After the last run, it's back to the office with your tabard, where farewells are said until the next meeting. A quick look around the paddock and further farewells then it's back home to get a proper look at that really good shot you caught – which turns out to be out of focus. DOH!!

After every event I can't wait for the next meeting to do it all again!

David Copley aka 'Mr C'

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PRACTICE DAY 25TH MARCH GALLERY

Photographs by Mr C



— Hudson Super Six



Photographs by Motorpics



— Photo by Motorpics



— Photo by Motorpics



— Photo by Motorpics



— Photo by Motorpics



— Photo by Motorpics



— Photo by Motorpics



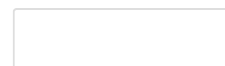


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CONTRIBUTORS

Writers

John English

Steve Wilkinson

Jerry Sturman

David Copley

Your Editor

Photographers

Keith Hunt

Phill & Marcus Andrews

Motorpics

Mr C

Steve Wilkinson

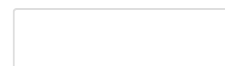
John English

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TAILPIECE



— “It’s absolutely transformed the aerodynamics, old boy. Got the idea from a photo of a Fiat Abarth in the ’60s. Dashed clever, what?” (Phill and Marcus Andrews)

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