

# BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine



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Issue 21 December 2018

## Issue 19 July 2018

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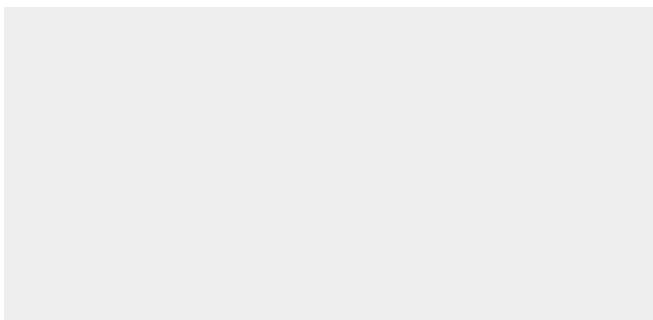
Issue 21 December 2018

## Issue 19 July 2018

### NOTES FROM THE EDITOR

On behalf of the magazine production team, I must apologise for the late arrival of the 'summer edition' of your magazine. We had some serious software obstacles to overcome, but at least it has meant a bumper edition with no fewer than six event reports, so that has to be some sort of silver lining!

Well, the weather on 2<sup>nd</sup> June wasn't great early-on, but for those stoics who held on, the afternoon gradually improved and it was, as always, a great event. I wasn't planning to attend the 'Jim Thomson' but on seeing the impressive entry list I went to the hill for a couple of hours on Sunday, and the event didn't disappoint. Even better was the number of spectator cars; it seemed to be a very popular event.



"It's too hot to go outside," is not an observation often made in respect of the hill, but on July 7<sup>th</sup> and 8<sup>th</sup> it would have been true. Sat tucking into one of Nicola's excellent salads, I was struck by the contrast with the days when the refreshment tent offers a welcome



— The paddock basks in the heat (Keith Hunt)

refuge from the wind and rain! On Saturday there was both a huge entry list and a new track surface to interest and

to the spectacle of some very smart Porsches and it was a delight to see our friends from Guernsey back with their extraordinary V8 Specials. Best of all for me on Saturday was the presence of 'Manta Jock' and David Purdy in his example. (A Manta was the first 'interesting' car we were able to buy.) I confess to having snuck home to watch the second half of the World Cup

soccer, but before that I realized how much I was looking forward to the MSA

entertain. On both days we were treated



— What was it the Duke of Wellington said? "They might not frighten the enemy, but by God they frighten me." (Keith Hunt)



— Manta Jock presses on through the finish (Keith Hunt)

event the next day. And boy, it didn't disappoint (except that David Purdy had taken his Manta home)! Both Rob and Richard Spedding were on fire, the only question being which was burning the brighter! I took along a neighbour for his first visit to Harewood; I just wish more local people would come along and enjoy

our events!. On the 8<sup>th</sup> we had fierce competition with records tumbling, great

weather and the feel good factor of England's win over Sweden just the day

before, all of which made for a great, almost party, atmosphere.

I missed the events on 4<sup>th</sup> and 5<sup>th</sup> August thanks to a holiday in Dorset, but Steve's excellent reports have brought me up-to-date on the news from the hill!



— We don't often have days like this at Harewood...  
(Keith Hunt)

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### HOW HAREWOOD GOT ITS NEW BLACKTOP

After more than 12 months planning we finally started work on resurfacing the hillclimb track on Tuesday 5<sup>th</sup> June. First came the planing machine, which removed 40mm off the existing tarmac surface. Following a further 3 days of planing, cleaning and preparation, Friday saw the paving machine come into action. Fed by 27 trucks with 10 skilled workers and 2 rollers, 675 tons of specialist asphalt paving was laid in 1 day! This was done in a single pass from Startline to Finish line to ensure there were no joints. The laying operation involved the 27 truckloads of asphalt arriving, just in time, to keep the paving machine moving without running out of material.

Our thanks to the Ashcourt Group and their supplier Hansen Aggregates for a job well done.

The efficiency of the new surface was proved on its first use on the 7th July with 7 new Class Records and on the 8th July a further 8 new Class Records and a new Hill Record (see our event reports).

**Words by John M English**

**Photographs by Steven Darley**





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### EVENT REPORTS

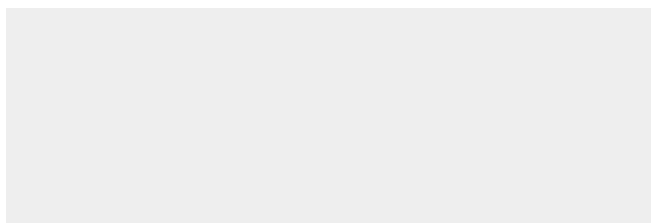
#### Classic and Vintage Hillclimb 2nd June 2018

##### **Baxter's Game**

As I drove through Leeds it was still raining and on arrival at the hill it was misty and damp. Despite the conditions a swift trip round the paddock presented a super line-up of Vintage and Classic cars which, fingers crossed, might register some rapid times IF the track dries out. Meanwhile the majority of folk were sheltering under their brollies.

After practice and the lunch break we got underway with the timed runs. A couple of Morgans got proceedings underway and it was Alan Johnson who took the win with George Proudfoot second in his 1939 'flat rad' 4/4. The TR Register contenders were

next and with their championship only counting the first two runs, only two availed themselves of a third sortie and they ended up first and second on the drying track with Robert Barnard taking



the win in his TR4. The two classes of Bert Hadley runners were next and in the Road class Tom Mourant took the win. On the second run Gerald Mullord had an 'off' at Clarks which ended up with the pretty Hamblin Cadet-bodied Seven vaulting the bank. The driver was shaken-up and the car suffered minor damage. In the Racing class record holder Paul Geering was off



— Robert Barnard took Class 16 in his TR4 (Gary Clarke Photography)



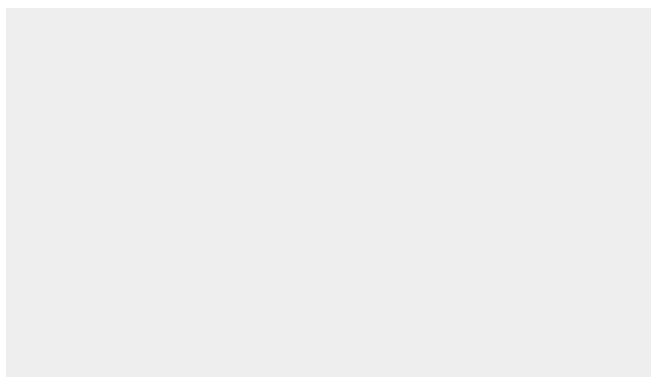
— Colin Danks took Class 19B (JCB Photography)

the pace whilst Colin Danks set a new record on his third run to take the win in his Ulster. In the Bentley Drivers' Club class Jolyon Harrison led initially but Mike Littlewood grabbed the win as the two re-engined Bentley 3 Litres battled it out. In the Jaguar Drivers' Club class Dr Adrian Evans took his smart Jaguar D-Type Replica to the victory despite being initially in third place.

We then started the Vintage classes and in V1 class record holder Greg Harrison

held off a late challenge from his dad Geoff as the pair finished 1-2; Dan Hunter took third whilst Dan's grandfather was fourth. In V2 Ian Standing led throughout in his Riley Brooklands whilst William Lowe was equally secure in second throughout with 'Biffo' his

Vale Special. It was interesting to see DJ Arthurs Tatra T11 Renn Wagen for the first time at Harewood (possibly the first Tatra ever to ascend the hill?). In V3 Stewart Rich in the spindly GN Anzani led throughout; second went to Adam Ward with his Bugatti T40 with Adam Moody (Alfa Romeo 6C) third and



Mike Ward in his pretty Bugatti Bescia T13 fourth. In V7 Ian Balmforth was out in the class record holding Hudson Super 6 Racer and duly took the win whilst ex-truck racer Andy Lloyd, on his first visit to Harewood, having led initially had to settle for second in the fabulous Chalmers 17 from 1913.



— We had to include an image of the Tatra Renn Wagen (JCB Photography)

Next, we had the best supported of the vintage classes, V9 and it was a titanic battle for the win. Tim Hopkinson led initially from Dennis Bingham (Riley Falcon Special) and Colin Wolstenholme (Riley MPH). Alexander Hewitson then came up on the rails to lead

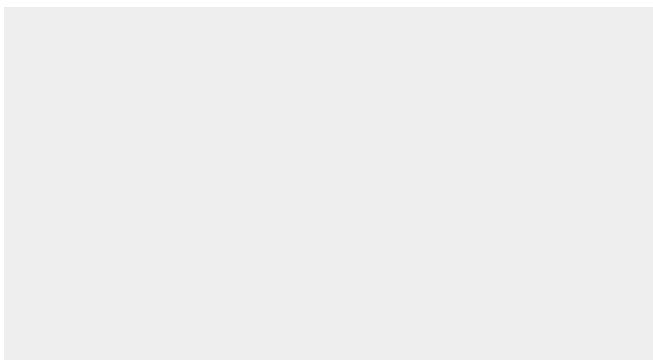


— Peter Hopkinson's class-winning Riley 9 Special (JCB Photography)

in his Riley 12/4 Special with Tim Hopkinson second and his co-driver Peter Hopkinson third. On the third run Peter Hopkinson grabbed the lead relegating Alexander Hewitson and Tim Hopkinson to second and third whilst Colin Wolstenholme took fourth making it a Riley clean sweep. In V10 Jon Mellor in the sinister looking GN/AC 'Beetle' led throughout with Christopher Tabor

likewise in second in his Riley Special

and Simon Skelding in his AC 16/80 Special in third. In V11 Peter Batty just held off a late charge from his father Chris in their Bugatti powered Frazer Nash Super Sports whilst Jamie and Nicola Quartermaine were third and fourth in their Vauxhall.



In V13 James Baxter was all set for an assault on the class record as he was driving Jolyon Harrison's Lagonda Rapier Special that he



— Fine shot of the GN/AC Beetle on its way to winning Class V10 (PWPics)



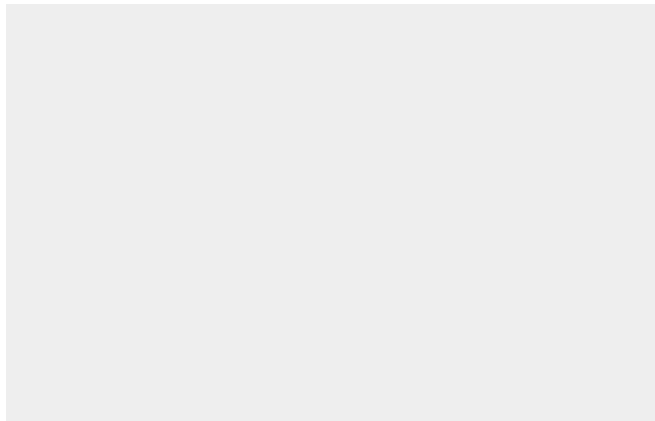
— James Baxter, hard-charging in the Lagonda Rapier Special (JCB Photography)

also prepares. James would lead throughout but on his second run he took nearly two seconds off the class record. He was all set for another crack when a tad too much 'right foot' coming out of Farmhouse resulted on a rotational delay to his run! Mark & Michael Fountain brought their Gillow Special home in second and third with Michael Barber's pretty MG PB Monoposto fourth. In V14 Andrew Wilson in the Fraser Nash Norris Special was the class act with the Alvis engine in fine tune. Geoff Purnell was

second in his short-chassis Singer Special which is currently for sale as Geoff has 'a new project on the blocks'.

In V15 Edmund Burgess fought back to take the lead on his second run in the Bugatti

T51 and just kept ahead of initial leader David Pryke in the Fraser Nash Shelsley Single Seater. Rick Archbell grabbed third place on his third run in the GN/AC Rabelro Special demoting Iain Cheyne in the Semmence Special to fourth. The final Vintage class, V16, saw that master of smoke and mirrors Chris Williams in the Napier-Bentley 24 litre



somewhat subdued but still on cracking form as he led home Cecil Schumacher in a beautiful Talbot Single Seater Special.



— Beautiful Bugatti Type 51 took Class V15 (Gary Clarke Photography)

Into the classics and C19 was A Series heaven. 17 cars and 19 drivers all in variants of Issigonis's masterpiece. At one point during the afternoon it was a Wolseley Hornet 1-2-3 but it didn't last! By the way, when was the last time you saw two Wolseley Hornets? After the first run it was Matt Clarke who led from Julian Harber. During the second runs the Hornets emerged but were soon relegated as Tim Harber, then David Taylor, then Jonathan North took the lead. Finally, on the second run Matt Clarke came through to not only take the lead but set a new class record in the process. The third runs saw a couple of people improve, the most significant being Julian Harber who moved back to third ahead of David Taylor.

In C20 the battle for the lead was almost as intense as in C19. After the first run Julian Hindle led in the Big Healey with Mike Haigh (MG Lenham Le Mans Midget) second and John Newton (Frogeye Sprite) third. Mike Haigh then took the lead on the second runs with Steve Hill (Lotus 7) moving up to second from fourth. On the third and final run



— Class C20 fell to Steve Hill's Lotus 7 (JCB Photography)

Steve Hill, who was running first, set the benchmark as he swept into the lead. Hindle then moved into second only to be relegated by Haigh whilst Steve Dennis (TVR 1600M) held fourth. Jolyon Harrison then completed the day setting the Classic FTD in his rumbling Surtees TS8 Chevrolet F5000.

Despite the wet start to the day it proved to be another nail-biting, exciting festival of Vintage and Classic machinery, not to mention the vintage and classic drivers!

Spare a thought for the doughty marshals who again kept the meeting rolling and helped keep us all safe.

**Penned by Steve Wilkinson**

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### **Jim Thomson Trophy Hillclimb 3 June 2018**

#### **Banner flies again**

Unlike yesterday the drive to the hill was bathed in sunshine. Fingers crossed it remained so throughout the day. With the cancelled meeting in April this would effectively be round two of the Harewood Championship and as the sun shone through the competition was eagerly anticipated.

Kicking off were the guest championships and a somewhat smaller than usual field of

Morgans were first on the hill. Once again Simon Baines was the man to beat and his three runs were the quickest in the class. The three Plus Eights of Martin McHugh, Robert Toon and Clive Glass were next up. Just two runners in the TR Register class took to the hill and Bob Barnard in his TR4 was again victorious with Geoff Mansfield in the TR3A second. The Aston Martin Owners Club class featured just three of the classics. Neil Sims' V12 Vantage roared its way to fifth whilst the shrieking supercharged DB7 of Mark Chandler was third. Taking the win was the



— Simon Baines charges towards a win in the 'Moggie' class (AMM Photography)

redoubtable Tom Whittaker in his Vantage GT4 racing car for the road. Just 18 of the over 50 registered "Classic Marques" contenders made the trip to Harewood and it was Graham Beale who dominated with a new class record in the Ginetta G33. Former class



- Graham Beale took Class 38 by a handsome margin despite only completing one run (AMM Photography)

drivers battling for the honours. Class record holder Ben Spencer took two runs to get into the lead which he then held onto. Initial leader Mark Teale in the Suzuki Swift GTi then held off a challenge from Mike Geen to finish second. 1B again provided the most entries and close battles throughout. Class record holder Gordon Riley led throughout but by a slender margin as former class record holders Deryk Jones and

record holder Matthew Eady in his G4 was second and Josh Oakes in the Scimitar SS1 was third.

Into the Harewood classes and in

1A there was an increased entry with 12



- Ben Spencer had a hard-fought win in Class 1A (JCB Photography)



- Great shot of Terry Deere's Talbot Sunbeam Lotus (JCB Photography)

James Kerr in their 205s filled second and third with Will Roberts fighting through to fourth place in his Clio. In 1C Terry Deere in his superb Talbot Sunbeam Lotus led from run one whilst Peter Sherratt took second in his BMW holding off a late challenge from Glen Shaw in the Nissan 350Z. In 1D it was a Mitsubishi whitewash with the top five places going to the marque. 2005 Champion Jonathan Mounsey led the way home with Peter Milne, Richard Archbould, Peter Day and Tony Booth completing the rout. In 2A we had just

three entries and it was “newcomers” Graham Briggs and David Lanfranchi who were the centre of attention. Graham had acquired an ex-Caterham Academy Caterham 7 Rover and after some TLC the car was setting the pace. Graham led throughout whilst after the second runs co-driver Lanfranchi was second, however John Bransfield in his Sigma powered Caterham 7 just slipped through to second to split the two musketeers. In 2E David Leach set a new PB but had to settle for second behind regular Elise front runner Chris Brooks.

We then moved into Mod Prod. Roy Bolderson held off a spirited challenge from

Jonathan North to take the win in 3A. In 3B Sarah Bosworth cruised home to the win ahead of the battle of the Escorts. Whilst Chris Wise held the lead throughout, Harewood newcomer Stuart Stelling put him under severe pressure finishing just 0.16 adrift! In 3C former champion Richard Hargreaves led the way in his immaculately prepared and driven Escort. Andy Hill was second in the Impreza and Dan Hopps in his Golf R32 broke his PB in third. In 3F Bob Bellerby had a first run ‘moment’ and fought back from third to take the win.

Richard Cartledge was second in his Locost with Mick Dent’s Westfield third.



In Sports Libre class 4A went to John Prickett despite a wayward first run that saw him down in second. David MacFarlane took second in his Honda Blackbird powered OMS whilst we had a new car in third. Geoff Toms has built a spaceframe-chassied Frogeye Sprite and clothed it in fibreglass. For motive power what else would Geoff use but a Fiat Twin Cam? This was very much a shakedown event as Geoff gets to know his new car.

Into the Racing Car classes and in 5A

Ben Tranter led Rob Spedding after the first runs



as serial class winner Ed Carter had a “senior moment” Order was restored on the second ascent as Ed pushed through to the lead and then extended it on his third run. Ben Tranter just held off Rob Spedding whilst Steve Carter took fourth ahead of the hard charging David Tatham in the 600cc Terrapin. The Formula Ford class, 5B, was a family affair as the Abbey brothers did battle. Richard just kept ahead of



— Despite this ‘moment’, Ed Carter took Class 5A in his Force PT (Phill and Marcus Andrews)

Andrew on the first two runs, but on the third run he spun into the gravel at Orchard. The car was towed back to the paddock but couldn’t be sorted in time for Andrew’s third run. Dave Banner again took 5C and also set FTD into the bargain. The OMS driver is rapidly becoming the man to beat at Harewood this season. Simon Ambler was second in his OMS 2000M, a little off his usual pace as the car is currently up for sale.

In Classic class 6C the battle for the class win couldn’t have been any closer. Two disparate cars battled for the lead. Matt Clarke in his Austin Mini led after the first runs from class record holder Steve Dennis in his TVR 1600M. On the second runs Clarke extended his lead only for Dennis to match his time exactly. Neither driver improved on their third runs so it was all down to a tie-breaker. With the winning time of 68.78 plus a second best 68.95 the win went to Matt Clarke. The other two cars in class were both driven by Harewood novices; Paul Cammerer in a Bond Equipe Convertible and John Thornton in a Mini Clubman 1275 GT. The pair improved their times run on run and will be back for more.

There were lots of minor delays during the day which ate into the time available so no fourth runs were available. Once again, the marshals did a fine job in keeping the track safe and sound in contrasting conditions to Saturday’s Classic and Vintage meeting. Before the next event the track will be fully resurfaced; in fact as I type it has already been completed! According to my contacts it should be quick so the next round of the championship could see a raft of records, always assuming we have good weather!

**Report by Steve Wilkinson**

## **Harewood Championship Hillclimb 7th July 2018**

### **Roasting and Record Breaking**

Arriving at Harewood it was more like getting out of the coach at Dijon for the French GP. The paddock was scorched, the sun beating down and the new track looked like a black ribbon winding its way through a burnt oasis. Several BHC competitors had decided to opt out of Barbon Manor in favour of getting in some extra practice for the following day's British Championship meeting. Grip seemed to be the most common topic of conversation even though the tyres looked to be melting even when the cars were stood still.



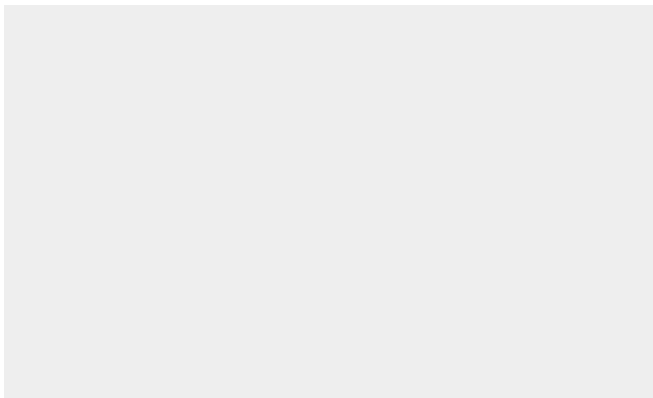
— David Dyson, winner of the Porsche Cars class  
(Phill & Marcus Andrews)

Practice seemed to drag on a bit and we didn't get the first timed run until after the lunch break. Leading the charge after the intermission were the two classes of Porsches. The Porsche Cars class was first and the clear-cut winner was David Dyson whose winning margin of over two seconds was still some way off the class record yet the remaining runners were covered by less than a second with Andy Fagan and Graham Rose in second and third. In the Porsche Club Hillclimb Championship

class Paul Howells clipped five hundredths off his record to take the win in his rapid FIA spec 911 RSR. Tim Barber and David Hilton, who share a 996 GT3 RS, took second and third with Peter Turnbull, Robert Lancaster-Gaye and Christian Ayers in similar models hot on their heels.

We were then into the Harewood classes and in 1A Mark Teale set a new class record

with his Suzuki Swift on the first set of timed runs and led throughout as a result. Nick Mitchell took second at the expense of his father Steve whilst Mike Geen was fourth. In 1B class record holder Gordon Riley was absent and his record was broken on the third run by Deryck Jones in his Peugeot 205.



Academy Graduate Liam Booth held second place throughout as he benefitted from his tuition. David Marshall took third whilst Ian Butcher smoked his way to fourth with all the top

four setting new Personal Bests. Despite the close tussles 1B wasn't the most exciting class battle; that was in 1C. Terry Deere was on the back foot after a first run indiscretion. His second run took him up the 'leader-board' to second. On the third runs there was an unexpected shuffle in the running order due to a Red Flag. In near perfect conditions Glen Shaw (Nissan 350Z) clipped a hundredth off Julian Howarth's class record and then almost instantly Terry Deere hove into view. He was 'on a mission' and in typical style swept through Farmhouse and disappeared into Quarry like a greyhound. His time came through and he had clipped a further 0.11 off Glen's time. A couple of cars later Kieran O'Brien, who had led on both previous runs, was on the hill taking his re-run. The 350Z looked stable and it seemed to hug the road. Through Orchard and Farmhouse, it looked totally planted and as we waited for the time



— Mark Teale is the new Class 1A record holder (Phill & Marcus Andrews)



— Kieran O'Brien won the hard-fought Class 1C battle (Phill & Marcus Andrews)

I was sure he could have broken the new record. When the time finally came up it was a 65.59 and Kieran had taken 0.29 off Terry's class record. Into 1D and Jonathan Mounsey maintained his dominance leading throughout. Stephen Moore, 2015 and 2016 Gurston Down Champion, finished second with Richard Archbould and Peter Day third and fourth with only Day breaking his PB! Two cars from 1B were "moved into 1F" and Richard Windmill just beat Paul Anderson in the Clio battle. In 2A Peter

Wright in his "Gulf" Locost 7 Toyota led throughout setting new PBs on each run as Peter Wormsley took second some 3 seconds shy of his PB. Chris Price was back after a 4-year absence and with a new engine in the Cyclone he clipped over 2 seconds off his previous best in his solo win. In 2E Chris Brooks kept up his winning streak as Nigel Hinson recovered to take second from David Leach.

Into Mod Prods and in 3A Roy 'Bod' Bolderson had to fight back after being in an

unaccustomed second place after the first runs. Initial leader Jonathan North held onto second with Adam Forster third in his "historic" Wolseley Hornet which was now on slicks, Michael McErlain was back with his Anglia and secured fourth. In 3B, despite being off her accustomed pace and making a visit to the gravel trap at Orchard, Sarah Bosworth took the class win ahead of "Manta Jock" Ramsey and the similarly mounted David Purdy. In 3C we had another battle of epic proportions

between Jason Tunncliffe in his overly large capacity Peugeot 205, Andy Hill in the often wayward Impreza and former Harewood champion Richard Hargreaves. Tunncliffe, who was running first, led after his first run until Hill and then Hargreaves moved ahead. Tunncliffe then retook the lead only for Hill and then Hargreaves to restore the status quo. On the third run Tunncliffe again grabbed the lead and despite setting a new PB Hill couldn't retake the lead. On



— The 'Bodspeed' Mini won Class 3A (Phill & Marcus Andrews)



— Richard Hargreaves' wonderful Escort MkII took Class 3C (Phill & Marcus Andrews)

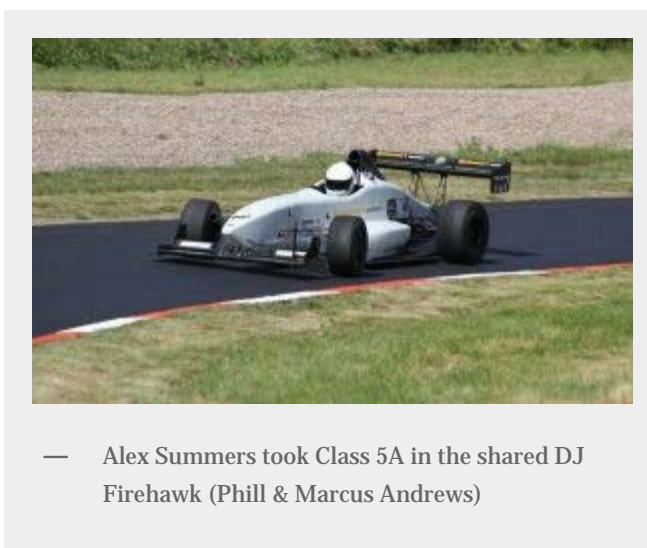
his final run Hargreaves again pressed on and as he sped out of Farmhouse he had a slender advantage which he maintained to the finish. Joe Cross was back behind the wheel of his completely revamped Impreza and fought back to take fourth with his third run charge. Into 3F and with Bob Bellerby being the only driver to set a new PB he obviously took the win as he got to within 0.63 of the class record.

Simon Jenks fought back from an errant first run to take second whilst Andrew Steel and Richard Cartledge kept Mick Dent at bay. The final Mod Prod class saw Guernsey-man Mark Scott take a solo win in his Dax Rush in preparation for tomorrow's BHC event.

Into Sports libre and Steve Wright was back with his re-engined Escort and he was the only one of the three runners to set a new PB. The class win went to “the usual suspect”, John Prickett in the Radical PR6, with David MacFarlane second in the OMS. Stephen Green took a solo win in the Over Two Litre Sports Libre class with his re-engineered Rochdale GT.

The Racing Car classes were boosted by additional entries from BHC contenders who preferred two days at Harewood to the prospects of the mad dash from Barbon and a change of gears for Sunday. In the 1100 class there were some interesting driver/car combinations. However, on the first timed runs none of the “regulars” managed to

improve on their PBs and it was Alex Summers driving the spaceframe DJ Firehawk for the first time at Harewood who led the way. He was fractionally quicker on his second run and then on his third and final run clipped nearly half a second off the class record which was good enough for second FTD. Debbie Dunbar, who was co-driving the Firehawk, had a spin at Orchard and fought back to fourth. Steve Marr in the pretty PCD Saxon held second place throughout whilst Ed Carter did likewise in third.



The Formula Ford class was highly competitive and all five runners set PBs probably due to the rock-hard Avon control tyres being less susceptible to the heat. After the first set of timed runs the 2004 class record set by David Bailey looked under threat with Ben Tranter and Rob Spedding within a second of breaking it. Ben Tranter still led after the second runs, however he hadn't improved whilst the rest all had. Onto the third runs

and Rob Spedding was on a charge. He was chucking the Vector into the corners and getting on the power early. As he exited Farmhouse he had the



— Rob Spedding was rewarded with a new class record (Phill & Marcus Andrews)

record in his sights and as the clocks stopped he was 0.49 inside the old standard. Ben Tranter was the last in the class and he knew it was game on. He looked smoother as he charged up the hill and as he headed for Quarry it was on a knife edge.

Through the finish and he too was inside the old record, however he had just failed to overhaul his team mate and had to settle for second.

In the 1600 class Allan and David Warburton were the only drivers to break their PBs

although Caroline and Matt Ryder were in a new car and on their first visit to Harewood this year. Nevertheless after the first set of timed runs it was Les Mutch in the GWR Raptor that led. David Warburton snatched the lead on his second run, extended it on his third and in the process took FTD. Les Mutch finished second whilst Matt Ryder was third throughout as Allan Warburton had to settle for fourth. In the 2-litre class



— FTD went to David Warburton (Phill & Marcus Andrews)

Jonathen Varley comfortably led throughout in his 'new' GWR Predator. Terry Davis was second and his wife Tricia fourth although the car wasn't quiet right and would be retired the following day with a damaged diff. Third spot went to Tim Elmer in the Dallara as all the cars in the class seemed to be suffering in the heat.

In 5E we had a plethora of V8s and three entries with V6 units. The Guernsey brigade of



— Oliver Tomlin took the class for big racing cars  
(Phill & Marcus Andrews)

“specials” were highly entertaining and also provided a musical accompaniment to proceedings. Oliver Tomlin led on the first two runs and opted out of the third as he was content with the class win and what turned out to be third FTD. Richard Summers was second in the DJ Firestorm 2 V6 despite a

problem caused by the team not switching numbers! Scott Rayson took third in the mighty 6.8 litre Chevrolet V8 Special and Paul Crute fourth in his OMS 28 V6.

Into Classic territory and in 6A Les Procter took a solo win in his pretty Elva after the father and daughter team of Richard and Amanda George withdrew with a broken fuel metering unit in their beautiful Chevron B19. In 6C it was Aussie Roy Davis in his Triumph GT6 who dominated. He set a new class record on his first run and then broke it again on his second. This left the former class record holder Steve Dennis in second spot with the TVR and Thomas Robinson third in his MG Midget. Allan Scott took fourth in the Mini Jem improving on his PB by over 2.5 seconds!

Seven class records were broken and countless Personal Bests improved. Despite the rumblings about grip, which I am sure were down to the high temperatures, the first meeting on the new tarmac must be considered a success. A final mention must be made of the sterling work of the marshals who endured the hottest day of the year and kept all the competitors safe.

**Your scribe for this event, Steve Wilkinson**

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### **MSA British Championship Hillclimb 8th July 2018**

#### **Record Rout**

At the first competition weekend on Harewood's new tarmac surface, Trevor Willis ended Sunday's British Championship event on a high note with the first official hill record of the season, strengthening his grip on the 2018 Championship. Official, because he wasn't the first to do it on the day. In an astounding second qualifying run in Les Mutch's GWR Raptor, local ace Richard Spedding, who had already qualified top for the opening run-off and gone on to win it by a hundredth of a second from the

potent Force-AER turbo of Will Hall, drew another roar from the sun-baked crowd as he became the first driver to break Scott Moran's 2016 outright hill record. It was a history-making feat. Not for more than half a century, in the days when British motorcycle engines ruled the hillclimb championship, has an outright BHC hill record been broken by a normally aspirated, bike-engined single-seater. A distant third in the opening run-off after a big tail-slide at Clark's, this spurred Willis to even greater heights. Having qualified second for the final shoot-out with a new class record in a time itself inside the old hill standard, a typically determined final shot carved another three tenths off Spedding's new record to take the win from Hall by over half a second. 'I didn't want to be beaten by a bike engine!' he grinned afterwards.

'I made a complete mess of the start,' said Spedding after finishing in fourth place behind a resurgent Wallace Menzies, who had run fifth early on. 'I knew the run was gone, but I had full confidence in Les's car as it was the same tub that I ran last year. We were also running my old engine, now on methanol, which I borrowed back from the new owner to replace Les's Suzuki unit which blew at Doune.' So effectively, this was the same combination with which the Yorkshireman had finished third overall in last year's championship.

Alex Summers, who had been driving the Firehawk 1100 at the previous day's Harewood 'clubbie', reverted to the V6 Firestorm, shared with his father Richard, for the British rounds and chased Willis home in the opening run-off, although dropping a place later on despite setting his best time of the day, such was the pace of the closing run-off. Just behind him in sixth place was Robert Kenrick, who had suffered a temporary glitch in his customary record-breaking set of runs when the Raptor-BMW stuck in second gear during the first shoot-out. He toured steadfastly to the top to get a time and it paid off, as with Jason Mourant slowing to a crawl when his Gould-Judd's oil pressure light came on and David Warburton spinning the GR59 at Farmhouse, he still got a point for his 77sec run! Warburton recovered for seventh place at the close, ahead of a slightly cautious Mourant whose oil pressure problem hadn't been as drastic as was first thought. Aboard the record-breaking Raptor, the car's owner Les Mutch retrieved his Championship tenth overall with sixth place in the opening shoot-out, but failed to capitalise after a spin at the Esses in round 18. Johnathen Varley enjoyed his best British result of the year with seventh and tenth in the svelte Predator-BDG, his first run-off shot edging out Oliver Tomlin following the Pilbeam-Judd driver's grass-cutting antics after Clark's. His second confined Steve Marr's PCD Saxon to a non-scoring position. Darren Gumbley continued to rack up the points in his Force TA, making it four ninth places in two days, worth eight points, aboard the 1-litre car. It consolidated his position as the second top-scoring 1100cc driver in the Championship, holding joint thirteenth place. Bad luck seems to stalk the unfortunate Dave Uren at Harewood and it struck again during his first qualifying run when a driveshaft broke and damaged the rear suspension, sidelining him from the remainder of the competition.

With a layer of rubber now down from the previous day's meeting, the first on the new surface, the close-fought battle at the head of the Hillclimb Leaders championship gained momentum at



Harewood as the first major contender on the hill, Richard Brant, collected a maximum score, the Clio driver leading the 2-litre Roadgoing class on both timed runs by some margin. This left him in equal third place on the table, level with Les Mutch, but out front by a clear margin was Andy Griffiths. Following up the Caterham-Suzuki driver's double record-breaking win at Barbon the previous day, which put him back in the series lead following his accident at Doune, two successive records in the ModProd Specialist class established a clear series lead. Simon Jenks' retaliatory shot in his own version, following a first run spin at Country, fell almost three seconds short. Inside Eric Morrey's 1400 ModProd record on his second climb, Gavin Neate consolidated his series second place in the Peugeot to leave the former record holder's turbocharged Imp over a second and a half adrift.

One run was enough for Gurston ace Stephen Moore, now a regular up at the BARC's 'other' hill, to take the big Roadgoing class in his Mitsubishi Evo. A little away from Steve Darley's record, he took a clear win from Chris Berrisford's Impreza and Kieran O'Brien's big Nissan 350Z. With just two runners in the Roadgoing Specialist class, John Pick's Subaru-based AMS Murtaya took a clear win from Jerry Neary's Westfield-Vauxhall and while visiting Scot Jock Ramsey's Opel Manta brought the 2-litre ModProd class strength to three, the win was another snip for record-holder and defending Harewood champion Sarah Bosworth in her Elise, from Chris Ferin's Fiesta. As is often the case in 2018, Jason Tunncliffe was never headed in the over 2-litre class in his rapid 205, holding off Steve Darley, today at the wheel of Joe Cross's Impreza, by a quarter of a second.

The sports libre class was virtually a re-run of the previous day's Barbon event except that this time, behind winner Mike McDonald's outrageous 4WD Mini Evo, former BHC champion Charles Wardle beat his co-driver David Seaton in their shared Pilbeam-BMW V8. It was no surprise that Robert Kenrick won the best supported class of the day, for 1100cc single seaters, although it took him a couple of runs to get down to record pace. But in second qualifying and the second run-off he lowered his year-old mark progressively, his run-off shot an unofficial record but the first Harewood sub-50 by an 1100. Darren Gumbley came closest in the class battle, albeit a second and threequarters adrift. Richard Summers' Nat A Formula Ford record, set in May, was pulverised as four of the five runners bettered it. Both inside David Bailey's long-standing Nat B record the previous day, Rob Spedding and Ben Tranter raised the bar still further in their Vector and set Harewood's first sub-one minute times by a Formula Ford.

To revive his fading fortunes in the Leaders series, which he'd led at Doune three rounds previously, Les Mutch now had to contend with Rob Spedding's brother Richard who, as we've seen, was sharing his Raptor while problems with his own supercharged version were being sorted. Spedding was on record pace straight away, lowering his own 1600cc class record first time up. But this was just a prelude to his demolition of the outright hill record during the second class runs! Les also came under attack from the previous day's FTD man David Warburton, who inserted his Gould-Suzuki in between the Raptor pair for second place. Sole BHC contender among the normally aspirated 2-litres, Johnathen Varley won at a canter at qualifying pace each time as Tim Elmer's Dallara failed second

time up, while the similarly TKD V8 powered OMS of Trish and Terry Davis was forced to retire with crownwheel and pinion woes.

The return of gearshift problems for Lee Griffiths' OMS and the non-appearance of Paul Haines' Gould eliminated the forced induction division altogether, but in a portent of things to come, the strong unlimited single-seater class was won by Trevor Willis with his class record-breaking opener. Back aboard the new Firestorm today, Alex Summers chased the Championship leader home, holding off Will Hall by seven hundredths.

The early retirement of the George's superb Chevron-FVC B19 left Les Procter's equally immaculate Elva Mk7 running solo in the pre-72 sportsracing class, but Les was still able to carve a substantial chunk off his record set with the Sebring Sprite back in 2014. Just four cars contested the Yorkshire Centre members' B licence class, with Bob Bellerby's Sylva Riot well in charge ahead of Simon Green's Westfield, Alex Miles' Caterham and Michael Brown's Elan Sprint. Two classes of Porsche cars rounded off the class runs with rounds of both their Speed Championship and their Hillclimb series. As he had the day before, David Dyson's 911 GT3 led the former class throughout, a second clear of Karl Lupton's supercharged 944, while on Harewood's new surface it was hardly surprising that Paul Howells continued his 2018 record breaking spree, carving another second and threequarters off his record set the previous day with his potent 911 RSR, complete with sequential gearbox, to win the Hillclimb Championship class. As usual, it was the shared 996 GT3 RS of Tim Barber that led the remainder, with Barber also under Howells' Saturday record.

## **Jerry Sturman**

**With acknowledgements to the HSA's magazine *Speedscene***



— Trevor Willis left Harewood holding the first official hill record of the year



- Richard Spedding was the first to break Scott Moran's outright hill record



- Will Hall chased the run-off winners home each time



- Robert Kenrick maintained his record form in the Raptor



- Rob Spedding and co-driver Ben Tranter set Harewood's first sub-60sec runs by a Formula Ford



- Andrew Griffiths was on record pace all day to take charge of the Leaders series



- Gavin Neate boosted his Leaders hopes with another record



- Richard Brant, third on the Leaders table, took another class win



- Jason Tunnicliffe continued his run of success in the big ModProd class



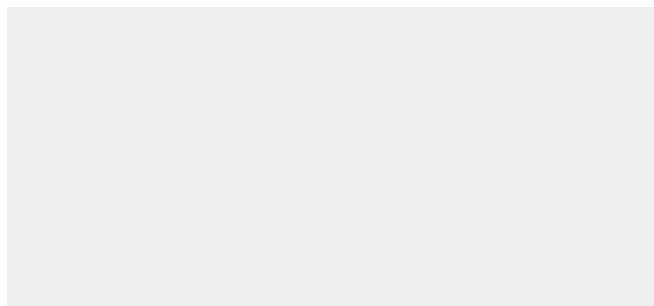
- Class winner Stephen Moore's Evo 8 was the fastest Roadgoing car

**All photos – Steve Wilkinson**

**...and just for the record**



- Richard Spedding briefly held the course record with time of 48.59 secs only to be beaten by Trevor Willis leaving Richard as the class J2 record holder (Phill & Marcus Andrews)





- Trevor Willis ends the day with a new course record of 48.29 secs (Phill & Marcus Andrews)

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### Yorkshire Speed Hillclimb 4th August

#### **Tatham Triumphant**

Sunshine, a light breeze and cloudless sky, what a cracking day for a hillclimb! As it transpired there were no less than NINE new class records set on the new tarmac with countless personal bests being broken. Once again OMS dominated the top times, however there were a couple of shocks on the way to FTD.



- Jon Dobson took the Paul Matty Championship Road Cars class in Lotus Elan +2 (PW Pics)

As per norm the guest championships kicked off proceedings and leading the way were the lovely Lotus cars in the Paul Matty Championship. In the Road Car class Jon Dobson again was the man to beat although he was somewhat away from his class record time. Keith Bristow in the V6 Exige came home in second with Stephen Hopkins piloting his Elise to third. In the Race Car class David Hampton took the win and also

broke his 2013 record twice in the

process. Malcolm Thorne took second in his immaculate Lotus 35 with Anthony Shute third in the FF1600 Lotus 69F and Paul Matty fourth in his ex-Swiss

hillclimb Lotus 35. Next on the hill were the super Austin Healeys and making a return to the class at Harewood was Robin Johnson in the "Top Gear" Frogeye Sprite. Johnson led throughout whilst Stephen Casson in the pretty Sprinzel Sebring replica took second just three tenths ahead of



— Sarah Thorne in her Lotus 61/69 Special (JCB Photography)



— Paul Baker presses on in his AH 3000 Mk3 (JCB Photography)

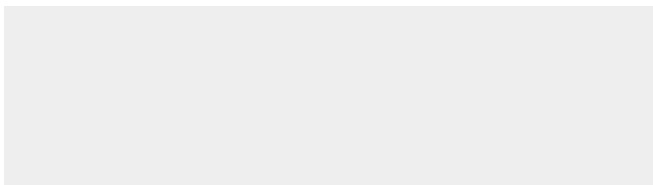
Colin Gale's Sprite Mk 2 with Frogeye front end. Richard Mason was the leading 3000 pilot in fourth as the Sprites dominated. Paul Jaggard was the only runner in the Alfa Romeo Car class and was out in his 'new' 147 GTA shaving just two hundredths off his class record in his old Giulia.

A flotilla of Caterhams was next in the Lotus 7 Owners' Club classes. In Class 1 Richard Abraham shaved a couple of tenths off the class record as he came home first ahead of John Clarke and

Stephen Causey all Rover powered. In Class 2 Paul Collins broke the class record on his third run to snatch the win from David Nelson, Chris Whitlow and Clive Marsden (all Rover powered). In Class 3 Robert Jacobs took the win in his Sigma powered Seven with Phillip Matchwick upholding Rover honours in second. Justin Dobson took a solo win in Class 4 in his Roadsport. Into Class 5 and Mike Sankey and James Thornton made it a Rover powered 1-2 with Chris Alston third in his Zetec powered machine. In Class 6 Shaun Elwell finished clear of Mark Durrant as Duratec outgunned Hayabusa whilst the rest were over a second and a half adrift.

The Bugatti Classic turn-out for the Saturday meeting has improved year on year and

with 20 entries it was a delightful mixture. Up front Philip Stader took the win in his elderly Mallock Mk 11 with Martin Jones at the wheel of the ex-Sir





Nick Williamson Brabham BT21C second. Andy Tippett took third in the unique Brabham BT30X courtesy of the 3.5 Buick V8. David Owen was fourth and fastest of the quartet of Formula Ford 1600s which included a couple of rarities – a Mk 4 Nike and a Pringett Mistrale. The final guest class was for the DEWS Club (Downton Engineering Works Social). Just two entries turned

up and with Lee Kessel setting new PBs on each run in his Road Going Austin Mini his performance merited better than second. However, his father Derek was in the cracking Maguire Mini Cooper and after two reasonable runs pulled out all the stops to shave nearly a quarter of a second off his own class record for the win.

Now it was the turn of the Harewood classes to show how it's done! In 1A Mark Teale clipped just over three quarters of a second off his class record on his second run to seal victory whilst Nick Mitchell took a fine second in the 205. Steve Mitchell took third,



— David Owen took fourth in the Bugatti Classics class with his Merlyn MK11 (JCB Photography)



— James Kerr took third in Class 1B (JCB Photography)

nine tenths adrift of his son and Richard Derrick was fourth. In 1B Deryck Jones put in a cracking first run to take over a second off his record. Gordon Riley, who was also inside the old record, was second with James Kerr and David Marshall third and fourth. Class 1C then provided the best scrap of the day with the class record being broken three times in the process. On Run 1 Kieron O'Brien clipped a few hundredths off his record to lead. On Run 2 the field started to close in. Then on Run 3 it kicked off! Glen Shaw in the black

Nissan 350Z set a new class record beating O'Brien's time by just two hundredths. However, as Shaw crossed the line O'Brien was rocketing towards Farmhouse. Powering out of the long right hander the silver Nissan 350Z sped up the hill to Quarry and as he crossed the line it was a new class record. Poor Glen Shaw held the class record for about 24 seconds! Worthy of note, all the runners

in Class 1C set personal best times – it is rapidly becoming a star attraction. Into Class 1D and not to be outdone “seasoned Harewood veteran” (his daughter’s words) Jonathan Mounsey was a man on a mission. Firmly in his sights was Steve Darley’s year-old record. After the first run Mounsey led the class then on the second run he got better traction and suddenly he was ahead of the curve. Exiting Farmhouse, the Mitsubishi flew up the straight and after a demon late-braking manoeuvre at Quarry was through the finish having shaved just over quarter of a second off that record. So to recap, the five Road-going Tin-Top classes all saw the existing records broken.

Into the Kit Cars and in 2A Dan Hollis was back in his ex-Caterham Academy car and took the class from Mike Smith in the Puma-powered Striker. Chris Price took a solo win with the Car Craft Cyclone in Class 2B. In 2D Ben Woodcock beat his father to the class win in their Westfield Megabusa before we moved onto the Mod Prods.

In Class 3A it was the usual suspects. Roy Bolderson took the class win whilst Jonathan North was second ahead of Julian Harber in a Mini 1-2-3. Sarah Bosworth took a solo win in 3B on a set of aging tyres. In 3C Steve Darley was back out, this time he was sharing Damien Bradley’s Subaru Legacy. However, it was Andy Hill who showed everyone the way as he set a new PB en route to a well-deserved win. Darley was



— Roy Bolderson’s Mini was triumphant again in Class 3A (JCB Photography)

second in the Legacy with Oliver Thomas third in an Impreza. Into 3F and for once Bob Bellerby managed a massive spin! As he exited Farmhouse on his first timed run he dropped the right rear onto the grass and suddenly he was a passenger. The car arrowed back across the track onto the infield and then attacked the Armco barrier. Bob was shaken up and the Riot somewhat battered but he was back out later. Andrew Steel had the lead and he just kept it with Bob Bellerby in second place within 0.06 of the Westfield. Michael Bellerby, who was sharing the Riot, was third. Steve Owen, the one from Ripponden, took a solo win in 3G with his Zetec powered Westfield to complete the Mod Prod classes. Only one Sports Libre was entered and Luke Trotman on his first visit to Harewood was enjoying a

pressure-free event in his Kawasaki powered Mallock.

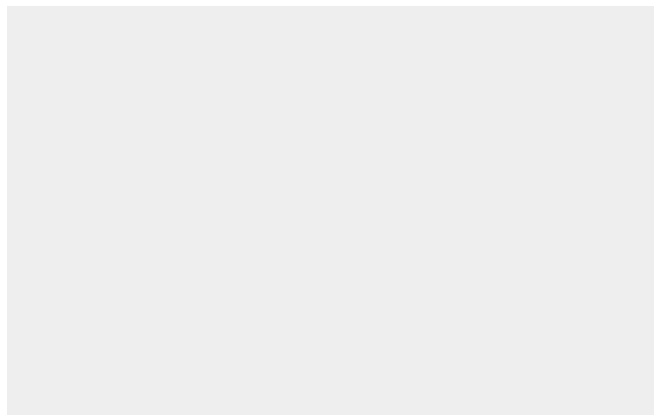
The Racing Cars were next and in 5A there was a mixed bag. Craig Beaton was making his first trip to Harewood and despite several technical issues enjoyed his day whilst Pete Tatham had the engine let go in his Force HC so didn't. Keith Weeks had had a busy week rebuilding the Image after a visit to the scenery at Fintray so was treating the weekend as an extended test. Richard Arrowsmith would eventually finish fourth,



— David Tatham set FTD in his OMS Hornet, taking class 5A in the process (JCB Photography)

however a broken rod-end caused a third run fail. Ben Hamer set a new PB en route to third whilst Wil Ker was a tad quicker in their shared OMS and finished second. The class winner was David Tatham who was out at Harewood for the first time in his new acquisition, the ex-Mark Goodyear OMS Hornet. David was quickest on every run and as a bonus he also set FTD!

In Class 5C Simon Ambler was still a tad off his earlier pace and came home second behind Dave Banner. During practice Banner had a catastrophic puncture as he ran through Quarry. He had managed to get through the finish but the tyre was wrecked so he had to put on a set of older rubber. This left him struggling and he would only set third FTD behind Tatham & Ker in the 1100s. In 5E Paul Crute was having a weekend away from his Cornish home in the Jaguar V6 powered OMS 28 and set a new PB to his delight. In the final class (6A) Les Procter clipped time off his PB on two of the three runs to finish the day a happy bunny!





— Les Procter, pressing on towards a new PB in his lovely Elva Mk VII (PW Pics)

It had been a cracker. There were 12 runs inside the respective class records with nine new records by the end of the day. Special mention must be made about the great job the marshals did in the hot conditions and the whole relaxed way they go about their vital work.

Your reporter, **Steve Wilkinson**

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### **Montague Burton Hillclimb 5th August**

#### **Tatham on the Double**

Sunday morning dawned with a fair bit of cloud cover which soon burnt off. As the crowds started to gather to view the Fuelled Society show and watch the hillclimb the temperature started to rise. With the increased heat also came an increase in flying insects, in particular wasps, whilst the cooling breeze of Saturday was absent.

After an early lunch the timed runs started after one o'clock and it was the Austin Healeys that led off. Despite dropping a wheel off the track on the exit of Farmhouse Robin Johnson again led the class in the Frogeye and despite a far more circuitous

route on his second run he held onto the lead throughout the afternoon. John Tewson continued to improve after his Harewood debut the day before and took Pat Cooper's Healey 100 through to second ahead of Stephen Casson's



— Pretty AH Sebring Sprite Replica was third amongst the Austin Healeys (AMM Photography)

Sebring Sprite and Richard Mason's 3000. We then moved onto the Lotus 7 Owners' Club classes and in Class 1 Paul Boston consigned Richard Abraham's class record set the day before to the history books as he led from the first run. Abraham failed to match his record having to settle for

second place whilst John Clarke and Stephen Causey followed in his wake as they had done the day before. In Class 2 David Nelson was one hundredth quicker than the day before and took the win when Paul Collins couldn't match his record-breaking pace. Clive Marsden improved and finished third whilst Chris Whitlow dropped back to fourth. In Class 3 it was Richard Price who cruised to the win having missed the Saturday meeting. Philip Matchwick again finished second with Robert Jacobs, yesterday's winner, back in third just ahead of Tony Smith. In Class 4 Justin Dobson reset his PB but was relegated to second by Harewood debutante Tom Price. In Class 5 Mike Sankey again took top slot but this time it was Chris Alston, the only one in the class to set a new PB, who finished in second. In Class 6 Shaun Elwell again took the win as he got ever closer to the class record. Mark Durrant came home in second again with Graham Denholm holding station in third. In Class 7 Dave Gemzoe took a solo win and established the new class record on his third run after two slow but entertaining runs which included exploring a lot of the turf!

In the Bugatti Classics there were a few changes due to mechanicals and additions. Class record holder Richard Jones was the prime addition and he would take the win with ease as Martin Jones and Andy Tippett made it a Brabham 1-2-3. David Owen

finished fourth and was the top FF1600 in the class. The DEWS Club class was again Kessel-country. The father and son team both took just two runs leaving Derek the winner whilst Lee reset his Harewood PB on each run finishing with a time that would have placed him in third in Class 1A!

Into the Harewood classes and in 1A it



was a Mitchell 1-2 with young Nick taking a class win with a new PB and father Steve second also



— Derek Kessell's mean-looking Maguire Mini Cooper (AMM Photography)

with a new PB – it was good to see their early season problems firmly behind them. In Class 1B Deryk Jones again took the win whilst Gordon Riley finished second with a new PB. James Kerr and David

Marshall were third and fourth with the latter finally breaking the 66 second barrier. In Class 1C Kieran O'Brien took the win in his 350Z whilst

Terry Deere set a new PB en route to second ahead of Julian Haworth in the Eunos and Simon Howarth in the Mini. Into Class 1D where Jonathan Mounsey took just the one run where he lowered his class record for the second time this weekend. Peter Milne held second throughout with a new PB whilst Richard Archbould recovered to take third after a first run detour!



Class 2A saw a repeat of the previous day's 1-2 with Dan Hollis winning from Mike Smith. Michael Bellerby was third sharing the Smith Striker whilst Graham Briggs was fourth finishing just ahead of co-driver David Lanfranchi. Chris Price again took a solo class win in 2B setting a new PB in the process whilst in 2D Ben Woodcock again beat his father as both Harewood newcomers set PBs.

Into the Mod Prod classes where it was service as normal. In 3A Roy Bolderson took his customary win ahead of Jonathan North, who again needed his AA Membership, Julian Harber and Michael McErlain. Sarah Bosworth again took a solo win in 3B but posted two runs within 0.05 of her class record! Surely there must be a sub-60 in the track this year for the Demon Barber of Sheffield? In 3C Andy Hill was on top form. He went sub 60 seconds for the first time scrubbing 1.07 seconds off his previous best time to take a thoroughly deserved win. Damien Bradley continued to knock chunks off his Saturday PB and finished in second slot in the mighty Legacy whilst Oliver Thomas completed the Subaru 1-2-3. In 3F Bob Bellerby was running solo and cruised home in the Riot that would appear to need some fettling prior to the next meeting. Steve Owen, the one from Ripponden, also took another solo win in 3G. Also taking a solo win was Luke Trotman in Sports Libre who settled down after his Quarry excursion on his first timed run.

Into the Racing Car classes and there was a tremendous battle for FTD. In the 1100 class Steve Owen posted a new PB on the first run to lead, however on the second set of runs David Tatham hustled the 'new' OMS Hornet into the lead as he too set a new PB. Meanwhile Ed Carter had spun on his first run and then slotted into third where he stayed whilst Lynn Owen took fourth. Despite running on an old set of tyres Dave Banner got to within two tenths of his PB to win the 1600 class and set second FTD; Simon Ambler also started to pick up the pace in second. In the two-litre class Andrew Henson and Nicola Dearden both set new PBs in their Gould-Dallara despite fuel feed problems during practice. Paul Crute and Les Procter then took solo wins in their respective classes with Crute also setting a new PB. The final class for the pre-1973 Sports & Saloons was another Mini-fest. Richard Derrick led throughout in his Clubman whilst Adam & Mark Forster both set PBs en route to second and third with Iain Crockett making it a Wolseley Hornet 2-3-4 in a cracking finale.

The extensive crowd enjoyed a great day at Harewood with the Fuelled Society show and the latest round of the Harewood Championship. Once more the marshals made it possible and their efforts in the soaring temperatures was appreciated by all the competitors who were able to get out of their race suits between runs and cool off.

**Reported by the indefatigable Steve Wilkinson**

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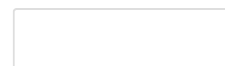
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### TAILPIECE



— “Are you absolutely certain that the diversion sign said to go this way?” (David Goose)

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