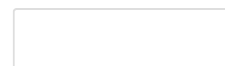


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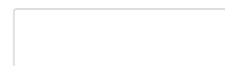
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NOTES FROM THE EDITOR

Approaching the parking area on June 1st, we were astonished by the number of spectator cars, and then we found that Nicola's Kitchen had sold out of bacon and sausages for their baps. Other than that disappointment it was, as usual, a joyous occasion, not least because it seemed as if the entire British stock of pre-war Rileys was present. With so many wonderful cars in action, singling one out for mention seems faintly inappropriate, but what do you say about Charlie Martin's Morgan RIP Special? Amazing!

After only one car turned up from the Morgan Sports Car Club on Saturday, it was very pleasing to see a decent number doing battle on Sunday. Other highlights included Tim Stamper hurling his Aston Martin 2/4 up the hill and Ben Tranter setting FTD.

On 6th July I was disappointed that 'Manta Jock' was unable to take any competitive runs – I hope his engine problems have been resolved – but it was good to see our friends from the Channel Islands making the most of the weekend's opportunities.

The British Championship event on 7th July brought much to cheer about, not least the weather, which probably helped the Fuelled Society to swell spectator numbers to very satisfactory levels. Add

to the above we had Wallace Menzies scooping maximum points in both Top 12 Run Offs and setting a new hill record, and his wife Nicola breaking the Ladies' hill record. However, none of the above should overshadow Robert Kenrick's remarkable performance in his 1000cc GWR Raptor 2. All in all, a great day.

On July 21st we ventured north to Croft for the Ferrari Corse Clienti event. Unfortunately the action had to be curtailed due to damage to the Armco shortly after the start of the Ferrari Challenge race, but prior to this there was 'Customer Activity' – a track day period – during which four 812 Superfasts were driven very expertly to give lucky souls waiting to receive their 812s a chance to experience their performance. Standing at the start of the braking zone for the hairpin at the end of the pit straight I was astounded by their speed. I hope that Corse Clienti comes back next year.

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4th August Montague Burton Trophy Hillclimb Latest News

The Montague Burton Trophy Hillclimb was abandoned part way through the first timed run due to the structural damage caused to a building adjacent to the course. The extent of this damage coupled with the danger of imminent collapse was such that it was deemed unsafe to continue the event.

Email received from the Forster family

Just a quick note to let you know that after his antics yesterday & his subsequent trip to Hospital, Adam was thoroughly checked for damage, given a clean bill of health & kicked out yesterday evening. Apart from a stiff, back & neck, a few bumps and bruises & a totally shattered ego he is otherwise unscathed.

We would all appreciate it if you could pass this info on to everyone involved in his rescue & the subsequent recovery of the Hornet.

We would also & most importantly like to thank all the Marshalls, Paramedics & other Officials who all sprang into efficient action so

swiftly. We always say that we really appreciate all the hard work that goes into every event, but it is only when you are on the receiving end of such fantastic help & care that you really appreciate it!

I am very pleased to report the events of yesterday have done nothing to dampen his enthusiasm & we both look forward to starting the season next year with a new & improved car.

Thanks again, it is hard to put into words how grateful we really are.

Yours sincerely,

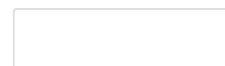
Mark, Den & Adam Forster.

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EVENT REPORTS

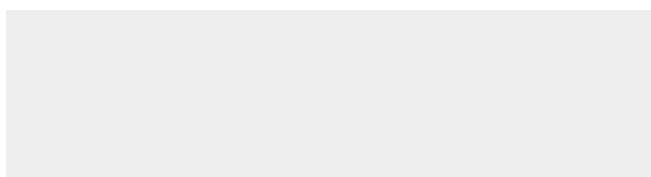
Classic & Vintage Hillclimb 1st June 2019

Summer Showers plus Vintage & Classic Heaven

Spots of rain during practice didn't auger well for the timed runs. Thankfully we had another tremendous entry with, as always seems to be the case, a lot of "new" vintage cars turning up.

Morgan Cars kicked off proceeding but with just the one entry Alan Foster cruised home. The TR Register only mustered three entries and Jim Johnstone took the win from Martin Paine (TR6) and Derek Pywell (Spitfire). Only two Road Class 'Bert Hadley Austin Sevens' took to the hill and Ian Bennett cruised to the win with Gerald Mullord setting a new PB in second spot with his pretty Hamblin Cadet bodied car. In the Track

class for the Bert Hadley Championship, which is in its 25th year, we had six runners. Paul Geering in the Pigsty Special was the only one to set a new



PB and duly won the class with Colin Danks second and John Mansfield third in their Ulsters. Seven entries contested the Up to 500cc split for the Five Hundred Owners Club runners with Andrew Turner taking top spot in his immaculate Mk 6 Cooper-Norton. Max Mackintosh in his JAP powered Mk 6 Cooper was second ahead of the lot of Mike Wood and the Cooper of Andy Raynor. In the over 500cc class Charles Reynolds cruised home in top spot in



— Andrew Turner's Cooper Mk 6 is heading towards victory in Class 34A (Gary Clarke Photography)

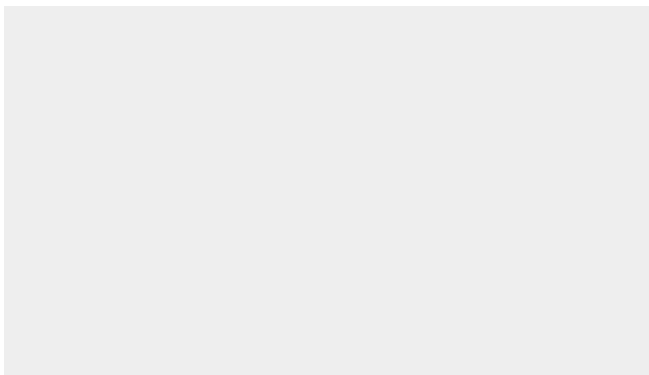


— Colin Elstrop broke the Jaguar Drivers Club class record after a break of 40 years! (Phill & Marcus Andrews)

his JAP Vee Twin Cooper Mk 7 with the wonderful Formula Junior Elva of Phoebe Rolt second. In the Jaguar Drivers Club class Colin Elstrop in the Mk 3 TVR Grantura was back; last time he competed at Harewood was 40 years ago on the Short Course, and he celebrated by breaking the class record on each of his three runs! Thomas Robinson also broke the record on his second run but couldn't match Elstrop's third run pace and had to settle for second place with Adrian Evans third in his D-Type Replica.

We then moved into the Vintage classes and in V1 Harewood Scrutineer Geoff Harrison

took the win with a new PB. Peter Howat was second ahead Daniel Hunter and Stuart Rose, all four in Austin 7 Ulsters. In V2 Ian Standing set a new class record in his Riley Brooklands whilst similarly mounted drivers filled the next three places. In V3 Joanne Blakeney Edwards set a new PB en



route to the win in her Frazer Nash with David Johnson second in his FN International and Timothy Sharp third in his supercharged MG PB. Keith Dobinson took a solo win in V4 with his lovely Lagonda Speed Model and Dick Wilkinson also took a solo win in V5 with his superb Alvis Silver Eagle Sports – both drivers posting PBs.



— Ian Standing's Riley Brooklands, en route for a win in Class V2 and a new class record (JCB Photography)

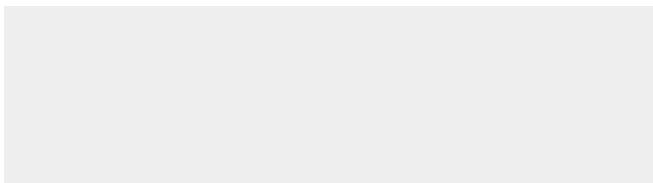


— Nicholas Hildyard smashed the V7 class record in his Theophile Schneider (Phill & Marcus Andrews)

In V6 Nigel Hall took the win in his Lagonda LG45 ahead of John Guyatt (Delahaye) and Nicola Quartermaine (Vauxhall). In V7 for the Edwardian cars Nicholas Hildyard in his Theophile Schneider broke the class record en route to the win whilst Ian Balmforth took second in his Hudson Super 6 Racer with a new PB. William Twelvetrees finished third in the 1911 Wolsley and Andy Lloyd in the rustic Chalmers 17 was fourth. In V8 mechanical mayhem in practice coupled

with rain showers left the class somewhat unbalanced. Graham Beckett only had one run and took the class win in his Austin 7 Simplicity. David Furnell in the Austin 7 Toy took two runs to notch second whilst Tim Stamper took all three runs and was third in his Riley. In V9 it was a Riley lock-out with all 16 entries driving the blue diamonds. Alexander Hewitson took the win with a new PB after a problematic first run. Tim Hopkinson also set a new PB in second and co-driver Peter Hopkinson was third also with a new PB.

In V10 Durward Lawson's first run was good enough for the win whilst Jon Mellor in the GN/AC Beetle Special held second throughout. In V11 Chris Batty in



his Bugatti engined Frazer Nash cruised to the class win ahead of the Vauxhalls of Jamie Quartermaine and Noel Runnels Moss. In V13 the Gillow Special finished on top with Mark and Michael Fountain finishing 1-2. Rachael Williams took third in the Hardy Special which was the centre of a rugby scrum of helpers to get it running cleanly earlier



— Durward Lawson's Riley Special took Class V10 (Phill & Marcus Andrews)



— Charlie Martin had his hands full in the four wheeled Morgan RIP Special but won Class V14 (Phill & Marcus Andrews)

in the day. In V14 Charlie Martin in the four wheeled Morgan RIP Special took the win whilst Andrew Craven in his matt grey MG Riley, which was making its debut after a full restoration, took second. In V15 Ian Baxter was dominant in the Alta as he set a new PB and finished well clear of the David Pryke Frazer Nash Shelsley BMW. Richard Archbell was third in the GN/AC Rabelro and Iain Cheyne third in the Semence

Special. In the final Vintage class, there was a titanic battle for the top spot. It

featured Jolyon Harrison in his 8 litre Bentley and Chris Williams in the 24 litre Napier powered Bentley. Harrison led after the first runs by just over a second and maintained this lead after the second runs. On the third run Harrison failed to improve on his earlier time and Williams pounced. The mighty Napier powered car created billowing clouds of tyre smoke as it put down the power off the line, again at Country and Orchard and over the finish to reverse the



— Chris Williams had to push the Napier powered Bentley hard to win Class V16 (Phill & Marcus Andrews)

Andrews)

positions and take the win by just over a second.

Next it was time for the Classics. In C19 it was total Mini Mayhem. Up front were the Harewood regulars; Roy Bolderson in his Mod Prod Mini set a new class record en route to the win whilst Matt Clarke, who had held the class record, couldn't match his



— Mike Haigh in his lovely MG Lenham Le Mans heads towards a win in Class C20 (Phill & Marcus Andrews)

PB and had to settle for second ahead of Jonathan North who was “running in a fresh engine”. Anthony Patrick was fourth ahead of the pretty and well-presented Mini Marcos of David Smith. In C20 Mike Haigh's beautiful MG Lenham Le Mans took the win with Steven Muir second in his Sprite. Nicholas Aveyard brought home his Williams & Pritchard bodied Midget in third ahead of Keith Beningfield's perpendicular MG TC

XPAG. The final two classes saw just

solo entries but they were both exceptional cars. In C21 Leon Bachelier was debuting his gorgeous Elva Mk 6 Climax after a 5-year restoration. Initially the car was misfiring but that was soon resolved and Leon got in some slick runs having been aided throughout by his grandson. In C22 it was that man again Jolyon Harrison. He had brought his F5000 Surtees TS8 Chevrolet and his exploits in the 8 litre Bentley seemed to help as he smashed his previous PB by a staggering 3.98 seconds.



— Leon Bachelier's Elva Mk 6 Climax looks wonderful after its 5-year restoration (Gary Clarke Photography)

Once again the Classic and Vintage meeting was a feast of wonderful cars and despite the changeable conditions the meeting ran smoothly thanks to the efforts of Harewood's Orange Army.

Your 'classic reporter', Steve Wilkinson

This meeting always produces fine photos, so here are a few more:



The 'big' Cooper of Ch Joanna Blakeney Edw

Jim Thomson Hillclimb 2nd June 2019

Tranter Triumphant

Practice accounted for five runners who failed to take any of the three runs that would be on offer. Meanwhile during the timed runs we 'lost' four more including the returning John Chacksfield. As we went through practice reasonably quickly and rain was forecast the decision was made to take a timed run before lunch.



Morgan cars had a better entry on this occasion with 12 runners. On Scratch Simon Baines emerged on top with Steven McDonald, Clive Glass and Paul Clarke hot on his heels. However, after the "handicaps" were applied it was Simon Ashby who was top dog. Baines and McDonald completed the podium finishers. The Aston Martin class was next and Tom Whittaker was back in his

— Simon Baines took the Morgan class (JCB Photography)

GT4 after a brief interlude with a Lotus Exige. Despite being over a second off his class record pace, Whittaker took the class win. Mark Chandler flung his

supercharged DB7 to the top with a new PB to grab second

whilst Peter House was in his Historic Touring Car Ford Escort Mk 1 rather than the Beetle and took third ahead of Tim Stamper in his glorious Aston Martin DB2/4. The 500 Owners Club were next and in the 500cc class Max Mackintosh won with his Cooper Mk 6 JAP with Andy Rayner second in his Mk 5 Norton and Mike Wood third in the Iota. In the Over 500 class Phoebe Rolt took a solo win in her pretty Elva 200 Formula Junior.



— Tim Stamper was terrific in his Aston Martin DB2/4 (JCB Photography)



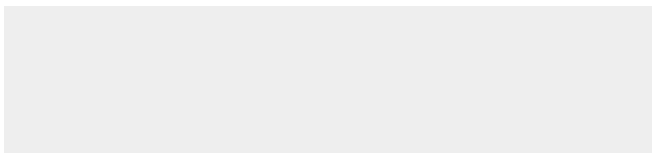
— Matthew Eady won the class for Classic Marques in his Ginetta G4 (JCB Photography)

Classic Marques were guesting today and brought 16 varied entries. Former class record holder Matthew Eady took the win with a new PB whilst the ever enthusiastic and spectacular Steve Lyle was second in his Porsche Boxster. The battling Honda S2000s took third and fourth with Roger Fish just keeping Martin Rowe at bay on each successive run. There was a plethora of Scimitars now that their championship has ceased and Ben Curry led them home in seventh in the wake of Brain Marshall (Porsche 944) and Harrogate's Stuart

MacLean in his trusty Porsche 924.

Next, we were into the Harewood classes and in 1A Nick Mitchell would emerge

victorious after having to fight back after a first run DNF. Steve Mitchell took second having led initially whilst David



Taylor, who has still not broken that elusive 70 second barrier, was third ahead of Anthony Patrick. In 1B we had two of the Harewood Championship Top Three in Ian Butcher (3rd) and Deryck Jones (1st) however, class record holder Gordon Riley again hit problems with his 'new' Starlet and only managed one uncompetitive run. Up front very few competitors set new PBs and when Michael Thomson did just that on his second run and then lowered it again on his third run he took the class win with the Honda S2000. Deryck Jones, who had led initially, ended up second with Will Roberts demoting Ian Butcher to fourth on the last run. Adam Riley may well have set some sort of record as he was competing in his third different car in three events at Harewood when he turned up with a Proton Coupe and finished sixth. Class 1C continues to grow in numbers and competitiveness. Kieran O'Brien had brain fade during practice when he went straight on at Orchard and ended stuck up a tree! Luckily the damage was minimal and he would lead throughout. Glen Shaw had a fight



— Always good to see David Kemp's Panda 100HP that runs in Class 1A (JCB Photography)



— A rare sight on the hill – the Gretttons' Clio Sport V6 (JCB Photography)

on his hands for second as Terry Deere held him at bay but a third run charge saw Shaw edge the Sunbeam driver down to third. Andy Bateson set a new PB in fourth as he pushed Kevin Bicknell down a place. Rob Gretton and son Josh were running Rob's Renault Clio Sport V6 and performed admirably against the class regulars. Into 1D and once again Jonathan Mounsey was top dog with his second run being the best of three very competitive runs. Peter Milne held second throughout whilst Richard Archbould was third ahead of

Tony Booth – none of the competitors in 1D set PBs yet the class battle was close. Into 2A and despite a first run DNF due to fuelling issues, Peter Wright

fought back to take the class win ahead of Peter Wormsley and the Stevensons

– again there were no new PBs set in the class. In 2B there was just the one runner, newcomer Rich Roberts in his Fisher Fury. The Loton Park regular was on his first visit to Harewood and enjoyed the day, entertaining the crowd with his rally-style approach and established a PB for his next visit. David Leach was a solo runner in 2E before we moved into Mod Prod territory.



— The Fisher Fury of Loton Park regular Rich Roberts (JCB Photography)

There were two new drivers in the class, Loton Park regular Barry Holt and Gurston Down regular Neil Turner. Turner's Mini Cooper S sported a BMW motorcycle cylinder head and his advantage was soon apparent as he led from his first run to the end. Roy

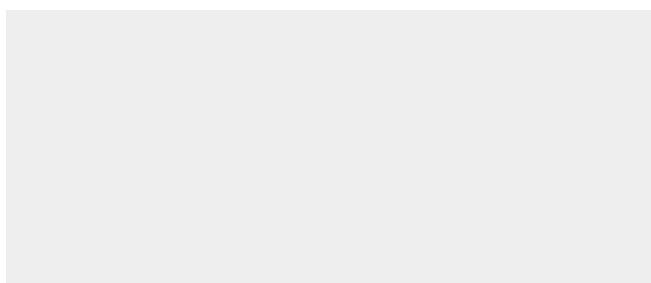


— Tracey Wise secured a new PB and second in Class 3B (JCB Photography)

Bolderson couldn't make inroads on the lead and had to settle for second ahead of Jonathan North and Barry Holt. In 3B the battle up front was between the Elise drivers, and initially Tracey Wise held the lead as Sarah Bosworth went orienteering! After lunch Sarah moved up to second just behind Tracey who set a new PB. On the third run Tracey didn't improve and Sarah just slipped through to snatch the win. Stuart Stelling was again having a ball in third with the beige Escort whilst Adam Warren set a new PB en route to fourth place as he

ousted Robert Needham's Escort. Callum Furness had splashed out on a new set of tyres and had a cracking day systematically lowering his

PB on each run as he came home sixth. In 3C the 1-2-3 was established on the first run and despite all three runners setting PBs it didn't change as Simon Dawes led home Joshua Oakes and newbie Graham Kearsley. Bob Bellerby



then had a solo run in 3F and was well shy of his PB with no opposition. There was just the one Sports Libre class and John Prickett took a comfortable win. Newcomer Richard Wood had trouble in practice and missed his first timed run, however he brought home his Austin Mini Yamaha R1 with two reasonable afternoon runs.



— Simon Dawes on a charge towards a new PB and a win in Class 3C (JCB Photography)

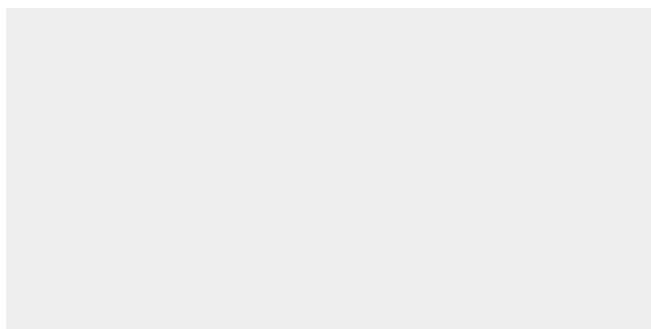


— Ben Tranter heads towards FTD (Don Chambers)

The three Racing Car classes were next. In 5A Ed Carter led initially but a failed run second time up followed by an issue for father Steve effectively sidelined the Force driver. Meanwhile Ben Tranter had just taken the lead on the second run and then a third run charge saw him extend his lead and also set FTD. Ed Carter finished second with Wil Ker third in the turbocharged Kawasaki powered OMS and Tranter's co-driver Rob Spedding fourth. In 5C Dave Banner was running solo and just

failed to set a new PB which meant he was second FTD ahead of Ed Carter. In 5D John Chacksfield had issues in practice on his return to Harewood. Chronic misfiring dogged the OMS driver through practice and on his only timed run and he retired. Jonathan Baines who was in his 'new' Royale RP30 FF2000 race car was able to cut chunks off his first run time and slip ahead of Chacksfield.

The final class was 6C for the Classic Saloons and Sports Cars. Jim Johnstone finally set a new PB after several close-calls and took the class win. Thomas Robinson came home in second whilst Les Procter was third ahead of his new co-driver Richard



Jones.

Once again, we had a highly competitive day on the hill with lots of PBs but sadly no new class records. A big thank you to the marshals who kept us all safe and allowed us to enjoy a great day of hillclimbing at Harewood and also to the organising team who put it all together.

Reported by Steve Wilkinson

More photographs from JCB Photography



Harewood Championship Hillclimb 6th July 2019

Varley's Victory

Overnight rain left the track looking damp and with a leaden sky hanging over the hill things didn't look good for the up-coming day. However, as practice got underway and the dampness evaporated, the sun started to break through. During practice Jock Ramsay didn't get to the top on his first run due to the engine crying enough, he spent the rest of the weekend helping out his fellow Scots before heading back to Perth. Mike Stark also had mechanical problems with a driveshaft side-lining the Alfa, whilst David Tatham retired the OMS Hornet with major electrical issues. Finally, Dave Banner fell victim to Orchard's gravel trap when he slid off and removed the front wing of his OMS 28. Lots of other competitors had spins and minor issues which meant we took an early lunch rather than start timed runs.

After the break the Harewood classes led off and in 1A it was another win for Nick Mitchell, however second went to David Taylor with Anthony Patrick snapping at his

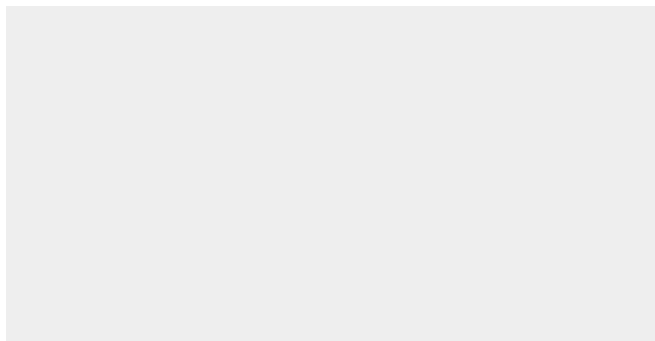


— Deryck Jones took Class 1B in his Peugeot 205 GTi (JCB Photography)

heels in third and Steve Mitchell a further six tenths adrift in fourth after a second run incident. Into the well-supported 1B and 2019 Harewood Championship leader and reigning champion Deryck Jones grabbed the lead on the first run and held on to take the win. Ian Butcher initially held second place but Gordon Riley swept through to take the runners up slot after his first run fail due to an issue with the 'new' car. Andy Smokin' Barton was initially third but a repeat of the smokescreen tactics meant his first run would count and he

slipped back to fourth. Into 1C and it was Kieran O'Brien who dominated as he went sub-64 on both runs. Terry Deere set a new PB en route to second whilst Glen Shaw just held off the challenge from Peter Sherratt for

third. In 1D Jonathan Mounsey cruised home in first with Richard Archbould equally comfortable in second ahead of Tony Booth. Peter Day was initially last in the class after a first run Flymo incident however he fought back to take fourth. A couple of cars had issues in



Scrutineering and ended up in 1F where James Hunt took the win in his BMW E30 ahead of Wynne Morgan's Renault Clio Williams.



— James Hunt's BMW E30 seems determined to go straight on in pursuit of Class 1F (JCB Photography)

Into the Kit Cars and in 2A after the first runs Dan Hollis was dead last! However, his second run was superbly controlled and he navigated his Caterham to the win. Peter Wright in his 1600 Locost 7 ended up second well clear of Anthony Shearman, Roger Legg and Tim Kerr in their Caterhams. Alex Miles took a solo win in 2B with his Caterham before we moved onto the Elise class. Both runners were making their Harewood debuts and Nigel Hannam was competing in his first hillclimb! Martin Roberts led initially however Hannam's second run was error free and he snatched the win.

Into the Mod Prod classes and in 3A it was a battle of The Usual Suspects. Neither Roy



— Stuart Stelling's Escort was 3rd in 3B (John Wade Photography)

Bolderson nor Jonathan North could threaten their PB times. Bolderson got closest taking the class win. In 3B Tracey Wise was well clear of the opposition from the start and took a comfortable win. The 'Yellow Peril', Ralph Pinder, took second with Stuart Stelling in the beige Escort third – the pair being separated by just 0.52 seconds. In 3C Andy Hill just held off a spirited challenge from Simon Dawes to take the class win. William Hunt in the Sierra Sapphire was third and Jonathan Williamson a spirited fourth in his well-

travelled 911 Carrera. Garry Morgan finished fifth in his Vauxhall Chevette HSR, a car that Harewood regulars might remember when it was driven by Mike Kerr. Despite all the runners in 3F being within striking distance of the class record nobody was able to improve on their PBs. Simon Jenks, who was fitting in some extra practice for Sunday's British Hillclimb Championship meeting, took the lead and

held on despite a second run charge from Bob Bellerby after a spin at Quarry on his first ascent. Meanwhile Andrew Steel just held off Matt Turner for third. Mark Scott, one of the Guernsey folk present for the weekend, took a solo win in 3G before we moved into Sports Libre. In 4A John Prickett took a solo win with the Radical with his first run time as he went straight on at Clark's on his second. Thankfully there was little damage to the car as it speared into

the Recticel and John was perfectly OK.

In 4B there was an eclectic trio of cars contesting the class. On the first runs Christian Mineeff, another getting in some extra practice for Sunday, managed to spin the Ray Rowan Pilbeam MP43 at Country Corner. A more sedate second run saw him climb to the top of the class. Multiple Rallycross champion Tony Lynch, competing in his first ever hillclimb, in his Duratec powered Ford Ka had led after the first run and came home second ahead of Harewood regular Stephen Green.



— Christian Mineeff in the Pilbeam MP43 won Class 4B (JCB Photography)



— Jack Cottrill took second in Class 5A in his very smart Force PT (John Wade Photography)

The Racing Car classes kicked-off with the Up to 1100s. Leading class 5A after the first runs was Ed Carter and he replicated his time on the second run to take the win and third fastest time of the day. Jack Cottrill held onto second slot despite a second run 'off' at Clark's when he spun and went backwards into the Recticel. Third place went to Ben Tranter as the Top Three were covered by just 0.23 seconds! Into 5B for the Formula Fords and both runners were there for extra practice for Sunday's meeting. Both Doug Auld and Samantha

Lester set PBs with Samantha keeping the Swift driver at bay throughout. In 5C Scottish Hillclimb Champion Les Mutch took the class win in his GWR Raptor with Steve Morgan and Neal Coles both setting new PBs as they came home second and third respectively. In 5D we again had three competitors getting in extra practice for Sunday and it was they who dominated the class. Johnathen

Varley has really got to grips with the reworked GWR Predator and since having an updated aero package the car looks impressive. Varley led throughout setting FTD. Paul Haines took second place and set second FTD as he finally managed to get through a full day without technical issues with the turbocharged

Suzuki engine in his Gould. Tim Elmer came home in third with the Dallara and John Cottrill held off wife Nikki for fourth in the family Pilbeam. In 5E we had the Guernsey Hillclimb Specials over to entertain. Up front Bernie Kevill and Simon Andrews took their shared OMS 28 to the 1-2 whilst in third it was the thunderous and ground shaking Chevrolet Special of Guernsey man Scott Rayson that beat the rest.

There was just the one classic class for Sports and Saloons and it was great to see Les Procter taking the class win in the Sprite. Procter's co-driver Richard Jones took second



place whilst Jolyon Harrison wheeled out his superbly restored Lotus Elite Climax and just kept Bryan Simpson's MGB at bay for third. Mention must be made of the other runner in the class; David Lanfranchi was back out and was driving Peter Lanfranchi's glorious AC Aceca with the straight 6 Bristol engine, the car looked superb and it was great that the Lanfranchis were again at Harewood.

The "guest classes" for once ran at the end of the programme so it was up to the Porsches and Westfields to bring down the curtain. In the first Porsche class the Boxsters prevailed. Peter Taylor's totally standard car took the class snatching the win from Andy Fagan with his second run PB. Third went to Justin Mather's modified 924 with Wayne Eason's Boxster fourth. In the

first of the Westfield classes Richard Houlgate took a solo win before the more modified cars appeared. In the second Westfield class John Hoyle set a new PB en route to the win as Terry and Stephen Everall came home second and third in their almost identical Westfield Megablades. The final class for Porsche Club National Hillclimb Championship contenders mustered just two entries. Ross McDonald in his glorious 911 SC RS came home second whilst David Dyson's somewhat newer 911 GT3 took the win.



— Terry Everall was second in Class 37B (John Wade Photography)

As happened in practice, after lunch we also had a plethora of delays with spins, stalls and mechanical failures; it all meant that the hard-working marshals and recovery crews were kept very busy. The delays meant that again we could only muster two timed runs but despite there being no class records broken 47 drivers set new PBs, so obviously the track was in fine condition ready for the British Hillclimb Championship meeting the following day.

Your scribe, Steve Wilkinson

PHOTOGALLERY

6th July 2019 Photographs by John Wade Photography

wonderplugin.com



180---harewood-cham

180---harewood-cham

6th July 2019 JCB Photography



181---harewood-cham

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British Championship Hillclimb 7th July 2019

Menzies motors!

In a dominant performance at Harewood, Wallace Menzies took the first hill record of 2019. John Brown, Jerry Sturman and Steve Wilkinson chart the championship leader's progress plus the ups and downs of the rest of the field.



— What a day for the Menzies! This is new hill record holder Wallace (Phill & Marcus Andrews)

Hot-foot from Barbon the previous day, the British Championship circus rolled up at Harewood with championship front-runner Wallace Menzies determined to consolidate his substantial series lead as the 34-round contest reached the halfway mark. He did exactly that, and in some style, breaking defending champion Trevor Willis's year-old hill record in first qualifying and lowering it still further in the opening run-off with Harewood's first sub-48 sec climb. He went on to run

inside the old hill mark in the closing bout, bringing his day's points tally to a maximum possible 22 and increasing his lead over season-long rival Alex Summers to a healthy 27 points. Despite seeing yet another event go by without recording his first win of the year, as opposed to Menzies's six, Summers kept up the pressure, chasing Menzies home in the opening shoot-out before being edged out to third place later by Willis, who in a welcome return to form had shadowed the Firestorm driver first time up.

Inside his own class record on both qualifying runs, Harewood's ace Richard Spedding strove hard to keep the supercharged Raptor 2 in touch in the run-offs, but the 1-litre BMW powered version of the dynamic Robert Kenrick almost proved to be his nemesis

. It's become almost commonplace for the Welshman to break his own class record on successive qualifying runs and he matched Spedding's feat by doing it yet again. In the opening shoot-out, the clocks showed a time good enough for fourth place ahead of his rival, but he'd pushed that fraction too hard at the notorious Quarry Corner just before the finish line. The Raptor's



wheels crossed the line marking the track limits on the tarmac run-off area, and the run was discounted. But he soon made up for that. Qualifying top (in a 1-litre car, mind) for the closing shoot-out, he then beat Spedding to take fourth place officially, closing to within one hundredth of a second of the third placed Summers. This may well have been even better had the Welshman not been delayed by the recalcitrant Gould of Dave Uren.

— Robert Kenrick's outrageously fast 1 litre GWR Raptor 2 (Peter Scherer)



— A slightly disappointing day for Will Hall in his Force WH (Phill & Marcus Andrews)

Next up, Barbon battlers Dave Uren and Will Hall fared less well than they had the previous day. Uren was a little off the pace of the leaders and despite qualifying second for the closing shoot-out, had difficulty in starting the Gould-NME, which eventually had to be push started after a long delay. Behind him in each run-off, Hall had an anti-roll bar link break during successive run-offs, possibly because each time he'd run wide at the tricky Clark's right-hander after the start. Eighth in the second run-

off ahead of Johnathen Varley, Paul Haimes was pleased with his first points in what has so far proved to be another difficult season with the turbocharged GR59-Suzuki – and particularly so as Varley and his Predator-BDG had just relieved the former Dallara driver of his 2-litre normally aspirated class record that had stood for no less than nine years!

Having got the Empire running again after his Barbon starter motor problems, Matt

Ryder made the cut each time, chasing Les Mutch home for eighth place in the opening shoot-out to head off the now ever-present James Baxter and final points scorer Eynon Price. The order was the same in the late afternoon, only this time it was Ryder that bagged the final point.



— Matt Ryder made it into both Run Offs (Peter Scherer)

There were just three runners in each of the Roadgoing classes; Nigel Hannam's S1



— Chris Berrisford's trip north from London was very successful! (Phill & Marcus Andrews)

Elise ran over two seconds ahead of the S2 version of Martin Roberts and Andrew Jeffrey in the Acespeed Mini in the smaller engined series production class. London based Chris Berrisford added a win to the one he had achieved at Barbon in the larger engined division ahead of Jon Maycock's supercharged MX5, which the Hagley member drives to all his events, and Peter Herbert's sonorous Porsche. Harewood regular Leon Franks completed a productive weekend by clinching the Specialist

class after John Pick slipped ahead on the second run the Sylva Striker driver fought back to retake the lead. Former Jedi racer Anthony Shearman was third in his Caterham 7 with all three covered by less than a second

Andrew Russell was a surprised winner of the 2-car 1400cc Modified class in his

Ginetta G15 after Eric Morrey had technical issues on both of his runs. After Jock Ramsay had blown the engine in his Opel Manta at the Harewood Championship meeting on Saturday, Stuart Stelling had the intermediate modified class to himself in his Mk2 RS2000, while Richard Hargreaves in another Mk2 Escort made Gurston Down regular Stephen Moore work for his second class win of the weekend, which helped boost him to fifth place in the Leaders' Championship.



— Pretty (and) successful – this is Andrew Russell's G15 (Phill & Marcus Andrews)

Garry Morgan was making his Harewood debut this week-end and bought the ex-Mike Kerr Chevette back to its roots as he took fourth splitting Jonathan Williamson and co-driver Laura Wardle in their shared Porsche. Despite a trip into the kitty litter at Farmhouse in practice, Simon Jenks in his Caterham-Suzuki was always in control of the Modified Specialist class, leading Mark Durrant in his similar example and Mark Scott in the Dax Rush with seconds to spare. Allan

MacDonald in the unique Mini Evo was another surprised winner when Christian Mineeff failed to finish his second run in Ray Rowan's Pilbeam MP43, Allan winning the 2-car sports libre class by just a quarter of a second.



— A number of our great marshals are paying close attention to Richard Spedding's progress! (Peter Scherer)

What more can one say about Robert Kenrick and the GWR Raptor 2 this season? The Welshman took another two records in the 1100cc single seater class, taking it below 49 seconds for the first time on his second run, his 48.58 being quick enough to top the qualifiers for the second run-off! With four maximum scores over the weekend he looks a good bet to retain the Leaders' title having already clocked up eight records, although Richard Spedding and Johnathen Varley matched him at Harewood with two sub-record runs and are still nipping at his heels. Second

behind Kenrick (nearly four seconds adrift) was Eynon Price, while a great run by Harewood's Ed Carter in his Force PT pipped Steve Owen for third.

Samantha Lester again led the Formula Fords having to rely on her second run time

after her first run time was disallowed as she crossed the finish with her wheels outside the line – in fact the Van Diemen was going backwards at the time! Doug Auld took second and motorsport author Ed McDonough was third in his venerable Dulon. With their engine only running on three cylinders, the Warburtons were unable to start in the afternoon and Matthew Ryder took the 1600cc racing class, a threat from Les Mutch dissipating in the gravel at Orchard, as did an attempt by Olivia



— This is Samantha Lester on her way to winning Class J1 (Phill & Marcus Andrews)

Cooper to get ahead of eventual third place finisher Caroline Ryder. Johnathen Varley was inside the old class record on each class run qualifying for both run-offs, Lee Griffiths continuing to come to terms with the re-engined now normally aspirated OMS coming in second ahead of Tim Elmer's TKD

V8 powered Dallara. Jack Cottrill was fourth having switched from his damaged Force 1100 to the families Pilbeam MP82 and George Bleasdale brought the wonderfully musical V6 Rover powered Pilbeam home in fifth.

Richard Spedding just squeezed inside Jos Goodyear's 2015 class record before reducing it by another half second to take the forced induction class from Paul Haines, who was really happy to have a trouble free week-end and qualify for the second run-off, and Kelvin Broad a further couple of seconds behind in third.

Wallace Menzies' first outright hill record of the day was the highlight of the first runs, being 0.57 quicker than Trevor Willis' old class record and so undramatic as to fool the



— And this is Nicola Menzies completing a remarkable 'double' by taking the Ladies' Record (Phill & Marcus Andrews)

commentators who had to be informed by a watching Haydn Spedding of what had just happened! Dave Uren came close to the old class record with his second run and pipped Trevor Willis by just three hundredths. Having been a little off the pace on the first run, Nicola Menzies then matched her husband's achievement setting a new outright Ladies' record, beating Sue Young's 2014 mark by 0.45 seconds.

A large field of Porsches was led home by David Dyson with Andy Fagan second over a second in arrears and Karl Lupton third just ahead of Peter Taylor in his standard Boxster. Mark Bishop took a solo win in the Road-going Westfield class whilst in the Modified class Terry Everall had numerous red flags to contend with before he took the

win with Harrogate's John Hoyle second and Skipton's Matt Turner third. There was a two-car class running in the Porsche Club National Hillclimb Championship and David Dyson doubled up taking a comfortable win with Ross McDonald second in his glorious looking and sounding 911 SC RS. The penultimate class was for the runners in the BARC Speed



— Look out – here comes David Dyson's 911 GT3

Championship class were headed by the Hunt brothers, William in his Sierra ahead of James in his BMW E30, with

(Phill & Marcus Andrews)

Roger Legg third and Harewood regular Taras Andrusin fourth. The final class saw a small field of BARC Yorkshire Centre members doing battle and on scratch Michael Sankey in his Caterham finished nearly two seconds clear of Peter Wright's Locost and a variety of saloons, headed by Tony Booth in his Mitsubishi Evo.

HAREWOOD HEARSAY

The outright records set by Wallace and Nicola Menzies are almost certainly the first to be set by a husband and wife on the same hill on the same day. Much scratching of heads in the commentary box and the in paddock failed to come up with any similar occurrences but perhaps readers may know of one ...

Dave Uren had difficulty starting his Gould before his second run-off and after four different batteries failed to do the trick he was eventually bump-started. A large tree blocks the view of the start from the commentary box but a text message from Doune commentator and former Multi-Car Challenge driver, David Finlay helped end an embarrassing bout of speculation as to what was going on.



— Dave Uren must have been relieved to get his recalcitrant engine started! (Peter Scherer)

Terry Everall followed his brother Steve up the hill in their respective Westfields but some tardy running from the latter (due to the car only being finished 12 hours earlier) led to red flags for Terry on two occasions. However, even on his re-runs Terry was unlucky enough to be shown more red flags and must have held the day's record for the greatest number of attempts to get to the top!

The Suzuki engine in Keith Weeks' Formula Ford-based Image dropped a valve in practice, which capped a difficult weekend for him after a driveshaft had broken at Barbon. Driveshaft problems also

hit Geoff Twemlow in his Impreza, but before he knew it friends had arrived and descended on the car to fit a new one thus enabling him to compete in the afternoon, for which he was most grateful.



— Geoff Twemlow was another driver relieved to make the start (Phill & Marcus Andrews)

A big crowd at Harewood was boosted by the presence of the Fueled Society who put on an impressive display of modified, customised and well-presented road cars in the Hilltop car park and the adjoining field. With the joint admission charge enabling them to watch the hillclimbers as well, hopefully many will have enjoyed it enough to make a return visit.



— Great collaboration! (Phill & Marcus Andrews)

With acknowledgements to the HSA's magazine SPEEDSCENE

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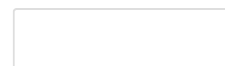
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Issue 24 October 2019

Issue 23 August 2019

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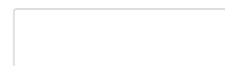
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TAILPIECE



— “Where’d the driver go? I’d swear there was one in there a second ago. Dave! Dave! Did you see where the driver went? What’s the world coming to? I blame uncertainty over Brexit and the possibility of a disorderly exit from the EU.” (John Wade Photography)

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