

# BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine



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Issue 24 October 2019

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### NOTES FROM THE EDITOR

This Issue's 'Notes' are mercifully short! We elected to miss the 'Yorkshire' on 3/8, and early in the 'Montague Burton' we heard the ominous 'thump' that indicated that a serious incident had occurred, and one which, as Steve reports below, brought the meeting to a premature conclusion. Much happier was the 'Summer Championship' that welcomed the motorcyclists to the hill once more. Add to that brilliant weather (we had to spectate from the shade on the outside of Quarry and down at Orchard) and a very varied four-wheeled entry list (TWO Fiat 600 Abarths!), and the result was a very enjoyable event.

And for me, that was that for the season, as a holiday prevented attendance at the September meetings. But all being well, we'll be back next season – see you then!

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### EVENT REPORTS

#### Yorkshire Speed Hillclimb 3rd August 2019

##### **Forceful Carter tops the times**

In somewhat damp conditions the marshals and competitors gathered for the first event of the weekend. There was a brilliant selection of cars and drivers with the Paul Matty Lotus, Austin Healeys, Lotus 7 Championship and Bugatti Classics all providing a great array. By the time practice concluded the track was dry and the weather much improved.



Leading the way were the Paul Matty Road Cars and the Demon Barber of Sheffield, Sarah Bosworth, opened with a new class record which she lowered after lunch. Geoff Stallard took second in his Elan with Jon Dobson in his Elan Plus 2 third and Pete Bottrill fourth in his Elan S3. In the Racing Car class

— Anthony Wallen was best of the Paul Matty Race Cars (baciapa@gmail.com)

Anthony Wallen took control on his first run and kept his GLTL F3 69 in the lead throughout. Class Record holder David Hampson just couldn't get to terms with

the grip levels as he slithered to second spot with the rapid Formula Ford Lotus 69F of Anthony Shute third in a highly respectable 62.22. In the battle of the Lotus 35s Malcolm Thorne prevailed taking fourth with Paul Matty sixth behind the Lotus 61 Libre of Kendrick Lewis.

In the Austin Healey class the rapid and very pretty Sebring Sprite Replica of Stephen

Casson held the lead throughout whilst Richard Mason in the 3000 Mk 2 was less than half a second in arrears. Paul Baker took third in his Jenson Healey whilst fourth went to the 3000 of William Roberts. A two-car class of Alfas followed and it was Mike Stark who dominated setting a new class record on his first run and then lowering it again on his final effort. Leo Martorano smashed his PB and was also inside the old record but had to settle for second spot.



— Great shot of Richard Mason on his way to 2nd in the class for Healy cars (David Copley)



— Clive Marsden took Class 23B (baciapa@gmail.com)

Next we were into the Lotus 7 Owners Club Championship classes. In 23A class record holder Richard Abraham led throughout as he had a sideways and carefree day, second went to John Clarke with both drivers a heartbeat away from their PBs. In 23B Clive Marsden was in dominant form as he finished over a second clear of the opposition. Alan Bowler was second ahead of Jonathan Heyes who demoted Rob Clay to fourth on the last run. In 23C Robert Jacobs just held off a stern challenge by Phillip Matchwick as Tony Smith took third a second in arrears. In

23D Mike Cocker took the class win with his first run time with Jon Davies closing in to within seven tenths in second spot. In 23E Mike Sankey set a new PB en route to the class win with Chris Alston

second. 23F was also a two-car class and Mark Durrant cruised to the win ahead of Graham Denholm. In the final class (23G) Simon Jenks put in an electrifying first run to break the class record and despite his other two runs being inside the old record he failed to improve after lunch. Second place went to Robert Margel who also was inside the old class record.

The Bugatti Classics had a wonderful turnout and there were a lot of 'new' cars to be seen. However, it was the old guard who took the top places as several of the 'new' cars faltered. Top spot went to Andy Tippet in his Brabham BT30X-01 with 3.5 litres of

Buick grunt. Grant Cratchley took second in his Brabham BT21B Twin Cam with the Formula Fords of David Owen and Les Buck third and fourth. Phil Stader's MGB GT V8 hit problems but looks like a handful whilst the prettiest car in the class, the F3 Ensign of Mike Bainbridge, also had terminal issues. With a massively varied and eclectic mix of cars this championship is going from strength to strength and has been a welcome addition to the Harewood fare since its inclusion.



— The Bugatti Classics catered for all tastes – this is Jenny and Alex Howells' Hillman Super Imp (JCB Photography)

The final "guest championship" was for the DEWS Club (Downton Engineering Works Social). Only two made it this year but Derek Kessell didn't disappoint and reset his class record on his second run to take the class in his immaculate Maguire Mini Cooper Special Saloon. Graham Gonzalez in the Red Shed Austin Mini was second although he hit trouble late in the day.



— This Volvo 940 driven by Andrew Hollis was an interesting entry in Class 1C (JCB Photography)

It was then the Harewood Championship Classes turn to take to the hill. In 1A it was another Mitchell 1-2 with Nick two seconds clear of Steve in their 205. David Taylor was third with the glorious Alpine-Renault A110 of David Holden fourth with a new PB to boot. Once again there was a close battle for supremacy in 1B. Deryk Jones just about held off the challenge from Gordon Riley with just half a second

splitting the pair. Third was Will Roberts with David Marshall a close fourth. In 1C Peter Taylor was a man on a mission.

He had also entered 1B in his Mazda MX5, where he finished sixth, with the sole aim of getting more practice. His first run was a bit lack-lustre but he picked up the pace after the lunch

break breaking the class record on each of his runs. Former class record holder Kieran O'Brien had led initially and his second run some four minutes after Taylor's effort was another class record. However, after he had been relegated back to second his third and final run just fell short of Taylor's third run pace and he had to settle for the runners-up slot. Terry Deere just held off the afternoon charge by Glen Shaw as the pair came home in third and fourth respectively. In 1D once again Jonathan Mounsey was the man in charge. All



— Kieran O'Brien was second in Class 1C (JCB Photography)

three of the Settle driver's runs were good enough for the class win with his third effort the best. Graham Cox took second with his second effort whilst third went to Peter Day. In 2A Daniel Hollis proved to be the man to beat as he fought back from a sluggish first run that left him in second. Initial leader Mike Smith failed to match his first run time so settled for the runner-up slot ahead of Peter Wright and Phil Hallington who both set new PBs. John Heseltine then took a solo win in 2B with the stunning Lister Bell Stratos Replica. In 2D it was a battle of the Woodcocks with Ben taking the honours in the family Westfield Megablade.



— Jonathan North was 3rd in Class 3A (baciapa@gmail.com)

Into Mod Prods and in 3A the 2011 class record set by Richard Casey was under threat. Neil Turner's Mini was flying as he shattered his personal best time and chopped 0.32 off the old record. Roy Bolderson in second led home the usual suspects. In 3B Stuart Stelling led initially but after lunch Elen Worthington snatched the class win on her last run of the day. Callum Furness continues to chip away at his PB and came home in third. In 3F it was a battle



Riot. There was just the one Sports libre class and Ben Lovell would lead throughout. John Prickett couldn't get close to his PB and had to settle for second ahead of Luke Trotman's elderly Kawasaki powered Mallock and Paul Kelsall's 2 litre Vauxhall Nova.

The Racing Car classes were somewhat depleted. In 5A the 1100s again set the

outright pace and it was Ed Carter who not only took the class win but also set FTD. However, initially the class was led by Rob Spedding as Carter failed to finish his first run when the car ground to a halt and Ben Tranter failed to start due to starter motor issues that were later resolved to allow Spedding to take his run. After lunch things changed dramatically. Ben Tranter's first run was just quick enough to hold off Ed Carter's effort. The third set of runs proved decisive. Tranter failed to take his run due to that starter motor issue whilst Ed

Carter stormed through to snatch the class win. Steve Carter finished fourth whilst Richard Vaughan had the clutch fail and only managed a really slow run before packing up. The only other Racing Car class was a solo effort with John Chacksfield being unopposed in 5D.

of the Yamaha R1 powered kit cars. Matt Turner just managed to keep his Westfield ahead of Bob Bellerby's Sylva



— Ed Carter won Class 5A and took FTD (JCB Photography)



— Class winner Jim Johnstone in his TR6 (JCB Photography)

The final class was for the Pre-1973 Sports and Saloons and again Harewood veteran competitor Jim Johnstone took the win in his Triumph TR6. Thomas Robinson just held onto second in his Midget as Richard Derrick closed in leaving David Spaul in fourth, Spaul was the only driver to set a new PB in the class.

After a cracking day of hillclimbing a few competitors were heading home whilst the rest prepared for Sunday's

## Montague Burton Trophy meeting.

Despite the general drop off in new personal best times there were five new class records set. With another successful meeting in the bag the marshals and officials started to unwind and prepare for Sunday.

Photogallery by David Copley



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## Montague Burton Hillclimb 4th August 2019

### Meeting abandoned due to unsafe structure

Having concluded practice early the first set of timed runs were started before the scheduled lunch break. Things were progressing well but with 32 cars left to run everything came to an abrupt halt. Adam Forster driving the family Wolsley Hornet in Class 6C ran wide as he exited Orchard. Accelerating towards Farmhouse the car suddenly spun across the track and struck one of the trackside farm buildings. The emergency crews rushed to the spot and after several worrying minutes Adam was stretchered to the ambulance. Everyone was concerned about his wellbeing and a sombre mood fell over the venue.

The building that the Hornet struck had been badly damaged and large gaps had appeared in the stonework. After some time, the organisers regretfully had to abandon the meeting as the structure was deemed to be too badly damaged and in imminent danger of collapse.



After arriving in hospital Adam Forster was checked out, X-rayed and kept in overnight for observation. Thankfully he was released back into the wild the following day, somewhat shaken and bruised.

Your scribe, Steve Wilkinson

**Summer Championship Hillclimb 25th August 2019**

**Fun in the Sun**

There was a full entry, there were lots of incidents and there were even some class records despite the soaring temperatures. Practice seemed to drag on, there were no major incidents just a lot of red flags & re-runs. Consequently, we were unable to fit in a pre-lunch timed run. The afternoon fared little better and after more delays we were limited to just 2 timed runs and a Top 10 Motorcycle Run-off.



— A slice of sidecar history – from ‘mature’...(JCB Photography)

The motorcycles set the ball rolling and in the 250 class Paul Barker took the class win. In the 350 class Richard Peaty led throughout on his KTM. The 500 class saw veteran racer Glyn Poole in command as he took a dominant victory ahead of James Wood and Mike Tilley. In the 750 class Guy Ursell finished well clear of Robert Mercer and the rest. In the up to 1300 class Dan Hurley was the winner with Matthew Moggridge, David Peat and Stu

Mills close behind. The sidecars were

an eclectic mix ranging from the elderly Norton grass-tracker to the latest FRS which looked more like a single seat racing car with a passenger pod added on. Aaron Hall and Dan O'Donoghue broke the class record on successive runs leaving Simon & Jayne Foster on their Honda powered F2 unit to lead

home the rest some 4 seconds in arrears.

Next were the 4 wheeled guest



— John Carter was fastest in Class 28B (Phill & Marcus Andrews)

attracts a lot of very interesting cars and their scoring system certainly levels the playing field. On scratch Steve Lyle was the fastest with Roger Fish (Honda S200) Robert Pallett (Ginetta G20) and Martin Rowe (Honda S200) completing the top four. Once the Championship formula had been applied it was Roger Fish who emerged victorious with Lyle second and Rowe and Pallett third and fourth.

We then moved into the normal



— ...to 'youthful' (JCB Photography)

championships. The two TVR classes only mustered 5 entries between them. In the 4 or 6 Cylinder class Mark Hankins in his lovely TVR 2500 Triumph 6 took a comfortable win ahead of Peter Caygill who was making his competition debut in his 3000M. In the "All Other" class John Carter's V8S took the win well clear of the two Chimaeras of David Barrowclough and Richard Blacklee. The Classic Marques class was next and they drew a mixed bag of sports and saloons. The championship



— So determined – this is George Proudfoot in his Morgan 4/4 (Phill & Marcus Andrews)

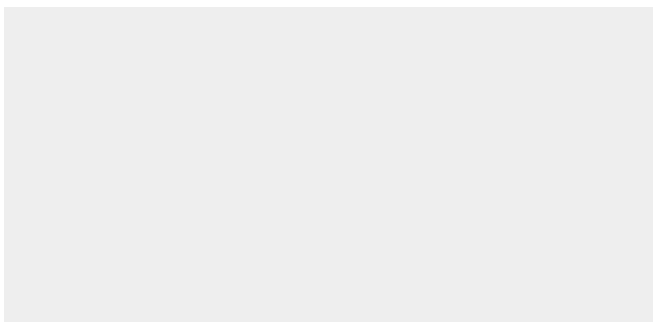
Harewood class structure. In1A it was



— And here's a similar slice of Alpine history – this is David Holden's delightful original A110... (Phill & Marcus Andrews)

again drove splendidly to take a slightly sideways second ahead of Glen Shaw and Andy Bateson. Geoff Hill joined the ranks with one of the latest Alpine A110s and finished 10<sup>th</sup> in what is really a show-room standard car. In 1D it was Jonathan Mounsey who took the win putting in two 60 second runs. Graham Cox set a new PB as he held Richard Archbould at bay with Peter Day and Tony Booth completing the Mitsubishi clean sweep. Three cars were moved into 1F and unsurprisingly Thomas Robinson took the win in his Porsche 911 Carrera ahead of Pete Gabbatiss in a Ford Escort for the first time and Geoff Denton's MG TF.

Into the Sports cars and in the Up to 1700 Kit Car class 2A Daniel Hollis again took the win with Martin Walker second and Leon Franks third. Carol Stevenson was overjoyed in fifth as she beat husband Bill in their shared Westfield.



— ...and this is Geoff Hill's highly desirable brand new model (Phill & Marcus Andrews)

another Mitchell 1-2 with Nick taking the win ahead of Steve. David Taylor was third ahead of the pretty Alpine-Renault A110 of David Holden. In 1B Deryk Jones took the class win with Will Roberts second, David Marshall third and Ian Butcher fourth. Gordon Riley was in his Proton Coupe and just managed to hold onto fifth ahead of Peter Siddle in his Clio. In 1C Kieran O'Brien took another class win

setting a new PB as Terry Deere once

In 2B for the Over 1700s the returning Simon Green took the win despite being a tad rusty after so much rallying of late. Also, back "on-track" was Derek Leetham in second and as usual he delighted in winding people up! Alex Miles in third was the only one in the



— Simon Green, on his way to winning Class 2B  
(Phill & Marcus Andrews)

class to set a new PB. Next came the Elise class and David Leach took a solo win with a new PB.

Bolderson wandering round the paddock it was

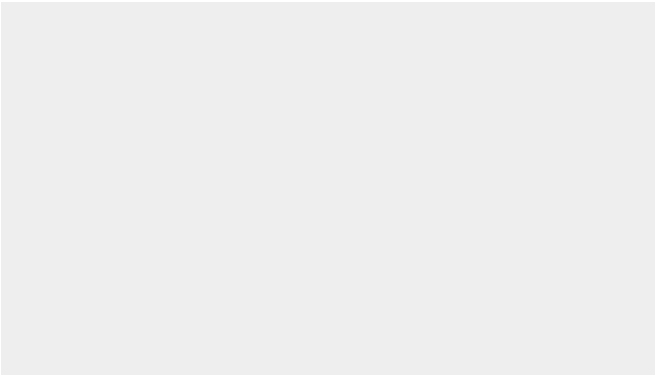
Into Mod Prods and with the injured Roy

Paul Bewsher who took the class win in 3A with Herbert Shillito second as he set a new PB. In 3B it was really divided into two with the Lotus Elise versus the rest. Adam Warren took third ahead of Callum Furness whilst up front the battle raged. Tracey Wise first set a new PB which Sarah Bosworth just managed to beat. Tracey couldn't better her first run time and as so many were struggling in the heat to maintain their pace it looked like Sarah Bosworth would cruise home.



— Sarah Bosworth set a great new class record on her way to winning Class 3B (Phill & Marcus Andrews)

However, the Demon Barber of Sheffield pulled out a sublime run. She never looked hurried and was super smooth through Farmhouse as she calmly sliced over fourth tenths off her class record. In 3C Richard Hargreaves took the win in his superb Escort



whilst Robbie Birrell took his “standard road-going” Lotus Exige V6 to second place just one tenth in arrears. Robbie has now run this car in Road-going, Modified Production and Sports Libre this season and seems to flit from class to class trying to find some serious competition. In 3F Bob Bellerby took the





— Bob Bellerby won Class 3F and set a new PB (Phill & Marcus Andrews)

win and finally set a new PB in his Riot as Andrew Steel just held off Matt Turner for second.

The single Sports Libre class saw the return of David MacFarlane in the Honda powered SC1 and his first timed run ended with an almighty spin at Quarry. He finished second behind John Prickett after a calmer second run. Paul Kelsall was third in his engine-transplanted Vauxhall Nova which may well be in Mod Prod next year if Motorsport UK's proposed changes to the regulations are enacted.

There were just three Racing Car classes. In 5A the battle for FTD was played out. After the first timed runs Ed Carter led David Tatham, Wil Ker and Rob Spedding. Ben Tranter had had a spin at Orchard and was dead last. Wil Ker and Rob Spedding both improved their times on the second runs but failed to move up the order. Ben Tranter then took what would be effectively his only counting run. Aware of the need to score points Tranter was certainly less flamboyant in his approach and maybe paid the penalty. However, he did move



— It's that man Ed Carter again – Class 5A and FTD were his (Peter Scherer)

up the order to third spot demoting Ker and Spedding to fourth and fifth. Apart from Ed Carter's class-winning Force the rest of the cars were all from Steve Owen's OMS Racing. The two remaining Racing Car classes were solo affairs. In the Formula Fords Phil Perks was back with his immaculate Royale RP26, his only other visit was for this event last year when it rained. Needless to say he set a new PB en route to his solo win and was one of only a handful of drivers to set new PB's on each run. John Chacksfield was also running solo in 5D and he also started to get his times down as he continues his recovery from back surgery.

Into the Classics – in 6B Jolyon Harrison had his fantastic Surtees TS8 F5000 out again but became



a non-starter when he stripped first gear in practice. In 6C it was that man again Jim Johnstone who since he returned to the sport with his Triumph TR6 has



— Let's hope we see more of Leo Martorana's Fiat Abarth 600 (Phill & Marcus Andrews)

easily got back into the habit of winning. Anthony Patrick took second in his Mini whilst Les Procter and co-driver Richard Jones finished third and fourth. Making a return to Harewood was Peter Houghton in his Mini, the last time he competed at Harewood was on the "short course" and his seventh place was well earned. Leo Martorana and Howard Paterson were both running Fiat Abarth 600s and it was Leo who finished ahead.

The finale to all the action was the Motorbike Top 10 Run-off; these are single run affairs so it is certainly all or nothing. Leading off was Robert Mercer on his Triumph Street Triple; he failed to improve on his Q-time and would finish tenth. David Peat then took to the hill on his KTM 690 Duke making only a marginal improvement but it would be good enough for eighth. Pat Dolan then took his Honda CR500 into the lead, as he

too clipped a couple of tenths off his Q-time which would result in seventh place. Simon and Jayne Foster were next on their Honda F2 sidecar. The pair were over half a second off their Q-time and would slip back to finish ninth. Mike Tilley was next on his Honda CR and sliced nearly eight tenths off his Q-time but he would remain where he qualified in sixth. Fifth placed qualifier Matthew Moggridge on his Suzuki TL 100S was the fastest Road-bike. He also sliced a chunk off his Q-time and like Tilley

would 'hold station' in fifth. Then it was the gruff Husqvana of James Woods and he too sliced tenths off the Q-time but again would remain as he qualified in fourth. Dan Hurley on the Husaberg was next and he was another rider to slice nearly a second off his Q-time but to no avail as he would end up third. Guy Ursell on the KTM was the penultimate runner and he became only the third competitor who didn't improve on his Q-time, however it was good enough to hold onto second. Finally, Glyn



— Simon and Jayne Foster were ninth in the Top 10 Run-off (Phill & Marcus Andrews)

Poole brought his Honda CR to the line.



— Glyn Poole took top spot in the Run-off (Phill & Marcus Andrews)

Having qualified on a 63.82 and with the best time so far that of Guy Ursell on 64.99 Poole could cruise to the top and win. That isn't Poole's style. He was "on it" from the split at The Esses when he was fastest. All the way to the top he recorded the fastest split and managed to post a 63.61 to take the win with an increased margin ending the day on a high.

Despite only getting two runs everyone seemed exhausted by the heat. The marshals again deserve a huge collective thank-you from the competitors for once again providing a safe environment for us to enjoy our sport. The large crowd surely enjoyed what was on offer and with just two events left at Harewood the championships remain open and the competition, like the weather, is heating up – roll on September!

**Your reporter, Steve Wilkinson**

Photogallery Andy baciapa@gmail.com



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Photogallery Peter Scherer



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### Greenwood Cup Hillclimb 14th September 2019

#### **Tranter Closes In**

As the competitors started to get ready for the penultimate round of the Harewood championship the skies smiled down on this slice of Yorkshire. It was more like an early summer morning and some hardy souls were even kitted out in shorts and tee-shirts! With MGs and Club Alpine Renault as support we were all looking forward to an interesting and possibly season-defining day.

Having started to build up the speed in his new Toyota Starlet Gordon Riley suffered a set-back in practice and failed to start. Richard and Andrew Abbey had the on-board battery in their Formula Ford shut down during practice and they also headed home early. The final casualties of practice were Les Procter and Richard Jones who were sidelined when the gearbox in the Sprite they share selected multiple neutrals! There were also five withdrawals which thinned the field.



— David Coulthard is way to winning Class 15A (JCB Photography)

After a relatively normal couple of practice runs, we were entertained by a timed run before the lunch break and then in the afternoon just two more runs were accomplished. The meeting got underway just before twelve and in the MG classes David Coulthard took the lead in Group 1 which he held throughout whilst Paul Rigg did likewise in second. In the combined Groups 2 and 3 Ian “Harry” Howlett took the win with

the glorious MG TC of Dave Morris second. The combined class for Groups 4 and 5 saw Richard Watkinson again dominate whilst the

Atlantic spec Midget of Robert Armstrong was second. In the Club Alpine Renault class former class record holder Bob Gibson in his “racing” Alpine Renault A110 led throughout. Tim Jeffrey in his Renault Alpine GTA knocked chunks off his PB to edge out Sheridan Bell in the Renault Turbo 2. On the third run Johnny Hulme attacked the hedge between Willow and Orchard and badly damaged his Renault 5 GT Turbo in the process.



— Bob Wilson took Class 32 in his Alpine A110 (PW Pics)

Into the Harewood classes and in 1A it was the Mitchells who dominated. Steve notched another PB as he came home in second whilst son Nick set a new PB on his first run and after lunch posted the first ever sub 67-second run to grab the class record. David Taylor held third throughout whilst Wayne Gregory brought his Austin Mini home fourth. The influx of the Cross Border Speed Championship contenders meant that 1B had 29 runners and with a plethora of PBs it was a highly entertaining battle. Deryck





— Ian Butcher, third in Class 1B (PW Pics)

Jones led throughout however; after lunch he really got stuck in. His first afternoon run was a PB and then on his third run he broke Gordon Riley's record. This meant he would go into the final round of the Harewood Championship in the lead. Will Roberts came home in second with Ian Butcher third. Adam Riley grabbed fourth slot at the wheel of a Honda S2000 with Derek Rothnie and Ronnie

MacGregor fifth and sixth upholding the honours of the XBC runners in the class, all of whom were enjoying the hill and the extra runs!

In 1C it looked like we might be getting fireworks with a certain 350Z driver determined to get his class record back! Prior to the lunch break it was Glen Shaw leading the way with Terry Deere second. Kieran O'Brien had overdriven the first part of the hill and was down in seventh after a couple of "moments"! After lunch O'Brien's first run was a stormer. He was well up on the clock as he exited Farmhouse with the class record in his sights, then at Quarry he slithered wide and fell foul of the track limits rule. Despite

smashing through the 63 second barrier he was still down in seventh! On the third run Terry Deere was stunning and again hurled the Talbot Sunbeam Lotus into the lead ahead of Shaw. O'Brien put in a calmer run and moved up to third. In 1D Jonathan Mounsey led throughout and despite not getting close to his record he actually closed the gap in the championship to leader Deryck Jones due to Dropped Scores. In

2A Daniel Hollis had the upper hand in his Caterham, leading home Michael Bellerby and Leon Franks neither of whom broke their PBs whilst Hollis, Tim Kerr



— Terry Deere heads towards a win in Class 1C (JCB Photography)



and Anthony Middleton did! In 2B John Heseltine again lowered his PB in the much-photographed Lister Bell STR but it was Simon Green who took the win ahead of Derek Leetham whose new fan belt seemed to be a great advantage. In the final Road-going class David Leach cruised home to a solo win in his Elise.



— This is Jonathan North on his way to winning Class 3A (PW Pics)

Into the Mod-Prods and in 3A Mike Geen and Steven Darley were having a last-minute foray into the class with Mike's rally prepared 205. However, the two Harewood Academy Instructors would have to settle for second and third places behind Jonathan North's Mini Cooper. In 3B Tracey Wise dominated proceedings in her Elise setting a PB in the process. Stuart Stelling, Ralph Pinder and Steve Bailey followed in her wheel-

tracks in second, third and fourth places. Andy Hill ended up as the sole runner in 3C as did Bob Bellerby in 3F and Darren Coleman in 3G.

There were four runners in Sports Libre and Harewood regular John Prickett would lead throughout. David MacFarlane was safe in second as Charlie Frazer, who was part of the cross-border 'invasion', set a new PB en route to third. Paul Kelsall equalled his PB as he brought his Vauxhall Nova 2 litre home fourth.

Into the Racing car classes and it was the battle for the 1100 class honours that was the

highlight. David Tatham had led on the first runs prior to lunch, however in the afternoon Ben Tranter struck back firstly taking the lead then extending it on his final run. Tatham held onto second with Ed Carter third and Rob Spedding fourth. Wil Ker in fifth was suffering with diminished grip from his worn



— Ben Tranter took Class 5A and FD (JCB)

tyres and Steve Carter in sixth set a new PB after lunch. Peter Garforth, who used to run a green Skoda Estelle, was making his debut in the recently acquired RBS8 and finished just behind Paul Gibson in eighth. Luke Rogers, who had travelled up from Tewkesbury, was initially in eighth but he spun on his second timed run exiting Farmhouse and slithered on the damp infield grass ending up slamming into the infield barriers. Thankfully Luke was unharmed but the OMS had a wheel almost torn off. With no Formula Fords after the Abbeyes retired, next were the 1600s in 5C. Morgan Jenkins was back in the Force PC and led initially. Dave Banner then grabbed the lead after

Photography)



— This is the mighty Pilbeam MP97-Judd shared by Sandra Tomlin and her daughter Amy (baciapa@gmail.com)

lunch before Jenkins reasserted himself on the final run. Wigton Motor Club's Jim MacDiarmid held third throughout in his Force PC. The final Racing Car class saw Sandra Tomlin and her daughter Amy Jenkins sharing the Pilbeam-Judd MP97. Sandra led throughout but Amy managed to slice huge chunks off her previous best time in the car in second.

The Classic and Historics wrapped up proceedings. In 6A Angus Buchan, in the Terrapin

Mk 5 SR that Chris Cramer used to win the British Hillclimb Leaders, put in a new PB on his first run and despite not being able to

improve on that time he held onto a slim lead. Oliver Tomlin was driving the stirring Chapman-Mercury 3 that his grandfather Phil Chapman built and raced at Harewood. Oliver like Angus put in his best time on his first run but the pair

entertained the spectators with their David and Goliath battle. In 6B Jolyon Harrison was the sole entry with his fantastic Surtees TS8 F5000 and with the gearbox now fully sorted he decimated his PB. The entry for 6C was reduced to just 4 with withdrawals and retirements. The battle for the win came down to the two Minis. Both Richard Derrick and Anthony Patrick set new PBs in their duel which Derrick won by less than a second. Third and Fourth were two newcomers to Harewood; Gareth Frank, a rally driver, was in his Historic Rally-prepared Firenza taking third whilst total novice Ted Roberts in his immaculate Triumph Stag rumbled his way to fourth.

As the meeting closed both Harewood championships were nicely poised. Ed Carter and Ben Tranter were tied for first spot in the FTD listings. Meanwhile, in the Overall Championship Deryk Jones held a slender 0.45 lead over Jonathan Mounsey. Sunday would be decisive and I could hardly wait!

**Penned by Steve Wilkinson**

Photogallery from Andy baciapa@gmail.com

wonderplugin.com



— How good is this? Oliver Tomlin in his grandfather's Chapman Mercury 3 (PW Pics)



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#### Mike Wilson Hillclimb 15th Septmeber 2019

### **Jones doubles up**

The final round of the 2019 Harewood season was run in cold conditions and as the day wore on the track temperature started to plummet. The two championships were poised with the top two in each as close as could be – Tranter and Carter were tied at the top of the FTD standings with Jones and Mounsey separated by 0.45 points in the Overall Championship.

After the previous day's incidents there were some additional withdrawals combined with several carried over from Saturday. Johnny Hulme's Renault 5 GT Turbo was too badly damaged to repair overnight as was Luke Rogers' OMS. At the start of the day Amy and Morgan Jenkins had issues with their Force and swapped into alternative vehicles (Morgan sharing with Sandra Tomlin in the MP97 and Amy persuaded her brother Oliver to let her drive the Chapman-Mercury 3). Les Procter and Richard Jones were back but the Sprite was still at home as they brought Les Procter's beautiful Elva Mk 7 to do battle with Rod Stansfield's similar car.



After practice we again had time for a competitive run before lunch. The MG Car classes led the way and in 15A David Coulthard took the win with co-driver Helen Waddington, who set a new PB, second. Dave Morris ran solo in 15B in his venerable MG TC. In 15C Richard Watkinson took the win with Richard Armstrong second and



— Tim Jeffrey in this Renault Alpine GTA was just 0.01 sec off winning Class 32! (JCB Photography)

Jake Wolf third. In the Club Alpine Renault class Bob Gibson again took the win whilst Tim Jeffrey was just one hundredth behind in second spot. An addition for Sunday were the Jaguar Drivers Club members. Jim Johnstone took his trusty TR6 to the win and a new class record whilst Adrian Evans in the D-Type Replica was second, novice David Rogers in his X-Type third and Geoff Mansfield fourth in his Kougar.

Into the Harewood Championship classes and in 1A Nick and Steve Mitchell finished

1-2 despite being limited to just one run apiece with a dodgy diff in their shared 205. David Taylor was again top Mini in third as Wayne Gregory, Matthew Chesterman and Andrew Jeffrey completed the class. Once again the Cross Border Championship contenders swelled the ranks in 1B. Jim King slam dunked his Clio at Quarry on the first run and once the action resumed the pace didn't get any less frenetic.

As Deryck Jones came to the line we were all waiting to see what he could do to extend his lead in the championship. Off the line he was quickly into his stride but as he entered Clark's



— David Taylor was third in Class 1A (JCB Photography)



the tail started to slide and he executed



— Adam Riley pushes on towards third in class in his S2000 (JCB Photography)

a slow 400-degree spin. Had the championship slipped from his grasp? After lunch Will Roberts still led after the second runs but on the final run Deryck Jones pipped Roberts by a tenth to take the class win. Adam Riley was on the pace again in the Honda S2000 and took third whilst Derek Rothnie brought his Clio home in fourth and top of the Cross Border contenders in the class. In 1C Kieran O'Brien matched his PB on the first run

to

take the lead he wouldn't relinquish despite being unable to improve on the time. Terry Deere and Glen Shaw set identical times on their first runs but Shaw would emerge in second as he beat Deere by 0.06 seconds! Kevin Bicknell finished fourth urged on by co-driver Andy "Ace" Harrison who was seventh. David Exton took fifth in his 'new' Nissan 350Z and Andy Sherratt was sixth.



— Kieran O'Brien's familiar Nissan 350Z topped Class 1C (JCB Photography)

Then it was 1D and could Jonathan Mounsey take advantage of Jones's spin? As Mounsey sped away from the start he was obviously on class record pace. He was still inside his class record at Country and heading rapidly towards Orchard. Suddenly there was a squealing of rubber on tarmac and the Mitsubishi spun helplessly onto the infield at Orchard. There had been a catastrophic tyre failure as Mounsey approached Orchard which spat him off track. On his second run

Mounsey was again flying and the newer tyres were not holding him back.



— Sadly, Jonathan Mounsey's fine season came to a smoky end (JCB Photography)

As he charged into Orchard, he was up on his class record split but as he pressed the loud pedal the engine let go and clouds of white smoke enveloped the track. Jonathan Mounsey's 2019 challenge for the title was over and when Jones took the class win there was an air of inevitability about the result. Meanwhile in 1D, Richard Archbould's first run PB led the class and despite not being able to beat that time he would take the class win as Graham Cox, Peter Day and Tony Booth completed the finishers.

Into 2A for the Up to 1700 Kit Cars and top dog for the second day running was Daniel Hollis. Michael Bellerby, Leon Franks and Anthony Middleton completed the top four whilst in fifth was Jon Waggitt, who was sharing Graham Briggs' Caterham, and Briggs



— Simon Green storms towards a win in 2B (JCB Photography)

came home sixth ahead of Tim Kerr & Peter Womersley. In 2B the class was initially led by Derek Leetham but Simon Green recovered from his "antics" on the first run to storm back into the lead and extend it on his third run. Leetham remained second whilst Alex Miles and John Heseltine finished third and fourth. David Leach was again running solo in

Class 2E and just took two runs as the track cooled.

Into Mod Prod and in the Up to 1400 Class 3A Saturday's winner Jonathan North was trying a set of new tyres. Unfortunately, a half spin on his first timed run set him back and after reverting to the "old rubber" he snatched the lead back. On the third and final run Steve Darley, who had led initially, grabbed back the lead and despite his best efforts on the cold track North couldn't beat Darley's time and had to settle for second ahead of Mike Geen, Andrew Foster and Herbert Shillito. In 3B we had two extra runners – Chris Grundy in his Historic rally-prepared Escort Mk 2 and class record

holder Sarah Bosworth. On her first run Bosworth was a cut above the rest with a 59.79. After lunch the order didn't change but the gaps narrowed dramatically. Tracey Wise went sub 60 for the first time and closed to within two tenths of the leader. Stelling and Bailey had Pinder close the gap as Brogden also closed in on Pinder. Grundy also closed in in sixth on his hillclimbing debut. Like Saturday Andy Hill was running solo in 3C



— Sarah Bosworth won Class 3B by just 0.2 sec from Tracey Wise (JCB Photography)

and as the track cooled was unable to match his first run time. Bob Bellerby, who had closed up to third overall in the Harewood Championship, was also running solo again in 3F and again struggled to maintain the pace on the cold track. In 3G Darren Coleman was joined by David Mitchell in his Dax Rush however the Striker driver held the lead throughout despite Mitchell putting in three runs all inside his previous PB.

In the Sports Libre class (4A) John Prickett led throughout with Charlie Frazer again second. Paul Kelsall was again fourth in the Nova as third went to the



— Charlie Fraser was second in 4A in his striking-looking Spire GT3 (JCB Photography)

Yamaha R1 powered Mini of Richard Wood with a new PB.

Into the Racing Car classes and in 5A they again fought out the FTD Championship as well as the event FTD. After the first timed runs prior to lunch Ben Tranter was in the lead with Pete Tatham second, Ed Carter third and Rob Spedding fourth. However, the Spedding/Tranter OMS failed to run cleanly at the start for its second run when Spedding ended up being towed to the paddock. Had this left the door open for Ed

Carter? On his second run Carter had an issue at Farmhouse and ended up grass tracking on the infield. He did record a time but it was far too slow. On the third run again neither Tatham or Carter could better their first run times so Tranter had the FTD Championship sewn up. In 5C Jim MacDiarmid ended up running solo as the rest had issues. George Bleasdale was

also solo in 5D. In 5E Morgan Jenkins soon started to improve in the MP97 just failing to beat Sandra Tomlin's first run time.



— Wil Ker was fourth in Class 5A (JCB Photography)

Into the Classic and Historics. 6A had an influx of runners. Yesterday's winner Angus Buchan ended up second





- Les Proctor shared his beautiful Elva Mark VII with Richard Jones – who took the class win! (JCB Photography)

splitting two of the Elva drivers. Richard Jones, who had never sat in the Elva let alone drive it, took to the Proctor car like a duck to water and led throughout. Les Proctor was initially second but struggled with the gear change on his second run and dropped to third as Buchan slipped past. Amy Jenkins was thoroughly enjoying

driving her brother's Chapman-Mercury 3 and took fourth place ahead of Rod Stansfield in the other Elva. In 6C it was a BMC A Series 1-2-3-4. Richard Derrick led throughout and held off the challenge from Anthony Patrick and Allan Scott whilst Ian Peacock trailed in in fourth.

The Championship finale which had promised so much effectively petered out.

In the FTD battle Ben Tranter took the win by two points from Ed Carter. David Tatham moved up to third as he hadn't any scores to drop and Rob Spedding slipped to fourth. In the Overall Championship Jonathan Mounsey's last day issues allowed Deryk Jones to open up the lead to 1.83 points from 0.45 whilst Tracey Wise moved up to third ahead of Bob Bellerby. Neither Championship was easy and with the Top 10 Overall covered by less

than 10 points it was close all the way through.



- FTD Champion, Ben Tranter (JCB Photography)





— Deryck Jones, Harewood Champion! (JCB Photography)

A huge “Thank you!” has to go to the Marshals, Rescue Units and Recovery Teams who were kept busy both days. Yet again the whole Harewood team pulled together and provided the platform from which the fantastic performances we have seen all year were delivered. It’s going to be a long winter but I am already looking forward to 2020!

**Your tireless reporter, Steve Wilkinson**

Photogallery by JCB Photography



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### TAILPIECE



— After subscribing to numerous dating websites for years without success, Edna finally gets a hot date and she’s not about to let a 252 mile round trip stand in her way (David Copley)

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