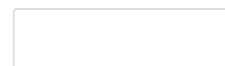


# BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine



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## Issue 31 July 2021

### NOTES FROM THE EDITOR

The summer marches on, and the Classic and Vintage event is now just a memory, but what a memory! The day was just about perfect; a paddock bursting with interesting cars and remarkably benign weather. Competitors who had previous experience of Harewood's 'breeze' were dumbfounded! And by the time you read this, the BHC meeting will also have come and gone.

As I wandered around the paddock I overheard a couple of competitors discussing the Land's End Trial. I remember reading of the Motor Cycling Club's events (of which the Land's End is one) in *Autosport* years ago, so I was interested to discover that these historic events still take place, as a look at the MCC website will reveal.

I can't see – or hear – a vintage Bugatti without memories flooding back of an amazing event that I believe was held in 1979 when the roads around Hyde Park in London became the playground for dozens of that great marque.

I'm sure that all concerned will agree that it was a great pleasure to hear Steve Wilkinson's dulcet tones on air again after too long an absence. I think that having a commentary helps to keep everyone connected with the on-track action.

We're very pleased to welcome articles by Peter Herbert and Jim Johnstone again, along with some fascinating photos courtesy of John Holroyd. Jim's article mentions the hill's loose surface back in 1962; it looks more like Pike's Peak than the hill we know today!

Will restrictions on spectator attendance have been lifted by August 7<sup>th</sup>? We'll have to wait and see.

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## Issue 31 July 2021

### YORKSHIRE HILLCLIMB HEROES – HARRY MASON

A neatly trimmed moustache and debonaire appearance marked Harry Mason as the well-respected insurance broker he was. However, this belied an inner dare devil.

Born on St George's Day in 1920, at school he was an accomplished accordion and trumpet player, earning him the nickname 'Hot Lips Mason'. Upon leaving Roundhay High School he went to work for a leading insurance company. Then in 1938, shortly before the outbreak of war, he joined the RAF as a reservist with 616 Squadron based in Doncaster. Harry would have liked to have been a fighter pilot but had to settle for becoming an aircraft fitter, helping to maintain the Spitfires of such aces as 'Cocky' Dundas and Douglas Bader. Later he was transferred to Wellington bombers, and then had a spell in South Africa with the Fleet Air Arm.

In 1946, on return to civilian life, Harry joined his brothers Richard and Dennis in the family insurance brokerage of Smithson Mason in Leeds. There he was to spend the rest of a working life which extended well beyond retirement age, providing coverage for many of the exotic cars owned by BARC Yorkshire Centre members.

After passing his driving test in a Morris 8, Harry graduated to a supercharged MG PA, the first of a

number of examples of the marque that he owned. Many sporting cars followed, including an ex- Phil Scragg HRG, Triumph Roadster, Jowett Javelin, Cortina GT and Triumph GT6.



— Harry enjoying a glass of wine! (Anon)

In 1951 the ever gallant Harry spotted an attractive young lady standing at a bus stop in the pouring rain and offered her a lift home. This was Barbara Stockdale, and shortly afterwards they married. The village of Collingham became home, and Harry's 'local' was The Windmill in nearby Linton where his tankard hung in readiness on one of the regulars' hooks. Harry actually preferred wine, even before it became fashionable, but Barbara's mother disapproved of both. Once, when a chum rang Harry, his mother-in-law took the call. 'He's at that place, drinking that stuff with those people,' she exclaimed.

He and close friend Mike Wilson joined a resurgent BARC Yorkshire Centre, resuming activities following war years' inactivity. Harry raced, rallied and competed in driving tests and trials with great success, although not without incident, an MG TD being spectacularly written off during the Bolton Rally. Obviously he was well insured.

With Mike Wilson and Dick Haley he was a member of the Centre's virtually unbeatable driving test team, which also won the Manufacturers' team award in the 1952 Morecambe Rally. But perhaps Harry's proudest success was finishing fourth in class in the 1954 Alpine Rally with Allan Stross, Chippy's brother, in an Austin Healey.



— Allan Stross and Harry Mason about to start the 1954 Alpine Rally in the Stross Austin Healey 100/6 (Anon)

Later there were to be appearances at

Harewood, Castle Howard and Oliver's Mount hillclimbs.



— Mike Wilson, Harry Mason, Derek Clark and Dick Haley officiating on the grid at Aintree (John Holroyd)

In 1956 Harry became the Centre's Club Secretary, a post he was to hold for 17 years, after which he was awarded life membership for his invaluable services. Duties included preventing Mike Wilson from getting over-excited about a 'new idea,' and keeping the excesses of gregarious Social Secretary 'Chippy' Stross in check, a task once memorably summarized as 'We all have our Stross to bear'. Harry's was the voice of reason, and his organizational skills impeccable.



— Bob North, 'Bing' Crosby and Harry Mason about to picnic at Harewood... (Anon)



— ... and here they are enjoying their Harewood

Article by Peter Herbert

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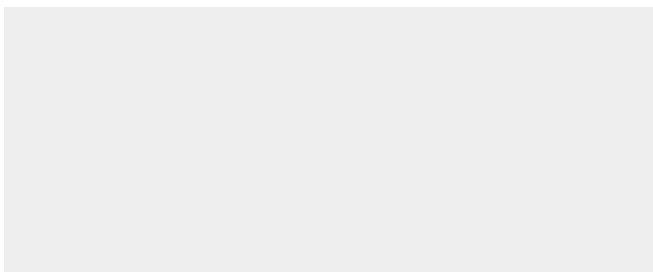
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## Issue 31 July 2021

### CLASSIC AND VINTAGE HILLCLIMB 5th JUNE 2021

#### Vintage Fun in the Sun

As I headed towards Yorkshire on a sunny Saturday morning, I started to reflect on the last time I made the trip back in September 2019! The pandemic had kept me in isolation until the middle of May this year. Driving through Leeds was even more frustrating than before thanks to additional nonsensical traffic lights. Once parked up on the top of the hill it was like coming home. My little shed on the side of the hill seemed to have weathered the 20-month break. Wandering round the paddock and meeting “the regulars” was a delight as was seeing and hearing competition cars warming up. Practice was soon over and before lunch we were going to get the first timed run (Harewood as always operating like a well-oiled machine).



The guest championships kicked off proceedings and George Proudfoot, who was running-in the Standard engine in his 1939 Morgan, was running solo in the Morgan class yet still set a new Personal Best (PB). Next were a



- Stephen Casson's li'l 'un beat all the big 'uns! in the Austin Healey class (Paul Down – [betram-hill.com](http://betram-hill.com))

plethora of delightful Austin Healeys and the pretty little Sebring Sprite replica of Stephen Casson held the raucous “big Healey” of Richard Mason at bay to take the class win. Jolyon Harrison took a win in the only Bentley in its class but his “Blackpool Special Mk

run. The Jaguar Drivers Club class saw Haydn Spedding on fine form as he broke the class record on his first timed run and then lowered it again on his second and third runs! Peter House in an Aston Martin GT4 was also inside the old record but couldn't match Haydn's pace. The Historic Sports Car class went to the smart Triumph TR4 of Simon Young who brushed aside Dave Morris in the MG TC.

6” only managed to complete the one



- Haydn Spedding is the new record holder in the Jaguar Drivers Club class (JCB Photography)



- Ian Standing bettered his own V2 class record (Paul Down – [www.betram-hill.com](http://www.betram-hill.com))

Into the Vintage classes V1 led the way and it was Harewood Scrutineer Geoff Harrison who led throughout with Stuart Rose second and Greg Harrison third in an Austin 7 Ulster 1-2-3. In V2 class record holder Ian Standing clipped six tenths off his record to take an easy win ahead of the MGs of Frank Ashley and Andrew Harrington. In V3 David Johnson took the win in the family Frazer Nash as Jon Mellor snatched second in his FN Boulogne on his third run leaving



Tim Sharp third in the MG PB. In V4 Andrew Megginson took the win in his Alvis Firefly with Keith Dobinson's Lagonda some way off the pace in second. In V5 Paul Wignall built up his speed throughout the day and on the third run clipped 0.12 off the class record leaving Alistair Littlewood in the 3 Litre Bentley struggling to keep up. In V6 Nigel Hall in the Lagonda held Nicola Quartermaine at bay in her Vauxhall as both drivers struggled to get close to their PBs. In V7 it was the Hudson Super 6 of Ian Balmforth that led throughout, however both William and Adrian Twelvetrees smashed their PBs in the 1911 Wolseley in their efforts to stay in touch.



— Giving the lie to its stately appearance, Paul Wignall's Alvis Silver Eagle set a new class record (Phill Andrews Photography)

In V8, the first of the 'specials' classes, it was a Craven 1-2 in their Austin 7 with the pair setting identical fastest times and with Ben taking the class win on count-back from Matthew. In V9 it was a Riley 1-2-3 with Tim Hopkinson taking the win in his Special and Colin Wolstenholme second in the MPH



— Andrew Frank 'Beetled' up the hill effectively in the AC-engined GN to win Class V10 (Phill Andrews Photography)

and Dennis Bingham third in the Falcon Special. In V10 Andrew Frank led throughout in the AC-engined GN known as 'Beetle'. Roger Tushingham was second in the MG N Type Special and Christopher Tabor third in his Riley Special. In V11 Mike Littlewood in the 4.5 litre-engined Bentley 3 Litre Speed Model led throughout as both Jamie Quartermaine and Noel Runnels-Moss failed to match their PBs in the shared Vauxhall-powered Quartermaine Special.



— Edmund Burgess's Bugatti T51 lifts a front wheel on its way to winning Class V15 (Phill Andrews Photography)

Grimwade, star of the TV series *Secrets of the Transport Museum*, cruised to the class win and the Vintage FTD in the Norris Special (FN chassis and Alvis engine) with Rob Armstrong in the Empty Ford Model A Special second and Mike Miles on the Napier 175 in third.



— Julian Grimwade in the Norris Special set Vintage FTD (JCB Photography)

Into the Classics and in C19 a late



— That's one lovely Midget – and it's winning Class C20! (Paul Down – [www.betram-hill.com](http://www.betram-hill.com))

Into the Racing Car classes and in V14 Mark Purnell in his Riley 9 Special kept a healthy lead from run one. Nigel Dowding was second in his Mk 2 Aston Martin establishing his PB ready for Sunday and the AMOC class. In V15 Edmund Burgess in his Bugatti T51 held the lead throughout whilst David Pryke was second in the FN Shelsley after his fastest run was discounted due to a short cut! Jack Bond, guest driving Jolyon Harrison's AC/GN

Cognac Special, was third. In V16 Julian

switch to his Bodspeed Mini saw Roy Bolderson take the win on slicks whilst Richard Derrick was second and David Taylor third in a Mini clean sweep. In fact, all bar one car in the class were using a BMC A Series power unit and that was Graham Briggs in his Ford Lotus Cortina in eighth. In C20 it was Mike Haigh in the beautiful MG Midget Lenham Le

Mans who took the win with four sub-70

Marcos was second dipping below the 70 second barrier for the first time and Richard Jones was third in the Sebring Sprite. In C21 the shared Ford Sprint Car of Hugo and Mike Pickup broke down during the first timed run whilst “up front” James Baxter rumbled to the class win in the awesome Cooper T90 Chevrolet F5000, also grabbing the Classic FTD.



With the vast bulk of the entry heading home the paddock was busy with departures and arrivals. It really had been another cracker and to echo James Baxter, that was all down to the BARC (Yorkshire) organizing team and the superb Harewood marshals. I was already looking forward to the following day and my first Harewood Championship meeting of the year.

**Report by Steve Wilkinson (who is back in action)!**

### **Paddock perambulations**

**Some photos by Steve Wilkinson and Don Chambers (too many wonderful vehicles from which to choose!)**





Hudson Super Six Race



Cognac Special

### **Did you know?**

... William Richards was second of the Big Healeys in his very racy-sounding dark green 3000 Mk I. William's father John previously competed in the car which he developed with input from the late Denis Welch. Running on Webers and with a steel crank, the engine produces a very healthy 230 – 240bhp.

... the Johnson family Frazer Nash Super Sports is fitted with a Meadows 4ED engine, and has been owned by them for five years, whereas they have owned their Frazer Nash Colmore since 1969.

...a very interesting car in Class V3 was the Alfa Romeo 6C 1500 driven by Adam Moody. Its designation of 'Sport' marks it as being fitted with a twin cam engine, as opposed to the designation 'Normale' which indicates a single cam engine. Adam's father acquired the car in 1980 and used it on the road. Adam has rebuilt virtually the entire car, helped by his profession as a vehicle engineer.

... what do you say about a T51 Bugatti? The jewel-like engine is a kind of 'art meets engineering' object. Edmund's example has quite a complicated history, which he's tracing painstakingly. This process includes examining the car minutely; not so much a case of 'not leaving any stone unturned' but rather 'not leaving any dimension, component etc. unexamined and measured'. This process includes any (deliberate) holes that are discovered! The car is believed to have been built in 1928 and sold in Paris in 1932. It's got all of the 'proper' bits like the Bugatti-designed limited-slip diff and straight-8, twin-cam engine, but it also has a prototype Type 45 front axle.

... Julian Grimwade's entry, rather modestly listed as simply a 'Frazer Nash', is the Norris Special, previously campaigned by James Baxter, and still the Class 16 record holder at Harewood. Originally a Gough-engined TT Replica, the car was rebuilt as a single-seater in period and was campaigned as a 'semi-works' entry. Post war, the Norris brothers installed a meaty 3.5 litre Alvis engine, in which form it still competes very successfully. Julian hillclimbs and races the car, and says that despite the duplex chains with which the car is equipped, the Alvis engine has sufficient torque to 'pop' a chain, especially when encountering a dry surface having left a damp patch of track with some wheel spin. Frazer Nash enthusiasts will also recognize its 'Shelsley' front axle, and as Julian points out, "When it only takes ¾ turns lock-to-lock, opposite lock simply doesn't exist!"

### **Don Chambers**

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## Issue 31 July 2021

### FROM THE ARCHIVES

#### The First Harewood Hill Climb – Sunday 16<sup>th</sup> September 1962

This event was a truly momentous date for the BARC Yorkshire Centre and especially for those members who, by their imagination, determination, physical graft and ingenuity presented us with a superb speed hill climb venue. In a spectacular location overlooking the Wharfe Valley and close to the conurbations of Leeds, Bradford, York and Harrogate it is ideally situated for spectator access.

Stockton Farm was then owned by Arnold Burton, who generously made the farm access road available for use for motor sport activity. As it was a fully functioning dairy farm at the time, one of the key events at every meeting was the arrival of the tanker to collect the results of the day's milking. The only route to the dairy was down the course so, at around mid-afternoon, the runs were halted to allow the tanker access to the dairy and again later so it could leave.

The course, then approximately 1200 yards in length and rising 250 feet (we still used "proper" units of measurement in 1962) started down at what is now called Chippy's Bend where the original concrete starting pad can still be seen. Peter Craven, in his report on the meeting for *Autosport* remarked that the surface was a little bumpy and loose. The evidence is clearly visible on some of

the photographs. He also commented on the excellent view of the whole climb from the Paddock and spectator area at the top of the hill.

For the first few years there was no separate route to the start area. Cars left the Paddock down the existing exit road to join the track by the present marshals' post at the exit of Farmhouse Bend. They then went down the course in batches of approximately 20, assembling in line alongside a substantial concrete kerb on the other side of which was the start line. This meant a break in proceedings after each batch of 20. Somehow, this all added to the relaxed and enjoyable atmosphere, which prevailed in the 1960s.

This meeting was a very important date on the calendar of Northern speed event competitors, many of whom had longed for hill climb course in Yorkshire for years. An oversubscribed entry confirmed the enthusiasm which abounded.

Mike Wilson was the Chairman of the Centre and a driving force behind the sprints and other events during the 1950s and '60s. He was a larger than life character with a lot of very useful electrical skills which he used to good effect in setting up timing systems etc. If he was proving difficult to locate at a venue, one only had to wait for his unique laugh to reverberate throughout the throng!

A very popular character especially among drivers at Yorkshire Centre events was Chief Scrutineer Sid Hanson. He was an engineer who had served in the RAF during WW2. Woe betide any competitor needing to pass Scrutineering who failed to contribute to Sid's RAF Benevolent Fund collection box!

### **So to the event!**

Class 1, Touring Cars for BMC Mini Cars, had 13 entries, but was reduced to 11 by two non-starters. It was won by the Yorkshire agent for tuning parts Ken Lee in his Team Speedwell Yorkshire Mini Cooper. He was followed by Allan Staniforth and Peter Kaye in their Coopers who were listed in the results as equal second, both having recorded an identical 59.56 seconds time on one of their runs. The Centre Circular carrying the report of the meeting showed the time but listed Peter in third place. However, Peter's other run was some 4 seconds better than Allan's second run and I believe that, today, their positions would be reversed.

Class 2, Touring Cars up to 1066cc was won by Ford Anglia-mounted D. R. M. Kay. Chef and restaurateur Ken Monkman was second in his Austin A40 with Tony Carr, of Ford dealer Carr of Morley, third in another Anglia. A notable entry in this class was John Holroyd in a SAAB 96, running under the team name of Belting Brokers. John was one of the prime movers in bringing Harewood Hill Climb into existence. He was also an accomplished photographer, a job he was doing between his competitive runs at this first meeting! Thanks to John and his archive it has been possible to

include photos with the articles on this and the earlier events on which I was persuaded to write.

Class 3, Touring Cars 1067 to 1900cc. Bruce "Willy" Moss won the day in his Riley One Point Five. Second was Henry Holliday in a similar Riley. Ian Walker, driving a Sunbeam Rapier took third. It is worth noting the variety of cars in this class which also included a Wolsley 1500 (a BMC badge-engineered Riley One Point Five), the VW Beetle of John Holroyd's brother Brian, a Hillman Minx with Bob Bean at the wheel (Bob went on to make his mark in rallying) and the Triumph Herald Coupe of Leeds sign



— Arthur Heaton in his Riley One-point-Five exits Farmhouse

manufacturer Ken Oldham. His Herald was the subject of Jack Brabham's attention when it was sent to him to be fitted with a Coventry Climax engine. The antics of its rear suspension when it tucked in the inside wheel on bends had to be seen to be believed! Arthur "Boz" Heaton is seen in his Riley One-point-Five exiting Farmhouse.

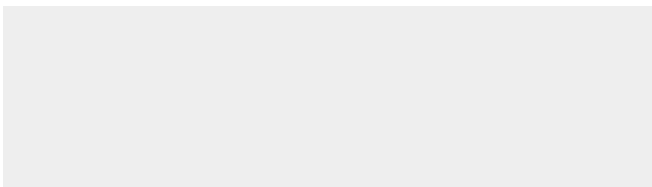
Classes 4 & 5 merged, Touring Cars

1901cc and over. Greg Wood's somewhat understeering 3.8 Jaguar took the class win by a comfortable margin from similarly mounted Ian Grassick. Just look at the crowd of spectators! Edgar Wadsworth was third in his trusty Healey Elliot, followed by future long term Harewood commentator, Ted Bowers-Booth in his Ford Zodiac MkIII.



— Greg Wood's Jaguar 3.8 entertains the (very considerable) crowd on its way to a class win (John Holroyd)

Class 6 Marque Sports Cars up to



1066cc. Apart from Jennifer Nadine in one of the first BMC MG Midgets, the class was exclusively the preserve of Austin Healey Sprites of the Frogeye





- Richard Sutherland's A-H Sprite exits the farmyard on its way to second in Class 6 to Jim Johnstone's own A-H Sprite (John Holroyd)

variety. The Sprite of yours truly, seen here in Quarry Bend, had been seriously developed for speed events by this time and, running under the Team Speedwell Yorkshire banner, took the class. Richard Sutherland of Team Ale Kart Yorkshire (pictured exiting the farm yard) came second with the other Team Speedwell car of John Clegg in third spot.

1650cc saw Derek Clark, here passing through the farm yard, leading the way in the Sunbeam Alpine with car salesman Jeff Wilson and Peter Turner second and third in their Mk2 1600cc MGAs. The photo (below, left) shows Jeff on the start line in his coupe version. I am able to identify all but two of the characters, from right to left as: Harry Mason, unknown chap with hands in



- Derek Clark's Sunbeam Alpine blasts through the farmyard (John Holroyd)

pockets, Arthur Hudson, a youthful John



- Jeff Wilson sits at the start line in his MGA Mk2 with the ex-sewing machine stands clearly visible!

Class 7 Marque Sports Cars 1067 to

Busfield, unknown wearing a trilby and, on the extreme left, Bobby Monkman. Can anyone put names to the two unknowns? John Holroyd has told me that the stands used for the timing beam units either side of the starting line, clearly visible in the image of Jeff Wilson awaiting his turn, were originally part of a stand for a sewing machine in the Montague Burton tailoring factory; a clear connection between the Burtons Sprints, Harewood Hill Climb and Arnold

(John Holroyd)

Burton personally, without whose generous help there would be no motor sport at Stockton Farm.

Classes 8 & 9 merged Sports Cars up to 1900cc. Peter Smith was supreme here in the Speedwell GT, seen leaving the Start. Peter led home Gordon Durham in his much-raced Porsche 356 Carrera with soon-to-be Scrutineer Tommy Wood taking third place in his immaculate TVR Grantura.



— Peter Smith leaves the start line in his Speedwell GT (John Holroyd)

Class 10 was for Sports Cars 1901 to 3000cc. The 1949 Frazer Nash Le Mans, continuing its many outings in circuit racing, sprints and hill climbs in the hands of Cecil Booth, was the winner from Guiseley wool dyer John Busfield in his Austin-Healey 3000. (Big Healey drivers struggled for several seasons to get on terms with the ex-Le Mans 'Nash, without success!) Peter Bradley, from Sedburgh, drove his Morgan Plus Four into third place.



— Brian Waddilove's E-Type is seen at Quarry on its way to class victory (John Holroyd)

Class 11 catered for Sports Cars 3001cc and over. There was a tight scrap here between Brian "Fange" Waddilove in his E-Type Jag and Allan Ensoll in his much modified Jaguar XK 120. Brian, pictured at Quarry, took the win. A second E-Type in the hands of T.H. Warburton took third place. This was early days in the competition activity of the E-Type and it looked as though the scene for the future success of this amazing "Cat" from Coventry was set. Brian is shown at Quarry in characteristic tail out pose.

Class 12 Sports Racing Cars up to 1450cc. Remember that man in a Ford Thames van at Burtons Autumn Sprint in 1958? He had moved on somewhat by 1962. He

appeared at the first Harewood in an Elva Climax Mk6, seen here at Orchard, and not only took the class win but also made Best Time of Day in 51.61 seconds. Tony Lanfranchi, son of Sylvio the baker, established a successful career in circuit racing, excelling in everything from saloon cars (he drove a works Moskvitch in the then equivalent of the BTCC!), sports cars and single seaters. Dick Hirst, Cooper Climax and R. Dawson, Lotus 11 Le Mans, were

second and third.

An interesting runner in this class was regular entrant, Tommy Clapham. He was driving an early Lotus Seven fitted with a 1220cc Coventry Climax engine; a very rare



— Tommy Clapham presses on in his very rare Lotus 7 Climax (John Holroyd)

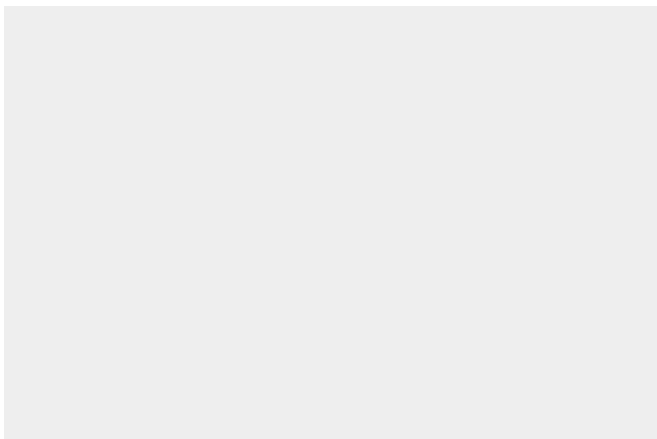
in Class 14. Lawyer Derek Scott took victory here in the 1100cc supercharged Cooper JAP. This car was noted for its very tricky and nervous handling. Subsequent owner, "Bing" Crosby was adamant that "it was doing its best to kill him". Derek is pictured at Farmhouse Bend. Note the twin rear wheels which were an attempt to tame its wayward



— Tony Lanfranchi heading for FTD in his Elva-Climax MK6 (John Holroyd)

beast. The photo was taken at Quarry. Class 13 Sports Racing Cars 1451cc and over was won by Roy Walton in his self built Walton Riley with David Harrison in the 2.6 litre Lotus and Matthew Bateman finishing third in his RMB 2 Special.

Single-Seater Racing Cars were entered



rear end. Brooke Bond Tea man, Tony Brooke, drove his 1500cc Vanwall-style Lotus Climax into second spot while Peter Finney, driving a U2 in stripped-down single-seater format came third.

— Derek Scott wrestles his tricky supercharged Cooper JAP 1100 round Farmhouse (John Holroyd)

Harewood Hill Climb had been born and, as we all now know 59 years later, has become one of the foremost courses in this country. The extension to the hill in the 1980s made it the longest one on the UK mainland. Many lessons have been learnt during those 59 years, one of them at the very first meeting when Nigel Scott, driving a historic GN had an off at Farmhouse Bend. He sustained head and neck injuries which necessitated his transfer to hospital. This meant that the only ambulance had to leave the meeting. As the event could not continue without an ambulance, everything had to stop and was only able to resume on its return an hour and a half later. Thankfully, Nigel was discharged a few days later. Harewood is now a two ambulance venue!



— Jim Johnstone's A-H Sprite at Quarry (Anon)

**Penned by Jim Johnstone**

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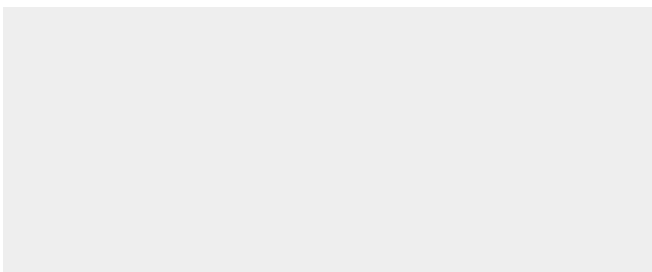
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### JIM THOMSON HILLCLIMB 6th JUNE 2021

#### Birrell Gets His First FTD

The usual bustling paddock was somewhat subdued thanks to social distancing which kept conversations to the minimum. It was a tad cooler than Saturday which would be a relief once the timed runs started. The Morgan class was more substantive whilst the turn-out of MGs was a little disappointing. The Austin Healeys were again out in force whilst a select entry in the Aston Martin Owners Club class boded well. The Classic Marques entry was again somewhat disappointing, however this may be as a result of the pandemic as places were soon at a premium. We 'lost' just two cars during practice although one driver didn't even make it that far after he turned up without the prerequisite safety apparel.



Kicking off proceedings were the Morgans and only two drivers managed to set a new Personal Best (PB). George Proudfoot in his Flat Rad 4/4 lowered the new standard he set the day before, improving by a further 3.42





— Paul Clarke was quickest Moggy (Chris Dicken Photos)

seconds whilst Paul Clarke snatched the class win with a new PB as he just pipped perennial class winner Simon Baines. The three MG classes were thin on the ground; in 15A David Coulthard and Helen Waddington scored a 1-2 in their shared ZR160 whilst Jamie Stevens took third in a similar mount. In

15B Timothy Sharp took the win in his Vintage PB after Dave Morris only made it as far as Clarks on his first practice run! In 15C the two circuit racers, who were both new to Harewood and hillclimbing, had a ding-dong battle for the lead with Wayne Stirling regaining the lead

on the third run after Rod Weston-Bartholome peaked on his second ascent. The Healeys were again looking superb and today it was Richard Mason who took the class win in his Big Healey from Stephen Casson in the Sprite. David Abram took third in his Sprite whilst Paul Baker grabbed fourth in his Jenson Healey. In the AMOC class things got off to a cracking start as Philip House broke the class record on his first run with the GT4 Rally. He again lowered the record on his second run only for the previous



— Richard Mason restored the honour of the Big 'Uns in the class for assorted Austin Healeys (Chris Dicken Photos)

class record holder, Tom Whittaker, to fight back and take the lead with yet another record-breaking run. House set a new PB on his third run but fell short of Whittaker's time. As House came to the line for his fourth and final run it was all or nothing. He hammered up the straight to Quarry and in a squeal of



— Tom Whittaker was second Aston Martin in his mean-looking example (JCB Photography)

tyres slithered over the line breaking the record for the third time! Whittaker couldn't respond, remaining in second ahead of the GT4 Rally's co-driver Peter House. In the Classic Marques class Clive Glass set the best time on each of

the four runs but it was his first ascent that took the win and was also a PB. Second place went to Phil Ludbrook in the Honda S2000 with the Porsche of Jonathan Martin third.

Next were the Harewood championship classes and in 1A Mark Teale in the swift Suzuki set a new class record on his first run and topped his performance off by

breaking that record on his fourth run. Nick and Steve Mitchell brought their 205 home in second and third ahead of David Taylor (Mini) then Sam and Ryan Billington in their 205. In 1B Adam Riley continued to dominate the class in his Honda S2000 breaking his own class record on the second run. Deryck Jones couldn't match Riley's pace but was the best of the rest. Liam Booth and Luke Pinder swapped



— Adam Riley pushes on towards another class record (JCB Photography)

places all day with the 205 driver

finishing third. No less than 19 of the 21 starters in 1B set PBs! Into class 1C and it was the usual suspects at the top of the times. Glen Shaw led initially but on the third run Terry Deere snatched the lead with a totally committed run. Former class record holder Peter





— What a great result for Terry Deere, Class 1C winner! (JCB Photography)

Sherratt was third and Ian Butcher fourth despite a neatly executed rotational delay exiting Country on his second run. Class 1D saw Jonathan Mounsey dominant as he set the best time on each timed run. Chris Berrisford set a new PB en route to second whilst

Tony Booth just held off Frank Cooper for third. In Class 2A again it was business as usual for Michael Bellerby as he swept to victory. John Bransfield was second whilst Philip and Josh Saxton came home third and fourth in their work-in-progress Westfield – all bar Bellerby setting PBs. David Leach took a solo win in 2E and despite the lack of opposition set a new PB in his Elise.

Time for the slick shod classes and kicking off proceedings were the Mod Prods. In 3A

Neil Turner, who is the class record holder not just at Harewood but also at Gurston Down, cruised to victory. Paul Bewsher and Herbert Shillito both set new PBs as they came home second and third. In 3B Tracey Wise was consistently fastest in her Elise whilst James Porter held off Adam Warren for the other podium places. In 3C Andy Hill, despite a fourth run rotational approach to The Esses, took a comfortable win with Steven Bussey second in the be-winged Mark 3 Escort.



— A fine study of Tracey Wise on her way to winning Class 3B (Chris Dicken Photos)

In 3F Bob Bellerby was sharing his Sylva Riot with grandson Jake. Bob held the upper hand all day but young Jake lowered his PB and got to within 1.32 seconds of his grandfather.

In Sports Libre class 4A John Prickett, not unexpectedly, dominated but did have a damaging off on the approach to



- Richard Wood claimed second place in Class 4A in this Yamaha R1-powered Mini (Chris Dicken Photos)

Orchard on his third run. John was fine and he drove the Radical back to the Paddock after it was extracted from the scenery. Second place was taken by Richard Wood in his immaculate Yamaha R1 powered Mini.

In Class 5A we not only had a tight battle for the class but also the battle for

FTD. Robbie Birrell, who switched over to the ex-Ed Carter Force PT last year, just managed to keep Rob Spedding in the OMS 2000M at bay. Birrell was delighted as this was his very first FTD after so many years of competition. In the Formula Ford Class (5B) the Abbey brothers were battling it out for the win in their pretty Jamun from 1991.



- Rob Spedding was second overall in his OMS 2000M (JCB Photography)

Andrew held the lead throughout yet it was Richard who set a new PB. The final class was 6A for the Pre 1973



- Andrew won the 'Abbey Brothers' Battle' to take the FF class (Chris Dicken Photos)

Sports and saloons and just four of the previous day's contenders stayed over. Richard Derrick broke his PB on each of three successive runs (he opted out of the fourth!) and duly took the win. Richard Jones broke his PB twice during the day and finished second ahead of David Spaul and Les Procter.

Already the battle lines in the Harewood Championship are drawn and it is looking like a three-way fight between Adam Riley, Mark Teale and Jonathan

Mounsey. It may well all come down to

dropped scores. I can't wait for the next round in July!

**Your reporter, Steve Wilkinson**

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### TAILPIECE



— “Is that one of them bee costumes they keep goin’ on about?” (Don Chambers)

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