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NOTES FROM THE EDITOR

This issue of your magazine reflects how busy are the high summer months at the hill, with four event reports created by the indefatigable Steve Wilkinson, though whether 'high summer' is quite the right phrase is an open question, as Steve's reports make extensive use of the 'r-word' – rain! Let's hope that the fickle weather god can be placated for the remaining 2021 events.

During a recent short break in Moreton-in-Marsh a very enjoyable hour or so was spent at the Wellington Aviation Museum. I mention this because the museum was created by Gerry Tyack, whom some of you might have met when he was active in motorsport.

In a similar vein, we recently paid a visit to Rosedale Abbey and Chimney Bank, which I believe was the venue for very popular hillclimbs in the 1920s. I've been unable to find much information about these events; do any members have anything they could share with us?

We hope that you enjoy Issue 32!

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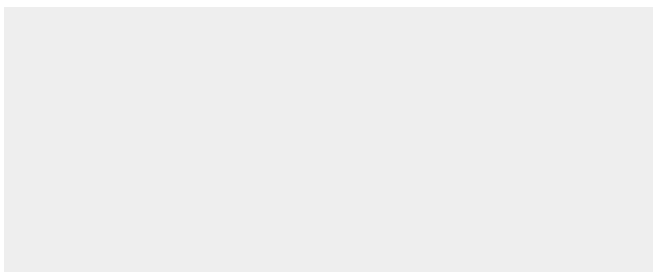
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JULY HAREWOOD CHAMPIONSHIP HILLCLIMB 3rd JULY 2021

Speedy Spedding Scores

The latest round of the Harewood Speed Hillclimb championship took place the day before the British Hillclimb Championship would be making its one and only visit to Harewood this year. A lot of competitors in the BHC chose to miss the Barbon Manor round and use this event as extended practice for the morrow. Practice saw Mark Teale sidelined after problems on his first practice run whilst Bob Bellerby had an uncharacteristic spin on his second practice run. Rob Spedding had entered the 1100 OMS however, an electrical fault stopped him getting the car out of the paddock so he switched to his Sunday mount, the FF1600 Vector which was already at the venue for him to use the following day!



The guest class of Porsches started the ball rolling. Tim Barber led for the first two runs before co-driver David Hilton grabbed the lead, however Barber, the last runner in the class, put in a scintillating charge to grab the win and



— Tim Barber won Class 14 in the Porsche 996 GT3RS he shared with David Hilton (Phill Andrews Photography)

got to within half a second of the class record! Wayne Eason in his Boxster was third with the elderly 911s of Martin Leach and Ross McDonald fourth and fifth.

The Harewood classes then followed and in 1A with the demise of Mark Teale it was former class record holder Nick Mitchell who prevailed. David Taylor pushed Nick all the way and took second with Steve Mitchell third. Chris Smith took fourth in the MG ZR whilst first time visitors to Harewood Ian and Adele Hunt finished fifth and sixth respectively. Into 1B where Adam Riley's first run 'rotational delay' saw him 20 seconds shy of his class record and only sixteenth! His second run took him back into the lead which he extended on his third ascent. Liam Booth, who led initially, held off a mighty challenge from Tony Pickering to take second and leave Pickering a tenth ahead of David Sykes who held a similar slender lead over Shane Jowett and Peter Siddle. Then

it was the turn of 1C; Peter Sherratt's BMW M3 was well suited to the damp conditions and led initially. As the track dried Sherratt still held a slender lead after the second runs but the pack was closing in. First Josh Carr took the lead then Peter Sherratt slotted into second ahead of Glen Shaw in third. Terry Deere was the last runner and he stormed to the top in typical style to grab the win and move the rest down a place. Robert Toon in the Morgan Plus 8 was fifth just holding off Simon Howarth with the rest snapping at their heels. 1D was



— Peter Sherratt was third in a crowded Class 1C (JCB Photography)

a bit depleted when Isabella Lawrence and Stephen Moore switched cars and went to class 3C. In the slippery conditions Richard Archbould's local knowledge paid dividends and he led after the first runs by over 3 seconds! On the second set of runs Chris Berrisford just slipped ahead of Archbould and

then extended his lead on the third set. Tony Booth and Frank Cooper held station although Cooper did close the gap dramatically on the third run.



— Tim Kerr, no. 1 in Class 2A in his Caterham Supersport (Phill Andrews Photography)

In 2A Michael Bellerby was the initial leader with John Bransfield second and Tim Kerr third. On the second runs Kerr moved up a place whilst Bellerby maintained his two second lead. The third runs were decisive. Bransfield closed the gap to the top two and then Kerr slashed over 5 seconds off to grab the lead. Michael Bellerby was the final runner and when he failed to improve had to settle for second behind Kerr. Into 2B and again the first run slippery conditions left Robert Pallett struggling for grip and Derek Leetham clearly in

the lead. Leetham extend his lead as a partial spin for Pallett left him 9 seconds adrift. Pallett's third run saw him storm into the lead but Derek wasn't finished and his final run saw him leapfrog back into the top spot. In 2E we had two Elise to contest the class and up-front Nigel Hannam dominated as Martin Roberts just couldn't close the gap sufficiently.

Into Mod Prods and in 3A we had a battle within a battle as there were three Citroen 2CVs and four drivers to peddle the 600cc cars to the top. Up front Paul Bewsher led throughout in his Mini but the squabble for second place between the Deux Chevaux was fascinating. Chris Yates led initially with Marc Grasby second. On the second runs Grasby moved ahead as Nick Crispin moved up to second, James Dartiailh slipped into third and Yates tumbled to fourth! On the third and final run Nick Crispin won the 2CV battle for second in the class, Grasby was next with Yates recovering and Dartiailh dropping back!



— Everybody loves 'em – Chris Yates was in the thick of a 2CV battle (JCB Photography)

In 3B a sudden shower caught Jock Ramsay at the bottom of the hill on



- Great to welcome 'Manta Jock' Ramsay back to Harewood – he took second in Class 3B (JCB Photography)

slicks so he just potted up. Up front Stuart Stelling in the Escort held the lead after the first runs with James Porter and Taras Andusin second and third. After the second runs Stelling continued to lead with Porter and Andusin holding station with Ramsay moving up from eighth to fourth. Ramsay then pushed Porter and Andrusin back a place as he rose to take the lead. When Stelling came to the line for the third and final time he had been pushed down to seventh!

However, on the drier track he powered his way to the top of the hill and the class with a determined drive.

For once 3C was how it used to be with 13 in the class. Initially Stephen Moore led in his Mitsubishi whilst in second it was Geraint Evans in the Porsche, in third Peter Vincent in the VX220 and Steven Bussey in the Mk 3 Escort fourth. The second runs re-established the pecking order as Chis Edwards in the Mazda 323 GTX went from tenth into the lead.

Andy Hill moved up to second from ninth, Moore slipped back to third and Richard Hargreaves went from twelfth to fourth. On the final run the order was again reshuffled. Hill took the lead, Moore grabbed second, Edwards slipped back to third, Peter Turnbull climbed from seventh to fourth and Hargreaves dropped to fifth as he didn't take his run. In 3F Bob Bellerby led throughout holding off Andrew Steele's second run charge. In 3G Simon Jenks also had the upper hand throughout as Ray Lohr, on his first visit to Harewood, slowly closed in.



- Andy Hill drove his Subaru Impreza to a win in Class 3C (Phill Andrews Photography)

Into Sports Libre and in 4A it was business as usual as John Prickett took



— Ollie O'Donovan won Class 4B in his Peugeot 306
(Phill Andrews Photography)

the win with David MacFarlane closing the gap from over eight seconds to just two & a half seconds. In 4B we had two extra special entries in the form of Rallycross Stars Ollie O'Donovan and Steve Hill. O'Donovan quickly was into his stride being quickest in practice but on the first run it was Hill who had a slight lead. O'Donovan went into the lead on the second run and with neither improving on the final ascent he took the win with Hill less than a second adrift!

Into the Racing Car classes and in 5A we had just two runners. Robbie Birrell continued

his fine Harewood form in the ex-Ed Carter Force taking a comfortable win over Richard Matossian in the GWR Raptor 2. Rob Spedding's late switch to 5B had him leading the class throughout however young Tom Weaver closed him down finishing half a second adrift which on his first ever visit to Harewood was a great achievement. Third went to Steve Morgan with Tom's father Richard Weaver fourth ahead of Andrew and Richard Abbey. The three runners in 5C were all Barbon refugees! Darren Gumbley led initially but Jason Tunnicliffe went into the lead on the



— Rob Spedding's switch to the Vector was rewarded with a class win (JCB Photography)

second run and he held on to the end whilst Neal Coles took third. In 5D Richard Spedding was again on cracking form leading throughout. Second went to Johnathen Varley in the re-engined GWR Predator (it now has one of Terry Davis's TKD Y-V8 units installed) whilst Kelvin Broad was the



— An on-form Richard Spedding took Class 5D (JCB Photography)

best of the other Barbon refugees in the class. In 5E Jack Cottrill, back at Harewood in the family's "new" Dallara F305 with a Cosworth XD now fitted by DJ Racing, was not to be denied the class win dominating all three runs.

Terry Graves took second, not in his GR55B but in the older and heavier GR37, Paul Crute was third in the Jaguar powered OMS and Simon Andrews just beat co-driver Bernie Kevill for fourth in their TKD S-V8 powered OMS.

In the Classic 6A class Roy Bolderson's late switch from the Bodspeed Mini to the Lancia Fulvia 1600HF saw him take the class win, whilst in 6B Richard George and his daughter Amanda were back at Harewood with their drop-dead gorgeous Chevron B19. In the damp first run Richard held the lead but as the track dried Amanda steamed through to take the win by less than a second!



— Oh yes! Here comes Roy Bolderson's Lancia Fulvia! (JCB Photography)

The wet conditions early on and the occasional showers were challenging although thankfully no cars or drivers were damaged, just a few dented prides! As always, the Harewood marshals were exceptional in testing conditions as were all involved in the organization on the day. I was looking forward to Sunday when the British Hillclimb Championship was due to make its only visit this year – it should have been a cracker!

From the pen of Steve Wilkinson

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BRITISH CHAMPIONSHIP HILLCLIMB 4th JULY 2021

Menzies and a Monsoon

It was a perfect day when I arrived at Harewood but as most of you will know by now that didn't last! The previous day's event at Barbon had taken its toll and there were a handful of non-starters and a couple of additional shares on the entry list. Practice also accounted for Graham Rose in his Porsche 924S, Ollie & Ian Sargent in the Opel Tigra, Simon Moyes in the Gould GR59 and Dave Uren & Nicola Menzies in the Gould GR55B – the latter with a rather sorry blown engine! During the first practice run Wallace Menzies popped in a shattering run of 47.70 seconds which would have been a new hill record, however, it did auger well for the timed runs and run-offs. After lunch the timed runs got underway but we were to see the second timed runs truncated by a massive rain storm of biblical proportions. After several track inspections the meeting would be abandoned.

The timed runs were kicked off by the Porsches and the battle for the lead from the previous day was rejoined. Again, Tim Barber was on top form and reset the Class Record as he snatched the lead from David Hilton in their shared 996 GT3 RS. Karl Lupton and Andy Fagan were the best of the rest.

We then moved into the standard



— James Kerr, Peugeot 205 GTi, first place in Class A1 (Phill Andrews Photography)

hillclimb championship class structure with Class A1. James Kerr just pipped Michael Thomson for the lead with Elise-mounted Tony Adams a further 4 seconds adrift in third. Martin Roberts was fourth in his Elise whilst Andy 'Ace' Harrison was the first of the Mazda MX5s in fifth. In A2 Chris Berrisford took the lead just half a second shy of the class record with Justin Andrews, also Impreza mounted, second and Robert Toon (Morgan Plus 8) and Peter Herbert (Porsche 911) third and fourth. In Class

B John Pick took the win in the Murtaya with Tim 'The Taxi' Higgins second in his Westfield

.Into Mod Prod and in C1 Gavin Neate sliced nearly two tenths off his class record to take the lead whilst Phil Tucker in his Nova was over 3 seconds off the pace in second and Eric Morrey in his Imp a further tenth back in third. Stuart Stelling then took the solo win in his Escort in Class C2. In C3 Damien Bradley took the win in the Legacy with Stephen Moore in the Mitsubishi second and Haydn Spedding in the E-Type third. A belt of rain slowed down the pace for Class D which Simon Jenks won in the 'Busa-powered Caterham from Ray Lohr's Westfield.



— Gavin Neate on his way to winning Class C1 in his Peugeot 106 (Phill Andrews Photography)

Due to the timing of the rain the dual driven cars in first four Racing Car classes had a distinct advantage as they had tackled the hill in the dry whilst the rest were struggling. In Class I Andy Greenen, who has been in fine form, took the win whilst his brother Adam was nearly 19 seconds slower in the wet finishing fourth. Ben Hamer was second

whilst his brother Wil Ker was third some six seconds slower! In J1 the Formula Fords didn't have a tyre issue but young Tom Weaver set a cracking pace on his dry run taking the class win



— Tom Weaver in his Van Diemen RF91 was fastest FF (JCB Photography)

by nearly six seconds. Rob Spedding finished second in the Vector with Sarah Bosworth third whilst Lindsay Summers made a late switch to the Bosworth car and nabbed fourth ahead of Steve Morgan and Richard Weaver, all Van Diemen mounted.

three places. Allan Warburton took the win with Liam Cooper second and Caroline Ryder third. Fourth went to David Warburton, the best of the “wet times” whilst Eynon Price grabbed fifth ahead of Matt Ryder. In K1 it was the shared drives who took the top two places. The win went to Harry Pick, a late switch to a shared drive in Lee Griffiths’ OMS after his Barbon shunt, whilst Tricia Davis

In Class J2 the three shares took the top



— Allan Warburton storms to a win in Class J2 (Phill Andrews Photography)



— Richard Spedding was ‘in form’, winning Class K2 (Chris Dicken Photos)

took third in the Reynard-TKD YV8. Of the wet runners Lee Griffiths finished third ahead of Johnathen Varley, Tim Elmer et al. In K2 all the runners were out in the rain. Richard Spedding took the win with Kelvin Broad second some three and a half seconds in arrears. The Tatham brothers were third and fourth with Pete beating David in their shared OMS 25. For Class L the rain had slackened although the track was wet. Only the first four

the run-off! Fastest was Wallace

posted a time good enough to qualify for

Menzies with a 55.91 whilst Scott Moran was second some one and a half seconds down. Jack Cottrill qualified for his first BHC run-off in the 'new' Dallara F305 a further second back. Alex Summers was fourth in the Firestorm some six tenths back from Cottrill. Fifth place and the first of the non-qualifiers was Sean Gould well over a second slower than Summers. Most notable non-qualifier was Trevor Willis who had a mechanical issue and ended up trundling to the top in the OMS 28.



— Wallace Menzies won Class L but was only 5th overall in the topsy-turvy results! (Phill Andrews Photography)



— The George family's Chevron B19 took Class M with Amanda at the wheel (JCB Photography)

In Class M we ended up with just two runners as Les Procter sat out the run. Amanda George, in the wonderful Chevron B19 she shares with her father Richard, ran first and despite the worse conditions took the win ahead of her father. The two remaining classes were made up of BARC members. In Class 26 it was the Yorkshire Members and up front was Liam Booth who managed to beat Josh Carr by just over a tenth with Shane Jowett third just ahead of Peter Vincent. Class 42 was for the BARC Connaught Speed Championship

contenders and it was Harewood regular Tara Andrusin who took a comfortable win over fellow Harewoodite Peter Siddle.

Top 12 Run-off

First to the line was David Warburton in the GR59 he shares with his father who also qualified. David qualified on a 59.27 and after a sluggish start laid down a competitive 53.76. Next was Eynon Price in the Force TA who had qualified on 59.85, at every split Eynon was quicker and despite being a couple of mph slower through the speed trap he

went into the lead with a 52.86. Next to

the start line was Damien Bradley in his Subaru Legacy, it was the first time Damien had qualified and also the first time a Subaru had made it onto a British Hillclimb Championship run-off. Damien's launch was quick, 1.94 seconds, but by the time he'd hauled the Legacy to Country he was over 2 seconds in arrears. Damien finally swept over the line to record a 61.03 and a final eleventh place finish. Next was Alex Summers in the DJ Firestorm. The former champion qualified with a 59.56



— A place in the Run-off was a fine result for Damien Bradley (Chris Dicken Photos)

and when the light went green he was swiftly into his stride. Fastest so far to the Esses split and he piled on the pressure all the way to the top recording a 50.49 to go into the lead.



— Jack Cottrill's Top 12 run came to a spectacular end! (JCB Photography)

Jack Cottrill was next in the and he too set off in determined style. By Country he was seven tenths down on Summers and continued to fall back. As he went through the speed trap at 115 mph he just had the final sweep to negotiate, however, just as he reached the last element of Quarry the rear continued to slide and he gracefully spun to a halt short of the line. Jack selected first, drove back towards Quarry, turned the car round and drove over the line in a time of 74.87.

Richard Spedding was next in the GWR Raptor 2 having qualified in a 57.92 in seventh. Spedding's launch was relatively slow and by Country Corner he was half a second down on Alex Summers. For the rest of the run Richard lost precious tenths at every split ending up with a 51.21 and slotted into second place behind Summers. Third at the halfway point was Eynon Price, fourth David Warburton, fifth Damien Bradley and last Jack Cottrill.

Scott Moran was next and after an average launch he was second quickest so far to the

Esses split. He dropped behind Spedding at Country Corner but by

Willow was back in second. He maintained that position until Quarry where he appeared to cruise round the corner and ended up fractionally slower than Spedding. Next to the line was the Championship leader Wallace Menzies. His target time to take the lead was a 50.49. After an average launch time he sped down to the Esses split and was over two tenths quicker than Summers. At Country he was the first to go sub-20 seconds and at each split he edged

further and further into the lead. As the Scot swept through Quarry, he stopped the clock at 47.99 just over a tenth away from the outright hill record and certainly game over!

The four remaining runners were the shared drivers who benefitted from the dry track. First was Liam Cooper in the Force TA; his launch was quicker than Menzies' but from then on, he was dropping away. Liam was slowest of all to the split at Esses but started to pick up the pace and moved ahead of Damien Bradley and when he crossed the finishing line, he had secured at least 1 point in the run-off. Next it was Allan Warburton and with a qualifying time of 53.56 if he repeated that he would be mid-table. His launch was quicker than his son's and they matched their times at the Esses split. By Country Allan was slipping back and when he crossed the line he had improved over his Q-time with a 53.21. Second fastest qualifier Harry Pick was next in the Lee Griffiths' OMS 28. He was sixth quickest so far to the Esses but had dropped back to seventh by Willow.



— Emphatically 'Number 1' on the day – Wallace Menzies! (JCB Photography)



— Andy Greenan was fastest qualifier and finished a fine 6th overall (Phill Andrews Photography)

As Harry crossed the finishing line, he had maintained his seventh place. Fastest qualifier was Andy Greenan with a 52.18 and if he could match that he would secure fifth! Andy's launch was a middling 2.36 but by the Esses he was ahead of Eynon Price and sitting in fifth. By Country he was fractionally behind the Welshman. By Willow he was still behind but within touch. At Farmhouse Andy matched Eynon's time and with an identical speed through the trap he was still matching Eynon. Andy swept

through Quarry and over the line but on that last corner dropped back to sixth behind Eynon by 0.29

seconds.

Footnote

We did start the second timed runs but after just 14 cars had reached the top the torrential rain arrived and effectively shut down the event.

Your reporter, Steve Wilkinson!

Paddock perambulations

Some photos by Steve Wilkinson and Don Chambers



Did you know?

...Rob Spedding professed himself delighted to be back behind the wheel of the trusty Vector.

...meanwhile Rob's father Haydn provided a potted history of his familiar (and very quick) red E-Type roadster. 'Familiar' in quotes because it started its considerable (and complicated!) history as a white fixed-head coupé (a slight hint of 'Trigger's Broom' perhaps?), being owned for a while by the owner of a fish-and-chip shop. After a rebuild following being 'totalled' in an end-over-end accident, it was

driven by the late Ted Worswick to a Modsports championship. (Interesting aside: readers might remember that in Issue 31 Jim Johnstone mentioned Tommy Clapham driving a very rare Climax-engined Lotus 7 in the first Harewood hillclimb. Ted Worswick's first racing car was just such a machine.) Since Haydn acquired the car it's been stripped and rebuilt by Phil Bennett, including the engine. As it's presented now it has a V12 E-Type bonnet as that provides ready-built flared arches, and Haydn feels the car is in pretty good shape, although there's some cosmetic work that could be done. He loves the way the car 'sits down' to its work on its Avon tyres. The engine gives 340lbft of torque and 300bhp at the flywheel; it could give more power but as Haydn says, torque is more important for hillclimbing, and to prove the point at the Yorkshire Motorsports Festival, off the line the E-Type consistently pulled almost exactly 1g. Not bad!

... Harewood was pleased to welcome competitors Richard and Amanda George to Harewood with their immaculate Chevron B19. The car was bought in Switzerland and runs under the Eiger Racing banner. As the accompanying photo shows, the car was previously owned by Jo Siffert who entered it in the European Mountain Championship for Gerard Larrousse who finished second. An interesting point is that it doesn't sport an 'ordinary' 1.8 FVC, but rather a special full 2 litre FVD, of which Jo Siffert bought six!

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YORKSHIRE SPEED HILLCLIMB 7th AUGUST 2021

Jedi in the Wet

After a sunny and bright start to the day the forecasted rain slowly moved down the valley. This tended to slow proceedings and the anticipated first timed run prior to lunch didn't materialize. Four drivers didn't make it through practice including David Spaul in his Escort Mk 1. After the lunch break and in worsening conditions the timed runs commenced.

Kicking off proceedings were the Paul Matty Lotus Championship contenders which are split into two classes – Road Cars and Race Cars. In the Road car class Keith Bristow shot into the lead on the first runs with his 2 Eleven track day car with the Elise of Jonathan Bibby second and Pete Bottrill leading a pack of Elans in pursuit. In the Race Car class Anthony Shute went into the lead with his FF1600 Lotus 69. Iain Stallard in the family FF1600 61 was second and Malcolm Thorne third in his 1965 Lotus 35 F2 now running the ubiquitous Lotus Twin Cam. Within the Paul Matty championship it is

only the first two runs that count and when the conditions worsened only



- Mike Stark's cracking Alfa 156 GTA was the only runner in Class 22 (JCB Photography)

eight of the Lotus runners took their second runs none of which were remotely close to their first run times. At this point they all started to pack up and head home. Class 22 for Alfa Romeos had just the one entry, Mike Stark in his class record-holding 155 GTA. He also took just two runs and called it a day.

Lotus 7 Club Speed Championship runners. The

classes are split up using Tyres and BHP to maintain healthy competition. In Class 23A John Clarke led throughout in his Rover-powered car whilst Stephen Causey narrowed the gap in second. In Class 23B Clive Marsden snatched the win on his third run as his 11 seasons in the championship paid dividends. Second went to initial leader Graham Howard and third to Jonathan Heyes. In Class 23C, which use List 1B tyres, initial leader Andrew Willoughby's third run spin cost him dearly as he rotated down to fifth. Justin Dobson took the win



- John Clarke took Class 23A in his Caterham Seven (JCB Photography)

with Malcolm Hickey second, Richard Price third and Robert Jacobs fourth. In Class 23D initial leader Chris Alston slipped back to second and then third as Michael Sankey and Robert Spencer mastered the conditions. In Class 23F Shaun Elwell snatched the win from Graham Denholm on the third run when the latter opted out! Class 23G saw Robert Margel take a solo win in his Hayabusa powered car.

We then moved into the six classes of

Next was a fantastic collection of cars running in the Bugatti Classics class. In the wet conditions pre-event favourite Andy Tippett could only manage ninth in his Brabham BT30X as the power and



— Richard Jones took third in the Bugatti Classics class (JCB Photography)

torque of the Buick V8 was overkill on the day! Up front Matt Clarke led initially in his rapid Mini but the win went to Simon Braithwaite in the Escort Mk 1. Third place went to Richard Jones who was now driving a Porsche 911. The final guest championship was for the DEWS Club runners. Only two made the trip and Stu Luggier in his homebuilt

Mini-Yamaha Sports Libre took the win with Graham 'Speedy' Gonzalez second in his Mini-Cooper.

Into the Harewood classes and in 1A Nick Mitchell took the win in the 205 with David Taylor (Mini) second and Steve Mitchell third. Oli Procter in fourth was one of just a dozen drivers to set a new PB in far from ideal conditions. In 1B Adam Riley again dominated in his Honda S2000. Second and third went to the 205s of Liam Booth and David Sykes whilst the Renault Clio's of Tony Pickering and Mick Tetlow rounded out the top five. Pickering and Sykes both set PBs on there third runs as did Andy Harrison

and David Lanfranchi in their shared MX5. In 1C the third run was decisive with the Top 8 in the class all setting their best times. Up front Glen Shaw just grabbed the lead and held it for about 30 seconds as next runner Terry Deere bettered his time by 0.4 of a second. Andrew Hollis in the Volvo 940 "White Brick" took third with Andy Bateson fourth. Class 1D was down to just two runners and Chris Berrisford dominated in his Impreza. Tony Booth was second, now running an Evo 6 GSR, some 12 seconds off the pace in the new car.



— Andrew Hollis was an impressive third in Class 1C (Phill Andrews Photography)

Next it was Class 2A and it kept everyone on tenterhooks. During the first runs Daniel Hollis led after his run only for Michael Bellerby to slip past into first. This scenario was repeated on the second and third runs but the gap between the two shrunk each time. In 2B Derek Leetham led throughout whilst

John Heseltine took second ahead of Les Golding. In 2E David Leach again ran solo in his Elise and rather than risk any issues developing just took two runs.



— You guessed right – Tracey Wise won Class 3B
(Phill Andrews Photography)

Into the Modified classes next and in 3A former class record holder Neil Turner found himself third after the first runs but he then forged ahead and extended his lead on the third run. Roy Bolderson and Jonathan North ended up second and third whilst Julian Harber, back at Harewood after a three-year absence was fourth. In 3B Tracey Wise dominated in her Elise whilst Stuart Stelling was equally secure in second. James Porter recovered from seventh on the first run to take third spot ahead of the Crawleys and the Downies. In 3C

Andy Hill led throughout whilst the rest struggled on their first runs being caught out on slicks! Haydn Spedding moved into second which he held to the end as Peter Vincent and the well-travelled Geoff Twemlow took third and fourth. In 3F Bob Bellerby dominated in the Sylva Riot with Andy Steel second throughout. Richard Vaughan was out in his Westfield for the first time and was treating the week-end as an extended test session. He finished third some way off the pace however, the car had only been completed in the last few weeks. For once we had a Class 3G with just the one entry for Graham Frankland in a Westfield. Frankland hadn't been to Harewood for some years and then he was in Road-going!

After the Grettons withdrew we ended up with just the up to two litre class 4A in Sports Libre. John Prickett only managed one practice run due to an electrical fault but thanks to Derek Leetham's help the Radical ran faultlessly after lunch and dominated the class. Richard Wood took second in his immaculate Austin Mini Yamaha whilst the other runner, Stephen King in the Rotor JT7C, failed to start due to a massive oil leak.



— John Prickett took Class 4A in his Radical PR6
(Phill Andrews Photography)

Into the Racing Car classes and in 5A



— Stuart Bickley, speeding towards a class win and FTD! (Phill Andrews Photography)

we had a cracking battle not just for the class win but also for FTD. Robin Wood shot into an early lead by dint of running first. David Tatham held second and Stuart Bickley third. On the second runs Tatham moved ahead with Bickley shadowing him and Robin Wood dropped to third ahead of brother Antony. On the third run Bickley powered the Jedi into the lead and Tatham couldn't match the pace after a somewhat lurid exit from Farmhouse. In

5B the Formula Ford battle went to Rob Spedding as he kept the Vector ahead of the Abbey brothers extending his lead on each run.

The final two Classic Classes followed and in 6A Jim Johnstone was just pipped on the

third run after leading when Mike Brown in the TVR Vixen put in a cracking run. With Johnstone second it was Richard Jones who took third ahead of Thomas Robinson. Class 6B just had the one runner, Angus Buchan in the ex-Chris Cramer Terrapin Mk 5 SR which had made its competition debut at Harewood back in 1970. Buchan had a steady three runs and was hoping for a drier day on Sunday.



— Here's Angus Buchan in his amazing Terrapin Mk5 SR (JCB Photography)

Once again, the Harewood Orange Army excelled and considering the awful conditions were exemplary as always. 2021 may end up as the wettest at Harewood for some years and the championship may well all rest on the number of points scored in one of the wet rounds!



IMG_1962



IMG_1961



Reported by Steve Wilkinson

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MONTAGUE BURTON HILLCLIMB 8th AUGUST 2021

Mr OMS Tops the Times

Once again, I arrived at Harewood to be greeted by blue skies and sunshine but would it last? Overnight we had "lost" Martin Jones and his lovely Elva with a misfire plus Adrian Crawley after the 205 shredded its timing belt. Practice was again a tad fraught and with a lot of Red Flag incidents so the decision was taken to have an early lunch break.



Kicking things off were the two Alfa Romeos, however class record holder Mike Stark could only trundle to the top on his first run and retired leaving Paul Eastwood to take the class win. Next were the Lotus 7 Club classes and in 23A Paul Boston led throughout extending his lead on successive runs. John Clarke took second and Stephen Causey third. In 23B Clive Marsden

— Paul Eastwood won the Alfa Romeo class (JCB Photography)

repeated his class winning form as he, like Paul Boston, kept going quicker on successive runs. Second was Jonathan Heyes and Graham Howard closed in for third place. In 23C Richard Price led initially but on the second run Justin Dobson repeated his Saturday pace and grabbed the lead. Price took second whilst Philip Matchwick climbed up from sixth on the first run to a creditable third, just ahead of Tony Smith and Andrew Willoughby. In 23D, despite a third run Quarry excursion, Michael Sankey repeated his class win of the previous day with Robert Spencer and Chris Alston filling the remaining podium positions. In 23F Graham Denholm led initially but a second run charge by Shaun Elwell as he recovered from a first run excursion saw him lead home Denholm whilst it was Gill Elwell in third. Robert Margel again took a solo win in 23G. There were two Bugatti Classic classes today, first

we had the RS Interclub Novices class. James Dockery led throughout in his Impreza whilst Shaun West took second despite a second run 'excursion'. We ended up with just three runners in the second of the Bugatti Classic classes and Andy Tippett took a comfortable win in the BT30X ahead of the Formula Fords of Les Buck and Carole Nicholls. The final 'guest' class was for the DEWS Club runners and again Stu Lugger's Yamaha powered Mini took the win with Graham Gonzales second.



— Andy Tippett was fastest of the Bugatti Owners Club racing cars (Phill Andrews Photography)

Into the Harewood Championship classes and in 1A David Taylor again split the Michells with Nick taking another class win and Steve in third. Matthew Chesterman set



a new PB in fourth whilst Sam and Ryan Billington completed the class. In 1B Adam Riley again dominated taking a comfortable win. Liam Booth and David Sykes were second and third with Sykes having to take three attempts to record his third run time due to a large number of red Flag incidents – this typified the third runs which were definitely Stop-Start. Allan Harrop, one of the Scottish

— Adam Riley was on form again in his S2000 (JCB Photography)

contingent of MX 5s, took fourth ahead of Tony Pickering and Mick Tetlow in their Clios. In 1C the 2021 form book was turned upside down. Josh Carr's first run PB in the Polo saw him lead and despite being unable to improve Carr held the lead throughout. Glen Shaw held second throughout whilst Terry Deere couldn't replicate his early season form and had to settle for third. Andrew Hollis was the best of the rest in the slab-sided Volvo whilst Thomas Robinson had swapped his MG Midget for his Porsche 911 finishing fifth. In 1D Chris Berrisford again dominated whilst Richard Archbould took second ahead of Tony Booth in the Mitsubishi battle.

In the first of the Roadgoing Kit Car classes for the up to 1700s there was another battle

royal for first. Michael Bellerby led for the first two runs and then on the third, in what were worsening conditions, Daniel Hollis snatched the win. John Sharples set a new PB en route to third ahead of Josh and Philip Saxton's Westfield. In the over 1700 class Derek Leetham led after the first runs, extending that lead on his second. Les Golding took second in his Caterham with John Heseltine's photogenic Stratos Replica in third. David Leach again took a solo win in 2E before we moved into the slick shod classes.



— John Sharples set a new PB and took third place in 2A (Phill Andrews Photography)

The Up to 1400 Mod Prod class got off to a bang when Neil Turner had a drive-shaft failure exiting Farmhouse. The Mini snapped left and headbutted the Armco barrier. Thankfully Neil was OK but the Mini wasn't. It deposited a large quantity of oil on the track which took a while to clean-up. This just left two runners in the class and Roy Bolderson cruised to the win whilst Julian Harber continued to improve run on run in second. In 3B Tracey Wise cruised to the win whilst James Porter and Adam Warren, in second and fourth, each had issues that limited them to one timed run apiece while

Luke Downie grabbed third spot and Ian Downie in fifth managed a PB on his third run. In the Over 2 litre Class 3C Andy Hill again took the win after initially lying fifth after a "navigational issue"!



— Richard Hargreaves stormed to second in Class 3C (JCB Photography)

Richard Hargreaves took second spot whilst Haydn Spedding and Peter Vincent both set PBs en route to third and fourth. Bob Bellerby took a comfortable win in 3F whilst Richard Vaughan continued to develop his 'new' Westfield clipping over 11 seconds off his previous days' time. Graham Frankland took a solo win again in 3G

with a new PB before we moved into Sports Libre.

John Prickett followed his class win on Saturday with another dominant win in the Radical. David MacFarlane grabbed second in his OMS SC1 with Richard Wood in the Mini-Yamaha third. There was also an MG B GT running in Sports Libre due to having a 5-link rear suspension and disc brakes all round! Surely this should have been in Mod Prod?

Into the Racing Single Seaters and the 1100 class was again highly competitive. Stuart Bickley's first run would prove decisive as he won the class again. David Tatham came

home second again with his first run time after his third run, which was looking good, drifted away with some overly excitable opposite locking! Mark Lawrence took third in the OMS 3000M whilst Robin and Antony Wood were fourth and fifth despite their attempts to deplete the gravel traps! Rob Spedding took a solo win in FF1600 before the final single seater class hit the hill. In 5E Steve and Lynn Owen had the 'works' OMS 28 RPE V8 on hand. Both set new PBs en route to a 1-2 that saw Steve take the class and set FTD.



— Steve Owen set FTD in the purposeful-looking 'works' OMS 28 RPE (Phill Andrews Photography)

In the Classic 6A Class it was a Mini 1-2 as Matt Clarke switched over from



— Mike Brown was 4th this time round in his beautiful TVR Vixen (Phill Andrews Photography)

Bugatti Classics to lead throughout with Richard Derrick safely in second. Jim Johnstone was 0.2 adrift in third with the TR6 and yesterday's class winner Mike Brown was fourth. Nick Wardley and Allan Scott both set new PBs whilst Tim Ellison finished in ninth with a larger capacity engine in his Mini this year. In Class 6B Angus Buchan again ran solo in his Terrapin Mk 5 SR but still managed a PB in the ex-Cramer car.

With the various incidents and consequent Red Flags, the day never seemed to keep momentum and was very much a Stop-Start affair. Once again, the Orange Army excelled themselves. They deserve our thanks for their speedy responses and for keeping those on track safe. I am already looking forward to the next meeting at the end of the month when, fingers crossed, we might get a day without rain!

Another great report from Steve Wilkinson!

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TAILPIECE



- Bob (a concerned dad): 'Look, it's your first car; I really think I should come and see it before you buy it.'
- Suzie (his daughter): 'Daddy, I told you. It's just a nice family saloon. What can be wrong with that? So be a sweetie and pop the money into my bank account. You'll love it, you really will!' (Don

Chambers)

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