

# BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine



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**Issue 35 February 2022**

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### NOTES FROM THE EDITOR

Although a purist might say it's a bit late, this edition of the magazine can be thought of as marking the transition from 2021 to 2022.

On the one hand we can enjoy Steve Wilkinson's reviews of the past year's championships whilst John English's 'breaking news' hints at what could prove to be an exciting year with two notable anniversaries occurring in 2022. Unhappily, you'll also see that this year we've already lost a long-standing member of the Centre.

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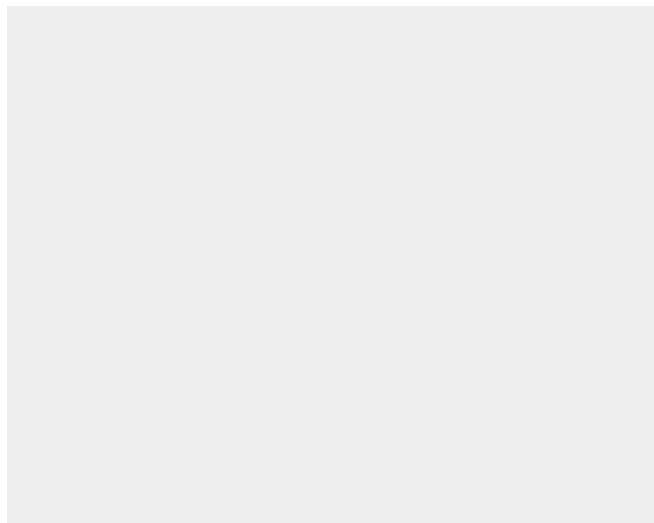
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**WITH REGRET**

**Harry S Tinkler 1936 – 2022**





— Harry Tinkler

It is with great sadness that the B.A.R.C. Yorkshire Centre marks the passing of one of its long-standing members, Harry Tinkler. Harry had nearly 70 years in motorsport, having started at age 14 and only illness prevented him officiating in his 70<sup>th</sup> year in the sport. Latterly he was a familiar figure at Harewood, Croft, Oulton Park and Cadwell to name but a few venues, as both Club Steward and MSUK Steward. Many of today's Senior Officials and Marshals were trained and mentored by Harry and we all owe a debt of gratitude for his friendship, guidance and encouragement over the years.

Our deepest condolences go out to his family and friends, at this sad time. Harry will be missed by us all.

**John M English**

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### **BREAKING NEWS**

2022 marks the 100<sup>th</sup> anniversary of the B.A.R.C Yorkshire Centre and the 60<sup>th</sup> anniversary of Harewood Hillclimb. These will be commemorated during the year in various means and events (watch this space for details).

In conjunction with our Landlords Harewood Hill Ltd, the Yorkshire Centre, will be spending several thousand pounds on improvements to the venue before the start of the season. These include repairs to the entrance road, re-surfacing to part of the Paddock D road, the installation of FIA approved catch fencing at the entrance to Farmhouse bend to replace the existing catch fence, and the rebuilding of the retaining wall to the farmhouse garden, together with replacement of several sections of the spectator fencing and other small improvements and maintenance, to ensure our venue continues to be one of the best in the country. Additionally, we will be replacing some of the old grass cutting machinery with new equipment. The committee are also actively looking for a replacement for the old recovery truck.

Further planned improvements are the provision of a sound-control fence adjacent to the start line and other small safety improvements suggested by MSUK.

**John M English**



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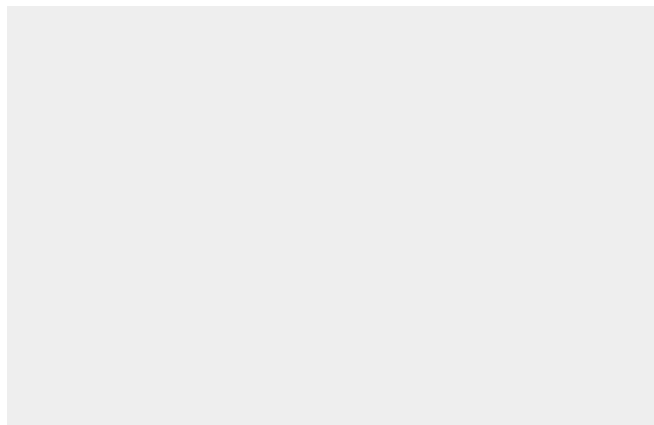
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### HAREWOOD SPEED HILLCLIMB CHAMPIONSHIPS 2021

#### Harewood Championship Review

#### **Hot competition but with occasional damp patches!**

The 2021 season got underway behind closed doors but by the end of the season the championship was being enjoyed by the usual crowd of enthusiasts and followers. Once again it was a battle of the road classes where reliability and speed would win the day as well as the laurels.







— Adam Riley was a worthy winner of the Harewood Championship (JCB Photography)

The first round of the championship in April saw a selection of British Hillclimb Championship contenders taking advantage of some pre-season 'practice'. Damien Bradley broke the 3C class record as he took the championship lead whilst Richard Spedding, who was doubling up in his father's E Type, took the class win in 5D for second with Adam Riley in his rapid Honda S2000 in third just a couple of tenths off the class record. Trevor Willis and Alex Summers were fourth and fifth but would be infrequent visitors. In 3A Gavin Neate lowered the class record but he wasn't registered for the championship.

Round 2 at the beginning of May was wet and most competitors would end up dropping their score from this event. Adam Riley leapfrogged into the lead with a class win whilst Damien Bradley dropped to second. Mark Teale climbed to third whilst Jonathan Mounsey ascended to fourth as Richard Spedding fell down to fifth. Round 3 the following day saw Teale climb up to second with Mounsey third and Richard Spedding fourth. Bradley dropped to fifth as he switched to an Impreza in 1D after the Legacy broke down during practice. Meanwhile the road going tin-tops started to move into the Top Ten as the irregulars dropped by the wayside.



— Tracey Wise, 2nd in the Championship (AMM Photography)

Round 4, the Jim Thomson Trophy meeting in June, saw the tin-tops swarm forward filling eight of the top ten places. Up front Adam Riley extended his lead with a new class record whilst Mark Teale, who also set a new class record, held second. Mounsey moved up to third and Nick Mitchell to fourth. Liam Booth moved up to fifth ahead of Chris Berrisford and Glen Shaw.

The damp July event on the Saturday was Round 5 as we reached half distance in the championship. Again, the order shuffled behind runaway leader Adam Riley who recovered from a lowly sixteenth after the first run to claim the class win. Berrisford swept through to second with Nick Mitchell, Liam Booth and Glen Shaw filling out the top five. Bob Bellerby was in sixth as he clawed his way up the championship table with Mark Teale seventh. Jonathan Mounsey was in eighth and falling away due to the sale of his Mitsubishi. Steve Michell and David Sykes completed the mid-season Top Ten.



— Here's Bob Bellerby in his distinctive Sylva Riot on his way to 3rd place in the Championship (AMM Photography)

Round 6 was a month later on a Saturday in early August and again Adam Riley took the class win; he was also the first competitor to break through the 100-point barrier. Berrisford, Booth and Nick Mitchell were next as Bob Bellerby climbed into the Top Five for the first time. Round 7 followed on the Sunday and again Adam Riley took what was becoming a customary class win. The rest of the Top Five remained the same as the competition hotted up.

Round 8 on August Bank Holiday week-end saw Adam Riley again break the 1B class record as he extended his championship lead. Chris Berrisford maintained his challenge in second whilst Bob Bellerby climbed up to third. Liam Booth was now fourth whilst Andy Hill, Terry Deere and John Prickett moved ahead of Nick Mitchell, Glen Shaw and David Sykes to complete the Top Ten.



- 4th place went to Chris Berrisford (Phill Andrews Photography)

Rounds 9 and 10 in mid-September were the season finale and again Adam Riley dominated. On the Saturday he once again broke his class record and on Sunday in an attempt to repeat the feat he crashed out on his final run of the season having already secured the class win and the championship. On Saturday Tracey Wise broke into the Top Ten for the first time and then on Sunday rocketed up to second place dropping her low score from Round 2. Chris Berrisford missed both the final rounds and although he held onto second overall on Saturday, by Sunday evening he had tumbled down to fourth. Bob Bellerby held third whilst Nick Mitchell climbed back up to fifth. Glen Shaw took sixth ahead of fellow tin-topper Terry Deere whilst Rob Spedding, who was dropping a measly 1.42 points scored back in Round 1, suddenly shot up to eighth. John Prickett fell back to ninth with Liam Booth just managing tenth.

Several drivers were worthy of a mention, not least of whom was David Leach who despite being the solo Elise runner for most rounds still put in a series of Personal Bests and finished a highly creditable fourteenth overall. Also worthy of a mention was Derek Leetham who after missing three rounds early season managed to claw his way back to eighteenth.



- David Leach performed really well despite a lack of opposition in his class (Phill Andrews Photography)

Adam Riley, our 2021 champion, will already be well underway with the repairs to his Honda S2000 which may well feature in this year's championship in a different class! Another to watch in 2022 has to be Gordon Riley whose late season charge after missing the first seven rounds should equate to a serious championship challenge.

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## **FTD Award Series Review**

### **Spedding book-ends the season**

The season got underway behind closed doors and ended with 45 registered contenders scoring points and some surprising names in the Top Ten finishing order.



— Richard Spedding took the FTD Award Series title  
(Chris Dicken Photos)

The first round of the series featured several British Hillclimb Championship contenders and one of these, Trevor Willis, set FTD finishing ahead of Richard Spedding, Alex Summers, Will Hall and Harry Pick.

Round 2 saw Wallace Menzies set FTD with Richard Spedding again second and Lee Griffiths third. The Series lead was taken by Richard Spedding whilst Lee Griffiths moved to second ahead of Trevor Willis. Round 3 the following day again saw Wallace Menzies set FTD with Sean Gould second and Richard Spedding third. In the Series Richard Spedding retained his lead whilst Menzies moved up to second and Sean Gould was third. For the rest of the season neither Menzies nor Gould would take part in any more rounds.



- John Prickett took an excellent 2nd place (AMM Photography)

Round 4 and it was Robbie Birrell who set FTD, his first ever, with Rob Spedding second and John Prickett third. Overall, Richard Spedding still led from Menzies and Gould with John Prickett up to fourth. Round 5 started off wet and then there were occasional showers. Meanwhile, Richard Spedding was back and cruised to FTD with Johnathen Varley second and Kelvin Broad third. Overall, Richard Spedding further extended his lead from Menzies with Prickett up to third.

Early in August Round 6 on the Saturday saw David Tatham back and taking FTD with Prickett second and Bob Bellerby third. The overall placings saw Richard Spedding still leading but Prickett had cut the lead in second whilst Menzies was still third! On the Sunday Round 7 saw Steve Owen set FTD with David Tatham second and Mark Lawrence third in an OMS 1-2-3 whilst in the overall standings Prickett again closed the gap to Richard Spedding as Bob Bellerby slipped into third. The August Bank Holiday meeting saw Round 8 and FTD went to a returning Richard Spedding with Robbie Birrell second and John Prickett third. Both David Tatham and Robbie Birrell were sidelined when they shunted their cars at Clark's and Farmhouse respectively. In the overall places Richard Spedding had extended his lead as Prickett and Bellerby held station in second and third.



- David Tatham placed 3rd in his pretty little OMS Hornet (AMM Photography)

The final week-end saw the championship come to the boil. Round 9 on Saturday saw Morgan Jenkins take FTD with wife Amy third whilst David Tatham split the pair. Overall, John Prickett closed the gap to be joint leader with an absent Richard Spedding whilst another absentee, Bob Bellerby, remained third. Round 10 on Sunday would be the decider and Richard Spedding was back with a win and he scooped up the championship in the process. Steve Owen was second fastest and David Tatham third.

Richard Spedding's six events netted him 3 FTDs and 3 'podiums' making him a worthy champion. John Prickett's consistent form was the key to his second place whilst David Tatham's third place was down to missing the first five rounds. Bob Bellerby's fourth place was again down to consistency but a couple of missed rounds cost him dear. Robbie Birrell, in his first season in a single seater, finished fifth and it was his untimely end to the season that saw him fall back as he missed the final double header in September. Robin Wood's first half of the season only garnered one point but his sudden burst of pace in the later rounds saw him move up to sixth. Steve Owen's three visits were good enough to outscore Wallace Menzies for seventh whilst Sean Gould's two rounds slotted him into ninth. Tenth spot was a three way tie as John Hoyle's pace on the final weekend saw him equal the points tally of Andy Hill and Mark Lawrence.



— Rob Spedding in his trusty Vector only narrowly missed out on a Top Ten placing (Phill Andrews Photography)

**The 2021 series' reviews were penned by Steve Wilkinson**

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### TAILPIECE



- After sitting in the queue for about 95 minutes, Jeremy began to regret noticing the social media posting that alerted him to a local filling station whose E10 was fractionally less than £1.40 a litre (Image by Phill Andrews Photography)

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