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[About](#)

[Contact us](#)

[Archive](#)

[Photo Galleries](#)

[2022 Event and Driving Academy Dates](#)

Issue 36 May 2022

Issue 36 May 2022

- 2 Notes from the Editor
- 3 Spring National Hillclimb 10th April 2022
- 4 Harewood Open Hillclimb 7th May
- 5 May British Championship Hillclimb 7th/8th May 2022
- 6 Contributors
- 7 Tailpiece

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Pages: 1 2 3 4 5 6 7

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BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine



[About](#)

[Contact us](#)

[Archive](#)

[Photo Galleries](#)

[2022 Event and Driving Academy Dates](#)

Issue 36 May 2022

Issue 36 May 2022

NOTES FROM THE EDITOR

So with three events under our collective belt, the season is well and truly underway. And what an amazing spectacle the May British Championship meeting provided! A decent number of spectators and breath-taking action as the hill record tumbled time and again. No wonder Wallace Menzies was treated to a round of applause when he stopped the clock sub-47 seconds!

As you'll see, we don't have any photos to accompany Steve Wilkinson's great event report for the Open event on 7th May, neither do we have any from our usual photographers for 8th May; sadly the 'Covid Curse' is still with us. However, thanks to Paul Lawrence and his 12 year-old son Ben, we do have some excellent images for the latter event.

And there's still so much more of the season to look forward to!

ADDITIONAL EVENT

There will be an additional event at Harewood on the 28th August, the HAREWOOD CELEBRATION

HILLCLIMB. This year, 2022, is a milestone in the history of the BARC Yorkshire Centre, this being 100 years of the Centre and 60 years of Harewood Hillclimb. To mark this the Committee are organising a special event, watch this space for more details.

Pages: [1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#)

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BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine



[About](#)

[Contact us](#)

[Archive](#)

[Photo Galleries](#)

[2022 Event and Driving Academy Dates](#)

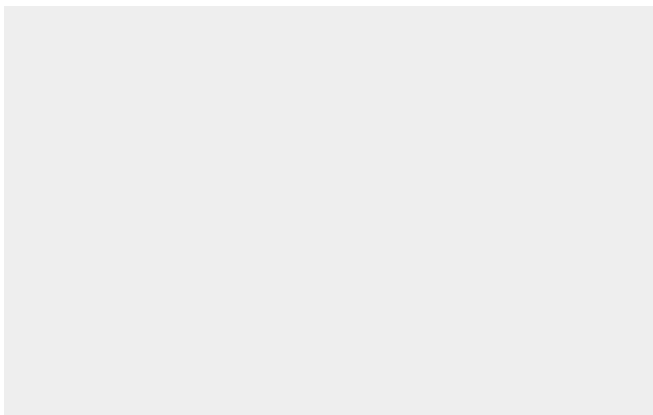
Issue 36 May 2022

Issue 36 May 2022

SPRING NATIONAL HILLCLIMB 10th APRIL 2022

Ryder gallops to victory

Spring National Hillclimb Sunday 10th April 2022The opening round of the 2022 Harewood Championship took place in typical spring weather – chilly, sunny with occasional cloud. 120 drivers were all ready for action after the winter break including a fair proportion of Harewood debutantes. Practice saw a lot of action for the marshals as the track was certainly “green” and lock-ups, spins and off-track sorties were numerous.



After the lunch break, we were straight into the timed runs of which there would be four. The guest championship was for MG Car Club members and in the three classes it was the usual suspects who took the plaudits. In 15A David Coulthard and Helen Waddington took a 1-2 in their shared ZR 160 well clear of a couple of MGFs and a ZS180. In 15B



— Dave Morris took 2nd in Class 15B in his splendid TC (Phill Andrews Photography)

Paul Drake cruised to victory ahead of Dave Morris in the TC with Richard Watkinson's B GT a hundredth adrift in third. In 15C Rob Armstrong took a solo win in his Midget.

Into the Harewood Championship classes and in 1A David Taylor led throughout setting his best time on the fourth run, Laura Houseman was second in her VW Lupo lowering her PB twice in the process. In 1B former Harewood Champion Deryck Jones dominated whilst David Marshall made it a 205 1-2. Third went to Tony Pickering in his Clio with Shane Jowett in the Civic fourth. In 1C reigning



— Here comes Deryck Jones on his way to winning 1B (Phill Andrews Photography)

Harewood Hillclimb Champion Adam



— Adam Riley looks like he's carrying on where he left off last season! (Phill Andrews Photography)

Riley, whose Honda S2000 is now supercharged, led throughout. Glen Shaw was second in his 350Z with Josh Carr, in the indecently rapid VW Polo, third. Terry Deere was fourth ahead of former class record holder Kieran O'Brien who seemed to be suffering from a loss of grip. Karl Jackson was back in a turbocharged Honda S2000 and was fifth ahead of Peter Herbert, Andy Bateson et al. Class 1D went to Tony Booth in the Evo 6 RS Mitsubishi ahead of Jack and Andy Walker in their

shared Impreza. Class 1F, the catch-all for Road-going cars on unlisted rubber, saw Harewood regular Graeme Gilles win in the Fiat with Mark Leybourne and Steven Nichol in their shared Saxo 1400 second and third as Stuart Hodkin in his BMW 2002 Tii was fourth.

The four Road-going Sports Car classes were next and in 2A Tim Kerr, after a navigational delay in first practice, recovered to take the win despite immense pressure from Daniel Hollis in a Caterham 1-2. Michael Bellerby was third after only completing two timed runs. In 2B there was a ding-dong battle between Derek Leetham and Alex Miles. Leetham led initially but on his second run Miles grabbed the lead; despite his best efforts Leetham just failed to grab it back. John Sharples took a solo win in his Kawasaki powered Locost in 2D whilst in 2E David Leach held Andy Platt in the Exige at bay – Platt back at Harewood after a long absence.



— Michael Bellerby, 3rd in Class 2A (Phill Andrews Photography)

Into Mod Prod and 3A was dominated by Minis of various types. Paul Talbot led throughout in his 1275 GT Clubman despite the occasional Sat Nav failure! Jonathan



— Ivan Russell in his Anglia 105E starred in Class 3B (JCB Photography)

North held second throughout as Paul Bewsher was the best of the rest. It was nice to see Adam and Mark Forster back again now at the wheel of a supercharged one litre Mini Cooper S. In 3B Ivan Russell was also back in the Anglia and took the win with his first run time. David Sykes was second with Dean Maddock third whilst Gordon Riley, who had been quickest in practice, had turbo issues on his one and only timed run. In 3C Steven Darley

was guesting in Chris Berrisford's

Impreza and although he only took the one timed run won the class! Berrisford

just snatched second in a last run blitz as he relegated Andy Walker to third in his three-wheeling MGB V8 Roadster. Richard Spedding was fourth after a late switch to Haydn's E-type. In 3F there was another well fought battle between youth and experience as Matthew Vaughan first fought back from second and then held off the challenge from initial leader Bob Bellerby. In 3G we 'lost' Andrew Webber in his Lotus

Europa V8 after issues in practice which left Rob Pallett to cruise home for the win ahead of Michael Wilkinson in the Fury Spider. Sports Libres were thin on the ground, in 4A John Prickett led throughout in his Radical with the OMS of David MacFarlane second. In 4B there was a solo win for Rob Gretton as son Josh was absent.



— This is Andy Walker's fierce MGB V8, 3rd in Class 3C (JCB Photography)



— Rob Spedding was fastest Formula Ford (JCB Photography)

In the Racing Car classes the 1100s were well represented. Initially Robin and Antony Wood held the 1-2 then on the third run David Tatham slipped into the lead which he extended on his fourth ascent. The Woods remained in second and third whilst Emma Rayson closed in for fourth. In 5B we had just 4 entries and up-front Rob Spedding dominated. Sam Gumbley held second initially only for his father Paul to move in to second and then

hold that place to the end. Darren

Gumbley took a solo win in 5C whilst in 5D Lee Griffiths did the same. In 5E Matt Ryder put in two stunning times in his first competition runs in the semi-works Gould GR59J to annex the lead leaving Steve and Lynn Owen in second and third in their 'works' OMS. Ryder's time was good enough for FTD whilst

Griffiths and Gumbley filled out the FTD podium.

The Classics completed the day. In 6A Thomas Robinson took up where he left



— Thomas Robinson triumphed in Class 6A in his TVR 1600M (JCB Photography)



— Lee Griffiths set 2nd FTD in this OMS 28 (JCB Photography)

off in 2021 with a class win as Jim Johnstone faltered when his TR6 ground to a halt on the third timed run. Richard Derrick took third ahead of the usual suspects. There was just one runner in 6B, Jolyon Harrison in his Bentley Mk 6 Special, and he wafted up the hill to a solo win.

After a 'busy' morning due to the green track and lots of subsequent incidents,

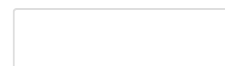
the afternoon ran relatively smoothly. Once again, the Orange Army performed well, responding to the many incidents in an exemplary manner and with the organisers they deserve all the plaudits for putting on a superb meeting.

Your reporter, Steve Wilkinson

Pages: [1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#)

BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine



[About](#)

[Contact us](#)

[Archive](#)

[Photo Galleries](#)

[2022 Event and Driving Academy Dates](#)

Issue 36 May 2022

Issue 36 May 2022

HAREWOOD OPEN HILLCLIMB 7th MAY 2022

Tatham Tops the Times

As I arrived at Harewood the first practice was about to get underway. On paper it looked like we were in for a hectic day, what with the Harewood Championship contenders, the Pirelli-Ferrari Challenge and the British Hillclimb Championship practice runs. Initially the track was very “green” and several people managed to slither and spin off, delaying proceedings. After lunch the timed runs for the Harewood contenders got underway whilst we still had the third and final practice for the BHC runners.

Kicking off the timed runs were the runners in Class 1A. David Taylor in his Mini led throughout whilst Mark Leybourne and Steve Nichol contested second which Leybourne snatched on his fourth run. Laura Houseman was fourth and Andrew Jeffery fifth. There was an abbreviated entry for 1B where David Marshall led throughout. Tony Pickering and Peter Siddle maintained second and third whilst Luke Downie just held off Shane Jowett’s challenge for fourth. In 1C Adam Riley, who had been oh-so-close to the record in April, went sub-63 for the first time on his initial attempt and then equaled the old record on his second. After his third run was slower, he opted out of his fourth. Kieran O’Brien held second throughout as he held off the indecently quick Polo of Josh Carr. Terry Deere took fourth

whilst Andy Bateson led home the usual suspects. Tony Booth then took a solo win in 1D before we moved into the Kit Car classes.

In 2A Daniel Hollis and Tim Kerr had a titanic battle for the win. Hollis just managed to keep Kerr at bay but his margin of victory was just 0.11. John Bransfield held third throughout but slowly closed in on the battling pair up-front whilst Philip just beat Josh in the Saxton battle for fourth. In 2B Richard Paterson led initially before Simon Medley recovered from his first run antics and led only for Paterson to retake the lead whilst Les Golding trailed home in third. The Fleshers made up class 2D and it was Jonathan who took the win with Dylan 0.4 in arrears in their shared Suzuki GSXR-powered Caterham. David Leach then took a solo win in his Elise but was really looking forward to his sortie into the BHC classes the following day.

Mod Prods were thin on the ground and in 3A Jonathan North took a solo win. In 3B Tracey Wise took the win with Gordon Riley second who set a new PB before his Starlet broke down again! In 3C Steve Darley and Damien Bradley were scheduled to do battle in their Subarus. Darley's Impreza however wasn't ready in time but Bradley sportingly offered a shared drive in the Legacy. On his first run Darley had a rotational delay as Bradley got to within 0.4 of his record. On the second runs Darley smashed Bradley's class record by over a second. Bradley managed to go inside his old record but had to settle for second. In 3F Andrew Steel held off Bob Bellerby with both drivers off their PB pace. In 3G Peter House thundered to the class win in his wonderful Aston Martin Vantage GT4 Rally whilst Rob Pallett struggled to match the Aston's pace in his Ginetta.

Just like the Mod Prods the Sports Libre classes were thin on the ground. In 4A John Prickett took a solo win in the Radical. In 4B the Gretton's Talbot Sunbeam was the sole entry. Rob led initially only for Josh to snatch the lead on the third runs. On the fourth and final runs Rob snatched the win as Josh couldn't improve on his earlier pace.

Into the Racing car classes and in the 1100 class the first runs were all-important. David Tatham set the pace in his OMS Hornet whilst Robin and Antony Wood were second and third in their Force PT. Tatham and Robin Wood both spun on their second runs but none of them could improve on those first run times, leaving Tatham to take FTD.

In the Pre 1994 Formula Ford 1600 class Rob Spedding dominated in the Vector. Andrew Abbey was initially second in the Jamun but on the second runs he was pushed down to third by James Harris in the Van Diemen. Harris kept setting PBs as he closed the gap to Spedding as he maintained second place. Andrew Abbey held third ahead of his brother Richard whilst Paul Harris, James's father, took fifth ahead of the Gumbleys in their Swift.

With no more racing cars it was the Classics next on-track. In 6A Thomas Robinson set a new PB on his first run which would be the class winning time. Richard Derrick held onto second place

throughout the four runs whilst Jim Johnstone had resolved the issues that dogged him in April and was third ahead of Richard Jones in the Sebring Sprite and John MacKenzie in his Ford Cortina Mk 1. In 6C we had one car with two drivers. The car was the Tiga SF83 which started life as a Formula Ford 2000 but which has been hillclimbed for several decades with a 1.6 Peugeot engine in the back. Initially Joe Mackrell led before Robin Johnson took the lead on run number two. On the third run Mackrell was back in front and held onto the lead to the end.

The final class was for the Pirelli-Ferraris and up front initially was the reigning champion, David Snelson. However, on the third timed run Steve Thompson, in his first season of motorsport in his 488 GTB, grabbed the lead. Snelson couldn't get back in front so had to bring his F430 home in second. John Kennedy cruised home in a comfortable third in his 360 Modena with Mark Wibberley in the 360 Spider fourth ahead of Brain Jackson's Fly Yellow 308 GTB.

In the British Hillclimb paddock we "lost" the Coopers as both Olivia and husband Liam fell foul of a negative Covid test earlier in the week. On track Trevor Willis lost it approaching Orchard and spun off clipping a fence post that damaged the nosecone and front left suspension. The original nosecone, which sported a couple of repairs, was pressed into action whilst spares for the OMS suspension were on-hand and fitted ready for Sunday. As in July last year Wallace Menzies was inside his outright hill record and with several other drivers "knocking on the door" everything looked set fair for the battle ahead. Once again, on a busy day the marshals, recovery team and Rescue Unit performed in an exemplary manner whilst the organizing team keep things rolling.

From the pen of Steve Wilkinson

Pages: [1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#)

BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine



[About](#)

[Contact us](#)

[Archive](#)

[Photo Galleries](#)

[2022 Event and Driving Academy Dates](#)

Issue 36 May 2022

Issue 36 May 2022

MAY BRITISH CHAMPIONSHIP HILLCLIMB 7th/8th MAY 2022

Menzies maximizes his points haul in record time

With a slightly smaller than expected entry, possibly due to a clashing Midland Championship Meeting at Shelsley Walsh, the entire field were given two practice runs to start the day. This certainly helped the handful of runners who had had issues on Saturday. Prior to lunch we also had the first of three timed runs for the two “support classes”.



— Jim Johnstone was 5th in the class for BARC

BARC Yorkshire Members kicked off the class runs and up front was James Harris in the FF1600 Van Diemen and he was also quickest in each of the after-lunch class runs. Peter Vincent in his VX220 was second throughout whilst Paul Harris was third and Shane Jowett fought back to take fourth just ahead of Jim Johnstone. In the Ferrari class, battle was rejoined from Saturday and Steve Thompson again beat David

Snelson and John Kennedy with Thompson just failing to set a new class record in the process.

First Timed Runs

Kicking proceedings off after lunch were the Road-going classes. In A1 Robert Marwood in the Clio set a new class record with Harewood's David Leach second in his Elise ahead of Jonathan Langmead (Elise) and James Hudson (Golf). In A2 Phil James

led home Peter Herbert in a Porsche 1-2. In B Dylan Flesher set a new PB as he led home Robbie Birrell in his Exige while John Pick was third in the AMS Murtaya. In C1 Eric Morrey was running solo under no pressure. Into C3 and up front it was the Subaru battle from Saturday rejoined. Straight away Bradley clipped over a second off Darley's class record set in the "Yellow Peril" Impreza. Darley then clipped 0.45 off Bradley's record to take the lead.



— Eric Morrey was sole runner in C1 (Paul Lawrence)

Behind the two pals in the Legacy, it was Roger Moran returning to Harewood, one of the former champion's favourite venues, at the wheel of his rally-spec Skoda Fabia. Fourth went to Jonathan Williamson in the Porsche with Haydn Spedding less than a second adrift in



— Allan McDonald was second in the class for big Sports Libre cars (Ben Lawrence)

his E-Type. Into Class D and it was Simon Jenks in the Caterham Seven who cruised into the lead ahead of Bob Bellerby in the Sylva Riot. There was just the one Sports Libre class for cars over two litres. Simon Bainbridge rumbled into the lead in the SBR Crono V8 with Allan McDonald in the spaceframe Mini Evo Mitsubishi second. Third and fourth were Robert and Bob Penrose in their Chevrolet powered Pilbeam MP92.

Into the Racing Car classes and first was Class I for the 1100s. Early runner Richard Summers led in the spaceframe DJ Firehawk with David Tatham in the OMS Hornet second and Debbie Summers in the Firehawk third. Class J1 for the FF1600s was next and up-front Rob Spedding led in the Vector with Sarah Bosworth second in her Van Diemen and David Finlay third in his Reynard. J2 was next and up-front Richard

Spedding was setting the pace as he led home David and Allan Warburton with Darren Gumbley fourth. In K1 Lee Griffiths broke the class record en route to the lead whilst Eynon Price and Jonathan Varley finished second and third ahead of Ian Tucker. Ben Stephenson was the solo runner in K2 with his supercharged Empire Evo 2.



— Johnathen Varley was 3rd in Class K1 in his GWR Predator (Paul Lawrence)

The cars over two litres in Class L were capable of threatening the hill record which stood at 47.81. However, first to break a record was Nicola Menzies who clipped a few hundredths off her Ladies' Record. Scott Moran then not only broke the class record but reset the hill record with a 47.66. Two cars later and Wallace Menzies regained both the class and hill records with a 47.53. Third was Alex Summers and Matt Ryder was fourth.

In the first of the Classic classes, it was Les Procter who just held off John MacKenzie to hold the lead in Class M whilst in Class N Joe Mackrell set a new PB en route to top spot ahead of co-driver Robin Johnson in the latter's Tiga SF83.

First Top 12 Run-Off

Two shared cars had qualified for the run-off so the second drivers were first to the startline. Allan Warburton in the Gould GR59 was first and his splits would prove to be the slowest and he would end up twelfth after being 0.44 off his Q-time. Will Hall was next and he also just failed to beat his Q-time setting a 48.94. Next up was the ex-rallyist Eynon Price in the Force TA. Initially he was quicker than Hall but as he hit the straights, he fell back posting a 51.12. Lee Griffiths was next and he too started to fall back as he exited Chippy's and as he crossed the line he split Price and Warburton. David Warburton was next and he had admitted to me earlier in the day that he would be scrapping for the scraps when it came to points. Initially David was behind Price but by Country he was the first to break the 20 second barrier. He dropped behind Hall at the Farmhouse Out split and maintained that

gap to the finish. Dave Uren then came to the line. The Gould GR55B is getting a bit long-in-the-tooth but is still quick when it gets onto the straights. Uren posted the slowest launch (2.30 for the first 64 feet) but by the split at The Esses he was quickest! It was only at Orchard that Uren dropped behind Hall but he kept his foot planted keeping ahead of David Warburton at the finish. At the halfway point Will Hall led with a 48.94 with Uren second and David Warburton third.

Richard Spedding was next on the hill. His launch was quick (2.05) and at The Esses he was sub-9 seconds. Still fastest at Country and sub 30 at the approach to Orchard. Spedding was still quickest at Farmhouse Out but lost out on the run up to Quarry slotting into second at this point behind Hall. Next it was Trevor Willis and all the marshals took one step back! The OMS shot off the line and by The Esses he was quickest with an 8.85. At Country he was neck-and-neck with Spedding but had dropped back by Farmhouse Out. However, as Trevor swept round Quarry, he had



— Matt Ryder drove his Gould GR59J to 3rd in Class L, Run-off 1 and Run-off 2 (Paul Lawrence)

passed both Spedding and Hall to take the lead. Then it was Matt Ryder, who back in April set FTD in his first event at Harewood in the GR59J. Off the line and down to The Esses Ryder equalled Spedding. By Country he was quickest and he remained quickest all the way to Quarry where he crossed the line in 47.39 and a new Outright Hill Record. Alex Summers then came to the start. He posted the first sub-2 second launch and was quickest all the way to Farmhouse Out yet on the run to Quarry the Firestorm failed to capitalize and he

dropped behind Ryder into second. The penultimate driver, Scott Moran, set off quicker than I have seen him manage at Harewood in the past. By Orchard he was up on all the previous runners. By Farmhouse Out he was three tenths up and as he crossed the finish at Quarry, he posted a 47.05 not only going into the lead but also grabbing the Outright Hill Record. Then it was all down to Wallace Menzies. The reigning champion had a quick launch but he was still down at The Esses. By Country he was up on Scott Moran and at Farmhouse Out he was the first to go sub-40. As he swept round Quarry the crowd held their collective breath and the clocks stopped at 47.00, yet another Outright Hill Record – Wallace had responded to the challenge in style.

Second Timed Runs

As the crowd tried to come to terms with the first of our Top 12 Run-offs and the prospect of maybe, just maybe, a sub-47 second run it was time for the second set of runs for the BHC field. In Class A1

Robert Marwood lowered his class record but

Harewood's own David Leach was on a flyer and set a new PB and grabbed the class record with a 64.35. In Class A2 Phil James again was quicker than Peter Herbert in the Porsche battle. In Class B Robbie Birrell slipped through into the class lead finishing ahead of Dylan and Jonathan Flesher. Eric Morrey again cruised to the top to take the solo win in Class C1. In C3 none of the leading drivers improved on the second runs so it remained Darley, Bradley and Moran 1-2-3. In Class D, despite Bellerby and Jenks both improving, the positions remained the same with Jenks winning by 2.5 seconds. In Class F for Sports Libres only Bob Penrose improved on his first run time leaving Simon Bainbridge in the lead from Allan McDonald and Robert Penrose.



— Peter Herbert was narrowly beaten by Phil James in Class A2 (Paul Lawrence)

Into the Racing Car classes and in Class I Robin Wood elevated himself up the order but most people failed to improve until suddenly Debbie Summers popped in a cracking new PB to snatch the class win from David Tatham with Richard Summers in third. In class J1 everyone improved on their second runs and although Rob Spedding and Sarah Bosworth remained 1-2, it was Alex Coles who leapt up the order into third after his first run "detour". In class J2 neither Spedding or the Warburtons improved on their first run times but they still took 1-2-3 as Andy Greenen had his second run time disallowed for track limits. In class K1 Lee Griffiths reset his class record whilst Eynon



— Nicola Menzies set a new Ladies' Record (Ben Lawrence)

Price closed the gap to Griffiths as the other three runners failed to improve. Ben Stephenson also failed to improve on his second run but still had the solo win. Suddenly we were back with the over two litres Class L cars. Nicola Menzies reset the Ladies Record taking exactly a second off over the two runs. Only three drivers failed to improve but the rest all did. On these second runs Wallace Menzies was again the best with Matt Ryder second, Alex Summers

third and Scott Moran fourth. In the Classic classes all four drivers failed to improve so the order in both remained the same with Les Procter and Joe Mackrell taking the class wins. So, we were now ready for the second Top 12 Run-off and the anticipation for the first ever sub-47 second run was palpable.

Second Top 12 Run-off

For our second stanza of the day we had no dual-driven cars so once underway the run-off should whizz by. First to the line was Darren Gumbley in his Force TA who set a new PB in qualifying. His pace down to Chippy's was excellent although as with most 1600s he lost out on the straight bits, and despite setting a new PB his 51.66 looked liable to leave him out of the points. Jack Cottrill then rolled his Dallara onto the start line. A sluggish start and run down to The Esses saw him pick up the pace out of Chippy's and a 50.63 was the first time he had gone sub-51. Eynon Price was next in another Force TA and his start was a rapid 2.01, which wouldn't be bettered! He was well up on the clock to Country but started to slip away and ended up a couple of tenths shy of Darren Gumbley. Next it was Lee Griffiths and the OMS driver was on top form having broken his own class record to qualify. By Country Corner Lee was quickest so far and was still fastest at Farmhouse Out. However, by the finish he had slipped behind Cottrill but did record a new PB with 50.71. Next it was David Warburton; the Gould GR59 was slow off the line but by Country he was second fastest and he remained so until a final lunge round Quarry took him ahead of Cottrill and the rest. Richard Spedding then brought the Raptor to the start and was rapidly into his stride and was the first in this run-off to go sub-20 to Country Corner. He maintained his advantage to the finish setting his best time of the day with a 48.98.

Dave Uren was next and as he left the line the excess weight of the GR55B told with a

relatively slow start. He started to pick up the pace as he continued to close the gap on Spedding. At Farmhouse Out he moved ahead and a charge up to Quarry saw him take the lead by two tenths. Trevor Willis was next and he was swiftly away from the line. At The Esses split he was the first to go sub-9 seconds, he was still ahead of Spedding et al at Country and all the way to the finish, taking the lead with 48.02. Scott Moran was next and the former champion was off his earlier pace at the



— Trevor Willis was another 'Mr Consistency' – 5th in Class L and in both Run-offs (Paul Lawrence)

lower part of the hill but by Orchard he was in the lead and was the first to go sub-48 in this run-off. Alex Summers was next and his start was stunning, matching Eynon Price's time. On this run Alex didn't seem to falter and he maintained his pace setting the best splits all the way to Quarry where he stopped the clocks at 47.15, a new PB – would it be good enough for the win? Matt Ryder then rolled the Gould GR59J to the line and prepared to attack the course. Off the line he was a tad slower than in the first run-off but by Country he was faster but still behind Summers.



— What a performance! Wallace Menzies took top spot in Class L, both Run-offs and set a new sub-47 sec hill record (Ben Lawrence)

Despite setting a new PB Ryder slotted into second just 0.04 away from Alex Summers' time. The fastest qualifier and hill record holder Wallace Menzies was next. Could he post the first-ever sub-47 second run? As he lowered his visor the challenge was accepted. His launch was not the quickest but it was quicker than his hill record run. Wallace maintained that advantage all the way up the hill and as he glided round Quarry the clocks stopped at a stunning 46.86 to set the new Outright Hill Record.

It was the perfect day for Wallace Menzies, two Top 12 victories with two extra points for breaking the hill record. A new class record and he would leave Harewood in the lead of the hillclimb championship – the Scot was already looking unbeatable.

Motorsport UK Chairman Dave Richards had arrived by helicopter just in time for the second run-off and presented the prizes at the end of the day. He couldn't have picked a better organized or better run event for his trip Up North. Meanwhile the marshals once again performed perfectly and deserve all the credit along with the Clerks and Course Controllers for the wonderful spectacle we all thoroughly enjoyed. Surely this event could be in line for the Norrie Galbraith Trophy at season's end?

Report by Steve Wilkinson

BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine



[About](#)

[Contact us](#)

[Archive](#)

[Photo Galleries](#)

[2022 Event and Driving Academy Dates](#)

Issue 36 May 2022

Issue 36 May 2022

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Pages: [1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#)

BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine



[About](#)

[Contact us](#)

[Archive](#)

[Photo Galleries](#)

[2022 Event and Driving Academy Dates](#)

Issue 36 May 2022

Issue 36 May 2022

TAILPIECE



— “What’s that? No, I’m not too fazed by the entry fees; it’s the cost of the petrol for six runs up the hill that’s crippling me!” (Photo by Phill Andrews Photography)

Pages: [1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#)

