



YORKSHIRE CENTRE TIMES



BARC

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CHAIRMAN'S LETTER

Dear Member

I am sorry I missed the final round of the Championship on the Sunday. Having entered the Anniversary Meeting on the Saturday, I had to fly off on holiday the next day, but I believe it was a great day and my hearty congratulations to Peter Herbert on his win.

My thanks to all the marshals, sponsors, competitors and organisers who have made it another great year at Harewood. It is very gratifying for me to see how far Harewood has travelled on the road back to its heyday and it is a great credit to you all for helping in this. Please help us to keep it going next year.

One of the pleasing aspects of the 35th Anniversary Meeting was the opening by Arnold Burton of Burton Wood. As Richard Jackson said, on behalf of Harewood Hill Ltd and I was able to concur on behalf of the Centre, Arnold has been a massive supporter of Harewood over all 35 years and it is a very fitting way to recognise this effort. Thank you Arnold.

Another pleasing aspect was to see Tony Lanfranchi entered, who was FTD at that first meeting all 35 years ago, and a number of other originals had made the effort.

In conclusion, we have a great Dinner Dance planned - please be there.

Regards
Simon

LOST!!

Does anyone know the whereabouts of a film called 'Club Activities of the BARC 1960' or something similar? If so, please contact the Editor.

Articles for the next edition of the Times please to the Editor by 20th December 1997

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EDITORIAL

Congratulations to our Yorkshire Auto Trader Harewood Champion Peter Herbert and to all other competitors, officials and marshals who have won awards this year. I hope to see you all at our 75th Anniversary Dinner and Dance on 22nd November.

In the last two or three years, massive improvements have been made at Harewood and the general ambience has vastly improved. One could say the 'fun' factor has returned - long may it remain. The new enlarged paddock has been welcomed by all competitors, the newly resurfaced roads, from the main road entrance gate and inside the paddock are a vast improvement. The new link road behind the barn has speeded up meetings considerably and means that red flagged drivers can immediately return to the start without the journey up the hill and joining a long queue, a quantum leap for all competitors.

The new paddock rail, with seats along the top, has meant that spectators have a more comfortable time at Harewood, and the general look of the venue has been greatly improved by the introduction of new trees in the area known as Burton Wood.

The Portacabins will no longer be with us but a moveable replacement Paddock Office is being sought, and further re-surfacing work will probably take place in the top paddock during the winter. Let's hope that funds allow for a D-road to be placed in the original grass paddock as this facility will be greatly appreciated by many competitors.

The only weak link in the Club's present format, is the lack of a Club Night. If someone would like to arrange a gathering, (preferably close to Motorways etc for ease of access), no doubt the committee would be pleased to hear from them.

Our only opportunity for competitors to socialise, other than the Annual Dinner, is the Speed Events Forum on Sunday 2nd November when club members can have an informal chat both prior to and after the Forum.

Forum and Dinner details inside the 'Times'.
Pat

THE FULL MONTY

Peter Herbert

With a display of elegance and poise, the like of which Darcy Bussel would have been proud, newly crowned British Sprint Champion Roger Kilty returned to his home hill to set a 53.97s FTD and add the Montague Burton Trophy to his bulging Boroughbridge trophy cabinet. That the Cosworth DFR propelled Pilbeam MP47, no longer the last word in speed event kit, was virtually within two seconds of Andy Priaulx's course record, confirms Roger's belief that top line sprinting is by no means an indulgence for old guys in quick cars with a bob or two in their pockets.

A sad absence of seriously powerful single seaters, added to by the retirement of Alan Newton's MP58 with transmission problems, allowed an inspired Mark Lawrence to break the record he set just a month earlier, and snatch second FTD in his 1100cc Kawasaki engined OMS with a determined 56.67s climb. Boy wonder Jamie Hylton was less than a second behind to set third FTD, extensive chassis development by the venerable Staniforth putting the 1600 BDA powered Malan very much onto the pace.

Michael Fish, in forecasting dry and sunny conditions, was at least partly correct. The day was dry but the sun non-started, leaving a cool track surface beneath an overcast sky.

That the event was vastly oversubscribed is an indication both of the number of championships towards which it counted, and a welcome resurgence in popularity for Stockton Farm. But it meant a number of hill regulars were consigned to the subs bench, including reigning Harewood Champion Dennis Crompton, rising Touring Car star Jonathan Mounsey and rapid Jedi pilote Dave Kitching. Also spotted spectating were Lola sprinter John Garnett, Caterham flat earther Steve Liptrott and Mini devotee Carl Austin who, rumour has it, covered the quarter mile in 13.5 seconds at Santa Pod recently. So there is a use for a Cooper S that won't corner after all!

Prancing horses were first to hit the hallowed hill, and our plucky chairman, the Cattal Alberto Ascari saw off a bunch of southerners to the tune of 0.64s in his trusty 328GTS. Richard Allen's Maldon based 308GTB ran Simon Clark closest, with Billericay's Geoff Dark third in a similar car, just 0.13s ahead of Huddersfield Ferraristi Chris England's 308GTS.

A labyrinth of tyre squealing Triple C series contenders now followed and it was the twitchy

RS2000 of Jon Miles that headed the merged smaller Road Going Production classes, 1.21s quicker than Andrew Webber's Elan Plus 2. Keith Lay's RS2000 was within 0.07s of the Lotus with Simon Miles, sharing the winning Escort, only 0.05s adrift of Lay. Close stuff.

The over 2 litre division fell to Mike Shepherd-Smith, the V8 powered Ginetta G33 4.38s quicker than John Milligan's Scimitar GTE.

Standard Saloon and Sports Cars 1400cc - 2000cc followed, and it was no surprise to see Andrew Barrett's familiar black Elan topping the times. David Marshall's Peugeot 205GTi was 2 seconds behind, with the similar car of Roy Nicholls third.

Nidd Vale Motors supremo Richard Jackson was well in control of a merged Triumph TR Cars and over 2 litre Standard Saloon and Sports Car class, his Porsche 911 Turbo 3.78s clear of Steve Muir's Sierra Cosworth. David Balderson brought his TVR S1 in third.

A set of new Avons transformed Tim Wilson's Caterham Seven to such effect that his 63.68s winning climb in the up to 1700cc Road Modified Kit, Replica and Spaceframed Cars class was faster than that achieved on slicks the previous season. John Butterworth's Seven was no less than 4.29s slower, whilst in his slipstream the Westfields of Martin Walker and Triple C columnist Steve Bennett were but 0.03s apart.

Reigning Triple C Champion Trevor Willis was made to work hard in the over 1700cc class, the Westfield being only 0.24s up on former Pilbeam MP22 peddler Malcolm Dungworth in the Dax Rush. Tom Green's V8 Westfield settled for third.

Next to scale the sinuous slopes was a merged 2 litre Touring and Marque confrontation, and to the delight of the crowd, the Nutter was back. Balancing his white Escort on the very edge of disaster, the jolly joiner set a pace too hot for regular front runners Bobby Fryers and Keith Wilford, Clio and Europa just 0.07s apart but half a second down on Paul.

Expensive Subaru spares shopping saw Settle Son of the Soil Richard Hargreaves (say that without your teeth in) put his Impreza Turbo back on winning form, 0.79s up on the now V8 powered MGB of Claude Spencer. Brian Jackson pushed his glorious F355 Challenge spec Ferrari to within 0.03s of the bold Claude, whilst a private Porsche battle between the 911's of the tanned Malcolm Pinder and Brian Stone went the way of the Liversedge former Mini racer.

Interestingly, or perhaps not, the senior member of the Pinder hillclimbing dynasty had a mid sixties Harewood programme about his person, the pages of which were graced by such legendary names as Kaye, Mountain, Staniforth and Stross. A number of drivers cited their hometown as Windermere, including one P Varley, so it must have been a tax haven in those days.

Tony Metcalf was the fastest Formula Fordster, his winning climb occupying just 0.12s less of his afternoon than Andrew Henson's best effort. David Sturdy was third by 0.33s, with Peter Hawkey's Reynard preventing total Van Diemen domination in fourth place. Jeff Norton's RF86 and Jerry Paterson's Sparton followed, and this month's fascinating driver fact is that CART Indy Car President Andrew Craig is Jerry's cousin.

Cruising the curvaceous course next was the first of the RAC classes, Modified Production Cars up to 1400cc. Fresh from a week of grass cutting and Local Authority toilet door repairs, council workman Peter Herbert put the Westfield within half a second of its July record to shake off Matthew Pinder's committed charge in his MG Metro by a 2.78s margin. Lawrence Bond's well driven Nova was third, 2.48s astern of the ex Peter Baldwin circuit racer.



Roger Kilty

Photo: Angus Anderson

Midland Hillclimb Champion Clive Kenrick returned to Harewood as promised to avenge his July defeat and take Tom New's 2 litre class record. But lower track temperatures were not in the Caterham BDG's favour, and a half spin at Orchard did little to help the Welsh garagiste. Yet the trip north was rewarded by a 0.42s win, his closest

challenger Peter Hamilton just failing to break the magic minute in the smaller BDA engined Seven. David Spaul also set a personal best time, the big pushrod powered Westfield 0.64s behind Peter.

Jaguars ruled the unlimited class which was merged with the big Sports Libres and it was Haydn Spedding's fine E Type to the fore, 1.84s in front of John Green's coupe version. Jeremy Cunningham joined them on the podium, his Scimitar GT a mere 0.05s slower than the man from Malton.

At this point in the proceedings an ambulance shot down the hill, lights flashing and everyone feared the worst. But it soon became known that a battery had been dropped on a marshal's foot - from his watch (just kidding).

Despite a character building day that included a flying stone releasing his nose section - and spinning his ears round (only joking again), Geoff Peters' single run was good enough for victory in the 1400cc Sports Libre division, his home brewed GPC almost two seconds clear of Peter Green's Centaur. Les Procter continued to come to terms with his pretty OMS a further second adrift.

Guernseyman Geoff Guille was always in charge of the 2 litre class in the Mallock, despite an inspired sabotage attempt by Jon Waggitt whose own Mallock laid an oil slick through Farmhouse

Bend. The two finished 2.38s apart, with former Mini ace Ben Butterfield enjoying an outing in Les Procter's beautiful Westfield Eleven in third place. This was Ben's first taste of rear wheel drive and he loved it, and now awaits delivery of an OMS Kawasaki.

And whilst on the subject of Steve Owen's creations, OMS drivers dominated the 1100cc Racing Cars class with Mark Lawrence setting the only new record of the day, a quarter of a second within his month old time, and Steve himself just 0.91s behind.

Nick Reeve kept the pair honest, his Megapin a further 0.37s back.

The 1600cc class belonged to Jamie Hylton and the Malan, the combination almost 3 seconds quicker than Mick Lancashire in the Argo. David Smith's Quest Terrapin followed at a one second distance.

Mike Smith was never headed in the 2 litre division, his Reynard 1.32s in front of Duncan Pierce's Ralt. Colin Wheeler claimed third place for the Delta, while fourth was ex Mini protagonist Neville Moon in the Reynard shared with wife Tina.

Finally, with the early demise of the Slaidburn Sultan of Speed, it remained for the Boroughbridge Baron of Balance to run alone in the unlimited class.

In the Yorkshire Auto Trader BARC Harewood Hillclimb Championship, Westfield mounted Peter Herbert has increased his lead, but could unseasonal weather and council gritting duties interfere with a final round victory? Keith Wilford's sinister black Europa still lurks in second place, but can the steel doctor cure the metal fatigue of its temperamental gear linkage. Peter Hamilton's Caterham is closing on the Lotus but will French holiday plans preclude a September charge? Nick Reeve is a close fourth with the Megapin, with Andrew Henson the leading Formula Fordster in his Van Diemen. But look out for Skipton timber tycoon Bobby Fryers, logging some good scores in the Nicholas Smith Clio Williams.

September promises a fine climax to the Harewood season, with a weekend of short then long course hill climbing. Autumn may be approaching, but the fun has just begun.

YORKSHIRE CENTRE 'TIMES' LITERARY REVUE

Peter Herbert

Living with Speed by Norman Burr

Funny old game, hillclimbing. We spend countless hours and thousands of pounds preparing racing cars, then drag them around the country to drive for perhaps a total of five minutes uphill against the clock. So why do we do it?

Despite title and author suggesting the confessions of a drug crazed relative of Ironside, this welcome new book may just help to explain a different kind of addiction for, quite simply, it is a celebration of speed hillclimbing.

Through 168 glossy pages, liberally punctuated by black and white and colour photographs, the writer chronicles the 1996 British Hillclimb Championship, and more specifically the fortunes of Roy T Lane, who was to win his fourth title that season. We travel with the national circus from Loton's Shropshire parkland at Easter to the upland braes of Doune in September, with the individual character and challenge of each venue vividly described. Roy Lane gives an account of how he tackles each course, while there is a series of illuminating features on individual drivers, cars and organisational personalities.

Our very own Settle Son of the Soil Richard Hargreaves is the subject of one such feature and several centre members are photographed in action including Messrs Kilty, Procter, Spedding, Stewart and Thomson.

A biography of RTL concludes the text, including his sporting career on two wheels and four, and six for that matter; his engineering background, thoughts on car preparation; and views on contemporary hillclimbing. Some of what Roy has to say is controversial, but perhaps we never really know what the wily Midlander is thinking.

Criticisms? Well, some of the black and white pictures could be a little sharper, and Roy Lane's tips on how to drive each hill could have done with some explanation as to how a split ratio gearbox works, otherwise "accelerate hard in second before changing down into third" will not make a lot of sense to many readers.

But, on balance the book is a success, capturing the atmosphere of the sport we all love. At £24.95 many diehard Yorkshiremen may have difficulty in finding the bottom of their pockets, but at half the price of a hillclimb entry fee, isn't it worth it if only to find out why we happily dole out such fees? Did I say happily? Sorry.

RESULTS

Cl	Name	Car	Time
10	Simon Clark	Ferrari	68.14
22+23	Jon Miles	RS2000	69.84
24	Mike Shep-Smith	Ginetta G33	69.39
2	Andrew Barrett	Elan	71.43
13+3	Richard Jackson	Porsche 911T	67.56
4	Tim Wilson	Caterham	63.68
5	Trevor Willis	Westfield	66.72
6+7	Paul Nutter	Escort	64.83
8	Richard Hargreaves	Impreza	65.31
9	Tony Metcalf	Van Diemen	62.82
A	Peter Herbert	Westfield	61.15
B	Clive Kenrick	Caterham	59.58
14+C+G	Haydn Spedding	E Type	65.94
E	Geoff Peters	GPC	61.76
F	Geoff Guille	Mallock	58.94
I	Mark Lawrence	OMS	56.67R
J	Jamie Hylton	Malan	57.49
K	Mike Smith	Reynard	57.68
L	Roger Kilty	Pilbeam	53.97
FTD	Roger Kilty	Pilbeam	53.97

**BARC YORKSHIRE CENTRE
ANNUAL SPEED EVENTS
FORUM
SUNDAY 2nd NOVEMBER 1997**

**OLD GOLF HOUSE HOTEL
OUTLANE, Nr HUDDERSFIELD
(Jn 23 of the M62)**

Prompt start at 10.00am

If you are unable to attend and have a point you wish to be discussed, please write to Chris Seaman at Seaman Photographer Ltd, 193 London Road, Sheffield S2 4LJ.

New Road Classes?

New Championship marking system?

New car mods?

Replacement classes for Marque and Touring?

Deletion of Class E in the RAC Championship classes!!

Improvements to the Harewood venue?

Annual short course event?

These items, and many more, will be on the agenda at the Annual Speed Events Forum, so as you can see, it is in your best interest to be present to make your views known as decisions taken may affect YOU!

If you do not attend you will only have yourself to blame if something is decided that you feel is either unfair or unwarranted.

As well as the seriousness of the business to be discussed, it is one of the few opportunities for a social gathering.

**OCTOBER COMMITTEE
MEETING NOTES**

Marshalling over the season was reviewed. We now have a hard core of regulars but we still need some more people. If every marshal brought one extra person with them, we wouldn't have a problem. Manning the course on Saturday is a major problem in view of all the extra demands on people's time at a weekend.

A short course meeting is to be held again on the Saturday of the September meeting. The content of the 1998 Regulations Book was discussed. A revised Championship marking system was approved.

It was agreed that the breakdown would be kept for another season and would be serviced over the winter. The installation of an electric winch is to be considered.

Improvements to the site over the close season were discussed but no final decision on what work was to be done, was agreed. There is to be a discussion on site on 24th October.

Graham Wride

CONGRATULATIONS

To Roger Kilty on becoming British Sprint Champion.

To David Grace on his 2nd place in the British Hillclimb Championship (on equal points with the winner).

To our chairman and his wife, Simon and Georgina on the news of an addition to the Clark family next year.

BARC Yorkshire Centre
75th Anniversary
Dinner Dance & Award Presentation
Saturday 22nd November 1997
De Vere Oulton Hall Hotel
Oulton, Nr Leeds

(1 mile from Jn 30 M62)

Tickets from Georgina Clark

'Inchmarlo', Cattal, York, North Yorkshire YO5 8EL Tel: 01423 358590

Tickets £25.00 each

**Hotel £70 Double and £60 single incl breakfast
and full use of all leisure facilities**

Hotel Tel No 0113 282 1000

YORKSHIRE AUTO TRADER BARC HAREWOOD HILL CLIMB CHAMPIONSHIP

			M'ch	May	June	July	Aug't	Sept	Low S	Total
1	Peter	Herbert	17.12	15.52	17.11	19.00	18.47	19.56	15.52	91.26
2	Keith	Wilford	18.16	15.91	14.79	17.38	16.62	17.94	14.79	86.01
3	Nick	Reeve	15.44	15.59	15.62	16.00	17.44	17.02	15.44	81.67
4	Peter	Hamilton	16.49	14.96	16.01	16.98	17.10	0.00	0.00	81.54
5	David	Sturdy	15.38	15.07	0.00	17.00	16.41	16.34	0.00	80.20
6	Tony	Metcalf	16.13	14.04	0.00	16.70	16.86	16.26	0.00	79.99
7	Andrew	Henson	15.61	14.94	14.89	16.57	16.74	15.61	14.89	79.47
8	Dave	Kitching	15.16	14.51	14.95	16.48	0.00	17.28	0.00	78.38
9	Bobby	Fryers	16.07	13.43	15.55	16.53	16.31	0.00	0.00	77.89
10	Matthew	Pinder	14.56	14.02	15.36	15.79	15.69	15.46	14.02	76.86
11	Jeff	Norton	13.95	12.89	11.07	15.08	14.61	14.67	11.07	71.20
12	Jon	Waggitt	13.84	11.37	13.88	0.00	15.25	15.64	0.00	69.98
13	Bob	Prest	14.15	12.70	12.39	14.83	0.00	14.86	0.00	68.93
14	Peter	Hawkey	10.67	0.00	12.87	14.36	15.43	15.12	0.00	68.45
15	Geoff	Peters	10.77	13.11	13.34	0.00	15.44	14.90	0.00	67.56
16	Mike	Smith	11.46	11.54	12.27	13.40	14.50	13.37	11.46	65.08
17	Jonathan	Mounsey	11.42	13.22	12.94	13.15	0.00	13.55	0.00	64.28
18	Claude	Spencer	11.12	9.86	9.67	13.33	14.71	14.65	9.67	63.67
19	Steve	Gash	12.66	11.33	9.73	12.81	13.28	12.55	9.73	62.63
20	Ben	Butterfield	13.47	12.01	12.58	0.00	10.53	13.55	0.00	62.14
21	Duncan	Pierce	12.54	11.37	11.24	0.00	13.18	13.10	0.00	61.43
22	Colin	Wheeler	11.83	11.32	10.94	12.55	12.75	0.00	0.00	59.39
23	Allan	Staniforth	11.44	10.68	11.88	11.50	12.13	11.84	10.68	58.79
24	Haydn	Spedding	10.49	8.67	10.45	12.28	11.40	12.42	8.67	57.04
25	David	Spaul	0.00	0.00	10.71	13.46	16.46	15.64	0.00	56.27
26	Les	Procter	9.58	9.46	8.08	12.11	12.31	12.37	8.08	55.83
27	Malcolm	Pinder	9.86	10.12	0.00	10.59	11.44	10.25	0.00	52.26
28	Mike	Mullins	12.14	0.00	11.52	14.29	13.03	0.00	0.00	50.98
29	Dennis	Crompton	16.91	16.44	17.34	0.00	0.00	0.00	0.00	50.69
30	Joe	Ward	14.25	12.30	10.28	13.73	0.00	0.00	0.00	50.56
31	Lynn	Owen	0.00	9.02	0.00	13.23	12.11	12.03	0.00	46.39
32	John	Green	8.04	0.00	7.55	9.73	9.56	11.07	0.00	45.95
33	Martin	Baker	9.48	6.81	8.25	9.97	0.00	10.04	0.00	44.55
34	Andrew	Greaves	14.02	13.36	0.00	0.00	0.00	13.28	0.00	40.66
35	Richard	Hargreaves	0.00	13.33	11.82	0.00	14.10	0.00	0.00	39.25
36	Philip	Sturdy	0.00	9.12	10.18	10.27	9.39	0.00	0.00	38.96
37	Matthew	Riley	8.87	6.21	7.76	7.81	0.00	7.70	0.00	38.35
38	Peter	Howgate	6.25	5.86	5.38	0.00	8.22	7.65	0.00	33.36
39	Peter	Griffiths	15.97	16.03	0.00	0.00	0.00	0.00	0.00	32.00
40	Peter	Furness	0.00	5.35	6.97	7.08	0.00	7.81	0.00	27.21
41	Trevor	Longstaff	0.00	0.00	1.96	7.79	8.73	8.06	0.00	26.54
42	Ian	Blair	0.00	0.00	5.69	0.00	8.12	8.43	0.00	22.24
43	David	Moore	5.77	0.00	2.53	5.76	7.16	0.00	0.00	21.22
44	John	Lambert	0.00	0.00	3.89	0.00	8.02	7.92	0.00	19.83
45	David	Hennell	5.33	0.00	2.33	4.67	6.82	0.00	0.00	19.15
46	David	Bailey	0.00	16.20	0.00	0.00	0.00	0.00	0.00	16.20
47	Helen	Hulme	0.00	0.00	5.55	4.65	4.34	0.00	0.00	14.54
48	David	Coulthard	0.00	0.00	0.00	1.02	1.49	2.89	0.00	5.40
49	Richard	Brand	0.00	0.00	2.53	0.00	0.00	0.00	0.00	2.53
50	Sue	Griffiths	0.86	0.63	0.00	0.00	0.00	0.00	0.00	1.49

STYLISH WIN

Discussions at signing on were full of the previous day's fabulous anniversary event on the short course, but most of the chatter was about the fate of the championship. The consensus of opinion was that championship leader Peter Herbert was about as likely to be overtaken by Keith Wilford's Europa as a herd of elephants donning tutu's and being invited to dance with the Bolshoi.

From beam to beam Peter Herbert was not to be denied. Three sensational runs, all under the record, sealed the championship's fate and left the up to 1400cc Modified Production record at an unbelievably quick 60.06s. 5.25 points ahead of his nearest rival and with a liberal smattering of records throughout the season, Peter's victory was achieved with style.

On Saturday Keith Wilford, put his Europa into a place no other cars can reach, but the car remained unscathed. Come Sunday the Sheffielder regained his early season form and scored a solid 17.94 which kept him well ahead of the new third place man. Nick Reeve took over third place

from an 'on holiday' Peter Hamilton. Peter found out the hard way that you have to give a championship full commitment, but it was close, Nick only displaced the Caterham man by 0.13 points. Without points to drop at this event David Sturdy and Tony Metcalf were men on the move. The ninth and tenth placed Formula Ford drivers leap frogged the previous FF leading driver Andrew Henson into 5th and 6th places respectively.

Languishing in twelfth spot at the start of the event, Yarm farmer, Dave Kitching must rue not being able to obtain an entry in August as surely he would have been higher in the final standings than 8th. Business took Bobby Fryers to Spain so the Clio driver had to rely on his previous scores, nonetheless he still retained ninth place.

FTD CHAMPIONSHIP

To secure the FTD Championship, 2 litre Reynard driver Mike Smith had to be quicker than the FTD leader Nick Reeve. A quicker opener put him ahead of the 1100cc Megapin driver but then the pressure told and Mike put the Reynard off at Country on his second run. Nick by this time had got the bit between his teeth and seized the initiative with 58.37s which placed him ahead of Mike's 58.18s. When the dust settled calculators were required to settle the issue and two count backs had to be invoked before Nick's FTD Championship was confirmed.

In equal third were Duncan Pierce's Ralt and Colin Wheeler's Delta but with Colin non-starting, the pressure on Duncan appeared to have eased but he hadn't bargained for Dave Kitching's late charge. The Jedi driver pulled out all the stops to outscore all the FTD Championship contenders and relieve Duncan of third place leaving Dave to ponder on what might have been.

No	Name	Car	Cl	M'ch	May	June	July	Aug	Sept	Drop	Total
1	Nick Reeve	Megapin	I	8	9	10	8	9	9	8	45
2	Mike Smith	Reynard SF87	K	4	8	9	10	10	8	4	45
3	Dave Kitching	Jedi	I	7	5	8	9	0	10	0	39
4	Duncan Pierce	Ralt RT3	K	9	7	7	0	8	7	0	38
5	Colin Wheeler	Delta T832	K	6	6	5	7	7	0	0	31
6	Peter Hamilton	Caterham	B	5	3	6	6	6	0	0	26
7	Peter Griffiths	Chevron B47	K	10	10	0	0	0	0	0	20
8	Peter Herbert	Westfield	A	0	0	4	5	4	6	0	19
9	Jon Waggitt	Mallock Mk18/24	F	0	0	3	0	3	5	0	11
10	David Spaul	Westfield SEi	B	0	0	0	0	5	4	0	9

TIME WARP

Brian Kenyon

Without donning rose tinted glasses, it must be said that the Short Course Commemorative Hillclimb on Saturday 13th September struck just the right note. The ambience and the laid back attitude was evident amongst competitors, marshals and officials alike. Not to say that there was any lack of professionalism in the running of the event or that the competitive spirit was lacking, but with a relatively small entry of 68 (where were you all?), it was possible to offer those present 2 practice runs and 6 timed runs, all the timed runs counting for the awards. Value for money in anyone's book. Being such a special day, even the weather played its part, for although rain could be seen descending to the north, west and south of Harewood, it never actually rained with any consequence until the last half dozen runs of the day.

Class 3, Standard Sports & Saloons over 2000cc were the first to put rubber to tarmac. In an act of brotherly love, Malcolm Lanfranchi had withdrawn from the event to allow brother Tony to compete in Malcolm's road going Audi Quattro. By some quirk of fate, Tony's time of 51.43s in the road car was within one or two hundredths of the time he set in 1962 when he took FTD in his Elva Mk6 sports racer. Putting down his gavel for the day, Centre Chairman Simon Clark's Ferrari was quickest heading Christopher England's similar car by slightly over a second. Competing in an MGB GT, John Wilman has maintained his 35 year connection with the MG marque and Harewood, as at the very first event in '62 he was competing in an MGA.

As has become the norm, Tim Wilson romped Class 4 Road Modified Kit & Replica cars up to 1700cc with over 6 seconds in hand over his nearest pursuer, Paul Dickens, while further down the class Centre committee member Nigel Drayton took a day off from official duties to compete in his yellow Lotus Seven.

Keith Wilford, 'That Magnificent Man in his Flying Machine', slid over the finishing line and continued to turn right over the gravel trap on the inside of Quarry Corner, parking the Europa neatly between the protective paddock rail and the gravel in a seemingly impossible place from which to recover the car. Fortunately it was pointing in the right direction, and Keith calmly selected first gear and drove the Europa out, along what appeared to be too small a gap for a Cinquecento. The Europa was remarkably undamaged and Keith would be

able to take up the cudgels with Peter Herbert in the championship the next day. Denis Cope's Mini secured 2nd in the merged class 6 and 7 while Paul Nutter practised taking his Escort on and off its trailer all day (more of that elsewhere in the magazine).

In Class 8, Touring & Marque Sports cars over 2000cc, Malcolm Pinder's opposition evaporated, the Porsche driver taking an almost unopposed win.

Short Course class record holder John Bennett's return to the Formula Ford class at first appeared to be anything but successful, trying too hard he failed on his first run. A somewhat chastened John returned his borrowed mount to the paddock with enough gravel ballast inside the Van Diemen to make a garage base. With his impromptu ballast removed, John gradually whittled away at his times, his 43.66s over a second and a half in front of his nearest pursuer Peter Hawkey. John declared himself well pleased and vowed to return to the class in '98.

Westfield star Peter Herbert, bored to tears by Brian Kenyon's insistence that many of the driver's competing in the 70's were super quick hero's, set out to prove that they are not too bad in the 90's either. Peter just missed setting a new class A record by 0.07s. Not bad when you consider that the class record was set by a car using methanol. Being a founder member of the Matthew Pinder fan club, I am still amazed with the times he achieves in the pristine 1380cc A Series Metro. 43.94s was Matthew's best - phenomenal!! I must ask him how he does it sometime. Third place man Carl Austin has obviously been brought up in the Colin Chapman school, make the car ultra light and then fix what breaks. OK in theory but dangerous in practice, the latest thing to fail on Carl's car was one of his gossamer thin spun aluminium front wheels. Fortunately the failure, which could have been potentially extremely car damaging, confined itself to the wheel. There is no truth that Carl has to stake the car down in the paddock in case the wind blows it away!

Classes 5, B & C were amalgamated, the Newton brothers have made massive leaps in competitiveness this year and are now regular potential class winners. Not only this, it has been nip and tuck all year between brothers Peter and David. At this event Peter nipped in front with a 42.10s while David tucked in just behind with a 42.23s, both of them heading the immaculate white Westfield of David Spaul who carried the fight to them but had to settle for third with a best of 42.61s.

Making a welcome return to the hill was Phil Bennett. During the 70's Phil had built up quite a reputation with his expert handling of E Types, today peddling Haydn Spedding's Jaguar, he showed he had lost none of his skill with a very competitive 44.36s.

Another blast from the past was Alan Warburton, a previous short course class record holder. Alan has lost none of his talent and his LG92 was quickest in the amalgamated E & F Sports Libre classes. In 2nd place, Bob Prest has an even longer connection with Harewood (Bob was present at the very first event driving a Wolseley 1500) but his present mount is his faithful Mallock which he used to good effect to keep his nose cone in front of the similar car of Jon Waggitt.

Class I is, without a doubt, one of the most competitive classes in the country. Mark Lawrence's form is sensational and not only was he the only driver on the day to break a class record, but he did it with some ease, taking over half a second off the previous best mark at the same time setting FTD. Mark's driving of the pristine green OMS has been one of the highlights of the Harewood season. Another talented driver in this class is Alex Tyson, despite his infrequent visits, Alex was soon in the groove and just missed equalling the old record by 0.02s but he headed some quick drivers, Steve Owen, Craven Moses, David Bancroft and Dave Kitching, all potential class winners on their day. This class has strength in depth. Slightly lower down the order was another of the Harewood 'old stagers' Allan Staniforth. Allan was a competitor at the first September event driving a Mini. This was before he got fed up with driving with the engine in front of him and placed it in the rear of one of his famous series of Terrapin race cars. Now Megapin mounted Allan enjoys every event and continues to set personal bests.

Unfortunately the weather spoiled its manners for the last couple of classes, none of the contestants

bothering to take their 6th run but Johnathan Varley had it in the bag on his 3rd run with 39.83s, just heading Leon Bachelier's Dallara. Leon took even less runs than the remainder of the competitors in the class as he had not bargained for so many runs and had run out of methanol! An unusual cause for retirement you must admit, but despite this Leon's time of 40.03s just placed him behind the March Pilbeam driver. In classes G & L merged, Bob Claxton was unopposed but the Skoda driver still enjoyed himself recording 47.46s.

The prizegiving was extremely well attended as befitted the day, the highlight of the proceedings was the presentation of the 'Geriatrics Trophy'. (A trophy, incidentally, which had been contested by over 25% of the entry). This cheap 'gold' plated plastic horror - sorry - aesthetically challenged - sorry, highly prestigious - award had been donated by Allan Staniforth. It was actually won by a competitor who was not present at the prizegiving, so Allan applied Rule 4 and a vote was taken, and the winner and 'lucky' recipient was Christopher England. The whole of the proceedings being greeted by hoots and side splitting laughter.

Just the right note to end what was, a very very special day, when the spirit of the 60's was invoked and present in the 90's.

RESULTS

Cl	Name	Car	Time
3	Simon Clark	Ferrari	46.85
4	Tim Wilson	Caterham	44.01
5+B+C	Peter Newton	Westfield	42.10
6+7	Keith Wilford	Europa	45.26
8	Malcolm Pinder	Porsche	49.39
9	John Bennett	Van Diemen	43.66
A	Peter Herbert	Westfield	42.43
E+F	Alan Warburton	LG92	40.89
I	Mark Lawrence	OMS	38.89R
J+K	Johnathan Varley	March/Pilb'm	39.83
G+L	Bob Claxton	Skoda	47.46
FTD	Mark Lawrence	OMS	38.89



Class of '62

Tony Lanfrachi, FTD man at the First Harewood, alongside Allan Staniforth, also competing in September 62 and John Haigh, who was scrutineering at the same event.

1997 ANNUAL AWARDS

All trophies are competed for exclusively by Yorkshire Centre Members of the BARC, with the exception of the Yorkshire Post Trophy

Yorkshire Post Trophy Fastest Time of the Season	Roger Moran	52.35 seconds
Jack Farrar Trophy Fastest Time of the Season by a member Resident in the County of Yorkshire	David Grace	53.73 seconds
Arnold Burton Trophy Classes 9,D, E, F and G Total Bogey Points	David Sturdy	80.20 points
Richard Sutherland Trophy Classes 6, 7, 8, A, B and C Total Bogey Points with no scores dropped	Peter Herbert	106.78 points
Guyson Sandblast Trophy Fastest Time of the Season by a Jaguar	Phil Bennett	63.37 seconds
Hatfield of Sheffield Jaguar Trophy Total Bogey Points	Haydn Spedding	67.71 points
Ford Woodhead Trophy Class 9 Fastest Time of the Season	David Sturdy	62.68 seconds
Appleyard Group Trophy Sports Car in Classes 6, 7 and 8 Fastest Time of the Season	Keith Wilford	64.82 seconds
Wallace Arnold Trophy Saloon Car in Classes 6, 7 and 8 Fastest Time of the Season	Paul Nutter	64.59 seconds
Wendy Wools Trophy Classes A, B and C Fastest Time of the Season	Peter Hamilton	60.00 seconds
Total Trophy Classes 6, 7 and 8 Greatest Improvement on the Class Record during the Season.	Paul Nutter	0.01 second
Brownlow Peabody Trophy Most meritorious Performance in a 'Historic/Classic' Car	Phil Bennett - Jaguar E Type	
Scrutineers Trophy Presented at the discretion of the Scrutineers to the Competitor who regularly presents the Best Turned Out Car	Martin Baker - Chevette	
<i>The following trophies are awarded at the discretion of the BARC Yorkshire Centre Committee</i>		
John Bindloss Trophy To the new competitor who has shown 'The Greatest Promise in Hillclimbing'	Matthew Pinder - Metro	
Ronald Hudson Memorial Trophy The Marshal who has shown the Greatest Dedication to Duty.	Caroline Marston	
Philpott Marshals Trophy The Marshal who has performed some Specific Task Over and Above the Normal Call of Duty	Roger Frost	
Tim De Dombal Trophy Official or Marshal who has shown the Greatest Potential During the Season	Kirsty Fleming	

HAPPY ENDING

On Saturday, Paul Nutter's 'Dagenham Dustbin' shed its flywheel, Paul returned to base and re-attached the errant item only for it to immediately repeat the process. While others were enjoying oodles of runs, Paul and his co-driver for the day, Lee Allen, never turned a wheel in anger.

Never phased by such trivialities, Paul had the Escort's flywheel crank mounting face re-skimmed on Saturday evening. Come Sunday, the Ford Flyer with the flywheel firmly in place, dipped under Dennis Crompton's up to 2 litre Marque & Touring class record by 0.01s - very quick for a 1660cc push rod. To add to Paul's difficulties at the weekend, his distributor rotor arm also kept breaking. In spite of the hassle, Paul couldn't have been happier if he had won the lottery.

1998 HAREWOOD SPEED HILLCLIMB DATES

Practice/Marshals Training Day	Sun 29th March
Spring National Meeting	Sun 12th April
Open, One Make Meeting	Sat 9th May
Open Championship Meeting	Sun 10th May
Jim Thomson Trophy Meeting	Sun 14th June
RAC British Hillclimb Championship Meeting	Sat/Sun 4th/5th July
Montague Burton Trophy	Sun 9th August
Harewood Short Course	Sat 12th Sept
Harewood Finals Meeting	Sun 13th Sept

BURTON WOOD

Arnold Burton has, throughout the years, been a stalwart supporter of the Yorkshire Centre. Arnold's latest gift to the Centre is a selection of trees which have been planted as part of the ongoing improvements to the Harewood venue. In a ceremony held on Saturday 13th September during the lunch break, Arnold unveiled a plaque marking his generous gift of Burton Wood.



The photograph shows from l to r: Centre Chairman Simon Clark, Arnold Burton and Richard Jackson representing Harewood Hill Ltd.



TOP TEN DRIVERS & CHAMPIONSHIP WINNERS

l to r: Happy smiling faces of Matthew Pinder, Mike Smith, FTD Champion Nick Reeve, Keith Wilford, Dave Kitching, Overall Champion Peter Herbert in front of Classes One to Five Award Winner Tim Wilson, Tony Metcalf, Andrew Henson, David Sturdy and adding glamour, Ladies Champion Lynn Owen.

GENTLEMEN, SWITCH OFF YOUR ENGINES

Peter Herbert

At the close of a season that promised so much yet produced so little for the hybrid 2.8 Hart engined Pilbeam MP62 of John Moulds, everything finally came right for the personable former Formula Ford racer. An aggressive 54.78 second opening ascent was into RAC Championship Top Twelve qualifying territory and good enough for FTD, which was just as well, as an over ambitious second run saw the immaculate green car spinning at Orchard. Spyderman, Christian Mineeff, used the awesome punch of the 3.5 litre Judd at his back to send his beautiful SPA sports racer up the hill in a record setting 55.24 seconds to run Moulds close, whilst it was Ciaran of the Pilbeam dynasty who claimed the third podium step in the works MP62.

At this, the second day of Harewood's hillclimbing extravaganza, it was back to the long course and what a relief, with drivers once more able to fully commit themselves into Quarry on warm tyres. The weather was kind too, with only a cool wind blemishing a dry and bright Autumn Sunday and even that dropped by late afternoon. So the scene was set for a fine finale to the hill's championship season.

First to be launched towards Clark's Corner were the Triumph TR's and it was the growling TR7V8 of Alan Price that had the legs of the opposition to the tune of a quite amazing 10.29s. Ronnie Clayton's TR4A and Clive Gimson's wayward TR250, seemingly always on the point of joining the marshals, gave chase, just 0.15s apart.

The first of the Porsche classes was next, and things were much closer at the front, with Rod Carman's 911 holding off Nick Taylor's similar car by just 0.46s. Peter Morris' 911 was but 0.21s slower, and the 911 of Mark Matthews was 0.1s adrift of Morris. Close stuff.

In the other Porker class it was local hero Nick Wear at the wheel of his 911 SC who came out on top, the York pilote 1.35s quicker than David Grady's 924. Simon Wilson was only 0.42 further behind in his 924, just 0.24s ahead of Keith Calder's 924 Turbo.

Mike Sidgwick proved the fastest Morgan driver, the Plus 8 more than 6 seconds up on Norman Wheat's 4/4. Richard Wheat took over the 4/4 to finish third 1.64s down on its owner.

In the 2 litre Standard Saloon and Sports Car class it was Brian Stone's RS1600 that emerged the winner, ahead of an evenly matched 'Fred' and

Glyn Kelly, Peugeot 309 GTi and Astra GTE a mere 0.05s apart.

Caterham Seven ace Tim Wilson concluded his season-long domination of the up to 1700cc Road Modified Kit, Replica and Spaceframed class to take a 5.67s victory over Robin Oldfield's Caterham, and clinch a fine Class One to Five Championship triumph. Edwin Langford brought the Lotus Seven S4 into third.

A resurgence among the up to 1400cc Touring and Marque Sports runners saw the Mini of Denis Cope to the fore, a healthy 4.47s up on Geoffrey Goodwin's Midget. The Mini of Andrew Jeffery was a distant third.

Freshly returned to the community after a tiresome previous night spent reuniting the flywheel with his Ford pushrod, the Nutter was in splendid form, pushing the Escort to the very limits of Dagenham endurance. A 64.59s opening climb was a hundredth inside Dennis Crompton's 2 litre Touring record, and a final run that ended on the end of a rope could not dampen Paul's delight. Harewood Championship front runner Keith Wilford pushed the cuddly carpenter hard, but the black Europa ended the day 0.44s astern. Merged over 2 litre Touring contender Jonathan Mounsey was 0.82s behind the Lotus in his Sapphire Cosworth, with the V8 powered MGB of Claude Spencer a further 0.3s back.

Of the Formula Fordsters, David Sturdy was never headed, but the Van Diemen RF86 pilote was kept honest by Tony Metcalf whose RF91 was a scant 0.08s slower. Mick Moore, RF85 and Andrew Henson, RF87 completed the marque's domination, 0.03s apart.

If destined to win the hill championship, Peter Herbert was determined to do it in some style, and a sub minute climb was the target. That the Westfield BDH missed out by a mere 0.07s was as much a testimony to Russ Cockburn's dedicated preparation, and the venerable Staniforth's recent suspension development, as to Herbert's modest driving skills, and joy was unconfined. A new Modified Production Class A record and a 4.1s victory over Matthew Pinder's Metro gave the 1997 Title to the plucky council workman. The radical Mini of the crazy Carl Austin was a good third, despite several trips into the cheap seats, while Ben Butterfield was not far behind in fourth, the immaculate Cooper S still for sale.

In Class B the sons of Slaidburn Sultan of Speed Alan Newton at last came to terms with their rapid Westfield BDE, with David almost breaking the minute with a 60.03s final run and second run

leader Peter, only 0.2s slower. David Spaul's big pushrod powered Westfield was more than a second behind the brothers, hampered by gear selection ailments.

Hillclimb returnee Phil Bennett broke one of the golden rules of a shared drive by beating the car's owner. Haydn Spedding's E Type was hustled to the top of the hill in a most creditable 63.37s to win Class C, with Haydn himself 1.55s slower. John Green made it a Jaguar white-wash in third place, only just ahead of Malcolm Dungworth's four-wheel drive Dax Rush.

Geoff Peters was always in charge of the 1400cc Sports Libres, his GPC completing the day 1.13s clear of the Centaur of Peter Green. Despite a snapped gear lever in practice, and a warranty job by Steve Owen at lunchtime, Les Procter drove his immaculate OMS SC1 into third spot, 1.4s shy of Green.

The ever rapid Peter Needham put in an appearance in the 2 litre Sports Libre division, and drove the Ward WD9V at velocities it had not previously experienced to set a 57.46s record breaking time, 0.2s inside Tim Elmer's mark. Jon Waggitt chased gamely in the Mallock, with Ian Cowling's James in tow.

The first of the Racing Car classes saw a fine scrap between the 1100cc runners. Alex Tyson's Royale set the early pace, but Mark Lawrence came through with a breathtaking second run to score a 0.57s win for OMS and lower his own record. Dave Kitching pushed hard for third place in the little Jedi, 0.26s in front of Nick Reeve's Megapin. Nick, 0.44s quicker than closest championship rival Mike Smith, thus clinched the Harewood FTD title.

Amongst the 2 litres there were several notable guest drives with Formula Fordster Jerry Paterson sharing Tony Brigg's Royale and giving it some gravel rash, and Steve Owen having a go in Duncan Pierce's Ralt, and driving it to a fine second place. However the pace setter was Ciaron Pilbeam and a 55.61s final ascent was good enough to keep the dad happy and bring third overall home to Bourne. In third place was, wait for it, Sheffield's answer to Lord Snowdon, Mr Christopher Seaman, reunited with his fine old Brabham BT30. A cautious start, understandable after several seasons out of the cockpit, was quickly replaced by that familiar exuberant style and a 58.6s opening run was good enough to hold Mike Smith at bay, the Reynard 0.21s adrift.

Messrs Moulds and Mineeff settled the big banger merged classes between them, with Graham

Henson a distant third in the ex Peter Blankstone Brabham BT21 Quattro.

And so yet another season was over and it was time for the gentlemen, and ladies of Harewood, to switch off their engines for the last time. The year had ended on a high note, with a fine weekend's hillclimbing concluding a most enjoyable year. For your humble scribe it could hardly have been better, and if his fellow competitors, event organisers and officials, and all the hill marshals shared but a fraction of that experience, speed hillclimbing in Yorkshire is in a healthy state indeed.

RESULTS

Cl	Name	Car	Time
13	Alan Price	Triumph TR7	65.61
16A	Rod Carman	Porsche 911	68.06
16B	Nick Wear	Porsche 911	70.42
17	Mike Sidgwick	Morgan +8	63.05
2	Brian Stone	RS1600	74.28
3+7+8	Paul Nutter	Escort	64.59R
4	Tim Wilson	Caterham	63.95
6	Denis Cope	Mini	67.10
9	David Sturdy	Van Diemen	63.34
A	Peter Herbert	Westfield	60.06R
B	David Newton	Westfield	60.03
5+C	Phil Bennett	E Type	63.37
E	Geoff Peters	GPC	62.30
F	Peter Needham	Ward WD9V	57.46R
G	Christian Mineeff	SPA	55.24R
I	Mark Lawrence	OMS	56.57R
J+K	Ciaron Pilbeam	Pilbeam	55.61
L	John Moulds	Pilbeam	54.78
FTD	John Moulds	Pilbeam	54.78

FOR SALE

The following Ford pushrod parts:

A6 profile cam	£50
Inlet manifold for twin 45 DCOE Webbers	£25
Tony Law four branch exhaust manifold for Westfield	£25
Burton rocker cover and bolts	£20
Steel crank with 63mm stroke, 12 bolt fitting, 10 thou mains and 20 thou big end undersize, wide journal	£350
Steel rods 4.3 inch centre - centre	£300
Pair of 9.0/20 x 13 Avon A39 slicks	£55
Professionally bound Autosports 1976 - 86	£200
	the set

Peter Herbert
0191 386 6111 (Office)
01325 377125 (Home)

LETTERS TO THE EDITOR

23 August 1997, Castle Donington

Dear Editor

Harewood - everybody keeps saying what a great place it is these days - and it is, apart from the odd (!!) weather problem. This is obviously due to the hard work of a lot of people and congratulations to the committee and officials at each meeting. However, drivers do not get the opportunity to personally thank that one bunch of individuals that really do deserve a medal - the MARSHALS. It never ceases to amaze me the dedication of these individuals who, in all weathers, stand around very often having little or nothing to do, or too much depending on the antics of those idiots on the track. At some tracks it is possible to acknowledge them when returning in batches, but this is not theoretically possible at Harewood (although some people reckon I drive slow enough to do it.)

The Marshals that we do get to see (hopefully the only ones) are of course in the paddock and on the start line. Although I have never before really taken much notice of their 'looks' I must congratulate the Committee on the significant improvement in this respect this year! Many thanks to all Marshals.

One point of complaint - why does the Club charge normal (or any) admission fees at Harewood to fully paid up members who are only spectating? This does not happen in a lot of other places and could encourage others who do not compete, to join the Club. This is particularly relevant for the likes of my brother Richard - although continuing to charge may encourage him to get his Ralt out of the garage!!

Yours sincerely, John Williams

Dear Editor

In reply to John's letter, firstly it is always pleasant to receive favourable comments about Harewood, especially confirming our own views about the efforts and the dedication of our marshals.

Reduced admission charges for Club members? When I first joined BARC in 1964 members were allowed into the paddock free. This concession lasted until the admission charge to the paddock was abolished in the seventies. As far as I know, the BARC as a whole does not give concessionary admissions to members at its events, I do not know the policy of other clubs.

A season ticket scheme was tried some time ago but it did not attract a single taker and so it was abandoned.

The Committee is always keen to comply with member's requests and so if there is a significant demand for either a season ticket scheme or for concessionary pre-purchased tickets, please let us know.

J Richard Hardcastle

29 September 1997
Guiseley

Dear Pat

Could I please take up a couple of column inches in the next edition of the 'Times' to express my sincere thanks to everyone, both on and off the track, who put so much effort into making the Harewood Championship Final meeting such a successful and relatively trouble free day. Even the Clerk of the Weather was kinder to us than those close to him had led us to expect.

I'm not going to risk embarrassing anyone by naming names but, also, a special word of thanks to the several competitors who have, at various meetings during the season, kindly donated additional prizes for the marshals' draws; your generosity has been greatly appreciated.

Yours sincerely
Richard Hooper
Clerk of the Course

17 September 1997
Richmond

Dear Pat

At the risk of incurring the wrath of fellow club members for occupying even more of the 'Times' pages than usual, I feel compelled to thank all those who made 1997 such an enjoyable hillclimbing season at Harewood. To the Yorkshire Auto Trader for their generous sponsorship, event organisers and officials for their hard work and commitment, and all the marshals and medical attendants who tirelessly stand out in all weathers to care for competitor's safety, and to my fellow drivers for their companionship and irreverent but good natured banter, I wish to convey my most sincere gratitude.

Harewood may not yet have attained the charisma and history of Prescott or Shelsley Walsh, but as a driving challenge and an occasion, it is their equal, and improving all the time.

To win this year's championship is the pinnacle of my motor sporting career and my thanks go out to all those who have made it both possible and such fun.

Kindest regards
Peter Herbert

PS. My thanks to Bob Claxton, without whose battery things would have been much more difficult.

TV STARS

On the Thursday prior to the Finals Weekend, a motley band assembled to strut their stuff for the benefit of the TV cameras. A complete afternoon was required and forty five minutes of actual film shot for the 2 minute slot produced for YTV's Calendar, shown Friday evening.

Stars of the show and now commanding megabuck appearance money were Bob Prest, John Wilman and Allan Staniforth, all three of these celluloid icons were present at the very first Harewood held in September 1962.

In the supporting cast to these megastars were such notables as Peter and Johnathan Varley, Richard Jackson, Don Burt, Malcolm Lanfranchi, Nigel Drayton and Tim Wilson. In charge of make-up was Brian Kenyon, continuity was Pat Kenyon and on the clapper board was Richard Hardcastle.

Set in scenic Wharfedale, and shot on the short course, a story of passion and power. This mega production will be available for viewing, if someone organises a Club Night!

To all those involved, grateful thanks for giving so freely of their time to promote both the sport of hillclimbing and Harewood. Everyone present seemed to enjoy the experience.



Bob Prest, Allan Staniforth and John Wilman

HELP!!!!

BARROWFORD BONFIRE!!

We in Barrowford put on one of the biggest bonfire and firework parties in the district. This year's crowd will be in excess of 7500!!!! The fireworks will be set to music and we will launch around 1.5 tons of assorted high explosives inside 30 minutes - it will be very loud!

If you are not doing too much on Saturday 1st November from around 3 in the afternoon until we run out of beer on the Sunday morning, please do come along and help. **We need:-** Crowd control - people who can organise working parties - radio operators - and 'switched on' people who can help make this year's event even better than '96! **We offer:-** Free beer - free food - free bonfire and fireworks -Oh! and lots and lots of very hard work.

**Please contact Ian Bickerstaffe on
(01282) 619733 (24 hrs) or (01254) 812010**

We cannot run the event without people like YOU!!!

FOR SALE

Pair of Luke four point harnesses with aircraft releases, suitable for Westfield, Caterham etc.

Pair of Spax shockers

Pair of 230lb springs

Pair of 160lb springs

all for Westfield.

No reasonable offer, however insulting, refused.

Peter Herbert

01325 377125 (Home)

0191 386 6111 (Office)

FOR SALE

Avon Tyres A39 Compound

2 off - 7.2 x 20

£10 each

2 off - 9 x 20

£15 each

(or £40 the lot)

Ford push rod steel rocker gear

£20

Alloy rocker cover

£10

Tel: Bob Prest 01388 818101

HAREWOOD ANNUAL COMPETITIONS

Pos	Name	23/3	30/3	10/5	11/5	15/6	5/7	6/7	3/8	13/9	14/9	Total	Pts
1	Tim Wilson	3	6	6	6	6		5	6	6	6	50	47
2	Peter Herbert		6		6	6		6	6	6	6	42	42
3	Richard Hardcastle	3	3	3	5	6	3	6		4	3	36	36
4	Mike Smith		3	4	5	6		3	6	4	4	35	35
5	Richard Hooper	5	3	3	3	5	3	4	3	3	6	38	35
6=	Graham Wride		5	4	3	4	3	5		6	3	33	33
6=	Nigel Drayton	3	6	5	3	4	3	3	3	3	3	36	33
8	David Dalrymple	5	5	3	3	3	3	3	3	3	3	34	31
9	Claude Spencer	3	5		3	4		5	5		5	30	30
10=	John English	4	4	3	3	3	3	3	3	3	3	32	29
10=	Brian Kenyon	4	4	3	3	3	3	3	3	3	3	32	29
10=	Pat Kenyon	3	3	3	3	3	3	3	3	4	4	32	29
10=	Simon Marston	4	4	3	3	3	3	3	3	3	3	32	29
14	Caroline Marston	3	3	3	3	3	3	3	3	3	3	30	27
15=	Duncan Pierce	3	5		4	5			5		3	25	25
15=	David Sturdy		4		5			6	4		6	25	25
17	Bobby Fryers		4		4	5		4	4			21	21
18	Peter Griffiths		6	6	6							18	18
19	David Lanfranchi					3		4		4	4	15	15
20=	Mike Mullins		3			3		3	3			12	12
20=	Steven Gash					3		3	3		3	12	12
22	David Naylor		3			3			4			10	10
23=	Sue Griffiths		3	3	3							9	9
23=	Roy Johnson	3	3					3				9	9
23=	Chris Seaman								6		3	9	9
26=	Kirsty Fleming					3			3			6	6
26=	Ian Blair					3			3			6	6
28	Catherine Hardcastle				3							3	3

ANNUAL COMPETITION 1997 - TROPHY WINNERS

Pearce Trophy	Tim Wilson	47 points
Pearce Consolation	Richard Hardcastle	37 points
Firth Bowl	Pat Kenyon	29 points
Ken Lee Trophy	Peter Herbert	42 points
Chippy-lola Vase	Caroline and Simon Marston	56 points

BARC YORKSHIRE CENTRE OFFICERS & COMMITTEE 1997/98

CHAIRMAN	Simon N Clark
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