



YORKSHIRE CENTRE TIMES



BARC

Issue No 64

JULY - SEPTEMBER 1996

CHAIRMAN'S LETTER

Dear Member

My first duty is to thank all the organising teams, marshals and competitors for a magnificent effort over the June, July and August meetings. In June we ran a record number of cars giving 5 runs to each and still finished at 5.30pm. For the RAC Championship round we obviously had 2 days to work with but I believe that Harewood put on an excellent weekend, and at the risk of being proved wrong, I would say it must be the first time top 12 contenders have ever had the opportunity to do 9 runs in 2 days, with other competitors having seven.

We set out to offer good value for money and by comparison with our competitors, we are doing well.

I would also thank our loyal competitors who have helped us have a full or over capacity entry at all championship rounds. To those we have had to turn away, I apologise, but it is the price of giving the extra run to all those who get an entry.

The new paddock has now settled down and is proving a big improvement and it is our hope (funds permitting) to tarmac the chipping road to stop the stones being picked up and to look at some form of D road to the lower paddock - no promises but watch this space.

By the time you read this the August meeting will have happened. Let's hope we enjoy as good a weekend as we have had become used to and above all, let's keep the momentum of goodwill and good humour going that has typified the meetings this year.

Kind regards

Simon

RETURN TROPHIES

**Will anyone who has a Yorkshire Centre Trophy, please return it to Harewood at the September meeting. If you are not attending the meeting, please arrange for someone to bring it for you.
Thank you.**

EDITORIAL

We are now almost at the end of the hillclimb season at Harewood and how quickly it seems to have passed this year. We have been enjoying full and oversubscribed entries, so much so, that many regular competitors didn't get an entry for the August meeting. This is a timely reminder for everyone to enter early, the entry list was oversubscribed two days prior to closing date in August, so make sure you don't miss out for September.

The Classes Forum, on Sunday 3rd November (full details elsewhere in the 'Times') is the time and place for competitors to air their views on the way Harewood is run, the class structure and any other topic relevant to the hillclimb. Don't moan in the paddock amongst yourselves, stand up and be counted and let the committee, and everyone else, know what you want. Much of Harewood's class structure (except the RAC Classes) has evolved over the 34 years that the hillclimb has been in existence and it has been gradually updated to accommodate the type of cars produced at the time. If you think it is time to update the classes again, let's hear your views at the Forum.

The Annual Dinner Dance and Award Presentation is being held again at the Hilton National Hotel, Garforth, Nr Leeds on Saturday 30th November 1996. Over the past four years it has proved a very popular event for competitors, marshals and officials alike. Georgina Clark is organising the event and a ticket application form is enclosed. I look forward to seeing as many of you there as possible.

Pat Kenyon

FINAL HAREWOOD HILLCLIMB DATE FOR 1996

22nd Sept Championship Finals

*Articles for the next edition of the Times please
to the Editor by 10th October 1996*

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DAYDREAM BELIEVER

Peter Herbert

Alan Newton fulfilled two dreams at Harewood on June 9th. He secured the magnificent Jim Thomson Trophy by setting FTD and in so doing, beat formidable opponent Roger Kilty. Roger had driven through the night from South Wales to be at Stockton Farm, following a fine second place behind Chris Hill's Lola at the previous day's Pembrey British Sprint Championship round. But despite being driven within an inch of its not inconsiderable limits, the slightly off-song Pilbeam MP47 could not be persuaded closer than 0.91s to the winner's MP58 by the dapper Boroughbridge surveyor.

Summer had at last arrived in Yorkshire and competitors were in ebullient form as they signed on, eager to timing strut their stuff. The fine weather was to last for most of the day, rain holding off until close of play. A large entry, swelled by the massed ranks of Caterham, MG and Porsche series contenders, kept hard pressed marshals and officials flat in fifth all day, and it is a tribute to them that, despite 730 timed ascents, proceedings were concluded at a most civilised 5.30pm. Guys, we the drivers, salute you. [Ed. Mr Herbert, I hope that isn't meant as a sexist remark!]

So with Robin Boucher, himself an overnight commuter from Pembrey, reunited with his commentators hillside box, the show hit the road.

First to do battle were 1400cc Touring Cars and it was Brent's day, the well campaigned Meredith Fiesta a healthy four and a half seconds clear of Stephen Medhurst's hard trying Suzuki Swift. The 2 litre class saw battle rejoined between hill championship front runners Fryers and Crompton, and this month it was the Ultimate Driving Machine of Dennis Crompton that scooped the honours, the BMW 2002 Touring a mere 0.04s quicker than Bobby's Clio Williams. Vincent Dobson's Golf GTi gave chase but was seven seconds off the pace.

Settle Son Of The Soil Richard Hargreaves fitted a set of slicks to his Impreza and found four seconds to dominate the over 2 litre division. Nick Furmidge's Lancia Delta Integrale ate his dust, 4.67s behind the flying Gibson's of Brock Subaru. Equally dominant was Don William's Gilbern in the lone Marque Class, the Welsh projectile 3.21s up on Stuttgart's finest in the form of James Cheshire's Porsche 944.

Bailey, pere et fil et gorille, as is customary made the sharp end of the Formula Ford class their own. But Old Bailey had to give best to record holding David to the tune of half a second although Ken's Harewood Championship lead remained in tact. The Reynard's closest challenger was former Nova pilote Geoff Harkness in the Ray shared with brother Nigel, while

David Sturdy's Van Diemen was a close fourth.

The first of three 'caps and tweeds' classes tackled the hill next (just joking) and of the Standard MG's it was the MGB of David Beresford that was the quickest, 0.78s ahead of Terry Pigott's similar car which in turn was but 0.1s in front of Tony Macintyre's MGB GT. Malton based cars headed the Road Modified runners, and it was the nimble Mark Green Midget that overcame the grunt of John Dignan's MGR V8 by 0.88s. Of the out and out racers, it was the horny 4.4 litre MGB of Alastair Crawford that did the business, Christopher Pawlin's Midget hanging on gamely 2.53s astern.

'Porkers' followed, and in the first of the two classes it was the 911 of Anthony Steele to the fore, all of the Wakefield driver's three runs being within 0.35s of each other. Nicholas Wear's similar car got to within 0.22s of the leader on his opening climb then fell away, while Paul Clare was a further three seconds adrift in the hard pressed 924. Stephen Rogers held sway in his 911 RS to win the other class, pipping early leader Chris Kavanagh's 911 by just 0.43s.

Twenty three Caterham Sports Scholarship hopefuls bravely made the long journey north, and under the guiding eye of Caterham K series exponent Tim Wilson, the closest possible dice ensued. After two runs it was Londoner Roy Farndale who was quickest, but on the final blast up the course Wokingham's Stan Romanczuk broke the beam 0.02s before Farndale to win the day. Top Gear magazine's John Aylott was a scant 0.03s further back and the BBC2 programme's cameras were there to capture it all on film, although Tiff Needell was nowhere to be seen.

Putting his Westfield's recent unreliability behind him, Peter Herbert managed to hold off Tim Wilson's Caterham to win the first of the Modified Production confrontations by 1.57s. Ben Butterfield's immaculate Mini Sport Cooper S was third, just 0.13s ahead of Matthew Pinder in the MG Metro, whilst special mention must be made of David Coulthard's personal triumph in breaking the 80 second barrier in his standardish Midget. Incidentally, this is the David Coulthard whose telephone number does not appear in Ron Dennis' diary.

A large 2 litre class saw Paul Turner hurl his big pushrod powered Caterham out of Quarry 1.11s sooner than David Spaul's Westfield, with Peter Hamilton's Caterham and Colin Stewart's improving Elan in pursuit. Debuting their ex-James Forsyth Westfield were Alan's boys David and Peter Newton and despite David's trip into the gravel at Quarry, they finished their first hillclimb an encouraging fifth and sixth.

An interested spectator was none other than 'The Nutter', Paul having decided against pitching his Escort against 'Locaterfields' despite narrowly missing out on FTD at the previous day's New Brighton sprint, only a clipped kerb and resulting puncture allowing a Mallock to beat him.

Of the two Sports Libre classes, John Hewat made the long trip from Maidstone worthwhile to snatch the up to 2 litre division from under the nose of Harewood perennial Bob Prest, the Mallocks Mk15/24 and Mk20/27, 0.66s apart; whilst it was the supercharged Vision of Tom Hughes that was fastest of the larger engined group, George Tatham's venerable 7.2 litre McLaren 5.25s adrift. A frustrated Martin Baker could only look on, his Chevette crank having seized in practice.

And so to those funny little cars with no mudguards or ash trays. Quickest 1100cc Racing Car was David Bancroft's OMS, an electrifying 59.35s ascent being good enough for third FTD as well as the class win. Nobody got close, Geoffrey Cowell's Jedi being almost five seconds away, while Pateley Bridge's answer to George Burns, Allan Staniforth, was not far behind in the ever quickening Megapin.

Colin Wheeler scooped 2 litre honours, screwing a 61 second run out of the Delta to deny Duncan Pierce's Ralt by that slimmest of hillclimbing margins, 0.01s. The Reynard of Mike Smith looked on, a further second adrift.

So as Alan Newton pondered the task of getting his huge trophy back to Slaidburn without the aid of a Hercules Transporter, a wonderful day's sport came to a close. And now for a joke, stop me if you have heard it before;

Three Grand Prix drivers, Hill, Coulthard and Schumacher arrive in hell and the devil shows them to their quarters for eternity. Hill is led to a door that opens to reveal a damp decrepit room occupied by a toothless crone; "For all your sins on earth Damon Hill, this is your hell".

The devil then takes Coulthard down a corridor to a door which opens onto a straw-strewn floor complete with donkey; "For all your sins on earth David Coulthard, this is your hell".

Finally it is Schumachers turn. His door opens. A sweet scent wafts out and there standing resplendent is Claudia Schiffer. The devil ushers Schumacher in and says; "For all your sins on earth, Claudia Schiffer, here is your hell".

See you all at Harewood in July for the big one, be there or be square.

RESULTS

Class	Name	Car	Time
1	Brent Meredith	Fiesta	69.76
2	Dennis Crompton	BMW 2002	65.87
3	Richard Hargreaves	Subaru Impreza	65.71
5+6	Don Williams	Gilbern	67.92
7	David Bailey	Reynard	62.49
8	David Beresford	MGB	76.17
8A	Mark Green	MG Midget	69.64
8B	Alastair Crawford	MGB	64.37
16A	Anthony Steele	Porsche 911	68.64
16B	Stephen Rogers	Porsche 911RS	68.68
20	Stan Romanczuk	Caterham	70.32
A	Peter Herbert	Westfield SE	63.30
B	Paul Turner	Caterham S7	62.75
C+G	Tom Hughes	Vision	63.14
E+F	John Hewat	Mallock	62.94
H+I	David Bancroft	OMS	59.35
K	Colin Wheeler	Delta	61.00
L	Alan Newton	Pilbeam	55.51
FTD	Alan Newton	Pilbeam	55.51

PETER HERBERT'S BUMPER LATE SUMMER SALE

Actually bumpers are temporarily out of stock but just look what is available.

Pair of 7.2 x 21 x 13 soft Avon A39 slicks with plenty of life left in them.

£80

Momo Jackie Stewart 13" dia steering wheel

£50

Bosses for BMW 3 Series, Peugeot 205, Golf GTi and Astra GTE Mk1

£10 each

Tow-Sure tow bracket and electrics to fit BMW 3 series (E30)

£25

M-Tech steering wheel for BMW 3 Series (E36) boxed and as new

£110

1995 Autosport Circuit guide

£10

Items can be delivered to Harewood meetings, help an impoverished hillclimber to buy his second helicopter by ringing

01325 374656(H) or 0191 386 6111(B)

FOR SALE

Escort Harrier 1980

57,000 miles, one driver since new, Stratos silver, alloys, Recaro's with fish net head rest, unique walnut full facia and cappings.

MoT/Tax end September. Near classic car, excellent condition

£2250

Alan McKinney 01937 572548

LETTERS TO THE EDITOR

Dear Pat

As a contribution to our chairman's regular calls for constructive suggestions may I be so bold as to request more editions of the Yorkshire 'Times'. A Club's magazine is its lifeline, particularly for those many members unable to attend Harewood hillclimbs, and although there will be cost implications, this must be weighed against the maintenance or enhancement of membership levels. This appears to be the view of other prominent clubs of which I am a member, and it would be fair to say that its magazine is an accurate barometer of a club's well being.

And another thing, how about a few cheap and cheerful seats for spectators at farmhouse and above Quarry Straight? They don't have to be Recaros, wooden benches would do.

And finally, when finances allow, may we return to those fine and most comprehensive event programmes we once knew and loved?

Am I a lone voice from the wrong end of the paddock or do other members agree?

Regards

Peter Herbert

Dear Pat

Thank you for the copy of Peter Herbert's letter and for the opportunity of replying in the same edition of the 'Times'. I put the points to the committee on 5th August and would answer as follows:-

1. We would like to increase the 'Times' to 6 editions again but the budget set almost exceeds the income from Centre subscriptions. Whilst it is uppermost in our plans to develop the site further for competitors and marshals alike, we must keep the 'Times' to 4 per annum but I would give a firm undertaking that we will continue to review this and when funds allow we will return to 6. I would endorse the comments Peter makes and hope he agrees with our thinking.
2. On the subject of seats Peter will have noticed that we have put a seat on top of the new paddock stakes and we plan, in the winter, to put a similar arrangement around Farmhouse and on the bank below the caterers and below the old bus position.
3. The programme issue is answered really by the 'Times' answer above. We currently give the programme away to help spectators and sponsors alike and we took Pat's advice when making economies a few years ago. I regret the cost of printing and production of programmes is now a

major cost and I see an upturn in sponsor income as the best way of improving the programme quality. This may prompt members to make a modest investment in advertising which will help us to return to the old programme style.

In conclusion I would say the committee intend, by Christmas, to have a Development Plan for the next 3 - 5 years with costs and priorities listed. This will give members a clear idea of our vision for Harewood and we hope your continued support will help us to achieve these goals.

Kind regards

Simon

Dear Pat

Thank you for Issue 63 of the 'Times'

I was interested to read Paul Nutter's report on the Spring National, and was amused by his reference to the cost of my Lotus Carlton. It is a lot of car, but the truth is, it costs no more than a new Ford Granada Scorpio or a Vauxhall Omega.

Running it is a different matter. I would gladly swap the national debt of some small countries for the consumption of the 377 bhp (standard output) engine. Super unleaded petrol disappears at the rate of 15 mpg. (At Harewood or Aintree it gets down to 5 or 6 mpg!)

What you cannot price is the enjoyment. Having logged 70,000 miles, Lotus Carlton No 338 continues to provide for me a high adrenaline rush every day.

Recently, on a private test track, it was interesting to compare the power with the latest BMW M3. Easily keeping pace up to 100 mph with the Lotus stopping the watch at 10.8 seconds for 0 - 100, the ability to sprint away, at any time, is always there. However, the real killer blow comes in between 100 mph and 170 mph when there is just no let up in the power delivery.

As a person of mature years (who should know better) I have to constantly feather the desire to plant my right foot into the Wilton carpet, and watch the landscape disappear, so Harewood offers the ideal release for my pent up tension. In the meantime I am looking forward to finding some rear tyres that will last more than one event.....

Keep up the good work, it is appreciated by competitors, and may I say, a few other venues I have visited could benefit from the quality of organisation proffered by Harewood's fine body of men and women.

Best Regards

Ken Murray

HAREWOOD - SMOKE FREE ZONE

Brian Kenyon

Harewood has 'unfortunately' recently become a smoke free zone. No, the environmental officers haven't been round pouring water on 'barbies' and making competitors turn off their dirty diesel motorhomes, nor have they made Richard Hargreaves put out his pipe (come to think of it, I can't remember seeing it actually lit!).

The reason that Stockton Farm is now smoke free is quite simple - Ken Murray hasn't entered recently, and I personally deeply regret his absence, for one of the undoubted highlights of the day, was to see the pall of tyre smoke he created while negotiating Farmhouse, this hung around the hillside until at least two or three following cars had negotiated the hill.

Hopefully the spectacle of Ken hurling the massive twitching, sliding Lotus Carlton up the hill will not be lost to Harewood, for if anything was guaranteed to draw his fellow competitors to the often bleak and windy hillside, it is his superb car control.

Hopefully Ken will bite the bullet and buy some more tyres and enter at least a few more Harewoods.

MAJOR SCOOP - AUSTIN'S NEW CAR UNVEILED

Brian Kenyon

Don't worry you new 'P' registered car owners, you haven't missed out on a new model and Rover/BMW haven't resurrected the famous Austin name. The new car is Austin's all right but it's Carl's. The car was unveiled with the usual fanfare of trumpets, laser beam show, dry ice smoke, in the competitors trailer park.

Carl has made a super job of the car, the standard of preparation is extremely high and to coin a phrase 'if it looks right, it is right'. The engine is adorned with a 48 IDA Weber. Carl has used carbon fibre in the car's construction and every effort has been made to save weight. The car as a whole sports many demon tweaks and is immaculately prepared.

One thing I would challenge Carl on though is his use of sealastic which he had used to fit the rear lights to the shell, I just touched the light lightly and one popped out - taking weight saving beyond the bounds of reality?

Carl brought the car to Harewood to have it noise tested prior to its first trip down a private road - what is it? A Mini of course.

POINT TO PONDER

Brian Kenyon

Seen on the back of Allan Staniforth's T-shirt -
"The older I get, the faster I was"

Trouble is, Allan shot down that theory by setting his fastest time to date in the 1100cc Megapin.

BETTER BUY A BADGE

The Marshals Association have recently produced a superb cloth badge based on the Harewood Speed Hillclimb logo. The badge is 55mm x 70mm, to all you oldies (and that includes me) 2 1/8 x 2 3/4. The badge looks rather fetching with its light blue background, the top part of the 'H' and Harewood is highlighted in yellow with the bottom part of the 'H' dark blue as is 'Speed Hillclimb'.

So if you want to cut a dash in the paddocks around the country, this is just the gear for you serious racers and the paddock posers - of course we don't get many of those at Harewood!!

Now we come to the important bit. The badge is priced at a very modest £3.50, so form your queues now and fly the Harewood flag (badge).



*Badge shown
actual size*

CONGRATULATIONS

Congratulations to Carolyn Bridgen and Paul Turner on their recent marriage.

Carolyn and Paul are to live at Sutton in Ashfield and we wish them every happiness in their future life together.

Congratulations to Jeff and Lynne Norton on their recent wedding in South Carolina. Their wedding day just missed the end of a passing hurricane and Jeff's comment was 'how's that for a whirlwind romance!'

PRIAULX'S PRESENT

Peter Herbert

There is something almost sensual about the scream of a lone Formula One engine, unadulterated by competing sounds, and so it was for those who watched the final run-off from the hill's lofty paddock, surely Harewood's finest feature. And as the tone of the Cosworth DFL, inches behind Graham Priaulx's head, hardened to a wail as he gunned the Pilbeam out of Willow towards Orchard, few doubted that on a rapidly drying track, the St Peter Port motor trader would better the time set a minute earlier by David Grace, just as he had bettered all those who had gone before him. But as the blue and red projectile dived into the final curve there was a squeal of tortured rubber, the crunch of gravel, then silence. Quarry had claimed its latest victim.

As the MP58 was extracted from its resting place the rain returned, and those waiting by the start line for their last assaults on the course realised the winner was decided. David Grace had driven the Gould-Ralt to its maiden British Hillclimb Championship round victory.

Of those thwarted by the fickle Yorkshire weather, Roger Kilty had most reason to feel cheated. Conclusively quickest in the class runs, an impressive 53.91s ascent standing as FTD, he was to drop to twelfth in the run-off. At least the elusive electrical glitch that had plagued his early season was cured, a new master switch allowing all 600 bhp of DFR muscle to report for duty.

Young Mr Grace finished ahead of the wily Roy Lane aboard his Steel King Pilbeam MP58-Judd in the overall honours, 0.22s separating the old rivals, whilst an excellent third was Bill Bristow's Ralt RT36, whose inferior sized Hart propulsion was on loan from John Beattie following the blow up of Bill's own motor.

There was no hint of the late afternoon precipitation to come as the class runs commenced beneath clear blue skies, although Club Steward (or was it bar steward) Brian Kenyon was taking bets on the likelihood of a dry Harewood at last. The bold Brian even produced a rain gauge and was promptly offered samples by drivers mistaking it for a dope test (six dopes were quickly discovered.) Plucky Club Chairman Simon Clark was nursing a couple of broken ribs following a kart race without body protection. Next time he will take his wallet.

Class 1 and Class 2 Touring Cars opened proceedings and hill championship aspirant Bobby Fryers was having a hard time with some very stiff opposition which climaxed in Dennis Crompton relieving Tony Mekwinski of his record to the tune of 0.41s. The former Formula Ford racer's BMW 2002 Touring took 0.84s off Bobby's Clio Williams, the switch to harder

radial rubber giving the Renault driver some unfamiliar sensations (Oo er missus). Brent Meredith chased gamely but the smaller engined Fiesta was a further 4 seconds down. An absent Mekwinski has assured your correspondent the record is merely on loan while he enters the world of Formula One (remember where you heard it first).

In the first of the three Modified Production classes, Tim Wilson's Caterham and Peter Herbert's Westfield rejoined the battle and it was the latter's Russpeed racing prepared car that held sway by a shade over a second. Matthew Pinder's former Metro Challenge car was third after Ben Butterfield's Cooper S spun off at Orchard in a moment of classic 'lift-off oversteer'.

Southampton wonderboy Tom New dominated the middleweights, the Vauxhall powered Caterham comfortably ahead of Richard Warner's full body-kitted Westfield and Ian Chard's less flamboyant version. David Spaul was quickest of the locals, bringing his Westfield in fifth.

The unlimited division was merged with big Touring Cars, and there was nothing even the experienced Tony Lambert and Richard Jones could do about the all conquering 4.2 litre V8 works Westfield of Tim Coventry who, never having seen the hill before, calmly knocked 0.57s off Mike Kerr's two year old record to win by almost 2 seconds from Lambrusco's Ferrari 308 GT4. Jones pushed the Italian car hard, bringing the ex-Bancroft 911 Turbo to within 0.11s.

There was but a single 'Marque Sports' confrontation with the merging of Classes 5 and 6, and it was the pristine Porsche of Richard Jackson that scooped the goodies, with Malcolm Pinder's 911SC some 5 seconds adrift.

They say that star hillclimbers are quick wherever they go, and Martin Groves proved the point to set a new Clubmans record on his first visit to Stockton Farm. The Bicester Mallock pilote was 0.49s inside Russ Pickering's 1993 target and 1.67s clear of Chris Merrick's similar car, with Tim Daniel's Mallock third.

The fourth record to fall was Bob Prest's 2 litre Sports Libre mark, and both Tim Elmer and Roger Thomas got under it, the Phantom a massive 1.36s to the good, 1.31s ahead of the steadily improving Vision. Prest himself followed a further second astern in his Mallock.

The non-appearance of Christian Mineeff's new SPA sports car, and the side-lining of Jim Robinson's Pilbeam spyder with clutch problems, took some of the funk out of the big Libre class but Paul Parker put on a

good show in the mean 6.2 litre Royale to secure a very decisive 11.96s win, although it must be said that the opposition which remained was not perhaps at the cutting edge of technology. The dashing and evergreen Phil Chapman was giving the Chapman Mercury an airing, and the big V8 had the legs of Don Burt's jaunty YKC.

First of the single seaters were Formula Fords and as usual the Bailey family were in charge. Ken consolidated his hill championship lead with the Reynard 1.09s faster than son David, while David Sturdy was a further half second down in his Van Diemen. Jedis dominated the 500cc Racing Cars, with Mark Coley 1.4s ahead of John Watts (wasn't he in Z Cars?) Stewart Baylis was third.

A very popular 1100cc division contained all the usual suspects but there was a surprise defeat for Leaders Championship front runner Phil Cooke's Jedi at the hands of the OMS stable. Customer Mark Lawrence beat constructor Steve Owen by a slim 0.19s with Cooke just 0.05s slower. And mention must be made of the intrepid Norman Kitching who set a personal best 61.81s time in son David's home brewed Jedi to claim eighth place.

Paul Shipp took another OMS victory in the poorly supported 1600cc class, defeating the Pilbeam of Paul Hannan by 3 seconds.

Former Yorkshire Centre chairman Tim Thomson made a striking return to Harewood hillclimbing, not least by introducing a motorhome the size of the Royal Yacht Britannia to the car park. His ex-Moran MP62 didn't go too badly either, and a stylish 56.56 run secured a narrow 0.24s win over Scotsman Simon Frost, whose similar Pilbeam was in turn 2.23s up on club beancounter Peter Varley's son Johnathen at the helm of dad's March Pilbeam.

As mentioned earlier, it was Roger Kilty who headed the unlimited class against the country's best, his less than youthful Pilbeam being 0.79s quicker than British Championship leader Roger Moran's MP72, with Patrick Wood's traction controlled MP58 a further 0.32s adrift.

So, it was a good day for Yorkshire hillclimbing with Tykes fastest overall and winners of four classes. There were four records broken, fine weather until late afternoon, plenty of runs for everyone, excellent organisation and marshalling and a good crowd. Brian Kenyon, who can remember such things, reckons as many as ten thousand used to cover the hillside in the old days to watch the action, but now with so many other Sunday attractions we may never see the like again. He probably has a point, and you can see it when he takes his hat off!

RESULTS

Class	Name	Car	Time
1+2	Dennis Crompton	BMW 2002	65.06 R
3+C	Tim Coventry	Westfield S8	59.34 R
5+6	Richard Jackson	Porsche	66.35
7	Ken Bailey	Reynard	62.36
A	Peter Herbert	Westfield	63.46
B	Tom New	Caterham	60.85
D	Martin Groves	Mallock	57.96 R
F	Tim Elmer	Phantom	58.91 R
G	Paul Parker	Royale	59.63
H	Mark Coley	Jedi	61.43
I	Mark Lawrence	OMS	57.58
J	Paul Shipp	OMS	57.38
K	Tim Thomson	Pilbeam MP62	56.56
L	Roger Kilty	Pilbeam MP47	53.91
FTD	Roger Kilty	Pilbeam MP47	53.91

ADVANCE MARSHALLING NOTICE

BARC Yorkshire Centre members are cordially invited to help out with any of the following events:-

Aug 25th	Trackrod MC BBQ Hillclimb, Harewood
Sept 14	York MC Simpson's Salvage Sprint, Elvington
Sept 14/15	Darlington & DMC Battle of Britain Race Meeting, Croft
Sept 22	Championship Finals Meeting Harewood
Sept 28	Trackrod MC Forest Stages, Dalby Forest
Nov 23	Historic Rally/RAC MSA Britannia Historic/Network Q International RAC Rally, Croft

Contact Bob Wright Tel: (H) 0113 269 1997
or Tim Bendelow Tel: (H) 01937 584130

MARSHALLING

If you have volunteered for a meeting (Harewood or anywhere else) and find that you can't then marshal, please do have the courtesy to inform the Chief Marshal (preferably prior to the event) of your intent. It makes the job a whole lot easier, reducing the amount of guesswork needed to know who will/won't be there on the day.

ANCC MEETING

The ANCC Meeting will be held at Whitfield Mount Sports Club, Cleckheaton on Thursday 12th September at 8.00pm with Colin Hilton (RAC MSA) and Mr Braden from Bradstock Insurance in attendance.

Any BARC members are welcome to attend this meeting and you will have the chance to ask the RAC MSA and Bradstocks about Motor Sports Insurance. Do please come along.

GRIFFITHS GOES FOR A BURTON AND IT SUITS HIM

Peter Herbert

Fresh from a most successful appearance in Ireland at Craigtantlet, Chesham's Peter Griffiths remained in foreign parts to set FTD and win the Montague Burton Trophy at Harewood's August meeting. The well campaigned Chevron B47 held off Alan Newton's mighty Pilbeam MP58 to the tune of 0.88s despite giving away a litre and a half, while young Ciaran Pilbeam, son of the legendary Mike, brought the works MP62 home third overall a further 0.81s adrift.

Blessed by a clear blue sky, the course was in prime condition as competition commenced, and first to leave the line was Last of the Mohicans Brent Meredith. Merged with Classes 2 and 3, the sole Class 1 Touring Car representative was inevitably blown away, but a fifth place ahead of a Sierra Cosworth and a Talbot Sunbeam was a good result for the little Fiesta. At the sharp end Dennis Crompton's BMW was flying and a 64.71s climb both clinched the class and further lowered his own record set just a month earlier. Bobby Fryers chased hard in the Clio Williams, but despite the added support of his charming wife who was making a rare hillclimb visit, the Skipton garagiste was unceremoniously bumped down to third place by a hard charging Richard Hargreaves in his Subaru Impreza Turbo.

Nick Aveyard, making a welcome return to Stockton Farm, stole a merged Class 4 and 5 Marque Sports confrontation, the agile Midget almost 2 seconds clear of Claude Spencer's MGB, with the pretty TVR Vixen of Trevor Jasper a further second astern.

Don Williams avenged his Class 6 Marque Sports defeat at the hands of Richard Jackson in July by seeing off the Porsche 911 Turbo by a margin of 0.32s with the faithful Gilbern. Richard Thorpe led a hoard of chasing TVR's in his third placed 450SE.

Hill Championship leader Ken Bailey was in sparkling form, with each of his three runs inside son David's Formula Ford record. A fastest ascent of 61.68s knocked no less than 0.6s off the mark to beat his heir by 0.35s. As ever the Reynard was shadowed by David Sturdy's Van Diemen, but a scant 0.01s separated him from Tony Metcalf's later version of Ralph Firman's handywork.

An interesting duel between Michael Thornton's Peugeot 205 GTi and Brian Woffenden's Lotus Elan enlivened the up to 2 litre Road Going Production class, and after trailing in second place by just 0.03s after the second runs, Thornton took a 0.09s win on his third. Martin Domleo was not far behind in his Clio Williams. The over 2 litre division saw Dave Parr take a single second win in the Sierra Cosworth from Mike Shepherd-

Smith's immaculate Ginetta G33, with Steve Muir's Cossie but 0.19s further behind.

As usual Andrew Barrett's Elan was to the fore in a merged Class 21 and 22 Standard Production class, comfortably quicker than David Marshall's Peugeot 205 GTi and Keith Graham's Renault 5 Turbo.

A welcome guest appearance of the factory development Rover 114 of Andy Kitson and Stuart Horswill enlivened the 18 strong 1400cc Modified Production field, and regular pace setters Peter Herbert and Tim Wilson had to work hard to hold off the rapid tin top. However, it was Herbert's Westfield that emerged victorious, 1.35s ahead of Wilson's Caterham, which in turn was just 0.12s clear of Kitson.

In the 2 litre Mod Prod division 'The Nutter' took time out from his Sprint Leaders series assault to shake a few sports cars in his enterprisingly driven Escort and David Spaul was forced into setting a personal best 62.04s time to stay ahead of the mad joiner. But it was the big pushrod engined Caterham of Paul Turner who did the winning, 0.19s quicker than Spaul's Westfield.

Geoff Kershaw in his rapid Turbo Technics Sierra Cosworth won the unlimited Mod Prod class, a convincing 3.21s ahead of Haydn Spedding's E Type, with Martin Baker's Chevette and Nick Wear's Porsche 911SC next up.

A well supported Road Going Kit class saw the Westfields of John Palmer and Jon Crayston battling for superiority, and it was the live rear axled SE of Palmer that came out on top, almost a second up on Crayston's independently suspended SEi. (Spot the Westfield bore!) A gallant third was the smaller engined K-Series Caterham of Andy North, amazingly in his first ever hillclimb, who held off Linden Spencer's Westfield by but 0.06s.

In the single Sports Libre class, record holder Tim Elmer's initial lead was overturned on the final runs when Geoff Guille urged his Mallock Mk18 out of Quarry and across the finish line 0.62s earlier than the Phantom P84/98 to set a new class record. The evergreen Bob Prest took third in the Mallock Mk20/27, a narrow 0.16s ahead of the mean looking Westfield SBD SEi of Steve Broughton.

And so to those funny little cars with only one seat and no space for a mobile phone. Of the 1100cc Racing Cars it was the OMS of Mark Lawrence which proved fastest, a fine 57.74s final ascent eclipsing Glyn Sketchley's Megapin by a mere 0.08s. OMS constructor Steve Owen could only look on from third place, but he was able to stay ahead of the increasingly rapid Dave Kitching to the tune of 0.36s. The Kitching Jedi was as

usual shared by Dave's father Norman who continued to set personal best times to clinch sixth place, only 0.36s shy of Craven Moses' Maclan.

Peter Griffith's Chevron was well in charge of the 2 litre Racing Cars, although Ciaron Pilbeam's MP62, shared with his father, and Mike Smith's Reynard chased gamely.

Finally it was Alan Newton's Pilbeam MP58 that was the unchallenged unlimited Racing Cars winner, a cruel merger with a thin Sports Libre bunch seeing George Tatham's McLaren some 13 seconds off the pace.

Slick organisation and an uncanny lack of incidents meant an early finish and a jovial sun soaked prizegiving, and despite the row of rose bowl awards lending a slightly eerie chapel of rest atmosphere, worthy Montague Burton Trophy winner Pete Griffiths spoke for everyone when he thanked all those responsible for such a great day's sport.

RESULTS

Class	Name	Car	Time
1+2+3	Dennis Crompton	BMW	64.71 R
4+5	Nik Aveyard	MG Midget	69.23
6	Don Williams	Gilbern	66.97
7	Ken Bailey	Reynard	61.68 R
21+22	Andrew Barrett	Lotus Elan	71.62
23+26	Dave Parr	Sierra Cosworth	69.66
24+25	Michael Thornton	Peugeot	72.19
27	John Palmer	Westfield SE	66.67
A	Peter Harbert	Westfield SE	62.68
B	Paul Turner	Caterham	61.85
C	Geoffrey Kershaw	Ford Sierra	62.31
F	Geoff Guille	Mallock Mk18	58.57 R
H+I	Mark Lawrence	OMS	57.74
J+K	Peter Griffiths	Chevron B47	55.26
G+L	Alan Newton	Pilbeam MP58	56.14
FTD	Peter Griffiths	Chevron B47	55.26



*Pete and Sue Griffiths relaxing on the car wheels during the July event.
Photo: Pat Kenyon*

BARC YORKSHIRE CENTRE ANNUAL SPEED EVENTS FORUM

Old Golf House Hotel, Outlane, Nr Huddersfield, Jn 23 M62

Sunday 3rd November 1996

Coffee on arrival at 10.00am, courtesy of the club, with the Forum to commence at 10.30am

Everyone is welcome and should you be unable to attend but wish your views to be known, please write to Chris Seaman. Seaman Photographer Ltd, 193 London Road, Sheffield S2 4LJ

BARC YORKSHIRE CENTRE ANNUAL COMPETITIONS 1996

POS	NAME	17/3	7/4	11/5	12/5	19/5	6/7	7/7	4/8	22/8	SUB	COR	TOT
1	Tim Wilson		4	6	6	5		5	5		31		31
2	Bobby Fryers	3	6		6	5		5	3		28		28
	Richard Hargreaves		6		5	6		5	6		28		28
	Peter Herbert		5		5	6		6	6		28		28
	David Spaul	3	6	6	3	5		3	5		31	-3	28
6	Richard Hooper	5	6	3	3	3	5	3	3		31	-6	25
	Graham Wride	5		6	5	3	3	3	3		28	-3	25
8	Don Williams		6		5	6			6		23		23
9	David Dalrymple	3	5	5	3	3	3	3	3		28	-6	22
	Tim Bendelow	5	5	3	3	3	3	3	3		28	-6	22
	Pat Kenyon	3	3	5	5	3	3	3	3		28	-6	22
12	Don Burt	3	3	3	4	3		4	4		24	-3	21
	Richard Hardcastle	3		3	3	6	6				21		21
14	Dave Kitching		6	5	3			3	3		20		20
15	Brian Kenyon	3	3	3	3	3	3	3	3		24	-6	18
	Simon Clark		3	6		3	3		3		18		18
17	Brent Meredith				5	6		3	3		17		17
18	Chris Seaman	5	5						6		16		16
	Peter Varley		3	4		3		3	3		16		16
	Ben Butterfield		3		3	4		3	3		16		16
21	Nick Beaumont		3		3	3		3	3		15		15
	Catherine Hardcastle	3		3		3	3	3			15		15
23	Mike Smith (Class K)				3	4		3	4		14		14
24	Martin Baker		6					3	4		13		13
25	Johnnathan Varley		6					4			10		10
26	Leon Johnson		3	3		3					9		9
	David Naylor	3				3			3		9		9
28	Mike Haigh		5	3							8		8
	Paul Nutter		4						4		8		8
30	Mike Smith (Class B)		3			3					6		6
31	Peter Hawkey		3								3		3
	Colin Ellenden		3								3		3
33	Carol Wride										0		0

Current positions are:-

Pearce Trophy - Tim Wilson

Firth Bowl - Pat Kenyon

Ken Lee Trophy -
Richard Hargreaves &
Peter Herbert

Chippy-Iola Vase -
Pat & Brian Kenyon.

The Pearce and Ken Lee Trophies will probably change after the September meeting as Richard and Peter have only 5 scores to count so far, and September will make 6.

The final markings to decide the awards will be based upon three less than the total for the season, the lowest marks being discarded.

If there are any queries regarding the above marks, please contact Tim Bendelow on (01937) 584130



Current leader for the Pearce Trophy, Tim Wilson, with his trusty Caterham which, incidentally, he drives to events on the road. Photo: Pat Kenyon

BARC HAREWOOD HILLCLIMB CHAMPIONSHIP

POSITIONS AFTER AUGUST

			April	May	June	July	August	Total	Low Score
1	Ken	Bailey	16.49	14.41	17.49	17.92	18.60	84.91	14.41
2	Dennis	Crompton	15.35	13.74	17.60	18.41	18.76	83.86	13.74
3	Bobby	Fryers	15.62	14.42	17.56	17.57	17.69	82.86	14.42
4	David	Bailey	16.07	13.12	17.79	16.83	18.25	82.06	13.12
5	Peter	Herbert	14.74	13.60	16.43	16.27	17.05	78.09	13.60
6	Bob	Prest	15.25	13.89	14.67	16.94	17.08	77.83	13.89
7	David	Sturdy	14.17	13.02	16.70	16.30	16.63	76.82	13.02
8	Tim	Wilson	13.77	13.63	14.86	15.06	15.70	73.02	13.63
9	Alan	Newton	11.50	11.91	15.21	15.09	14.58	68.29	11.50
10	Joe	Ward	12.12	12.05	13.12	14.77	15.86	67.92	12.05
11	Jeremy	Paterson	12.04	10.16	13.78	13.10	15.01	64.09	10.16
12	David	Spaul	12.09	9.77	13.24	13.27	15.06	63.43	9.77
13	Dave	Kitching	13.80	12.11	0.00	15.93	15.96	57.80	0.00
14	Ben	Butterfield	10.84	7.75	12.20	11.89	13.76	56.44	7.75
15	Brent	Meredith	0.00	11.01	13.88	13.99	13.93	52.81	0.00
16	Richard	Jackson	13.36	10.63	0.00	14.46	13.52	51.97	0.00
17	Richard	Hargreaves	0.00	9.99	13.70	13.53	14.47	51.69	0.00
18	Mike	Mullins	12.32	8.90	0.00	13.50	14.53	49.25	0.00
19	Allan	Staniforth	5.34	7.17	10.34	11.36	12.90	47.11	5.34
20	Norman	Kitching	9.76	7.99	0.00	13.58	14.90	46.23	0.00
21	Andrew	Greaves	8.69	9.65	0.00	12.46	14.05	44.85	0.00
22	Tony	Metcalf	0.00	11.64	16.51	0.00	16.62	44.77	0.00
23	Colin	Wheeler	10.06	8.06	11.18	13.09	0.00	42.39	0.00
24	Les	Procter	4.28	6.92	8.95	10.70	11.52	42.37	4.28
25	Richard	Wheat	0.00	7.98	9.89	11.32	10.99	40.18	0.00
26	Peter	Hamilton	12.08	11.97	12.49	0.00	0.00	36.54	0.00
27	Nick	Beaumont	6.11	4.99	7.09	8.19	9.86	36.24	4.99
28	Matthew	Pinder	1.68	6.84	12.07	13.42	0.00	34.01	0.00
29	Haydn	Spedding	0.00	8.88	0.00	12.07	12.39	33.34	0.00
30	Martin	Baker	10.87	0.00	0.00	11.22	11.13	33.22	0.00
31	Vince	Dobson	0.00	7.95	10.57	12.27	0.00	30.79	0.00
32	Mike	Smith	0.77	6.86	10.08	0.00	12.90	30.61	0.00
33	Nicholas	Wear	6.95	5.13	0.00	8.94	9.42	30.44	0.00
34	Pete	Griffiths	0.00	12.48	0.00	0.00	16.92	29.40	0.00
35	Colin	Stewart	0.00	6.98	12.00	10.14	0.00	29.12	0.00
36	Michael	Seward	0.00	3.16	10.89	10.29	0.00	24.34	0.00
37	Malcolm	Pinder	0.00	3.74	8.55	9.61	0.00	21.90	0.00
38	Trevor	Longstaffe	0.00	4.04	6.57	7.45	0.00	18.06	0.00
39	Michael	Tetley	0.00	6.20	0.00	0.00	11.21	17.41	0.00
40	David	Rawnsley	0.00	5.56	0.00	0.00	11.05	16.61	0.00
41	Steven	Gash	3.30	0.00	3.51	5.31	4.02	16.14	0.00
42	Tim	Thomson	0.00	0.00	0.00	15.62	0.00	15.62	0.00
43	Nick	Casey	13.30	0.00	0.00	0.00	0.00	13.30	0.00
44	Stephen	English	0.00	5.49	7.74	0.00	0.00	13.23	0.00
45	Peter	Hawkey	12.50	0.00	0.00	0.00	0.00	12.50	0.00
46	Kenneth	Barker	5.41	4.03	0.00	0.00	0.00	9.44	0.00
47	Ken	Murray	0.00	8.50	0.00	0.00	0.00	8.50	0.00
48	Michael	North	0.00	0.73	3.30	0.00	3.72	7.75	0.00
49	Leslie	English	0.00	2.16	0.00	0.00	0.00	2.16	0.00
50	David	Coulthard	0.00	0.00	0.26	1.07	0.71	2.04	0.00
51	Richard	Brand	0.00	1.84	0.00	0.00	0.00	1.84	0.00
	Nick	Dilley	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Henry	Fargus	0.00	0.00	0.00	0.00	0.00	0.00	
	Daniel	Howland	0.00	0.00	0.00	0.00	0.00	0.00	

FTD POSITIONS

1	Alan Newton	10	10	10	10	9	49
2	Colin Wheeler	8	7	9	8	0	32
3	Dave Kitching	9	8	0	7	7	31
4	Bob Prest	7	6	3	6	5	27
5	Ken Bailey	6	2	6	4	3	21

ARTHUR (BOZ) HEATON

Arthur Heaton, known to most as Boz, died on 31st July 1996, aged 71 years.

Boz worked for the family textile engineering firm 'Heaton Engineering' for most of his life, but will be remembered by BARC members for his motorsport career campaigning his infamous Riley 1.5.

The Riley came to be known as 'The Black Death', some have suggested because it was black and not always totally reliable. Boz's son (also Arthur and a regular Harewood marshal and competitor) swears this is not the case and that the car was only unreliable if it was taken to events on a trailer. Either way, Boz and the Riley personified the true spirit of clubman competition. Always keen to use his engineering skills and facilities to the full, Boz would take on those who paid for works parts and cars, with, it's fair to say, more enthusiasm than success. He did however have class successes at various sprints, races and hillclimbs in the north and further afield - and he competed at the first Harewood Hillclimb. Those of Boz's contemporaries who recall these 'like yesterday' may care to consider a newspaper review of a 1963 drag-sprint event where Boz was competing along with 'A young up and coming Allan Staniforth' who was beating 'S' Minis in his non 'S' version.

Even in his later years, with health not so good, Boz keenly took an interest in my fledgling hillclimb career and would regale me (over a pint) with anecdotes and advice.

This is, I hope, what our sport is about, and those who knew and competed with Boz will miss a unique character from another age of motorsport - a man keen to celebrate success and failures and always ready with a witty oneliner.

(Incidentally, after the funeral service, the mourners who turned up at Morley Rugby Football Club - one of Boz's favourite stamping grounds - at 3pm, were still there after closing time - which I trust Boz would have approved of!)

To his son Arthur and daughter Emma, we extend our deepest condolences.

Nik Aveyard

COMPUTER WIZARD

Our thanks to Mike Tetley and his 'gang' for their help when the club computer failed. Unfortunately it turned out to be 'terminal' but Mike has very kindly donated a computer to the Club for use in producing the results. Thank you Mike.

LOG BOOK REQUIREMENTS

Geoff Harrison

Reference the RAC Log Book requirements commencing 1.1.97 for sprint and hillclimb cars, also championship competitors who are registered for 1996.

The Scrutineers at Harewood are prepared to issue Log Books or just give information on them at any Harewood meeting.

This may save panic later in the year.

BARC ANNUAL DINNER DANCE & AWARDS PRESENTATION

Once again the Annual Dinner will be held at the

**Hilton National Hotel
Garforth, Nr Leeds**

on

Saturday

30th November 1996.

**Make a date in your diary now - no
excuses about going on holiday!!**

**Tickets are £22.50 each
available from Georgina Clark**

**There is a ticket application form with
this edition of the 'Times' so book your
place early and avoid disappointment
later.**

*The inclusion of any article in this publication does
not imply that the Club, its Officers, its Editorial
staff or any other member shares any opinion
expressed therein*

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