



CHAIRMAN'S LETTER

Dear Member

Firstly a reminder about this year's Dinner Dance on Saturday 30th November 1996 at the Garforth Hilton. Tickets are selling well and we have 90 attending already. We hope to have a first class evening to round off an excellent season.

The committee meet in November to agree the improvement schedule for next year and I am confident you will be pleased with our plans which should be announced in the next issue.

I have been encouraged by the number of suggestion letters we have received and the advice will be headed and considered in the planning and I will reply as soon as possible.

I must thank everybody who has been involved in Harewood this year in whatever capacity for their input. I believe it would be fair to say, this year Harewood has offered one of the best atmospheres experienced in the paddock for a good many years and on behalf of the committee I would like to thank you all and promise you the efforts will continue next year to provide more of the same.

In the meantime I look forward to seeing you either at the Forum or Dinner Dance or both.

Finally, may I say how good it feels to see Damon Hill as World Champion, he deserved it and did it with good grace and good humour and presents us with a fine example.

Kind regards

Simon

EDITORIAL

That Harewood is on a high is indisputable, the atmosphere is relaxed and friendly, the competition is keen and hotly contested, the facilities continue to be improved. OK, everything isn't perfect, but what in life is? So long as the momentum is maintained the success of the Centre and of Harewood is assured. Improvements have come thick and fast this year and will continue no doubt as and when funding is available.

It is important for members to involve themselves as much as possible in the Centre's activities for we will only prosper with our combined efforts and no one person or group of persons are more important than any other, so if you can help in any way, marshals and officials are always in great demand. In a similar vein competitors can help both the club and themselves by entering early and so avoiding the disappointment of a refused entry. This year every event except one has been over subscribed, thus proving the popularity of the venue.

As a club member there are many ways in which you can help - write an article for the 'Times', involve yourself in the social side by attending our most excellent Dinner & Dance, and although it has a more practical purpose, the competitors Open Speed Events Forum is a chance to have a noggin and natter, something which the club sadly lacks. In fact in the past, we used to enjoy many social get togethers in the form of club nights, so would-be organisers form an orderly queue, I'm sure your efforts would be greatly appreciated.

There is a saying in life that you only get out what you put in, so put a little into your club and I am sure that the enjoyment that you will derive from your club will be increased ten fold.

I would like to congratulate all award winners and hope that everyone has a successful season in 1997

The Annual Competition has been a great success this year and its co-ordinator Tim Bendelow has many new ideas for its improvement for next year..

I look forward to seeing you shortly at the Forum and the Dinner.

Pat

*Articles for the next edition of the Times
please to the Editor by
10th December 1996
Mrs Pat Kenyon
4 Leslie Road
Hillsborough
Sheffield S6 4RB
Tel & Fax 0114 234 0478*

COMMITTEE NOTES

2nd Sept 1996

A short meeting which quickly dealt with relevant matters and then time spent on Development Plans both for the winter and long term.

Matters discussed in the meeting:

Sponsorship for the Championship is being pursued
Ambulance cover by WYMAS being costed following problems with St John this year. Able to offer fully trained paramedic and cover if ambulance has to leave the site following an incident.

Looking for a replacement for the equipment van and breakdown if anyone knows of any suitable vehicles.

Bus to be sold along with the old medical unit and red van.

* * *

7th October 1996

Offer received for the bus and accepted.

Costs of ambulance cover for July meeting recovered from St John.

Discussions on sponsorship of Championship continuing.

Marshals supper to be held on 25th October 1996 at Old Leo's Rugby Club, Leeds. Full details being issued by Marshals Association.

The catering is to be put out to tender if anyone has any contacts or suggestions.

Awards of trophies agreed. (Details elsewhere in the 'Times')

* * * * *

LETTERS TO THE EDITOR

Dear Pat

Tomb it may concern, I was mortified to learn of the grave offence caused to some by my reference to a chapel of rest atmosphere when reporting the Montague Burton Trophy prizegiving.

So, mindful that it is dead easy to upset people, and dying to resurrect good taste, I undertake to bury the future references to the deceased within my cryptic and monumental monologues in such a way as to shroud their impact, and thus kill the need for post mortems.

Regards

The Undertaker

Dear Undertaker

When I first received your report and then read your letter it frightened the life out of me, your comments left me somewhat incensed, as it appears that I have committed the cardinal sin of obtaining awards which have aroused such disapproval.

I thought "Oh dear, not 'hymn' again" and although I have the deepest sympathy with those who are not impressed with the rose bowls, I purchased such items in good faith and it is of some solace to me that they obviously appeal to many winners, so I am preaching to the converted?

The range of awards have to be quite catholic, in fact many say that other venues do not hold a candle to our awards. The small service that I perform for the club in obtaining the awards is done in good faith and I am uplifted when competitors receive one and are wreathed in smiles.

I realise your devilish little comments are only made to wind me up and that at heart you are really a little angel.

Yours sincerely

The Editor

Dear Pat

I was interested to read your dear husband's appreciation of hillclimb newcomer Ken Murray's handling of the big Lotus Carlton in the last issue of the 'Times', but to me this was no surprise.

In a former life, after leaving the circus but before joining the Foreign Legion. I was a rally driver and drove an Escort RS2000 in the Association of North East and Cumberland Car Club's road rally championship. In the mid seventies, night road rallying was thinly disguised road racing, and it was not unusual to come up against guys wearing crash hats and intercoms in ex-works Alpine A110s and TR7V8s, Porsche 911s and full house BDG powered Escorts. Yet the winner of the 1976 ANECCC series was at the wheel of a virtually standard four door Opel Ascona and his name was Ken Murray. Navigated by a jovial cove from Ripon called Alan Hill, this crazy Scot would drive that Opel to within an inch of its life to hold off far more powerful opposition over roads that were acknowledged to be the fastest in the country.

Ken still favours GM products and I for one hope he finds tyres that can last the Harewood course real soon.

Regards

Peter Herbert

LET'S HEAR IT FOR DENNIS

Peter Herbert

On the same Sunday that Williams team mates Hill and Villeneuve were squaring up to one another at Estoril for the Formula One World Championship, Reynard pairing Ken and David Bailey had the fate of this year's Harewood Hillclimb Championship in their hands at Stockton Farm. But the situations in Portugal and Yorkshire differed in two respects. There were two additional contenders for the Harewood title in the form of Dennis Crompton and Bobby Fryers, and there was no way they could take one another off.

Traditionally an occasion for miserable weather, this year's Finals Meeting was blessed with cool and overcast but dry conditions, and few would have guessed what an exciting and absorbing climax to the Harewood season would result.

Interested spectators included Carl Austin pushing a pram rather than his featherweight Mini; Chris Seaman the younger, who was threatening to return to the fray next year with his self-built single seater; and Haydn Spedding, whose E Type was hors de combat following a trip into the trees at Prescott.

As ever, Class 1 Touring Cars opened proceedings and faced with some decent opposition for once, Brent Meredith played a little game. On the Fiesta's first two runs he pulled off at Chippy's muttering something about ignition problems, and calmly tucked into his sandwiches. Then just as the opposition had been lulled into a false sense of security, Brent put in a storming final climb to leap from last to first. Early leader and Ben Elton lookalike Allan Templar was thus bumped into second place, but his road tired Nova was still a most creditable 1.13s within the winners time, with Richard Brand's Escort Sport a distant third.



*Dennis Crompton
Harewood Champion*

Class 2 Touring Cars promised a close duel between class record holder Dennis Crompton in the well developed BMW 2002 Touring, and the state of the art Clio Williams of Bobby Fryers. But Dennis was taking no prisoners and in an electrifying display of committed driving, of which Jo Winklehock would have been proud, the BeeEm was hurled up the course 0.11s inside the record to hold off Bobby by 1.51s. The ever quickening Vini Dobson drove the doors off his Golf GTi to finish third a further 2.29s behind. Now the Hillside Garage proprietor had to await the Formula Fords before learning if he had done enough.

Settle Son of the Soil Richard Hargreaves dominated a merged Class 3 Touring Cars and Class C Modified Production class, the former hill champion's Impreza Turbo 1.76s quicker than Martin Baker's still troublesome Chevette HS. Jonathan Mounsey's Sapphire Cosworth came in third ahead of yet another racing Herbert, Steve, at the wheel of his Chevette HS.

Meanwhile in Maranello, the tifosi held their breath for news of the outcome of Class 6 Marque Sports Cars. Luca di Montezemola had demanded a Prancing Horse presence at Harewood and, with Schumacher and Irvine occupied at Estoril, our plucky chairman Simon Clark was chosen. Initially Luca must have regretted his choice when an over excited Simon put the 328 GTS off into the cheap seats at Orchard during practice. However, when it came to the real thing, he drove beautifully and, as the man himself was to wryly observe later, it was only by virtue of 'the drive of the season' that Don Williams beat him with a funny little Welsh car by 0.87s. Malcolm Pinder's Porsche 911SC led the chase, and orders for Gilberts are pouring in from throughout Italy.

Ken Bailey arrived at what was reputedly his last ever hillclimb with a slim lead in the hill championship, but class record pace ascents would be necessary to clinch the title. Sadly a combination of low track temperatures and comparatively hard Formula Ford control tyres thwarted his efforts, and a class winning drive was not quite enough to deny Dennis the Bee Em Ace. Son David took over the family Reynard to make it a Bailey one two, albeit 1.19s shy of the old man's time, while Tony Metcalf's Van Diemen and David Sturdy's similar car disputed third place, the former getting the nod by 0.21s.

A quartet of inter-marque sports car classes followed and on the clock it was Michael Sidgwick's Plus 8 that proved fastest Morgan with a 69.27s ascent. However, a devilish Index of Performance elevated Stuart Kellett's 4/4 to the winner's rostrum, with Norman

Wheat's 4/4 1.5 points behind, which in turn was just 0.06 points ahead of yet another 4/4 in the hands of Dave Mason.

Richard Wright was the quickest Triumph pilote, his rapid TR6 an impressive 2.61s inside the class record. Former Animal Alan Price (only joking) chased hard in the rumbling TR7V8 but was 3.75s adrift.

Those with a soft spot for sixties rallying were delighted by the Alpine Renault confrontation, and with a drive evocative of the likes of Jean-Claude Andruet and Jean Vinatier, it was the French Racing Blue A110 of Nick Wadham that emerged the winner. The wonderfully named Salvatore Sacco gave his R8 Gordini everything in spirited pursuit, but the cars finished 1.76s apart. Stuart Clough in another A110 was third.

Star of 'The Wooden Horse' and 'Albert RN' Anthony Steele (just kidding) set the Porsche pace in his 911 LUX, but the ever improving Nicholas Wear gave him a run for his money to get the 911 SC to within 1.17s of the victor's time. Should Nick ever decide to wear proper trousers in the paddock, the increased circulation to his legs may well lower times further. Chris Kavanagh's 911 was but 0.51s astern of the man in the shorts.

Largest class of the day was for Class A Modified Production Cars and Aldbrough St John's most famous racing driver Peter Herbert had thoughts only of surviving the meeting with his hastily repaired engine following its Croft sprint oil pressure failure. Therefore it was with some surprise that his final climb of the year was inside Carl Talbot's two year old record by 0.11s. Peter remains in shock and is undergoing therapy. Tim Wilson was also on form, urging his road equipped Caterham to within 1.94s of the Westfield's winning time. Quickest tin top was the Metro of Matthew Pinder in third place, but only 0.07s separated it from Ben Butterfield's immaculate Cooper S, star of this month's 'Mini Magazine'. The developing road tyred Westfield of Richard Wheat was a fine fifth, but Nick Beaumont restyled the nose of his Cox GTM against the hard bits on the exit to Clark's. Hope it was nothing to do with the tyres your correspondent sold him.

In Class B softer cams helped Peter Hamilton to come to terms with the Cosworth grunt beneath the bonnet of his Caterham, but the win was by a narrow 0.7s margin from Dave Kilcoyne's larger engined example. David Grindrod's Seven and David Spaul's Westfield followed, with Colin Stewart's Elan fifth despite a knackered rear damper. 'The Nutter' had once again been released into the hillclimb community, but was having a bad day, a missing gear then missing petrol thwarting Paul's efforts in the Escort.

The smaller of the two Sports Libre classes fell to

Harewood immortal Bob Prest whose faithful Mallock saw off Geoff Peters' amazing motorcycle engined GPC to the tune of 0.34s. Good old Joe Ward was third in his latest creation, the Ward WD9V.

The shared and supercharged Vision of Andy Smith and Tom Hughes headed the larger engined machinery with Andy just 0.36s up on his co-driver. Stephen Dinnes' Metro 6R4 led the pursuit.

In the opening single seater class David Rawnsley proved fastest 500 with his OMS, 1.19s ahead of Dean Kidsley's Jedi. Peter Wright's fine old Cooper was third.

Alex Tyson and David Bancroft disputed the 1100 division, with the verdict going to the Cumbrian's Royale by a slender 0.26s. In turn the OMS was 2.01s clear of Michael Dobson in the Maclan shared with fourth placed Alan Greenwood. The previous day's Aintree Sprint appeared to have taken a heavy toll on this class with the Kitchings taking an early bath with a sick engine in their Jedi and Barry Whitehead being present only by dint of an overnight rebuild of the power unit in his aesthetically challenged RBS4F.

Of the 2 litre runners once again Montague Burton Trophy winner Peter Griffiths was flying in the Chevron B47, shaking off the attentions of Pilbeam brothers Ciaran and Dominic in the works MP62 by 0.94s and 4.38s respectively, with young Jamie Hylton a good fourth and still learning the Maclan F3.



Alan Newton, Harewood FTD Champion

Lone unlimited capacity runner, and Mr Griffith's only serious opposition for FTD, was Slaidburn Sultan of Speed Alan Newton. But despite the 3.5 Pilbeam driver's best efforts, not helped by one or two gear selection problems, the Chevron pipped him at the post to secure the Massingberd Trophy by that smallest of speed event margins, one hundredth of a second.

And so ended another season at Harewood, a season of which the BARC (Yorkshire Centre) can be proud. Efficient and friendly organisation, increasingly slick marshalling, and close yet good humoured competition are all qualities which make hillclimbing the wonderful sport it is, and they were evident in abundance at Stockton Farm this year. Things can of course always be improved, but we now have a venue that compares well with any in the country, and each event is a genuine occasion. Thank you everyone.

RESULTS

Class	Name	Car	Time
1	Brent Meredith	Fiesta	70.78
2	Dennis Crompton	BMW	64.60 R
3+C	Richard Hargreaves	Impreza	64.93
5+6	Don Williams	Gilbern	67.40
7	Ken Bailey	Reynard	62.12
9	Stuart Kellett	Morgan	72.91
13	Richard Wright	Triumph TR6	65.57 R
15	Nick Wadham	Alpine A110S	68.43
16	Anthony Steele	Porsche 911	68.02
A	Peter Herbert	Westfield	61.62 R
B	Peter Hamilton	Caterham	62.26
E+F	Bob Prest	Mallock	61.58
14+D+G	Andy Smith	Vision	57.93
H	David Rawnsley	OMS	66.02
I	Alex Tyson	Royale	58.29
J+K	Peter Griffiths	Chevron B47	54.96
L	Alan Newton	Pilbeam MP58	54.97
FTD	Peter Griffiths	Chevron B47	54.96

R denotes new class record

FOR SALE and WANTED

Space is always available for members to advertise their unused or unwanted parts or cars.

**This service is
FREE OF CHARGE**

**providing there is no trade connection.
So turn your unwanted goodies into cash
now.**

FOR SALE

4 Avon A15 wets (2 x 7.2 / 20 / 13 and 2 x 7.5 / 21 / 13) with plenty of life remaining on 4 off 6 x 13 Supalite wheels (Ford fitting).

Ideal for Caterham, Westfield etc.

£200

4 nearly worn out 185 / 60 / 14 Dunlop M&S on 6 x 14 VW Golf GTi steel wheels (will fit Vauxhall, Audi etc.)

£40

Triumph Spitfire Mk4 / 1500 front bumper and grill

Contact Paul Turner on 01623 551254 evenings and weekends

FOR SALE

Royale RP26 Formula Ford

Ex John Village European Championship winning car, also ex Ken and David Bailey.

Immaculate condition, strong Neil Bold engine and Tony Wilson gearbox rebuilt last season.

Fitted cover and many spares.

£3750

Contact Peter Hawkey on (H) 01943 609979 or (W) 0113 233 5586

GRAND AUTUMN SALE OF MUCH SOUGHT AFTER FORD GOODIES

Single rail 2 litre 4 speed Ford Trans X straight cut gearbox with 'Rocket' ratios

£275

4.7:1 crown wheel and pinion for English Axle

£135

Pair of half shafts with good bearings for English Axle

£30

*Tel: Peter Herbert on
0191 386 6111 (Office)
01325 374656 (Home)*

SUMMER AT CROFT

Peter Herbert

In a racing circuit word association game, where say Spa-Francorchamps means Eau Rouge, and Silverstone means Woodcote, Croft to me means rain. As a kid I was a regular spectator at the old Autodrome, and I usually came home soaked. In 1992 during the track's dormant period, I competed in the BARC run Bishop of Ripon Appeal sprint and got wet. While last November I raced on the freshly opened revised circuit in the wettest conditions I have ever experienced. So it was with low climatic expectations that I arrived at Croft on the morning of Saturday August 10th for the recently formed British Motor Sprint Association's inaugural sprint over the new course, and I was not to be disappointed.

Organised in conjunction with the experienced Aintree Circuit Club, the 1.5 mile sprint was a round of both the Farndon Engineering British Sprint Championship and the Farndon Sprint Leaders series, and no sooner had I unloaded the car than it started to rain. As has sadly become the norm in national level sprinting, the entry was low and as sole Class A Modified Production Car runner my Westfield was merged with the sole runners in Classes B and C, Paul Nutter's Ford Escort and Richard Hargreaves' Subaru Impreza Turbo. At the posh end of the paddock the big F1 Cosworth and Judd propelled single seaters were preparing to decide the fate of the 1996 British Sprint title, with Chris Hill and Roger Kilty the main men. But former Harewood Champion John Garnett and the legendary Tony Marsh were also on hand, so a lack in quantity did not mean a lack of quality.

Sheltering beneath Caterham pilote Steve Liptrott's trailer canopy, a few of us shot the breeze as we awaited the convoy runs to familiarise ourselves with the Croft sprint course. In fact it covered almost a full lap, starting between the paddock entrance and Hawthorn Bend, and finishing at the Hanger Complex exit.

At last the rain eased and on a waterlogged surface the reconnaissance runs began. My mistake was following a single seater, unidentifiable in the thick plume of spray from its rear tyres. To avoid this enforced car wash I pulled alongside as we passed the pits, not to overtake but merely to run next to the other car. Clearly this confused its driver as he glanced towards me, lost control, and spun off. I sheepishly returned to the paddock and hid.

As practice commenced the rain stopped but the track was still plenty wet. Conditions Heaven-sent for an all-wheel-drive Impreza thought I, but at least I had

the advantage of having raced on the circuit before. So on my opening run I decided to show my rivals a thing or two, and promptly left my braking far too late and sailed off into a cornfield at Tower Bend. With no harm done, except to my confidence, I embarked on a second practice run, and this time the Westfield made it to the finish to lead Richard by 0.85s and a still asleep 'Nutter' by a ridiculous 8.99s.

During lunch things brightened up considerably, the sun shone warmly and the track dried. Throughout the paddock jacks and wheel braces were produced and on went the slicks. Conditions were now much more conducive to socialising, and there were plenty of Harewood regulars on hand to oblige. David Spaul and the Newton brothers were pitching their Westfields against Colin Stewart's Elan and Claude Spencer's MGB, but they were to be no match for the treble Sprint Leaders Champion Graham Oates in his well campaigned Europa, now with BDA power. As usual wife Adrienne was on hand to keep the old warhorse on song, she also gave the Lotus a rub down.

Mr Staniforth had ventured north of the Nidd to try out the Megapin on a proper circuit but the poor soul was having trouble remembering which corner followed which, bless him. Class mates Dave and Norman Kitching had no such trouble and it was with the former at the wheel that their shared Jedi was to do the Business.

Harewood Championship front runner David Bailey would have to give best to the Van Diemen of Trevor Cooper in the Formula Ford class with David Sturdy's similar car close behind the Bailey Reynard as usual. Ken Bailey was there to advise his son and confided his intention to retire from driving at the season end.

With an under-subscribed entry, the organisers hoped to offer four class runs, but that sounded like far too much for the RAC Steward. As the regulations had stated two runs, rather than a minimum of two runs, only two runs it had to be. Sad really but true.

My first competition lap was a little untidy, and no match for Richard's Subaru which was 0.93s quicker. However Paul had woken up and was just 1.77s behind me. Playing down the importance of 280 bhp, the big man from Settle playfully suggested that I would have him on my final run, but would I?

Off the line the Westfield's rear wheels spun momentarily, gripped, and rocketed the car towards Hawthorn as I grabbed second. Steering a smooth arc through the long right hander I got the chicane just right, kissing the kerb and snatching third as the pits straight was entered. Nine in third, into top and foot to the floor I rocketed towards Tower. Then it happened. The oil light glowed, the pressure gauge needle hit the deck, and

my challenge was over.

Despite my disaster the Croft Summer Sprint had been terrific. Chris Hill was to set FTD in the Lola-DFR to pip Roger Kilty's Pilbeam-DFR by 0.71s and thus secure his fourth British Sprint title. John Garnett's Lola-Judd was a good third 0.49s behind Roger, whilst an amazing fourth was the 2 litre Chevron BDG of Dave Cutcliffe.

Tragically there may never be another Croft sprint, as Robin Boucher informs me that the circuit rental fee has now been doubled. If I was King, an RAC Track Licence would be dependent upon at least one subsidised sprint being allowed each year, but I'm not even in line to the throne.

AUTOCROSS REVIVAL

Brian Kenyon

On the thirtieth anniversary of the first Player's No6 Autocross, Worksop & District Motor Club decided to revive the event. One of the driving forces behind this initiative was our 'old' Secretary of the Meeting Ivor Pashley (sorry about the 'old' Ivor!). The event turned out to be an extremely enjoyable day with many notable old crinklies out to prove they had lost none of their prowess.

Among the stars of yesteryear were 'Jumping' Jeff Williamson, Tony Fall, Barrie 'Whizzo' Williams, Rod Chapman and Ken Murray - who? Yes Ken Murray, he of BARC and Lotus Carlton fame. He was out thrashing the living daylight out of a borrowed Mini and enjoying every minute of it. When there was a lull in proceedings, I asked Ken why we hadn't seen him of late, he replied that he was contemplating entering Classic Rallying with an ex-works TR7V8 as his chosen mount, negotiations for which are in progress at the moment.

I managed to extract from Ken the promise that he would exercise this new beast sometime in the future at Harewood. Now that will be something worth watching!

The event which revived much of the sixties era had one competitor, aged 80, yes eighty years young. Ron Easton had driven his TVR Vixen all the way from Devon to compete and had delayed the export of the car, which was on its way to a new owner in Australia, especially to compete in this historic event. Ron wasn't there to make up the numbers, and was highly competitive, humbling many younger car and driver combinations - so there you are you crinklies, there's hope for you all yet! (I will now look on Mr Staniforth as youthful!)

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

ADVANCE MARSHALLING NOTICE

BARC Yorkshire Centre members are cordially invited to help out with the following event:-

Nov 23rd

**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

BARC YORKSHIRE CENTRE ANNUAL SPEED EVENTS FORUM

**Old Golf House Hotel
Outlane, Nr Huddersfield
Jn 23 of the M62**

Sunday 3rd November 1996

**Coffee at 10.00am, courtesy of the Club,
followed by prompt start 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.**

This is your chance to influence the way that some of our classes are structured. It is particularly noticeable that entry levels in some of the Marque and Touring classes have been somewhat variable, so maybe it is time to think of the way ahead.

At Forums in the past many important announcements have been made on Harewood's development. If you have any particular improvement that you think would enhance spectator appeal, competitor enjoyment or any way that may help the events to flow more freely, please put forward your point of view.

On a lighter note, this is one of the rare occasions when you can chat to your fellow enthusiasts and competitors without the pressures that attendance at an event entails.

So make the most of it and come along and have a good natter before the winter sets in.

A DAY AT THE RACES

Brian Kenyon

Having missed last year's re-opening at Croft, Pat & I made a special effort to attend the BARC meeting on 30th June. I must admit to having an ulterior motive as one of the main reasons was to have a look at the circuit as, if I revive my racing career, it will undoubtedly be one of the venues used by the various championships in which I compete.

I cannot remember the exact date when we last visited Croft (it could have been 1970). In the list of competitors was one C G Seaman driving a steel bodied Marque Midget. On this particular day it had rained in practice and Chris was up at the front of the grid but come the dry event he was swamped at the start by 4.7 litre Cobras and the like. If I remember correctly, despite putting up a spirited performance, something let go in the engine department and Chris was forced into retirement.

Anyway on the bill of fare on this day was an Austin Healey race and there were cars in it that would give me some yardstick as to the pace required.

The drive up the A1 is not one of my favourites and due to the passage of time, and fading grey cells, I couldn't find the circuit. After much too-ing and fro-ing it was eventually located, it hasn't changed much since the early 70's, Race Control is in an old bus by the start line, in the paddock the event is run from a marquee. It was a two day event with practice on Saturday so with the usual late start on Sunday, we gained permission from the organisers, (who were to a large extent the same people you would see at Harewood) and were able to walk the course. I must say I was very impressed, just my sort of course, fast sweeping bends and no niggly 1st/2nd gear hairpins. The tightest chicane, a new addition since its re-opening, could be taken in a Sprite in third gear. My informant, Richard Wildman, had purchased some competition parts from me when embarking on his competition career. Unfortunately chatting to Richard and others meant that Pat & I missed part of the first race, which was a Maestro bash.

In reviewing the programme we had noticed a familiar name - Richard Elwell - he was driving a Van Diemen in the Classic Formula Ford Championship round, this just had to be the son of an old protagonist of ours, Gordon Elwell - it was. It doesn't half date you when you find sons in their twenties competing, [we used to compete against his father in the late 60's, early 70's]. Richard, who was leading the championship at the time, didn't make a particularly good start and unfortunately on lap 2 collided with the leader who spun in front of him.

The MG Owners Club was next on the track and the MGB's of Nigel Woolcott and David Kimber ran

away and hid from the Midgets.

The fourth race had a BARC connection, the BMW 323 of Colin Kniveton is run by Peter Herbert's preparation expert Russ Cockburn. Unfortunately the car wasn't at the sharp end when the chequered flag fell.

The BARC Yorkshire connection continued, if somewhat tenuously as Eric Cramer, son of past British Hillclimb Champion Chris Cramer was a creditable fourth., in what was to be the fastest race of the day,

Now came the race I was most interested in, the Austin Healeys. My mate Richard Wildman's Sprite was third on the grid, made a super start and slotted into second behind the big Healey of Bruce Montgomery. At first Richard could make no impression on Bruce but then gradually hauled him in. Bruce, sliding the tail of the big Healey in his attempts to keep Richard at bay. Richard, after practising his overtaking manoeuvre on the previous lap, surged passed just before the start/finish straight. Bruce became more and more ragged in his attempt to retake the lead and the inevitable happened on lap eight when he spun at the chicane, but he recovered to take second place.

In Race 7, the Citroen 2CV's were either not suited to the Croft Circuit or their driver's were not as exuberant as usual for despite a red flag soon after the start, the race was uneventful.

It was a case of 'if only' in Race 8, if only the 1600 Ford Fiesta of Michael Helm hadn't spun on the second lap, for his pace was such that he scorched through the field to 3rd place and set the fastest lap in the race, which included SD1 Rovers and 3.1 litre Capri's. His handling of the Ford Fiesta was most impressive.

Race 9 was the concluding race of the day, the Moss Europe BCV8 Championship. Unfortunately the guts were torn out of the race when Malcolm Beer's MGBV8 expired on the straight on lap 1 and Steve Williams was able to canter to a 6 second win. If you can call lapping at 90 mph cantering. They are serious bits of kit these 3.9 V8 MGB's.

I must admit that the day was made even more enjoyable by seeing old adversaries and fellow motorsport enthusiasts, Peter Herbert to name but one.

Pat and I enjoyed a super day out in good company, with good racing, at a well run and enjoyable event. The super little circuit is way behind the times by modern standards, but none the worse for it in my view, but it's about to be dragged into the 90's as big plans have been laid for a new loop to be added and when this is completed there is the possibility of that great money spinner, The British Touring Car Championship, visiting the venue. I most definitely don't like the drive home from Croft, the section of the A1 as it approaches the M62, can only be described as 'Nightmare Alley' on a Sunday evening.

ANNUAL AWARDS PRESENTED AT THE DISCRETION OF THE COMMITTEE

The Tim DeDombal Memorial Trophy **Ian Bickerstaffe**

The Most Promising Newcomer to Marshalling

The Ronald Hudson Memorial Trophy **Daphne & Peter Walker**

The Marshal showing the greatest dedication to duty during the season

The Philpott Marshals Trophy **Keith Davison**

The Marshal who has performed some specific task over and above the call of duty

The Scrutineers Trophy **Les Procter**

The Competitor who regularly presents the best turned out car for scrutineering

The Brownlow Peabody Trophy **Don Williams**

The Competitor putting up the most meritorious performance during the season in an 'Historic' car

The John Bindloss Trophy **Ben Butterfield**

The New Competitor who has shown the greatest promise in hillclimbing

ANNUAL AWARDS

Yorkshire Post Trophy **Roger Kilty** **53.91secs**

Fastest Time of the Season

Jack Farrar Trophy **Roger Kilty** **53.91secs**

Fastest Time of the Season by a Member resident in the County of Yorkshire

Arnold Burton Trophy **Ken Bailey** **103.07 points**

Classes 7,D, E, F & G. Total Bogey Marks

Richard Sutherland Trophy **Peter Herbert** **96.20 points**

Classes 4, 5, 6, A, B & C. Total Bogey Marks

Guyson Sandblast Trophy **Haydn Spedding** **65.52 secs**

Fastest Time of the Season by a Jaguar

Hatfield of Sheffield Jaguar Trophy **Haydn Spedding** **33.34 points**

Total Bogey Marks

Ford Woodhead Trophy **Ken Bailey** **61.68 secs**

Class 7. Fastest Time of the Season

Appleyard Group Trophy **Richard Jackson** **66.35 secs**

Classes 4, 5 & 6. Fastest Time of the Season

[At the request of Don Williams, the results for the meeting on 7th April 1996 have not been taken into account for this award]

Wallace Arnold Trophy **Dennis Crompton** **64.60 secs**

Classes 1, 2 & 3. Fastest Time of the Season

Wendy Wools Trophy **Peter Herbert** **61.62 secs**

Classes A, B & C. Fastest Time of the Season

Total Trophy **Dennis Crompton** **0.87 secs**

Classes 1, 2 & 3. Greatest Improvement on the Class record during the Season

**BARC YORKSHIRE CENTRE
ANNUAL COMPETITIONS 1996
FINAL POSITIONS**

POS	NAME	17/3	7/4	11/5	12/5	9/6	6/7	7/7	4/8	22/8	SUB	COR	TOT
1	Peter Herbert		5		5	6		6	6	6	34	0	34
2	Richard Hargreaves		6		5	6		5	6	5	33	0	33
3	Tim Wilson		4	6	6	5		5	5	5	36	-4	32
4	Bobby Fryers	3	6		6	5		5	3	5	33	-3	30
5	Don Williams		6		5	6			6	6	29	0	29
6	David Spaul	3	6	6	3	5		3	5	3	34	-6	28
7	Richard Hooper	5	6	3	3	3	5	3	3	3	34	-9	25
	Graham Wride	5		6	5	3	3	3	3	3	31	-6	25
9	Richard Hardcastle	3		3	3	6	6			3	27	-3	24
10	Dave Kitching		6	5	3			3	3	3	23	0	23
	Simon Clark		3	6		3	3		3	5	23	0	23
	Brent Meredith				5	6		3	3	6	23	0	23
13	David Dalrymple	3	5	5	3	3	3	3	3	3	31	-9	22
	Tim Bendelow	5	5	3	3	3	3	3	3		28	-6	22
15	Don Burt	3	3	3	4	3		4	4	3	27	-6	21
16	Ben Butterfield		3		3	4		3	3	3	19	0	19
17	Pat Kenyon	3	3	3	3	3	3	3	3	3	27	-9	18
	Brian Kenyon	3	3	3	3	3	3	3	3	3	27	-9	18
	Nick Beaumont		3		3	3		3	3	3	18	0	18
	Catherine Hardcastle	3		3		3	3	3		3	18	0	18
	Martin Baker		6					3	4	5	18	0	18
22	Mike Smith (Class K)				3	4		3	4	3	17	0	17
23	Chris Seaman	5	5						6		16	0	16
	Peter Varley		3	4		3		3	3		16	0	16
25	David Naylor	3				3			3	3	12	0	12
26	Paul Nutter		4						4	3	11	0	11
27	Johnnathen Varley		6					4			10	0	10
28	Leon Johnson		3	3		3					9	0	9
29	Mike Haigh		5	3							8	0	8
30	Mike Smith (Class B)		3			3					6	0	6
31	Peter Hawkey		3								3	0	3
	Colin Ellenden		3								3	0	3
33	Carol Wride										0		0

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

**1996 BARC YORKSHIRE CENTRE
ANNUAL COMPETITIONS**

The Pearce Trophy

Peter Herbert

The Pearce Runner-up Award

Richard Hargreaves

The Pearce Consolation Award

Graham Wride

Richard Hooper

The Firth Bowl

Pat Kenyon

The Ken Lee Trophy

Tim Wilson

The Chippy-Iola Vase

Catherine & Richard Hardcastle

BARC HAREWOOD HILLCLIMB CHAMPIONSHIP 1996

FINAL POSITIONS

		April	May	June	July	August	September	Low Sc	TOTAL
1	Dennis Crompton	15.35	13.74	17.60	18.41	18.76	18.87	13.74	88.99
2	Ken Bailey	16.49	14.41	17.49	17.92	18.60	18.16	14.41	88.66
3	David Bailey	16.07	13.12	17.79	16.83	18.25	16.97	13.12	85.91
4	Bobby Fryers	15.62	14.42	17.56	17.57	17.69	17.36	14.42	85.80
5	Peter Herbert	14.74	13.60	16.43	16.27	17.05	18.11	13.60	82.60
6	Bob Prest	15.25	13.89	14.67	16.94	17.08	16.69	13.89	80.63
7	David Sturdy	14.17	13.02	16.70	16.30	16.63	16.62	13.02	80.42
8	Tim Wilson	13.77	13.63	14.86	15.06	15.70	16.17	13.63	75.46
9	Alan Newton	11.50	11.91	15.21	15.09	14.58	15.75	11.50	72.54
10	Joe Ward	12.12	12.05	13.12	14.77	15.86	15.05	12.05	70.92
11	Jeremy Paterson	12.04	10.16	13.78	13.10	15.01	14.14	10.16	68.07
12	David Spaul	12.09	9.77	13.24	13.27	15.06	13.35	9.77	67.01
13	Richard Hargreaves	0.00	9.99	13.70	13.53	14.47	14.48	0.00	66.17
14	Brent Meredith	0.00	11.01	13.88	13.99	13.93	12.86	0.00	65.67
15	Ben Butterfield	10.84	7.75	12.20	11.89	13.76	13.70	7.75	62.39
16	Tony Metcalf	0.00	11.64	16.51	0.00	16.62	16.83	0.00	61.60
17	Andrew Greaves	8.69	9.65	0.00	12.46	14.05	14.44	0.00	59.29
18	Dave Kitching	13.80	12.11	0.00	15.93	15.96	0.00	0.00	57.80
19	Colin Wheeler	10.06	8.06	11.18	13.09	0.00	12.01	0.00	54.40
20	Allan Staniforth	5.34	7.17	10.34	11.36	12.90	12.16	5.34	53.93
21	Richard Wheat	0.00	7.98	9.89	11.32	10.99	11.94	0.00	52.12
22	Richard Jackson	13.36	10.63	0.00	14.46	13.52	0.00	0.00	51.97
23	Peter Hamilton	12.08	11.97	12.49	0.00	0.00	14.84	0.00	51.38
24	Les Procter	4.28	6.92	8.95	10.70	11.52	11.91	4.28	50.00
25	Mike Mullins	12.32	8.90	0.00	13.50	14.53	0.00	0.00	49.25
26	Matthew Pinder	1.68	6.84	12.07	13.42	0.00	13.77	0.00	47.78
27	Pete Griffiths	0.00	12.48	0.00	0.00	16.92	17.22	0.00	46.62
28	Norman Kitching	9.76	7.99	0.00	13.58	14.90	0.00	0.00	46.23
29	Vince Dobson	0.00	7.95	10.57	12.27	0.00	15.07	0.00	45.86
30	Martin Baker	10.87	0.00	0.00	11.22	11.13	11.22	0.00	44.44
31	Mike Smith	0.77	6.86	10.08	0.00	12.90	11.45	0.00	42.06
32	Colin Stewart	0.00	6.98	12.00	10.14	0.00	12.85	0.00	41.97
33	Nick Beaumont	6.11	4.99	7.09	8.19	9.86	0.00	0.00	36.24
34	Haydn Spedding	0.00	8.88	0.00	12.07	12.39	0.00	0.00	33.34
35	Malcolm Pinder	0.00	3.74	8.55	9.61	0.00	10.27	0.00	32.17
36	Nicholas Wear	6.95	5.13	0.00	8.94	9.42	0.00	0.00	30.44
37	Steven Gash	3.30	0.00	3.51	5.31	4.02	13.85	0.00	29.99
38	Michael Tetley	0.00	6.20	0.00	0.00	11.21	11.70	0.00	29.11
39	David Rawnsley	0.00	5.56	0.00	0.00	11.05	11.34	0.00	27.95
40	Michael Seward	0.00	3.16	10.89	10.29	0.00	0.00	0.00	24.34
41	Trevor Longstaffe	0.00	4.04	6.57	7.45	0.00	5.99	0.00	24.05
42	Stephen English	0.00	5.49	7.74	0.00	0.00	8.43	0.00	21.66
43	Tim Thomson	0.00	0.00	0.00	15.62	0.00	0.00	0.00	15.62
44	Nick Casey	13.30	0.00	0.00	0.00	0.00	0.00	0.00	13.30
45	Michael North	0.00	0.73	3.30	0.00	3.72	5.54	0.00	13.29
46	Peter Hawkey	12.50	0.00	0.00	0.00	0.00	0.00	0.00	12.50
47	Kenneth Barker	5.41	4.03	0.00	0.00	0.00	0.00	0.00	9.44
48	Ken Murray	0.00	8.50	0.00	0.00	0.00	0.00	0.00	8.50
49	Richard Brand	0.00	1.84	0.00	0.00	0.00	2.36	0.00	4.20
50	David Coulthard	0.00	0.00	0.26	1.07	0.71	1.26	0.00	3.30
51	Leslie English	0.00	2.16	0.00	0.00	0.00	0.00	0.00	2.16
52	Nick Dille	0.00	0.00	0.00	0.00	0.00	0.72	0.00	0.72
	Henry Fergus	0.00	0.00	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	0.00	0.00

FTD POSITIONS

1	Alan Newton	10	10	10	10	9	9	49
2	Colin Wheeler	8	7	9	8	0	8	40
3	Dave Kitching	9	8	0	7	7	0	31
4=	Bob Prest	7	6	3	6	5	5	29
4=	Peter Griffiths	0	9	0	0	10	10	29

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.

Tickets are £22.50 each
available from Georgina Clark

7.00pm for 8.00 pm **Dress: Lounge Suits or Dinner Jackets**
There is a ticket application form with this edition of the 'Times'

It's cork popping time, our annual bash is nearly upon us so don't miss out, book your ticket today, for what promises to be one of the best supported dinners for some time. It's your chance to salute the award winners after their season long endeavours.

BOOK REVIEW

750 RACER

Peter Herbert (in association with Dick Harvey)

Peter Herbert's first book is on the shelves. It provides a fascinating and often humorous (as the author's regular readers would expect) insight into a very affordable branch of motorsport.

For the price of a small second hand saloon, you can run a competitive 750 Formula racing car and run it for a season for the cost of a Continental family holiday. That we're dealing with one of the low budget arenas of motorsport is evident throughout Peter's large format book. Well illustrated with photographs and line diagrams, it covers in detail the history of the Formula, plus details of current design, construction and set up techniques together with modifications to the ubiquitous 850 Reliant engine that powers these budget racers.

Basic is perhaps the best word for the techniques described here, with many key components acquired from that friend of the 750 racer; a specialist in previously owned, damaged vehicle reallocation (or scrap dealer).

For anyone contemplating starting in 750 Formula racing, the essentials are comprehensively documented in this absorbing and very readable book.

[Eds. Note: Grateful thanks to Jerry Sturman and Speedscene for allowing us to 'pirate' his review of Peter's book. Due to lack of space we have had to trim Jerry's article a little.]

CONGRATULATIONS

Congratulations to Dennis Crompton whose stirring record breaking drives ensured that he snatched the lead and the championship away from Formula Ford driver Ken Bailey. Ken had led all season until the final round but even he would have to concede that the pace of Dennis' BMW was irresistible. Dennis, over the course of the season, knocked over 0.8 sec off the record set by last year's champion Tony Mekwinski.

Alan Newton has consistently supported Harewood and in the process has gained himself many FTD's and is a highly creditable and worthy winner of the FTD series.

The overall fastest man at Harewood was Roger Kilty who trounced the top national championship contenders at the RAC round. Roger was cruelly robbed of his first RAC Championship victory by a combination of unfortunate circumstances!!

BARC YORKSHIRE CENTRE

OFFICERS & COMMITTEE 1996/97

CHAIRMAN	Simon N Clark
HON SEC.	John M English, 32 Farfield Road, Knaresborough HG5 8HB
VICE CHAIRMAN	J Richard Hardcastle
HON TREASURER	Peter Varley
HON COMP SEC	Chris Seaman 0114 258 5695 (Business)
COMMITTEE	Tim C Bendelow Nigel Drayton
	David Naylor Don Burt
	David Dalrymple Graham Wride
	Mark Richards Mike Shorley