



YORKSHIRE CENTRE TIMES



BARC

Issue No 67

APRIL / JUNE 1997

CHAIRMAN'S LETTER

Dear Member

As I write this the sun is beating down and the weather is as different as it could be from our May weekend. On this note I would offer a note of special personal thanks both as a competitor on the Saturday and as Clerk of the Course on Sunday to all the marshals who performed magnificently throughout, with good humour and genuine enthusiasm. Thanks also to the organising teams, results and to the competitors who kept faith with us and took the whole thing in their stride. Thank you! It was particularly pleasing that we managed four runs on Saturday and five on Sunday with capacity entries.

On another note I am delighted to say that Harewood's popularity continues to attract entries. We had 186 entries for May (Sunday) and regrettably had to decline 26 of those with 10 reserves. We have always adopted a first come first served basis and I would ask regulars to enter early as we gain no pleasure from not seeing them.

Finally, please remember the Dinner Dance to celebrate the Centre's anniversary. Let's make this one special. Details enclosed.

I look forward to seeing you soon

Kind regards

Simon

RAC CHAMPIONSHIP MEETING

5th / 6th July 1997

May we remind members that ALL competitors holding either National A or National B licences can enter this event. It is not just for RAC Championship contenders.

DON'T FORGET !!!

It is Round Four of the Yorkshire Auto Trader BARC Harewood Hillclimb Championship.

EDITORIAL

Top marks to competitors, officials and marshals who showed admirable fortitude in the face of appalling weather conditions on both Saturday and Sunday of the May meeting. That they managed to complete both events was a magnificent effort by all concerned.

My apologies for the lateness of this magazine. You can be assured that strenuous efforts will be made to ensure that magazines are out on time. I, personally am only too aware of the importance of regular and prompt communication with the membership, it is something I hold dear to my heart.

Perhaps it is a sign of advancing years but time seems to pass by so rapidly these days and it will not be long before the Anniversary Hillclimb and Annual Dinner are upon us so you will see, later in the magazine, special mention being made of both of these events.

My thanks to all the contributors to this edition of the 'Times'. As the year progresses many of you must have had some competitive experience that you can share with us all. Please write and tell us, it doesn't need to be perfect grammar or typed, just as long as I can read it! You will not have to wait as long for the next edition of the 'Times' so get writing NOW!

Pat

75th ANNIVERSARY DINNER & AWARD PRESENTATION

Saturday

November 22nd 1997

De Vere Oulton Hall Hotel

Oulton, Nr Leeds

We have heard reports from various sources that the De Vere Oulton Hall Hotel is an absolute superb venue and a fitting setting for such an important occasion.

So place the date in your diary NOW, more details to follow as the year progresses.

Articles for the next edition of the Times please to the Editor by 31st July 1997

*Mrs Pat Kenyon, 4 Leslie Road
Hillsborough, Sheffield S6 4RB*

Tel & Fax 0114 234 0478

THE USUAL SUSPECTS

PETER HERBERT

Perhaps it was the earliness of this year's Easter, or the ever increasing cost of motor sport, as less than ninety cars lined up to break the starting line beam for the opening round of the Yorkshire Auto Trader sponsored 1997 Harewood Hillclimb Championship on Easter Sunday. Those who did enter, survivors all of the winter endurance test of cold garage nights, parts that never arrive, but don't fit if they do, and time running out, were rewarded by unseasonably fine weather despite a cool breeze, and six runs up the hill, four of which were to count for the results.

Sue Griffiths confessed to being a little rusty in the 'giving a Chevron some grief' department, but him outdoors made the long slog up the M1 from Buckinghamshire worthwhile by beginning the new season in the same manner he finished the last. A 56.21s FTD and the Andrews brothers trophy were Pete Griffith's reward for two neat but committed climbs, the B47 taking an early bath after the 2 litre Millington motor's throttle disappeared during the third ascent. Duncan Pierce chased gamely for overall honours, but 59.64s was the best the Liverpudlian could screw out of his Ralt RT3. The amazing 1100cc Megapin of Nick Reeve completed the top three with a 59.95s second run.

Disproving the lie that most hillclimbers are short sighted old farts, the main topic of early morning paddock conversation was not the newly tarmaced service roads, welcome though they were, but the uncannily straight furrows on display across the Nidd Valley. Even former hill champion and farmer Richard Hargreaves was impressed, and had the championship's new backer anticipated the visual impact, the words Yorkshire Auto Trader might have been ploughed into the brown earth. Sadly, Richard was spectating while recovering from recent illness, but the potent Subaru Impreza Turbo will be back in action soon. Fellow former hill title holder and Settle Sierra Set member John Garnett was also present, and is soon to be part of an exciting new form of sprinting in his F3000 Lola. Remember where you heard it first.

So on with the show, and first into action were entrant's in Harewood's five new classes catering for Standard Saloon and Sports Cars and Road Modified Kit, Replica and Spaceframed Cars.

Although no up to 1400cc SSSC's were present, the 2 litre division was well supported by Triple C Championship points chasers and Hampshire Lotus Elan driver Andrew Barrett, no stranger to Stockton Farm, shook off his saloon mounted challengers to the tune of 3.31s with a decisive opening run. John Gallagher pushed his Peugeot 205GTi hard to secure second place,

with Roy Merritt's Audi 80 Sport just 0.37s behind. Seasoned triple C campaigner Steve Muir took his customary unlimited class win with the Dunstable based Sierra Cosworth, but the TVR Griffith of Dick Stephenson gave him a good run for his money just 0.4s adrift. The brothers Lanfranchi, an infamous Yorkshire motor sporting name, could only look on in admiration, their shared Audi Quattro more than 5 seconds down on the Blackpool built V8 in David's hands, with Malcolm a little slower.

The debut of the up to 1700cc RMKRSC class was a great success, the ranks swelled to 17 by a mix of local and national Triple C runners. Shropshire Caterham pilote John Murphy was first run pace setter, then Bradford's Mark Hurst went ahead on the second climb and increased his Caterham's lead on the third. But on the final ascent Huddersfield ace Tim Wilson jumped them all to score a first outing win for his re-engined 1600cc Rover K Series powered Caterham, 0.31s clear of Hurst. Murphy had to settle for third a further 0.26s behind, while Linden Spencer led the Westfield challenge another half second astern.

Tom Green won the unlimited division in his Chipping Sodbury domiciled Westfield S Eight, the V8 powered projectile almost 4 seconds quicker than the 2 litre Westfield of Adrian Walsh. While Triple C class Road Going Production Cars over 2 litres completed the mildly modified runners, and it was the glorious red Lancia Delta Integrale of Nick Furnidge that won the day, the Sevenoaks driver 1.73s in front of Michael Thornton's Peugeot 205 GTi, which in turn was 2.36s up on David Marshall's similar Pug.

Seemingly in inverse proportion to the success of the new Harewood classes, the traditional Yorkshire Centre Touring and Marque Sports categories continue to decline, with mergers necessary. However there was no shortage of close competition. In the amalgamated Sports and Touring 2 litre division, hill returnee Keith Wilford hit the track running, setting the lone class record of the day, 0.16s inside the black Europa's own mark. Reigning hill champion Dennis Crompton's rapid BMW 2002 Touring held the Lotus off for most of the afternoon, but a last run charge saw the mid engined machine grabbing victory by 0.87s. Back on Avons after an unconvincing flirtation with Michelines, Bobby Fryers was third a further 0.82s back, higher gearing having produced the previously necessary 18 gear changes to a figure more respectful of Bobby's left arm.

Last of the Settle Sierra Set, Jonathan Mounsey, kept the memories of Hargreaves, Garnett and even Bailey alive by trouncing the over 2 litre division 1.7s ahead of Claude Spencer's immaculate MGB. Matthew Riley's rapid Golf VR6 was a little under a second

behind, a mere 0.39s in front of the Porsche 911 SC of Malcolm Pinder.

Van Diemens dominated the Formula Ford battle, winner Tony Metcalf's RF91 headed just once, and then only by 0.01s. The man troubling him was Andrew Henson whose RF87 eventually gave best by 0.52s. Class regulars David Sturdy and Jeff Norton were close behind in their RF86's.

They said it wouldn't happen, they said it couldn't be done, but Peter Herbert's engine builder Russ Cockburn at last completed and installed the long awaited Cosworth BDH into the Westfield and Peter's 20th Class A Harewood win was the result. In the yellow car's wake there was a close dice between Matthew Pinder's Metro and Ben Butterfield's Cooper S, the former eventually getting the nod by 1.08s. Despite a ride height more suited to Paris-Dakar, readjusted at lunchtime, Carl Austin successfully debuted his featherlight Mini with a fourth place, under the critical eye of a spectating Paul Nutter. Carl's erstwhile co-driver.

A cruel merger between Class B Modified Production Cars and unlimited Marque Sports machinery saw a runaway win for Peter Hamilton, revelling in the torque offered by milder cams in the BDA beneath his Caterham's bonnet. A formidable 60.61s first run was almost five seconds faster than father Brian's best effort in the family pet, but he in turn was 1.51s clear of Jaguar stalwart Haydn Spedding's magnificent E Type. Martin Baker, now enjoying better reliability with his pristine Chevette HS in fourth place managed to see off the E Type of John Green. Both the big cats were fully recovered from their last season shunts, at Prescott and Olivers Mount respectively.

All the Sports Libres were merged into a single class, with victory being decided between Harewood's Sunshine Boys Joe Ward and Bob Prest. An opening climb lead by Bob's BDA powered Mallock lasted only until the second ascent when Joe's Vauxhall engined Ward went ahead. But the Mallock fought back to retake the lead on its third run, only for the Ward to take a 0.1s win on the final blast, the Ken Snailham tweaked motor fairly launching Joe out of Orchard and through the farmyard. Jon Waggitt's pushrod Mallock finished just 0.31s behind Prest with Geoff Peter's boxy GPC and Les Procter, having a first taste of OMS motoring, some way behind.

A shortage of single seaters saw only two classes being run. Nick Reeve had to fight off a determined Dave Kitching for 1100cc honours, the Megapin a slender 0.28s quicker than the Jedi shared with father Norman. Craven Moses led the chase in his Maclan with Andrew Greaves' diminutive Jamun in his slipstream.

Peter Griffiths was not seriously troubled among the 2 litre brigade, with Duncan Pierce and Colin Wheeler in his Delta, those who came closest.

So the 1997 season began with few surprises in the winners enclosure, in fact all the usual suspects were there, and within the hallowed confines of the beer tent, Clerk of the Course Nigel Drayton distributed the magnificent array of silverware hand picked by your discerning editor. Few people know this but in her youth Pat was a well respected Hatton Garden jeweller. Later, head hunted by the Duke of Kent, she became keeper of the Crown Jewels and it was at the Tower of London that she met Brian, her husband to be, then officiating as a Beefeater following a spell in the Sheffield and Hallamshire Heavy Underwater Artillery. (Just kidding)

In the Yorkshire Auto Trader BARC Harewood Hillclimb Championship Keith Wilford has taken a decisive lead, will the Lotus driver be allowed to disappear into the distance in Villeneuve fashion? Westfielder Peter Herbert heads the pursuit but will he do a Frenzen and fail to capitalise on his newly acquired power? Current champion Dennis Crompton's BMW is close behind, will his Hill-like tenacity bring a strong title defence? Peter Hamilton's sudden pace in the Caterham could be an omen of things to come, or merely an Alesi style flash of brilliance. While, has the steady scoring of Tony Metcalf's Reynard and Bobby Fryer's Renault peaked, or do we have a dormant Hakkinen and Coulthard in our midst? We shall find out in May.

RESULTS

Class	Name	Car	Time
2	Andrew Barrett	Lotus Elan	71.36
3	Steve Muir	Sierra Cosworth	71.26
4	Tim Wilson	Caterham 7	67.85
5	Tom Green	Westfield S8	68.09
23+24	Nick Furnidge	Lancia Integrale	69.31
6+7	Keith Wilford	Lotus Europa	64.82
8	Jonathan Mounsey	Sapphire Cosw'th	67.99
9	Tony Matcalf	Van Diemen RF91	63.55
A	Peter Herbert	Westfield SE	62.50
B+C	Peter Hamilton	Caterham 7	60.61
E+F	Joe Ward	Ward WD9V	62.32
H+I	Nick Reeve	Megapin	59.95
J+K	Peter Griffiths	Chevron B47	56.21
FTD	Peter Griffiths	Chevron B47	56.21

ENTRANTS OF AUGUST & SEPTEMBER EVENTS

PLEASE NOTE

The telephone number to ring if you wish to contact the Entries Secretary,

*Pat Kenyon is:-
(0114) 234 0478*

As the Regulations and Entries Booklet was put to press in January of this year, I had to guess whether we would have changed our address and telephone number.

Entries should be sent to the address in the Regs Booklet but phone calls should be made to the above number.

We are sorry if any confusion has been caused. We have not yet moved into our new address but we collect post from there on a daily basis.

35th ANNIVERSARY SHORT COURSE HILLCLIMB

Saturday 13th September 1997

The Committee have given serious consideration to the social arrangements at the conclusion of this event and have put forward the suggestion of having an informal get-together in the beer tent, at the end of the meeting, for competitors, marshals, officials and anyone connected with BARC.

An enlarged beer tent will be provided and the catering and bar facilities will be kept open and it is hoped that as many people as possible will make the effort to attend.

CRINKLIES TROPHY

That sprightly young fellow Allan Staniforth has come forward with the most magnanimous offer of a trophy to be presented to those of advancing years.

The 'Allan Staniforth Geriatrics Cup' will probably be based on a 'best improvement' based on the % improvement over the existing short course class record.

This award will be competed for at the Short Course event on Saturday 13th September.

Our thanks go to Allan for this wonderful gesture.

WANTED

Pair of RAC Approved overalls

Have you got an old pair you don't use,
medium or 40 inch chest?

Contact Graham Wride on 0113 258 0274
Just started rallying again!

FOR SALE

86 Mhz MSA Safety Frequency Radios

I have recently been able to obtain a number of Pye MX293 radios suitable for licensing on the MSA rally frequency.

These sets are available to bona-fide users at prices ranging from £10 for a 'bare' set, tested and working on its original frequency, to £30 for a set with microphone, re-chipped and set up for 86.4375Mhz. Unfortunately I have only a limited number of speakers available.

Delivery for a tested set is immediate, for a converted set about 28 days. If they have to be posted, postage and packing will cost £6 extra.

Aerials are available at £15, only supplied with converted sets.

For further details phone Richard Hardcastle on 0113 258 4903 anytime.

SHOWER FACILITIES

The shower facilities and changing room are being refurbished so that they will now be more user friendly.

A partition has been constructed so that there is a separate changing room and shower room and it is hoped that these facilities will be a welcome improvement.

There is no division between male and female facilities and the premises have to be operated on a 'first come first serves' basis. A bolt on the inside of the door will give some privacy for those who seek it!

Mike Kempley
Secretary, Harewood Hill Ltd.

LETTER TO THE CLERK OF COURSE

Dear Simon

Just a short note to say how much we enjoyed the event on Sunday despite the weather. This was our first event South of the Border and we found the high standard of organisation, marshalling and friendly atmosphere well worth the long haul from Scotland. We hope to be back next year if there is another Ginetta class at Harewood.

Please pass on our thanks to all the marshals who performed their task so well in such atrocious conditions.

Yours
Gus Carnegie and Dave Baker

CHANGES TO THE REGULATIONS FOR THE AUTO TRADER BARC HAREWOOD HILLCLIMB CHAMPIONSHIP

It has been necessary to make two changes to the wording of the Yorkshire Auto Trader BARC Harewood Hillclimb Championship Supplementary Regulations. The two amended paragraphs are reprinted in full below.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the BARC (Yorkshire), be registered for the Championship and be in possession of a valid RAC MSA Competition Licence (minimum National 'B' Speed) or be in possession of a valid Licence and Medical Certificate issued by the ASN of a member country of the European Union, Monaco, Norway, San Marino or Switzerland.

3.3 All competing cars must comply with all safety requirements detailed in Section L10.11 of the 1997 RAC MSA Year Book and the 1997 BARC (Yorkshire) Regulations Booklet.

NEW MEDICAL PROVISION AT HAREWOOD

Dear Sir

I would not like to feel that the announcement made in your 1997 Regulations Booklet had gone unnoticed by competitors. I am writing this note to congratulate you upon the foresight shown by your club in making available such a comprehensive provision.

It is an area I am, amongst other areas, campaigning to the RAC MSA to make similar provisions at ALL speed event meetings as it recognises both the dangers and more particularly the measures required to ensure maximum care should the worst of incidents occur.

My sincerest thanks for your forethought and achieved at what you describe as 'a fairly hefty increase in entry fees', yet I would consider a most modest cost.

Kind regards

Paul R Parker

Barchetta Motorsport 7 March 1997

BARC YORKSHIRE CENTRE OFFICERS & COMMITTEE 1997/98

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Simon N Clark

HON SEC.

John M English, 32 Farfield Road,
Knaresborough HG5 8HB

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David Dalrymple

Graham Wride

Mike Shorley

Richard Hooper

TIMEKEEPER'S NOTES

DON STAVELEY

HAREWOOD CHIEF TIMEKEEPER

You no doubt will be aware that last season I acquired four clocks which enabled us to run four cars on the hill and increase the number of runs for competitors.

Unfortunately these clocks were operated with manual switches and a manual sequencing on the finish beam, which required a timekeeper on the clocks with three hands. However, despite the odd hiccup it ran pretty well and I think it was agreed to be an improvement in the numbers of runs at each meeting.

During the winter, I have had these clocks upgraded to auto sequencing, which should make life in the timekeepers caravan less hectic. We aim to give all competitors a good day's sport and as many runs as possible.

With this in mind, could I ask competitors to help us by observing the Blue Book regulations L9.4.5 in respect of numbers, which reads, in part - 'must be visible from each side of the vehicle and displayed on a contrasting background in a proper and durable way, acceptable to the Chief Timekeeper of the day'

Black numbers on side windows of saloon cars are NOT acceptable. With shared cars, please ensure the 'A' is of a decent size and the correct number is displayed before approaching the start line.

Thank you for your co-operation and here's looking forward to an enjoyable season of motor sport for all of us.

PLEASE HELP

Pat Kenyon

I feel I must reinforce the comments made above by Don Staveley. Few of you will be aware of the pressures that the timekeepers are under during the course of a meeting.

Brian and I competed on a regular basis, sharing our Sprite. We always ensured that our numbers were displayed in a clear and easily visible manner.

Our method of covering the 'A' was to stick on a piece of white fablon, completely blanking it out, not a piece of masking tape across the 'A'.

Also, we used to ensure that the 'A' was the full 9" as required by the Blue Book. Incidentally, 'A's of this size are available at signing on.

As I am responsible for the results I often see shared cars with one driver with 4 times, this is because the 'A' has not been blanked off correctly, so you will help both yourself and the smooth running of the meeting if you co-operate with Don's request.

WET! WET! WET!

Brian Kenyon

There wasn't much pop at Harewood but plenty of squelch, squelch. For once the weather forecasters got it right, dry until lunch and then showers throughout the afternoon, sometimes heavy and prolonged. Were they heavy and prolonged? Boy, were they heavy and prolonged. But they didn't dampen the spirits of the hardy souls who competed and marshalled.

On a day when other events were being cancelled, Clerk of the Course Paul Pocklington kept his nerve and managed to complete two runs out of the scheduled three. A major achievement if you consider the conditions.

Being a Midlands Speed Championship round, Harewood classes were not used. In the amalgamated classes SB and SC, Richard Jackson's highly desirable Porsche 911 Turbo had a comfortable 7 seconds victory over David Lanfranchi's Audi Quattro with yet another Porsche, that of David Bennett, third.

Another three classes were merged, 1A, 1B and 1C and yet another Porsche, the black left hooker of Malcolm Pinder won the day. The Liversedge driver heading the MGB V8 of John Wilson by one and a half seconds.

With a fabulous entry of 15 cars amalgamations were not necessary in class 2A. Tim Wilson headed the field. After a few years in class A on slick tyres, Tim has adapted well to the different levels of grip that road tyres provide, and this year the car is fitted with a slightly larger 1600 K Series, Tim and the Caterham have proved the combination to beat in the Kit and Replica Cars up to 1700cc. Robin Oldfield chased hard all day and despite bettering Tim's second run time, had to give best to the Caterham driver by 1.43s. The gap from 2nd to 3rd was smaller, John Palmer's Westfield SE just missing out on 2nd by 0.76s.

In just his second outing in his new Dax Rush, (Caterham lookalike to you and I) ex-single seater driver Malcolm Dungworth's 4wd Cosworth engined car claimed victory from Peter Kukainis' Westfield in the over 1700cc Kit Car Class.

Last year there was a fine turn out of TVR's. This year's entry consisted of 4 cars in two classes, which were amalgamated. Unsurprisingly the class was won by the V8 of Dick Stephenson whose car occupied the track for 82.54s to win the class by nearly 2 seconds.

The fabulous Ferraris were the largest class of the day and consisted of nearly a quarter of the entry. The twenty three cars were headed, as has become the norm, by Centre Chairman Simon Clark's 328GTS. The ex-circuit racer making good use of his Harewood knowledge as he slithered to the top in 75.83s on his first

run (to give an indication of the conditions, Simon was nearly 10 seconds off the class record). Jon Goodwin's Mondial topped Simon's second run but it was not quite good enough to beat the Cattal driver's first effort. Richard Allen had left himself everything to do on his final run in his 308GTB, the Mountnessing driver having failed on his first ascent but he held things together on his second to record 80.35s. The Ferrari drivers will return again in August, but will they be able to beat Simon?

When most cars almost fill the full width of the hill at Harewood, the pre-war Austin Sevens are dwarfed by their surroundings, but nonetheless, these diminutive cars set up some cracking times and Peter Pearson's Racing Special humbled more powerful and modern cars.

Few would have bet against Matthew Pinder taking the Modified Production Cars up to 1400cc class, but if they had, they would have lost their money, for he was beaten by the Mini Cooper of Robin Woodward and the Rover Mini of Tony Higgins.

Tony Bolton's 1700cc K Series Midget comfortably won the 4 car strong Mod Prod up to 2 litre, while in the larger category Bev Fawkes had a fight on his hands and had to come from behind to snatch the lead from Ben Stapley's Datsun 240Z The Reliant Scimitar's winning margin nearly half a second.

The two Sports Libre and the large Kit Car Class were combined and surprisingly, the Caterham Supersprint of Steve Liptrott beat all the Libre cars extremely comfortably. Joe Ward in his Ward WD9V being the best of the rest.

Craven Moses must have thought he had it made when his Maclan headed the Jedi of Dave Kitching by over 2 secs, but Dave fought back on his second run and improved by a massive four and a half seconds, whereas Craven's improvement was in the order of 0.5sec. So yet again the Jedi driver carried off the silverware.

Andrew Henson is making a name for himself this year in the Formula Ford class, he lead all day and won by over 4 seconds, a massive margin by Formula Ford standards.

Peter Griffiths found some grip in the treacherous conditions and on his final run, which took 69.30s, became the only driver to break the 70 second barrier. This superb effort earned him the Mike Wilson Trophy and FTD.

After everyone had suffered such atrocious conditions on Saturday, the weather just had to be better on Sunday!! but the forecast didn't look very promising.

The 'Clerk of Course', Mr D Duck, got it right when he posted a notice stating that power boat licences would be inspected on Sunday!!

RESULTS

Class	Name	Car	Time
SB+SC	Richard Jackson	Porsche Turbo	76.30
1A+1B+1C	Malcolm Pinder	Porsche 911SC	81.66
2A	Tim Wilson	Caterham	80.71
2B	Malcolm Dungworth	Dax Rush	78.02
2C+2D	Dick Stephenson	TVR V8S	82.54
10	Simon Clark	Ferrari	75.83
19	Peter Pearson	Austin 7 Spl.	91.53
3A	Robin Woodward	Mini Cooper	74.70
3B	Tony Bolton	MG Midget	80.14
3C+6B	Bev Fawkes	Reliant Scimitar	73.66
3E+4A+4B	Steve Liptrott	Caterham 7	74.85
5A+5B	Dave Kitching	Jedi	72.26
5C	Andrew Henson	Van Diemen RF87	74.71
5D+5E	Peter Griffiths	Chevron B47	69.30
FTD	Peter Griffiths	Chevron B47	69.30



Championship 1997

			Total
1	Keith	Wilford	34.07
2	Dennis	Crompton	33.35
3	Peter	Herbert	32.64
4	Peter	Griffiths	32.00
5	Peter	Hamilton	31.45
6	Nick	Reeve	31.03
7	Andrew	Henson	30.55
8	David	Sturdy	30.45
9	Tony	Metcalf	30.17
10	Dave	Kitching	29.67
11	Bobby	Fryers	29.50
12	Matthew	Pinder	28.58
13	Andrew	Greaves	27.38
14	Bob	Prest	26.85
15	Jeff	Norton	26.84
16	Joe	Ward	26.55
17	Ben	Butterfield	25.48
18	Jon	Waggitt	25.21
19	Jonathan	Mounsey	24.64
20	Steve	Gash	23.99
21	Duncan	Pierce	23.91
22	Geoff	Peters	23.88
23	Colin	Wheeler	23.15
24	Mike	Smith	23.00
25	Allan	Staniforth	22.12
26	Claude	Spencer	20.98
27	Malcolm	Pinder	19.98
28	Haydn	Spedding	19.16
29	Les	Procter	19.04
30	Martin	Baker	16.29
31	David	Bailey	16.20
32	Matthew	Riley	15.08
33	Richard	Hargreaves	13.33
34	Mike	Mullins	12.14
35	Peter	Howgate	12.11
36	Peter	Hawkey	10.67
37	Philip	Sturdy	9.12
38	Lynne	Owen	9.02
39	John	Green	8.04
40	David	Moore	5.77
41	Peter	Furness	5.35
42	David	Hennell	5.33
43	Sue	Griffiths	1.49

LETTER TO THE EDITOR

Dear Pat

May I take up a few lines of your valuable columns to say thank you to all who took part in the 10th of May meeting at Harewood, which was run in appalling weather conditions with parts of the track flooded at times, lightning taking out the telephone system and water playing havoc with the timing.

Thank God it's summer otherwise the weather may have been really bad! By 3.30pm I was beginning to think the plague of locusts was seriously overdue.

Despite what the elements threw at us everyone, marshals, competitors and officials alike just dug in their heels and got on with it as best they could, and I take my hat off and sincerely thank every last one of you. To arrive at signing on, on Sunday 11th May and find just about everyone there again for another dose, despite the weather forecast being little better, just defied belief and I seriously question the sanity of you all.

Seriously, there has been a lot of talk about the atmosphere at Harewood returning to the 'good old days', and with all our regular marshals, competitors and officials turning out in those conditions and coming back for more the next day, how can we fail?

Once again, thanks to everyone and I hope to see you all at the next Harewood meeting when hopefully the weather Gods will look upon us more favourably.

Yours faithfully

Paul Pocklington

Clerk of the Course (10th May 1997)

9 more entrants have yet to score

FTD SERIES

1	Peter Griffiths	20
2	Nick Reeve	17
3	Duncan Pierce	16
4=	Mike Smith	12
4=	Colin Wheeler	12
4=	Dave Kitching	12

CLASSES 1 TO 5 CHAMPIONSHIP

1	Tim Wilson	21.81
2	Edwin Langford	14.90
3=	Mark Hurst	10.00
3=	John Gallagher	10.00
5	Simon Bailey	8.39

RAIN MAN

Peter Herbert

A hillclimber needs rain like a moose needs a hatstand. But despite weather that swung regularly, and often violently, between warm sunshine and torrential rain, the May Championship Harewood Meeting managed to complete its three competitive run programme on time to give competitors full value.

On receiving the Houseman and Falshaw Trophy for yet another Stockton Farm FTD, Pete Griffiths paid tribute to the good humour of marshals and organisers in such difficult conditions. Mr Griffith's own humour had been tested by Mrs Griffiths when she launched the family Chevron into the Quarry Corner gravel while in sight of the finish of her final run. Fortunately a heavy landing dealt Sue nothing worse than a shaking, and Pete was able to rely upon his sole 56.15s ascent to secure victory.

May 11th was a notable occasion for at least two Yorkshire Centre luminaries. For results supremo Pat Kenyon it was her twenty first birthday - again. For Club Chairman Simon Clark it was his first spell of duty as Clerk of the Course.

First class of the day was the successful new Road Modified Kit, Replica and Spaceframed category up to 1700cc and Tim Wilson maintained his unbeaten record. Yet once again he left it to his final run to clinch victory in the Rover K Series powered Caterham, a spin at Chippy's and a determined challenge from Jon Butterworth's Caterham Super Seven making a 2 second last gasp win all the more exciting. Edwin Langford's Lotus Seven was third a further 2 seconds adrift. The unlimited division fell to the Jaguar motivated Cougar of Rodney Barbour, an achievement he partially attributed to a 'Speedscene' article on the subject of driving Harewood by some obscure writer called Herbert. Mike Shepherd-Smith, who clearly had not read 'Speedscene' was almost a second slower in his Ginetta G33.

Seemingly every time the merged 2 litre Touring and Marque Sports field came to the start line the heavens opened. However a drying final run saw hill champion Dennis Crompton's BMW 2002 Touring hold off 1997 championship leader Keith Wilford's Lotus Europa to the tune of 0.91s. Bobby Fryers' Clio Williams was a further 2.1s away. The unlimited division saw Settle Son of the Soil Richard Hargreaves back on winning form following his recent operation, but the Impreza Turbo was pressed hard by fellow Settle resident Jonathan Mounsey who pushed his Sapphire Cosworth to within 0.11s of the ex Harewood Champion. Senior member of the racing Pinders, Malcolm, drove his immaculate Porsche 911 SC into third place, with Claude

Spencer's pristine MGB but 0.26s behind.

David Bailey made a guest return visit to the hill between Oulton Park outings in his debut circuit racing season, and saw off David Sturdy's Van Diemen RF86 by 1.13s with his Reynard FF89. In true Formula Ford style. Andrew Henson's RF87 was just 0.13s astern of Sturdy in third place.

A healthy 18 strong Ginetta class saw Nick Stephens take victory with a single run in his G15. Geoffrey Stanley ran the Midlander closest with his G17, just 0.47s off the pace, while Bill Hutchin's G27 pipped Peter Callaghan's G12 for third spot by a slim 0.27s.

Caps and cravats were next with David Beresford proving quickest of the standard MG drivers at the wheel of his 'B'. But it was no easy win as Tony Macintyre, the early pace setter, was beaten by just 0.37s. A scant 0.08s behind the Chesterfield pilote's BGT was Terry Pigott's MGB Roadster in third place. Kevin Carruthers' Midget stole the lead of the Modified Road Gong division from John Dignan's MGB on their final runs, the duo only 0.09s apart. Tony Bolton was third a further 0.51s adrift with his Midget.

Morgan maestro Mike Fellows dominated the Moggy class, the Bromyard based Plus 8, garaged within spitting distance of Shelsley Walsh, 4.34s clear of Mike Sidgwick's similar car. Paul Burry brought his smaller engined Plus 8 into third place, 2.12s behind Sidgwick's 4.5 litre monster.

The jolly coves of the Classic Lotus series are always welcome additions to the Harewood paddock and it was the Lotus 61 of John Crook that secured a narrow 0.48s victory over the gorgeous 23B of championship sponsor Paul Matty. Neville Carr's 61 was a distant third, more than two seconds behind the sports racer, with David Rose's 69 snapping at his tail pipe just 0.13s slower. But, were it a beauty contest, the wonderful Lotus Elite Super 95 of David Palmer would have been a front runner.

First of the RAC classes, Modified Production Cars up to 1400cc saw another member of the Pinder racing dynasty, this time Matthew, pushing hard for victory in the damp conditions. However, on a drying track, Peter Herbert's Westfield pulled out a late 1.5s lead over the ex Metro Challenge car. After a stunning Barbon drive the previous day in treacherous conditions, Ben Butterfield was forced to settle for third place in the Mini Sport Cooper S a further 2.01s astern. Laurence Bond's rapid Nova, Philip Sturdy's Metro and the Midget of yet another Pinder, this time Daniel, were next up.

The 2 litre division fell to Peter Hamilton whose Caterham was almost 2 seconds faster than David Grindrod's larger engined version. Only 0.17s behind

Grindrod was Dave Kilcoyne's Caterham.

In the unlimited class there was little resistance to Barry Moignard's Sports Libre Skoda V8 Coupe, the jersey driver having been merged with the big Mod Prod runners. Haydn Spedding chased hard but the faithful E Type was understandably almost 6 seconds down. Martin Baker's Chevette HSR held off George Tatham's mighty McLaren M12C for third position.

Geoff Peters in the GPC emerged the victor of a close struggle with Peter Green's Centaur in the 1400cc Sports Libre class, the two but 0.03s apart. While there was another Channel Island winner in the 2 litre division when the Mallock Mk18 of Guernsey's Geoff Guille showed a clean rear wing to Bob Prest's Mk20/27. Although 2.62s astray Bob maintained a 0.4s margin over monthly rival Joe Ward in the Ward WD9V.

Mark Lawrence flew the OMS flag to good effect, and held off a determined Royale mounted Alex Tyson by a single second to take the 1100cc Racing Car class. Nick Reeve's Megapin was just 0.4s further back in third place. 1.08s ahead of Dave Kitching's Jedi, which languished on the reserve list until the eve of the event.

Boy wonder Jamie Hylton saw off Mick Lancashire for 1600cc honours, the Malan 0.7s faster than the Argo, with David Smith's Quest only 0.34s further astern.

With John Mould's 2.8 litre hybrid Pilbeam MP62H a non-starter, FTD was left to the 2 litre drivers, and as has come to be the norm this season, Pete Griffiths showed a clean, and often wet, pair of Avons to his challengers. Mike Smith pushed his Reynard SF87 to within 4.49s of the silver and blue Chevron, with Duncan Pierce's Ralt only 0.17s slower. Colin Wheeler was fourth in the Delta, 0.05s shy of Pierce.

So, in the cramped confines of what appears to be an ever shrinking beer tent - and why doesn't someone switch off that rotten generator - Simon Clark Of The Course handed out the glittering array of silverware. Apart from arms aching from constantly changing tyres - most opted for a two stop strategy - the majority of the entry went home with unbent motor cars and limbs in tact.

In the Harewood Championship, flying Sheffield metallurgist Keith Wilford maintains his lead, despite having a very dodgy set of wets at the Europa's disposal. Reigning Champion Dennis Crompton moves into second place after a fine drive in a rejuvenated BMW, pushing a damp Peter Herbert down into third. Closing in on the Westfield from fourth place is Pete Griffiths with the Chevron, leader of the FTD Championship, while Peter Hamilton's Caterham and Nick Reeve's Megapin complete the first six.

The June Jim Thomson Memorial Meeting and plenty of warm sunshine are eagerly awaited.

RESULTS

Class	Name	Car	Time
4	Tim Wilson	Caterham	68.14
5	Rodney Barbour	Kougar	69.66
2+6+7	Dennis Crompton	BMW 2002	66.16
3+8	Richard Hargreaves	Subaru Impreza	66.08
9	David Bailey	Reynard FF89	63.48
11	Nick Stephens	Ginetta G15	70.91
15	David Beresford	MGB	76.38
15A+B	Kevin Carruthers	MG Midget	70.23
17	Mike Fellows	Morgan +8	65.72
18	John Crook	Lotus 61	66.07
A	Peter Herbert	Westfield	64.10
B	Peter Hamilton	Caterham 7	62.14
E	Geoff Peters	GPC	64.09
F	Geoff Guille	Mallock Mk18	60.25
C+G	Barry Moignard	Skoda V8	62.70
I	Mark Lawrence	OMS 1100	58.40
J	Jamie Hylton	Malan	62.53
K	Peter Griffiths	Chevron B47	56.15
FTD	Peter Griffiths	Chevron B47	56.15

YORKSHIRE TIMES BOOK REVIEW *PORSCHE PAST & PRESENT*

Denis Jenkinson Gentry Books 1983 £10.95

Wider ranging than his earlier work, this title traces the development of the marque from humble Beetle based rear engine air cooled 356 to front engine water cooled 944. Porsche's distinguished competition history is also traced through DSJ's own eyes and once again we are allowed to share the little man's intriguing world.

The pictures are marvellous, even better than in 'Porsche 356' with fine shots of the author in action at Trengwainton, Wiscombe Park and Wurzenpass hillclimbs. Many are the stories of adventures in fast motor cars and a ride in a 917 with test driver Hubert Mimmler around the Porsche Weissach test track is told particularly vividly.

This is a book about Porsche people, and I don't mean stockbrokers, as much as it is about Porsche cars; and being a Porkerhead is not a prerequisite for absolute capitulation. In short, it's a gem.

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

LETTER TO THE EDITOR

Dear Pat

Your plea for articles rested heavily on my conscience, as I, too, am the editor of a motor club magazine and I am constantly beseeching the membership for stories. In particular it was Ken Bailey's kind words in his reminiscences in linking my name to such notables as Roger Kilty (an outstanding driver), Tim Mason (naturally gifted, but wild!) and Ian Stringer (smooth, but quick), in the (hey)? days of FF1600 at Harewood, that has prompted me to write now.

Motorsport, was, is and I suspect, ever shall be in my blood, so despite quitting the hillclimb scene in 1991 (I think?!) I have always kept well in touch with the sport. I did have a few sporadic forays courtesy of Stuart Abbott, but my main involvement was in the organising field, and an active participation in club events. However, the lure of the racing suit proved too strong and in 1995 I decided to go back to my grass roots and start rallying - a sport I had enjoyed in the early 80's in road rallying and stage rallying.

The reason I decided to 'return' to active competition was simple - a driver in Slaithwaite Motor Club, of which I am President and magazine editor, had asked me if I would co-drive on the Tour of Mull. Let me try and explain the magic of Mull. The rally has been going for over 25 years and now boasts the only closed road rallying on 'mainland' Britain. An Act of Parliament is necessary for the road closures since all speed limits are suspended (!) for the duration of the closure period. Imagine now the thrill of rallying on twisty, undulating very narrow roads on what is surely one of the most beautiful Scottish Isles, both in daylight and at night, fully pace noted and with the blessing of the local population (known as 'Muileachs') and you might just get an inkling of its continual pull over many regular competitors. 180 miles of prime tarmac rallying for £250 with an atmosphere second to none and it does indeed live up to its reputation as the 'Best Rally in the World'.

Up to 1995 I had merely spectated but now was the chance to compete, albeit in the left hand seat. Mull, like most top level National rallies, is run on pace notes. Unless you live on the island and know it very well, it would be a waste of time to try and do Mull without a good co-driver calling well practised notes, and expect to do well. The locals, naturally, have a huge advantage and indeed they are the ones who set the pace. And what a pace! They are breathtaking to watch. Tim (my driver) and I knew we couldn't stay with them and it would have been folly to try, but as Tim was a veteran of several rallies there, we expected to do quite well.

As it was we finished in the 30's after a silly spin

on the penultimate stage dropped us from a certain 13th overall. Sitting in a bus shelter, tinny in hand, ignoring the cold and damp in the early hours of Sunday morning, we reached a decision - we would contest the 1996 EARS/MN Tarmac Rally Championship.....

John Bennett

NEW LEGISLATION GOVERNING THE TOWING OF TRAILERS

Peter Riley

Existing drivers can tow a vehicle and trailer combination weighing up to 8.25 tonnes. Drivers who pass their test in 1997 however are allowed to tow only a 750kg (3/4 tonne) trailer provided the vehicle weighs up to 3.5 tonnes. If a heavier trailer is used, then the combined weight of vehicle and trailer cannot exceed 3.5 tonnes.

There are other restrictions depending on whether the laden weight of the trailer is heavier than the unladen weight of the car.

Other laws are being changed. All new 1997 drivers will be restricted on the size of lorry and/or trailer they can drive and there will also be an end to 'permanent learner' motorcyclists. People passing their driving tests after Jan 1 will have different rights from those with licences. The content of the theory and practical driving test will not change, but the categories of vehicle that the different tests entitle people to drive will.

Lorry licences change only where car drivers previously had grandfather rights. although existing licence entitlements should not be affected, from Jan 1 newly qualified drivers will be entitled to drive a vehicle only up to 3.5 tonnes gross weight (down from 7.5 tonnes) and up to eight passenger seats (down from 16)

MARSHALS.....

Are you getting aggravation from your partner about the amount of time you spend at Harewood?

Why not bring him/her along - Tim bendelow would like some help in the paddock.

Any offers, please ring Mike Shorley on 01977 780035 or bring them along to the next event on 15th June.

FOR SALE

Very successful 1380cc pushrod crossflow Modified Production Class A engine as used in Peter Herbert's Westfield. Built by Russ Cockburn, and professionally maintained by him ever since, specification includes big valved chambered head, Nicholson-McLaren F1 valve springs, Holbay 747 cam, steel rocker posts, Duplex timing chain, Cosworth pistons and big end bolts and lightened flywheel. Fully balanced, complete with twin Weber 45 DCOE carbs, Tony Law exhaust manifold, and full dry sump system, this motor has many class wins in hillclimbs and sprints to its name and holds five class course records including Harewood and Lhergy Frissel 5km hillclimb in the Isle of Man. Producing a reliable 122 bhp at the wheels, with test sheets available, and always run on Mobil 1, this engine is offered at **£950**.

Also available at less than half new price are the following Ford parts:

A6 profile cam	£50
Lightened six bolt flywheel with clutch	£35
Steel rocker posts, shaft and spacers	£30
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	£160
Twin Weber 45 DCOE's	£160
Inlet manifold for above	£25
Flat top Hepolite pistons +30 thou and 1300 block	£100
Dry sump pump, pan, piping and alloy tank	£150
Distributor with electronic ignition pack	£45
VDO 10,000 rpm rev counter	£35

Pair of 7.2 / 20 x 13 Avon A40 slicks	£45
Pair of 9.0 / 20 x 13 Avon A39 slicks	£55

Plenty of fun left in them

Tel: Peter Herbert 01325 377125 (Home)

0191 386 6111 (Office)

ANNUAL COMPETITIONS

POSITIONS AFTER TWO EVENTS - THESE WILL BE UPDATED IN THE NEXT 'TIMES'

1	David Dalrymple	10	10	Richard Hardcastle	6
	Graham Wride	10		Pat Kenyon	6
3	Tim Wilson	9		Chris Seaman	6
	Nigel Drayton	9		Roy Johnson	6
5	Brian Kenyon	8		Peter Herbert	6
	John English	8		Peter Griffiths	6
	Duncan Pierce	8		Caroline Marston	6
	Claude Spencer	8			
	Simon Marston	8			

1996 - 1st FULL YEAR OF THE EARS/MN CHAMPIONSHIP

John Bennett

Our first event was not a round; I'll explain later. The Lindisfarne Rally is held in January on the challenging military roads of Otterburn in Northumberland (some 25 miles NW of Newcastle). If you thought the weather was bad at Harewood, let me tell you it is positively Caribbean compared to Otterburn! Wind chill of minus a lot, sheet ice, horizontal sleet - and then it gets worse! Yes, Otterburn is pretty grim and desolate and yet the rallying is superb. Often called a 'mini-Mull' it is a closed road event (they are private roads), fully pace-noted and highly demanding, with some breathtaking (literally) yumps and lots of 'omigosh' (or words to that effect) bends. The Lindisfarne was not a round of the championship but the Cheviot Rally in February was. This, too, is held at Otterburn so now you know why we do the Lindisfarne - a bit like the March practice at Harewood.

Round 1, The Cheviot Rally. Short lived for us as the gearbox comprehensively destroyed itself on stage 6. We had no spare, so it was an early bath. It was a good thing in a way, since it persuaded Tim to dig a little deeper and buy a 'proper' straight cut box which we were told was virtually indestructible.

We had to miss Round 2, (The West Cork Rally in Eire) due to lack of readies, so our next rally was Round 3, The Imber Stages held on Salisbury Plain. The weather in April was much kinder, just as well since the whole family came with me. It's fairly common for tarmac rallies to use airfields. The Imber used several of which Middle Wallop was best known as it houses a superb WW1 museum. The private tracks and military roads also used were good, if not up to Otterburn standards. Tim, my driver, is without doubt a 'lanes' specialist and is not comfortable on the seeping airfield stages. In common with many rally drivers he tends to pay little regard to racing lines, hugging corners tightly and not letting the car drift to use all available tarmac. Consequently I'm constantly telling him to "let it go" or "stay wide" etc! (It doesn't always apply though, as to "let it go" on the narrow lanes would mean hitting walls, trees, hedges or ditches!) We managed a low 20's finish, which was pretty good considering our Astra GTE was up against Escort Cossies, 6R4's, Impreza Turbo's etc.

Round 4 was the Tour of Cornwall. Similar in format to the Imber Stages, but with greater mileage and some unbelievably abrasive stages. We decimated (not just wore out) 13 tyres. Just prior to the last two stages I said to our closest rival "We'll thrash you on these stages - or die trying" to which Tim replied "What's this we s**t?" Fortunately we did thrash them, and didn't die.

Round 5 was our first trip to Ireland for the Ravens Rock Rally, based in Waterford. What should have been 90 miles of prime Irish closed road rallying was reduced to a shambles with the loss of three stages and an inexplicable cock-up with results - very disappointing indeed.

Lest I forget, we squeezed in a non-championship event called the Tour of Lincs. I persuaded Tim to have a go for a bit of fun and we finished 13th overall.

Round 6, The Yellow Brick Road Rally (named after the charity it supports) was held in Northumberland, but not on Otterburn. Using airfields and tracks, this was an excellent event and it raises large amounts of money for the charity.

The Mewla Rally, Round 7 was held in August over the (in)famous Epynt Ranges in mid-Wales. Based in Builth Wells, it actually uses the Builth Wells showground. This is definitely a 'Mickey Mouse' stage, but it attracts spectators by the thousand, so I suppose it provides a good spectacle. Epynt is something else. Bowling Green smooth tarmac, wide and frighteningly fast but savagely unforgiving if you get it wrong. A friend and fellow competitor found out the hard way when he crashed his Astra GTE in a big, big way, hospitalising his co-driver at the same time. Happy to say they were both OK, but it brings home the dangers.

By now Tim and I had virtually clinched our class in the Championship and all we had to do was finish Round 8. The Wexford Rally, once more in Southern Ireland.

Oh, dear.

Usually we give as close to 100% commitment everywhere. Total concentration is the only way as a wrong call by me, or not listening carefully to what I am saying by Tim, could result in disaster. As a measure of our lack of concentration on the Wexford and the dire consequences that ensued, I will relate the following sorry story.

Approaching a start control, Tim was struck by the antics of the female starter who was counting competitors down with very exuberant up-down motions of her arm. Tim expressed the opinion that it looked as if she was, let's say, giving manual pleasure to the co-driver (the actual word rhymes with 'banking'!) I opined that due to the excessive movement, said co-driver must be 'hung like a donkey'. As we neared the start line, I could see that she also sported a wispy beard! The term 'bearded donkey w---r' sprung instantly to Tim's lips and she must have been considerably puzzled at the antics of this rally crew leaving the line in riotous laughter! Barely able to read my notes, and with Tim driving like a drunkard, we duly paid the price and slid sideways, at not inconsiderable speed into a very large tree - my side of course. Luckily the damage was

confined to the bodywork, but 4 more accidents that day meant we got awfully close to not finishing at all. Only sterling efforts by the service crew kept us going and the following day was tackled in a far more serious fashion. We did finish, and we did clinch our class in the championship.

So we were able to go to Mull in October with no championship pressures. We intended to 'kick bottom' (or something like that) as many of the championship regulars had never been to Mull. Indeed some had heard of Mull's formidable reputation and didn't enter (wimps!). Those that did were in for the shock of their lives.....

YORKSHIRE TIMES BOOK REVIEW

Peter Herbert

Porsche 356

Denis Jenkinson Osprey 1980 £7.95

With the passing of legendary motor sport writer Denis Jenkinson into that great paddock in the sky, an apt Yorkshire centre tribute might be a review of two of perhaps his lesser known works.

'Porsche 356' was written as one of a series of Osprey single make titles, that include among others 'Mercedes-Benz Roadsters' by another hirsute journalist LJK Setright, 'Rolls Royce Silver Shadow' by the late John Bolster and 'Ferrari Berlinetta Boxer' by Mel Nichols. But what singles out Jenks' book is that it amounts to a fascinating biography, sharing with the reader almost 300,000 miles of 356 ownership as he drove the roads of Continental Europe following Grand Prix and Sports Car racing for Motor Sport.

So different from anything else at the time, the 356 was launched in 1949 and swiftly attracted a select but devoted following. UYY34 was DSJ's 1500cc left hooker, and it served him well, no worthy replacement being found for ten years until the release of the 4.2 litre Jaguar E Type.

Every aspect of ownership is covered usually by means of wonderful anecdotes, and the description of how impending oversteer is warned of by the flapping of the gear lever against the driver's leg will be familiar to all who have driven an early Beetle in anger.

Evocative photographs abound. Among the best are Jenks' motor roped in place from his Porsche's bonnet hinges following mounting failure in Sicily while following the Targa Florio, competing in a hillclimb at Lydstep in south west Wales, and taking part in a Nurburgring slalom.

This book is much more than a 356 spotter's guide, it's a priceless insight into a unique enthusiast's engaging world.