



YORKSHIRE CENTRE TIMES



BARC

Issue No 68

JULY / SEPTEMBER 1997

CHAIRMAN'S LETTER

Dear Member

Well, finally we had a dry, sunny Harewood for 1997 and that it should fall on the weekend of the RAC Championship was a bonus. To all of you I say a big thank you for helping to make it a great weekend. Class records galore fell, the paddock worked well and most importantly, everyone had a smile on their face.

August next followed by the short course September Saturday and long course Sunday to celebrate 35 years of Harewood. Once again entries, or a glut of them, are a problem. We are 45 people oversubscribed for August with yours truly on the reserve list at present. The first come, first served basis is fair to all but we will raise the issue at the Forum. The alternative is to only have 2 competitive runs but we have sold ourselves on a value for money pitch and we are reluctant to give that up. Please write with your thoughts.

Finally our Annual Dinner Dance is a must - we celebrate 75 years of the Yorkshire Centre and we want to do the job properly.

See you in August
Simon

EDITORIAL

My thanks to those who regularly contribute to the 'Times'. As our regular readers will know, Peter Herbert is, and has been for some while, the most prolific contributor, and very grateful I am too, but articles from others are always welcome as are member's non-trade ads.

I feel strongly on the communication between members and officials of the club. I personally would like to see more committee input in the 'Times'.

A criticism I have often heard concerning motor club magazines, (not necessarily the 'Times') are the comment "Oh! there's nothing in it", but unfortunately, motor club magazines do not write themselves. Writing an article is one way that you can put something back into your club.

So please, if you think you have anything important to say, send your contribution as soon as possible. It will have more relevance than complaining either on the telephone or in the paddock for, unless things are aired by a letter to the 'Times' or the committee, or indeed the other safety valve, the Classes Forum, they will never be resolved.

Entries are coming in steadily for the Sunday 14th September finals but slightly less so for the Saturday Short Course event. Don't forget there will be a get together for a noggin and natter and barbecue in an enlarged beer tent when all past and present members will be welcome.

Hopefully some of Harewood's extremely pleasing popularity will rub off onto the social scene and we will have a large attendance at the 75th Anniversary Dinner. Please note the venue has changed and to date, all the feedback about the De Vere Oulton Hall Hotel has been of an extremely positive nature. A special place for a special occasion.

Pat

**35th ANNIVERSARY
 COMMEMORATIVE
 HILLCLIMB**
Saturday 13th September
Short Course
 * * * * *
YORKSHIRE AUTO TRADER BARC
HAREWOOD HILLCLIMB
CHAMPIONSHIP FINAL
Sunday 14th September
Long Course

Articles for the next edition of the Times please to the Editor by 20th September 1997
Mrs Pat Kenyon 4 Leslie Road Hillsborough Sheffield S6 4RB
Tel & Fax 0114 234 0478

IT'S HILLCLIMBING JIM, BUT NOT AS WE KNOW IT.

Peter Herbert

Speed hillclimbing in June is all about balmy Sunday afternoons, clear blue skies, picnics on grassy banks and record breaking ascents on warm tyres. So in that great paddock upstairs, the late Jim Thomson would hardly have recognised the miserable damp conditions that graced the Harewood meeting held annually in his memory.

Had Stockton Farm not been so far inland, the inclement weather could have been likened to a sea fret, a constant and all pervading dampness that never allowed the track surface to fully dry. The new section was worse in this respect than the old, with the startline and Clark's Corner remaining slippery throughout the day.

And whilst on the subject of Geography it would appear that your humble correspondent's reference to the River Nidd flowing through the valley to the north of the track, in the Easter Harewood report, was a little wide of the mark as several sharp witted members have kindly pointed out. (It is of course the Amazon). Two other report inaccuracies have also been pointed out by the Pinder family. Malcolm's Porsche is not black and Matthew's Metro gave Peter Herbert's Westfield a much harder time than was suggested. Put the first down to colour blindness and the second down to no racing motorist being prepared to admit they were almost beaten by a Metro!

So on with the show. First up the hill in anger was the more powerful of the two Porsche classes and it was opera singer Geraint Evans who stole the show, his 911 Carrera 0.55s quicker than early leader Peter Morris' 911. Mark Matthews and Malcolm Pinder fought hard for third place, with the former coming from behind in another Carrera to pip the pink 911 SC left hooker by an incredible 0.01s.

Simon Wilson was never headed in the less powerful division, the 924 0.43s clear of David Grady's 924S, with Stuart McLean's 924 a further 1.09s adrift.

An impressive 25 car field of Caterham Scholarship contenders produced some fine driving from these standard 1600cc Ford motivated novices and it was Abberley driver Richard Hay who got the very most out of the car and himself to set an excellent 68.83s winning time. Second placed Christian Marryat was 1.31s behind, with Cec Offley, son of the former Mini rallyist of the same name, a

game third just 0.03s ahead of David Williams.

Another name to conjure with from the world of rallying appeared in the Mini Cooper class in the lanky form of Phil Short. Taking time out from his Ralli Art duties of looking after Mitsubishi drivers Makinen and Burns, the tall Yorkshireman excelled in his very first hillclimb by taking second place to the 1330cc Mini of Alan Booth with a display of driving as immaculate as his Cooper S.

A merger between the two Standard Saloon and Sports Car classes produced a narrow 0.97s victory for the Porsche 911SC of David Bennett. Fellow Porker pilote James Cheshire pushed him hardest with his 944 Turbo and Malcolm Lanfranchi's Audi Quattro and the Peugeot 309 GTi of the enigmatic 'Fred' gave chase.

Tim Wilson maintained his unbeaten Road Modified Kit and Replica class record by clinching a 0.62s win in his K Series powered Caterham over Jon Butterworth's potent pushrod version. Mark Hunt's Super Seven was just 0.22s astern of the Bury driver.

The return of Mini devotee Denis Cope resulted in a dominant 11.03s win in the smallest Touring Car class. Jeffrey Chambers held off fellow Nova driver Andrew Greenwood for second place.

In the 2 litre merged Marque & Touring division there was, as Murray would exclaim, high drama when hill championship leader Keith Wilford suffered gearbox failure during his opening practice run. However, the Sheffield mafia swung into action. The good doctor sped back to Steel City, carefully observing all the speed limits of course, to retrieve his spare box, while Reynard peddler Peter Howgate whipped out the broken. The Europa was back on the track for the final two competitive runs, and set a time good enough for third place despite cog selection difficulties.

Meanwhile, reigning champion Dennis Crompton was flying, his second ascent being within 0.66s of the BMW's record and 1.79s quicker than Bobby Fryers' Sodemo tweaked Clio Williams.

The over 2 litre merged class saw young Jonathan Mounsey finally get the better of Richard Hargreaves. The former Harewood Champion's Subaru Impreza took the initiative on the first run, only for the sapphire Cosworth to go faster on the second. A blown turbo denied Richard a third run, and so it was Jonathan's day by 1.12s.

Andrew Henson is rapidly becoming the man to beat in Formula Fords, and his Van Diemen's 1.28s victory over Mick Moore's older version was huge by FF standards. Peter Hawkey's Reynard

was third. a further 0.74s back.

In the first of the RAC classes, Modified Production Cars up to 1400cc, front wheel drive men Pinder and Butterfield sensed Peter Herbert's unease with the BDH engined Westfield in the slippery conditions and went bananas in their attempts to unsettle him. Quickest in practice, Matthew put up a stonking 64.26s second run with his Metro while Ben landed the Cooper S in the Quarry gravel trap. But Herbert survived the onslaught to secure a 1.75s win.

Peter Hamilton's Caterham BDA topped the 2 litre division with David Grindrod's larger engined Seven 1.46s slower and Peter Newton's Westfield 2.78s further adrift.

That a Jaguar should win the unlimited Mod Prod class was entirely appropriate in view of Jim Thomson's affection for the marque, and particularly so on Le Mans Sunday. Haydn Spedding's E Type took a comfortable 2.2s victory over Martin Baker's Chevette HSR, with Tony Brumfield and John Green in Sylva Striker and Jaguar E Type in pursuit.

Sports Libres were next, and it was the GPC of Geoff Peters to the fore amongst the 1400s, 1.55s ahead of Peter Green in his Centaur. Les Procter continued up the learning curve with his immaculate OMS to complete the first three.

A wind of change blew through the larger capacity division to allow Jon Waggitt a win in his Mallock, 1.49s quicker than regular front runner Bob Prest's later model. Joe Ward could only manage third this month in the Ward-Vauxhall, but was well ahead of the mighty McLaren of George Tatham, which was definitely not as one with the tricky conditions.

A single sub-sixty second run was enough to snatch Racing Car honours for Nick Reeve, his Megapin 0.67s up on Dave Kitching's Jedi. Alan Greenwood was a strong third in the Maclan, a mere 0.2s astern of Yarm driver, with Michael Dobson's sister car a further 0.22s adrift.

The ever quickening Jamie Hylton was awesome in his bigger engined Malan, dominating the 1600cc class and setting second FTD. Mick Lancashire did his best to stay in touch, but his Argo was 3.36s down, with Peter Howgate's Reynard a distant third.

Mike Smith was fastest of the 2 litre boys, the Reynard climbing just over a second quicker than the Ralt of Duncan Pierce. Colin Wheeler's faithful Delta was third a further 0.3s away.

The unlimited class promised a fascinating confrontation between Alan Newton's Pilbeam, fresh

from the Fiftieth Anniversary celebration of the British Hillclimb Championship at Shelsley Walsh, where David Grace was reunited with his title winning car, and Jerseyman Robert Romerill's big March Chevy. But it proved something of a walkover for the Slaidburn Sultan of Speed, and a 57.01s second run was good enough for FTD and Alan's retention of the Jim Thomson Trophy.

In the hallowed confines of the beer tent, where the rich and famous gathered for the distribution of the silverware by our plucky chairman, tribute was paid to the efficient manner in which the organisers and marshals had run the damp meeting, with the prompt production of results. And joy of joys, the generator was silenced for the speeches!

In the Harewood Championship there were many changes. Keith Wilford's misfortune dropped his Lotus out of the lead into third place, while Dennis Crompton's BMW and Peter Herbert's Westfield moved up into the top two places.

With Pete Griffiths non appearance due to the demolition of the Chevron at Pembrey, Caterham pilote Peter Hamilton and Megapin man Nick Reeve now hold fourth and fifth places, with Formula Fordster Andrew Henson sixth in his Van Diemen.

For once the championship is not dominated by Harewood Specials, and a fascination contest between the leading lights awaits us over the remaining three rounds.

RESULTS

Cl	Name	Car	Time
16A	Geraint Evans	Porsche 911	68.11
16B	Simon Wilson	Porsche 924	73.38
20	Richard Hay	Caterham	68.83
21	Alan Booth	Mini Cooper	73.81
2+3	David Bennett	Porsche 911SC	71.73
4	Tim Wilson	Caterham 7	67.71
6	Denis Cope	Mini	67.94
7	Dennis Crompton	BMW 2002	65.26
8	Jonathan Mounsey	Sierra Cosworth	66.47
9	Andrew Henson	Van Diemen	64.79
A	Peter Herbert	Westfield SE	62.51
B	Peter Hamilton	Caterham 7	61.09
C	Haydn Spedding	Jaguar E Type	66.89
E	Geoff Peters	GPC	63.86
F+G	Jon Waggitt	Mallock	62.69
I	Nick Reeve	Megapin	59.77
J	Jamie Hylton	Malan	58.69
K	Mike Smith	Reynard	59.91
L	Alan Newton	Pilbeam MP58	57.01
FTD	Alan Newton	Pilbeam MP58	57.01

**ENTRANTS FOR
SEPTEMBER 14th EVENT
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.*

FOR SALE

Due to unprecedented demand and good taste only the following items remain from my earlier stock of tasty goodies;

A6 profile cam for Ford push-rod	£50
Inlet Manifold for twin 45 DCOE Webers	£25
Burton rocker cover and bolts for same	£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 of Carillo type	£300
Pair Strobel air horns	£5
Pair 9.0 / 20 x 13 Avon A39 slicks	£55
plus Professionally bound Autosports 1976 - 86 Hours of nostalgia just a telephone call away	£200 the set

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

LETTERS TO THE EDITOR

Dear Editor

As Clerk of Course for both the June and July Harewoods, I would like to take this opportunity to thank everyone involved in the organisation for making these events so successful. Running a hillclimb is very much a team effort and I have been very fortunate to have such a strong team behind me. I look forward to working with you all at future events.

Thank you

J Richard Hardcastle

*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*

**BARC YORKSHIRE CENTRE
OFFICERS & COMMITTEE 1997/98**

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 (B)
COMMITTEE	Tim C Bendelow Nigel Drayton David Naylor Don Burt David Dalrymple Graham Wride Mike Shorley Richard Hooper

WANTED

Ford English crown wheel and pinion - anything
lower than 4.4 considered

also

9.5 / 21.5 / 15 x 2

8.7 / 21.5 / 15 x 2

or similar hillclimb / sprint compound slicks

Tel: Nik on 0113 252 6401 after 7.00pm

**CONGRATULATIONS
TO ROGER KILTY**

A few years ago, Roger was a regular competitor at Harewood and is a past Harewood Hillclimb Champion driving a Formula Ford. He was highly popular and his potential was obvious. It is not surprising that he has attained a superb victory in the 1997 RAC British Sprint Championship. It is even more creditable that it has been achieved so early in the season.

Roger set FTD, and in the eyes of many was the moral victor of the run off, at the 1996 RAC Hillclimb round at Harewood.

Roger will be in action at Harewood on Sunday 3rd August for the first time this year. We wish him well.

MARSHALLING

Marshals are still required for the remaining Harewood Speed Hillclimbs.

SUNDAY 3rd AUGUST - MONTAGUE BURTON TROPHY MEETING

plus

YORKSHIRE AUTO TRADER CLASSIC VEHICLE DISPLAY

(and hopefully a small display of Lotus cars from the North-East out in the car park).

Trackside we have Ferraris, TR's, CCC classes plus Longton and Nottingham Championships.

SATURDAY 13th SEPTEMBER - SHORT COURSE COMMEMORATIVE EVENT

To celebrate 35 years of Harewood Speed Hillclimb and 75 years of the BARC Yorkshire Centre. A chance to beat the class records set back in 1992. Will the 'old hands' take charge or will the 'young guns' rule? Come and find out!

SUNDAY 14th SEPTEMBER - YORKSHIRE AUTO TRADER BARC HAREWOOD HILLCLIMB FINALS MEETING

With Morgans, Porsche and our regular classes. Will Peter Herbert keep the lead in the Yorkshire Auto Trader Championship or will Keith Wilford do enough to retake the lead?

Finally a plea for marshals for a different sort of event - a bonfire!

BARROWFORD COMMUNITY BONFIRE

SATURDAY 1st NOVEMBER 1997

Ian Bickerstaffe, one of our startline marshals, is a pyrotechnician in what remains of his spare time. He organises bonfire and firework displays and needs bodies for Saturday 1st November when Barrowford, Near Colne, Lancs is lit up! Can you help out? I did last November and had a thoroughly good day, despite wet weather, being very tired and suffering from an alcohol surplus. Do come along for something different - it beats the hell out of waiting for Network Q/RAC rally cars for more hours than normal.

**We need marshals from
10.30am to midnight.**

**We can offer free food and beer
for the weekend.**

A firework display like you have never seen before including a 25 feet (yep, that is 7.5 metres) Catherine Wheel!!!!!! and a bonfire in the shape of a castle.

Oh, and lots of hard work.

Please contact Ian Bickerstaffe for more information.

01282 619733 or 01282 603437

There's also the Trackrod MC BBQ Hillclimb on Sunday 24th August.

Please contact Tim Bendelow (01937 520541) or Mike Shorley (01977 780035) to ensure your name is on the list.

BARC Yorkshire Centre

75th Anniversary

Dinner Dance & Award Presentation

Saturday 22nd November 1997

De Vere Oulton Hall Hotel

Oulton, Nr Leeds

(1 mile from Jn 30 M62)

Tickets from Georgina Clark

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

Tickets £25.00 each

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

Hotel Tel No 0113 282 1000

YORKSHIRE AUTO TRADER BARC HAREWOOD HILLCLIMB CHAMPIONSHIP

			March	May	June	July	Low Sc	Total
1	Peter	Herbert	17 12	15.52	17.11	19 00		68 75
2	Keith	Wilford	18 16	15 91	14 79	17 38		66.24
3	Peter	Hamilton	16 49	14.96	16 01	16.98		64 44
4	Nick	Reeve	15 44	15 59	15 62	16 00		62 65
5	Andrew	Henson	15 61	14 94	14 89	16.57		62 01
6	Bobby	Fryers	16.07	13 43	15 55	16 53		61 58
7	Dave	Kitching	15 16	14 51	14 95	16 48		61 10
8	Matthew	Pinder	14 56	14 02	15.36	15 79		59.73
9	Bob	Prest	14 15	12 70	12 39	14 83		54.07
10	Jeff	Norton	13 95	12 89	11.07	15 08		52 99
11	Jonathan	Mounsey	11 42	13.22	12.94	13 15		50.73
12	Dennis	Crompton	16 91	16 44	17 34	0 00		50 69
13	Joe	Ward	14 25	12.30	10.28	13.73		50 56
14	Mike	Smith	11 46	11.54	12.27	13 40		48 67
15	David	Sturdy	15 38	15.07	0 00	17 00		47 45
16	Tony	Metcalfe	16 13	14 04	0 00	16 70		46 87
17	Colin	Wheeler	11 83	11 32	10.94	12.55		46 64
18	Steve	Gash	12 66	11.33	9.73	12 81		46.53
19	Allan	Staniforth	11 44	10 68	11.88	11.50		45.50
20	Claude	Spencer	11 12	9 86	9 67	11.93		42.58
21	Haydn	Spedding	10 49	8 67	10 45	12.28		41 89
22	Les	Procter	9 58	9 46	8 08	12 11		39.23
23	Jon	Waggitt	13 84	11.37	13.88	0 00		39 09
24	Ben	Butterfield	13 47	12 01	12.58	0 00		38 06
25	Mike	Mullins	12 14	0 00	11.52	14 29		37.95
26	Peter	Hawkey	10 67	0 00	12 87	14.36		37 90
27	Geoff	Peters	10.77	13.11	13.34	0 00		37.22
28	Duncan	Pierce	12 54	11.37	11.24	0 00		35 15
29	Martin	Baker	9 48	6 81	8 25	9 97		34 51
30	Peter	Griffiths	15.97	16 03	0 00	0 00		32 00
31	Matthew	Riley	8 87	6 21	7.76	7 81		30 65
32	Malcolm	Pinder	9 86	10 12	0 00	10 59		30 57
33	Philip	Sturdy	0 00	9 12	10 18	10 27		29 57
34	Andrew	Greaves	14 02	13 36	0 00	0 00		27 38
35	John	Green	8 04	0 00	7 55	9 73		25.32
36	Richard	Hargreaves	0 00	13 33	11 82	0 00		25 15
37	David	Spaul	0 00	0 00	10 71	13 46		24 17
38	Lynne	Owen	0 00	9 02	0 00	13 23		22.25
39	Peter	Furness	0 00	5 35	6 97	7 08		19 40
40	Peter	Howgate	6 25	5 86	5 38	0 00		17 49
41	David	Bailey	0 00	16 20	0 00	0 00		16 20
42	David	Moore	5 77	0 00	2 53	5 76		14 06
43	David	Hennell	5 33	0 00	2 33	4 67		12 33
44	Trevor	Longstaff	0 00	0 00	1 96	7 79		9 75
45	Ian	Blair	0 00	0 00	5 69	0 00		5 69
46	Helen	Hulme	0 00	0 00	0 00	4 65		4 65
47	John	Lambert	0 00	0 00	3 89	0 00		3 89
48	Richard	Brand	0 00	0 00	2 53	0 00		2 53
49	Sue	Griffiths	0 86	0 63	0 00	0 00		1 49
50	David	Coulthard	0 00	0 00	0 00	1 02		1.02

CHAMPIONSHIP UPDATE

If you are a championship contender, you will have already read this.

Oh! What a fabulous weekend the 5th and 6th July was. The Yorkshire Centre's Harewood Hillclimb had it all. Our largest entry ever for a 2 day National Championship round. The weather was superb, sunny with just a light breeze. The competitors responded magnificently and records were falling like ten pins at a bowling alley. There was drama at the fourth round of the Yorkshire Auto Trader BARC Harewood Hillclimb Championship in yet another reversal of fortune. Leader Dennis Crompton's BMW suffered from mechanical attrition. A rocker arm shattered while his car was being warmed up prior to the first timed run and despite sterling efforts, remained hors de combat for the rest of the meeting. From hero to zero in one meeting, motor racing can be cruel!

As well as his usual day job, Peter Herbert has written a book about 750's and also contributes to the Yorkshire Centre 'Times', Autosport and Speedscene. Peter showed he can do it as well as write about it. He was in sensational form and slashed a second off the small Modified Production mark reducing his previous record to a remarkable 60.62 and moved the yellow Westfield into the championship lead by 2.51 points.

With all the gears now available Keith Wilford struggled to find his early season form. the Europa suffered from understeer, its front tyres steadfastly refused to attain the required temperature, nonetheless 17.38 was still the second highest points score.

The ever smiling Peter Hamilton was one of the many drivers who attained a personal best, the Barrowford Caterham driver moved up to third place but is gradually slipping back from the two leaders.

As well as leading the FTD Championship, Nick Reeve leads the single seater challenge in the overall championship but his 4th place is under threat from the Formula Ford of Andrew Henson. Andrew slashed the Megapin driver's advantage by half a point. Nick nearly didn't score at all as his wife remembered at the last minute that she had forgotten to post his entry. Fortunately an entry was secured and domestic strife was averted.

Bobby Fryers' Clio is the meat in a single seater sandwich, half a point behind the Van Diemen RF87 FF of Andrew Henson and a similar amount ahead of the Class I Jedi of Dave Kitching.

In 8th position, Matthew Pinder continues to astonish, the young Metro driver's time of 63.83 was unbelievably quick for a normally aspirated 'A' series 1380cc car, his handling of the pocket rocket a joy to behold.

Harewood veteran Bob Prest has moved his Mallock up the Leader Board to ninth but is gradually losing ground to the Metro, while Jeff Norton's Van Diemen RF86 makes its first appearance in the top ten.

FTD CHAMPIONSHIP

Nick Reeve in the 1100cc Megapin and Mike Smith in his 2 litre Reynard SF87 look like taking the final outcome of the FTD Championship right down to the wire. If you drop their lowest scores, they are equal on points and after the August event the dropped score point situation will arise, so it all depends on the final two rounds, which is just as it should be for there is nothing so boring as a championship that is won half way through the year.

Dave Kitching will have to count all the rounds he has scored in so far as he has not obtained an entry for the over-subscribed August meeting. This will open up opportunities for 4th and 5th place men Colin Wheeler and Duncan Pierce in their Delta T832 and Ralt RT3 respectively.

The two Peters, Hamilton and Griffiths are next up but despite two maximum scores, Peter Griffiths will not be a contender as he has now pulled out of the August event. Peter Hamilton's scores are highly respectable considering he is in a Mod Prod car.

No	Name	Car	Cl	M'ch	May	June	July	Total
1	Nick Reeve	Megapin	I	8	9	10	8	35
2	Mike Smith	Reynard SF87	K	4	8	9	10	31
3	Dave Kitching	Jedi	I	7	5	8	9	29
4	Colin Wheeler	Delta T832	K	6	6	5	7	24
5	Duncan Pierce	Ralt RT3	K	9	7	7	0	23
6=	Peter Hamilton	Caterham	B	5	3	6	6	20
6=	Peter Griffiths	Chevron B47	K	10	10	0	0	20
8	Peter Herbert	Westfield	A	0	0	4	5	9
9	Andrew Greaves	Jamun CBR	I	3	4	0		7
10	Bob Prest	Mallock	F	1	1	0	4	6

CLASSES ONE TO FIVE CHAMPIONSHIP

This new championship section has been dominated throughout the season by the Caterham of Tim Wilson and notwithstanding his recent reversal of fortune at the July meeting when some of his competitors were on far more favourable rubber, Tim would appear to have the championship won all bar the shouting. It's been a one horse race since March.

No	Name	Car	Cl	M'ch	May	June	July	Total
1	Tim Wilson	Caterham	4	10.31	11.50	10.62	10.00	42.43
2	Fred	Peugeot 309	2	4.98	0	11.00	10.50	26.48
3	Mark Hurst	Caterham 7	4	10.00	0	9.78	0	19.78
4	Edwin Langford	Lotus 7 S4	4	6.88	8.02	0		14.90
5	Richard Jackson	Porsche 911	3	0	0	0	11.00	11.00
6	John Gallagher	Peugeot 205	2	10.00	0	0		10.00
7	Steven Dunn	Westfield SEi	4	0	0	4.09	4.47	8.56
8	Simon Bailey	Caterham	4	8.39	0	0		8.39
9	Paul Dickens	Caterham 7	4	1.15	2.95	0	4.24	8.34
10	Roy Johnson	Westfield SE	4	5.47	0	0	0	5.47

THE BIRTHDAY PARTY

Peter Herbert

Recently I attended a birthday party. Not, I hasten to add at Highgrove for Camilla, but at Shelsley for the Golden Anniversary of the RAC British Hillclimb Championship.

Driving south down the M1 on a warm June Friday afternoon, Westfield in tow and preparation guru Russ Cockburn dozing in my passenger seat, we passed the Toyota of Allan Staniforth hauling the Megapin, then some miles later the ancient Transit camper of Yorkshire Centre bean counter Peter Varley pulling his March-Pilbeam. They would be fellow party-goers.

Nobody who loves speed hillclimbing can fail to be intoxicated by the Brooklands atmosphere of Shelsley Walsh. The timber paddock garages, the old commentary box Vox Villa, the steep and winding 1000 yard course cut out of the picturesque and heavily tree'd Teme Valley. All remain largely

remember watching the late Mark Colton cross the finish line at 144mph on my first visit in 1993. I was on the Leaders Championship trail, and comprehensively blown away by the likes of the Talbot brothers in their radical KAD headed Lotus Seven, and the Blenkinsop's Westfield BDH. Later the same year I returned and was stuffed again. By my third visit in 1995 I was getting the hang of the place and narrowly missed out on a win by 0.02s to Pete Millington's suicidally conducted Clan Crusader. Now I had a Cosworth BDH beneath my bonnet and was taking no prisoners.

An impressive and vastly oversubscribed entry list read like a Who's Who of British Hillclimbing, and explained my status as sixteenth reserve. It also explained the large crowd of spectators, for whom the highlight of the meeting was Sunday lunch time's parade of past champions. Of those still drawing breath only two failed to show due to ill health.



Great Motor Sporting Moments Number 22. Old school pals Russ Cockburn and Peter Lawson relive 'Jolly Tuck Shop Japes' Photo: Peter Herbert

unchanged since the hill's 1905 inception.

Although perhaps not the driving challenge of Harewood, Shelsley is fast, bloody fast. Well do I

For those of us comparatively new to the sport, it was a first chance to see such legends as David Boshier-Jones (Champion 1958-60), Arthur

Owen (1961) and Peter Westbury (1963-64). There were also some wonderful cars including the amazing Basil Davenport GN Spider conducted with gusto by the eccentric David Leigh, the ex-Whitney Straight Maserati in the hands of Martyn Griffiths (1979, 1986-87, 1990-91) and the supercharged Fairley-Climax, conducted by its octogenarian creator Reg Phillips, who that very day had announced his retirement from active competition. The McLaren M4A of Former British Sprint Champion Patsy Burt was also present, with the old girl herself at the helm.

In the event itself, round seven of the 1997 British Hillclimb Championship, David Grace set a 26.54s FTD in the Gould Ralt shared with Richard Brown. As for the fortunes of the small but select Yorkshire Centre contingent, Peter Herbert's Westfield at last secured that long awaited Shelsley win with a 33.84s climb, Haydn Spedding's E Type took a fourth in class with a time of 37.79s, George Tatham's McLaren arrived but non-started, while OMS pilotes Mark Lawrence, Steve Owen and Paul Shipp finished first, fourth and fifteenth in the 1100cc racing class with ascents of 29.61s, 30.86s and 37.15s respectively, a troubled first run and wet second accounting for Paul's uncharacteristic tardiness. Allan Staniforth was fourteenth in the Megapin with a 34.72s ride. Tim Thomson's 28.87s run was good enough for third place in the ultra competitive 2 litre racing class with his Pilbeam MP62, while a 32.84s climb saw Peter Varley's March Pilbeam in fourteenth spot. Finally Alan Newton, who had brought along his MP58 for former owner David Grace (1993-94 Champion) to drive in the title holder's parade, set a 29.55s sixteenth in class time.

Cheering them on were, among many others, three spectating Harewood drivers in the form of Ben Butterfield, John Green and Les Procter.

All competitors were given a copy of 'Images of Shelsley', a glossy photographic record of the venue's illustrious past and present. But perhaps the highlight of a memorable weekend, at least to Equipe Herbert was a reunion between former Scorton Grammar School-mates Peter Lawson (1968 Champion) and Russ Cockburn. A delightfully modest man, Lawson retired from motor sport when on the brink of a professional circuit racing career with Chevron for personal reasons, the deaths of several close racing friends and family concern for his safety, affecting him greatly. It was therefore appropriate that he should drive in the parade Kent Abrahamsson's unique long tailed 3 litre BMW powered Chevron B19.

HAREWOOD ANNUAL COMPETITIONS

Pos	Name	23/3	30/3	10/5	11/5	15/6	5/7	6/7	Pts
1	Tim Wilson	3	6	6	6	6		5	32
2	Richard Hardcastle	3	3	3	5	6	3	6	29
3	Nigel Drayton	3	6	5	3	3	3	3	26
4	David Dalrymple	5	5	3	3	3	3	3	25
5=	Richard Hooper	3	3	3	3	5	3	4	24
5=	Graham Wride		5	4	3	4	3	5	24
5=	Peter Herbert		6		6	6		6	24
8=	Brian Kenyon	4	4	3	3	3	3	3	23
8=	John English	4	4	3	3	3	3	3	23
8=	Simon Marston	4	4	3	3	3	3	3	23
11=	Pat Kenyon	3	3	3	3	3	3	3	21
11=	Caroline Marston	3	3	3	3	3	3	3	21
11=	Mike Smith		3	4	5	6		3	21
14	Claude Spencer	3	5		3	4		5	20
15	Peter Griffiths		6	6	6				18
16=	Duncan Pierce	3	5		4	5			17
16=	Bobby Fryers		4		4	5		4	17
18	David Sturdy		4		5			6	15
19=	Sue Griffiths		3	3	3				9
19=	Mike Mullins		3			3		3	9
21	David Lanfranchi					3		4	7
22=	Roy Johnson	3	3						6
22=	David Naylor		3			3			6
22=	Steven Gash					3		3	6
25=	Catherine Hardcastle				3				3
25=	Kirsty Fleming					3			3
25=	Ian Blair					3			3
28	Chris Seaman								

WARM DAYS AND FAST TIMES

Peter Herbert

To the collective amazement and joy of the paddock faithful, Stockton Farm's biggest event of the year, the two day ninth round of the Liqui Moly RAC British Hillclimb Championship, was graced with a clear blue sky, warm sunshine and perfect track conditions. The occasion also marked the ninth round of the RAC MSA Leaders Hillclimb series and round four of the Yorkshire Auto Trader supported Harewood Championship, so there was plenty of serious looking equipment on hand, together with a determined bunch of drivers, to hold the attention of a sizeable crowd.

Amongst that crowd were 'Uphill Racers' author Chris Mason, eulogising over his recent visit to the Goodwood Festival of Speed; former hill champion John Garnett, captivated by the sheer grunt of the big V8 engined single seaters and reminded why he abandoned the hills for the wide open spaces of sprinting; Fiesta pilote Brent Meredith still in search of an engine; another ex Harewood Champion Richard Hargreaves, sidelined by an expensively blown Subaru motor.

So on with the show and first to face the start lights was Class A, Modified Production Cars up to 1400cc. Peter Herbert arrived at Harewood with a full portfolio of excuses, as he was recovering from a virus picked up in France, and suffering from hay fever. These came in handy when the Westfield was deposited in the Quarry gravel trap in practice. But come Sunday the Cosworth BDH powered car flew, knocking a full second off its own record to secure a 3.21s win. The ever quickening Matthew Pinder drove the doors off his Metro to dip into the 63's for the first time, while Philip Sturdy's less highly developed version was a distant third. David Moore's Cooper S held off Daniel Pinder's Midget for fourth place, the latter benefiting from the loan of a set of his brother's old slicks.

A casualty of practice was the engine of Ben Butterfield's immaculate Cooper S. Asked the exact nature of the problem, Ben's enigmatic reply was "piston broke" (Arthur Askey joke book 1956).

The 2 litre division witnessed a fine battle between young pretender Tom New in his Vauxhall motivated Caterham and multi Midland Champion and arguably the quickest Caterham peddler around the hills, Clive Kenrick in his Cosworth BDG engined version. A storming opening climb saw New 0.05s inside Darren Soothill's four year old record, with hill debutee Kenrick just 0.11s behind. Then Tom spun at Country on his second run and all appeared to be

lost. But the rapid Welshman failed to improve, thus suffering a rare defeat. Afterwards, Clive vowed to return to the course at the earliest opportunity, considering its intricacies still to be mastered; which is bad news for Peter Hamilton who was forced to settle for third place in his smaller engined Caterham BDA, despite a 60.12s personal best. Richard Warner's Westfield Vauxhall was fourth ahead of Duncan Stewart's Westfield and Peter Hamilton's dad Brian in the shared family racer.

The unlimited class surrendered to the potent rumble of Tim Coventry's 5.3 litre Rover powered Westfield, the Falmouth driver knocking a huge 1.17s off his own record. Jaguar devotee Haydn Spedding chased gamely in the faithful E Type some seven seconds adrift, while Martin Baker's pristine Chevette HSR held John Green's improving E Type at bay for third.

An imaginative tyre choice on the part of visiting Scots saw Tim Wilson's first defeat of the season when his Caterham was forced to give best to Iain McKenzie's similar mount in the up to 1700cc Road Modified Kit, Replica and Spaceframed class to the tune of 1.12s. Lawrence Hoy's Caterham was third a further 0.41s astern.

In the unlimited class another Scot made the long trip south worthwhile when Graeme Munro drove his Caterham to a 3.53s win over Ken Campbell's similar car. York's Andrew Russell was third in another Caterham.

Merged Touring and Marque Sports Cars up to 2 litre always produces more drama than Channel Four, and this time it was Dennis Crompton's turn to suffer mechanical failure when a rocker broke in the engine of his 1996 hill championship winning BMW 2002 Touring. This left the way clear for June recipient of bad luck, Keith Wilford, to clean up with the Europa, 0.47s clear of the Clio Williams of Skipton's answer to Donald Trump, Bobby Fryers. Denis Cope drove his Cooper S into third spot 0.77s behind the Renault.

There was more drama in the unlimited division when a practice turbo failure in Jonathan Mounsey's Sapphire Cosworth resulted in a Saturday night dash to Leicester for a new blower and an early Sunday morning installation. But it was all worthwhile when Jonathan beat Claude Spencer's MGB by a 1.22s margin with Richard Jackson's state of the art Porsche 911 Turbo relegated to third. Malcolm Pinder - yes there are actually more Pinders than Schumachers - drove his 911 SC left hooker into a good fourth place, the immaculate blue bodywork gleaming in the sun.

For some bizarre reason known only to the residents of Colnbrook, Clubmans cars are now known as Hillclimb Super Sports. But the machinery remains the same and mostly goes by the name of Mallock, and Martin Groves at the wheel of a Mk20B set the fourth new record of the day, 1.12s inside his own mark. Stroud copper Chris Merrick's Mk20 was also within the old target, 0.96s behind Groves, while Simon Moyses's Mk27SG and Tim Daniels' Mk24 were in Merrick's slipstream.

A merged 1400cc and 2 litre Sports Libre confrontation allowed Tim Elmer to stretch the legs of his Phantom P84/98 and he did this to such effect that Roger Thomas' hybrid Vision-Vauxhall was left 1.09s in his wake and yet another new record set. Seasoned campaigner Bob Prest led the pursuit in his Mallock, a further 3.03s in arrears with Robert (Ian) Cowling's James fourth.

Spyderman Christian Mineeff's latest SPA SC001 sports racer scooped the unlimited class with a time good enough for the Top Twelve Run Off qualification and another record. The shared and less powerful Pilbeam MP43 of Jim Robinson and Margaret Blankstone had no answer, the latter a respectful 1.7s slower than the car's owner. The dashing Phil Chapman was a welcome annual Harewood visitor at the helm of the Chapman Mercury whilst another competitor of interest in this class was former rally driver and Aiskew Jeep dealer John Gill, exercising his recently restored and supercharged Lea Francis.

Open wheelers were the next to lay rubber and Peter Wright's Cooper was quickest of the historic 500s with yet another new record in the bag, 1.17s up on Richard Neale's Smith. However Harry Foster's Cooper was only 0.05s shy of Neale.

Of the contemporary 500cc pack, Jedi creator John Corbyn led home three of his customers in the form of Dean Kidsley, Stewart Baylis and Mark Allen, a little over a second covering the quartet.

OMS 'R US as far as 1100cc racers were concerned with Mark Lawrence setting the meeting's eighth record, 0.96s up on Paul Shipp. Constructor Steve Owen was third with Dave Kitching driving the wheels off his home modified Jedi to come in fourth just 0.97s behind.

The ninth record of the day fell to another Scottish visitor, Graeme Wight Junior at the wheel of the family Pilbeam MP62 shared with his father. Resetting Roger Moran's 1600cc 1993 mark, the Kincardineshire driver was made to work hard by Ian Chard's Jedi, the winning margin just 0.32s. 'Hobbit' Hannam held off Wight senior for third

place on the Westward Ho! based MP45.

Things were as close as ever among the Formula Fords with David Sturdy's RF86 pipping Tony Metcalf's RF91 by 0.3s. Andrew Henson completed Van Diemen dominance a further 0.13s adrift. Lower down the order Newcastle classics professor Jerry Paterson made a welcome return in his Sparton, an appropriate mount. A three month stay in Rome, in the line of business, had co-incided with Ferrari's birthday celebrations, so he had been fortunate enough to see Michael and Eddie driving their F310B's through the streets of the Italian capital.

Up and coming hillclimb star of the moment, Justin Fletcher, claimed the tenth and final record by hurling the Fletcher Homes Pilbeam MP62, shared with father Nick, up the hill 0.25 inside Roger Moran's 1995 record. This effectively blew away his twenty strong and ultra competitive 2 litre class opponents with Tom Brown's Ralt RH430 closest, yet 1.56s slower. Local hero Tim Thomson took a fine third in the Guyson MP62 while co-driver Anthony Harris was an incredible sixth in only his first hillclimb.

The stars of the show now took centre stage in the unlimited class and British Championship leader Roger Moran marked everyone's card by being quickest in the orange and blue Pilbeam MP72, although only 0.12s in front of the canny Roy Lane's MP58. Patrick Wood was third, his MP58 0.37s astern of the reigning champion, so an exciting run off was in prospect.

One of Harewood's enduring features, now that thoughts of moving the paddock downhill have been reconsidered, is the opportunity for competitors and spectators alike to view virtually the full course from the paddock. And thus it was that a good crowd gathered in the late afternoon sunshine to witness the Top Twelve shoot out.

Newbury farmer Richard Brown had the run-off from hell when he took to the outfield at the esses on his first ascent in the Gould Ralt shared with David Grace, then somersaulted into the Quarry gravel trap on his second. Fortunately Farmer brown emerged from these acrobatics in better condition than the car, but at least Gracie was able to secure fourth place with his single run.

Meanwhile, Roger Moran was exploring the full rev range of the 4 litre Judd V8 in the back of his Pilbeam, and his first run was sufficient to secure a 0.59s victory over Patrick Wood's 3.5 litre DFZ propelled car and set FTD. Roy Lane was third in an understeering 4 litre Judd engined MP58, while

Justin Fletcher put in yet another on the limit drive in the 2 litre MP62 to claim fifth ahead of former Harewood Formula Ford regular and recent Doune championship round winner Tim Mason in the old MP50.

Clerk of the Course Richard Hardcastle and his organisational team are to be congratulated upon a memorable and smoothly run two days of speed hillclimbing. That they, together with their dedicated band of marshals, enjoyed the occasion as much as the drivers is surely every competitors hope.

To his amazement and delight, Peter Herbert now leads the Harewood Championship, the third driver to do so in four events. But will the hand of fate strike his Westfield in the manner it has attacked Wilford and Crompton? Keith Wilford's black Lotus Europa lurks menacingly in second place, can his last remaining gearbox go the distance? Peter Hamilton and the Caterham are now third and going well, but the man on the move is pony tailed Megapin driver Nick Reeve in fourth place. Andrew Henson is the leading Formula Fordster in fifth position, but only just ahead of Renault and Mazda dealer Bobby Fryers in the Clio. The ill-fated reigning hill champion Dennis Crompton's title defence has taken a dive, the Hillside Garagiste now languishing in twelfth place.

Next month its the Montague Burton Trophy Meeting, a must for the well groomed hillclimber. More fine weather would be welcome, so would your presence. Be there.

RESULTS

Cl	Name	Car	Time
2+6+7	Keith Wilford	Lotus Europa	65.60
3+8	Jonathan Mounsey	Sierra Cos	66.26
4	Iain McKenzie	Caterham	65.63
5	Graeme Munro	Caterham S7	61.72
9	David Sturdy	Van Diemen	62.68
A	Peter Herbert	Westfield	60.62R
B	Tom New	Caterham	59.05R
C	Tim Coventry	Westfield	58.17R
D	Martin Groves	Mallock	56.84R
E+F	Tim Elmer	Phantom	57.62R
G	Christian Mineeff	SPA SC001	55.39R
H	John Corbyn	Jedi	60.38
H1	Peter Wright	Cooper Mk8	68.26R
I	Mark Lawrence	OMS	56.92R
J	Graeme Wight Jnr	Pilbeam MP62	55.51R
K	Justin Fletcher	Pilbeam MP62	53.93R
L	Roger Moran	Pilbeam MP72	53.37
FTD	Roger Moran	Pilbeam MP72	52.35

35th ANNIVERSARY SHORT COURSE HILLCLIMB Saturday 13th September 1997 BARBECUE, NOGGIN & NATTER

At the conclusion of the event on Saturday 13th September, there will be a 'get together' of competitors, marshals, officials and friends in the beer tent. The bar and barbecue will remain open and it is hoped that all who have taken part in the hillclimb will stay and join members, past and present to celebrate this auspicious occasion.

This way, more competitors, marshals and officials can enjoy the celebrations before going home and getting ready for another hard day's work on Sunday 14th September, which is the final round of the Yorkshire Auto Trader BARC Harewood Hillclimb Championship.



Durham Council Worker and Westfield driver Peter Herbert is hoping to secure the Harewood Championship this year. If he succeeds, he intends to return to what he considers to be some unfinished business on the national scene, and is considering contesting the Leaders series in 1998.

Photo: Peter Cunningham