



YORKSHIRE CENTRE TIMES



BARC

Issue No 70

JANUARY/MARCH 1998

CHAIRMAN'S LETTER

Dear Member
Happy New Year!

I trust you have all had an excellent Christmas and New Year and doubtless, like me, you cannot wait for the season to start.

Firstly I would like to reflect on last year - Harewood had a great year and we were honoured by the Hillclimb and Sprint Association with a special award to recognise the improvement in our efforts. Following this we had a constructive and valuable Hillclimb Forum closely followed by, what I believe to be, one of the best Dinner Dances we have had for many a year. This was due to a number of factors - the efforts of my wife Georgina, the quality of the venue at Oulton Hall and the level of support you, the members gave the 75th Anniversary do. We had members who were active in the 50's, 60's, 70's, 80's and 90's all together. Let's keep it up. To top it all our sponsor Stephen Booth of Yorkshire Auto Trader renewed his sponsorship for 1998 and gave an extra £500 to Champion Peter Herbert on top of his £500 winnings.

This year sees the same meetings with an extra 5 entries per meeting and the launch of the Harewood Hillclimb Drivers School with David Grace as Principal Instructor (Details elsewhere in this issue).

The paddock is about to receive more tarmac and the flat top area will be further improved to reduce the use of the old paddock area.

A new control unit will be in site to replace the Portacabins and we have an orchard again at Orchard Corner courtesy of yours truly and Richard Jackson (we got the tree planting fever after the opening of Burton Wood last September).

Finally, I hope we can repeat the success of last year and I would encourage you to enter the Championship, enter the Annual

Competitions and using the Regulations Book which is to follow shortly, enter the meetings early to be sure of your entry.

Good luck for a great season

Kind regards

Simon

BARC YORKSHIRE CENTRE ANNUAL GENERAL MEETING

Wednesday 4th March 1998

**at 8.00pm prompt
at the**

**Parkway Hotel, Otley Road
Leeds**

(See Page 3 for full details)

1998 REGULATIONS BOOKLET

**All members will receive
a Regulations Booklet.**

**It will arrive by a separate
posting, along with the
Practice Day Regulations,
as soon as they are available.**

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.

EDITORIAL

Happy New Year to all members.

We are almost at the start of the new season with Practice Day and Marshals Training Day on Sunday 29th March. This is the time when members can shake down either their new cars or the old ones suitably tweaked. The regs will be out very shortly and I would remind members that numbers are limited to 50 cars so enter as soon as possible.

The first 'event' is the Annual General Meeting on Wednesday 4th March 1998. If you read the full notice, you will see that there is one vacant place on the committee. Anyone wishing to be nominated, please read the last paragraph of the AGM Notice for details.

Once again there will be changes at Harewood with new tarmac and a new paddock office, all good news for the smooth running of meetings.

Jeff Norton is working on a new computer programme, as is Phil Myers (Chris Seaman's team manager!). When these have been tried out they will hopefully speed up the production of

results and display of times, all for the benefit of the competitor.

The first meeting is on Easter Sunday, 12th April and is always a popular event. Please enter early as a good start to the championship is always important - if the weather is fine, a good score now is better than trying to catch up later in the season.

You will read elsewhere in the 'Times' about the Harewood Drivers School. This is a new venture being undertaken by the Yorkshire Centre and something that is needed in the north as both existing Drivers Schools are in the south west. We feel many drivers will come along to learn the techniques of hillclimbing before embarking on a speed event season whilst others will want to brush up on their skills now they have tried a few events. Whatever the reason, it will be a worth while exercise for anyone wanting to improve and hopefully find that elusive few tenths of a second.

I wish you all a successful season.
Pat



Three of the elder statesmen of the club Bob North, 'Bing' Crosby and Harry Mason, with a combined age of 210 years, are seen modelling the Harewood caps.

Photo: Pat Kenyon

THE BRITISH AUTOMOBILE RACING CLUB (YORKSHIRE CENTRE)
ANNUAL GENERAL MEETING
MARCH 4th 1998

Notice is hereby given that the Annual General Meeting of the British Automobile Racing Club, Yorkshire Centre will be held at the Parkway Hotel, Otley Road, Leeds on 4th March 1998 at 8.00pm.

By order of the Committee

John M English

Hon Secretary

AGENDA

- 1 To receive and adopt the minutes of the Annual General Meeting held on 17th March 1997.
- 2 To receive the reports of:-
 - a) The Hon Secretary
 - b) The Hon Treasurer
 - c) The Hon Competitions Secretary
 - d) The Hon Social Secretary
 - e) The Chairman
- 3 To receive and adopt the accounts for 1997
- 4 To appoint the auditors
- 5 To elect Officers and Committee for 1998/99:-
 - a) Officers
 - b) The requisite number of committee members
- 6 To transact any other formal business which may properly be dealt with at an Annual General Meeting of the Centre

NOTE

Under Item 6 on the Agenda, time is given for discussion on any other business members may wish to raise. It is helpful, particularly where explanations or answers which will require reference to Centre records, if advance notice can be given.

OFFICIALS FOR THE YEAR 1997/98

OFFICERS (Who retire)

Hon Treasurer P Varley

Hon Secretary J M English

COMMITTEE MEMBERS (Who retire by rotation)

Tim Bendelow, Don Burt, Nigel Drayton, Tim Wilson (co-opted)

In accordance with Article 39 of the Memorandum and Articles of Association of the British Automobile Racing Club Limited, the Yorkshire Centre Committee makes the nominations for Officers for the following year.

The following nominations have been made for 1998/99

OFFICERS

Hon Treasurer P Varley

Hon Secretary J M English

COMMITTEE

The following have indicated their willingness to stand for re-election

T Bendelow (nominated by the Committee)

D Burt (nominated by the Committee)

N Drayton (nominated by the Committee)

T Wilson (nominated by the Committee)

Including these nominations there is one further vacancy for Committee members and nominations for candidates are invited.

All nominations must be made in writing, with the knowledge and consent of the nominee and must be duly proposed and seconded by two members of the Centre.

Nominations should be sent to the Hon Secretary

J M English, 32 Farfield Avenue, Knaresborough, HG5 8HB to reach him by or on the morning of 26th February 1998

A CHAMPION'S TALE

Peter Herbert

I suppose it first occurred to me the previous September, but even then I was unsure.

Quite unexpectedly, and in less than perfect conditions, I had broken Carl Talbot's two year old Harewood Class A record. Surely, if this was possible with an elderly push rod beneath my bonnet, the additional grunt of a multi valve BDH could win the 1997 Yorkshire Auto Trader Harewood Hillclimb Championship.

Yet it is one thing to believe such things in the warm after glow of a record setting drive, and quite another to sustain this belief throughout the inactivity of the winter that follows.

I had actually owned a BDH, the 1300cc derivative of Cosworth Engineering's better known BDA engine, since early 1996, when it had been bought from a Hertfordshire grass track racer. However, despite the Westfield being modified to cope with the extra power, with wider wheels and tyres, beefier drive shafts, closer gearbox ratios, and lower final drive, somehow the BDH refused to stir from a far and dusty corner of Century House Garage. So the '96 season began with pushrod still in place, and despite my best efforts to cajole my man into action, including all but blowing the motor up during the Croft sprint, the old pushrod remained stubbornly there at the year's end.

Russ Cockburn joked that I would not be allowed the Cosworth until I had bettered my pushrod times set prior to his running gear uprates, so it was ironic he was unable to be at Stockton Farm the day I managed to do just that.

Suitably re-motivated, the bold Russ launched himself into the task of painstakingly and comprehensively rebuilding and modifying the former grass track engine, but inevitably there were delays. A cracked block, ill-matched rods and an exhaust manifold that required skilful reshaping by Paul Walton of Tony Law Exhausts, all added to the duration of the job, and Harewood's March practice day came and went. Then, just days before the hill championship's Easter Sunday opening round, the engine and chassis were mated and plumbed in, and time was booked on Motoscope's rolling road for Easter Saturday setting up and running in.

But things were now going too well, so when the BDH was started for the first time on Good Friday evening there was no oil pressure. Mental

resilience, particularly in matters mechanical, which rarely, if ever, do I understand is not one of my strengths. I was apoplectic, I was out of the championship.

Fortunately, my man is at his best at times like these, and by the highly scientific method of standing in an inspection pit with a flashlight, beneath an engine devoid of sump pan, and gazing into its inner workings as I cranked it over from the comfort of the cockpit, he spotted the problem through a torrent of Mobil 1. An additional hole had at some time been drilled in the block to play oil on the distributor skew gear for lubrication. Fine when the normal Ford 8 valve head was in place, this hole reduced pressure to virtually nil when the block was topped by a 16 valver with its extra lubrication demands. Once sealed, oil pressure was healthy.

I could have given Russ a big hug, but he was far too sticky.

Easter Sunday at Harewood was cold but dry, and the old bus was badly missed as a source of shelter from an icy wind. In practice, I took things easy as I re-acquainted myself with car and hill, then in the afternoon the new engine was given its head. A 2.57 second class win over talented young Matthew Pinder's well developed Metro was the result, but I was disappointed. For despite feeling alarmingly quick, the Westfield was almost a second shy of its pushrod record on a day when Keith Wilford had got inside his. Accordingly I was a distant second in the championship behind the Europa.

And a lasting memory of that first meeting was chatting with John Garnett between runs and not hearing a word he said. But John recognised the signs, he had been there. My mind was consumed with the problem of finding ways to go faster.

One way to go faster is practice, another is to drive different venues, so before returning to Harewood for the second championship round, I competed at Prescott and Barbon. At the Bugatti Owners Club's Gloucestershire course I went well, quickest in class in practice by knocking two seconds off my previous best time, and only pipped for a win on the final run of the afternoon by Andy Russell's Ginetta during a heavy shower. A week later I was again quickest in practice up Lord Shuttleworth's drive. But a Westmoreland shower of Wagnerian proportions caught me on slicks on my opening competition run, and when the event was thankfully abandoned I was

languishing in third place behind the Cooper S of an inspired Ben Butterfield and Andy Russell. And long will I remember sheltering in Ben's Mini at Barbon's summit as we watched golf ball sized hail rapidly filling the Westfield's cockpit. Thanks Ben.

The weather at Harewood was equally inhospitable the following day, and tyres, jacks and wheel braces were a blur across the paddock as attempts were made to match rubber with constantly changing conditions.

First troublesome to start, then demanding to hold on a slippery surface, my car could easily have fallen prey to the attentions of a highly motivated young Pinder. But a decisive final climb on a drying track kept the Metro at bay by 1.5 seconds. However I dropped a place in the championship as title holder Dennis Crompton's rapid BMW 2002 Touring slipped past in leader Keith Wilford's slipstream.

At this point in the season, my championship hopes were fading, and to be frank I was being outdriven.

So it was with low expectations that I journeyed to Shelsley Walsh for the fiftieth anniversary of the RAC British Hillclimb Championship. Yet, as is often the way, I was rewarded with one of the most enjoyable weekend's hillclimbing possible, with wonderful atmosphere, mainly fine weather, great people and fabulous motor cars. Add to all that, my first Shelsley win with a personal best time, and it is hard to imagine how the occasion could have been improved upon.

Back at Harewood for round three of the hill championship, it was a return to damp northern normality at the Jim Thomson Trophy Meeting. Sensing my unease with the track conditions, as sharks sense blood, young chargers Pinder and Butterfield went for it in a big way and Matthew occupied pole position following practice. But when the chips were down I somehow muddled through with Ben landing in the Quarry gravel trap and the Metro being denied by 1.75 seconds. How they must have hated me.

Meanwhile, in another part of the paddock, the Wilford Europa was in serious gearbox trouble and by the end of the afternoon, Dennis Crompton led the championship and I was back in second place. And perhaps this was a defining moment for me. Luck had put me back in contention. A dry track in July just might allow the breakthrough I was hoping for.

The two day RAC British Hillclimb Championship Meeting was indeed warm and dry. But now I had a fresh concern, fear of failure. I was also recovering from a virus caught in France whilst on holiday, so under the circumstances perhaps my speed into Quarry on the first practice run was a little optimistic. I spun backwards into the gravel.

Back in the paddock I sat down and mentally regrouped, then returned to the fray, and by the completion of my third run I was inside my record. The next day I nailed it good and hard, lowering the time by a full second. And my good fortune did not end there, as the Crompton BMW was sidelined by a broken rocker. For the first time I led the championship.

August brought the Montagu Burton Trophy Meeting, round five of the Harewood series, and another dry if far from sunny day. As the event was greatly oversubscribed there were a number of disappointed, regular entrants, including Dennis Crompton, therefore by yet another twist of fate, it looked as if it would be a straight fight between the yellow Westfield and the black Lotus.

A sure sign of success, perhaps not universally acclaimed, is when one's car is surrounded in the paddock by officials following practice. My aeroscreen and engine block material were the centre of attention. But fortunately George Carman QC did not need to be summoned from his Sunday lunch as I had about my person a letter from Neil Eason Gibson of the RAC MSA confirming the legality of my screen, fitted incidentally, because every other Modified Production open car in the country was using one; and the block was quite clearly steel. Had it been alloy I would still have considered it kosher, as a protest against Mr & Mrs Blenkinsop using one at Shelsley was thrown out in 1993, to my disappointment at the time. although I hasten to add that the protest was not mine. But we digress.

That afternoon, understandably determined, I climbed within half a second of my record, to beat the ex-circuit racing Metro by 2.78 seconds, despite Matthew driving the doors off it. My championship lead was now fairly solid, but I refused to accept I could not be beaten. However, I could afford to risk some experimentation, enter paddock right the venerable Staniforth.

For some time Allan had been suggesting that Terrapin Services could make what was

clearly a very competitive car even better, so when my man Russ observed that its lack of roll bars were allowing the body to almost touch the ground when powering through Farmhouse, it seemed time to dispatch the Westfield to Pateley Bridge. Several days later it returned with a full analysis of what was required, and the task of producing bars and links to Mr Staniforth's design was entrusted to Dave Whitehead Motorsport in Birmingham. These, together with new rear springs, were then fitted to the car by Russ Cockburn; and with a higher ratio and relocated steering rack the stage was set for the sixth and final Harewood Championship round.

If I was to become 1997 Champion I wanted to do it with style. Although never having before been one, I had definite ideas as to how a champion should win. Some dominate throughout the season, others snatch a last gasp victory by inspired driving. I had done neither, and was in danger of taking the title by good fortune. So if the vagaries of September weather allowed I wanted to do something special.

Saturday's short course BARC Yorkshire Centre Seventy Fifth Anniversary Hillclimb offered the opportunity of trying the car prior to the following day's Finals Meeting. Unmistakably tauter, the feedback from the chassis at first confused me, it was so different. Yet my times were good, so good in fact that I was within 0.07 seconds of Charles Barter's long standing class record on my winning run. That evening Russ performed some final tweaks.

Sunday dawned fine and dry again. The Gods were with me. In practice the car felt sensational, its more assured progress through the Esses, now we were back on the long course being the measure of the hard work by Allan and Russ.

Then during the afternoon the Westfield and I were as one, we had both risen to the occasion, and the championship was ours. A further half second off the Class A record, a mere 0.07 seconds off a sub 60 second climb, was everything I could have wished for.

My most sincere thanks go out to Russ Cockburn, without whom none of this would have been possible; Allan Staniforth who persuaded me that there is always room for improvement; and Alistair McKay of Northallerton Engineering Services who executed my machining. Thanks also to the organisers and marshals of the BARC (Yorkshire Centre) for their unstinting devotion to Harewood; to my fellow drivers for their companionship; to my Class A rivals for keeping me honest and in particular to Matthew Pinder who is a very fine racer with excellent taste in champagne; and finally to Steven Booth of the Yorkshire Auto Trader whose generosity probably made me the highest earning hillclimber in the country.

I will not be defending my title in 1998. Instead I will be joining the RAC MSA Hillclimb Leaders circus. But whatever the new season may bring, I am content in the knowledge that at last I have left my mark on the sport I love.



Peter Herbert and Russ Cockburn anxiously await their run before the rain arrives.

Photo: Derek Hibbert

MARKING OF THE YORKSHIRE AUTO TRADER BARC HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP

Marking will be within classes on a bogey Time improvement basis. For the 1998 season, the bogey times for each class will become 'floating'. At the conclusion of the first meeting where there is at least one entrant in a class, the time that the quickest competitor completes the course in will score that competitor 18 championship marks AND set the bogey time. Other competitors in the same class will count the winning time + 18 seconds as the bogey time for that meeting and score marks accordingly. This class winning time will constitute the basis for the bogey time (winning time + 18 seconds) for the following meeting. The bogey time for each class will stay in force until the previous quickest time is beaten, the bogey time for the class will then be revised for the next meeting.

To ensure that we have a worthy champion, there will be a 'Target Time' for each class. A competitor must break this target time to be eligible to score a maximum of 20 points. A competitor not breaking this target time will only be eligible to score a maximum of 18 points, no matter how much the bogey time is improved upon.

EXAMPLE OF POTENTIAL SCORING IN THE YORKSHIRE AUTO TRADER BARC HAREWOOD HILLCLIMB CHAMPIONSHIP

Chris Seaman

Class 1 is won at the April meeting by Ivor Quickun in a time of 72.38, this sets the bogey time for the class (Ivor's time + 18 seconds) for this meeting. Second in the class is G. Raveltrapp in a time of 73.14. The Yorkshire Auto Trader BARC Harewood Hillclimb Championship points for this meeting are scored as follows:

Ivor Quickun	18.00 points
G. Raveltrapp	17.24 points

This does mean that we have the potential for up to 21 competitors to leave the April meeting

in joint first place with 18.00 points each. This situation will gradually change during the season resulting in a close and exciting season conclusion (in theory!).

At the May Yorkshire Auto Trader BARC Harewood Hillclimb Championship round, the Class 1 bogey time is 90.38 (Ivor's time at the April meeting +18 seconds). Ivor's best time is 71.02 beating the bogey time by 19.36 seconds, however the target time of 70.49 has not been beaten by Ivor and he can therefore score only a maximum of 18.00 points. G. Raveltrapp recorded a time of 72.41 scoring 17.97 points.

The Yorkshire Auto Trader BARC Harewood Hillclimb Championship positions after this meeting are as follows:

Ivor Quickun	36.00 points
G. Raveltrapp	35.97 points

At the June Yorkshire Auto Trader BARC Harewood Hillclimb Championship round, the Class 1 bogey time is now 89.02 (set at the May event). Ivor's time is 70.06 beating the bogey by 18.96 seconds. As the target time has now been beaten by Ivor, he scores the full 18.96 points. [From this point onwards in the season, the 'target time' has no further influence in Ivor's points scoring]. G. Raveltrapp recorded 71.04 scoring 17.98 points. The Yorkshire Auto Trader BARC Harewood Hillclimb Championship positions after this meeting are as follows:

Ivor Quickun	54.96 points
G. Raveltrapp	53.95 points

The bogey time for Class 1 at the July meeting will be 88.06 (Ivor's time from June + 18 seconds). If the May time (bogey -18) had not been beaten in June, then the May bogey time would stand for July.

Hope this helps to clarify the new marking system.

By the way, for those interested, Ivor Quickun went on to finish 3rd overall in the 1998 Yorkshire Auto Trader BARC Harewood Hillclimb Championship while regrettably G. Raveltrapp lived up to his name at both the August and September meetings finishing 106th!!

BARC YORKSHIRE CENTRE HILLCLIMB DRIVERS SCHOOL

For some time, the Committee of the Yorkshire Centre has considered the formation of a Hillclimb Driver's School. After much frenzied activity over the winter, dates for this new venture have been announced and the school will be up and running in 1998.

Dates for your diary are:

Thursday April 23rd

Thursday May 21st

Thursday June 25th

Thursday July 23rd

No competition experience necessary or competition licence

Courses will be strictly limited to road legal vehicles only, ie No slicks and racers

One car may be entered for a maximum of two drivers

Helmets are provided

Full paramedic cover

Full safety cover with course marshals

Full video coverage

Unrivalled viewing facilities which provides students with the opportunity to observe their fellow drivers progress

Guests welcome but are excluded from introduction and instruction presentations

Guest meals available

Challenging course

Every type of corner from fast to slow plus uphill and downhill sections

Anyone wishing to improve their driving skills and in particular, their performances at Harewood, are recommended to seek further details regarding the school from the Administrator

Mrs Pat Kenyon

'Hillside'

West Lane

Holdworth

Loxley

Sheffield S6 6SN

Tel: (0114) 234 0478 or

(0114) 285 1114

This year strict new rules have come into force concerning future driving schools and although Prescott and the South West Centre of the BARC, based at Gurston Down have avoided the set up costs by reason of being formed before the organisation of AHASS, (the Association of Hillclimb And Sprint Schools) the new governing body set up by the RAC MSA and administered by Bugatti Owners Club personnel, the Yorkshire Centre have not been so lucky and consequently will have to bear very heavy set up costs and undergo strict vetting before we can sign and upgrade licences. Upgrading at Harewood will be available in 1999.

There will be a 'Dummy Run' of the Drivers School on Sunday 22nd March 1998 and the first ten names 'out of the hat' of marshals who have already sent in their Availability Forms, will be invited along to 'test drive' the School.

These marshals will be informed by Tim Bendelow of the details for the day.

CLASSES FORUM 1997

Brian Kenyon

As usual the Classes Forum was well attended. High on the agenda was a new championship marking system, details of which can be seen elsewhere in the magazine. Incidentally, only three people voted against this new system. Keith Wilford and Pat and I. We were roundly defeated so the new marking system was immediately adopted.

The Standard Road Car Classes were a failure last year, indeed Class 1 failed to attract any entrants and the other two classes were sparse in their numbers. So these have been replaced by a set of Modified Road Car classes.

Marque and Touring are dead. But panic not if you have a car eligible for those classes. You will either be able to lower the spec of your car and thereby enter the Modified Road Car classes or further modify your car and enter the new Modified Production categories which exclude Kit, Replica and Spaceframed cars. The rules for these three new classes follow the ones in the Blue Book for Classes A, B and C except as previously stated excluding Kit, Replica etc.

All Classes from A onwards will be run to RAC Regulations as per usual.

Hope this will help you to understand some of the changes made at the Forum, further clarification will become apparent when you receive your new 1998 Regulations Booklet.

HAREWOOD IMPROVEMENTS

Brian Kenyon

Nigel Drayton informed the 'Times' that the first sod was about to be dug in late January. The new tarmac area in the top paddock is to be extended and a loop is to be created at the hillside car park end. This will enable a one way system to be operated thereby improving the traffic flow. Nigel also stated that sometime in the not too distant future a loop road may be created in the grassed paddock. No doubt other improvements are also underway for the committee is keen to keep up the momentum and to further improve Harewood's image.

STURDY EFFORT!

Brian Kenyon

Formula Ford driver David Sturdy laid on a Club Night for members in late November. The evening's entertainment consisted of Scalextric and two motor racing computer games. Despite its lack of publicity, David attracted a fine gathering of Club members - a total of around 30 - for what proved to be an extremely interesting and entertaining evening. Many competitors took the opportunity to shoot the breeze and discuss their future plans. One little gem of information that came out was that our aptly named Escortier has taken up rallying, obviously he is tired of driving on the grass at hillclimbs and wishes to do it in the forests or on special stages. No doubt you are all wracking your brains as to the identity of our hero - it is of course The Nutter.

David has promised further Club Nights in the future and if he can gather 30 interested parties on a non-advertised evening, if a further club night is properly publicised - who knows how many may turn up? Thank you David for what was a really good do. Just the thing to fill in the Club's Social Calendar.

POINT TO PONDER

Think not what your Club can do for you but what you can do for your Club!

SPLIT TIMES

Brian Kenyon

I am sure that competitors would love to know how quick they are on certain sections of the course - or would they? Split times give you an opportunity to compare yourself not only against your classmates but also against all others competing. Some very enlightening facts come to light with Minis for example, sometimes being quicker than single seaters in certain sections of the course. Sure some cars are now fitted with data logging equipment but this information is not usually shared with fellow competitors. At a recent meeting concerning the Driver's School, David Grace declared his interest in split times, so perhaps with such a luminary throwing his weight behind my frequent requests, the availability of split times may come to pass some time in the near future. They can only increase competitor's enjoyment and interest in the sport. Sorry Allan, I don't mean the 'first 64 feet time!'

1997 ANNUAL DINNER DANCE

An absolutely stunning venue for our 75th Anniversary Dinner & Dance, not that Pat & I saw a great deal of the exterior of Oulton Hall, for when we arrived it was shrouded in fog.

Georgina Clark had managed to entice out of the woodwork many past stalwarts of the club as well as those currently involved in marshalling, organising and competing. The meal was excellent and we were soon on to the awards presentation. Our usual fabulous array of silverware is enough in itself to bring a flush of pride to any self respecting Centre member. Towards the end of the presentation, Steven Booth who was present representing Yorkshire Auto Trader, our sponsors in 1997, announced that they were to continue with their sponsorship in 1998. Steven further delighted everyone when he announced that our champion, Peter Herbert was to receive an additional £500 on top of the similar sum he had already won in the championship. Peter should now be able to gold plate every external item on his Westfield but no doubt he will direct his new funds into his campaign in the Leader's Championship.

Such was the success of the evening, Georgina has re-booked the Oulton Hall for our 1998 Annual Dinner Dance, and the date for your diary is Saturday 21st November. Thank you Georgina for all your hard work in making our 75th Annual Dinner & Dance a truly memorable event.



Arnold Burton presenting the Arnold Burton Trophy to David Sturdy.

The trophy is for the highest points scorer in the Championship in Classes 9, D, E, F & G.

Photo: Chris Seaman

YORKSHIRE AUTO TRADER BARC HAREWOOD HILLCLIMB CHAMPIONSHIP

Once again, the Yorkshire Auto Trader are to sponsor the Harewood Hillclimb Championship. After a very successful 1997, we are delighted that Steven Booth has generously decided to continue the sponsorship for a further year.

This makes it one of the most valuable championships in the country and one of the most keenly contested.

Don't forget, as well as the main championship, there is the Ladies Award and the FTD Championship, all with prize money. See the regs.

FOR SALE
RICHARD HARGREAVES'
SUBARU IMPREZA

THE CAR TO WIN HAREWOOD 1998!!

Specification includes fresh engine September 1997. Close ratio gearbox, adjustable Leda suspension all round. 400lb front springs, 250 - 350lb variable rear springs. GrN bushes all round including engine and gearbox mounts. Q/S gear stick. Full cage. Speedline 17" road wheels with 215 - 45 - 17 Bridgestone tyres. Momo 16" Arrow wheels with new A15 Avon slicks. 3" full harness. Recaro seats. Sparco wheel. Stainless exhaust.

Serious enquiries only for this superb road/competition car (taxed)

£16,500 ono incl spares

Tel: Richard on 01729 822778

FOR SALE

1968 MORRIS COOPER 'S' 1275cc

Road Car. Exceptional condition throughout. Red/black alloy wheels plus 4½J steel original wheels.

This is a genuine car - not one that has been built up.

Good history and tax free!

Serious offers in the region of £6000ono

Tel: Richard on 01729 822778

WANTED

A proper tarmac spec Escort RS1800 (BDG - X - Vaux 16 v) or information on one. Will part exchange either of the above if I find the right car.

Tel: Richard on 01729 822778

Happy New Year to my friends old and new
Regards
Richard

FOR SALE

STAND 21 3 layer FIA approved overalls in red Nomex III.

Suit 40"/42" chest - 5' 8" to 6' 0" height
£100

Gloves and boots also available

Telephone Roger Kilty on 01423 323056

PETER HERBERT'S GRAND
WINTER SALE

Unrepeatable bargains at less than half new prices. All offers considered no matter how insulting.

Twin axle beaver tail car trailer. Overall length 18' 6", folding ramps, two speed winch, spare wheel. Tows well at highly illegal speeds, arrive in the paddock in style for just **£650**

Escort MkII high ratio steering rack (2.5 turns lock to lock) Run rings around the competition for a mere **£40**

BMW E36 tow bracket **£20**

The following Ford crossflow parts:

711M block bored 83.5mm to 1380cc **£70**

Set of Hepolite flat top pistons +60thou with pins but no rings

(approx deck height 1.5 inches) **£30**

Big valve chambered head (1 3/8 inch exhaust. 1 5/8 inch inlet) **£160**

A6 profile camshaft **£50**

Steel crankshaft with 63mm stroke, 12 bolt fitting 10 thou mains, 20 thou big end

undersize, wide journal **£350**

Set of steel roads 4.3 inch centres **£300**

Telephone Peter Herbert on
0191 386 6111 (office)
01325 377125 (home)

FOR SALE

Covered trailer, internal tyre rack, professionally built chassis. Built to suit Seven but has carried a Formula Ford. Excellent towing trailer **£450**

4 Golf GTi wheels 6 x 14
(will also fit Vauxhall etc)
£20 the lot

Telephone Paul Turner on
01623 551254 (evenings)
0370 598990 (mobile)

SHORT COURSE

For all those of you who missed the short course event last year, the event is to be repeated. Entries were low due to the regulations not being included in the year's booklet. The same mistake has not been made this year and more publicity and more effort will be put into promoting the short course event which was a huge success with all those who attended. Competitors enjoyed six timed runs, all which counted for awards. With a higher entry level maybe six runs will not be on offer but nonetheless you should receive a higher quota than on the long course.

CLUB REGALIA

The Club has a selection of T-shirts, sweat shirts, caps and badges for sale. Details from John English.

All garments must be ordered and order forms will be available at all meetings.

On Page 2 you will see the caps being modelled very effectively by our ex-Stewards who, we are pleased to say, come along to every meeting just to say hello.

BARC YORKSHIRE CENTRE COMMITTEE 1997/98

CHAIRMAN	Simon N Clark
HON SEC	John M English 32 Farfield Avenue Knaresborough HG5 8HB
VICE CHAIRMAN	J Richard Hardcastle
HON TREASURER	Peter Varley
HON COMP SEC	Chris Seaman Tel: 0114 258 5695 (B)
COMMITTEE	Tim Bendelow Don Burt David Dalrymple Nigel Drayton Richard Hooper David Naylor Mike Shorley Tim Wilson Graham Wride

THE HSA AWARD

We have been given a Special Award by the HSA for Continued Overall Improvements at Harewood.

This was in the form of a glass tankard which was collected at the HSA presentation by our Treasurer Peter Varley.

EVENTS FOR 1998

Practice Day & Marshals Training Day	March 29th
Spring National	April 12th
Harewood Open	9th May
May Championship	10th May
Jim Thomson Trophy	14th June
RAC Championship	4th/5th July
Montagu Burton Trophy	9th August
Short Course	12th September
Championship Finals	13th September

PLEASE NOTE:

ALL events are run with either a National B Permit or a dual National A/ National B Permit.

This means that National B licence holders can enter every event.

Articles for the next edition of the 'Times' to the Editor by April 20th 1998 please.

Mrs Pat Kenyon

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Sheffield

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