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NOTES FROM THE EDITOR

The season is underway at last, albeit still in 'safe' mode! Still it's a lot better than nothing, and for all our sakes it's still better to be safe than sorry.

I was very pleased to be able to attend the event on April 11th, and it was great to experience actually driving *somewhere* in the beautiful spring sunshine. I have to admit that opening the car door and stepping out into a wind that felt like it was straight from the Arctic did tend to dampen the spirit, if only briefly, and the drivers I spoke to all seemed immensely pleased to be back competing at Harewood.

First, here's the good news. In this issue we're very pleased to welcome another contribution from Peter Herbert in his series on 'Yorkshire Hillclimb Heroes', this time highlighting the colourful career of 'Spotty Smith' (aka Tony Bancroft). Our thanks go to Peter for another very amusing article.

In addition, we're trying something a bit different. First there came a germ of an idea that, thanks to Don Burt's efforts as archivist, maybe we could make use of the extensive Harewood archive in some way. We selected three events that we thought illustrated the early days of the Centre rather well, and initially thought we would simply print the results, but the idea really blossomed when Jim Johnstone agreed to share his memories of the events with us. Amazing that he was competing back in the

Fifties and still is, very successfully! However, not only is Jim 'onside' but John Holroyd has very kindly agreed to let us use some of his wonderful photographs that he took at the events. We hope that you agree that, taken together, they've really brought the first event we've featured (the 1958 Autumn Sprint) to life. We're really looking forward to the next in the sequence! One thing to note is that you'll find advice with the article regarding viewing the full results, should you wish to do so.

So that makes two of your number who have put digital pen to paper. We recognize that 'public writing' isn't for everyone and that it takes time and effort. But this is YOUR magazine, and if you have an interesting story to share, please do so. You don't have to be a potential Nobel prize-winner for Literature, neither do you need to know anything about website construction. Just send us your contribution and we'll be pleased to do the rest!

Enjoy the season!

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SPRING NATIONAL HILLCLIMB 11th APRIL 2021

When the practice runs kicked-off, the cold tyres and cold track proved to be quite challenging so practice was 'not without its incidents' and hence it was a long morning!



— 'Swift by name, Swift by nature,' about sums up Mark Teale's cricking performance in Class 1A (JCB Photography)

In Class 1A Mark Teale in the Suzuki Swift GTi took just one run to take the class win ahead of the Mitchells, Steve and Nick, in their Peugeot 205. Nick was lucky that his class record remained intact, as the aptly-named Swift only failed by 0.1 sec to better it, a terrific result given the conditions. Great to see David Holden in the beautiful Alpine Renault A110 take a highly creditable fourth place.



— David Holden's Alpine goes as well as it looks!
(JCB Photography)

The ever-popular Class 1B had 18 entries and a respectable variety of machinery.

Whilst Peugeots were the most numerous cars in the class, on this occasion victory went to Adam Riley in his Honda S2000 by just over a second from James Kerr's second-placed Peugeot 205 GTi.

Class 1C proved to be a closely fought contest with less than a second covering the first three at the head of the table.

Top spot fell to Glen Shaw in his Nissan 350Z



— Adam Riley beat the fwd cars to take 1B (JCB Photography)



— Glen Shaw charging towards a win in Class 1C
(JCB Photography)

who improved on each run. Second was Ian Butcher in his Porsche Cayman S, just under 0.6 sec slower than Glen and just over 0.3 sec ahead of Tom Whiles's Mini JCW. Terry Deere made only one run in his Talbot Sunbeam Lotus but still finished fourth in class.

Next out were the 4-wheel-drive cars in Class 1D, and Jonathan Mounsey in his Mitsubishi Evo 6

was again triumphant, albeit somewhat off his own record-breaking pace. As

with Class 1C, well under a second separated the first three runners.

In the first kit-car class, 2A, Michael Bellerby took the win in his Silva Striker, almost exactly a quarter of a second quicker than second-placed man, Daniel Hollis in his Caterham 7. Things were a bit sparse in the remaining road-going classes. Only two cars made it to the line in Class 2B. However what the class lacked in numbers, it made up for in the closeness of the result; Derek Leatham, with only two representative runs in his Westfield SEIW was



— Jonathan Mounsey triumphed in Class 1D (JCB Photography)

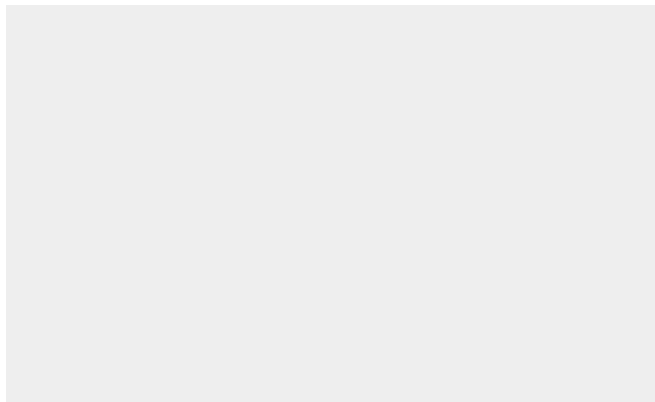


— David Leach took a lonely win in 2E (JCB Photography)

only 0.3 seconds ahead of Alex Miles in his Caterham 7 Supersport R. Class 2C also had just two runners, John Ison Westfield 'busa ending the day ahead of John Sharples' Locost. If those two classes were short of runners, each had 100% more than 2D, where David Leach took a lonely win in his Elise.

Into Mod-Pros, and in the smallest

class, Gavin Neate had a relatively easy win in his Peugeot 106, and set a new class record in the process. Notable was the close-fought struggle for second place, with Roy Bolderson taking the honours by just 0.16 secs from Neil Turner (the previous record-holder), both Mini-mounted. An even closer



battle raged at the head of Class 3B. Not only were the first three separated by less than 0.75 seconds, but the winner, James Porter in his Citroen Saxo, was just 0.14 seconds ahead of runner-up Neil Brogden (Peugeot 205).

These two both set their best times on their second runs, whereas third-placed Adam Warren was fastest on his third run. It should perhaps be recorded that Sarah Bosworth's sub-60 seconds class record was never seriously threatened.

There were some delectable cars in Class 3C, but with their front engine, rear-wheel-drive layout, they were always going to struggle against the 4wd brigade, and so it proved. Damien Bradley was the winner in his Subaru Legacy GL, beating Andy Hill by



— Great sight, great sound; this is the Speddings' E-Type, third in Class 3C (JCB Photography)

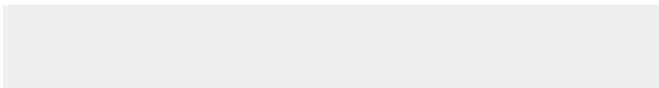
over 3 seconds and shaving 0.12 secs off the class record. That meant that Damien was 12th **overall!** As well as two beautiful Astons, the class was graced by the presence of the Speddings' red E-Type Roadster, instantly identifiable as the car depicted on the hoarding at the site entrance. And who **wouldn't** have bet on Richard Spedding leading the pack in pursuit of Messrs. Bradley and Hill?

Class 3F had just three entries, but again, the scrap was intense. All three drivers set their fastest times in run three, and in the end it was Bob Bellerby who emerged victorious in his Silva Riot, just 0.13 seconds quicker than Mick Dent.

Class 4A for Sports Libre up to 2000cc had but two starters. John Prickett just



— Gavin Neate earned a new Class 3A record in his Peugeot 106 (JCB Photography)



kept going faster throughout the day, his final time of 57.41 seconds being good enough for 11th overall as well as the class win. 4B had a very exotic entry in the shape of the SBR Crono driven by Simon Bainbridge. The Crono has a carbon fibre stressed monocoque chassis and is powered by a 4.2 litre twin turbocharged Audi RS6 engine giving in the order of 700bhp. Simon was another driver who went faster with each run, finally stopping the clock at



— The impressive SBR Crono took Class 4B and was 13th overall (JCB Photography)

58.68 for 13th overall. The team usually competes at sprint events, the wider, more open spaces of circuits allowing the car's aero package to work better than at tighter venues like Harewood.

And so to the open wheelers, in whose ranks we were lucky to include a number of BHC stalwarts, keen to use the early-season Harewood meeting to get some on-track practice. In Class 5A, Harry Pick won a tight contest with Mark Lawrence in their shared OMS 3000. These two and Wil Ker in third place were well ahead of the rest of the pack. Class 5B, for Pre-1994 Formula Fords, had only one starter, none other than Sarah Bosworth in a new-to-her Van Diemen RF85. 5C was another class with a singleton entry, in this case Eynon Price and his Force TA. Eynon's best time of 52.46



— Richard Spedding was back to his winning ways in Class 5D but missed out on FTD (JCB Photography)

was set on his first run and was good enough for 5th fastest overall. Richard Spedding did a sterling job moving from the wide open spaces of the Jag's cockpit to the considerably more cramped accommodation offered by the GWR Raptor 2 but once installed showed that he was 'right on it', his first timed run being his quickest at 50.84 seconds, comfortably quickest in Class 5D and second quickest overall. As was to be expected, the main opposition to

Richard for FTD came from the runners

in Class 5E. As it turned out, Trevor Willis only needed one run to set a time of 50.51 seconds to take the class win

and snatch FTD by a scant 0.33 secs. Second in the class and third overall by an even more marginal 0.09 secs was Alex Summers in the DJ Firestorm. Phew! Third in the class after an 'interesting' practice session was Will Hall, ahead of the Owens who were getting to grips with RPE power.

As usual, the final classes brought the



— Trevor Willis in his OMS 28 won Class 5E and took FTD (JCB Photography)



— Michael Brown's TVR Vixen was quickest in Class 6A (JCB Photography)

special magic of the classic and historic vehicles. In Class 6A a good turnout of Sports & Saloon Cars up to 1972 resulted in a win for Michael Brown's rapid TVR Vixen, and although Jolyon Harrison was by himself in Class 6B – Sports Racing & Racing Cars up to 1971 – he was driving the beautiful 'Cognac', a rare vintage indeed!



— The wonderful 'Cognac' was driven by Jolyon Harrison (JCB Photography)

Towards the end of the meeting, the clerk of the weather decided it would be entertaining to throw in a few snow flurries! The trackside marshals deserve everyone's praise for their efficient handling of situations, and especially those near the top of the hill for their fortitude in the teeth of the bitter wind. However, praise must also go to the organizing committee who, quite literally in the nick of time, came up with a solution to the conundrum of getting cars to the start line within Covid rules, hence allowing class awards and championship points to be given. And let's not forget the start line marshals who every event toil away unseen 'behind the bike shed' and for this meeting had the additional burden of making the new procedures work efficiently. Well done all!

Report by Don Chambers

Harewood Hillclimb 11 April Results

Final Results

FTD and Top4 in Class

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YORKSHIRE HILLCLIMB HEROES – TONY BANCROFT

When faced with parental opposition to one's chosen sport there are two choices, acquiescence or anonymity. Tony Bancroft chose the latter, and so the legend of 'Spotty Smith' was born.

From a family with textile industry interests in Keighley, Tony began hillclimbing in the mid-Sixties at the wheel of a Lotus Elan. This was succeeded by a Ford V8-powered TVR Griffith, and he was soon worrying Harewood's established Jaguar E Type drivers. With short wheelbase and immense grunt, this was not an easy car, but it was handled with aplomb. On entry lists he appeared variously as A.S.Smith, Spotty Smith, Stanislas Smith and Spotty Muldoon, a persona expanded upon in one Harewood programme as 'tripe dresser from Jump near Barnsley'.

For someone operating under the radar, Tony's next car was a brave choice, and most certainly got the attention of the paddock. The ex-Nick Cuthbert/Eric Liddle Ford GT40 was resprayed red and enlarged to 5.6 litres, taking its new owner to victory in the 1971 Shell RAC British Leaders Hillclimb Championship.

Something equally exotic followed in the form of a 3 litre Alpina BMW-engined Chevron B19, replaced in due course by a single seater, the ex-Bill Wood McLaren M10B complete with Alan Smith 5 litre

Chevy in the back.



— Tony on a charge in 73 JAB (Anon)

Then came perhaps Bancroft's best known mount, 73 JAB, a silver Porsche 911 Turbo. This car was relentlessly developed, including the occasional dose of nitrous oxide (there is an apophirical story that he once rolled out of the car laughing uncontrollably following a particularly spirited run), yet it was always driven on the road to and from events, much to the frustration of Allan Staniforth, enlisted to optimise the car's chassis for the track. Slicks would be carried onboard and fitted in the paddock. Tony's great class rival and

friend was Autofarm 911 driver Jos Sadler, and when competing at Harewood Jos would always be invited to stay chez Bancroft, thus guaranteeing the handicap of a hangover the following day.

By this time Tony's parents were reconciled to his competition driving, a pursuit that was bringing him fame throughout the country. Then a yearning for an AC Bristol resulted in the Porsche being part exchanged against Richard Jones' Ace, 240 DPE, and thus a new chapter in Tony's post-Spotty motorsport career began.



— Tony with his Ace Bristol 240 DPE (Anon)

The AC underwent painstaking restoration to original fast road/competition specification, and was driven extensively and enthusiastically in hillclimbs and other historic motorsport events. However, authenticity has its price, Tony being less than impressed when overtaken, while flat out during a Manx Classic, by a Triumph TR3, something unlikely to have happening in period. An increasing interest in AC history led to him becoming AC Ace Bristol registrar and co-author of books 'AC Bristol Racing' with John McLellan, and 'The Frazer Nash 1923 – 1957' with David Thirlby.

The ex-Peter Bolton racing Ace Bristol, 5 BPG, was subsequently acquired, and full restoration entrusted to the craftsmen of The Brooklands Motor Company. This

resulted in one the finest examples of this classic English sports car being brought back onto the road, it visiting historic motorsporting events throughout the UK as its intrepid driver wound down his competition career.

Raconteur, joker, fierce competitor and formidable driver, Tony Bancroft typified a golden period of the Yorkshire Centre, when Harewood was yet to become the epicentre of club activities, as the following anecdote demonstrates. At a late season Oliver's Mount Hillclimb, run by the BARC, a number of competitors and officials were staying in a grand Scarborough hotel. Following dinner a certain amount of drink was consumed, to the point where pints were being ordered in threes, two to drink and one to 'chuck'. The club secretary's Mini had already been unceremoniously carried from the car park and lowered onto the hotel's sunken lawn, and eventually the hotel manager made the unwise decision to close the bar.

Boredom quickly set in amongst Yorkshire's hillclimbing elite, prompting a spontaneous indoor cricket match. A drinks trolley served as the wicket, a champagne bottle the bat, and a bread roll was used as a ball. The management became increasingly agitated, and eventually announced loudly 'The police have been called', to which Spotty replied in stentorian tones, 'OK, but they'll have to bat last'.

From the pen of Peter Herbert

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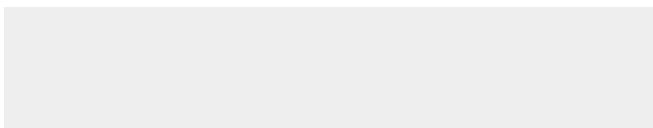
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FROM THE ARCHIVES

The Autumn Sprint 28th September 1958

I have been referred to as “the man on the spot” because I was present, and competing, at each of the three events on which I have been asked to write. When the dates of those events are revealed, my membership as one of ‘The Old Farts Brigade’ will become all-too apparent!

The varied selection of cars running in the earlier meetings reflects that 1958 was only 13 years after the end of World War II and rationing continued until 1954. Apart from food and clothing, supplies of steel and other materials essential for producing new cars were in very short supply. The huge national debt accrued during the war had to be paid off and the majority of new goods produced, including motor vehicles, had to go for export. “Export or Die” was the slogan in the second half of the 1940’s and into the 1950’s. It was not until the mid 1950’s that new cars became generally available to home market customers.



The first speed events in which I took part were the sprints which were run on the roads within the boundary of Hudson



— Arnold Burton competing in his Facel Vega at the 1958 Spring Sprint (John Holroyd)

Road Mills at Burmantofts, Leeds. This was the site of the factory of Montague Burton Ltd, the gents clothing establishment, which was located off the York Road out of the city. The Burton family established and ran this very successful business and it was through Arnold Burton and his brother Raymond, who were motorsport enthusiasts and BARC Yorkshire Centre members, that the sprints became a possibility.

The earliest “Burton’s” event, for which I have records, was the Spring Sprint held on Sunday 4th May 1958. However, I have been asked to give my recollections of the second event, the Autumn Sprint held on Sunday 28th September 1958. A look down the entry list reveals some very interesting and also rather unusual vehicles.

Class 1, for Touring Cars up to 950cc, was made up of Austin A35’s, Morris Minor 1000’s and a lone Renault Dauphine, which was, narrowly victorious.

Class 2, Touring Cars 951 to 1300cc contained 8 Ford Anglias, 5 VW Beetles, a FIAT 1100, an MG Magna, yours truly in an asthmatic Sunbeam Talbot Special and one Tony Lanfranchi in a Ford Thames Van. I finished 15th out of 17 entries



— The Class 1-winning Renault Dauphine, pictured at a later Burton’s event (John Holroyd)

while Tony, pictured lifting a rear wheel, was 16th! The first five places were taken by Anglias, led by Geoff Walker. In sixth place was one of the Beetles driven by Edgar Wadsworth, father of John who competes regularly today in a Mazda MX5. If you would like an



— Tony Lanfranchi, on his way to greater things having added lightness to his Thames van (John Holroyd)

amusing and entertaining read, I recommend searching for a copy of “Down The Hatch” which is described as “The Life and Fast Times of Tony Lanfranchi – motor racing’s last Cavalier”, by Mark Kahn.

Class 3, Touring Cars 1301 to 1900cc

was won by a Borgward Isabella saloon. Bruce “Willy” Moss, the Bradford chemist, was second in a Riley One Point Five. The photo was taken at the Burtons Sprint in May 1958. Bruce was a very determined competitor who put in some hair-raising high speed drives on the Yorkshire Centre on-road Club Night events. The “unusual” vehicle in this class was a Commer Van driven with considerable verve



— Bruce Moss pushes on in his Riley 1.5 (John Holroyd)

by Tony Silcox. I believe Tony was a



— Tony Silcox, adopting a novel approach to cornering in his Commer van (John Holroyd)

plumber by trade and the van was his everyday work horse. In a remarkable incident at this meeting, on exiting the final left hand bend, Tony was saved from completely rolling the van when the roof gutter landed on a straw bale.

Class 4 for Touring Cars 1901cc and over was won by Derek Clark in his everyday Ford Zephyr. Derek was destined to become Chairman of the Yorkshire Centre many years later. Others in this class were a Healey Elliot, Healey Duncan and Jaguar 3.4.

Class 5a Sports Cars up to 950cc saw what must have been one of the earliest competition appearances of the Austin-Healey Sprite in the hands of A.H. Field. The Sprite was introduced in 1958 and became a very popular car in competition events of all types. The class was won by Alan Staniforth in a Rochdale Minor. This was a fibreglass bodied car using a 948cc BMC A type engine. Alan later transferred to Minis and eventually designed and built the first Terrapin single-seater using a Mini power and transmission unit. He later published a book, "High Speed Low Cost", detailing his design with the aim of encouraging others to take this relatively inexpensive route to single-seater competition.



— John Mitchell won the combined Classes 6 & 7 in 'Ace 24'. Is that a manhole cover I see? (John Holroyd)

Class 5 (Sports Cars 951 to 1500cc) was, with the single exception of C.J. Lupton's HRG 1500, entirely comprised of MGA's. John Heppenstall, one of the true characters of the Yorkshire motorsport scene, took the class in his coupe with Peter Kaye's open version in the runner-up spot.



— Great shot of Maurice Bailey in his A-H 100M (John Holroyd)

Class 6 & 7 (Merged) Sports Cars 1501cc and over was well supported by 18 entrants including 4 Austin-Healeys and 8 Triumph TRs. Maurice Bailey, the bearded retailer of men's shirts in Leeds was in his much-raced bronze Austin-Healey 100M. They were all beaten to the class win by John Mitchell in the AC Ace

Bristol.

In third place was F/Lt J. Brown in his

very nice, pre-War BMW 328. He was

only 0.86 sec behind John Mitchell, whose AC used the Bristol copy of the BMW engine.



— F/Lt Brown's BMW328 looks like it receives plenty of 'TLC' (John Holroyd)

In Class 8, Sports Racing Cars up to 1500cc, one of the five Wood brothers,



— This is Greg Wood in the Lotus 11 Climax, pictured at the May '58 sprint (John Holroyd)

in this case Greg, took the win in a Lotus 11 Climax. The only non-Lotus was John Brierley's Cooper MG in third place.

Type, beating Phil Chapman in the self-built Chapman Mercury by only 0.60 seconds. I remember Phil as a cheerful, helpful and outgoing chap who was one of the ingenious engineer/drivers of the 1950's and '60's. He gave the much younger me the impression of a buccaneering RAF type. The Chapman Mercury is in the keeping of Phil's family, and appears occasionally at classic events when it is driven by his

Class 9 was for Sports Racing Cars 1501cc and over, and Gillie Tyrer took the class win and FTD in his Jaguar C-



— Phil Chapman in the mighty Chapman Mercury,

grandson Oliver Tomlin and his mum,
Phil's daughter, Sandra Tomlin.

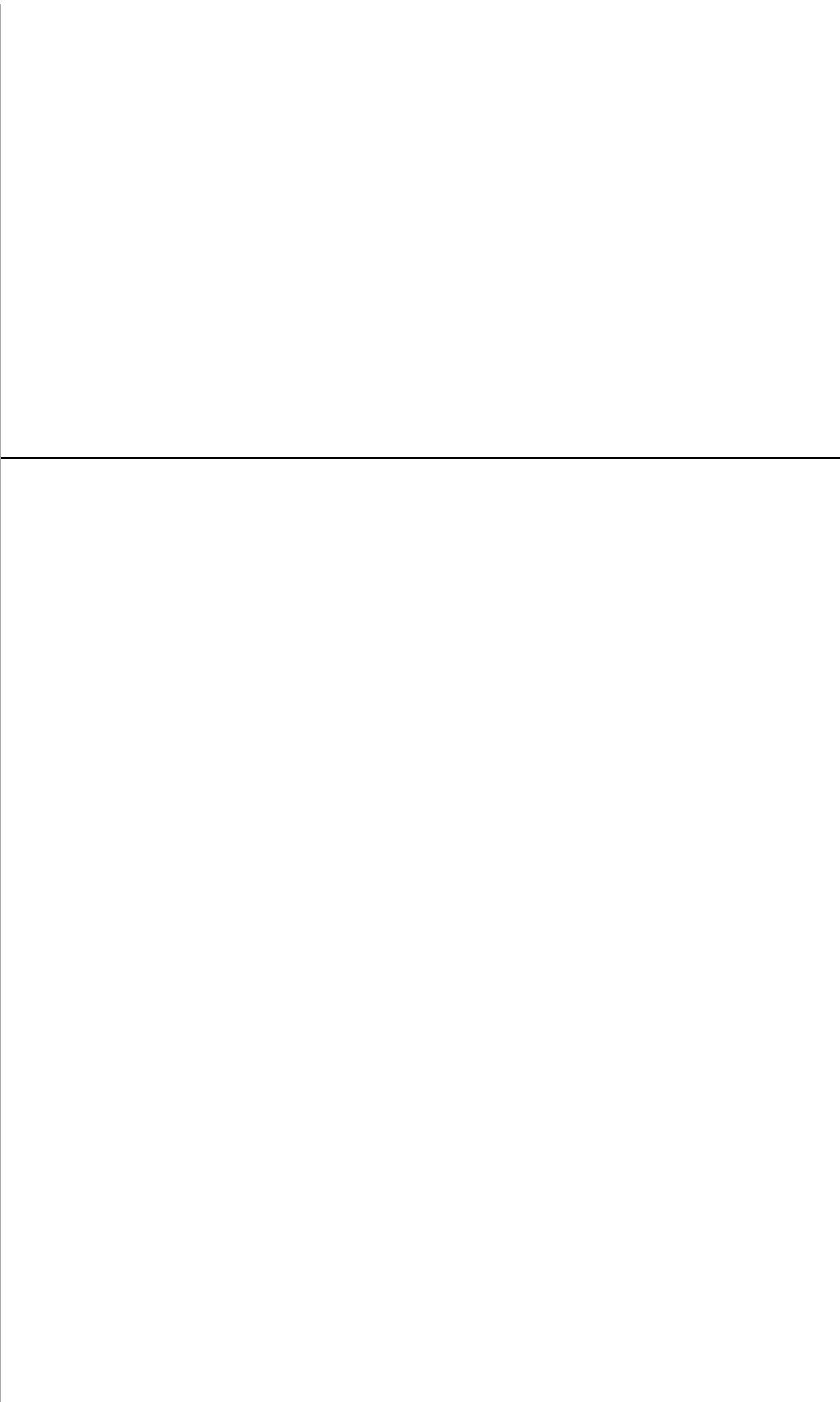
narrowly beaten into 2nd in Class 9 (John
Holroyd)

Class 10 Specials up to 1600cc. There were 5 entries in this class which was won by Geoff Gartside in the Garford Special. The Garford was built by Geoff's father, Gordon, and was one of the first examples of the use of fibreglass bodywork on a home-built car. The quality of Gordon's work was excellent and was a service which I was grateful to use when I damaged the rear bodywork of the Sunbeam Talbot special against a straw bale at the Burtons 1958 Spring Sprint!

Jim Johnstone shared his recollections with us

Results – if you're already seeing the results below (in two sections), great, otherwise please click on the links and the results should appear





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TAILPIECE



— “Listen up. The quicker you get to the top of the hill, the sooner you’ll be cosy and warm at home, and out of this b—y

wind. Go for it!" (I'm wasted here y' know. I could be earning a fortune as one of them motivation psychologists.)
(Anon)

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