



July 1985



EDITORIAL

Well, as promised last issue of the Times we have for you the original letter, and some which followed, regarding the dropping of Class 18.

Since the Chris Mason epistle, for which I make no apologies for including here in full, much has been made regarding the non-appearance of the letter in the Times' when it was billed. There was nothing sinister about this, simply a lack of space and coordination regarding what was to be omitted from that issue. It is to be hoped that the present issue of the Times goes some way to correcting the earlier confusion.

What is worrying however is the lack of any reports from the Committee regarding the draft regulations which Chris Mason submitted - and also reproduced with the letters. Neither has Chris reported back to the Times with further comments. Is Class 18/Harewood Classics just to fade away?

Just as this issue closed to go to the printers the Fiesta celebrity driver was announced to the Times.

Those of you who remember back to the halcyon days of the British Vita supercharged Mini-sprint-which was so light at the rear that it used to cock both back wheels in the air whilst slowing (only marginally) for Quarry Corner at Harewood - not to mention the all class conquering yellow and black Elan, will surely know him.

It is of course Jeff Goodliffe, having his first competitive outing since who knows when.

Jeff of course is no stranger to the hills, and not to Fiestas either as he prepares the example which Barry 'Whizzo' Williams drives to such effect in the championship.

Has he been out practicing?

The Times suspects that Jeff will give the regular Fiesta competitors something to ponder upon come August 17/18th.

Paul S. Boothroyd

DATE CHANGE

The August Clubnight has been put back a week and is now to be held on Wednesday 12th. August.

The August Clubnight on 12th. August will be held at Stockton Farm, Harewood at 6-30pm onwards, and afterwards at the Travellers Rest - on Harewood Avenue towards Collingham.

Organised by Simon Clark the entertainment will take the form of a Gymkhana and Simon assures that there will be "a bit of everything for everybody".

MARSHALS CORNER

Pending the organising of the Harewood Marshals Association, as reported in the last issue, there is no further 'Marshals Corner' in this issue of the Times.

Expect to see the first in a continuing series starting next issue.

We are assured that all proceeds apace with the Association.

Any prospective members should ring John Staveley on Leeds 695740.

JULY CLUBNIGHT REPORT

For the July Clubnight David Garnett organised his annual Gymkhana at Patrick Snowden's field on 3rd. July, as previewed in the Times last issue.

For a change the weather was as expected in July and David put together, with his customary flair, a whole series of games in the traditional format.

As always the evening brought out much gamesmanship from the competitors, particularly on the 'changing clothes games' where some competitors found trouser legs tied together.....! Another source of great amusement was Michael Kempley's handling of a hockey stick - especially when he lost his ball (singular). Eventually, after several recounts the team of Denys Townsend and John English were declared the winners. (Which is why JME wrote this report - Ed.).

John English.

ANNUAL COMPETITIONS

Boris Hardcastle has been hard at work with the pointsscoring for the Annual Competitions and this is the up to date syandings:

- 1. J.R.Hardcastle - 40 points
- 2. J.M.English - 29
- 3. D.M.Dalrymple - 28
- 4. H.C.Mason - 27
- 5. D.A.Naylor - 23

These positions are calculated up to and including the RAC round at Harewood on July 14th.

Mr. English is leading the Ken Lee Trophy competition.

Because of the very slow response this year it has been decided to accept entries up to and including the September hillclimb. Exceptionally, this year all entries will be marked retrospectively.

If you wish to enter just write to: J.R.Hardcastle, 8 Hunger Hills Avenue, Horsforth, Leeds LS18 5JT.

SEPTEMBER BARBECUE

Correspondance has been received from Michael Kempley regarding a function to be held at Harewood on September 28th. This is giving everyone fair notice, so keep the Saturday evening of the September hillclimb free, and support the Centre in improving amenities at Harewood .

Michael Kempley and Simon Clark are organising a barbeque on Saturday 28th. September at Harewood Hill.

Music will be provided in the barn by "The Hud", who has appeared before at the venue and proved a very popular attraction. "The Hud" used to be a member of the Chris Rear Group. Admission to the function is £5-00 and this includes a generous pack of meat, an assortment of steak, chicken, sausages and chops.

Tickets are available from either Simon Clark or Michael Kempley. Simon is on Wetherby 64554 and Michael's office is on Leeds 441991 - ask to speak to his secretary.

There will of couse be a licensed bar.

JULY'S RAC ROUND

With the July RAC round at Harewood. the weather reverted to the usual for 1985, ie. wet.

Our reporter at the scene actually described the weather as "grotty" and this ruined any chances of a new hill record on the newly resurfaced course although during the Run-offs Ray Rowen stunned everyone with a 36.12s ascent which equals Martin Bolsover's course record. And this from the Toleman driver on a damp track!

Committee man Tim Thomson, with new streamlined designer haircut followed Rowan up with a 36.36s run in the Guyson Pilbeam with Martin Griffiths Pilbeam taking a close third with 36.40s.

Unfortunately the times tipped for the Cramer/Gould pairing were not to be as terminal engine maladies meant that he non-started. Another non-starter was perenial Harewood winner Roy Lane whose new 'trick' clutch refused to grip, even after much work on the car in the Paddock. David Grace took another class win in his Mallock whilst an interesting return to the hills was made by Harrogate's Peter Kaye in the John Lambert Pilbeam Sports Racer. Both Kaye and Lambert managed to qualify for the run-offs but had to scratch for lack of suitable wet tyres.

A SUMMER INTERLUDE

On the Saturday evening between the competitive days of the RAC round in July a cricket match enlivened the proceedings. Fought out between the Drivers on one side and the Mechanics on the other the match was played on a pitch in the car park field, specially cut for the occassion by Roy Lane with a Flymo?

For cutting the grass Roy was privileged to take the opening ball for the Drivers and he promptly dismissed Daniel Griffiths (son of Martin) on the first ball. However, despite this early setback the Mechanics went on to score 60 runs from their twelve overs - this score being equalled by the drivers in a cliff-hanging finish on the last ball of the match. Accusations of fixing were later denied by the necessarily anonymous umpires in a statement worthy of the best that FISA could manage.

Perusal of the scores shows that highest score of the match was credited to 'Extras', with 'Wides' a very close second. Various forms of apparel were in evidence, but the prize for the best dressed cricketer must go to Martin Griffiths whi, in addition to his two feet wide bat, sported a full set of Ken Barrington's cricket gear. Russ Ward could be said to have been the most imaginative and hopeful player, using a Golden Virginia Tobacco tin as a most novel form of protection.

THANKS

As usual the Clark of the Course at Harewood for the July meeting wishes to thank all those who attended to help and make it another in a long line of successful days at the venue. Your perseverance in the face of the wet weather does not go unappreciated.

Which leads to.....

Marshals required.

For Saturday August 17th. for practice at Harewood.

Your Club really does need you, so please bring yourself, and a friend along on the day when you should contact David Dalrymple, Chief Marshal, at Harewood - or previously on 0943-609810.

FORTHCOMING EVENT

For August we have at Harewood what could be best described as a novelty with the Ford Credit Fiesta Championship attending in force. This is a departure from the usual circuit racing which the Fiesta crowd are used to and, following on from Stuart Hall's drive at Oulton Park recently, there will be yet another celebrity driver in the Motorcraft car.

In addition to the Fiestas there will be the normal BARC Harewood championships in dispute and an interesting day is in prospect, so mark August 17th and 18th firmly in your diaries.

WHAT PRICE MOTORSPORT?

June 2nd. this year saw the 'once a year' appearance at Harewood of David Price and his rapid red and white MGB, which in full race trim he successfully campaigns in the BARC/MGOC and MGCC 'B,C,GT,V8' championships. Since early 1983 David and the car have raced at every major UK circuit as well as at Zandvoort and Zolder.

David's connection with the BARC Yorkshire Centre goes back some 23 years and now at the ripe old age of fourty can look back at being one of the merry band who marshaled at the first ever Harewood meeting in September 1962. His teenage enthusiasm for motor sport knew few bounds and he marshaled at almost every BARC, YSCC and BRSCC meeting there was in the North between 1961 and 1964.

David reminisces about the early days of his involvement, "Since I hadn't got two ha'pence to rub together, I used to make a nuisance of myself until people agreed to give me lifts to meetings and, thanks to the help and encouragement of people like 'Bing' Crosby, Harry Mason and Mike Wilson amongst others, I always managed to get there".

As a continuation of the debate surrounding the Harewood Classic class, Class 18 as was, Chris Mason obviously put his fertile mind quickly to work and another letter winged it's way to the 'Times', together with a draft of possible - note the word - regulations. Both these follow:

From Chris Mason, York.

Dear Paul,
--- ----- You may wish to do a follow-up article in the Yorkshire Centre Times so, assuming that you haven't had anything official from Simon Clark, this is what I understand to be the present position.

After receiving my letter, Simon stressed that the concern about the class was centred on the vagueness of the regulations, the possibility of someone entering a car which is quite capable of 'cleaning up' in its old class (eg Brian Kenyon's Sorite or Nicky Porter's Mini), and a reluctance to involve in arguments which might arise over eligibility, without clear and unambiguous regulations. Although others have stressed it as a factor he tended to play down the significance of any pressure from people with super fast cars who see their supporting cast disappearing! He also emphasised a reluctance to institute anything which might involve extra work from the same small band of overworked officials. Any form of individual handicapping was there -fore ruled out. Judging by the lateness of the regs. for the Easter meeting, he has a point. My suggestion of the appointment of a currently unemployed club member as a handicapper was rejected as the person selected might not be reliable. Simon regretted that nobody who competed in Class 18 seemed to be aware of the change until it had been made but had we been at the Classes Meeting we would have! That's all very well but there was no hint of trouble ahead last September, and certainly no suggestion of any impending rule change. What's more, until the last edition of the Yorkshire Centre Times appeared some competitors still didn't know.

However since the story broke Simon has been most helpful. He suggested that I prepare some draft Class 18 regs., bearing in mind the areas of concern, and promised that the Committee would consider the matter if I came up with something suitable. I drafted the enclosed (which follows - Ed.) which has been shown to several interested parties, without major dissent, and Simon has agreed to use it as a basis for Committee discussion. And there, as far as I know, the matter rests.

But why, oh why could it not have been resolved before ditching a popular class without consulting anyone who competed in it?

Chris Mason.

The above letter was dated April 1st. 1985, and was clearly no hoax. Now Chris obviously feels strongly about Class 18's demise and is very concerned to keep it, or something similar in the Harewood programme.

The following draft set of regulations which Chris mentions in his letter above is is reprinted below as it was passed to Simon Clark for Committee discussion. To date (August) the 'Times' has received nothing further on this matter and the situation is still unclear, and as far as is known unresolved. But note the change from Class 18 to Harewood Classics for the class title.

Purpose of Class

The 'Harewood Classics' class caters for drivers of the kind of cars which were seen at Harewood in the course's earlier years, in the 1960s, and which are no longer fully competitive in open competition. The class also caters for drivers of 'Kit Cars' and 'Replicars' which are intended to recapture the character of a pre-1970 era and which, although recently built, employ outmoded technical specifications.

Classification

In view of the exceptionally wide range of eligible cars, from saloons to single-seaters, classification will be on a handicap basis, using the hill record time for the class in which the car would otherwise be eligible as a bogy time. The winning driver will be the one who most closely approaches the bogy time (but see 3, below). Class records standing at the beginning of the season will remain the basis for bogy times whether or not they are broken during the year. They will be revised accordingly for the following season.

Eligibility

1. Eligible cars must have been constructed before 1st. January 1970 or be substantially unchanged in mechanical specification from models which were in production before 1970. For example a post 1970 MGB would be eligible but an MGB GT V8 would not.
2. Also eligible are post-1970 'Kit Cars' and 'Replicars' which owe their character to pre-1970 cars and which employ a chassis and drive train specification which reflects pre-1970 technology in its fundamental elements.
3. Any car which has climbed Harewood within 3 seconds of the current record in the class in which it would otherwise compete is ineligible, even if it complies with 1. or 2. above. Any driver who records a time within 3 seconds of the relevant class record during a meeting will be excluded from the awards and other competitors will move up accordingly.

Eligibility Queries

The Committee of the BARC Yorkshire Centre has appointed a 'Harewood Classics Working Group' which will consider any eligibility queries arising from the 'Harewood Classics' class, and will make recommendations to the Centre Committee and its appointed officers.

The Working Group will comprise a Committee Member (Mr. J. Johnstone), a (nother) competitor (Mr. G.C.H. Mason) and a Scrutineer (To be decided).

The 'Harewood Classics' class has been devised primarily a/ for the benefit of drivers who are regular competitors at Harewood, and b/ driving cars which are typical of the kind of car which was entered at Harewood in the 1960s. As such it is purely a 'local' class and should it be necessary to limit the number of entries, precedence will be given to those which fulfil a/ and b/ above.

The BARC Yorkshire Centre Times is edited by Paul Boothroyd, published by the BARC (Y) and Printed by Speedprint. (Tel: Leeds 509727).

Submissions of articles and photographs should be made to: The Editor, BARC (Y) Times, 9 Greenside Drive, Wortley, Leeds LS12 4SF or by 'phone to Leeds (0532) 793981/632828.



The Fiesta competition is unlikely to be as close as this on the road when the circus visits Harewood on August 17/18th. but the times should be very close nonetheless. Here Barry 'Whizzo' Williams leads Mark Jones in the 100 mile race at Oulton Park on 22nd. June last.

Photo: Paul Boothroyd/PBP

Ayrton Senna steps aboard his Lotus at the start of the British Grand Prix in July. Senna had another stunning drive at the front of the field, battling with Rosberg in the early laps, only for the Lotus to suffer from fuel management problems, which allowed Alain Prost to get past before the Lotus finally stuttered to a halt with dry tanks.

Photo: Yvonne Boothroyd/PBP



Goose Corner at the British Grand Prix at Silverstone and Alain Prost's McLaren has just taken the lead from Ayrton Senna in the Lotus.

Photo: Paul Boothroyd/PBP

Very much in the ascendant at present is Ferrari driver Michele Alboreto who took second at Silverstone and currently leads the World Championship.

Photo: Yvonne Boothroyd/PBP

