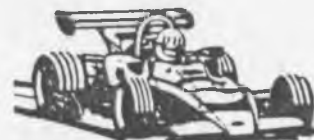




# TIMES



MAY 1989

## CHAIRMAN'S LETTER

The events of the past month are somewhat overshadowed by the sad and untimely death of Alan Payne, a competitor with whom I started my hillclimb career.

My first inroad into racing was with a Vauxhall Chevette and it was with this car that I competed against Alan Payne in his well known Smiley Riley.

I am sure I express the feelings of the Centre and hillclimb fraternity, as well as all those who knew Alan, when I say that his presence will be sorely missed around the paddocks of the hillclimb and sprint scene.

Our thoughts go out to his Father, family and all his close friends.

Since my last letter we have held a further committee meeting, my first as Chairman, and as such we are fast becoming a forceful 500 member strong. But where are you all?

Pat tells me that correspondence and articles for the Newsletter are not very forthcoming at the moment. Perhaps you are all busy working on your cars for the season. However, without your support, the centre is having to collate its own information, and Pat and Brian are rushing about gathering news where possible.

If any of you have any articles for the Times, any correspondence or matters arising from previous events, please let us know.

Although I was not present at the Easter meeting, I believe all went well, barring a few time delays during the top ten run off. Having said this, we are trying to make improvements on all these areas and would appreciate greatly your comments, with particular regard to this area of our competition.

Please keep the articles coming in and let me know if there are any areas that you particularly want the development committee to look at.

Regards

Tim Thomson

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

It would seem that since the last edition of the 'Times' most of our members have done nothing of any interest that they wish to write about. As you can see, articles are very scarce this time. My thanks to those who have taken the time and the trouble to write, I'm please that some of you care enough to keep the magazine lively and interesting. I was looking through some past editions of the Yorkshire Centre 'Times' and the plea for articles was also in those, so it is obviously an eternal problem. Please try to put pen to paper and air your views on YOUR magazine. Many of you air your views strongly enough in the paddock at Harewood, so why not let us all know what they are?

I was saddened to hear of the untimely death of Alan Payne. Many of our members knew Alan and competed with him many times. I know all members would join with me in offering our sympathy to his family.

As you will no doubt have noticed, we have a new column in the 'Times'. This is the 'Marshals Post' to be written each month by John Staveley. Any other marshals who wish to contribute are more than welcome as it will give all members, whether competitors or just interested parties, an insight into marshalling. I'm sure many people think that marshals just stand on a corner and watch the cars go past, without realising the training that is necessary and the skill that marshals have, to deal with an emergency. I know most of the time, marshals just push erring competitors back onto the track and sweep up the mess (just ask the marshals at Country Corner when I've been around) but should there be an accident, they will put into use the skills learned at Training Days.

I am delighted to have regular news, information, views etc. from our band of faithful marshals as I feel that this is an area which has been neglected of late, and I feel that it can only serve to improve the dialogue between marshals, officials and competitors.

Pat Kenyon

## CLASSES COMMITTEE TO MEET

In the very near future the Classes Committee hope to hold a Committee Meeting to discuss the long term future of classes in hillclimbing and to put forward some recommendations to the classes Forum which, as you know, is usually held in November. Any proposals which are made will immediately be published for your discussion and viewpoints to be raised.

# FOCUS

## TIM'S TURBO

It appears that Tim Smith is about to replace his now sold Imp with a class 3 Renault Turbo. This, when fully developed, could perhaps give some serious competition to the Turbo Sierra of Richard Hargreaves. Support will probably come from, would you believe, Nicholas Smiths of Skipton, who just happen to be Renault agents.

## JOE WARD

At a recent Baitings Dam hillclimb, Joe's Ward WD8 had a coming together with the unyielding barrier on the first corner of this tight and narrow venue. Hopefully, Joe will have it repaired for our next Harewood, if not before.



Joe's Ward WD8 before its Baitings bump.

*Photo: David Scatchard*

## DAVE DELAYED

Yet again, the start to Dave Ruddock's season has been delayed due to yet another visit to hospital. Dave says he hopes that this time they have done it right and he intends to start off his season with Harewood on 21st May.

## CHAMPIONSHIPS

Local championships seem to be increasing at a similar rate to the rabbit population. It is now possible to compete at an event with as many as eight or even nine championships being run simultaneously. Pat and I are already competitors in the BARC Harewood, Nottingham SCC, Longton & DMC and Slaithwaite MC and may, at some time, join the newly formed MG Norwester Championship.

The proliferation of Championships has its good and bad points. On the credit side it means that events have added interest but it can also mean that competitors who are doing well within their respective championships feel obliged to do events which they would normally avoid.

## RAC SPRINT CHAMPION

Who was the first RAC Sprint Champion and in what car? Your answer would probably be Patsy Burt in a McLaren. You would, I'm afraid be wrong. The first RAC Champion, whose name unfortunately due to the passage of time I have forgotten, was driving would you believe, a Honda 800S. The RAC was so shocked by this result that they immediately changed the rules of the championship so as to make sure that this could never happen again and that a single seater, or at the very worst a sports racing car, should win the championship. All the above sounds very unlikely but I swear to you it is true.

## BLAST FROM THE PAST

The first Harewood hillclimb was held in 1962. Many of our members competing today would not have been born then so we think that it would be a good idea if anyone has any article, photograph or matters of interest concerning the early years of Harewood, if they could submit them for publication as I am sure it would create considerable interest.

## SCOTTISH CLASSES

I read in an Autosport before the start of the season that the Scots were introducing Touring Car classes to run on slicks similar to our own, the only difference being the rather strange capacity splits which they envisaged. It would appear that although there was considerable vocal support for such classes to be introduced, there has not been an overwhelming rush to support them. Hopefully with the passage of time the support will arrive, perhaps one or two of our regular competitors may venture over the border.

## RACING MEMBERS

We would like more of our centre members who race to put pen to paper and write an article similar to the one written by David Wall on his Monoposto experiences. It adds variety to an otherwise all hillclimb-orientated magazine.

## THE CASE FOR 'A's

Many clubs have adopted a system of denoting dual entries with an 'A' which has considerable advantages in that the 'A', which denotes the second driver, can be left permanently on the body work and less adhesive numbers will be required throughout the year. An 'A' is quite easy to make out of a piece of black Fablon and can easily be distinguished from normal competition numbers.

There are considerable differences in the way that clubs denote dual entries and this proposed system would be far simpler if adopted throughout sprinting and hillclimbing.

## AGM IN A FRIDGE

The recent BARC AGM was held in the Clubhouse at Harewood. The idea of using the Harewood facility was extremely laudable except for a noticeable lack of heating. The small fire at the top table end of the room was barely adequate to take the chill off the air.

If the Clubhouse is to be used again for this purpose, obviously during the winter months, extra heating is most definitely required.

## FORM FILLING

A seminar is to be held in the near future to help members complete their entry forms. Many members seem to have mastered the art of joined up writing but are unable to tell the difference between one and two day events and also to fill in the necessary details regarding capacity, type of car and class entered.

You would be amazed at the number of omissions made on entry forms, competitors obviously believe that the organisers have some sixth sense which enables them to sort out the class into which they should be put.

## READ-ALLEN RACING

After a successful season of South Eastern Sprinting in 1988, Peter Read and Roger Allen have secured renewed sponsorship from Allan Burrows Ltd, who are an artwork and graphic design enterprise based in Ingatestone, Essex.

With their Burrows Mallock Mk 16 Clubmans Car, in Sports 1600 trim, Read-Allen Racing plan a renewed attack on the BARC 1989 Sprint Championship in which Roger came 2nd overall in 1988.

To expand their experience they will also be contesting the Harewood Hillclimb Championship via the Sports 1600 class run there.

## FOR SALE

Hewland Mk 9 gear ratios - all excellent. 15/36, 16/35, 18,34, 20/30, 22/28, 23/28, 24/27, 25/27, 25/26, 25/25 - to be sold in one lot only.  
£250

Partly completed Modsports 'Lotus Seven'. Chassis, fibre glass bodywork, all new.  
£300 Ring for details.

Van Dieman RF81 chassis. Left front damage.  
Free.

Contact: Mike McDermott on 0706 - 78851 (Rochdale)

## KENYON'S COLUMN

First and foremost, it must be made plain, that these are my own thoughts and not necessarily those of the editor or of any other member of the BARC.

## SMOKE SCREEN

A year or two ago one of the RAC requirements for sprinting and hillclimbing was that modsports cars had to have a standard windscreen in the erect position, no aero screens etc were allowed. When it was pointed out that many cars were contravening this rule I was informed, correctly I hope, that the RAC granted a dispensation concerning this rule on the grounds of safety. Therefore such cars as Lotus 7's were able to continue their use of a smaller screen.

It appears it is unsafe to HILLCLIMB but it is safe to RACE as the Lotus Challenge cars all have windscreens of the proper type. A case of selective lobbying you may ask?

## BACK TO THE FUTURE

Before the start of the new hillclimb season, and with crystal ball in hand, I had already formed my own personal view on the drivers who were most likely to be in a position to win the Harewood Hillclimb Championship. When news filtered through regarding modifications that people were making to their cars, this gave further confirmation to my original expectations.

Now with the first Harewood under our belt, I am not surprised to see Richard Hargreaves in his Sierra Cosworth and Allan Warburton in the re-vamped Bachelier Caterham 7 within the top four positions. I always expect the Formula Fords to put up a spirited showing within the Championship and Tony Bridgen's second goes to confirm the soundness of this opinion. Although my own driving lacks a little in fire and spirit, I always consider that I should be able to secure a place within the top five, as my present fourth position at this moment confirms. A dark horse, and someone who did not originally feature in my pre-season expectations, is Roger Allen in his Mallock, and on his first performance this year he will require some close attention as regards a high Championship position.

The final top ten positions at present held by John Bennett, Tim Mason, Michael Holroyd, John Casey and John Corbyn are at the moment extremely close, in fact, the top ten is covered by 0.91 points, so an extremely competitive season is likely.

Brian Kenyon

# MARSHALS POST

## MARSHALS PROFILE

It is hoped to introduce you to a selection of the many characters who marshal at Harewood during the next few months but for starters let's consider the talents (peculiarities?) necessary to marshal at Harewood.

Let's get one thing straight - hillclimb marshals do NOT wear a star and carry a six shooter (although some wear a harness release knife in a similar vein!).

Contrary to the opinion which you may get at the end of a long wet weekend at Harewood, we enjoy every minute of it. It is a frequent occurrence for members of the team to make their way from a distant location to stand all day in an icy wind (even in July) up to their necks in mud and rain, possibly spending a lot of time (particularly on Quarry if the 'Venerable Seaman' is competing) clearing gravel, mud and wrecks from the track. We then return home looking like drowned rats to receive 'GBH' in the ear'ole from our loved one for being so insane, but we must enjoy it because we always come back for more. So if you're competing, remember you might be cold and wet but at least you can retire to the bar or the car - we can't.

Perhaps some of you may fancy joining us? Well, to help you I will list a few of the attributes needed to aspire to the variety of jobs on offer :-

Let's start at the top - The Clerk of the Course (second only to God - well it is if you are of a modest nature).

A candidate for this job must be capable of lateral thought whilst reciting the 'Blue Book' from memory - he must have the mind of a Barrister, the oratory of Terry Wogan and the logic of an aged Judge, he must never leave anyone entirely satisfied in case he is considered to be soft and last, but by no means least, he must be capable of keeping his balls in the air!

The Course Controller - this job calls for an ability to make decisions quickly whilst completing the Times crossword in record time and holding a debate on the Origin of the Species - but most importantly, the Controller must have a strong thumb for operating the 'panic button'.

The Incident Officer - a difficult one this - The ability to command your troops with authority and never appearing to be calm is essential - that way you fool all the people all of the time and can carry out your duties unhindered by others. An ability to repair the breakdown would be an advantage and a four wheel drive vehicle is mandatory.

The Timekeeper - unless you are good at doing complicated sums you can't be one of these. Try an example - If it takes Ray Rowan 1 min 10 seconds to travel from the start to Country Corner and Dave Whitehead can do 10 press ups in 1 minute (yes, I know it is unlikely!) calculate with a slide rule how many bacon butties Chris Seaman can eat without being sick - it is no use looking, the answer is not printed elsewhere - unless Pat has a vicious streak. It is essential for you to be able to tell the time before you can even be considered for this job. Once in, you join the exalted ranks of the RAC Official - a breed everyone knows about but no one can define.

The Start Marshal - this job requires an athletic viewpoint (why do you think I gave it up?) and the patience of Job. If it isn't the competitor who isn't satisfied, it's the Timekeeper or the Course Controller and remember, to the outside world, it is always your fault when things go wrong. To add interest to your day there maybe a reluctant '500' to push start (now that's an experience!) or the competitor who sets off in reverse and finally, the piece de resistance, there is always one competitor who hits the bar when being lined up and nearly takes your finger end off. It's a job more akin to aerobics than pure marshalling.

Course Marshals - (No Brian Course not Coarse)

These are the lonely souls who stand at the point where the competitors are supposed to fall off - the trouble is, competitors never do as they are told so an ability to run whilst carrying heavy objects is an essential for this job.

Course Marshals are split into four groups:-

a) OBSERVERS (Those who must be obeyed) These are the most experienced marshals and as such are in charge of the post reporting directly to the Course Controller.

b) FIRE MARSHALS These are the ones who usually wear the overalls

c) FLAG MARSHALS This job goes to the person who can awake rapidly from suspended animation!

d) TRACK MARSHALS These are the grafters of the team, the ones bearing brushes and shovels and if you've spilt a lot of oil - a very 'fixed' expression!!!

In all, we are a friendly bunch and we would like more help - so come and join us. Training is given so don't be afraid if you are a novice.



Band of marshals repairing the fence after it has been savaged by one of our competing cars

*Photo: David Scatchard*

## MARSHAL'S GOSSIP

Rumour has it that Dorothy Craven is looking for a loo tent for use by the ladies at the bottom of the hill.

Bob (what's that red flag for) Wright has an interesting summer job; he runs bar-b-ques at his local Rugby Club - the way he gets rid of the excess fat is by pouring into the coals, it's like 30 seconds to live without the fire extinguishers.

Paul ('why don't that lot get out of the bus and get wet like the rest of us') Pocklington is rumoured to be having a change of heart - see where he is in June!

What we want is an inter Marshals/Drivers competition at the last Harewood - has anyone any ideas for what form it should take.

Perhaps we could persuade Brian Kenyon to continue his literary career by writing an article on the 'Art of Coarse Marshalling'?



John Staveley, who will hopefully be our regular correspondent on marshalling 'affairs'

*Photo: David Scatchard*

## WANTED - URGENTLY

More MARSHALS are needed at Harewood - URGENTLY.

The Centre has around 500 members, so come on you dormant ones, help the Club to grow, come and join the marshals at Harewood.

Information from:-

David Dalrymple

'Manora'

30 Manley Road

Ben Rhydding

Ilkley

West Yorks

LS29 8QP

OR from the bus at any Harewood meeting.



Mind your fingers lads!

*Photo: David Scatchard*

## MARSHALS TRAINING PLANS

1. We are going to write a comprehensive Training and Information Manual for Marshals at Harewood covering general information, history and training information for both hillclimb and rally marshalling at Harewood.

If anyone would like to advertise in this publication (size dependent on available space), please see the Training Officer.

2. We hope to collect a range of training videos (on VHS) for loan to marshals.

3. We intend to make a training video, or series of training videos in order to increase the level of training - these will be on loan to marshals.

We need HELP in this area; can we have offers of Video equipment and operators and someone with editing skills plus someone who can make the necessary master copies. Please help if you can as this video, must of necessity, be produced on a low budget.

4. We aim to encourage Harewood Marshals to become more involved in the sport both locally and nationally. If you fancy marshalling in hillclimbs or rallies elsewhere, please see me or David Dalrymple and we will endeavour to make the necessary arrangements and connections for you - perhaps we could organise some group trips. The idea is here, we now need you to come forward and make it a reality.

Finally, I need ideas and information/gossip from you in order to make the marshals section of the Newsletter what you want it to be.

John Staveley  
Training Officer

## COMMITTEE MEETING

3rd April 1989

The Committee recorded their regrets and sympathies on the deaths of David Easthope and Alan Payne.

The format and costs of the Centre magazine were discussed at length to see if improvements can be made to the presentation while retaining the quality of the content. Various improvements to the programmes for hill climbs were discussed.

Ways of expediting action on the consideration of speed events classes were discussed to ensure that any good ideas are processed without delay.

It was noted with regret that at the Easter meeting the top ten run-off was very slow, and competitors who normally come to the line briskly seemed to find it necessary to take several minutes to prepare themselves, on this occasion.

## A RACERS RETURN

In the early sixties a few years karting led to my inevitable graduation to cars, despite a total lack of funds and/or common sense! Some (usually abortive) outings in vehicles ranging from Anglia, Mini, Cortina GT and Lotus terminated in an enforced retirement following a successful 1974 season in a Midget.

All the above took place in my native Scotland and resulted in an addiction to a sport which made me want another stab at it before senility arrived. In the achievement of this objective I was much encouraged by my old friend Bill Wood. Back in those early years Bill and I would meet in the Lothian Car Club's rooms in Edinburgh most Friday evenings to drink orange juice and plan Bill's jogging programme for the following week. (This little known information should be noted by any Lothian Car Club archivist). Bill had also retired from racing to develop his business, but was coaxed back into hillclimbing with a Christmas gift from his wife of a Mallock! This was the incentive I needed.

However, my employer (British Aerospace) got wind of my returned enthusiasm and on my wife's instructions, posted me to Delhi for two years. India is certainly no place to cool anything, let alone enthusiasm for a sport that was 4000 miles away. It was there in late 1982 I had a visit from one of our designers who was also an enthusiast. I mentioned that I'd like to get back into hillclimbing with a really nice classic car, an Anglia or A40, 'just to play at it' was the expression I used. It turned out that he knew of a car that fitted the bill, which needed restoring but had a sound floorpan. I bought, unseen, the Anglia which I now compete in. I had however, totally underestimated my visitors efficiency. Returning home, he had immediately arranged for the derelict car to be towed to my house, this action preceded by about a week my letter breaking the news to my wife of my latest toy. I add, for information purposes only, that my wife is totally uninterested and unsympathetic concerning my motoring interests. Those of you similarly placed will perhaps extend a little sympathy regarding my reception back in U.K.! To be honest, she took it very well, but found it difficult to come to terms with the time and expense needed to turn a pretty tatty old heap into my vision of a weekend racer. I confess there were times during its build when I shared her doubts.

It has been said many times that the cheapest way of obtaining a racing car is to buy an existing race vehicle. I would endorse this point of view wholeheartedly. As an example, I bought an engine from an engine building company, and when the car was completed took it to Robert Speak at Barrowford to have it set up on his rolling road. His verdict was pretty uncomplimentary about the unit, and resulted in the scrapping of everything bar head and cam. In effect I paid twice for an engine. Apart from the engine, I found it was all the little bits and pieces that really put the bill sky high. Those odd tens and twenties quickly mount up. If the cost of restoration is put over the cost of preparation for competition it assumed no relationship to the original budget estimate. If it weren't for the fact that obstinacy, as well as the aforementioned lack of common sense figures in my make up, I would have abandoned the project before completion. However, the car was finished in late 1984 to a roadgoing competition car specification giving me some good sport, and highly illegal fun driving to and from events! The cars condition drew favourable comment wherever I took it, although my engine spec did not impress the scrutineers at Harewood, who barred the car from the Touring Car Class 2 after the end of the 1985 season.

The barring of my car from the Touring Car Class prompted me to sell it, then the offer of a 1760cc push rod motor and some sponsorship from a classic car magazine changed my mind. Once again British Aerospace stepped in to alter the best laid plans etc. and the spring of 1986 saw me (with family this time) in South America, namely Ecuador, for the next two years. In the meantime I loaned my car as a rolling chassis to the magazine, to allow them to use the car in some hillclimbing and sprinting for a series of articles. My engine went back to Robert Speak for a rebuild and a considerable uprating pending my return.

Fortunately or not, the magazine didn't use the car but prior to my return sent it, would you believe, to a Liverpool dentist for preparation for the BRSCC Historic Saloon race series. All I can say is that there must be some fine teeth in Liverpool if Barry Marsdens work on my car is anything to go by. He integrated my roll cage, in effect creating a semi space frame to stiffen the chassis, and replaced all the glass with perspex, fitted an explosive-safe tank and some adjustable platform struts. About this time (March 1988) I returned and helped Barry finish the car in time for me to drive it at the Harewood Novice meeting last year.

My intention was still to race the car in historic saloons and with that in mind I carried on working on the car. The paint had gone off badly whilst I was away so CarCraft of Lytham fitted a fibre boot, bonnet and doors I had located, then repainted the car to a fair imitation of the old Broadspeed colours. The car appeared at the last Harewood climb of the year in this format although less a 4.9 differential I'd had ordered for months so it's gearing was a bit long for hillclimbing. A visit to Robert's rolling road followed where, with me sat in the boot to maintain traction, we saw a genuine 90 bhp at the wheels. Anyone who knows Robert's road will know these are genuine figures, and not provided for customer ego satisfaction. I daresay I could see a lot more elsewhere, but those will do me.



Ancient Archie in his Historic racing / hillclimbing Anglia  
Photo: David Scatchard

With the car set up, I set off for my first circuit race of any kind for 20 years, at Donington, in a round of Historic Saloons, supporting the Historic Association 100 Race. In practice on a greasy circuit I spun and stalled the car on the racing line through Redgate, with Bob Sherring's Galaxy thundering down on me as I frantically cranked the engine of my pristine new paint job. He avoided me, but I was assured by the Marshals post that my eyes were as big as saucers! I started from the second last row of the grid of 28 cars and the memory of that first trip round Redgate and down the Craner Curves in close company will live with me forever. Take assurance, I know the colour of adrenalin! I finished 11th on the road and 3rd in class minus my passenger door window which blew out on the Dunlop straight, and a grin that lasted a couple of hours. As a sixties nostalgia freak, just seeing the grid from the inside was worth all the effort that went into the making of the car. There were Mkl Jaguars, Mustangs, Galaxies, Lotus Cortinas, A40s, Anglias, A35s, Standard 10s and one Mini. A trip to Mallory the following week rounded off the year with a fourth in class, but more of a race if you know what I mean.

I have registered the car this year again for the race series and will do as many as I can. Sadly there is now a real need for eligibility scrutineering, with some big 'names' shoehorning 200 bhp 1900cc crossflows into Anglias. They are clearly neither meeting the actual, or spirit of the Regulations which call for a cut off date of 31.12.66. I await with interest the first meeting this year.

When there is no clash with a Historic race round, I intend to do as many hills and sprints as I can, however I have the itch to try another car and have located one, so if I'm made the right offer, the Anglia will go. Trust this hasn't bored you and I take this opportunity of wishing all my friends in the sport a happy, competitive and successful season.

Archie Inglis

## RACING RICHARD

Regular Harewood commentator, Richard Sproston, has taken to the circuits in a Ray 80FF. We know commentators are supposed to be 'layed back' chaps but, Richard, who is pictured in his romper suit, surely must open his eyes when he is out on the circuits.



Photo: Frank Hall

## FROM THE GRID

by DAVID WALL

The Monoposto men are hardy souls, starting the season in the depths of winter with the well organised Peterborough M C event at Silverstone on the 11th March, exactly one year on from your correspondents 'comeback'.

The first two events have us sharing grids with our big brothers in the 'A' class and with 36 entries for 30 places, qualifying is the first problem. I managed 19th overall, faster than 7 'A' class runners, so felt quite smug with a time of 1-06.5, a full second quicker than last year in spite of some idiot leaving a chicane at the end of the straight which made the 'pole' time 2 seconds slower. After a demon start I found myself in 16th place but a fluffed gearchange saw me lose 5 places in as many yards entailing much hard work to get up to 11th in class.

Good Friday saw Wall minus mechanic at Snetterton and practice in a horizontal monsoon. The conditions were awful but by putting the old brain into neutral I managed 20th spot, again quicker than a number of the more powerful class. Thankfully it was dry for the race and another enthusiastic start (attracting a wagged finger from the C of C but no penalty) and having disposed of six of the opposition, guess what? Yes, a combination of late braking, slack gear linkage and incompetent driver saw me at the tail end, having lost a side pod in the ensuing excursion and holding the rest of the bodywork on with one hand, I was happy to finish 18th and 11th in class again.

9th April dawned with the one man team late for scrutineering despite only living 2 miles from the circuit at Brands. What a great circuit, and although we all found the track slippery from the Saturday bike meeting, I really enjoyed practice and posted 11th out of 25. Now here's a funny thing; the start is downhill and with the clutch refusing to bite and me making a pig's ear of things, I crossed the starting line 21st. This spurred me into action and I had scrambled past 6 cars by the exit of Druids but from then on it was hard work to eventually make 10th place.

The Monoposto Formula is in a healthy state and continues to provide competitive single seater racing for the impecunious as originally intended at the Club's founding in 1958. Despite having the Italian for single seater as its title (not to mention a driver called Catanzaro) the Club is typical of British Club racing of the 60's with a social side similar to hillclimbing. The 'A' class caters for home built or 3 year old 'Marque' chassis powered by 1600cc race engines, Formula III restricted intake VW's and Toyotas and FF 2000 'Pintos' with free induction and a special 'Monoposto' cam shaft. The 'Kent' class runs engines to FF 1666 spec. with a 20 thou. overbore allowance in 5 year old 'shop bought' or home built devices. In both classes tyres, transmission, aerodynamics etc are free. The Club also administers the Historic Formula Junior class.

Well, the 23rd April sees us return to do battle on the frozen tundra of Snetterton Heath.

## 'MARTIAL ARTS'

First of all, I would like to extend a welcome to the new feature within the 'Times', the 'Marshal's Post' a most important new addition to our magazine and will perhaps go some way to dispelling the 'them and us' syndrome which seems to exist at events.

I have risen to John Staveley's bait and have decided to record some of our marshalling experiences. Most of the marshalling that we have undertaken, has been centred around rallying, sporting car trials and production car trials which are held during the sprinting and hillclimbing closed season. But for a while, we did a spot of marshalling at Harewood and on one particular Saturday practice day, when marshals were thin on the ground, I was marshalling on the Paddock Exit when a '500' executed a most hair-raising spin. Knowing that 500's very often stall their engines and require push starting, I rushed off to his rescue, fire extinguisher dangling by my side. This, I was to find out the hard way, is not the way to carry a fire extinguisher. The extinguisher tangled itself round my legs and I found myself in an undignified heap on the floor. By the time I had recovered, the incident was over, and the 500 had disappeared safely up the track.

At a production car trial, held on the Snake Pass, a Hillman Imp caught fire and as the Club had recently purchased new fire blankets, asbestos gloves etc. I could see my moment of glory had arrived and I would be able to save the car from destruction. Unfortunately, the car was 200 yds away up a steep grassy bank and by the time I had arrived, breathless, but with equipment in hand, the damn fire had gone out of its own accord!

Another fire experience concerned the RAC Rally in Langdale Forest in the early 70's, when during an extremely wet day, we decided to cook some bacon sandwiches. As the rain was so 'piss'istent, we put the cooking equipment on the front floor carpet of our car, which promptly set on fire. Luckily the weather was so wet, we dragged the carpet out and the fire extinguished itself, whereupon, Chief Marshal of the Stage, Chris Seaman arrived and helped to further damp down the fire by wringing the water out of his anorak.

During the days of the 12 car 'road races' rallies we went out to marshal a control some considerable distance from Sheffield. Having found our appointed spot we were admiring the wonderful starlit night and listening to the roar of powerful engines, which were disturbing the still night air. When no-one arrived at our control, we decided to investigate further, and found that there was an identical location, running parallel to the one we were on, about 50 yards away. Unfortunately for us, we were not on the right one - ah well, you can't win 'em all.

One sporting car trial competitor, if he did not receive a mark he wanted, he would, on his way back down the section, deliberately mow down every marker pole in sight. Another competitor, when told he had stopped on a section, while Pat was removing a jammed marker from under his car, reversed backwards over her!!!

It would appear that to be a marshal, you have to have the strength of a weightlifter, the fleetness of a Gazelle, the map reading skills of an Army General and the patience of a Saint!

PS It also helps to be waterproof!

Brian Kenyon

## HAREWOOD HILLCLIMB DATES FOR 1989

**NOVICES MEETING**

**May 20**

**MEMBERS MEETING**

**May 21**

**SUMMER CHAMPIONSHIP MEETING**

**June 10/11**

**RAC NATIONAL MEETING**

**July 8/9**

**MEMBERS MEETING**

**August 20**

**FINALS MEETING**

**September 16/17**

## LETTERS TO THE EDITOR

Dear Pat

I should like to use the pages of your newsletter to thank all marshals and officials at Harewood on Easter Sunday.

It was a very enjoyable day and I look forward to participating again in the near future, meanwhile thanking everyone concerned, I remain,

Yours sincerely

Adrian J Ward

**Articles for the next 'Times' by May 20 1989  
to the editor:**

**Mrs Pat Kenyon  
4 Leslie Road  
Hillsborough  
SHEFFIELD S6 4RB**

**Tel: 0742 - 340478**