

BARC

YORKSHIRE CENTRE TIMES

Issue No 13

**AUGUST 1989**

CHAIRMAN'S LETTER

Dear Members

Another hot month has passed so quickly without having time to cool down.

We are beginning to see the benefit of greater co-operation and organisation at Harewood, those of you who attended the July RAC Championship event will be well aware that all competitors got three practice runs on the Saturday. Practice finished at a reasonable time and would have finished earlier had I not tried to take the short cut from Orchard to Quarry by turning left instead of right, the effect of lighting the after burners on the approach to the corner.

As ever the standard of marshalling was excellent and we were soon back in business and I picked up some interesting pointers watching fellow competitors attempting all sorts of lines through the double bend.

Yet again the win fell to Mr Rowan who is fast taking over from Mr Lane as the Champion of Harewood. Roy was denied his 21st victory on the hill so he will have to return again.

The battle still continues between Ray and Roy. Having spent the last week following the Championship to Bouley Bay in Jersey and Val des Terres in Guernsey, once again Ray and Roy were vying for Championship points. In Jersey it was Roy's turn with Ray second, and in Guernsey it was Ray's turn with Roy second. The conditions in Jersey being absolutely superb whilst conditions in Guernsey were changeable. The eventual idea was to put a different tyre on each corner and go up backwards, which proved to be very entertaining.

The most interesting manoeuvre in Guernsey was Martyn Griffiths who did a 360 degree turn only 20 yards off the start which just shows how slippery conditions were, having been dry in the morning and almost dry for the top ten, the eventual run off becoming somewhat of a lottery.

I hope most of you at this moment are preparing yourselves for our August meeting and if any of you can come along to help marshal, it will be greatly appreciated. As you are well aware this is the holiday season and marshalling would give you a chance to see the hill from a different angle.

You may all be wondering what is happening to our discussions regarding the development of the hill. I can confirm that these are a little ongoing at the moment due to the number of changes that we are discussing and the valuable input we are getting from a great number of people which is very welcome. So we are at present piecing things together, trying to avoid the proverbial camel being born.

(Eds. Note: Members would dearly love to know what is being discussed so that they can indeed provide input regarding development of the hill, perhaps you could be more specific Tim).

Please keep the information coming in as every little bit helps and your comments are greatly appreciated.

Look forward to seeing you all at the next Harewood or sooner.

Tim Thomson

EDITORIAL

Well, what can I say, except a very big thank you to all the contributors to this months 'Times'. The response to my pleas for articles has been truly magnificent and I do hope that it will continue. If your article hasn't appeared in this issue then rest assured, it will appear in the next. At last we have a magazine written by the members covering a wide variety of topics, some informative, some funny and some giving food for thought. Please keep these articles coming in, and I hope someone will write their views and comments about the new Shap Wells venue!

Tim Bendelow has echoed what John Staveley wrote a while ago about a marshals v competitors challenge for the Saturday evening of the last round of the Championship at Harewood on September 16th. Surely there is one competitor out there who could organise the rest of us into some form of competition to round off an excellent season at Harewood. Anyone interested, please let me know and I will publish it in the next magazine.

Pat Kenyon

OVERSUBSCRIBED

Entries for the August Harewood Hillclimb are coming in thick and fast. On July 20th there were already 150 entries received and as it is a one day meeting, only 130 can be accepted, and entry forms were still arriving at about 3 or 4 a day.

The entry list will close finally on closing date, July 31st, and any entries received after that date WILL NOT BE ACCEPTED as this would be unfair to those who have entered earlier.

This proves the point of how important it is to put entries in early and not wait until the last minute.

NOTICE FROM THE RAC DOUBLE ENTRIES

Clubs are requested to remind competitors of Regulation K.5 - Double Entries.

Competitors and Drivers forbidden to Abandon one Event and compete in another. Any competitor having entered, or any driver having undertaken to drive in any event, who does not take part in that event and takes part in another event on the same day may thereby become liable to the penalty set out in Appendix Z...etc

Articles for the next 'Times' by 24th August 1989 please, to the Editor:-

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FOCUS

WHAT TIME!!!

During practice, at a time when records were not being approached. Brian Lee strolled over to the Control Bus to check his times and at the same time check up on the class 7 opposition. On seeing the time attributed to Des Richardson, Brian's eyes popped out on stalks and he was heard to exclaim 'if Des can do a 44 in these conditions, Graham Oates' record of 44.30 should fall'. I didn't have the heart to tell him that Des wasn't driving the Eian at the time, but was in his Mallock!

MECHANICAL FRAILTIES

When Des Richardson discovered water in the oil of the Mallock he shares with John Allen, he decided to remove the head and change the gasket. As the gasket was indeed blown, a replacement was sought. Joe Ward immediately offered his spare but told Des that it was a genuine Holbay one costing £35. Des went a whiter shade of pale but promised Joe a replacement and the timed runs were completed without further mishap.

Another with water in the oil after Harewood was Bobby Fryers' Imp which had developed a crack in the head. It is now undergoing repair. Bobby has not had much good fortune with the car this year.

Bob Dayson's Caterham, which he is sharing with Michael Adlington, spent a large part of the afternoon perched on axle stands with its rear in the air, obviously experiencing some rear axle problems.

Charles Saunders and John Smith brought out their re-vamped 'E' Type for the first time this year, its battleship grey primer paintwork causing considerable comment. The beast experienced some misfiring problems and they set about changing the plugs. After rooting about in the bottom of a tool box, they came up with some that had probably seen 100,000 miles use in one of their write-off cars. Needless to say, these did not cure the misfire but a new set from John Oxborough did!

Although perhaps not experiencing mechanical problems, it may have just been undergoing a ratio change, your writer was pleased to see Sue Sturges working on the gearbox of the Delta with what appeared to be a little technical advice from our regular racing reporter David Wall.

NON STARTERS

Dave Ruddock, who has been suffering recently with stomach problems, had to withdraw his entry at the last Harewood as he was in hospital in the week prior to the event. Fortunately the problem righted itself and although he was not able to compete, he was seen in the paddock.

Another of our highly competitive drivers, Roger Kilty who set FTD in the HS88/1 at the first meeting of the year, also had to withdraw his entry as, as Roger put it 'the only FTD's he was able to manage on the day were those to the smallest room in the house!'

SEPTEMBER SOCIAL

Our September meeting is the traditional finals and barbecue on the Saturday evening. Why don't we make it a special occasion by having a marshals versus drivers challenge? Your suggestions please - perhaps a tug-of-war, cycle race, comedy cricket match??

I'm sure someone will be interested - I'll organise the marshals if someone will volunteer to organise the drivers and others who are interested. A list will appear in the marshals signing-on point at the August meeting.

Tim Bendelow

UNDERSTEER

Dave Tilley who used to drive the March 722 now owned by Barry Giles, was present to see how the new owner fared at Harewood. Dave, it appears, has taken up boating and on one trip from his mooring to the refuelling depot he managed to hit 6 or 7 boats while pulling alongside the refuelling point. Dave's excuse was 'it didn't respond to the wheel' a case of terminal understeer if ever I heard of one. It appears that Dave is now thinking of giving up boating and returning to the hills in an MGB GT V8 in Class 8.

PRECISION DRIVING

Brian Kenyon on his first timed run went into Willow Corner, hit the grass on the outside of the corner (and there isn't much of that before you are into the hedge) shot across the road onto the grass and went for 25 to 30 yards on the grass, without lifting, up towards Orchard whereupon, on the apex of that corner, dropped a wheel in the rather large hole which has developed and shot across the road, yet again onto the grass on the outside of the corner. Somehow, Farmhouse was correctly negotiated and up the straight to Quarry at which point Brian spun backwards over the finishing line. Chris Seaman was heard to remark 'if he ever gets in anything quick, he'll be lethal' With all this happening Brian was quite proud of his time of 47.11!

GILBERN GREMLINS

NICK VANDERVELL

The 11th June meeting turned into something of a contest for the survival of the fittest for the 3 Gilberts in Class 8 rather than competing for their Club's Harewood Cup.

My troubles started on the journey up the M1 when motorway debris removed a good part of the exhaust system which had not long been fitted. A temporary repair was effected at Harewood by fellow Gilbertist John Hutchings but the damage inflicted made a permanent repair difficult so I was beset with bouts of exhaust shedding in practice. Coupled to this was an engine inexplicably down on power plus awful understeer as a result of having to remove the rear anti-roll bar to fit the aforesaid exhaust!

Nigel Ellis and John Hutchings in their shared Mk 2 Invader must have thought they were going to have a trouble free event with 8 practice runs between them and Nigel down to a low 47 secs time. Sadly this was not to be because John, on his first timed run, got no further than Country Corner before the Capri gearbox (borrowed from Bev Fawkes!) blew in a big way as he selected second gear.

I, meanwhile, was having a fairly torrid time with full lock understeer out of Farmhouse resulting in grassy moments on both my runs.

Meanwhile, regular Harewood campaigner Don Williams was getting to grips with his new slicks and walked off with the Harewood Cup with a fine 49.3 secs run.

Better luck next time, chaps!

PARLE VOUS FRANCAIS?

Renault garagist Tim Smith recently had to do a little wheeling and dealing in French for having seen Barry Lines' Renault Alpine A110 at Harewood, he popped over to Paris and promptly bought himself one.

LEANING ON A LAMP POST

PHIL PRICE

Or to be more precise, wrapped round it! That's how my day and almost myself ended at Valence Hillclimb on July 8th. But to start at the beginning.....

Being based in the South, the Annual Valence School Hillclimb is a bit of a local 'event' held in the grounds of a school for children with various mobility handicaps and the proceeds from the day are donated by the organising Club - Sevenoaks MC - and various sponsors, to the school funds.

Always well attended it is usually a good day and not one to miss.

So begging a Sunday practice for my entry next day in the RAC round at Harewood, I entered for the Saturday as well.

The weekend was to be by way of an inaugural outing for my recently acquired 1700 Mk21/24 Mallock, long awaited, and much prepared, with which I intended to challenge the class's established leaders, or at least worry them a bit!!

Lifted off the axle stands on the Wednesday before, and with new bodywork delayed, frantic polishing of the old livery would have to suffice. With no time or venue for a shakedown practice, several 50yd bursts down the workshop yard bedded in the brakes and reassured me that the gears worked and the wheels turned.

Practice runs on the morning turned out to be a non event with a fuel pressure problem resulting in one failed run and a second which took about a week!

All sorted during lunch, first timed run saw me revving on the line with ominously dark clouds looming overhead - 'time to make it count', 'there's not going to be a second run'. With these thoughts in mind I dropped the clutch and hurled the car into the first right hander, second gear, third, foot down pulling hard up the hill then.....disaster, fighting a right hand spin with loads of lock, I shut my eyes at the bang to open them....well this is where I came in, wrapped around the only lamp post for miles, or rather having bounced off, some 30ft or so further up the track.

Damage to me, a sprained elbow and a multitude of bruises, to the car, all of two and a half minutes of competition time old, a total wreck forward of the dashboard, with a severely bent chassis, sheared engine and gearbox mounts, wrecked rack suspension etc etc etc, plus a nasty dent in my wallet and pride, as it looks at this point to be driver error not mechanical failure.

All of which left me as a spectator only at Harewood next day. Thanks to all those who expressed concern, details of the Phil Price rebuild fund will follow!

As they say 'that's motorsport'. I'll be back, immediately as chief mechanic for Jane's Lockhart sponsored car but laterwell, watch this space!

JOHN'S WIN

Outright winner of the July 2nd Shipley & District Motor Club's Lascelles North Hillclimb at Scammonden was John Lambert in his Pilbeam MP53. John Took a best time of 22.70 seconds over the steep access road that forms the hillclimb. His nearest challenger was Joe Ward's Ward WD8M in 23.91 seconds.

A good entry included runners in the Cockshoot Cup race and hillclimb series for MG's with series leader Tony Whitehead out in a shared Midget as his had been wrecked after a nasty accident at the Peter Malimson Memorial raceday at Oulton Park on June 17th where he was thrown from the car which had performed numerous somersaults after contact with another competitor.

Former Harewood marshal Andy Norfolk was having his first go at Scammonden finishing a creditable third in class behind more experienced competitors.

Tim Bendelow

FROM THE GRID

DAVID WALL

My weather forecast for the second Monoposto visit to Snetterton was not far short of the mark - no snow but enough rain through the night to keep many of us awake in our tents, trailers and makeshift hovels even though we had been swept out of the Clubhouse with the broken glass. I had entered the 'A' Class race as well as the usual 'Kent' race and suffice to report what was said in my notes - Practice 'A' Class - very wet - visibility impossible - grid position 9th. 'Kent' Class - even more rain - impossible to get a clear lap as last out due to repairs to throttle cable - grid position 12th.

Races - Abandoned after pits armco destroyed by a sports car, so no points for anyone.

13th May dawned at Oulton Park with perfect motor racing weather and yet another combined race. The Ford donkey died going through Cascades on the 5th lap of practice, the reason becoming apparent when it was found that the driver had failed to replace the petrol cap - I remember wondering who was losing petrol each time I went round the hairpin - another Oily Rag award. Nevertheless, 19th overall and 10th in class was OK. Tremendous dice throughout the race with two other cars and pleased to finish 9th in class.

Bank Holiday Monday - hot sun - blue skies - Castle Combe on the night after the famous Simon Longman had cooked one of the best barbecues you had ever seen. That turned out to be the best part of the weekend for me as a slight coming together with a slower car in practice left me with a cracked chassis frame and minus one brake disc. The aforementioned slower driver, one Jock Sergison, then set about effecting repairs while I scoured the countryside for a disc. Having scraped it all together and eventually finding a scrutineer, we just managed to make it to the grid. Modesty forbids me to tell you just what an excellent start I made but my countless supporters tell me I had made up 9 places by the first corner when disaster struck in the form of a car spinning in the pack and three of us collecting him in a big way with my long suffering old motor totalling nose cone, radiator, Master cylinder and removing a front corner. Still it was a grand day to be able to watch the rest of the race. This circuit racing game must be good fun for the spares and repairs chappies.

MANX MAGIC

NORMAN PEMBERTON

Strange things always happen when I compete in the Isle of Man.

The first year, the competition head gasket blew, so I marshalled; the second year the other Midget, driven by daughter and son-in-law blew a head gasket; what could happen this year, I thought. Simple, I lost my car keys in one of the six hostelrys but, never mind, two of the most efficient car breakers in the business had the steering lock off in five minutes, and I still owe them several pints for their help. Then, out of the blue, the offer of a drive in Bob Perkin's Skoda. The man must have courage to lend his car, but, thank heavens, it was returned in as new condition.

To anyone who has not competed in the Isle of Man sprint, I can only say, do so, otherwise a fantastic event may disappear.

The friendship with others at the event, in the pubs, restaurants and later in the hotel bars, is wonderful. The trip over to the Island is a pleasant sail: ask Captain Richard Hargreaves who appeared to ponder a little on the depth of the sea; the food in the restaurant is different and the service certainly unique.

All in all, a marvellously well run event and, as the results show, one of the fastest.

(The outright fastest through Gob-Ny-Gay speed trap was Ken Ayers at 165.97 mph)

HAREWOOD 8th/9th JULY

This event was a round of the RAC / Guyson Beadblast British Hillclimb Championship, the Audi Award of Merit Championship, the Audi Leaders Championship and round 4 of the Harewood Hillclimb Championship. Because this was a round of the RAC Championships, the running order was changed from our usual format. The Clubman boys were first out to play and with the track in a damp and greasy condition finishing positions were likely to count on second run times as conditions were improving.

Roger Allen did his Harewood Championship aspirations no harm at all, his winning time of 43.72 giving him a score of 17.40 which moved him into 8th place. June winner Peter Read, this time had to be content with second (44.07). Class 11A (Class E) was tightly in the grip of Peter Harper, his 39.02 still some way away from the David Grace record of 38.38. Tim Barrington backed up his co-driver admirably (40.40), a second in front of Joe Ward in his self constructed car.

In Class 12 (F) Paul Turner's all enveloping bodied rear engined Lola (40.34) took on the more usual front engined Visions and Mallocks and ably backed up by co-driver Ian Fidoe (41.27), took the class from Andrew Parffrey's Mallock (40.77) with the Manx Tail Vision of Deryk Young 4th.

In the Sports Racing and Clubmans Cars over 1600cc Class 13/G, it was two Pilbeams versus two Metro 6R4's, Jim Robinson in the Pilbeam was over 5 seconds quicker than the similar car of David Render who just held off a fast improving John Garnett's 6R4.

The wierd 6 wheel Phil Jefferies / Dick Foden Trakstar has what appears to be a little trailer, tagged on to the back of the chassis, to provide it with the necessary length to comply with the RAC wheelbase regulations. Phil undercut his previous record of 41.15 leaving it at an incredibly quick 40.76 and improved his Leaders position to 4th. Co-driver Dick Foden, although three quarters of a second behind, was just too speedy for Jo White's Nemesis.

Tony Tewson's second place (40.12) in the 500cc to 1100cc Racing Cars meant that he slipped from his previous 4th place to 5th in the Leaders. Tony was defeated by the flying 785cc turbocharged Brabham of Phil Kidsley (40.08) who was ably backed up by co-driver Paul Squires whose 40.94 eased Patrick Wood into 4th.

In third place after the 1st runs, Tony Bridgen made amends by placing his Van Dieman well ahead (43.78) of 1st run leader Tim Mason whose 2nd run time of 44.17 was equalled by Colin Wheeler but Colin lost out on count-back. Redvers Arnold who was 2nd after the first runs slipped back to 4th ahead of Ken Bailey, David Park, Paul Harris, John Wilkinson and Colin Wright, Colin's 44.85! only quick enough for 9th place. It cannot be stressed too many times how ultra competitive the Formula Ford class has proved over the years, long may it remain so.

In Class 16 (J) the up to 1600cc Racing Cars Adrian Hopkins looked in control after the first runs (40.54) but unfortunately retired and Dave Whitehead (40.24) made good use of the improved road conditions on the second runs to snatch first. Adrian remained second just in front of Derek Goodall's Argo (40.96).

Roy Lane (38.27) made his intentions clear to Ray Rowan by heading Ray by 0.12 on the first class runs but Ray showed his class and streaked through on second run times to be the only man in the 36's, the 36.90 putting him in front of Roy's 37.02. Also in the 37's was Tim Thomson who had made massive strides in the class from his lowly first run position of 6th to head the father and son team of David and Sean Gould. Things were hotting up with the prospect of the Championship run-off later in the day.

John Whyte's first in class in Special Saloons up to 1300cc means he maintains his grip on the Leaders Championship, his 43.05 over a second faster than Bobby Fryers who was sharing his Solo Stiletto for the first time with Tim Smith. Tim with 44.38 was just quarter of a second slower. Bobby has been hopping between Tim's Class 3 Renault 5 Turbo and the Imp this year.

If the weather holds up for the rest of the year at Harewood, Andrew Tymkewycz, who set a new class 1 record of 47.44, could, as last year, head the Harewood Championship Leader Board, but Andy must have fine weather at the two remaining Harewoods for this to happen.

It is starting to get very warm in the class 2 kitchen with the 'Big Three' John Casey, Michael Holroyd and Martin Brobyn battling it out. John, with his 47.17, held a slender lead over Michael after the first runs but threw it all away when he popped a wheel onto the grass rounding Quarry. The resulting spin dropped John down to third behind Martin Brobyn (46.89) and also dropped him from 7th to 9th in the Harewood Hillclimb Championship. Michael edged Martin out by nine hundredths of a second and remained 5th in the Championship. John's son Richard recorded a fine 47.41, it cannot be too long before Richard gets on level terms with his father.

Richard Hargreaves came to Harewood leading the Harewood Championship having at the last meeting set a new class record. Unfortunately for Richard he did not maintain record breaking pace and his 44.80 saw him slip down the Championship listing to 2nd although remaining in control of the class. Richard had invited Kevin Blackburn to share his car at the event and considering Kevin's lack of experience in the car and at the hill, he did a fine job to achieve 46.97 and second in class in the class 3 Sierra Cosworth. The similar car of David Bailey was third.

In the large Special Saloon class 5(B) John Meredith in the Skoda (40.29) closed within 3 points in the Leaders Championship of John Whyte by winning the class from Mike Kerr (42.76) whose 2 litre turbocharged 4 wheel drive Escort is at last starting to show signs of improvement and is picking up pace. In third place was another Skoda clone, that of Bob Claxton (44.53).

One of hillclimbing's 'good guys' Leon Bachelier scored a highly popular win in the modsports up to 1600cc over co-driver Allan Warburton. Leon made the Seba Caterham go as never before as he undercut the previous class record of 41.33 to leave it at a new low of 40.90. They left the normally highly competitive Simon Frost (43.80) floundering in their wake. Fourth place man Eric Humphreys had an exciting time at Orchard when he made contact with the scenery during a spin and removed his nearside rear wing, though thankfully little other apparent damage.

Paul Greaves became the only other man in the 45's within class 6 when he displaced usual class leader Brian Kenyon, Paul's 45.94 being a massive improvement on his previous best time and just 0.16 ahead of Brian, who having survived a rather lurid first timed run maintained his third position in the Championship. Pat K rounded off the top three with a 47.30. In the middle Marque category, Brian Lee's run of 46.00 comfortably secured him the class.

In the large Marque sports cars, John Yardley was again in control although his 45.53 was a long way shy of his June effort of 44.28. Richard Jackson's TVR was his nearest pursuer (46.80) in front of John Hutchings who led the Gilbern charge.

Tony Bancroft's Porsche (41.84) had to be content with 3rd place behind the battling Westfields of James Slack and Peter Needham, James who was led by Peter on the first run times, snatched the class by five hundredths of a second with a 41.73.

In the run off Roy Lane's second run time of 36.40 improved on Ray Rowan's first run of 36.49 so Ray knew he had it all to do on the last run of the day. He rose to the occasion and survived a non damaging spin over the finish line to record 36.08 and stay in the lead of the RAC Guyson Beadblast British Hillclimb Championship. Centre Chairman Tim Thomson was disappointed not to improve on his third place while David Gould was elbowed down the order by son Sean. John Lambert was the last of the 37 second runners as he displaced co-driver Peter Kaye from 6th place. Jim Robinson's sports racer was next up followed by Rob Welch and Jim Thomson as the last points scorer.

RESULTS

CLASS	NAME	CAR	TIME
A	John Whyte	Stiletto	43.05
1	Andrew Tymkewycz	Imp	47.44
2	Michael Holroyd	Cooper S	46.80
3	Richard Hargreaves	Sierra Cos	44.80
B	John Meredith	Skoda	40.29
C	Leon Bachelier	Caterham	40.90
6	Paul Greaves	MG Midget	45.94
7	Brian Lee	Lotus Elan	46.00
8	John Yardley	Marcos	45.53
D	James Slack	Westfield	41.73
11B	Roger Allen	Mallock	43.72
E	Peter Harper	Vision	39.02
F	Paul Turner	Lola	40.34
G	Jim Robinson	Pilbeam	38.65
H	Phil Jefferies	Trakstar	40.76
I	Phil Kidsley	Brabham	40.08
14	Tony Bridgen	Van Dieman	43.78
J	Dave Whitehead	Chevron	40.24
K	Ray Rowan	Roman	36.90
FTD	Ray Rowan	Roman	36.08

HAREWOOD HILLCLIMB CHAMPIONSHIP

The top positions in the Championship are getting very tight now after 4 rounds. The top two positions change each meeting with Allan Warburton again in the lead from Richard Hargreaves but only by 0.1 point. Brian Kenyon is valiantly holding on to third place with half a point lead over Tony Bridgen who holds his position by only 2 hundredths of a point from Michael Holroyd. The record breaking run from Leon Bachelier has moved him from 10th place to 6th place and only 0.01 point adrift from the 5th place man. The man to watch, yet again, is Andrew Tymkewycz who, having done only 3 rounds is well down the list but looking at the average points scored, he is in with a good chance providing the weather stays fine.

POS	NAME	POINTS
1	Allan Warburton	69.84
2	Richard Hargreaves	69.74
3	Brian Kenyon	68.57
4	Tony Bridgen	68.04
5	Michael Holroyd	68.02
6	Leon Bachelier	68.01
7	Tim Mason	67.36
8	Roger Allen	67.11
9	John Casey	67.09
10	Redvers Arnold	65.86

The FTD positions have changed somewhat after the July event and the top 5 are shown here.

POS	NAME	POINTS
1	Rob Welch	22
2	Ray Rowan	20
3=	John Lambert	19
	Tim Thomson	19
5	Peter Kaye	15

MULTIPLE USE HAREWOOD

TIM BENDELOW

How many Harewood regulars realise that the hill is used for other things apart from the seven speed climbs?

There's the November RAC Rally visit with horizontal snow, scores of Vauxhall guests. an early start (ask those who signed on!) and hordes of camera-men.

February was Cartel Rally time with a reasonable hour of starting for a change. We were the second stage after Esholt Water Works which featured on the Grandstand report the week after. Next up was our Training and Practice day in March; Incident procedure, First Aid basics and slides of what 'the sensible marshal wears' on duty followed along with driver extraction - recent marshal turned driver Andy Norfolk was the 'willing' volunteer. I don't think he minded being lifted out of his car three or four times but I think he got rather irritated when it came to the umpteenth occasion when his helmet was taken off for him.

During practice we had a double incident. Marshals Training Officer John Staveley and sidekick Pete Broxup (BRSCC N Rescue Unit Chief) had dreamed up a cracker. One car was to stop at Quarry with the driver requiring assistance, and as the second car approached Farmhouse it stopped, supposedly fully aflame, blocking the track so preventing the rescue unit from attending the first incident. Orchard and Farmhouse marshals responded (admittedly without all the facts - sorry John!) and dealt with the incident. It was a complex affair and could have been a total farce, but credit must go to John and Pete.

A fortnight later was our Easter Hillclimb - a well run one day meeting, lacking the large single seaters who were away at Loton Park for the opening RAC/Guyson Beadblast Championship round.

The Novices and Newcomers event was next, after a seven week break, with a varied selection of Ferraris and Morgans to add to new faces in new or strange cars. Sunday's meeting was a Championship round. a good day's sport ensued with class winning times close to class records, but a long top ten as four competitors didn't make both runs.

The next weekend we were at Harewood again as the Norwich Union / RAC Classic Rally paid a visit. Some beautiful cars drove the course from 1920's Bentleys, Lagondas, Rolls Royce through to more common Minis, Anglias and other cars up to the late 60's. The runs were not timed but David Bird's 1969 Triumph 2.5 PI was surely the fastest as he really threw the car about with real verve.

We're also due to hold a stage of the Autoglass Tour of Britain in September - although how many cars will arrive after the rigours of Wales, Ireland and Scotland remains to be seen.

In closing, have you ever seen soap boxes tackling the Harewood course? We did last year and, no they weren't going up, but downhill of course. I haven't got any photos but I can assure you it happened. The boxes had names such as Frizellation, Interbox, Red Dwarf and Babywheeler and ran as fully enclosed racing boxes or the more obvious home-made collection of bits and pieces. Times were in the high 60's and low 70 seconds, two runs added to make a total. When all the boxes had descended they were hooked up, line astern, and towed back up. A different way to spend an afternoon at Harewood.

FOR SALE

Mallock Mk16 Sports 1600. Well developed and maintained. 3 class wins at Harewood this year. With wets, noses and spares etc.

£3950 ono

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or Roger Allen 0245 - 361810

or see us at the August and September meetings

UPHILL STRUGGLES - TWO

PETER HERBERT

The brain on top of the Cooper 'S' dashboard was gruesomely lifelike, and presumably served to remind the driver of the part of his anatomy it was necessary to remove in order to set a really quick time at Harewood. This grizzly phenomenon had been observed while competing in the May Novices and Members Weekend, and on my return to that hill for the June Summer Championship Meeting, I gave some thought to such an approach in order to get on terms with my thirteen Class 3 rivals.

Saturday practice was initially slippery and the sight of Brian Kenyon's tyre marks disappearing into the undergrowth at Farmhouse was enough to temper early morning enthusiasm. However, when the sun came out and dried the track my times improved and I had high hopes of getting below my May best of 53.98 during Sunday's competition.

Sunday was hot with the track surface in a grippy state and class frontrunner Richard Hargreaves psyched himself up for a serious attempt at Mike Kerr's five year old class record of 44.33. Meanwhile, the rest of us outpsyched each other. Baked potatoes were produced from 'bait boxes' and assessed for compatibility with Cosworth exhausts, mole wrenches hovered above turbo boost screws. However, none of this was necessary to worry Mike Woolf, who was hobbling around the paddock with a very sore foot and shoulder, not to mention king sized hangover, following a riotous previous evening on a Reliant Robin powered lawnmower.

That afternoon Hargreaves did it. First a warm-up run of 44.85 then a record setting 44.28 to follow. The man from Settle looked suitably pleased particularly as he now led the Harewood Championship. Messrs Bailey and Smith were second and third in class, David's Cosworth going up in 49.12, Tim's Renault 5 Turbo doing a 49.86. My afternoon also went well, a 53.31 and a 52.99 allowing me to break in to the 52's and net 9th in class. While Mr Woolf was a tribute to Anadin by wrestling his Saab 96 Turbo to the top of the hill in a personal best of 55.98.

To widen my hillclimb experience I had entered the early July Scammonden meeting. On mentioning this to several seasoned campaigners at Harewood they controlled their enthusiasm for the climb well. The sharp intakes of breath and the shaking of heads were as if I had told them that they had stood in something, not unknown in the Harewood paddock, or that I had confessed to being a close relative of Salman Rushdie.

The reality was little better. My arrival in the paddock that murky Sunday morning gave no clue to the whereabouts of the course, however a helpful soul pointed down a grassy bank in the general direction of a pumping station roof. My shoes were slicks, the going was soft and my legs went from under me. As a result my first sight of Scammonden Hillclimb was from a seated position, having slid and rolled the entire distance from paddock to track. This set the tone for the day.

The good news was that Class 3 contained no Cossies, Sunbeam Lotuses, or 5 Turbos, most of my competitors being in standard cars similar to my own. The bad news was that the hill was short, steep, rough and tight. There were few familiar Harewood faces in evidence as I awaited scrutineering in the shadow of the elevated M62, then up popped John Garnett from behind his pipe. The 6R4 driver was competing alongside hillclimb newcomer Carl Amos, the former off-road champion running a similar Rover V8 engined machine to that of John.

As was becoming normal during my first hillclimb season, the sun broke through by lunchtime. However, conditions were slippery during morning practice. My first climb stopped the clock at 32.61, my second improved to 32.12. Then everything went wrong and I was unable to match that time for the rest of the day. My third practice run saw me climbing to an untidy 32.99, and as my competitors got quicker, I went slower. Over lunch I tried to compose myself and sought the advice of Scammonden regulars, but to no avail. During the afternoon my times were all over the place, 32.28, 33.37, 32.67. The harder I tried, the slower I went. I was distraught. The class was won by Chris Moreton in an ancient Escort 1600 that boiled after every climb, 30.64 being his best ascent. The same car was second in the hands of Chris Haigh on 31.19, third was Steve Woodcock's Audi Coupe Quattro on 31.28. I finished a despondent 7th in class, and was mortified to learn that Phil Hoy had recorded 31.36 in an identical 205 GTi 1.9 to mine. That was it, I was finished with hillclimbing. My timing strut was going to Oxfam, my helmet to a home for retired racing drivers as a commode.

I had still not recovered from the Scammonden Experience as I drove down the A1 in pouring rain to Saturday practice for Harewood's July RAC Hillclimb Championship Meeting. However, once at the marvellous Stockton Farm course all thoughts of retirement disappeared. I had a 51 second barrier to beat. Main interest in the 6 strong Class 3 centred on how Kevin Blackburn would go in Richard Hargreaves' Cosworth, whether Tony Bell's newly acquired slicks would put his Sunbeam Lotus ahead of David Bailey's Cosworth, and how my woolly ski hat was allowed through scrutineering. Meanwhile at the posh end of the paddock motorhomes were disgorging the RAC Championship contenders.

The wind was cool and the track a little greasy, but almost despite myself, my times came down. An experiment with higher tyre pressures improved handling at the expense of grip, and twice I missed gears, yet my times were 53.26, 52.89, 52.64. Strange how the pinnacle time at an earlier meeting becomes the base time on which to build at a subsequent event. A sub 52 seemed a possibility for Sunday.

Sunday was warm, and it was an education to watch the best hillclimbers in the country in action. Equally impressive was the amazing little Trakstar in the hands of Dick Foden and Phil Jefferies. In Class 3 the Hargreaves Cosworth dominated, its owners time of 44.80 being quicker than Blackburn's very promising 46.97. Bailey's Cosworth narrowly held off Bell's slick-shod Sunbeam with a 48.42, although Tony's time of 48.91 represented over a second improvement upon his best road tyre performance. As for me. I managed a 53.12 on my first run, then made a big effort on my second. Using a lot of grass at Orchard and holding a tight line at Farmhouse everything felt good, then I went into fifth instead of third on the approach to Quarry. 52.14 was a personal best but less than I had hoped for, but as my mistake was an obvious one I will be quicker in August.

As I unstrapped myself in the paddock following my final run, an horrific bang drew me at a trot to Quarry in time to see John Sismey's Alfa Sud barrel roll to a halt after touching the Armco. Quick marshalling had the hapless driver out of the car with minimum delay, and fortunately he appeared to be unhurt although shaken. I was pleased my runs were over, the mangled remains of the Italian car being a reminder of the fallibility of all of us. Perhaps I'll keep my brain beneath my helmet for the time being.

LETTERS TO THE EDITOR

Dear Pat

It is not often that I go into print on the subject of hillclimbing, as I thoroughly enjoy the sport with all its many facets and it has been a privilege for many years now to put sponsorship into hillclimbing to ensure that competitors and officials alike can find the sort of fun that makes this a unique occupation.

Congratulations to son Tim are in order and you may be sure that he will get every support from me in his desire to serve the Club as Chairman. I can only hope that he will achieve even a small portion of the success of Mike Wilson, who is still remembered very fondly by myself and others.

You ask for details of past happenings at Harewood Hillclimb and I remember competing in an XK120 and then an XK150S and 'E' Type Jaguars way back in the 60's and met people like Alan Mountain and John Lambert in the same class who also seemed to get into the same bars after the event. In particular a really good event was the Castle Howard Hillclimb weekend where the headquarters was the Crown and Cushion at Welburn and the landlord's daughter was known to all as a good sport.

Also back in those days there was a newspaper man from Pateley Bridge who assembled some horrible little contraptions out of Mini parts which made lots of noise and were highly successful. I do believe he wrote a book about how to make these devices and Mike Pilbeam bought the first copy! It was rather interesting at Prescott this year to find that the same person had lost none of his skill, apart from the fact that his night vision has gone and he walked into a tree after leaving the scene of hospitality.

One of the things that hasn't changed over the years is quite literally the scrutineers at Harewood, whose thirst is unaltered and they are always helpful to all competitors.

The other day I was talking to David Hepworth and we were discussing the problems of attacking the Pikes Peak Hillclimb in Colorado, USA, which has always been a dream of ours and David has some very good ideas for a future attempt. Perhaps by that time we may have to utilise our sons as drivers but it certainly could be extremely good fun, which is what it is all about.

Good luck to Harewood Hillclimb in the future and long may it continue to provide entertainment to all, and a thought would be why not get Scarborough Hillclimb back into the fold for the Club.

Yours sincerely

Jim Thomson

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Dear Pat

I don't know what the feedback was at Harewood regarding the split timing at the RAC meeting but my own opinion, and talking amongst the rest of class 14 was that it was a definite success. Congratulations to the people responsible for suggesting and implementing the system, it certainly gave everyone plenty to talk about in the paddock and even relegated the complete climb times to second place during practice.

It was also very useful to have something to practice start line techniques against, quite a few myths being put to rest during the meeting.

After seeing the benefits of split timing, I think Brian's suggestion of using it at various points on the hill is certainly worth taking up, the results would be very interesting and could definitely lead to an embarrassment of the larger cars on certain parts of the hill, for example I managed the fastest Formula Ford time of 2.18 seconds which would have done justice to some of the bigger engined cars.

Makes you wonder what a Formula Ford could do if we used tyres that gripped.

Regards

Redvers Arnold

OBITUARY

GORDON CHIPPINDALE

Sadly, suddenly, we lost Gordon on July 10th. There can be few others who have been so effective in motor sport in Yorkshire, for he was the great 'all-rounder' who was the man to beat in any branch of the sport he entered. Racing, rallying, autotests, production car trials, sporting trials; Gordon did them all and was a winner in all of them. The number of times his name appears on our own Pearce Trophy and Ken Lee Trophy bear witness to his versatility; my own memories of him range from the grid at Charterhall, one in front of Jim Clark, through to a Club night on the skid pan at Long Marston where he was so far in the lead that it was at first thought that the watch had stopped until he did it again - quicker.

But most important was his completely sporting attitude; no short cuts, no bent rules, always help another competitor in trouble, and although always going for a win, going for enjoyment of the sport. He was the same in business, bringing the combination of skill, straight dealing and warm personality to build a successful company in the competitive world of plant hire with his brother and father, and because his success came from hard work, ability and honesty, his popularity was not marred by any envy - when Gordon won, everyone was delighted, because he'd earned it.

For me, having navigated, 'bounced', mechanic'ed for him for many years, the memory is of many happy days. All of us who have enjoyed the pleasure of his company send our sincere sympathy to Pat, Peter and Philip, and to Brian, his brother, and hope that their memories of happy times will comfort them in their loss.

Tony Hodgetts

CLASSES FORUM

The Classes Forum will be held on Sunday November 5th at the Old Golf House Hotel, Outlane, Nr. Huddersfield.

MARSHALS POST

John and Boris would like to thank all the marshals for their assistance in running the July meeting in such a slick manner, we almost finished on time, which after the incidents of the day was a remarkable achievement. For those who collect records, I understand that we are at the head of the fastest top 12 of the year competition (pity it's unofficial and there are no prizes) with a time of 38 minutes (or thereabouts) from start to finish. Well done and many thanks to all concerned (Yes, I do include the drivers in the congratulations). To all the drivers, your co-operation in getting the top 12 through so quickly was greatly appreciated by all the marshals.

Comiserations to John Sismey on the destruction of his Alfa Sud, and to the flagman on Quarry Straight who must have had a shock as the accident unfolded towards him!!

John Staveley

MARSHAL'S GOSSIP

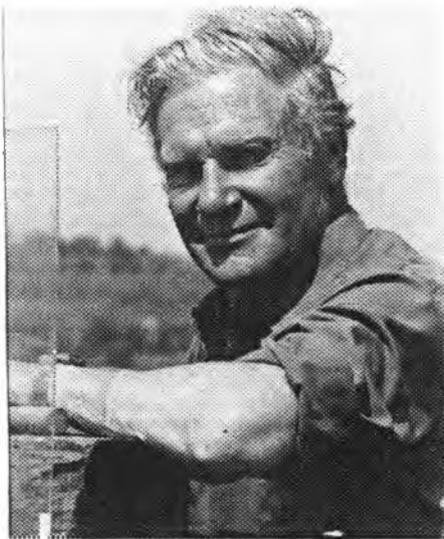
Tim Thomson found out what a friendly bunch we are when he spun off at Orchard although I think he really did think Northern Rescue were going to cut his car in half for one second or so!!

Most marshals seemed to enjoy the Trakstar - perhaps we could attract more marshals by installing a Rover V8 in one and giving it to Seaman to drive?!!

The best description I have heard recently of the Grand Prix is 'that single venue stage event run by trainees' - no names as to the source of this comment - I think it was said tongue in cheek.

Finally, the thought for the month. 'It's boring here isn't it?'. Tim Thomson at Orchard after spinning off during practice. Perhaps we could enliven the proceedings by fitting Formula Ford wheels to your Pilbeam eh Tim?

John Staveley



Our regular Quarry Observer, Ray Wass.

Photo: David Scatchard

GRAND PRIX VISITORS

I'm sure that some Yorkshire Centre Members are going to the wind-swept desert, sorry race track, that is Silverstone, for the annual RAC organised Grand Prix.

How about recording your experience at the country's showcase (!) meeting and letting those of us unfortunate enough not to be asked to marshal (the track or the airfield) or stupid enough to pay £30 basic entrance fee (would you?) know what a good/bad time you had! A couple of paragraphs is all that is required - send your items to Pat and Brian.

Tim Bendelow

KNOW YOUR MARSHALS No.1 RAY WASS

Ray has been a regular at Harewood for many years and has made Quarry post his own. To visit Ray at a meeting is an education, various pieces of board are strategically jammed into the gaps between the sleepers of the post and these form a seat, footrest and table! and to top this off there is a perspex windscreen fastened in front of the seat to keep the wind off!! Ray will not admit to what age he is or indeed at what age he started motor racing, he merely describes himself as a 'young lad' when he went with his father to the British Grand Prix at Donington, unfortunately he can remember little of this trip.

For those people who think they are experienced, just ponder this for a while, Ray's involvement started 40 years ago when he was given a ticket to a 750 Car Club meeting at Silverstone - a trip on his motorcycle found him bored stiff and eager not to waste his time - a walk to the Race Control found him asking 'Have you got a job I could do?' - as they say, what a mistake to make!!

Hence the saga started 40 years ago on a marshals post at Woodcote apex. From being bored, the outlook changed and he found the other marshals friendly and knowledgeable and made up his mind to come back for more.

The following week Ray accompanied his father to a Bugatti meeting at Prescott, where he found that the 'team' of marshals for the whole hill numbered 8!! (You don't know when you are well off Mr Dalrymple!!). The place and the people must have had a profound effect on him because, having spent all day marshalling Pardon Hairpin alone, he keeps coming back for more. In fact he has only missed 3 Bugatti Owners Club meetings since.

Ray has always put a lot back into his marshalling. He was Chief Fire Marshal at Prescott between 1965 and 1972 and since 1972 he has been Chief Hill Marshal. He was the first Chairman of the Prescott Marshals Club (and one of the main driving forces behind our own Harewood Marshals Association) which was founded over 30 years ago. As a training observer for BMRMC he can't be faulted on his experience having joined the Club in its first year of existence.

in 1963 a move of home from Warwickshire to Yorkshire saw Ray make his debut as a fire marshal at Harewood in 1964 - guess which corner - Yes, Quarry (you have a long way to go yet Roger!!). Ray says, in his own words 'I immediately felt accepted by the team running the hill then, and like me, they are now older, wiser and still running things'.

Ray's popularity is best reflected in the respect all the marshals (young and old alike) have for him and it is best observed in the number of times the Quarry Team have marshalled together - we have to keep moving most of them around because everyone wants to be on Quarry.

Ray says 'I feel very fortunate to have found the sport of hillclimbing when I did for it has allowed me to put in some effort and to take out an extraordinary amount of pleasure, also to meet and mix with so very many wonderful sportsmen and friends'.

I feel sure I speak for all his fellow marshals when I say thanks for the pleasure, wisdom and friendship which you give to us, one day perhaps Graham and Roger will allow you to retire - but not for many years yet, hopefully.

John Staveley

HAREWOOD DATE

MONTAGUE BURTON TROPHY MEETING
August 20th