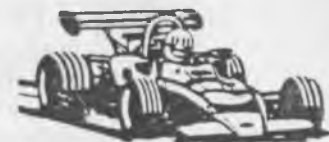




TIMES



SEPTEMBER 1989

CHAIRMAN'S LETTER

Dear Members

Many thanks are in order for your fabulous contribution to last month's edition of the 'Times'.

Some of you will have noticed that your articles did not appear and several photographs had to be left out due to the superb response. Please keep articles coming in as we would rather have too much than too little.

Pat has asked me to outline more of our discussions regarding the development of Harewood, which I will do briefly, as more will come to light in the following months.

We had a separate meeting at Harewood this month to solely concentrate on the overall plan for developing the hillclimb facilities and the site in general, in terms of bringing in more spectators, marshals and competitors.

To bring in more competitors we must have a return road situation as is enjoyed at Prescott, whereby cars can access the paddock and start line without interrupting the event. This should allow more entries to be taken and an improvement in the flow of competing vehicles during the day. More entries will in turn bring more helpers, onlookers and team mates, therefore, facilities regarding catering, washroom and overnight camping should be greatly increased. The proposal outlined relies on the use of the barns for club facilities, secretary of the meeting, showers, extra toilets and hook up facilities for motorhomes.

A further proposal will be the extension of the course, possibly along the old return road, to provide Harewood with the longest hillclimb course in the country. A dual venue option of running hillclimbs and sprints, and the possibility of a Kart loop incorporated within the circuit itself.

Further detail and costings will be submitted to the next committee meeting in September and an overall objective will be made around these budget figures.

The source of finance will be of major importance, however, greater spectator attendance is required to maintain a level of facilities we now provide, so any increase has to be proportionate to an increase in paying customers.

I will be establishing a working group, and I place the emphasis on working, to help in any way in reducing costs, and getting work done by our members trades, rather than having to use outside contractors at inflated rates.

All in all, the proposals should be the basis of an outline plan to develop Harewood into the country's premier event, which will encourage full entries, top class competition and a variety second to none.

Changing the subject completely, I would like to wish Des Richardson and his wife Norma a speedy recovery following their horrific accident last Sunday evening. Apparently an unavoidable head-on collision caused a crushed and broken foot for Des, which will put him out of action for some time. Best wishes for a speedy recovery on behalf of the club.

On a lighter note, there was an interesting comment noted from the Staniforth racing equipe on Sunday that the use of Maple syrup instead of EP80 has dramatically improved the teams performance!

We should be on a cliff hanger for the September Final and look forward to an excellent weekends sport.

Once again, many thanks for your contributions to the 'Times'.

Tim Thomson

EDITORIAL

Once again my thanks to our many contributors. I have used the articles held over from the last 'Times' which has meant that some articles sent in for this edition are being held over to the next one. I do hope the rush of information continues, particularly after the hillclimb season when news is hard to come by.

I am delighted with the response to my plea for articles on Shap Wells, two of them arrived before the writers had read their August 'Times'! It would appear that we have a good new venue in the North of England and L&DMC and LAC are to be congratulated on getting it off the ground.

Two reminders of articles elsewhere in the 'Times' and they are, please will all competitors with Centre Trophies return them to Harewood at the September meeting and of importance to all competitors, don't forget the Classes Forum on Sunday 5th November at Outlane.

I am very pleased to hear that John Sismey is alright after his multiple roll at the August Harewood and that he is rebuilding his car ready for next year.

I would like to add my best wishes to Des and Norma Richardson after their accident last Sunday evening and hope that Des will not be out of competition driving for too long.

Pat Kenyon

COMMITTEE NOTES

Meeting 31st July 1989

The Committee considered the plans made by Tim Thomson and Simon Clark for developing the hillclimb site, and are passing them on to Harewood Hill Ltd for their views. The proposals, though far reaching, represent an extension of the use of the existing land and buildings, making them very cost effective.

The aim will be to make the hillclimb more interesting for competitors and spectators, and add some interesting points to marshal; a more efficient paddock with improved social facilities is included. The proposed layout will also enable the speeding of the running of meetings and thus enable increased entry acceptance.

Articles for the next 'Times' by 21st September 1989 please, to the Editor:-

Mrs Pat Kenyon
4 Leslie Road
Hillsborough
SHEFFIELD S6 4RB
Tel: 0742 - 340478

FOCUS

RUMOURS

It is rumoured that Chris Seaman has entered a Midget in class 6 at the September Finals meeting at Harewood.

FLYING VISIT

At Quarry Corner Jonathan North got his Mini up on two wheels and the only way to save the situation was to let the car fly over the pebbles, just before the finishing line. As the Stewards park near the hedge Jonathan had to pass his father (who is a steward at the meeting), to enter the paddock. As he passed Jonathan said to his Dad 'it's only a flying visit, I'll have a sandwich if you've got one!'

SUMMER SILLIES

When Richard Casey popped and banged the Cooper S up the hill and into the paddock, the car was descended upon by sundry experts. Much prodding and poking were in evidence until finally it was noticed that the HT lead from the coil to the distributor had come adrift at the distributor end and the car was returned to its usual healthy state.

Charlie and John's E Type was resplendent in bright new red paintwork a vast improvement on its appearance of battleship grey but John seemed to spend most of the day trying to re-arrange the bodywork and take some of the newness off the paint job.

Having experienced cam belt problems throughout the day, Allan Staniforth's face was a picture of abject dejection as the family Quest came to a halt at Orchard but all was well, it was an electrical problem and Allan was jubilant when Darell broke into the 39's. A case of going through all the emotions in a few short minutes.

DES RICHARDSON

After returning home from Harewood on Sunday evening, Des and Norma went out in his firms van. They were hit head on by an Astra and Norma received heavy bruising but Des has a badly crushed right foot with some broken toes, a cut requiring stitches around his left ankle and a bump on the head. He is at present in Derby Royal Infirmary recovering but hopefully, by the time you read this, he will be home again.

We all wish them both a very speedy recovery and hopefully we shall see them at Harewood in September.

CLASSES FORUM

Members are reminded that the Classes Forum will be held on Sunday 5th November at the Old Golf House Hotel, Outlane, Nr Huddersfield. The leaflet sent out with the last 'Times' has stimulated some correspondence. Details of this will be published in the next magazine along with anything else relevant to the Forum.

CLUB TROPHIES

Would anyone who has a Club Trophy please return it to John English at the September Harewood meeting.

RECORD UPDATE

Driving a works prepared Subaru 1.8, June & Jim Laird and Bob Nottger set a new Round Britain record of 97 hours and 35 minutes including time on ferries and routine stops. Road distance was 2099 miles at an average of 38.81 mph starting from Lerwick and finishing at Stornoway.

WELL DONE RAC MSA

I am often heard criticising the MSA Speed Events Committee concerning their lack of awareness in grass roots sprinting and hillclimbing, but at last they have made a positive move in changing the venue for the annual Speed Events Open Day which is to take place on 21st October, at the National Motorcycle Museum at Solihull.

As long ago as March 1989 I wrote a letter in the 'Times' saying that such a move would be highly beneficial as the largest number of competitors seem to be centred around the midlands. It also means that if anyone from Scotland wishes to attend, their journey time will be considerably reduced.

At the RAC Harewood, I made my feelings known on the above subject, in no uncertain terms, to committee member David Render. With the new venue in mind, I hope that many Yorkshire Centre members will take the opportunity to attend and make their feelings known on the new class structure proposed for 1991 sprints and hillclimbs. I think that there are many flaws, particularly in the modified production car categories. The way the regulations are framed it appears to me that unless you have a Lotus, Westfield or Caterham 7 you will not have a chance in these categories.

Brian Kenyon

EIGHTH ANNUAL BARBECUE SATURDAY 16th SEPTEMBER THE BARN BUILDINGS STOCKTON FARM, HAREWOOD START 7.00pm TICKETS £10.00

The barbecue is being held once again on the eve of the Harewood Championship Final meeting and as always there will be scrumptious food, and plenty of it, and a bar.

It is an all ticket event so please apply for your tickets early from:-

Mike Kempley, 106 The Avenue, Harewood, Leeds LS17 9LD enclosing a cheque for the full amount.

OBITUARY

KEITH CHIPPINDALE

We are sorry to hear of the death of Keith Chippindale, one of the Club's regular officials during the sixties and seventies.

Keith will be best remembered for being the anchor man for Junior Members. In those days when we seemed to have more marshals than we knew what to do with, it was difficult for teenagers to make a start in motorsport marshalling and I for one am very grateful to Keith for giving me my first 'foothold'. He used to be the Chief Paddock Marshal and would use 'his' juniors as paddock marshals to bring the competitor forward. This task he performed with equal enthusiasm and friendliness whether it was at Harewood, Croft, Scarborough, Rally Stages or any other of the Club's events.

To his friends and family we offer our deepest sympathy.

Perhaps as a tribute to Keith we could start to encourage Junior Members through a similar scheme.

David Scatchard

TIMES OFF THE START LINE

Tony Briggs

It was good to see Chairman Tim's proposal to time the first 64 feet off the line actually put into effect at the July meeting, and what a lot of discussion and interest the starting times generated. It was very clear that many valuable tenths could be irretrievably lost in that first 21 yards, and it was particularly interesting that the fastest overall runs were frequently not those with the fastest starting times. The usual excuse '...would have been sub-44, but I made a rotten start' can now be held up for public scrutiny and derision, while one driver was heard to try a new variant: 'Made a super start, but lost half a second slowing down to read the display'.

It may be of interest that the second timing light is carefully and accurately positioned so that a time of 2.00 seconds corresponds to a mean acceleration over that distance of exactly 1G, where G is defined as the acceleration due to gravity of a freely falling body in a vacuum, and is numerically equal to 32.18ft/sec². Like the 4 minute mile for man and the speed of sound for aircraft, an acceleration of 1G by a wheel driven vehicle was for many years a target beyond reach as it requires a coefficient of friction between tyre and track equal to or greater than 1.0 in order to generate a propulsive force equal to the weight of the vehicle. The racing slicks of today can, unlike the tyres of yester-year, generate a coefficient of friction comfortably exceeding 1.0, and acceleration rates of and exceeding 1G, whilst still not commonplace or everyday, are now readily attainable under the right circumstances. To put things into perspective, a Porsche 944-2S doing 0 - 60 in 6 seconds accelerates at an average rate of 0.46G, whilst a nitro burning dragster covering the standing quarter mile in 8 seconds does so at an average rate of almost 1.3G!

Given the 2 seconds equals 1G relationship, a little number juggling enables average acceleration in terms of G to be calculated for any other time. Assuming acceleration to be uniform, speed past the second light can also be calculated. For those interested, acceleration as a decimal of G is given by $4/t^2$ (where t = time in seconds), and speed past the second light in miles/hour is given by $87.76/t$.

As a handy ready reckoner for fellow competitors, here is a table showing the average acceleration over the first 64 feet and the estimated terminal speed at the second timing light.

Time (Secs)	Accn (G)	Speed (Mile/hr)	Time (Secs)	Accn (G)	Speed (Mile/hr)
1.90	1.11	46.19	2.30	0.76	38.16
1.92	1.09	45.71	2.32	0.74	37.83
1.94	1.06	45.24	2.34	0.73	37.50
1.96	1.02	44.32	2.36	0.72	37.19
1.98	1.02	44.32	2.38	0.71	36.87
2.00	1.00	43.88	2.40	0.69	36.57
2.02	0.98	43.45	2.42	0.68	36.26
2.04	0.96	43.02	2.44	0.67	35.97
2.06	0.94	42.60	2.46	0.66	35.67
2.08	0.92	42.19	2.48	0.65	35.39
2.10	0.91	41.79	2.50	0.64	35.10
2.12	0.89	41.40	2.52	0.63	34.83
2.14	0.87	41.01	2.54	0.62	34.55
2.16	0.86	40.63	2.56	0.61	34.28
2.18	0.84	40.26	2.58	0.60	34.02
2.20	0.83	39.90	2.60	0.59	33.75
2.22	0.81	39.53	2.62	0.58	33.50
2.24	0.80	39.18	2.64	0.57	33.50
2.26	0.78	38.83	2.66	0.56	32.99
2.28	0.77	38.49	2.68	0.56	32.75

HAREWOOD JULY 9th

TIMES AT 64 ft FROM START LINE

John English

64ft TIME	COMPETITOR	CL	PS	64ft TIME	COMPETITOR	CL	PS	
CLASS 11B								
2.32	Roger Allen	43.72	1	1.93	CLASS 11A (E)			
2.46	Peter Read	44.07	2	1.93	Peter Harper	39.02	1	
2.53	Ross McCartney	46.62	4	2.03	Tim Barrington	40.40	2	
CLASS 12 (F)								
2.10	Paul Bason	42.03	5	2.03	Joe Ward	41.42	3	
2.20	Susan Young	45.66	7	2.02	CLASS 13 (G)			
2.21	Deryk Young	41.90	4	2.07	John Garnett	45.10	3	
CLASS 15A (H)								
2.09	Dick Foden	41.51	2	2.07	Carl Amos	46.36	4	
2.14	Phil Jetteries	40.76	1	2.11	Jim Robinson	38.65	1	
2.16	Jo White	45.20	3	2.14	CLASS 15 (I)			
CLASS 14								
2.18	Redvers Arnold	44.47	4	2.10	Tony Tewson	40.12	2	
2.20	Tim Mason	44.17	2	2.10	Patnck Wood	41.37	4	
2.21	Ian Stringer	45.32	10	2.14	Chris Johnson	42.21	6	
2.21	Stuart Abbott	48.43	20	2.14	CLASS 16 (J)			
CLASS 17 (K)								
2.08	Tim Thomson	37.47	3	2.08	Steve Owen	41.06	5	
2.08	David Gould	37.87	4	2.11	Dave Whitehead	40.24	1	
2.09	Sean Gould	38.00	5	2.17	Darell Staniforth	41.09	6	
2.10	Peter Kaye	38.75	8	CLASS 4 (A)				
CLASS 1								
2.32	Andrew Tymkewycz	47.44	1	2.10	John Whyte	43.05	1	
3.00	Sam Roach	58.69	2	2.35	Bobby Fryers	44.13	2	
CLASS 3								
2.47	Richard Hargreaves	44.80	1	2.36	Tim Smith	44.38	3	
2.66	Kevin Blackburn	46.97	2	CLASS 2				
2.68	Antony Bell	48.91	4	2.57	Michael Holroyd	46.80	1	
CLASS 9 (C)								
2.17	Leon Bachelier	40.90	1	2.57	Martin Brobyn	46.89	2	
2.28	Allan Warburton	41.90	2	2.74	John Casey	47.17	3	
2.28	Barry Lines	47.43	5	CLASS 5 (B)				
CLASS 7								
2.38	Brian Lee	46.00	1	2.13	Mike Kerr	42.76	2	
2.73	Andy Norfolk	55.56	2	2.25	Bob Claxton	44.53	3	
CLASS 8								
CLASS 6								
2.52	Paul Greaves	45.94	1	2.32	John Meredith	40.29	1	
2.54	Norman Pemberton	48.08	4	CLASS 8				
2.56	Richard Moorhouse	48.23	5	2.37	Richard Jackson	46.80	2	
2.57	Brian Kenyon	46.10	2	2.52	Don Williams	48.69	4	
CLASS 8								
2.52	Nick Vandervell	49.59	5	2.52	Nick Vandervell	49.59	5	

Above are the quickest times off the start line, in some cases these were not set by the drivers setting fastest time in the class. Practice starts could be the order of the day here.

Just a few of the fastest drivers in their class who were not in the fastest off the start line:-

Class F winner Paul Turner, 6th fastest off the line with 2.27; Class 14 winner Tony Bridgen was 7th fastest off the line with 2.27 and in class 17 both Ray Rowan (1st in class) and Roy Lane (2nd in class) had the same time off the line of 2.15 which was 6th fastest but both improved on this in the championship runs with Roy on 2.08 and Ray with 2.09. Sean Gould cut his time off the line from 2.09 to 2.00 in the run-offs, with Tim Thomson recording 2.01 and David Gould 2.04.

The prize for the most consistent performance off the start line must go to Peter Harper in the Vision, with times of 1.93 in the class runs, 1.91 on his first championship run and a tremendous 1.89 for his second championship run - this was after asking for the time display at the start to be switched off as he thought he would go faster without the distraction!

AUTOGLASS TOUR 1989

HAREWOOD STAGE

The BARC Yorkshire Centre are running a stage of the above rally on Friday 29th September. The estimated time of the first car is 2000hrs and anyone able to assist would be most welcome.

Final instructions, with times for signing on, will be sent to marshals nearer the date.

If you can help with marshalling, please let the Chief Marshal know as soon as possible:-

David Dalrymple, 'Manora', 30 Manley Road, Ben Rhydding, Ilkley, LS29 8QP. Tel: (0943) 609810

HAREWOOD 20th AUGUST

As this was a one day event, the organisers were extremely pleased that the weather was kind as they had attracted a large entry to this event, it being a round of three championships. Our treasurer, Denys, no doubt had a smile on his face as we had a large crowd to watch the proceedings.

Class 1 as usual was dominated by Andrew Tymkewycz in his Imp, his 47.50 giving him 18.42 points as he continues his advance up the championship placings. Dave Ruddock tried as hard as usual but I'm afraid a Mini is no match for the Imp, 49.70 being Dave's best time.

The fur was flying amongst the Mini's in class 2 as previous winners Michael Holroyd and John Casey had to settle for 2nd and 3rd respectively, their 47.04 and 47.10 being topped by a determined Martin Brobyn, (46.84) who has stated that he would dearly wish to remove Nigel Clegg's 46.27 from the record books.

Despite winning class 3 quite comfortably, Richard Hargreaves must be a worried man as his 44.93 did not give him the points cushion that he would have liked to take into the last round of the championship. Chris Thompson's RS2000 (46.30) stopped the usual Sierra 1, 2 and demoted David Bailey to third on 47.42.

Max Stuart clattered his Mini Cooper S along the Quarry Straight armco as he attempted in vain to get on terms with the all dominant Bobby Fryers / Tim Smith Stiletto. Bobby's time of 44.31 was three tenths quicker than Tim.

Doug Bruce, in the burbling Rover engined Capri, had over five seconds in hand over his nearest pursuer, Alan Wooding's RS2000. Alan's 49.14 was quicker by three seconds than Mike Palmer's Vauxhall Magnum. It always intrigues your writer as to why the majority of the Special Saloons are slower than their less modified Touring Car brothers!

Your editor, Pat, secured her second win at Harewood in class 6 in the family Sprite, her 47.57 marginally quicker than Richard Moorhouse whose 47.80 was a personal best. What, you may ask, happened to the usual front runners Paul Greaves and Brian Kenyon. Well Paul threw the Midget off the track at Quarry on his first run and then unbelievably repeated the process, this time at Orchard, on the second. Brian, with every possibility of moving into second in the Harewood Championship, even with a mediocre run, was to be denied, the gearbox lay shaft breaking 10 yards from the start line on his first timed run.

If you hadn't got an Elan in class 7, you weren't likely to feature in the results. The two more highly modified versions of Brian Lee and Des Richardson were locked in close combat, Brian's 46.16 topping Des's 46.33 and first time driver at Harewood, Brian Woffenden's less modified example of the marque took third spot, some four and a half seconds in arrears.

In the large Marque Sports Cars many Gilberts again non-started for various reasons which left the Marcos of John Yardley and the Morgan +8 of George Whittaker battling for the lead. John was half a second quicker than George's 45.86 while Don Williams brought one of the remaining Gilberts into third.

Harewood exponent Peter Needham, smarting from his RAC class defeat by James Slack, made sure that there was no repeat performance. Peter's Westfield being hustled up the track in 41.20 while the other 41 second runner was Perry Brewer, also Westfield mounted, and Tony Bancroft in the Porsche with 42.09 was only just outside this mark.

Class 11B, which is under threat of being amalgamated with Clubmans A sports, were obviously out to prove a point and Phil Price, with a storming run of 43.05 removed the 1986 record of Paul Goldman. Peter Read nearly did likewise being a tantalising two hundredths shy of the record and co-driver Roger Allen also missing the previous best mark by seven hundredths. You never know, with all this high drama within the class, it may yet be saved.

Bill Wood in the A Sports Mallock was in good form and demoted usual class winner Joe Ward to second. Bill's 40.46 qualifying him for a place in the top ten run off while Joe's 41.40 meant that Michael Radigan in the 2 litre Opel engined Vision had to settle for 3rd.

Bob Prest (40.90) in the Sports Racing cars was, as usual, well ahead of the battling Metro's of John Garnett (44.34) and Carl Amos (44.45).

In honour of co-driver John Bennett's fine performance in the Formula Ford class, Tony Bridgen, for the Final, has demoted himself to second driver. John's 43.35 was 0.14 short of the Jon Collinge record. The ebullient Tim Mason, with 43.50 was second just three hundredths quicker than Tony Bridgen, while Jon Collinge on 43.72 rounded off the 43 second runners. At the last rather hot Harewood, the Formula Ford cars were struggling in the 44's so obviously, the slightly cooler conditions were beneficial to their lower powered engines, a point also proved by the Class 11B new record.

It was David and Goliath time in the amalgamated Class 15 and Class 15A with Mark Wilson's 498cc OMS providing the David part, his 43.28 being quicker than Dave Smith's 1052cc Sidewinder, whose 43.52 kept him ahead of the black, evil looking 748cc Supercharged RBS4C of Barry Whitehead.

If you weren't on the 40 second mark, you weren't in the top three in class 16 but Dave Whitehead in the Chevron did better than this, his 39.93 topping Roger Kilty's HS88/1 time of 40.10. The other 40 second runner was Derek Goodall in the Argo with 40.92. Fourth was Darell Staniforth on 40.70 which he set on his first run, his second resulting in a fail when an electrical connection came off his injection system.

Pat Donnelly, with two times five hundredths apart, easily led the three converted FF2000 cars in class 17A with a time of 42.03.

In class 17, Tim Thomson only just managed to keep his nose ahead of the non-turbo'd John Lambert Pilbeam, John's 37.49 was only 0.23 slower than Turbo Tim's best, while Rob Welch's 2.5 version of the Pilbeam was third on 38.54.

In the top ten run off the positions were as class 17 although Tim Thomson had obviously had a little in hand, for with two remarkably consistent runs within one hundredth of each other, his 36.97 was to prove fastest time of day, while John Lambert also made an improvement down to 37.21 but the largest improvement was to come from Rob Welch who removed himself from the 38 second bracket and popped in a highly creditable 37.90 to round off the top three. Others to improve on their class times were Dave Whitehead with 39.57, Roger Kilty with two 39's, Roger bemoaning the fact that he had not been able to find one in his class runs and Darell Staniforth (39.81) whose tail hanging rally driver style on Willow was a joy to watch. Bill Wood was the first non-single seater on 39.85 in the Mallock and Derek Goodall and Bob Prest along with David Montague wound up the other top ten positions.

Brian Kenyon.

RESULTS

CL	NAME	CAR	TIME
1	Andrew Tymkewycz	Imp	47.50
2	Martin Brobyn	Cooper S	46.84
3	Richard Hargreaves	Sierra Cos	44.93
4	Bobby Fryers	Stiletto	44.31
5	Doug Bruce	Capri	44.01
6	Pat Kenyon	AH Sprite	47.57
7	Brian Lee	Elan	46.16
8	John Yardley	Marcos	45.38
9 &			
10	Peter Needham	Westfield	41.20
11B	Phil Price	Mallock	43.05
11A	Bill Wood	Mallock	40.46

12 &			
13	Bob Prest	Mallock	40.90
14	John Bennett	Van Dieman	43.35
15A&			
15	Mark Wilson	OMS	43.28
16	Dave Whitehead	Chevron	39.93
17A	Pat Donnelly	Reynard	42.03
17	Tim Thomson	Pilbeam	37.32
FTD			
	Tim Thomson	Pilbeam	36.97

NEW VENUE REPORT

Peter Riley

This weekend saw the first running of a new hillclimb venue in the North of England, the course is part of the access road to the Shap Wells Hotel, and many thanks must be given to the owners not only for allowing its use but also for the work they have carried out to make it possible.

The hill is being run by L&DMC and the LAC with Longton (for their sins) organising the first one, with practice on Saturday and the event on Sunday.

The course is 1056 yards in length with an uphill start, short straight (100yds) to a medium left, 150yds middle to tight right, 150yds medium left with tyre wall on the outside, 500yds to flying finish.

Practice was blessed with good weather and most competitors getting 3 timed runs and some managed 4, but for Leslie Murray a big 'off' after the second bend, the car somersaulting 3 times but the driver being unhurt. Richard Homer also had a slight off bending a front wing, but all would be fit for Sunday. Two who would not be so lucky were Martin Pieracini and Kenny Allen who had clutch problems and even after a trip to Barrow, things would not be right for Sunday. Barry (the sledge) Goode had ride height problems but after resetting, was able to run without much bottoming. Poor Alan and Darell Staniforth ended Saturday with a sick engine, the result of a bump start and the cam belt jumping a tooth or two and bent valves being the result. Paul Edwards has a good excuse for not being there, he was stuck in Calais.

The event kicked off on Sunday on time and in bright sunlight, and almost from the word go, we had timing anomalies and after numerous checks, it was found to be caused by butterflies breaking the finish beam. So a move of the chequered board and a spray of something the local farmer gave, and things were up and running again.

Everyone had two timed runs and those who wanted it, a 3rd run (times not counting for overall results).

Class 2 was won by Geoff Harkness in his Nova with a best 2nd run of 38.63.

Class 3, with 13 runners, was taken by Richard Hargreaves in his Lakeland Ford Motorsport Sierra Cosworth (33.63) with Paul Cooper and David Bailey, also Sierra mounted 2nd and 3rd.

Class 4 and 5 were merged with Tom Hammonds superb ex Pikes Peak Audi Quattro taking the spoils with a best time of 30.31 over Mike Kerr who's start line acceleration has to be seen to be believed. Third was the real 'Old Man of the Hills' Reg Phillips from Devon and pedalling his Peugeot up in fine style.

Class 6 was all Norman Pemberton, his Austin Sprite's 37.46 almost 2 seconds clear of a hard trying Steve Openshaw.

Class 9 and 10 were merged with Peter Needham, after having a steering problem on his first run, coming through to take the win in his Westfield with a time of 31.85, pushing Bob Dayson into 2nd.

Class 11 went the way of Joe Ward with a 33.50 in his home built Ward WD8M.

Class 12 & 13 were merged with Deryk Young's Vision coming out on top with a 30.94 from Bob Prest.

The Formula Fords lost 2 off their numbers when Jeremy Paterson had an 'off' on his first run leaving Tony Briggs with nothing to drive. John Bennett took a fine win in his Crowtree Motors Van Dieman with a best time of 33.05, over the car's co-driver Tony Bridgen.

In Class 15 Dave Smith pushed hard all day but could not better Richard Homer's time of 32.13 in his Delta.

Class 16 was low in numbers having 7 non-starters, but the 5 left running all gave their best with Martin Brockhouse's March 782 winning with a 31.42 also taking the best L&DMC.

Hillclimbing has always been known as a friendly sport and this was the case in class 17 with John Gray sharing his car with Kenny Allen (after the clutch problems) with Kenny not only beating the owner but also taking 2nd FTD, but the man of the day was Jackie Harris who posted two identical times of 29.06 in his Ralt RT4 to take a very popular FTD.

Everyone seemed to have a good weekend's sport and most of the drivers are looking forward to the September meeting.

SHAP WELLS

John Bennett

It is nice to be able to write a report on a new venue in the North of England. Shap is located just off the M6 at Junction 39. The course is a private road running from the Shap Wells Hotel to the main road. It consists of a short uphill start to an ignorable left hander, short straight to tricky tight right hander, 150 yards to an exhilarating right-over-crest, a bumpy 'straight' to a daunting tyre walled left hander and finally a long undulating straight to the finish. The surface is coarse and bumpy, high central crown, and currently resembling a patchwork quilt, with tarmac filled potholes dotted all over the place. To cap it all, the run off areas consist of ditches, hissock grass with strategically placed rocks, fences and truck-tyre barriers!!

On a positive note it is beautifully situated, easy to get to and has a lovely hotel. What is it like to drive?

Various opinions here, but the general consensus was that it was better to drive on than it appeared it would be from walking it.

Several well known Harewooders (Harewoodsmen? Harewoodites?) did well here. Richard Hargreaves and Graham Oates were first in class as was John Bennett in the Van Dieman shared with Tony Bridgen (who was a very close second). Sorry if I've missed anyone famous! It is gratifying too that all class winners are naturally record holders for the time being!

Future plans include resurfacing, safer run-offs, better paddock facilities etc, but at least it's off the ground. The next event there is the week after Harewood's September date.

Incidentally, to prove that it was dangerous to make errors there, three out of the seven Formula Fords were damaged - Redvers Arnold frightened himself to death with a lurid slide AFTER the finish line, but luckily escaped with most damage to his nerves. Jerry Paterson re-arranged the front of Tony Briggs ex Hanline/Kilty Sparton, but he promises to be at Harewood in August. The worst by far was the almost total destruction of my old car - the ex Bob Cartledge Hawke DL11 - by Leslie Murray. Poor Leslie won't be racing again this season but at least he escaped injury after climbing out of a multi-rolled pile of scrap, with no more than a sprained wrist.

Highly recommended venue and worthy of support. See you in September!

LETTERS TO THE EDITOR

Dear Pat

The discovery that you did not know that I was in the final throes of producing a book covering the history of speed hillclimbing came as a surprise. I thought that I'd bent everyone's ear on the subject over the last few years. You're obviously working too hard on the Yorkshire Centre 'Times'.

Perhaps you would be good enough to share the following with those of your readers who have managed to avoid me or have been very good at keeping me off the subject.

'Uphill Racers' is the title and it will be quite a big comprehensive history with lots of pictures. It is solely about British speed hillclimbing and traces the sports long history from the early days when noted public road hills such as Sutton Bank, Pateley Bridge, Rivington Pike etc were unofficially closed, and when notable car manufacturers including Daimler, Sunbeam and Talbot contested events. The gradual evolution towards today's thriving amateur scene, together with the story of the major championships, is covered. Although the book was already quite long enough, I have tried to ensure that the smaller events and some of the colourful characters and cars outside the championship chasers have not been ignored.

If all goes well the book will be out for next Easter. A comprehensive book on the sport has been conspicuously lacking for a long time now but the venture would simply not have happened without the enthusiastic backing of Jim Thomson and Guyson. We first discussed the idea as long ago as 1976 and he commissioned me to write the book - giving me a free hand on the content - around 1983.

You will have to judge for yourself next Spring whether or not the efforts have been worthwhile but I can confirm that they have been considerable.

With best wishes

Chris Mason

Dear Pat

In the last Yorkshire 'Times', the Chairman, Tim Thomson, was asked to be more specific about future changes at Harewood. Could I dare to be presumptuous about these changes and ask if one of them is the provision of a permanent kiddies play area at Harewood. I can just hear some members saying to themselves 'he must be joking', but why not I say!

Members such as myself who have small children would welcome such a thing. Unfortunately my children being five years old and eighteen months old have not, would you believe, come to realise that hillclimbing is the best thing since sliced bread. At a meeting they get easily bored and the sight of their old man thrashing himself into a frenzy to ascend Harewood in 44's just does not have the same appeal as a piece of plastic supported by two lengths of chain and pushed to and fro, strange I know.

I feel I must speak for some members who have young families and wish to share a Harewood hillclimb with them instead of leaving wife (a big help in my case) and children at home.

If this subject was not on the list of changes for Harewood I hope I have persuaded somebody, somewhere that it is worth consideration for the list as the price for such a venture cannot be totally out of the question. Can it?

Mick Moore
(Infamous Class 14)

Dear Pat

Following the Shell Oil Montague Burton Trophy Meeting at Harewood on the 20th August I should like to record my thanks to John English, the Clerk of the Course and all the other officials of the BARC Yorkshire Centre who enabled me to take part in the meeting and so try to defend my lead in the Harewood FTD series.

As a result of business and a Christening on the Sunday morning in Sheffield I knew that I couldn't arrive at Harewood before 1.30pm at the earliest. This however proved no handicap to the club officials who said 'get here as soon as you can and we will fit you in somehow'. This they did most splendidly and I even had the opportunity of a practice run at the commencement of the afternoon sport. Thanks must also go to Ron Hand for preparing the car, organising scrutineering in my absence and even ensuring the car was warmed up, full of fuel and waiting at the top of the pit road for my arrival. Further help in the shape of food, drink - pushing, pulling, tyre cleaning and advice - 'go quicker' also came from the 'team' Steve, Lynn, Lynne and Dave. All this effort amounted to 3rd FTD and a slender 1 point lead as we go into the last round in September.

Thanks to the club and all concerned - a real example of how officials can do everything in their power to help competitors - I'm truly grateful.

Thoughts now go to the September meeting - how to beat Tim and John?

Yours sincerely

Rob Welch

Dear Pat

I attended the inaugural meeting of the Shap Wells hillclimb, and in response to your plea I give my impressions.

The hill certainly has lots of potential, and with certain improvements to the surface could well become a championship hill in the future. The brow half way up the course, which co-incides with a slight right hander, caught out a number of the competitors, and all the corners are genuine testers. The long blast to the finish saw speeds of around 120mph at the finish line. One competitor was heard to ask which way to turn when he reached the A6!

The morning session was dogged (?) with butterflies triggering the finish beam. The local farmer was called and the area sprayed with a foul smelling liquid to disperse the problem.

From a spectators point of view there is again a vast potential. The views from all parts rival those at Barbon, though I was glad that the weather was not wet and windy, or it would have been a very different tale. The only shelter was the Shap Wells Hotel which, being behind the start line, would have become extremely crowded. A soil bank half way up the hill caused a lot of head scratching and scrambling. The organisers must surely arrange for steps to be installed before the next meeting.

All in all, a very enjoyable meeting at a venue which can become one of the best.

Yours sincerely

Stuart Bell

Dear Pat

Following on from my accident at Harewood on July 9th, when I destroyed the Alfa Sud, I would be please if you could publish this letter in the 'Times'

From start to finish of the incident it reflects nothing but credit on the Harewood organisation.

Firstly, the marshal who opened what was left of the door, asked me if everything was switched off and then asked me if I was hurt. Thankfully I wasn't. I was then helped from the wreck and placed in the care of Dr Holden who took me to the Medical Centre and gave me a thorough 'going over', with advice on what I should expect in the way of after effects.

Meanwhile, the car had been moved to a safe place where our friendly scrutineers had been busy checking to see if they could find the cause of the shunt. Later they helped me load the wreckage onto my trailer, also helped by several fellow competitors and their friends.

May I also thank those who looked after Margaret immediately after the accident and stayed with her until it was obvious that I was O.K.

It really is heartwarming, looking back, to remember all the kindness and helpfulness of all concerned at the time and we both say a big 'Thank You' to you all.

If anyone has any photographs of the car before, during or after the accident I would be pleased to buy copies, to help ascertain what happened. All I can remember is that the car suddenly pulled hard left on the straight, where I was doing about 7500 rpm in third gear. Naturally I steered to the right, whereupon the left front dug in and the car started its series of rolls.

The left front tyre only was completely deflated after the shunt so it is number one suspect, but as ever in these cases, there are conflicting opinions as to what happened from several eye witnesses.

Looking ahead, we have already acquired an Alfa 33 shell and this will be built up during the next few months and hopefully will get all the way up the hill when it eventually appears at Harewood.

Yours sincerely

John Sismey



John Sismey's Alfa Sud after his multiple roll

Photo: Pat Kenyon

FOR SALE

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£8950 o.v.n.o.

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FOR SALE

Soft Hillclimb Slicks

A15 Avon's

1 pair 10.7in x 21.5in x 15in

1 pair 10in x 20in x 13in

Michelin TB20's

2 6/61 x 15in

All hardly worn

Contact John Yardley Tel:0757 638162

HAREWOOD HILLCLIMB CHAMPIONSHIP

The Final round of the Harewood Championship in September looks likely to be a real nail biter as many of the 'heavy hitters' were either not at the August meeting or have not got a low score to drop, so if the weather is kind, the top ten will probably be turned upside down. It is my prediction that if you haven't got a minimum of 86 points, you will not feature in the top ten!

At the moment the FTD positions are led by Rob Welch (30), Tim Thomson (29) and John Lambert (28). Any of the above three can obviously take the FTD Championship. Again this will go down to the wire.

P	NAME	LW	SC	TOTAL	P	NAME	LW	SC	TOTAL
		TO DROP					TO DROP		
1	Richard Hargreaves	16.93	87.14		21	Tony Briggs	12.42	72.31	
2	Tony Bridgen	16.81	85.72		22	Bobby Fryers	11.19	70.89	
3	Michael Holroyd	16.20	85.25		23	Jane Price	9.63	70.16	
4	Tim Mason	16.23	85.07		24	Allan Warburton	0.0	69.84	
5	Roger Allen	16.21	85.04		24	Paul Greaves	4.40	69.84	
6	John Casey	16.02	84.26		26	Brian Kenyon	0.0	68.57	
7	Peter Read	14.84	82.24		27	Martin Brobyn	0.0	68.56	
8	Redvers Arnold	15.73	82.12		28	Norman Pemberton	7.02	68.45	
9=	Ken Bailey	14.97	80.54		29	Leon Bachelier	0.0	68.01	
	David Park	15.16	80.54		30	Jeremy Paterson	11.80	67.92	
11	Colin Wheeler	15.01	80.16		31	John Bennett	0.0	67.81	
12	Peter Needham	14.60	80.14		32	Doug Bruce	11.93	66.77	
13	Brian Lee	15.50	80.13		33	Darell Staniforth	9.11	65.77	
14	Pat Kenyon	14.73	80.01		34	Paul Harris	11.19	65.41	
15	Richard Casey	13.35	77.68		35	John Yardley	0.0	64.84	
16	Paul Stringer	14.16	77.07		36	John Wilkinson	0.0	64.42	
17	Michael Moore	12.96	73.19		37	Dave Whitehead	0.0	63.69	
18	David Bailey	12.69	73.06		38	Tony Bancroft	0.0	63.57	
19	Joe Ward	13.14	72.65		39	John Lambert	0.0	62.83	
20	Andrew Tymkewycz	0.0	72.42		40	Colin Wright	0.0	62.38	

THE LAST
HAREWOOD HILLCLIMB 1989
 will be the
FINALS MEETING
 on September 16/17

MARSHALS GOSSIP

Kyle Gibson's eyes were out on stalks at the sight of the Fiat 500 at the August meeting - he was heard to mutter something about an Abarth version - are we to see another 'painstakingly' prepared Gibson competition machine?

Equality has come to Harewood. Maggie O'Malley is making a takeover bid for the observership at Paddock exit, she is apparently more qualified and has more signatures than Bob Rae!! - watch out for further developments.

Startline marshal Peter Waugh got a nasty fright at the August meeting when a car set off at full revs - in reverse - just missing his foot. Luckily he didn't swear at the driver as it was a well known competing Vicar!!

It was kind of Brian to let Pat win the class again!! even their nearest rivals got in a spin over the situation!

It has been suggested by some competitors that it would be a good idea if competitors were to stand on a marshals post for a while to get an insight into what lines their rivals take etc. How about an 'adopt a driver' scheme where each post adopts a driver for an hour or so, I feel sure that the start crew would like to get Dave Whitehead on the chock, Quarry could adopt Chris Seaman - now that would be interesting - or the Rescue Unit could take on Tim Thomson which would give our Chairman an insight into the 'experts' views on his fellow competitors abilities!

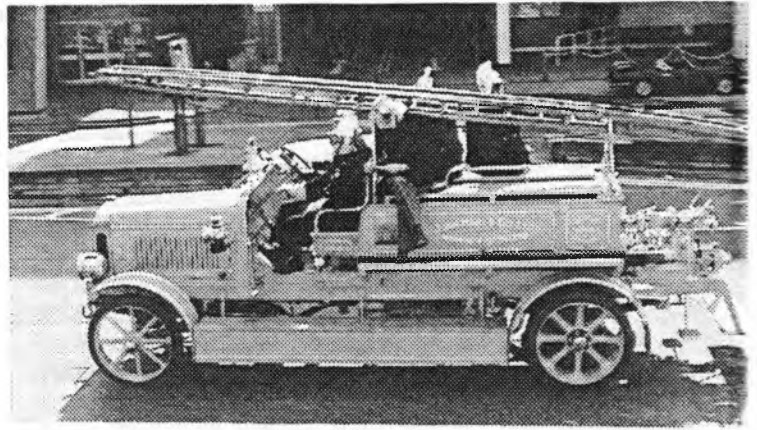
KNOW YOUR MARSHALS No 2 MALCOLM TYAS

Malcolm has been a regular at Harewood, interspersed with competing, since 1966. Malcolm can usually be identified by his flat cap and body warmer which, unlike most others, is adorned not with motor racing badges but with rifle shooting badges. Like many others he cut his marshalling teeth at not only Harewood but also Croft. After three years of marshalling, the competition bug bit in 1969 with four seasons being spent at the wheel of a rally car (of undisclosed origin) and then ten years as service crew for a fellow rally driver, this later period being punctuated by one season of hillclimbing at the wheel of a 1760 Escort. For those of you who think Malcolm has now settled down to being a marshal, I have some bad news - a Mini Marcos is in the final stages of completion for an assault on the hills in 1990. (At this rate we shall have more competing marshals than marshalling competitors!)

Malcolm is a contracts manager for a balustrading company in his working life, (thinks - there seem to be a lot of marshals / officials at Harewood who are involved in the construction industry), after work he changes into a public servant, donning a chequered flat cap and a blue uniform and becomes a Special Constable where in three years of service he has risen to the rank of Section Officer - no we are not going to tell you where - just watch out next time you are speeding. As intimated earlier, Malcolm is a keen and very competent full bore pistol/rifle shooting competitor - a person who certainly lives life to the full.

In the 1970's he was run over by a Morgan +8 whilst marshalling at Harewood and is staking a claim to be the only marshal to have been run over at Harewood - for those competitors thinking of repeating the performance - remember he has now become a 'rifle shooting constable' - you have been warned!!

John Staveley

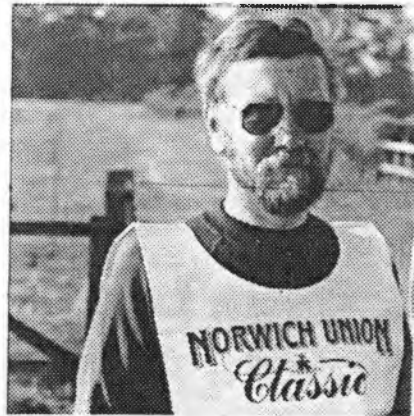


The Harewood Marshals Association testing their latest piece of high technology fire/rescue equipment - as you can see, no expense is spared to ensure the competitors safety.

MARSHALS POST

Congratulations to John and Boris for yet again surmounting many small problems and finishing ahead of schedule at the August meeting. Again thanks are due to the drivers for co-operating in the slick running of the top ten.

On a serious note, Bob Wright arrived home to find his wife Liz ill, his family had tried in vain to find the Harewood Hill telephone number in the telephone directory- therefore they could not get in touch in order to ask Bob to return home. There is a lesson to be learned here for all of us so I print here the telephone number of Harewood Hill - 0532 886391 - will all marshals please ensure that their wives, loved ones, parents etc have this number to hand so that they can be contacted if necessary. We all send our best wishes to Liz for a speedy recovery.



Malcolm Tyas

HILLCLIMBER TURNED RACER

Tim Bendelow

Harewood Saloon regular Rod Stanniland has swapped hillclimbing for circuit racing this year. Rod has obtained an XR2 from the now out-dated Fiesta Challenge and is running it in the BARC North West's St Helen's Ford XR Challenge which has seen full grids of XR2's.

I saw him at the 29th May Oulton Park meeting where he qualified 26th and finished 23rd. Considering the opposition - Richard Kaye (younger brother of saloon ace James), former Gp 1 driver Clive Greenhalgh and a whole host of other saloon pilots, I think he did fairly well - he wasn't last as he had four other drivers behind him.

The next time your scribe saw Rod was the August 5th BARC meeting, again at Oulton where he finished 19th, some 37 seconds behind winner John Wadsworth. I don't know Rod's position in the Championship but I'll find out for the next issue of the 'Times'.