



BARC

YORKSHIRE CENTRE

TIMES

Issue No 15



OCTOBER 1989

CHAIRMAN'S LETTER

Dear Member

At this time of the year it is nice to look back at the season, my first as Chairman of the Yorkshire Centre, and one which has shown to me the hard work my predecessors have put into the Centre, to provide the basis around which we now see a great team effort in organising, marshalling and promoting the Centre.

First of all my thanks go to the organisers and marshals of each hillclimb, who, I think you will agree, have made each event this year a tremendous success. Events which have finished on time, run extra runs for competitors, and provided good sport all round in the nature of hillclimbing itself.

Secondly, I would like to thank those on the Committee for the support they have given me in finding my feet, and the contributions they are making towards the ideas on improving Harewood.

It only goes to say that your support is greatly appreciated as a Yorkshire Centre member, and hope that you have enjoyed receiving the 'Times', which must be one of the top publications produced by a Club in the hillclimb organisation. Many thanks to Brian and Pat Kenyon for all their effort in gathering items and producing the Times.

Congratulations must go to those winners during the season and our overall winners. Yet again Mr Tymkewycz has shown the way for the Harewood Championship. Hopefully we will see him in the much promised new machine next year.

We now lead into the winter season, looking towards culminating the ideas put forward regarding the future of Harewood and providing an overall view on proposals for next year.

Our major event of the winter season is the Annual Dinner Dance on 9th December 1989. Tickets are available from me at the address shown on the enclosed ticket application form.

Best wished for the off-season and trust we will see you all again at Harewood for the Autoglass Tour or early next year.

Tim Thomson.

Articles for the next 'Times' by 19th October please, to the Editor:-

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

The inclusion of any article in this publication does not imply that the Club, its Officers, its Editorial Staff or any other member shares any opinion expressed therein.

EDITORIAL

Once again we come to the end of yet another very successful hillclimbing season at Harewood with the Championship having a nail biting finish. My thanks as a Yorkshire Centre member and a competitor to all the officials in the 'bus' at Harewood for their hard work. It was not until I was allowed onto the 'Hallowed Upper Deck' that I realised just how much concentration and effort goes into making Harewood meetings so successful. All the officials and marshals deserve a big thank you from us all.

I would like to remind all members to inform Headquarters of any change of address in order for them to update their list prior to sending the labels to me.

I inadvertently put a photograph of Alan Templar's Toyota Saloon in one of the 'Times' envelopes last month. Would whoever received this photo, kindly return it to me so that I may pass it on to Alan.

You will find an invitation to the Annual Dinner Dance and Award Presentation with this edition of the 'Times'. I do hope more competitors will attend this year, particularly those who have won awards, and make it a fitting climax to the Harewood season.

My thanks once again to all the contributors, many of whom have had their articles held over from last month. I have had a wonderful response from members during the year and I do hope that it continues as you will appreciate, now that the hillclimb season is over, it is far more difficult to gather information.

Finally, yes John, I accept your challenge! You will see in the 'Times' that John Staveley and the marshals / officials have thrown down the gauntlet and challenged the competitors to an afternoon or evening event. I have been challenged to lead a Ladies Team and that I will do, so ladies beware, when your phone rings it may be me asking you to join me to tackle the ladies of the officials / marshals team.

Pat Kenyon

LOMBARD RAC RALLY THURSDAY 23rd NOVEMBER

On Thursday 23rd November, the RAC Rally has a long stage in Dalby Forest, North Yorkshire and it is hoped that the BARC will be running a sector of this stage.

The first car is expected at 06.30 approx. and then there is another chance to see the cars at 10.30 approx.

Signing on may be at the 'White Swan', Newton on Rawcliffe, Pickering from 20.00 to 23.00 on the Wednesday evening, or at the stage start. Details of latest signing on times will be issued later.

If you wish to order a meal at the 'White Swan', please telephone Jean Edgeley on 0977 611746.

Help setting the stage out on Wednesday 22nd would also be appreciated.

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

FOCUS

BOBBY & TIM SHOW

In the Harewood programme it stated that Class 4 had become something of a Bobby & Tim Show with the continued domination of this pair, but after the last Harewood it will have to be revised to the Tim & Bobby Show as Tim beat car owner and employer, Bobby.

Bobby has now two choices, either give Tim his P45 and ban him from driving the car or give him a pay rise so that he can buy his own, although it is rumoured that on Tim's recent trip to France, when he purchased a Renault A110 (now for sale), he also brought back with him a BDA engined Citroen 2CV!

SPOONFUL OF PETROL

But for a spoonful of petrol, John Bennett would probably have broken the Class 14 record in his Van Diemen. John's commitment throughout the weekend had been total, your writer having seen him absolutely sideways, brakes locked on, at Quarry and still achieved a super time in practice.

On the last run of the day, John seemed to be on record pace but half way up Quarry Straight, the car stuttered and coughed, it was short on fuel. Even so, a good time was achieved, a case of if only...if only a little more petrol had been put in in the first place, although co-driver Tony Bridgen said that they are always careful in such matters and usually carry more than required. If only Tony hadn't spun at the exit of Farmhouse and driven in a large loop around the tree to regain the track at the entrance of that bend thus using more fuel.

Not only did it rob John of possible class victory and new record, it also kept him out of the Top Ten in the Championship.

GEAR BOX FAILURE

Having recently suffered gearbox problems, John Casey had done extensive work in that department but unfortunately, during practice, their box cried enough when son Richard dropped the clutch at the start. Something seized which caused a drive shaft to snap so ending a highly promising weekend for Richard and John.

Another John with gearbox problems was John Oxborough, his box seized as he drove his E Type Jaguar on the trailer at the conclusion of the meeting. There's good luck for you!

ANCIENT PILOTS

Co-driving at Harewood in 'Ancient' Archie Inglis' Anglia was one of the top men of the 70's, ex Elan driver Bob Speak. Bob, although greying at the temples a little, showed he had lost none of his old flair. 'Ancient', although achieving his best time ever, had no answer to Bob's skill.

QUICK MOVER

Mike Kerr's new 4 wheel drive Escort seems to have a thing about the first corner at Harewood, as at this meeting, he arrived there with the throttle stuck (the linkage had collapsed). The car was engulfed in smoke and Mike was out of it like a jack rabbit, in fact, it's the quickest I've seen Mike move all season either in or out of the car. Smoke was caused by oil collecting in the turbo and with no damage done it was able to return to the start.

CLASS 7 RACE WINNER

Brian Lee and Des Richardson's old sparring partner Colin Elstrop, at a recent Lydden event, won a race for Triumphs in his GT6.

DES RICHARDSON

Des Richardson continues to make progress after his recent accident, he is now out of hospital and resting at home. His left foot is healing nicely, although his crushed right foot still remains a problem and may require further treatment.

Des is overwhelmed with peoples' concern for his well-being and would like to thank everyone for their Get Well cards, telephone calls and visits. If you do visit, wait a while as Des has difficulty in moving at any speed.

GLORIOUS TWELFTH

Harewood Chief Medical Officer Tim De Dombal was so taken up by the Audi of Tom Hammonds that he was moved to say that all the rest could go home if they would just keep sending Tom's car up and down the hill. Tim's description of the Audi's progress was that of a marksman in an aviary, tweet tweet, bang, tweet tweet, bang as the turbo popped off.

CRACKED CLUBMANS

Much welding had to be done on the Clubman cars of Paul Goldman and Joe Ward in the evening after Saturday practice. Paul's problem was a detached radius arm on the rear axle while Joe's was a cracked roll bar linkage. Joe, would you believe, uses a ring spanner welded to tube as part of the roll bar adjustment and it was the spanner that had cracked. Both were successful as they were competing on Sunday.

HAPPY DAD

As you advance in years your pleasures become more and more limited so it was good to see the smile on the face of aged racing driver Allan Staniforth after the superb time achieved by son Darell. With the chassis tweaks from Allan and the driving skill of Darell, they look set for an extremely successful season in 1990. Perhaps we may even see a northerner snatch the Class 16 record from Adrian Hopkins.

VENUES RESURFACED

Part of the hill at Scammonden Dam has at last been re-surfaced. The section which had undergone the treatment is from the start, along in front of the pump house, and around the following corner. This will make the venue far more suitable for single seaters and will perhaps stem the trend of late for cancelled meetings at that venue.

The other venue also affected is Baitings Dam. It appears that work has been completed on the course but unfortunately, which part of it is unknown to your writer.

NEW NOISE LIMITS

It appears that the RAC are shortly to announce lower limits for noise emitted from sprint and hillclimb cars, a figure of around 110 dBA's has been suggested, more information will be available by the time of our Forum.

RAY ROWAN

Congratulations to Centre member Ray Rowan on his victory in the 1989 Guyson British RAC Hillclimb Championship. That Ray achieved the feat in his self prepared and modified Roman must give him added satisfaction in beating the Pilbeam hordes.

ROY COMES OF AGE

Roy Lane must at times have wondered whether he would ever see that elusive 21st FTD at Harewood. His first victory was achieved in 1971 and the last in 1983 but there has been something of a drought from that period, but at last, when others were showing a touch of desperation in their driving, Roy kept a cool head and secured what must be a unique feat at any hillclimb venue, and one perhaps which will never be repeated.

Congratulations Roy from the Yorkshire Centre and from your fellow competitors, let's hope we don't have to wait as long for your next FTD.

CONGRATULATIONS

Congratulations to Andy, Tim and Pat on winning their respective Championships this year. To Richard, Allan, John & Rob et al, better luck next season, and to you all, thanks for the memory, I look forward to co-ordinating the Championship again next year.

John Staveley

SIMON'S DOLLYBIRDS

I'm sure that this sexist remark may upset the sensitive ladies within the Club and I apologise, but at Harewood there were young ladies giving out questionnaires asking people why they came to Harewood and what they would like to see at the venue. All this shows that your hard working Committee are not resting on their laurels but are trying to promote both the Club and the sport and Harewood. Well done Simon Clark.

TICKET TO RIDE

As a gesture of gratitude for their continued support, the Club had laid on a Sponsors Lunch.

Afterwards, a mini bus took them up the hillclimb course. Many of the Sponsors were impressed by the gradients on the course which are not normally apparent when you stand at the top of the hill. This has moved the Committee to consider whether it would be a good idea to extend this to the general public during the lunch break.

KENYON GRAND PLAN

After 'Turbo' Tim's last Chairman's Letter, I sat down and gave some thought to how Harewood could be improved and how we could make far better use of the Farm buildings, so removing the bedouin encampment at the top of the hill. Also a larger paddock came to mind and a freer flowing system of cars to the start.

Having discussed this with various members of the committee, it would appear that my ideas run parallel to many of their own and so as not to steal their thunder, I have held back to await the official announcement. If any or all of the improvements are made, we should be able to take a much larger entry which will benefit both competitors and the Centre as a whole.

THANKS TO MARSHALS

As a gesture of thanks to the marshals, the Club laid on refreshments at the end of the Harewood meeting.

THANK YOU

The club has received a letter of thanks from Mike Wooff thanking all connected with the organisation and marshalling at Harewood, not forgetting the scrutineers who have been most helpful in seeing him through his first season of motorsport. I am sure that all of the competitors would like to join in extending their thanks to everyone at Harewood for a splendid year's hillclimbing and we all look forward to 1990.

WALL ON THE BALL

Monoposto racer, David Wall, was seen hobbling in the Harewood paddock on September 17th. It appears he had broken his leg, not in the dangerous game of motor racing, but in a football match. David, goalkeeper on the day, was in a little bodily contact with one of the forwards of the opposing team and unfortunately came off second best. Thankfully David is well in the way to recovery.

NOT RUNNING

Although Barrie Lines and John McCartney, along with their cars were in evidence at Harewood, they did not complete any of the times runs. I saw the engine cover up on Barrie's Alpine, perhaps that was his problem. The cause of John's problem is unfortunately unknown.

RAC MSA SPEED COMMITTEE OPEN DAY

All of you who have received the MSA August Bulletin will note that they have moved their Speed Forum to a new venue at the Bracebridge Suite, The National Motorcycle Museum, Bogay Hall, Henwood Lane, Solihull. It appears you have to send in a form so that they know how many people to expect at the Forum. As decisions taken by the MSA will affect what the BARC implement regarding classes, it is essential that as many interested parties from the BARC, both from a competitor and officials point of view, attend this meeting. So please make a special note of the date, which is Saturday October 21st and the starting time is 10.30am.

Full bar and catering facilities are available at the venue. If you are interested in Speed Events, be there!

BARC YORKS CLASSES FORUM

This years Classes Forum promises to be one of the most important for many years with the RAC MSA making important changes to the structure of classes. Unfortunately, our Forum is preceded by the MSA version, but we are not bound completely to agree, or indeed to run, all of their classes either in part or in total although it would perhaps be unwise to deviate from their suggested categories. Our proposals were sent out with the July 'Times'.

If you are unable to attend the MSA version, you will get an instant update on the way that they are thinking.

From a BARC point of view, decisions will be taken regarding classes which will take us well into the 1990's. There is much to discuss regarding capacity splits, eligibility of specific cars and types, so if you wish for your car to remain competitive, and indeed for the class for which you now compete, likewise remain, or you have any alternative suggestions or improvements to put forward, this is your chance.

Remember, if you do not attend, decisions could be taken which you may find unpalatable. So it is in your interest to be there.



CHAMPIONSHIP WINNERS

Back row from left to right; Tim Mason, Tony Bridgen, Tim Thomson, Allan Warburton, Leon Bachelier, Richard Hargreaves, Martin Brobyn. Front row from left to right; Michael Holroyd, Brian Kenyon, Pat Kenyon, Andrew Tymkewycz.

FANTASTIC FINALE

There must be something about these Imp powered vehicles for Andrew Tymkewycz seems to be taking over the Championship in a similar way to Charlie Barter. In the FTD section of the Championship, 'Turbo' Tim Thomson came from behind to clinch the series while Roy Lane achieved his much sought after 21st Fastest Time of Day at Harewood. A fantastic achievement by anyone's standards.

After the first runs, the leader board on the Touring cars had a distinctly odd look about it, Andrew Tymkewycz wasn't leading. It appears the still damp track didn't suit the handling of the Imp but unfortunately for Dennis Cope, sharing Dave Ruddock's Cooper S, his moment of glory was short as Andrew asserted himself at the head of the class with a 46.84, while Dave Ruddock took second spot with 49.03 with Dennis on 49.61. There was an empty parking spot in the paddock in class 2 as the John and Richard Casey Mini had broken its gearbox in practice. This meant that Martin Brobyn and Michael Holroyd would have to sort things out between themselves. Martin, despite a big grassy moment on the way to Orchard in practice, had regained his composure when it came to the event and he remained in command of the class throughout the day, his 46.93 beating Michael's first run of 49.82, which was set on a damp track, as Michael had drive shaft problems in the dry. It was good to see a car other than a Mini getting into the top three, Geoffrey Harkness' Nova, with a 50.09. Richard Hargreaves had come to Harewood in a determined mood realising the possibility that the Championship might be snatched from his grasp, had had one or two tweaks done to the Sierra engine, but even though Richard set a new class record of 44.19 he could only secure second place in the Championship. John Garnett in his virgin white Sierra Cosworth was second on 46.01 stopping Kevin Blackburn (46.64), who was sharing Richard's car, from completing a one, two.

In class 4, the beautifully prepared Solo Stiletto of Bobby Fryers and Tim Smith battled it out for the lead. Usually Bobby beats Tim but not this time, for Tim put in a quickie of 44.14 to Bobby's 44.66. This probably damaged Tim's chances of a drive next year!! In class 5 while Mike Kerr was up to all sorts of odd antics, the rest of the class got steadily down to the job in hand. Stranger to Harewood, Graham Hickman in what he describes as a VW Fastback, took the class with 42.43 while Bob Claxton, who has been short on luck recently, was leading the class on the first runs but dropped to second with a 42.47. This good time and placing must make up in some measure for Bob's miserable time with the car, while Doug Bruce was the first of the 'proper' cars on 44.25.

Languishing in 26th in the Championship spot at the start of the meeting, Brian Kenyon had decided he had better extract his digit, and although not on his practice pace, saw off the opposition in class 6 with a 46.19. Paul Greaves in the Midget was next man up in the class with 47.17, he seems to have lost a little of his competitive edge at the moment. Meanwhile Richard Moorhouse has asserted himself in the top three with a 47.73. Brian Lee was the sole runner in class 7 but he still attacked as his 45.63 proved. In the first run slightly damp conditions, George Whittaker's Morgan +8 was nearly a second behind the Marcos of John Yardley but on a drier track he moved to within 0.31 sec of John's 44.63, while John Green proved that a TVR 3000M is quicker up Harewood than a Ferrari!!

In class 9, Allan Warburton, fresh from his Midlands successes, always had the legs off Leon Bachelier, Leon being over a second slower than his July record, while Graham Oates was closer than usual in the tank-like Europa - well it is when you compare it with the Seba Caterham - Graham's 43.14 was 1.35 slower than Allan's winning time of 41.79. If you looked at the times after the first runs in class 10, you would have thought that Bob Dayson was the quickest man on the track but Bob had been experiencing car problems and had run out of session but Peter Needham came back on the second runs for a class victory with a 42.06, while Tony Bancroft had, what can only be described, as an interesting day when in Sunday morning practice he spun on the straight managing miraculously to miss the scenery, then come the timed runs, stopped at Orchard with a pop and a bang when bolts sheared on his metering unit. Tony must have been relieved to come second, his 42.29 not that far behind Peter while rounding off the top three was Bob Dayson.

The male competitors in class 11B had their pride dented when Jane Price burst through to take command of the class with a 44.78 and in so doing consolidated her second place in the Ladies Championship. Ross McCartney was the quickest of the male members with 44.89 to his credit. In class 11A, Peter Harper must get very frustrated for having been close to the record in practice and top ten runs in the past, he was well over a second away from David Grace's record, but his 39.62 still gave him a lead of over a second from Phil Price in his freshly rebuilt Mallock. A good performance by Phil on his maiden outing at Harewood in the car while Bill Wood must be ruing a slight mistake at Orchard which added a few tenths to his time to leave him with 40.75 and third in class. The hovermower of Paul Turner enjoyed a good battle with Andrew Parffrey and Bob Prest, Paul's 40.35 kept him in front of the other two 40 second runners. Alex Graham's Mallock looked almost ordinary at the side of the exotica in class 13 but it was quick enough to take first place being the only 39 second runner, while Christian Mineeff, having forsaken his usual Lancia Stratos for a Pilbeam, headed the Turbocharged Audi Quattro of Tom Hammonds.

Tim Mason always gives 100% for although he was behind John Bennett after the first runs, both of them in the 44's, Tim came through with a second run charge to wind up with 43.36 which is quite close to the Jon Collinge record of 43.21, while John was left to reflect on what might have been. He obviously had his sights on the record also as his commitment was total, but on his second run, while nearing Quarry Corner, the engine coughed and spluttered short of petrol (see Focus), so John was forced to live off his first time of 44.06. All the other 44 second runners within the class set their quickest times in the second runs and were headed by Jon Collinge and David Park.

The Trakstar was out for its last fling in the racing cars up to 500cc and although the motorised skateboard was down to be driven only by Dick Foden, after the demise of Phil Jefferies Hitech, Phil was also Trakstar mounted. Dick took the spoils this time with 42.26 from Phil's 42.61. The first of two superb records set in the racing cars was that of Phil Kidsley, who shattered the old Russ Ward mark of 40.01 in the 1100cc category and left it at 39.69. It's not too long ago that that would have been a good time amongst the unlimited racing cars while on a less heady plane, Paul Squires, with 41.11 just kept out Richard Homer whose quickest was 41.92. Barry Dutnall's old record of 38.01 is long gone. Adrian Hopkins moved it up to a higher plane with 37.99, yes a 37 for an up to 1600, Adrian showing his undoubted class while new star Darell Staniforth set a time of 39.43. Dave Whitehead was the last of the 39 second runners with 39.70. Peter Varley was the sole runner in class 17A, the up to 2000cc racing cars being a great disappointment at Harewood this year, though at times the entry has seemed to be reasonable, many of them have either failed to appear or have displayed chronic unreliability, or dare I say it, have been rather un-competitive. Roy Lane clinched his 21st victory in the class runs being the only man to get into the 36's (36.60). Closest to him was 'Turbo' Tim Thomson on 37.00 while Ray Rowan, in an unfamiliar car, was three tenths adrift of 'Turbo', Ray having survived part of the rear wing coming adrift on Quarry Straight from the Rob Welch car.

Not only did Roy Lane take FTD, he also dominated the top ten run offs being consistently in the 36's. His quickest run of 36.80 just edged out Tim Thomson's time of 36.84 while Ray Rowan, on his first run spent a large amount of time on the grass on the run up to Orchard, and on his final run of the day spun over the line without damage. Rob Welch must have been extremely pleased to get his car back in one piece.

So ended a superb season of hillclimbing at Harewood. We are sure that the very high standard will be maintained in 1990 from both a competitive point of view and from an organisational one.

Brian Kenyon

RESULTS

CL	NAME	CAR	TIME
1	Andrew Tymkewycz	Hillman Imp	47.84
2	Martin Brobyn	Mini Cooper S	46.93
3	Richard Hargreaves	Cosworth Sierra	44.19
4	Tim Smith	Solo Stiletto	44.14
5	Graham Hickman	VW Fastback Spec	42.43
6	Brian Kenyon	AH Sprite	46.19
7	Brian Lee	Lotus Elan	45.63
8	John Yardley	Marcos Coupe	44.63
9	Allan Warburton	Caterham Super 7	41.79
10	Peter Needham	Westfield SE	42.06
11B	Jane Price	Mallock Mk18/21	44.78
11A	Peter Harper	Vision	39.62
12	Paul Turner	Lola T492	40.35
13	Alex Graham	Mallock Mk20	39.54
14	Tim Mason	Merlyn Mk20A	43.36
15A	Dick Foden	Trakstar	42.26
15	Phil Kidsley	Brabham BT28	39.69
16	Adrian Hopkins	Sark III H	37.99
17A	Peter Varley	March Pilbeam	39.95
FTD	Roy Lane	Pilbeam MP58/1	36.60

TOP TEN RUN OFF

NO	NAME	RUN 1	RUN 2
12	Rob Welch	37.84	38.68
16	Peter Kaye	37.46	38.18
170	Dave Whitehead	39.87	39.86
111	Peter Harper	39.78	39.89
124	Alex Graham	39.31	39.41
168	Darell Staniforth	39.21	39.20
17	Martin Middleton	Fail	
11	John Lambert	38.29	37.38
4	Ray Rowan	59.33	37.45
8	Tim Thomson	37.37	36.84
3	Roy Lane	36.98	36.80

HAREWOOD HILLCLIMB CHAMPIONSHIP TOP TEN

POS	NAME	CAR	POINTS
1	Andy Tymkewycz	Hillman Imp	90.50
2	Rich. Hargreaves	Cosworth Sierra	88.35
3	Allan Warburton	Caterham Super 7	87.38
4	Tim Mason	Merlyn Mk20	86.69
5	Brian Kenyon	AH Sprite	86.05
6	Martin Brobyn	Mini Cooper S	85.90
7	Tony Bridgen	Van Diemen	85.72
8	Michael Holroyd	Mini Cooper S	85.25
9	Leon Bachelier	Caterham Super 7	85.22
10	Roger Allen	Mallock	85.04

FTD AWARDS SERIES

POS	NAME	CAR	POINTS
1	Tim Thomson	Pilbeam MP57	39
2	John Lambert	Pilbeam MP53	36
3	Rob Welch	Pilbeam MP58H	36
4	Ray Rowan	Roman IVH	29

HAREWOOD LADIES TROPHY

POS	NAME	CAR	POINTS
1	Pat Kenyon	AH Sprite	81.00
2	Jane Price	Mallock Mk18/21	76.87
3	Lynne Whitehead	Chevron B49	68.32

**PROJECT 275 UK
A YORKSHIRE CHALLENGER FOR
THE BRITISH LAND SPEED RECORD
MALCOLM PITTWOOD**

The British Land Speed Record has remained unbroken since 1980, when it was set by Twickenham businessman Richard Noble at a speed of 248.87mph. This has been the second longest period of inactivity in British Land Speed Record history. So the PROJECT 275 UK TEAM felt that in 1988 it was time to do something about it. The aim of PROJECT 275 UK is to raise the British Land Speed Record to an average of at least 275 mph.

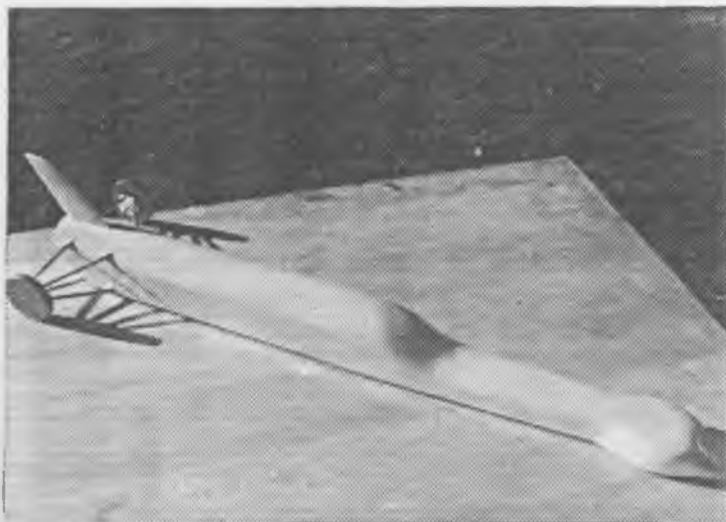
The PROJECT 275 UK vehicle will be powered by a steam rocket and, uniquely in British Land Speed Record history, the complete vehicle and the power unit will be constructed by the PROJECT 275 UK TEAM. Previous contenders have built their cars around the most powerful engine that they could buy or borrow.

The PROJECT 275 UK streamlined vehicle will not be short of power as the rocket will produce 5000lbs of thrust, equivalent to over 10,000 horsepower! The, as yet unnamed, vehicle should be completed early in 1990 and after testing and trials should be ready to attempt the record in the spring or summer, weather and tides permitting. Tides permitting?, yes the team will be using a beach as the course for the record bid.

Two sites have been considered, the Pendine Sands in South Wales and the Birkdale/Ainsdale Sands of Southport in Lancashire. Both locations have a history of World and British attempts at speed records.

PROJECT 275 UK TEAM

Malcolm Pittwood	Team Leader and Chairman
Jane Pittwood	Company Secretary
Ian Carpenter	Publicity and PR Manager
Stewart Tyler	Business Advisor
Dave Bray	Technical Advisor
Allan Staniforth	Technical Advisor
Berry Brooke	Record Attempt Co-ordinator



Wood scale model of the proposed Project 275 car
Photo: Malcolm Pittwood

SUPERIOR BEINGS

I am pleased to accept the challenge from the Marshals on behalf of the racing drivers within my area. I would like further to state that you will be overwhelmed by our superior intellect, knowledge, flair and initiative as well as our greater competitive edge and if all this fails, we'll beat you by cheating!

Brian Kenyon

**CLASSES FORUM
SUNDAY 5th NOVEMBER 1989
OLD GOLF HOUSE HOTEL
OLD HEY ROAD
OUTLANE
HUDDERSFIELD**

(M62, Junction 23 - Scammonden turn-off)

Coffee at 10.00am

**Meeting starts prompt at 10.30am
and will finish at 1.00pm**

**SHARED DRIVE
WANTED OR AVAILABLE**

for 1989 RAC HILLCLIMB / SPRINT
LEADERS CHAMPIONSHIP

Either: To share cost of making my pretty Reynard RF79 competitive in 2000cc class

Or: To share your already competitive car. (Competitive means sub - 40 second at Harewood).

Financial arrangements negotiable

Contact: Tony Bridgen on 0484 861556

BARC YORKSHIRE CENTRE

ANNUAL TROPHIES

Andrews Brothers Trophy	Roger Kilty	
Shell Novices Trophy	John Wilkinson	
Wood Cup	Tim Thomson	
Castrol Trophy	Ray Rowan	
Double Twelve Trophy	Ray Rowan	
Montague Burton Trophy	Tim Thomson	
Mike Wilson Trophy	Roy Lane	
Yorkshire Post Trophy	Ray Rowan	36.08secs
Jack Farrar Trophy	Tim Thomson	36.84secs
Arnold Burton Trophy	Tim Mason	102.92pts
Richard Sutherland Trophy	Brian Lee	96.80pts
Guyson Sandblast Trophy	John Smith	42.92secs
Hatfield of Sheffield		
Jaguar Trophy	John Oxborough	70.73pts
Ford Woodhead Trophy	John Bennett	43.35secs
Appleyard Group Trophy	John Yardley	44.28secs
Wallace Arnold Trophy	Rich. Hargreaves	44.19secs
Total Trophy	Andy Tymkewycz	+0.48secs
Scrutineers Trophy	John Oxborough	
Philpott Marshals Trophy	Tim Bendelow	

ANNUAL DINNER

and

AWARD PRESENTATION

SATURDAY 9th DECEMBER 1989

PARKWAY HOTEL

Otley Road, Leeds, 16

Reception 7.00pm for Dinner 8.00pm

TICKETS £15 each

EVENING DRESS DANCING TO 2.00am

UPHILL STRUGGLES - THREE

Peter Herbert

A sleeping Collingham was negotiated with some sadness as I headed for early morning practice that bright August Sunday. This was to be my final Harewood hillclimb of the season, the Montague Burton Trophy meeting. But, what would everyone be wearing? Would mohair suits and crombies be donned by competitors, would RAC appointed tailors be measuring inside legs in the scrutineering tent?

A glance around the paddock quickly allayed my fears of sartorial inferiority, the usual selection of tired driving suits being on display. Indeed it is said that some are so attached to their ex-Brooklands attire that they are sewn into them for the season.

There were some new faces in Class 3, the inclusion of the event in several championships tempting a few quick Midlanders into Yorkshire. The two resident Cosworths had a pair of rapid Mk I Escorts to contend with, one shared, whilst there was plenty of variety amongst the more standard runners with an Escort RS Turbo, Rover 2600, Saab 96 Turbo, Toyota Corolla GT, Honda CRX and my Peugeot 205GTi.

Awaiting my first practice run I came face to face with the man with the brain (see Uphill Struggles - Two), Jonathan North proudly showing me that he now had two of them on his Cooper S dashboard! I felt sick. A 52.52 and a 52.84 placed me 7th before lunch and I was determined to break into the 51's during the afternoon. Unfortunately that was not to be, a lack of commitment at Quarry being my only explanation for only managing 52.31 and 52.54. However I did retain my class position by a mere 0.02 of a second from Allan Templar's Toyota.

So ended another splendid day's sport at Stockton Farm. Holidays preclude my attendance at the September Finals Meeting, but my season is not over yet. There is Shap Wells to sample, and my first sprint. I would have liked to have ended my Harewood season with a personal best time, as I had managed on my four previous visits, but I have reached a plateau. However it's me who needs tuning, not my car.

BRITISH GRAND PRIX 1989

June Scatchard

Silverstone '89 was very special for us as we won Grandstand seats in a Shell Oils competition. We had already bought our tickets for all three days of the Grand Prix weekend (I might add here that I resent the implication that this makes us stupid!) when David brought home a couple of entry forms for the competition. We filled in one each - three easy questions to answer plus a slogan. About a week before the race I arrived home first and discovered I had won two grandstand seats for Sunday (a first prize) and further perusal of the post revealed another envelope from Shell addressed to David and this contained a third prize of two tickets for Saturday. All David could say when he got home was 'what did I write that was so much better than his slogan?'

We enjoyed all three days - David cheering on the Williams team and me hanging around the gents loo!! at the back of the pits hoping to see some drivers. I was rewarded with photos of Derek Warwick, Alessandro Nannini, Christian Danner and Frank Williams. Our seats were superb and although the race wasn't particularly memorable, the power and noise as the cars left the grid has to be seen live to be appreciated - TV just doesn't give the same impression.

At the end of this month we are off to Spa for the Belgian Grand Prix - I have packed the hiking boots and waterproofs already. Ideally I would love to see Derek Warwick or Jonathan Palmer win but suspect it will be the usual McLaren walkover. I live in hope!

WOODEN SPOON CLUB

David Bailey

An amusing incident befell my father and I at the Aintree Steeplechase Sprint on 2nd September.

Having set, in the mornings practice, 3rd and 4th quickest time out of 19 entries, in our Royale RP26 Formula Ford, and Dad being only two fifths of a second off John Bennett's fastest time on his first visit to the track for approx 18 years, we were fairly optimistic for the afternoon's timed runs.

Unfortunately, a certain member of our driving team (ahem, yes I'm afraid it was yours truly!) completed several pirouettes at the fastest corner on the circuit. Whilst I managed not to contact with any of the scenery, I am afraid the nose cone was flicked off the front of the car-and over my head (whilst I was still rotating, I hasten to add). Phew, that's lucky I thought, I've not damaged it - Crunch! Spoke too soon. I had actually spun right over it. Damn and blast! Now what am I going to use this afternoon, I thought? More importantly, what am I going to tell my Dad?

Arriving back at the startline, very sheepishly and with bits of grass sticking out from all corners of the car, I proceeded to explain: 'I think I got it wrong again Dad!'

He took it like a man: tantrums, stamping his feet, shaking fists etc.. This over with, it left us with a small problem - how to break the timing light to record a time on our second runs? Why didn't we borrow a nose cone from one of our competitors? I hear you cry. You must be joking, did you see what I did with the first one?

Not to worry, what we need is something to fix to the radiator which is the right height to break the beam. Got it! The answer was close at hand; Mother's wooden spoon which had just finished stirring duties in our lunch. The spoon was whisked away (sorry about the pun) and duly fastened to the radiator.

The rest, as they say, is history. With a run each we completed the day in 4th and 6th places respectively.

Funnily enough, both our terminal speeds were 2 mph faster with the wooden spoon and without the nose cone! This, we feel, is a new aerodynamic aid that we could pursue further for next season! Anybody wishing to exploit our new found knowledge should see us in the paddock at the next Harewood meeting!.

FOR SALE

TIM MASON'S MERLYN MK 20A FF 1600

Very quick car (won Class 14 at the September Harewood meeting in a near record time). Good condition. Can be seen in action at Curborough on 1.10.89
For details ring Tim on 0527 401642 (evenings) or 021 328 5535 during the day.

FOR SALE

HILLMAN IMP 998cc

Chessman full race engine, half Knight 4 speed. For Touring Cars, Modified Saloons or Historic Saloons.
£2500

Phone Andrew Tymkewycz on 031 229 3361 (Home) or 031 559 5671 (Office)

FOR SALE

VOLVO 360 GLS 2 LITRE

3 door, 1985, Metallic, 33,000 miles. Taxed to December 1989. Garage maintained. New exhaust. Superb condition.
£3900

Phone Allan McKinney (Chief Paddock Marshal at Harewood) on
Collingham (0937) 72548.

MARSHALS POST

Filming took place at Harewood again on Sunday - however I don't think a courtesy car is the standard transport of your typical marshal and as for the driver - well putting Dick Ashton into a courtesy car has got to be a contradiction in terms!!

We had some extra entertainment at Paddock Exit on Sunday afternoon - a couple in the Spectator area were getting very close, one of our number was dying to throw water over them! They didn't go too far but they were oblivious to the meeting finishing, they were still locked in 'combat' even as we were packing up the gear!!

It was good to see 'squeely' Norfolk back to marshalling at the weekend but beware, he is threatening to turn up with something more serious next year - please don't paint it purple and throw it up the course!!

The start crew had to work harder this weekend as they were back using the bar - rumour has it that they have a side line hiring out the laser for discos!

We have four pairs of white overalls in various vintages of Goodyear stripping, including a new pair in FPT - size 38 to 40 we think, plus a pair of Westover driving boots, size 10, which can be yours for a donation to HMA funds - contact John Staveley on Leeds 695740.

Will you please note that the rally marshals training day has had to be postponed until the New Year - probably end of January / beginning of February - more details later.

We have had to say goodbye to Clive Bell as he has been posted to Germany for 3 years - good luck Clive, come back and see us sometime.

Congratulations from us all to Roy Lane on his 21st win - you probably don't know it but you are well respected by the marshals and they were all very pleased to see you finally make it, many thanks from us all for a lot of excitement encompassed in those 21 wins. Also many congratulations to double Harewood Championship winner Andy Tymkewycz, double Ladies winner Pat Kenyon and all the competitors for a very competitive and enjoyable season.

Many thanks to John and Boris and the team (yes including you Martin!) for making the season enjoyable and for the refreshments at the end - much appreciated by those who were able to stay.

Don't forget, there are a number of rallies for you to attend over the winter - BMRMC and ourselves are forming a co-operative. Further details from myself or David Dalrymple

John Staveley

RACING CAR PARTS NEEDED

Marshals, competitors and club members may be aware that the club has a Van Diemen RF87 Formula Ford chassis which we use for training purposes, driver extractions and fire fighting.

We would like to be able to use the chassis again, preferably at next years practice / training day and therefore we require some bits and pieces to make it as realistic as possible. Initially the chassis has to be cleaned to get rid of all the rust and extinguishant from 18 months of neglect.

Once that is complete (volunteers are welcome to bring their wire brushes or if you can clean it by other means at little expense!) we will need seatbelts, steering wheel, pedals, suspension parts, wheels and/or tyres plus some bodywork.

Whilst it is an FF chassis, it isn't essential to have those parts - any racing car bits will do.

If you can help with parts or knowing someone who has them, or even your time to help out, then please do get in touch.

Contact Tim Bendelow on 0423 340594.

KNOW YOUR MARSHALS - No.3

CHARLES JONES

Charles is one of our senior marshals (well in experience - perhaps not in age) having first become involved in 1966. He cut his teeth, like so many of us, on such circuits as Croft, Rufforth (if you don't know about these, ask your Dad!), Cadwell and later Donington.

Circuit duties have seen him progress through course and fire marshalling to flagging where he is happiest - only taking on more senior jobs under duress. With over 20 years of attendance at Harewood, Charles brings very much experience to his usual post at Orchard - experience which he freely imparts to our less experienced marshals, and for those drivers who think they have found a new way to go off at Orchard, Charles has seen them all! Beware, he often wishes for the return of the gateposts but not the cows!!

In 1967 he joined the Ripon MSC and started a long flirtation with rallying, believe it or not, he did his first rally in an Austin A35 (which must have been a bit old even in those days). Various Minis, Cortinas, Escorts and Saabs were used for numerous road and stage events before marriage forced the end of his competition career.

A new direction has now been taken in his competition interests where he partners an old friend, Jonathan Swales (a past driver at Harewood) in Vintage Reliability Trials in a 1934 Austin 7 box saloon, the partnership is proving very successful with a Gold Award being earned on this years Beamish Trial.

Charles also finds time to act as an Area Co-ordinator on the RAC Rally and he claims that marriage means that he can now just afford to go marshalling!! Next time you have an 'off' at Orchard, give Charles a wave - he enjoys every minute of his marshalling.

John Staveley



Charles Jones

CHALLENGE

The response to various marshals / drivers get together / quizzes etc has been, frankly, pathetic.

Hence the HMA (Harewood Marshals Association) challenges YOU to do something about it. The following people are therefore challenged to organise a team of themselves plus 3 others from their own area / class and we will organise a quiz / bar games evening:-

DRIVERS	MARSHALS/OFFICIALS
Dave Whitehead	Richard Ashton
Tony Bridgen	Bob Wright
Brian Kenyon	Tim Smith
Ray Rowan/Roy Lane	John English
Steve Openshaw	The Timekeepers
Pat Kenyon	Helen Pitchford
(Ladies Team)	(Ladies Team)

and anyone else who would like to form a team.

Please fill in the enclosed form and we will take it from there - how about a Sunday with a lunch and open forum to stimulate ideas?

The ball is in your court - will you accept the challenge?

JOHN STAVELEY