



BARC

YORKSHIRE CENTRE TIMES

Issue No 16



NOVEMBER 1989

CHAIRMAN'S LETTER 'TIME WAITS FOR NO MAN'

So true I know, since the season closed my feet have hardly touched the ground.

Our plans are costed to a point and at our next committee meeting we will discuss an action group to follow ideas up so not to slow any project down too much by having to wait a month between meetings.

Applications for the Dinner Dance and Prize Presentation are rolling in so if you haven't done so already, send off your details to me as soon as possible.

Please excuse the short letter this month for two reasons. One is to allow Pat to cram a bit more into another great issue of the 'Times', the other is due to the fact that I am writing this from the USA whilst on a quick business trip which over-ran the deadline.

Regards

Tim Thomson



Chairman 'Turbo' Tim - Like the haircut Tim!

Photo: Pat Kenyon

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

Thanks once again to the contributors to the magazine and congratulations to our intrepid Class 3 scribe, Peter Herbert, on his first class win. The next 'Times' will be a two month version covering December and January and articles are still needed. I have been promised articles by Ray Rowan, Rob Welch and Richard Hargreaves and I'm sure many more of you have a good tale to tell of your exploits during the season! Please think hard and try to put pen to paper during the winter months. Let us know of future plans, past experiences, hopes, ambitions or just where you went for your holiday. Anything to brighten the long winter evenings.

I'm sure you will all join with me in sending best wishes for a speedy recovery to Jane Price after her horrific accident at Lydden. There will be a report of her condition, as up to date as possible, elsewhere in the 'Times'. Best wishes Jane, we look forward to seeing you next year at Harewood.

I do hope as many members as possible will support the out of season activities such as the Forum on November 5th, the Dinner Dance and Award Presentation on December 9th and the competitions for officials / marshals v competitors (assuming this gets off the ground and isn't bogged down by apathy). I am starting to organise my ladies team for the competition so if any lady would like to volunteer, I would be delighted to hear from her. No marshals please (they're the enemy this time) but competitors or wives / girlfriends of competitors only please.

Pat Kenyon

YORKSHIRE VOICE

At last BARC and the Yorkshire Centre in particular, have a representative on the RAC Speed Events Committee in Tim Thomson. It would appear that although it has not been announced, this will occur next year. It is not before time as we must, as a club, be one of the premier hillclimb organisers in the country. Hopefully Tim will be able to introduce a bit of good old Yorkshire common sense to that august body.

As we have a combined December/January 'Times', articles for the next issue by November 30th please, to the Editor:-

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

FOCUS

WITHDRAWAL SYMPTOMS

Tim Mason suffers from withdrawal symptoms (don't we all) during the winter months in the sprint and hillclimb closed season. To get over the problem Tim has purchased a trials car and will probably shortly be joining such luminaries as Roy Lane and Bob Dayson on the 'mud plugging' scene

BABY TALK

Peter and Nicky Needham are expecting a happy event some time in February. Both prospective parents are highly delighted and it is rumoured that Peter is constructing a Westfield Baby Carriage.

TOE IN THE WATER

Some of our long standing Harewood competitors recently decided to compete for the first time at the Curborough sprint venue. Nigel Stansfield and Richard Moorhouse were competing in the combined small Marque and Touring class in their immaculate Austin Healey Sprite and acquitted themselves very creditably at this very tricky venue, as did John Garnett in the Sierra Cosworth and Peter Herbert in his Peugeot 205. All of them intend to return in the New Year despite the long distances they travelled to reach the venue.

THIEF ABOUT

Peter and Nicky Needham had a shock at the end of the September Aintree Sprint when they returned to their car to find Nicky's handbag had been stolen. If this wasn't bad enough, so had the car keys, adding further to their problems. As the paddock was open to the general public, as are all the paddocks at sprint and hillclimb venues, it shows that you have to be extremely carefull with money and valuables. Although we all leave tools, wheels, tyres etc scattered about the paddock, it makes you think, doesn't it?

SPEED TRIALS

Your editor and her husband were recently Stewards on a Sporting Car Trial. The paddock was full of faces more familiar in the Harewood setting. Tim Barrington was competing, Bob Dayson would have been except for a hitch in car preparation, spectating and showing great interest was Peter and Nicky Needham of Westfield fame. Usually the event attracts other speed event drivers including Roy Lane, it appears that they all suffer Tim Mason's withdrawal symptoms in the winter months.

JANE PRICE UPDATE

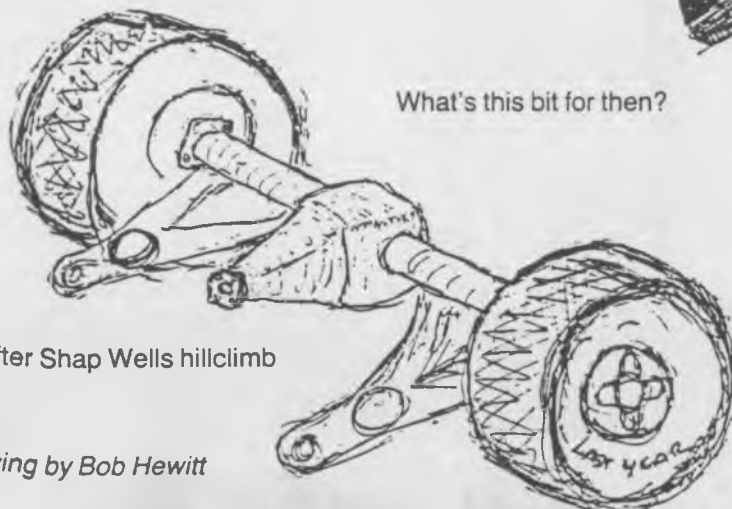
As many of you will know, after reading Autosport, Jane Price was injured in an unfortunate accident at Lydden when she understeered off the track. Her injuries were breaks to both her legs, and she underwent a 4½ hr operation. Since the Autosport report, things have moved on and Jane is now in Room 5, Pickwick Ward, The Alexander Hospital, Impton Lane, Waiderslade, Kent. Tel: 0634 687166 ext 205. Phil says that Jane has made good progress since the accident and was walking with the aid of a Vimmer frame but she has since had a small set back as one leg may require to be straightened a little. This means that Jane will probably be in hospital for at least another month. She is in good spirits and would like to thank everyone for their kind interest in her well being and for all the visits, cards, flowers and telephone calls that she has received. We are sure that all the Yorkshire members would send their best wishes to Jane for a speedy and complete recovery and to seeing her and Phil at Harewood next year.

NEVER RAINS BUT IT POURS

If there was an award for the unhappiest season, it must go to the Prices, Jane and Phil, for not only did Phil write off his car and injure his arm earliier in the season, this was later followed by Janes accident and yet another personal injury and another written off car. At the end of the season Phil decided to take in a Gurston Down event. Going up through the Ashes at high speed he was unfortunate enough to have a pheasant fly out in front of his car, during the ensuing accident Phil damaged the front nose cone and knocked off the bonnet etc. Phil, who is not one to give up easily, decided that someone must be trying to give him a message and retired the car to the trailer. Better luck next year!!!

DES GETS THE ELECTRIC CHAIR

That well known Class 7/11A desperado, Des Richardson, was recently sat in the electric chair. Fortunately for Des, the electricity was providing the propulsion of the chair rather than making him hot under the collar. The chair was provided by Peter Riley as a bit of one-upmanship over the one lent to Des by the Kenyons as that was only hand propelled. Des is making steady progress and is now able to walk with the help of crutches.



Peter Needham after Shap Wells hillclimb

Drawing by Bob Hewitt

MSA SPEED EVENTS DAY

Your editors attended the Speed Events day at the National Motor Cycle Museum in the company of Tony Bridgen. After a long preamble of introductions of the committee, the proceedings got under way with a suggestion from Centre member Malcolm Pittwood concerning the organisation of National Record attempts of up to a 1 mile distance. This appeared to elicit a certain amount of support from the committee who passed the onus on to Malcolm to check on availability of courses etc. so perhaps if Malcolm makes further progress in this area, he can keep us informed. Item 4a on the agenda was a question from a Midget driver. Not us! His question was 'would it be possible under the new regulations to run his exhaust through the bulkhead and it is assumed, into the passenger compartment of his car?' The committee said as people had been doing this for 13 years or more, it would be allowed.

When BK pointed out that on page 134, QA ALL VEHICLES 2(d) in the Blue Book, states 'not to have the space normally occupied by the passengers to be encroached upon but may have the passenger seats removed'. Surely the exhaust would encroach upon this area, perhaps one of our scrutineers can give me a ruling on this matter as the committee did not appear to be aware of this.

4b concerned the requirement for open cars in the Modified Production classes to carry a windscreen. The committee did not commit themselves on such a thing but there was a strong feeling within the body of the hall that windscreens should indeed be kept in place.

Item 5 concerned permanent numbers to be allocated for National Sprint and Hillclimb Championship contenders based on their finishing positions in those championships. It was pointed out that many people compete in both and would possibly finish in different places in those championships which would make the idea impractical. BK asked for shared drivers to be denoted by an 'A'. This was referred to the afternoon meeting of organisers.

Item 6a was private testing at venues prior to championship rounds. It appears that some people do indeed hire the venues and practice prior to those events. This obviously gives them advantage and it was suggested that it should be written into the rules concerning a competition drivers conduct that he was not able to do such a thing.

Item 6b - Same Timekeepers to be used at all Championship rounds. This was deemed impractical for a number of reasons and was not carried.

Item 7a - under the new classes, why should Production and Libre classes have different cc splits? The reason for this was stated so as not to make cars obsolete overnight.

Item 7b asked why was such a low volume number set for Production classes? No proper answer, as I understand it, was given for this move.

Item 8 'Will Saloon cars be competitive in the new classes?' The committee seemed unmoved by the almost overwhelming feeling amongst all present that they and their specialist advisory committee had made it almost impossible for such cars to compete with any degree of success against the Caterham, Lotus 7, Westfield 7 types. They kept repeating that these new classes were formed with a view to the cars likely to be competing in the 1990's and yet seemed unaware that the Lotus 7 was a car developed back in 1958 - hardly the car of the 90's. Your author of this report made it plain in no uncertain terms that the committee should introduce a Kit Car Class(es) and so separate these highly specialised vehicles from the Production Cars, both sports and saloons. This was again overwhelmingly supported by everyone present and the committee, who obviously were not prepared to implement what the mass of their licence holders would like to see, are intent on going their own way irrespective of opposition.

The HSA presented many items which asked of the formulation and constitution and function of the RAC MSA Speed Events committee. One of their items, which was not apparently to be discussed, was of the Top Twelve run off. BK suggested it was dropped as it would help with another item on the agenda - oversubscribed entries.

The chairman of the committee seemed astounded by the idea that the majority of licence holders did not know of the committee or its members and made much of this and said that it would be remedied in the future but then it was pointed out by the 'floor' that people knew who they were but did not bother to talk to them as they knew that nothing would be done if they did!

The only good thing which seemed to come out of the day was the approval of the new venue. I hope that many of the items will be acted on, but I doubt very much whether they will be prepared to take in the points raised by people attending. Only time will tell!

Brian Kenyon

If anyone else wishes to give their account of the proceedings, or wishes to stress any other point which I may have missed or glossed over, would they please write immediately to the 'Times' editor.

GP REPLY

August's Centre 'Times' carried an article about people's experience at the Grand Prix. I mentioned that paying £30 (£35 I'm led to believe) for getting into Silverstone did seem rather a lot to ask. There was the implication that having paid that amount, it made people stupid. Obviously that isn't the case and I apologise for any offence caused. What I meant was that it seemed a lot to pay for what is supposed to be the pinnacle of British Motor Sport, when all too often it has been nothing very spectacular at all.

Tim Bendelow

MORE SPEED IN 1990?

'Nothing succeeds like suspension'

Leon & Allan	-	CATERHAM 7 'WHITE BRICK'
John Swift	-	TVR TUSCAN
Dave Malley	-	LOLA T760
Simon Durling	-	TURNER
John Wilkinson	-	FORMULA FORD
Jim and David	-	'THE BIG MALLOCK'
		and
Darell Staniforth	-	QUEST TERRAPIN

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LETTERS TO THE EDITOR

Dear Editor

With the ever increasing difficulty for those who have been called, somewhat unkindly, 'the aged driver' to win anything any more, I would make a strong plea for a new class in hillclimbs and sprints.

In view of the plethora of openings for vintage, veteran, post historic, classic, pre-84, post-71 etc etc for mere lumps of metal, there is a crying need for something in the same vein for the veteran human being.

To save committees a lot of work, I append an outline of how I see this being implemented, together with some of the reasoning behind it.

The general outline would be known as ANCIENT (A New Concept In Entertainment for the Non-Teenager).

1)An acceptable ANCIENT would put in a normal entry, but at signing on would be required to present with his licence a current bus pass, letter from the Queen or a medical certificate confirming that the holder was alive at the time of issue. (This should avoid FISA or the RAC screwing extra money out of the scheme though we may have to be wary of the DHSS).

2)Inherent in this approach is that youngsters like Lane, Gould, Kenyon, the child prodigy Rowan and positively infant prodigies Thomson and Tymkewycz cannot fiddle in merely by wearing a borrowed white wig and moustache kit. On second thoughts, my apologies to Mr Kenyon who may well be eligible.

3)The class would be numbered 65 (or possibly 69). Nothing is implied by this choice as they have been picked by a random selection machine operated by an anonymous RAC Timekeeper.

4)Competitors would have one second per year over 21 subtracted from their competition time (thus making FTD an altogether more open affair).

5)After signing on, an ANCIENT would be issued with a (returnable) stick-on grey beard to aid identification by marshals or medical staff, a sticker with the word ANCIENT to be affixed to helmet or goggles, together with a clearly printed map (with Braille key if requested) showing the way to the Drivers Pre-Race Tension Relief Centre (Gents Toilets).

6)First time entrants at an event would normally be required to take a simple test of competence such as distinguishing between the start line and a lady official without touching either.

7)Clubs embracing ANCIENT should consider making available a tastefully converted hearse with bar and life support equipment to be known as 'the Willoughby Conveyance' in which drivers would be taken to the start and then lifted by volunteers into their competition vehicles. (This should cause no more delay than the normal Top Ten Run-Off).

8)Awards would be standardised allowing ANCIENTS to build up a memorable array if they so wish:-

1st - tastefully engraved and mounted miniature crutch.

2nd - tastefully engraved and mounted white stick

3rd - full size mink truss, autographed by a star of stage, screen or commentary box.

Last Finisher - small stuffed model of a guide dog (not mounted).

As none of this is of direct concern to myself, somebody with major standing and appropriate qualification within the sport - Mr David Render strikes me as ideal - could perhaps be persuaded to put his weight behind things adding proper stature and authenticity to the plan.

While it is my hope that my home hill of Harewood might take the first pioneering steps on the ANCIENT road, I would ask all venues to consider what a giant step forward ANCIENT could be in a changing world.
Sincerely

Allan Staniforth

UPHILL STRUGGLES - THE GRAND FINALE

Peter Herbert

The owner of the blue rinse raised a quizzical pencilled eyebrow from her perch inside the Wallace Arnold coach as she viewed the scene before her. Mystery tours were one thing, but to which planet had she been brought for lunch?

The stumpy winged projectile eased lazily off the hotel forecourt to the foot of the drive. With a sudden roar it leaped forward, only to stop dead with a chilling chatter. The trick was repeated. The red turned to green and Tom Hammond dumped the clutch, allowing the Pikes Peak replica Audi Quattro to blast away up the narrow strip of asphalt as if late for an urgent appointment in outer space. The time was the weekend of 23rd/24th September, the place Shap Wells Hotel, and the occasion the second running of Shap Wells Hillclimb, Lancashire Automobile Club in charge.

The Westmoreland sky looked threatening as I walked the 1056 yard course for the first time and the narrow, patchy, undulating tarmac reminded me of bleak moorland selectives from my road rally days. Blind brows and enticing ditches were a daunting prospect, but the setting was superb.

Class 3 contained several Harewood faces amongst the fifteen strong entry, and as usual, Cosworths were to the fore. Fashion victim John Garnett had succumbed to the lure of the Sierra Set and arrived in the paddock with his pristine white freshly-built example. John was to make the transition from Metro 6R4 to Cossie with easy abandon, and before the end of the weekend, had worried the old guard. Sadly the only old guard my driving was likely to worry, was probably riding in the rear coach of one of the Glasgow expresses that passed nearby.

My first practice climb saw me in trouble at the right hander that followed the opening left curve, sudden understeer flicking to equally sudden oversteer. I survived and stopped the clock at 42.11, however I was to treat this bend with much respect on future ascents. David Bailey suffered a sizable 'tank slapper' at the same place, and so became the first Cosworth pilot to be beaten on a hill by my Peugeot.

Heavy rain impeded my second run, a leisurely 48.00 seeming fast enough in the slippery conditions; whilst on a drying track I improved to 43.93 on my third climb. Underwhelmed by my performance I returned home as the overnight stayers erected their tents or retired to the bar.

Sunday was brighter and more settled and I was determined to come to terms with this intimidating hill. Following the opening run, John Garnett led the class from the similar Cosworths of Richard Hargreaves and David Bailey, but the effort took its toll. John was shaking so much at the top of the hill that he was unable to fill his beloved pipe. Mine was a lacklustre ascent, 44.72 placing me 12th, a spectacular lack of bottle and the excursions of others inhibiting my driving.

After lunch King Richard put Prince John in his place with a class winning time of 34.19. Kevin Blackburn was second in the same car on 35.39 and John Garnett was third with 35.51. I had psyched myself up for a big effort, only to watch Mike Woolf go off after a huge spin at 'my' bend in his Saab 96 Turbo as I sat on the line. As a result 42.14 was the best I could do and 11th in class was my reward.

Shap Wells, as Mario Andretti might say, ain't no trip to Paris. The track is narrow and uneven, grip unpredictable, verges muddy, and run-off areas are non-existent. Mistakes are punished, and many were. Peter Needham's Westfield came to rest in component form after going off at 'my' bend, whilst Ian Scott landed in a watery ditch beneath his Megapin. Turning at the top of the hill is also a problem, only those adept at the handbrake turn avoiding the much shuffling necessary to prepare for the descent. However, it is not all bad news. The hill is an interesting one to drive, with many facets. Not only does it go up, there is also a downhill section, and the brows and twists are great levellers. Sheer 'grunt' is not enough, although there is a glorious finishing straight. Most of all the setting is wonderful, and every encouragement should be given to those who are striving to make this a permanent venue. Call me foolish, call me irresponsible, but like the old dear with the blue rinse, I suspect that I'll be back.



Class 3 Superscribe, the intrepid Peter Herbert.

Photo: Frank Hall

A little internal friction
in the Speed Events Committee as
seen at Harewood.

L to R Brian Kenyon, Chris Seaman,
Denys Townsend.

Photo: Pat Kenyon



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CLASSES FORUM

SUNDAY 5th NOVEMBER 1989

OLD GOLF HOUSE HOTEL

OLD HEY ROAD

OUTLANE, HUDDERSFIELD

(M62, Junction 23 - Scammondem turn-off)

Coffee at 10.00am

Meeting starts prompt at 10.30am

and will finish at 1.00pm

Bar meals and sandwiches are available after the meeting.

Competitors are urged to either attend this meeting or write to Chris Seaman at 193 London Road, Sheffield S2 4LJ on any subject concerning class structures, eligibility etc. If you fail to attend, please don't gripe if you find that something has been agreed at this meeting that does not suit you.

This is your chance to air your views so don't miss the opportunity.

A DAY AT THE RACES

Peter Herbert

Who are these people who pay through the nose to watch the British Grand Prix enquires Tim Bendelow (Yorkshire Centre Times - August). Well Tim, you have tracked me down, it's a fair cop, I'm guilty.

Every year since 1972, when I left university, I have attended the Grand Prix with a guy who was on the same course as me. Living at opposite ends of the country it has been our annual get-together, as well as a chance to indulge our passion for motor racing.

At first it was great fun, something to be looked forward to and talked about for months afterwards, particularly as the venue alternated between Brands and Silverstone. Even when the camp site flooded with raw sewage at the Kent track, or when we got stuck in horrendous traffic jams at the Northamptonshire circuit, our enthusiasm never faltered. Prices rose but so did our relative prosperity, and in recent years tents made way for hotels when necessary. Then suddenly things began to change. I'm not sure exactly when it happened, but the first manifestation I can remember was the erection of the wire fence around the Silverstone Formula One paddock. Perhaps things really gained momentum when the race moved permanently to the former airfield circuit. Suddenly prices began to rise really steeply, and there were lots of extras.

As prices have risen, values have dropped. Once there was a full programme of racing on Grand Prix day. Formula 3, historics, saloons, perhaps sports cars and often a celebrity race. This year there were saloons, Formula Vauxhall and a round of a French Peugeot championship. Tedious parades hardly compensated for door to door racing. For race day I had paid, almost a year in advance, £60 for a Grandstand seat at Copse. Then there was £10 for a centre transfer which allowed you to gaze through the wire at sinister motorhomes, and to share the pit lane for an hour or so with half a million other people. I saw no drivers, not even any from Osella, although I think I caught a glimpse of Ron Dennis's left ear. The glossy programme, containing adverts mostly, was £2 extra.

The British GP has unfortunately gone the way of many big sporting occasions. No longer is the genuine enthusiast catered for. The corporate guest, with his shiny suit and lapel badge, is the one Silverstone is after. Some never move from their marquees, preferring to watch the race on the TV provided while they wrap their laughing gear around some smoked salmon. They could be at Henley or Wimbledon for all they care.

My final decision as to whether I go to next year's Grand Prix will be made when the 1990 prices are announced, but for the first time I am seriously considering not going. No longer do I feel part of what is going on, and I am starting to feel 'ripped off'. My pal feels the same. Perhaps a Yorkshireman and a Scotsman are the wrong people to objectively assess value for money, but when people as crazy about motor racing as us have doubts, something must be wrong.

In 1977, when James Hunt won the British Grand Prix at Silverstone, the McLaren driver joined us campers to share a barbecue in front of his brother's tent. I can't imagine the current World Champion doing that. Perhaps the final straw is what has happened to the 'Green Man', the famous watering hole just down the road from Silverstone. Once the sanctuary of driver and enthusiast alike, now it is little more than an advertising medium for 'Camel', with prices and hype to match.

Compared to the British Grand Prix a hillclimb is like a breath of fresh air, and for the money I spent at Silverstone this year I could have competed in three of them!

ANNUAL DINNER and AWARD PRESENTATION SATURDAY 9th DECEMBER 1989 PARKWAY HOTEL Otley Road, Leeds 16 Reception 7.00pm for Dinner at 8.00pm TICKETS £15 each EVENING DRESS DANCING TO 2.00am

There is a maximum of 240 tickets so buy as early as possible. Send your cheque, payable to 'BARC Yorkshire Centre', to Tim Thomson, PO Box 18, Otley, LS21 1RD.

Would large parties please note that ideal table sizes are 10, 12 or 14 people maximum.

The last date for reservations is Friday 1st December 1989 and REMEMBER, NO MONEY, NO TICKETS!!

BARC ANNUAL COMPETITIONS

Below are the final results of the Annual Competitions marked on the 'Pearce Trophy' marking system.

POS	MKS	NAME	AWARD
1	38	Brian Kenyon	Pearce Trophy
2	36	Leon Bachelier	Ken Lee Trophy
3	34	'Boris' Hardcastle	Pearce Consol. Award
	34	John English	Chippy-lola Vase
5	33	Pat Kenyon	Firth Bowl
6	30	Peter Read	
7	29	Jane Price	
8	28	David Dalrymple	
	28	Denys Townsend	
10	27	Graham Wide	
11	24	Ann English	Chippy-lola Vase
	24	Tony Briggs	
	24	Barry Tordoff	
	24	David Naylor	
15	21	Peter Herbert	
16	13	David Wh-Baumforth	
17	12	Carol Wride	
18	0	April Townsend	

There were only 18 entries this year but it is encouraging to see more competitors winning the top awards..

BORIS HARDCASTLE
CENTRE COMPETITIONS CO-ORDINATOR

LONELINESS OF THE LONG DISTANCE SPRINTER

Peter Herbert

Sprints were always something of a mystery to me. Motor races and hillclimbs I had watched aplenty, and more recently I had competed in the latter, but I had never seen a proper sprint. Once I visited the Brighton Speed Trials but they appeared to be a thinly disguised drag race, so it was in a state of ignorance that I set off in the early hours of Sunday 1st October on the long journey from North Yorkshire to the Midlands.

Curborough had a nicely faded feel about it, as if little had changed there for a very long time. The signing on and timing huts were Brooklandsesque as was the paddock, while some of the competitors were not in the first flush of youth either. One fine character that I met was seventy five year old Herbert Shepherd. Herbert had been competing at Curborough for twenty five years, and still had a good turn of speed, as he demonstrated by winning his class in his immaculate Jaguar E Type road car.

A number of Harewood faces were present including the Settle Sierra Set, and John Garnett joined me on Brian Kenyon's guided tour of the track, particular attention being paid to the spot where Brian once wrote off his Sprite.

My class was for standard cars 1501cc to 2600cc and was five strong. I was the only entrant new to Curborough, but at least I was up against cars of similar performance. The Garnett Cosworth was in with the big Marque sports cars, and John was worried about President Marcos. I assured John that the former Phillipine President was dead, but it transpired that the cause of his concern was John Yardley's supercharged coupe.

With Mr Kenyon's words 'the first long left hander is critical' ringing in my ears I left the line on my first practice run and was pleased with my time of 42.03 which was second fastest in class. My second morning run of 42.27 was slowed by a misfire as I approached the finish, the hillclimbers pint in the tank proving insufficient to prevent fuel starvation on a sprint course.

Afternoon runs were for real, and whereas Steve Cartwright, something of a Curborough expert, was well ahead of the class in his Honda CRX with a time of 40.51, Alan Bowmer's Astra GTE16V and my 205GTi were only a hundredth of a second apart at 41.99 and 42.00 after our first runs.

With second place in my sights I gave my final run everything that I had. Leaving a lot of rubber on the startline I kept my foot nailed to the floor through the opening left hander, only to arrive at the right that followed going far too quickly. Sorting out the ensuing slide cost time and 42.33 was slower than my earlier effort. Cartwright took the class with 39.38, and Bowmer held second with 41.86. I settled for third.

The long drag down the M6 from Junction 38 to Junction 12 had been worthwhile. Sprinting was The Business.

A week later I was back on the M6, but this time heading North. With RACMSA authorisation to compete in a foreign country I was heading for East Ayrshire Car Club's Dreamflight Charity Sprint at Kames in South West Scotland. The aim of the event was to raise money to send terminally ill children to Disney World in Florida, and in addition to all proceeds being donated, all competitors collected sponsorship money. My friends, relatives and office colleagues were pressed into sponsoring me, and to my delight even those with a propensity towards recycling toilet paper and swimming beneath toll bridges coughed up.

Kames is a sweeping 800 yard circuit on the site of a former railway station. The platform is still there and forms part of the paddock while the ticket office and waiting room are used for signing on and refreshments. East Ayrshire CC owns the track and has carried out all the development work itself, and although it looks a little Thomas The Tank Engine on first acquaintance, the complex which includes a rallycross loop is in fact quite impressive.

The course comprised three laps of the circuit, two cars being allowed onto the track at one time, and timing was hand held to a tenth of a second. I was running in the five strong Showroom Class, and on my first practice run I was impressed by the grip on offer everywhere except the hairpin, which was very slippery. Into the latter I almost sailed straight on up the rallycross loop on my opening lap with locked wheels, however my time of 1.47.3 was second fastest in class and within striking distance of local hot shoe Alec McKie's 1.46.8, achieved in a Peugeot identical to mine. On my second run I concentrated on being smoother into the hairpin and 1.46.6 was the result but McKie took a full two seconds off that to record 1.44.6, and it looked as if any chance of my taking the class was remote.

Over lunch I got to know my fellow competitors as we sat on the platform and chewed the fat. As most of them were Scots, and some from remote islands, there was something of a language problem. However, everyone was most welcoming to the Sassenach pot hunters, who included Harewood regulars Geoff and Nigel Harkness with their Nova and George Whittaker with his Morgan V8.

Club President Bob Baillie appeared everywhere, brushing the track, briefing the drivers, competing in a Cavalier 4 x 4 and doing the highly amusing commentary, which owed more to the Outer Hebrides Broadcasting Corporation than Anthony Marsh. In a broad Scots accent, of Maureen Milroy and Edgar Donaldson, who were sharing a much modified Fiesta, Baillie chimed over the tannoy 'ye can tell who's driving as Maureen has grey hair and Edgar has nay hair'. Or of a brave soul who brought a rusty Austin 1100 all the way from Shetland, 'The trouble with competing in a car like this is that next season everyone will show up in them'. Clearly nobody was allowed to take themselves too seriously.

On my first afternoon run I tried pretty hard, and despite missing a gear in the excitement I equalled Alec McKie's best practice time of 1.44.6, whilst Alec slipped into second place with 1.45.3. I could hardly believe it, for the first time ever I was leading my class. On the final run my rival knocked another second off his practice time to record 1.43.7, left foot braking and the locking of wheels testimony to his effort. My first attempt at a final run ended within a lap when a Dutton spun and I was red flagged, however I restarted with the minimum delay and drove just as hard as I knew how. For the first time during this, my first season, I gave it ten tenths, and on the completion of my three laps I was exhausted. On being given a time of 1.43.6 I lapsed into a state of advanced delirium, and on being presented with my trophy by a large Pink Panther I couldn't have been more thrilled if Princess Caroline had been inside the suit and I had won the Monaco Grand Prix.

So ended my first season of speed events, and my thanks go to all the organisers, marshals and fellow competitors who have made my year such an enjoyable one.

STOP PRESS

Peter Herbert would like to know just which parts of Warwick and Nannini did June Scatchard hope to see as she hung around the Gents at the British GP?

MARSHALS POST

The weather was so warm for the Autoglass Tour that a certain Bob Wright spent all day on Friday wearing RED shorts (not a pretty sight).

Many thanks to all of you who helped to set up the stage on the Friday - your efforts were much appreciated.

Those of you (and I think it was all of you) who cleared away at the end of the stage - many thanks, your efforts meant that we were cleared up in record time and that the work was not left to one or two people.

Don't forget that you are all invited to help BMRMC on the RAC and other rallies - come on, let's see a few of you branching out (rallies - forests - get it?).

Apparently 'squeely' Norfolk doesn't think he is justly named. However 'squeely' is nothing to some of the names his fellow marshals call him!!

Alan McKinney apparently was upset that I missed Paddock Marshalling out of my introduction to this page, so as I promised him, I will write something - but you will have to wait until next month to find out what.

Finally, is there any truth in the rumour that Boris was controlling a stage on the moon as well as Harewood? I'm sure his equipment was quite capable of it!

John Staveley

THE QUIZ

Come on - where are you all? I haven't had one form back yet from those of you I challenged (Pat and Brian have both accepted the challenge through the 'Times') and only Tim Thomson has offered to form an additional team.

COME ON PLEASE - LET'S HAVE SOME SUPPORT.

Just to give you some idea, here are 3 questions:-

BRIAN K'S TEAM

1. What is the corner after the start at Bathurst ('the mountain') called?
2. Which Formula 1 racing team did Count Volpi form?
3. In what year was Queen Anne's Bounty instituted?

OTHER TEAMS

1. What is the corner after the start at Harewood called?
2. Which Formula 1 racing team did Colin Chapman found?
3. In what year did World War 2 start?

It's no good looking - the answers are not printed elsewhere.

Fair means or foul eh Brian?

John Staveley

CLASSIC CAVALCADE

During the August meeting there was a large display of classic cars in the hilltop car park but how many marshals in particular knew about it?

We were down at Orchard and hearing the commentary was difficult in that the nearest speakers were on the Quarry Straight. Nothing was mentioned in the Final Instructions or the programme and there was nothing said at signing on. Only when I walked to the refreshment tent was it evident that there was something happening.

Could it be made known prior to the event and during the day what attractions are taking place at Harewood. I'm sure it would help to inform others and add to the interest.

On a marshalling point, it could be the thing to persuade someone to volunteer when they otherwise wouldn't.

Tim Bendelow

(Eds. Note: The Final Instruction and Programme compiler, and most of the competitors, didn't know of the Classic Car Cavalcade either!)

KNOW YOUR MARSHALS - No 4

Tim Bendelow

Tim is a relative newcomer having started marshalling in 1986 at Harewood. He is now an active committee member of HMA and the one with the most enthusiasm on the committee! Tim claims to have spent a number of years spectating at most of the Northern Circuits including Croft and Rufforth (he must have been in a push chair in those days!) As his spectating trips included occasional forays to Oulton Park, Snetterton and Donington, it was obvious to Tim that he had caught the bug and so he decided to try the other side of the fence.

His first meeting was a baptism of fire - he found himself under Ray Wass's care at Quarry and when Charles Wardle made (an unusual) mess of Quarry, found himself pushing the Pilbeam back to the paddock. (For those of you who haven't had the pleasure, that's one heavy motor car). Tim's most vivid memories of his first meeting were the deafening Tankard TVR and standing on the red flag point on Quarry Straight. (I would have thought that would have given a novice nightmares!).

Last year Tim ventured onto the circuits where he has now graduated to BMRMC Course grade and his visits to Cadwell have seen him sampling the delights of flag marshalling.

Tim is one of our young keen marshals in whom the future lies, if all our young marshals turn out to be as keen as he is, we will face a strong future.

Helen Pitchford usually accompanies Tim to meetings and is equally as keen (hopefully we can persuade Helen to 'reveal all' in this column at a later date.)

Finally, congratulations to Tim on receiving the Phillipot Marshals Trophy for his efforts this year - a very deserving recipient.

John Staveley



Helen Pitchford and Tim Bendelow

Photo: John Staveley

SEPTEMBER B-B-Q

What did we all miss at the end of season BBQ? because everyone I talked to on the Sunday didn't go. What did the £10 ticket buy you? - a large steak, a string of sausages and a bottle of wine or a large banquet with a super cabaret?

It would be interesting to hear from anyone who went to the BBQ as £10 would seem to be a lot of money for an evenings entertainment, food and meeting friends when £15 will get you a ticket to the BARC Yorkshire Centre's Dinner Dance.

Any thoughts about it?

Tim Bendelow