



BARC

YORKSHIRE CENTRE TIMES

ISSUE NO 20



APRIL 1990

CHAIRMAN'S LETTER

Dear Member

It hardly seems a month ago since I was driving south to the French Alps to commence a two week ski-ing holiday, which is the reason for the absence of a letter in the last Times.

I remembered I had not provided Pat with a letter in the middle of the Peripherique at half past five on the Friday, which was worse than trying to queue for the third practice run at Harewood.

All in all a very enjoyable journey, my first on the continent driving myself, and a 1950 mile round trip, trouble free. All credit to a British manufactured vehicle.

Upon my return there has been plenty of catching up to do and preparations were well in hand for the first event of the season at Harewood, the practice and marshals training day.

I was saddened to learn, on arrival at Harewood, of the peaceful death of Chippy Stross, a long time Centre member and competitor, a true gentleman from whom I had the honour of taking over, a few years ago, as Social Secretary. Chippy gave me much advice about the job in hand and especially how to get the best deal. His input to the Centre has been immeasurable over the years and my deepest sympathy goes to lola, Richard and Sue in their loss.

The practice day seemed to be a great success. The weather was fine although the wind was bitter, and marshals attendance was superb; all credit to David Dalrymple. I attended the training session at lunch-time watching the various groups being put through their paces by John Staveley. A lot of very interesting comments were made during this period and yours truly learned quite a lot regarding the necessities involved following an accident.

Tim De Dombal was also in attendance with his group of medical students and showed great presence explaining clearly and concisely the medical requirements at the scene of an accident.

I would like to encourage anyone who was at the training day or practice day to write in to Pat with their relevant stories.

Entries look to be filling up for Easter Saturday and Sunday and I look forward to seeing you for the first competitive meeting of the season, hopefully in good form with good weather in attendance also.

Tim Thomson
Chairman

Articles for the next issue of the 'Times' by Friday
20th April please, to the Editor:-

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

EDITORIAL

For the first time since taking over as Editor, we have, what can truly be called, a Real Club Magazine. Your input this month has been absolutely astonishing, please try to keep up a steady flow of articles, information, letters, adverts etc. In fact your response has been so good that we will have to reduce Focus for this month, partly due to us not being at Harewood to pick up paddock tit-bits but mainly due to the lack of space available, but you can be assured that this popular feature will return next month in its 'true glory'.

Brian and I were very sad to learn of the death of Chippy Stross, one of the real characters of the sport. Chippy will be remembered for the superb job he did as Social Secretary of the Centre as well as for his abilities as a competitor. He was always approachable and willing to have a chat in the paddock, he was one of the sport's true gentlemen and will be sadly missed. Our condolences to lola and Richard and family.

I am pleased that the committee have, in this issue, released a draft plan for the development of Harewood. If any member wishes to comment, you can be assured that the pages of the Times are open to all. It is your chance to help develop Harewood into the finest hill in the country.

THANK YOU

I would like to sincerely thank all the members of the Yorkshire Centre, BARC, who attended Chippy's funeral. It certainly 'boosted' Richard and myself to see so many familiar faces, some Chippy and I have not seen for sometime, due to Chippy's illness - you certainly gave him a good send off on his 'last lap'!

It was more than gratifying to know that Chippy had so many friends and acquaintances. I'm sure Chippy's brother, Alan, would like to join Richard and myself in thanking you all, once more.

Very sincerely

lola

ANNUAL COMPETITIONS 1990

The series of competitions, for some very handsome trophies, continues in 1990. These competitions are open to all Yorkshire Centre Members who take part in, or organise, or assist at our Centre events. In order to score points within any of the competitions it is essential that you enter as soon as possible as there will be NO retrospective marking. It is, however, acceptable to enter when you sign on for the first event.

There was an entry form enclosed with the last edition of the 'Times' but if you have lost this, then send your name, address (including post code please), membership number and whether you are usually a competitor, marshal or official to:-

J R Hardcastle
8 Hunger Hills Avenue
Horsforth
Leeds LS18 5JT

FOCUS

EASTER HAREWOOD MEETINGS

We are informed by the Entries Secretary that both the Saturday meeting and the Sunday meeting are oversubscribed making it a very pleasing start to the season from the Club's point of view. Unfortunately, it will be necessary to refuse some entries meaning there will be some disappointed competitors.

OUTBID

At a recent number plate auction in Harrogate, the registration APR 1 L was due to come under the hammer. Our treasurer Denys Townsend's wife is called April and Denys thought it would be an unusual gift for her, so off he went.

Bidding started briskly and Denys kept pace until it got just too hot for him and he really couldn't raise the last few pounds necessary to outbid the final offer and he, unfortunately had to let it go to someone else.

Now the true story - the plate went for £46,500 to the owner of an American Car Hire Business!

Denys says he's glad he didn't get it, it wouldn't look right on a Fiesta, he would have had to buy April a Porsche! - but he did get DEC 18 - their wedding anniversary

LOCKED OUT!

As we were leaving the AGM at the Parkway Hotel on March 15th, we noticed our treasurer Denys Townsend breaking into a car tailgate. On making enquiries we found that it was his car and he had lost the keys!

After climbing through the rear hatch to open the front door, Denys walked round to get into the car and guess what? his car keys were hung in the drivers door!! It's a good job there are some honest people at the Parkway.

CONGRATULATIONS

Congratulations to Peter and Nicky Needham on the birth of their daughter Harriett on 25th February. Harriett (or Harry) is blonde and weighed in at 6lb-ish according to Peter.

Peter and Nicky had been to the LAC Dinner on the Saturday evening and as Peter had had a drink, Nicky drove home to Embsay. During the night, Nicky realised the birth was imminent and had to be taken rather quickly to hospital.

I am delighted to say that both Mum and baby are well (and so is Dad!) and we look forward to seeing them at Harewood during the season.

READ-ALLEN RACING

Essex sprint and hillclimbers Peter Read and Roger Alien are using their Mallock Mk24 to contest the Harewood Hillclimb Championship and Pound Midland Hillclimb Championship whilst taking in selected rounds of the Motorola/Codex BARC Speed Championship.

The first outing in its new colours was the recent Brands Hatch Sprint where the duo picked up third and fourth FTD positions.

WANTED

Four wheel trailer in good condition and reasonably priced. Ideally to have brakes, lights, winch, spare wheel and ramps.

Tel: Peter Herbert
(Office) 091 386 6111
(Home) 0325 374656

FOR SALE

Compomotive 3 piece split rims 3 1/2/4 1/4 PCD:-
2 off - 11in x 13in (6 1/4in inset) fitted 9-20-13 A16's
2 off - 14in x 13in (5in inset) fitted 14-23-13 A3's

GRD Magnesium rim 3 1/2 PCD:-
1 off - 9in x 13in (6 1/4in inset)

Weber 32/36 DGV + manifold for Ford X-flow

Single Layer Nomex Overalls - white, 40in chest

Offers to: Roger Kilty on 0274 869747

FOR SALE

Peugeot 205GTi 1.9, 1988F, 18,500 miles. Immaculate in red, fitted with electric sunroof, remote alarm, electric windows, central locking, stereo, overmats and Pirelli P7's. Very full and documented service history. Ideal road and weekend competition car. Sprint class winner and 52 second climber of Harewood with more to come. Never been as much as scratched.

£8,250 ono

Tel: Peter Herbert
(Office) 091 386 6111
(Home) 0325 374656

HMA AGM

ATTENTION all BARC members who are also HMA members. Please don't forget the Harewood Marshals Association Annual General Meeting on Easter Sunday, 15th April 1990.

The meeting will be held in the Barn, 10 minutes after the conclusion of morning practice.

T C Bendelow
Secretary

Nominations for the Committee will be accepted by the Secretary up to the start of the meeting.

STAR OF THE SHOW

John Garnett

Well here I am sat watching a boring film on television, so I thought I would put pen to paper and prove that the Settle Cossy Set can still write - just!

On March 11th, it was the practice meeting at Harewood, and at lunch time I was asked to participate in the marshals training session, so off I drove down to the barn to see what fate had in store for me. When I arrived there I found a Warner Bros. film crew waiting, instructions for the first take were given by the Director at Willow Corner. I was to drive up to Orchard, roll the car, finish upside down by the Bull pen, be unconscious and not breathing - is that all I thought!

Action was called so I set off to Orchard, rounding the corner, nerves set in and I forgot to roll the car. Coming to rest 10 yards past the Bull pen this was to be my big acting debut. With injury instructions on a card in my hand and slumped in the seat, I was confronted by a marshal from Quarry who proceeded to imitate resuscitation and to my dismay the Director shouted 'Cut, let's do it again'.

But seriously, the marshals do a great job and this is my opportunity to thank them all and I hope I was, in a small way, some help in their training.

P.S. I will pick up my Oscar at the Easter meeting.

OBITUARY



CHIPPY STROSS

It was with great sadness and disbelief that I heard the news that Chippy Stross had died peacefully in his sleep on March 9th. Sadness because I had lost a true and long standing friend, disbelief because Chippy, (no one ever called him Leslie) was a giant of a man who, despite recent ill health, had seemed indestructible.

Born into the Stross family as World War I was ending, Chippy grew up in a textile environment. At school in York he shared a study with the Burton twins, Arnold and Raymond. Stories from that time of the frequent embarrassment he caused the ultra-correct twins suggest that the Chippy we came to know and love was already well developed.

After a slightly less than distinguished educational career, Chippy entered the family business. Despite Jack's efforts to get his elder son to devote his whole attention to rags, the young Chippy found a fuller life in more pleasurable things, including the female of the species and fast cars.

Inevitably this led to motor sport where both the Yorkshire Centre of the BARC and the Yorkshire Sports Car Club reeled from the sight and sound of Chippy in action.

Although he would have a go at anything, it was rallying which became Chippy's major forte and after serving his apprenticeship on the 'All Fools' and 'The Yorkshire' his attention turned to the International scene. Navigated by his long time friend Keith Pointing, Chippy competed with relish and some success in all the classics of the day, the Monte, the Tulip, the Alpine and, of course, the RAC. Perhaps his finest hour came on the legendary 'Liege-Rome-Liege' where he was the highest ever placed British contender.



Where's that draught coming from? Chippy in his Chevron B8

Photo: Paul Smiddy

Despite this success, for Chippy the struggle for victory always took second place to the pleasure of competing and particularly, of enjoying the post-rally party. Along the way he made many good, and long standing friends, including Denis Flather through whom Chippy took an interest in the British Trial and Rally Drivers Association. Elected to their Council he created his usual mayhem at meetings, donated an international trophy which is still competed for and became as well remembered and loved as he is in our local circles.

Nearer home Chippy embraced all the activities of the Yorkshire Centre with typical enthusiasm. He was very active in the birth of the Harewood Hillclimb. He became the Centre's social secretary. He competed, with scant regard for the rules and regulations, in every type of competition and, of course, was the undoing of decorum at every meeting. Indeed Harry Mason once reported to an AGM 'We all have our Stross to bear...'

With the demise of the rag business, Chippy turned his attentions to property where he was affectionately known as 'Rachmann Stross'. Seeking an outlet for his capital he went into partnership with Morris Whaley in the motor trade. Here at Swires of Yeadon his sales manager was 'Bing' Crosby and Phil 'Burgler' Bennett was junior salesman. If you want to know more of the Stross legend I suggest you ask 'Bing' at the next Harewood.



Chippy entering Quarry Corner in his Chevron B19

Photo: Tony Hodgetts

There was one thing that Chippy loved and that was entertaining people in his home. Whatever the time or the circumstances, he was always ready for a party. As an example, once after a Harewood meeting around thirty of us went out for a meal and stayed until we were thrown out at closing time. In the car park we were reluctant to go home when John Cussins took the lead. 'Chippy is having a party' he announced. 'Does he know?' we asked. 'No' replied John, 'but he soon will'.

As a result thirty of us turned up at Chippy's at about a quarter to midnight. A sleepy eyed Chippy, obviously about ready for bed opened the door. As soon as he saw us his face lit up, 'How lovely to see you, come in' was his reaction and sufficient to say the party did not break up until around 5am on Monday.

Such was the man and the legend which surrounded him that I could go on for pages but a line has to be drawn. Chippy will be remembered as one of the kindest, warmest and truest friends one could ever have. He loved his home, his family, his dog, his way of life and indeed life itself. Although ill health recently constrained his activities, he never lost his enthusiasm and those of his old friends who called at the Coppice have been as welcome as ever.

To Lola, son Richard and daughter-in-law Sue and his beloved grandchildren we offer our heartfelt sympathies and hope that they will take comfort in all the love and warmth he attracted to their family.

The man has gone, the legend remains.

Mike Wilson

TIMES BOOK REVIEW

Peter Herbert

NIGHT MOVES

by David Orrick

Not to be confused with the Gene Hackman movie of the same name, nor with the history of the Motoring News Rally Championship that it claims to be, 'Night Moves' is a celebration of a form of motor sport no longer with us, full blooded road rallying.

Although the early chapters briefly recall the origins and golden years of a national road rally championship that began in 1960, the main body of the book is devoted in detail to the eight rounds of the final championship year, 1987. Sad though it is that the years which produced such figures as Jimmy Bullough, Roy Fidler and Colin Malkin have such little space devoted to them, the remainder of the book is fine.

Excellent photographs and vivid accounts of events bring the magic that was road rallying back to life. The knot of expectant spectators huddled behind a dry stone wall by a remote Pennine road junction, the distant howl of a competition exhaust as shafts of white iodine light cut through the darkness, the arrival of a hard driven rally car accompanied by a squeal of tortured rubber as a neatly executed tug on the handbrake slides the crew into its chosen lane. One can almost sense that evocative smell of hot rubber, oil, brakes and mud.

Road rallying at this level was road racing by another name and its demise was sadly inevitable. But to my mind this was proper rallying, and for anyone like myself who competed during those heady days, this is a book worth having.

THE ALTERNATIVE SHOW

Mitch Elliott

Friday 2nd February saw Phil (he of White Peak reporting) and myself heading West to the Donington Racing Show. Not having to 'run the gauntlet' of demented taxi drivers and pedestrians... (talking of which a lasting memory of this year's pilgrimage to the metropolis was the long legged lovely attempting to cross Kensington High Street, she caused much debate within the car as to the description of her lower attire, it certainly could not be described as a skirt, it was generally agreed that its dimensions classified it between a 'wide belt' and a pelmet). Any way, back to matters in hand ...made for a 'liesurely' drive down the M1. As we approached the Kegworth exit, passing over the river just prior to exiting made us realise just how fortunate we have been during the recent inclement weather as the water was well over twice its usual width with several properties 'awash'.

The breeze was on the stormy side of 'bracing' when we arrived at Donington, entry (without delay) saw us in the hall at approx. 10.30. Tom's men have done an excellent job considering what the old structure was like. First priority was to find the gentleman's room, first black mark, could we hell as like find it, much searching (by now X-legged), finally located it lurking in a corner hidden by a stand.

An interesting and varied display of vehicles and trade stands promised well, a good job the cheque book and 'plastic friend' were to hand. First port of call was to a stand manufacturing 'Aeroquip' brake lines while you waited, a set was duly ordered for the Golf. 'Come back in half an hour' said the man, coffee was sought while production took place and the lack of a queue prompted an early lunch. The ever increasing line of customers when we left proved this to be a wise decision. The parts duly collected we continued on our way. Some delectable machinery was

on display in the 'sale' area (pity that the friend is not that flexible), Phil was taken by a very tidy 6R4, I had a 'drool' over a typically American 'muscle motor' of Trans-Am origins. We both finally succumbed to a trip in the 'capsule' - to the uninitiated this is a space shuttle-type device supported on hydraulic legs and the action of the unit is in co-ordination with the picture displayed on the screen inside. First 'ride' was with Joey Dunlop on a lap of the TT and on exiting we immediately headed for the pay booth as next up was a 'trip' with Ari Vatanen on the Manx Rally, this provided more excitement than the TT.

I was looking for tyres and following discussions with both Hoosier and FAST a set of the latter's special front wheel drive 'rapid warm up' hillclimb rubber was decided upon (if nothing else the Golf will grip). Having purchased various videos (see article) a visit was made to Simon Lewis Books, Phil acquired a very nice framed photo (circa 1966) of Mike Young's Ford Anglia at Brands and I settled for a 1965 shot of Jim Clark in the 'works' Lotus Cortina, again taken at Brands. Looking at the various photos made me question today's 'prima donna' appearances by the 'stars' and how pleasant it used to be to see the GP drivers turn out in F2, Saloon and Sports Car races at the same meeting - 'what price progress?'

On leaving the stall we decided discretion was the better part of valour and made for home before bankruptcy ensued.

A 'nice one Tom', roll on next year.

CARTEL 1990



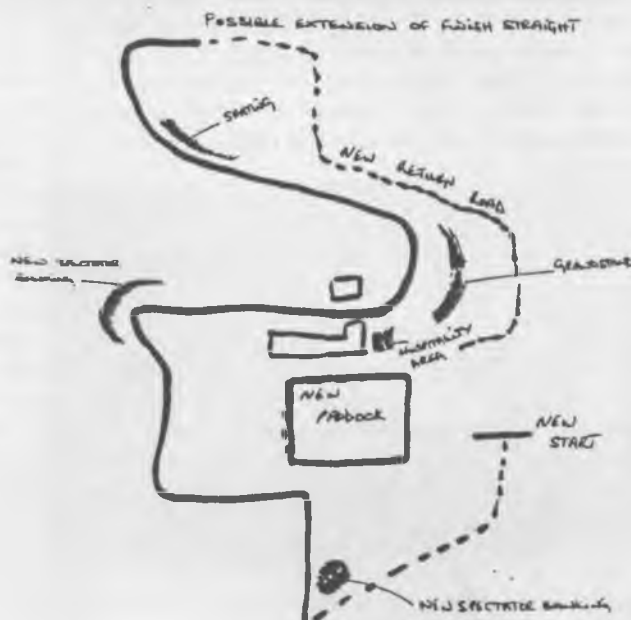
COURT IN THE ACT!

Judges in session consider reports of misdemeanours.

Photo: Alan McKinney

Tailpiece: shortly after, our learned friends were evicted by the farmer on whose land they were parked - rough justice or not, what is your verdict?

PROPOSED ALTERATIONS TO STOCKTON FARM, VENUE OF HAREWOOD SPEED HILLCLIMB



LETTERS TO THE EDITOR

Dear Pat

I am sorry you read about Paul and myself in the 'Motoring News'.

The facts: Paul and myself will be sharing the car which had its debut at the September 89 meeting. Paul having sold his car to raise the money required for such a venture.

The car will be as last years Connaught Mallock Mk21/24CM. The championships we will be following are as follows:- Harewood, Motorola/Codex Speed, Gurston and Leapers.

Other hot news: Due to the demise of Jane and Ross's Mallock, I have purchased the now famous Reliant Kitten. It will be run under the Connaught banner with mainly Ross McCartney at the wheel, with guests sharing at some times. It will start the year fully rebuilt by us with a 1700cc engine, but this will change later with the installation of a specially adapted engine of the 'moment', more later. Now back to work.

See you all soon

Phil Price

Dear Editor

For months now we have been tantalised by various items in the Yorkshire Centre Times about the 'new look' Harewood. Might it not be nice if our revered Chairman, or some other committee member, were to give us a write-up with a plan of what is proposed by way of track extension or alteration as well as the ideas being considered for the use of the farmyard facilities.

I wonder if in all of this there might be the opportunity of increasing the track length to such an extent that we might finally have a Hill eligible for the European Hillclimb Championship. I note from the FIA Year Book that the minimum track length requirement (5km) can be waived provided the total of each competitor's runs amounts to 10km. This might be a tall order but it could be worth considering.

Yours sincerely

Christian Mineeff

Dear Pat

Through the 'Times', I would like to offer apologies and some thanks to fellow competitors who took part on the recent Training and Practice Day at Harewood.

Apologies, I was sorry for being responsible for bringing proceedings to a premature halt ten or fifteen minutes before the official time, by inadvertently dumping the content of the car's oil tank on virtually half the track, this robbed around twenty disappointed drivers from having one last run on what was a cold but otherwise excellent track. Sorry chaps.

My problem was that the oil pressure pipe blew off and the oil warning light failed at the same time. I was not aware that anything was wrong until the car spun at Quarry and on getting out of the car I was amazed to find the rear tyres covered in oil and to learn that the trouble apparently started on exiting the farmyard. Subsequent examination has revealed that the engine has suffered damage and is now having a second winter rebuild.

My thanks go to all the many advisers and helpers who assisted me in the morning to convert the engine back to conventional ignition after the new electronic system failed, in particular I would like to thank Roger Allen and Peter Read for loaning me their spare distributor. The bad news is, they are not going to get it back, it works better than mine!

On behalf of all competitors I would like to take this opportunity to thank all officials and marshals for their never ending generous and enthusiastic support at this and all other meetings - without you, we could not compete, thank you.

Yours sincerely

Joe Ward

Dear Christian and all other members

Having met at the practice day and discussed the various points in your letter, I did agree to outline these to those other people who were also wanting to know more regarding the 'new look' Harewood.

As such, we have not been keeping information from members, as it may seem, but purely the fact that we needed a plan agreed and defined to submit to a Council meeting last November, in order to raise necessary finance, so that we may proceed and possibly have some of the improvements in effect before the Easter meeting.

As already outlined in previous issues of the Times, the finance is not yet available for this project, and therefore we have a little more time for further input and peoples' comments regarding the plans on hand.

Firstly, the extension of the track, in order to possibly make it the longest in the country. This is still under discussion and maybe subject to planning permission. The intention is to move the start back up the old rally road so that cars are pointing in the direction of Kirby and their exhausts are pointing obviously in the opposite direction, to reduce the nuisance factor for those residents of Kirby.

The approximate start line would be on the brow of the hill to the left of the field at the start, looking from the top of the hill. (See plan). The course would then take one of two options; follow the existing road or divert directly across the field to the existing start pad where a hairpin bend would be apparent, from that point on following the normal existing hill to the finish at the top. From that point cars would be returned through the existing paddock slip road, along the back of Farmhouse Bend and into the proposed new paddock in the centre field behind the barn.

The reason for the proposed move of the paddock would be to make full use of the return road, have level areas for all parking and obviously make full use of the facilities now available in the barn.

For those unaware the facility in the barn now supports a full wet bar and pay telephone, along with heating and the kitchen preparation area for barbecues and parties. This facility is available for rent, and will be available during meetings.

We have also proposed new spectator areas to be provided at the existing start pad on the outside of Orchard and within the farmhouse complex. These have been subject to discussions with the RAC and approved methods have been given to create these.

It is the Committee's intention to provide these facilities when approved with the minimal possible cost yet maximum effect, and therefore we will be looking for volunteers to help with small items such as extra fencing, spectator areas and general clearing of the area, making good the appearance for all.

I trust this will now produce some helpful assistance and maybe some useful comment for the Committee to consider. Please address all correspondence to myself, as I am chairing a separate meeting regarding the development of Harewood in the very near future.

Looking forward to your comments,

Yours sincerely,

Tim Thomson
Centre Chairman

SMC SEDAN CHALLENGE A BARC BENEFIT?

The Sedan Challenge was launched in 1988 by Slaithwaite Motor Club to fill a perceived hole left by the available speed events championships. In 1988 it attracted 41 entries and in 1989 this was increased to 77.

As the Championship Co-ordinator is Tony Bridgen, a fellow Yorkshire Centre member, it is hardly surprising that the regulations reflected this experience of the difficulties created by other championships in relation to Harewood. The result of minimising these difficulties has been phenomenal support from Harewood regulars, the average number of Sedan competitors at Harewood last year being over 30. The end result was that 9 of the 10 money winners were Yorkshire Centre members, as were most of the class winners.

The overall winner was Brian Kenyon, who just beat the leading FF1600 protagonists, and the Ladies Award went to Pat.

So what are the problems that this championship solves and what is so different about it?

It is fairly obvious that visiting championships can be an embarrassment to the Harewood organisers. To invite a championship to an event implies giving reasonable consideration to entries from the championship contenders, which could result in turning down entries from others. The number of championship rounds that can therefore be offered to other organisations is limited. A popular venue like Harewood will always attract more championship requests than can reasonably be met.

Many competitors like to 'double up' on championships, i.e. where one championship requires 8 rounds, then by doing an extra 2 events they can enter another championship requiring 8 rounds. With all other championships having set rounds this can cause a problem if a competitor cannot get an entry at a particular event or has other engagements.

The SEDAN CHALLENGE IS DIFFERENT because it doesn't have counting 'rounds', it has counting venues. Thus all events at Harewood, Curborough, Baitings, Aintree and Scammonden are applicable. This gives a sufficiently wide choice that no particular event is critical to a competitor's chances. The Sedan does not therefore need to ask for preferential treatment as regards entries or ask for specific invitations to events.

The benefits are fivefold; firstly, the competitor's choice of events is based on where he would like to go and when, rather than some arbitrary list of events which could accept another championship. Secondly, rejections or personal commitments have less effect on championship chances. Thirdly, points can be allowed for entries made on any qualification (even at closed events). Fourthly, no additional pressure is applied to already overloaded events, the competitor's scoring points being the ones who would have chosen to be there anyway. Fifthly, competitors are encouraged to venture to the less well supported events to make up their quota.

These benefits apply to all competitors but to none so much as the Harewood regulars, who will certainly not want to miss an event at Stockton Farm in order to fill a quota elsewhere. At the same time the restrictions on the number of overlaps between the Harewood Championship and any other championship no longer apply. So with all events at Harewood to count, two visits to alternative venues could be enough to win you £200.

After two years Tony has not yet discovered the fallacy in these arguments, unless it is that he had to prepare championship results for 44 events last year. It does mean that the championship is short of publicity as it is not mentioned in the majority of event programmes. Tony does his best to make up for that!

The points system is basically bogey times (a la BARC). There is a unique method of adjusting for conditions by making up the best score at each event to class record and giving all competitors on the day the result as Bonus Points. Anybody who could only manage five Harewoods and it rained on one of them will appreciate that!

There are classes for Standard, Roadgoing Modified, Kit Cars, Marque and Touring, Formula Ford and all the RAC classes (26 in all). The original concept was for the widest cross-section of competitors from the Midlands and the North to be able to compete on an equal footing.

The one area in which the response has been disappointing is from the RAC classes. Perhaps the 'big boys' feel they shouldn't dominate all the awards in the sport! Most competitors relish the chance to compete on an equal basis with a Pilbeam, Mallock or Vision and an event each at Curborough and Aintree will fill the score sheet with six Harewoods - and if you haven't been to Aintree, you should, despite the standard of the awards!

Some championships have class awards, some have cash awards, few have as much as the Sedan of both, with cash down to 10th place and 33 trophies - and there's every reason why even more of them could go to BARC Yorkshire members next year. If you are interested contact: Tony Bridgen, Country Corner (we told you he was a Harewood fan) 7 Dearne Park, Clayton West, Huddersfield HD8 9NB.



Tony Briggs approaches the start line on Practice Day. Note the steep incline to the first corner which isn't so obvious from the top of the hill.

Photo: Anne Paterson

IN PRAISE OF HERBERT

Tim Bendelow

One of the highlights, for me, of each issue of the 'Times' has been Peter Herbert's 'Uphill Struggles', reflecting on his first season of hillclimbing in the Peugeot 205. It's been good to read Peter's column as his enthusiasm is evident in everything he writes - from the early season Prescott Hillclimb School through the first Harewood and even forays to Scammonden, Curborough and Kames.

Kames was well worth reading - with the former railway station hosting a charity sprint, and the club president performing a wide variety of tasks to keep the day running smoothly. Interesting to note that some competitors had travelled from remote islands to get to Kames - that's keenness for you.

The 'Up Alp' adventure was interesting - can you imagine marshalling a 13 mile hillclimb, never mind competing in it; real hillclimbing that! taking 12 to 13 minutes to drive it and still fighting over hundredths of a second.

I enjoyed the RAC Rally escapade too - some advice Peter; if you would like to get nearer the action (and the car park) then I have a suggestion - volunteer as a marshal, your view will be excellent and you can leave the car a stone's throw away. Granted you'll have to be there hours before the first car, probably in the dark, you won't leave until the 'sweeper' car appears and there could be long gaps between cars, but....

VIDEO VIEW

Mitch Elliott

The following tapes have been purchased at recent shows, they are not new releases but may be of interest to some readers.

1. ERA HISTORY

CiTV Sport, Hay Fisher Productions.

The history of ERA from the 'White Riley' of the 30's up to the 50th anniversary meeting at Silverstone. Some good hillclimb footage with a lot of action from pre-war years, a fascinating look at one of Britain's great marques. The conflict of styles and drivers over the years make fascinating viewing.

2. HILLCLIMBING IN GREAT BRITAIN

Duke Marketing

A superb tape covering hillclimbing at Shelsley Walsh from the early 1900's through to the eighties. Superb archive gems trace the sports development thru the 30's and 40's but for me the tape comes alive with the onset of the 60's with the likes of Tony Marsh and Patsy Burt starring. The development of the single seater from the wierd and spidery JAP engined specials of pre-war events up to Mike Pilbeam's superb machinery of the 80's. An excellent tape that I can unreservedly recommend for anybody's library.

3. PRESCOTT 1938-1988

Bugatti Owners Club

As the name suggests, this recording charts the history of this famous hill. The opening colour shots of the building of the hill are of excellent quality despite their antiquity. A fascinating insight into 'The Gentry's' lifestyle of this era is well portrayed by scenes of 'lunch' with ample hamper and a good selection from the cellar evident.

Like the Shelsley tape, good coverage is given of pre and post-war events and the coverage of the 50th anniversary includes many cars driven at the first event. Again I do not hesitate in recommending this tape.

All three run for 45 minutes or more, none cost more than £20 and are, I think, excellent value for money.

THE STORY OF A WINTER REBUILD

David Bailey

As you may be aware, wedding bells will be ringing for yours truly during the month of May this year. If you didn't know, consult one of the back issues of the 'Yorkshire Times'. If you did know, the wedding present list is available upon request! (Including - a new set of tyres for my Formula Ford and other such essential items for the home.)

Anyway, down to more serious matters. At the end of the 1989 season (bearing the above event in mind), I had to do some serious thinking about what, if any, preparation work I could afford to do on my (sorry Dad, OUR!) Royale RP26 Formula Ford for the forthcoming season. The car, during our first two years of ownership had remained largely untouched, except for routine safety checks and setting up. The time had come where I had to decide where my priorities lay; the wedding was getting ever closer and there was the house to furnish. After much deliberation, a decision was reached. The car went off to Vin Malkie Racing and I went off to the market to buy some orange boxes for the front room (and into hiding to avoid my fiancée!).

Vin Malkie was given the following brief; to strip and rebuild the engine, replacing parts as required, to fit a new floor and engine undertray (the car has been over some rough ground in its time and this was badly marked - it wasn't me, honest!) and generally to tidy up the car's appearance.

The next few weeks passed without much incident, I sat by the phone, waiting. Anyhow, I thought 'no news is good news' and what's more, my fiancée still hadn't found me! Then the phone rang, it was Vin; he suggested that as the engine and gearbox were out of the car and as the floor and undertray had also been removed, he had only to remove the front suspension to reveal a bare chassis. Why not have the chassis stove enamelled? Why not, I thought (I could actually think of several reasons; No 1 being the sacrifice of my new dining room suite). I heard myself agreeing and giving the go-ahead. I put the phone down and started the proceedings for changing my name by deed poll!

The next phone call was bad news on the engine front. Everything was OK except for (wait for it I thought, this sounds like the end of our fitted wardrobes) the pistons - it needed some! All four pistons had picked up, in fact two had begun to break up quite badly. This, he assured me, would have cost us a marked drop in power output (I made a mental note of this in readiness for any excuses required if our performance during last year's season was queried!)

Four new pistons were subsequently placed on order along with sundry other items - bearing shells etc. with Minister Engines Ltd. It became apparent that it was perfectly legal to machine these pistons to 'balance' them as a set of four and to get them down to a minimum weight limit. It was also suggested that the pistons could be 'pocketed' to increase the gap between the piston crown and valves should the engine be over-revved and thus decrease the chance of contact and subsequent damage. This could be carried out at an additional cost (surprise, surprise!). All this was agreed and I organised my visa to Argentina!

Harewood Practice day was getting closer but the pistons weren't! Eventually they arrived and the engine was built back up. The day before Harewood we collected the car from Vin at about 10pm! Upon arrival at his premises, we were told that when the engine was turned over in order to get an oil pressure reading, there wasn't any (oil pressure I mean). They tried everything, new oil pump, new gauge, new oil lines - no effect. By this time, Vin said he was getting a little (!) worried. Out came the engine again and off came the sump. It became apparent, upon further investigation, that the crankshaft, sometime during its career had been ground, thus rendering the standard size bearing shells useless.

Vin realised the urgency of the situation and someone was despatched to obtain the correct sized shells. With four men working on the car, the new bearings were fitted at 2pm on the Saturday and by 3.15pm the engine was installed and running - great!

The following day at Harewood we took it very gently - effectively 'running the engine in'. Fortunately, the day passed without incident, with us only carrying out routine adjustments - the position of the gear lever and pedals etc. In fact, Dad attributed his increased cornering speeds on his first run to the fact that when pressing the brake pedal, he was actually opening the throttle at the same time! Our thanks on the day must also go to Joe Ward who very kindly lent us a pan in which to cook our dinner!

So, another season lies before us - I hope it's a safe one for everybody concerned and may everyone achieve their personal targets and above all enjoy themselves! Thanks must also go to everyone involved with the running of these events, without whom, none of this would be possible - marshals, race organisers, Ambulance crews and everybody else - we thank you all. Well, we'll see you all at the next Harewood. Now where did I leave my passport...!

MARSHAL'S POST

John Staveley

Our stocks of photographs with marshals on has now been topped up - so 'Know Your Marshals' will be back next month with more revealing exposures of the marshalling fraternity.

The main event this month has been the Marshal's Training / Competitors Practice Day, a day which will be remembered for many years to come not for the events of the day, but for the wind (meteorological, not personal!). The day was organised by yours truly, Peter (the butcher) Broxup and Bob (main drains) Wright and was split into 3 training sessions interrupted by the two competitors practice sessions (and some don't half need some practice!)

Session one covered the basics of marshalling and saw the marshals split into two groups - one group under Bob being educated in the (W)right clothing to wear, what food to take etc. and then being given an insight into Harewood and how it works. In hindsight, this may have been a mistake - can you imagine what's going to happen if they all start dressing and eating like Bob? The other group under the control of 'Laurel and Hardy' were taught the management of marshals and the art of observing.



Harewood Video Production Team, Messrs Thomson, Frost and Seaman

Photo: John Staveley

Lunchtime saw the highlight of the day - the arrival of the Sheffield Broadcasting Corporation to video the event under the control of Chris 'watch the birdie' Seaman. He even brought two assistants along with him, Martin (Murray Walker) Frost and Turbo (James Hunt) Thomson. Again we split into two groups with Peter Holden taking the medical side and Pete and myself the staged incidents. It was good to see one or two drivers getting involved (particularly Steve Openshaw) in watching the incidents and we must also particularly thank Tim De Dombal for bringing his medical students who added to the general cross fertilization of ideas. Back to the action and very many thanks to our drivers; John Garnett, Philip Davis and John Bennett - it is rumoured that the Settle Hillbilly will be making an appearance next year!. Incident one involved JG in stopping breathing (we know some of you would like to have done it years ago) and he particularly seemed to enjoy Charles Jones mouth to mouth techniques!



John Garnett and marshals after his 'accident' at the Harewood Practice Day.

Photo: Tim Thomson

Incident two involved JB in being concussed (most people were of the opinion that you wouldn't be able to tell the difference) and semi-conscious, the highlight of this incident was the 'flight of the fire marshal' - did you know that he is Fire Training Officer to a certain North-East Fire Brigade!



The flight of the Fire Marshal - He flies through the air with the greatest of ease!

Photo: John Staveley

The final incident involved PD in severe abdominal and leg bleeding, he reckons he may never get his overalls clean again! Unfortunately due to slight brain fade from above he had the pleasure(?) of meeting the Rescue Unit not once, as planned, but twice, one wonders if he will ever be the same again, once in a lifetime exposure to Belcher and Ruddlesden is enough for most people.

The final session concentrated on fire training, hopefully the video showing a Methanol fire at Indy will remain in people's minds - horrific is not the word. Due to the strong wind, the fire training session became somewhat less successful than normal - however it showed everyone how difficult it is to extinguish a fire in a strong wind. This year, thanks to the efforts of Kyle Gibson we had a car to set fire to and, well, we started off with one, then Northern Rescues's hooligans decided to cut it up - as a result they had a difficult job extinguishing the fire because they couldn't get the doors open - serves 'em right!



Our intrepid marshals prepare to douse the inferno

Photo: John Staveley

Many thanks, in all seriousness, to those people who helped with the training day particularly Messrs Garnett, Davis, Bennett, Seaman, Gibson, Wright, Holden, De Dombal and Northern Rescue.

As a result of Chris Seaman's efforts we now have the broad basis of a training video which we shall be adding to over the next few months. We have also spotted some weak links in the training so we shall be having a revised format next year - please if you have any comments to make on this year's training day, let us know.

Finally, I look forward to seeing you all at Easter (yes, even you 'squeely') and remember 'Be careful out there and do it to them before they do it to you' - if you are unfortunate enough to have it done to you, don't let the RED RESCUERS get anywhere near you - don't they look sweet - straight out of Thunderbirds, only the strings are missing!!