



YORKSHIRE CENTRE TIMES

ISSUE NO 21



MAY 1990

CHAIRMAN'S LETTER

Dear Member

As we go to press with this month's 'Times' a great deal of events have taken place; none I feel more successful than our double week-end at Easter hosting the first round of the Sprint Championship and our own Harewood Hillclimb Championship.

Although seasonally poorly attended by competitors, the new arrangement of two one-day meetings seems to have worked into a very good entry on both days, proving successful and likely to be maintained for the future.

All credit to those organising and marshalling on the weekend, as the amounts of work almost double running a weekend in this manner as opposed to a practice on the Saturday and a race on the Sunday.

We have had some developments regarding the possible alterations to the Hill, and a meeting has taken place between a member of the Planning Board and Simon Clark. At the time of writing Simon's report is not to hand so I cannot comment much further. However you will note from the contents of the 'Times', Peter Herbert was added constructive input regarding the proposals.

Peter's points were raised during the Development Committee Meetings and as such the committee notes prove that we will be in general agreement to his suggestions. My main comment is regarding point 3, the Hillclimb School, which would need to have either paid or further volunteer time devoted to the organisation and running of the day.

It is my understanding that the Prescott School runs during the week and takes half a day to set up and obviously a full day during the week to run.

It is not however beyond the realms of possibility that Harewood could run a similar scheme and I am sure there is enough talent available; it is whether there is enough time available from those volunteers.

In closing I would ask you all to contribute as much as possible to the magazine as too much input is better than not enough and items can always be placed in the following month's publication. I am sure that where possible it will help Pat if you write, but even a 'phone with a snippet of information wouldn't go amiss.

Tim Thomson

Articles for the next issue of the 'Times' by Friday
18th May please, to the Editor:-

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EDITORIAL

I extend my grateful thanks to those who continue to support the 'Times' and a Get Well message to Frank Hall and John Staveley who, in spite of not being too well this last week, have both contributed to the magazine. Over the winter months we appreciate that very little happens and items are hard to come by but now the season has commenced many of you will be involved in competing, organising, spectating etc and surely you can find something of interest to write about. It doesn't have to be typed, your spelling errors will be corrected and no matter how short, your article will be appreciated.

Like Brian, I am amazed that no-one, other than Peter Herbert, has provided feed-back on the Harewood plan and hopefully, more of you will respond.

The Easter weekend's sport took on the appearance of a marshals training day. With so many 'offs' the course cars and tow truck seemed to be coming up the hill more often than the competitors. Fortunately it was only machinery that was damaged, and no doubt egos but no-one suffered any personal injury. It was pleasing to see some of our southern cousins up on Easter Saturday trying the hill, we hope they had an enjoyable day's sport. It has been mentioned by one or two competitors in the paddock that maybe we should reciprocate and join in a 'raid' on somewhere like Gurston. John Casey has expressed interest and went down last year, and perhaps many of you remember it from the days of the Castrol and Guyson BARC Hillclimb Championship. I think we could give a very good account of ourselves.

Pat Kenyon

CONGRATULATIONS

Firstly to Jonathan and Kim North on the birth of their son Andrew Robert James on February 25th. (Ed: I'm sure Robert is Grandad's name!) Andrew weighed in at a bouncing 8lbs 1oz and Grandad tells me that he is now much heavier and 4 inches longer (Andrew, that is).

Secondly to Darell Staniforth and Jackie Langley on their engagement and their impending marriage in June this year.

Thirdly to John and Janet Bennett on the safe arrival of their second son on Friday 20th April. Baby Bennett weighed in at 6lbs 6ozs and both mum and son are fit and well. Dad tells me that the only names they had chosen were Victoria Elizabeth but they didn't think their son would be very pleased with that choice when he grew up so at present, Baby Bennett has no name. Any suggestions? My suggestion is Brian Richard Timothy Roger as a permanent reminder to dad John of his main adversaries at the time of baby's birth.

FOCUS

TESTING TIMES

Leon Bachelier in his new Sports Racing March 825 went testing (at Tockwith?) recently to bed in the new car and also to familiarise himself with it prior to Harewood. Unfortunately, the car only managed 400 yards and then the engine seized solid so Leon and suspension guru Allan Staniforth had to return to base.

Haydn Spedding similarly went testing at the Three Sisters Kart Track near Wigan. After a couple of laps, Haydn felt the car going slower and slower and on the third lap when he lifted off to change gear the car stopped. The brakes had seized solid so Haydn was then faced with the problem of getting over a ton of Jaguar back onto his trailer with locked brakes.

Although it obviously cut short his testing time as Haydn said, 'It was far better for it to happen there than at Harewood'.

FUEL SHORTAGE

Both Kevin Carruthers driving his MG Midget and Steve Openshaw, who was driving the Doug Bruce Capri for the first time, both experienced petrol pump problems. It would appear that petrol pumps take great exception to the winter lay-off and although they have worked successfully the year before, they just lay down and die. Indeed I had a similar problem with my pump when I tried to start my car for the first time this year.

TOO POPULAR

It must be most upsetting for the selection committee as well as the unsuccessful would-be competitors when as happened at the last Harewood, they had to return well over 40 entries. A great deal of the problem will probably be alleviated when the new course comes into being next year and more entries will be able to be taken.

Many well known top ranking competitors were unable to get runs so it shows that not just the 'unknowns' can be turned away. The only thing I can suggest is that whoever you are, you enter early for the events you wish to compete at, although even this does not guarantee an entry.

HIGH ALTITUDE RECORD

Richard Casey in his immaculate Cooper S entered Orchard at an impossible speed and was unable to get on the line for the right hand part of this difficult corner. Consequently the car shot up the very high bank which faces the track and he parked it neatly at the side of the marshals post.

The problem then arose of returning the car from its elevated position and although the most shallow part of the banking was chosen for its return to the track, you could still see the underneath of the car as it went down the banking.

FAST FROG

A highly desirable piece of equipment is being prepared by Skipton Renault dealer Bobby Fryers for Tim Smith to drive. The Renault 5 Turbo has had all the right parts shipped in from France and is showing extremely high bhp figures on the dyno. Bobby says it is extremely quick as a few trips down the by-pass have proved. So the Sierra Set had better watch out. It could definitely be the car to have on a damp day but the car will obviously be at its most competitive when the 2 litre class comes in next year.

DROPPED VALVES

John Casey saved himself from having the highly undesirable thing occur when on one of his timed runs on Saturday, he noticed a certain fluffiness at the top end of the rev range. John suspected valve spring problems and so did not take his second run, thereby saving himself considerable expense had a valve dropped.

It appears that the centre coils of the double valve springs had collapsed.

HIGH TECH IN CLASS 6

Norman Pemberton's Sprite created considerable excitement and interest when the bonnet of his car was lifted, for lo and behold, there resided a sparkling fuel injection system. Although in its early stages of development, Norman's first run was the quickest he had ever achieved at Harewood so the potential is there but problems arose throughout the Saturday and continued on the Sunday when it appeared that oiled plugs were causing problems.

NO GO

Brian Pitcher was destined for an early bath when oil pressure problems arose in his Rover engined Davrian Imp.

Similarly destined for a short weekend was Bob Claxton who's car stopped on the way down to the start and after remaining there some considerable time, was towed up with problems which are unfortunately unknown.

TYRE WARMERS WANTED!!

It was obvious to the casual observer that the biting cold wind experienced at Harewood over the Easter weekend was causing considerable problems to the drivers. Tyres were just not getting warm. I watched five cars round Quarry, four of them fell off! and on Sunday, when drivers were obviously trying very hard, quite a few came to grief.

Most notable of these was Martin Dowling whose car shot off the track at Farmhouse and embedded itself in the sleepers. Fortunately, Martin just received a shaking but the car was a very sorry sight as at least two wheels, probably three were torn off and the car rendered to a very bent kit of parts. It will take much midnight oil and money to put it right.

Graham (Shredded Wheat) Oates hit the armco at the finish and damaged the front of the venerable Europa, unfortunately damaging its (immaculate?) paintwork. The fibre glass looked like a load of Shredded Wheat and required much patching with tank tape to enable Graham to take his second run.

Jane Price had a nasty shock when husband Phil tried to get intimate with her at Quarry. Unfortunately for Jane, Phil was still in the car at the time, sliding sideways and nudging the bank feet away from where Jane was taking photographs. The sad part of the story is that Jane didn't get a shot of Phil's 'Off'.

George Tatham was another in the wars when he slid off at Quarry, shot over the stones and came to earth with a resounding thud on the near-side front wheel. The impact bent the front suspension, wishbones etc on the priceless McLaren and also tweaked the chassis. The tyre took quite an impact and so George is now contemplating a complete set of new tyres as the rears were worn anyway.

LETTERS TO THE EDITOR

Dear Pat

Just a short letter to publicly congratulate Roger Kilty on a superb new record at Harewood in the best class there - FF1600 (Ed. except for class 6, class 3, class 2 etc, etc). Don't relax though Roger, I'll be snapping at your heels and I doubt Tim Mason will be satisfied with fifth again!!

My only good run was 43.48 - crossing the line, clutch disengaged, backwards!! Now let me see..... half to three quarters of a second lost there??!!

Someone remarked on Roger's super smooth style - quite a contrast I suppose with my 'round objects out' style!

Hope the marshals at Quarry weren't too fed up with pushing competitors about - they certainly had their work cut out!!

Thanks to all those who marshalled, organised or helped in any way. I also organise events and know what it's like on t'other side o' fence.

Roll on the next Harewood. Weather permitting the record will go again and drop into the 42 second bracket - eat your heart out Brian - and you Richard!!

See you soon

John Bennett

Dear Pat

Re: Car Testing in Yorkshire

I'm sure your Yorkshire based competition members will be pleased to hear that our area has at last got a test centre for all types of vehicles, subject only to good silencing. The present acceptable levels are Formula Ford or better, i.e. an average hillclimb car might need an additional silencer.

The small 'L' shaped circuit is at Tockwith on an airfield approximately 4 miles out of Wetherby on the B1224 to York.

Testing is between 9.00am and 5.00pm Mondays to Fridays and can be booked with Simon Moore at the site on 0423 358501. Price is £30.00 per hour but they are lenient!

My thanks to Tim Thomson for the suggestion to try Tockwith.

Regards and best wishes

Yours sincerely

Leon Bachelier

Dear Pat

In response to the article by Mitch Elliott in the last issue of the 'Yorkshire Times', I am enclosing a print from a photograph which I took on September 18th 1965 at OLD HALL CORNER, OULTON PARK. I have a feeling that it VERY closely resembles that which Mitch bought at the Donington Motor Show from Simon Lewis.

How do I know, you may ask? The reason is that I have supplied many of these prints to Simon Lewis during the past few months. I just thought that I would put the record straight for Mitch as to where the photograph was taken.

Keep up the good work, you are doing a great job with the 'Times', thank you.

Yours sincerely

Frank Hall

As there were more articles than space, some have been saved for use in the next 'Times'

Dear Pat

It's an ill (and grit laden) wind that doesn't do somebody a bit of good. Without this weekend of unmitigated disaster, I would not have been sitting round on the Monday desperate to write it out of my system.

So you have a piece if it will come in handy for the Yorkshire 'Times'.

The PS with Curborough only 6 days later, is that a brand new Bosch pump, rather than one from the breaker's yard that has done 100,000 miles, appears to disgorge tiny fragments of grot, both metallic and non. My filter was before the pump, not after, but old pumps clearly didn't do this. Have now doubled the filtration, washed the unit out with a squeeze bottle about 29 times, and it appears to be working - but you'd better ring after Curborough to see if I've put my head in the gas oven.

As ever,

Allan

Dear Pat

Have just noticed a plea for any practice venues in the area. Tockwith Airfield is now available, about 4 miles out of Wetherby on York road, entrance near village of Marston Moor.

Contact Simon Moore on 0423-358501. Was, and still is, SOS Driver Training Centre but section now has brand new, excellent tarmac on which he is happy to have competition cars testing. MUST be silenced, and used with some common sense. Track is in L-shape with hairpin at each end, medium left and medium right as you go out and back. No room for too much drama, but absolutely superb for testing out engine, gearbox, basic handling etc, etc.

All weekdays, Fridays may be busier. OK at short notice if they have the space. Also anyone with children below driving age can use other sections of the airfield for learner drivers. Has bays to practice parking etc. Both Staniforths could drive competently, learning there before they ever went on a road.

In haste

Allan S

PS Race testing charge is £30 per session (half day). (Ed. As your letter arrived on 25.4.90, I am pleased you didn't put your head in the gas oven!)



Was this photograph of Jim Clark at Oulton Park that Mitch Elliott bought?

Photo: Frank Hall

HAREWOOD HILLCLIMB

MOTOROLA CODEX CHAMPIONSHIP EVENT

Saturday 14th April 1990

SOLID GOLD(MAN)

Throughout the weekend it was real brass monkey weather at Harewood and on Saturday the rain also dampened proceedings. The first few classes were all about the BARC Speed Championship contenders as there are few northerners who run in standard production trim. David Bird from Huntingdon driving a Caterham took the merged Class 1 and 2 with a time of 53.82, just over a couple of seconds behind the leader was Neil Phillips in a Vauxhall Nova. Class 3 was dominated by the Peugeot 309 of Chris Fulke-Greville and Class 4 likewise by Alan Everitt's Porsche 911. In the Road Going Sports and Saloon cars Giles Tinkler managed to keep his Triumph Spitfire ahead of Kevin Ward's Simca Rallye by 0.11. Gary Southey took Class 6, the 1300cc to 1600cc category with a 52.84 from Mark Groves' Peugeot 205 who was on 53.13. Class 7 was a Caterham 7 benefit with Bill Bristow's 47.33 keeping him well ahead of Ashley Buchanan-Morris's similar example.

In the modified categories, these included our usual Marque and Touring Cars who were lumped with the Special Saloons and Mod Sports. Bobby Fryers (45.95) cantered to an easy victory from the pristine Cooper S of Michael Holroyd (46.81). Likewise Michael had time in hand over third place man Paul Greaves (48.28) in his MG Midget. In Class 10 Martin Brobyn (46.82) started off on what was to prove a fruitful weekend by pipping John Casey (47.10) who was similarly Cooper S mounted. Neither of the two leaders took their second runs for sharply contrasting reasons. Martin because he couldn't improve in the now damp conditions and John with engine problems which are related in FOCUS. The local men kept themselves in front of the decidedly unusually shaped vehicle of third place man John Burton, an Ava RS, this had the appearance of a new style front wheel drive Escort with the top cut off and made of fibre glass to boot.

In Class 11 Ross McCartney in the Kitten was over 5 seconds clear of his nearest pursuer. Likewise in Class 12 Tony Bancroft had 4 seconds in hand over Peter Tyler's lightweight TR8. Another class won by a large margin was the Sports Racing including Clubmans which was dominated by ex-Clubman's Register Secretary Chris Hart who was making a guest appearance in Peter Green's Centaur. Four and a half seconds adrift was Damon Milnes in the Haggispeed.

Although we didn't know it at the time, in securing victory in Class 15, the over 1600cc section of the Sport Racing categories, a delighted Paul Goldman was to take FTD with 41.95. His nearest pursuers were the shared Mallock of Peter Read and Roger Allen and none of the drivers within this class attempted the second run due to the adverse weather conditions.

The largest class of the day was the single seaters which comprised cars up to 1300cc as well as cars complying with FF1600. The 1100cc Reynard of Adrian Desoutter just kept its nose in front of the first of the Formula Ford men Roger Kilty by 0.18, Roger obviously back on form after his slightly disappointing seasons in the 1600cc Racing Cars, with Colin Wheeler, John Wilkinson and Paul Harris locked in combat in the 45 second bracket. Steve Owen took Class 17 with 44.56 while Ray Rowan took the over 1600cc category with 42.70 then declined his second run to save it for more important things at Loton Park.

Although your writer was present throughout the day he regrets that he is unable to give a more graphic report on the day's proceedings but many other things had call

on his time. One thing that was apparent and discussed with many competitors was that they were using Saturday's proceedings for a 'practice day' and warm up for the Sunday event.



This was the view that other competitors got of Chris Seaman at Easter before he got stoned!

Photo: Frank Hall

HAREWOOD SPRING NATIONAL MEETING

Sunday 15th April 1990

SEAMAN ON THE ROCKS

As mentioned in the previous report, the weather was extremely cold but the action out on the track was hot indeed. None more so than in Class 2 where the ancient Mini is still king. It would appear that other than the Harkness's Vauxhall, no modern machinery comes out to challenge their supremacy. Martin Brobyn, who was sharing his Mini with Dave Ruddock (Dave's example not being ready for action yet), completed the double by winning on Sunday. Martin's IDA aspirated car is undoubtedly the quickest through the tricky Orchard complex. 'Freddy' Michael Holroyd, his enthusiasm somewhat dampened by wild two wheel antics on Quarry, survived a possible roll by the skin of his teeth. He said 'everyone was applauding and at first I thought that I had broken the record', but it was not so, it was his hairy antics that the crowd appreciated. Newcomer Richard Colligan put up a good performance and was only 0.31 behind the somewhat chastened Michael.

In Class 3 Richard Hargreaves' usual beaming smile was missing after the first runs as his arch rival John Garnett had snatched the class lead. Richard obviously psyched himself up as he just managed to take his usual class first but not before John had given him a considerable fright.

Bobby Fryers didn't have to break sweat to win class 4, Bobby was very nearly 4 seconds away from the class record but an astounding 8 seconds in front of his nearest pursuer. It would appear that there are few competitive cars within this class, perhaps it's because if the impending changes in 1991.

In Class 5 Mike Kerr was way off the pace with 44.73 to his credit, the record being Mike's at 40.00. Doug Bruce closed within half a second of Mike's time, fortunately the car not suffering its fuel problems while he was driving.

Brian Kenyon trying FAST tyres for the first time at Harewood had closed within 0.2 of the class record in practice but allowed over-enthusiasm to take over on his first timed run with a too-quick approach to Orchard, he understeered off the course and into a half spin. This allowed Paul Greaves into the lead while Norman Pemberton's fuel injected Sprite was holding second spot but Brian, despite having a few anxious moments, (as no doubt were many others) when rain clouds appeared and a few spots of rain fell on the track, was fortunate that it did not persist and so was able to come good on his second run to take over his usual class lead. Paul slipped to second while Brian's wife Pat improved to move into third place.

How long is it I may ask since either an Elan or a Europa didn't win the middle Marque Sports category, I can't remember that's for sure. As a complete change it was a Reliant, no not the three wheeler Robin variety, but the 1800cc turbocharged model of Graham Walker and Barry Marsden who secured themselves first and second places in front of Brian Lee's Elan. The large Marque cars were dominated by the Morgan marque, George Whitaker's just holding off the Paul Watts' similar car by just under 3 tenths of a second.

Graham Oates had got the mod-sports up to 1600cc sewn up but threw the car at the finish line barrier and so had to wait for the second runs to secure himself victory in front of ex-Peugeot pilot and super-scribe Peter Herbert's 'yellow peril' Westfield. Peter finding it an altogether different ball game now he is in a proper sort of car i.e. front engine, rear wheel drive, while Archie Inglis driving Gordon Wright's smart white MG Midget secured a popular third in class.

Haydn Spedding's Jaguar, resplendent in its new highly polished red livery (I know it's highly polished because I kept slipping off of when I sat on the side of it) kept its long nose in front of Rick Hockney's MGB in the large mod-sports category while newcomer to the hill Fred Wiltshire was close behind Rick.

After the euphoria of Saturday Paul Goldman was brought somewhat back to earth as third spot in the Clubmans category was his lot while co-driver Phil Price secured the class with a 40.31 from Peter Read who finished with a 41.18.

Leon Bachelier must be contemplating his lot as he was tail-end Charlie in the somewhat depleted merged Class 12 and 13 although we are sure that Leon will soon get his act together. Up front Bob Prest and Alex Graham battled it out, Alex's 40.32 keeping him in front of Bob who recorded 40.93. Bob, by the way, still maintains that he's shortly to move into the Clubmans class.

I know I will bring down the wrath of the Formula Ford men upon my shoulders when I say that the new Dunlop rubber is obviously working well but as Roger Kilty pointed out, none of the usual front runners were under the class record. All I can say to that is 'wait for a warm day' and Roger's superb new record will be out of the window. Previous record holder Jon Collinge seems to be way off the pace these days as was the usually highly competitive Tim Mason, 5th must be a new experience for Tim while of the coming men, John Wilkinson made a mockery of his poor seeding by coming a highly competitive, and on the pace, 4th. Ian Stringer showed Tim there was nothing wrong with their car, his 43.62 just beating John by one hundredth of a second. The other John, Bennett that is, was obviously feeling the pace as he fell off on his second run but his first was good enough to secure him second place behind the on form Roger Kilty.

Mark Wilson (45.50) used the OMS to good effect in the 500cc Racing Cars, he had over half a second in hand over Glyn Sketchley's Jedi while the Jedi of Tony Shearman took third. Yet again OMS was at the front in Class 15, this example being driven by Dave Abbott.

With the Staniforth machine unfortunately sidelined, (see Allan's tome) Chris Seaman took the Class 16 win quite comfortably being over 3 seconds in front of second place man Derek Goodall who kept Steve Owen at bay by two tenths of a second.

As expected Alan Newton in his Lola T560 had a comfortable win in Class 17A in front of the converted Formula Ford 2000's who were headed by Tony Bridgen while Adrian Ward closed uncomfortably on Tony to take third place.

In the top ten run off Chris Seaman, the only man under 40 seconds all day, secured Fastest Time of the Day on his first run but on his second, a highly optimistic entry speed into Quarry resulted in an 'off' which saw the venerable Brabham come off second best to the pebble banking at Quarry. Chris will need his FTD winnings to straighten the Brabham's front end, although the damage was relatively light, the radiator and its mounting brackets taking most of the impact. As for the nose cone, this will take more than your usual motorists fibre glass repair kit to fix as the largest piece left was 6 inches square. Second place qualifier Phil Price was eased down to third despite turning in a couple of highly consistent runs of 40.31 and 40.36 while Alex Graham found a little extra and moved into second with 40.14.

RESULTS

CLASS	NAME	TIME
2	Martin Brobyn	46.83
3	Richard Hargreaves	44.41
4	Bobby Fryers	46.01
5	Mike Kerr	44.73
6	Brian Kenyon	45.94
7	Graham Walker	45.00
8	George Whitaker	45.20
9	Graham Oates	44.99
10	Haydn Spedding	46.30
11B&11A	FTD	
12&13	FTD	
14	Roger Kilty	43.08
15A	Mark Wilson	45.50
15	Dave Abbott	44.27
16	FTD	
17A	Alan Newton	40.46
FTD	Chris Seaman	39.40
2nd FTD	Alex Graham	40.14
3rd FTD	Phil Price	40.31

HAREWOOD HILLCLIMB CHAMPIONSHIP

In answer to John 'FF' Bennett's recent phone call, 'Yes John, I have noticed that there are six Formula Fords in the Top Ten'. All I can say is the rest of us had better stop driving like a lot of pale pink fairies otherwise we will be totally dominated by the shrunken Cortinas. So come on lads and lasses, up and at 'em and let's sort the cocky blighters out! By the way John, the only way you'll keep in front of me is by the fact that your name comes first in the alphabet!!

BK

CHAMPIONSHIP POSITIONS

POS	NAME	POINTS
1	Roger Kilty	18.13
2	Richard Hargreaves	17.78
3 =	John Bennett	17.73
=	Brian Kenyon	17.73
5	Ian Stringer	17.59
6	John Wilkinson	17.58
7	Tim Mason	17.57
8	John Garnett	17.50
9	Martin Brobyn	17.44
10	Paul Harris	17.28

-or how to be older, sadder, wiser, poorer however long you've been at it....

ALLAN STANIFORTH

Once upon a time, long ago, a young man dreamed of being absolutely ready for the season's beginning.

Romans and Greeks were very strong on advice to the young from their Ancients. Things haven't changed much. Take heed young man, if you contemplate a modest interest in motorsport, things may not work out as you dreamed.

It began well, making out my list of jobs sitting on a Mediterranean beach last summer, can you believe, then hiding the paper in my book to keep a solemn promise not to refer to the internal combustion engine on holiday.

Things were cracking by November and really well advanced by January. So well, the Quest Terrapin was confidently double entered (son Darell and self) for HSA Curborough double practice days in March. Among other things, I rebuilt the BDA with laborious and loving care.

Some slippage still had it running with 48 whole hours in hand. Pretty good after only eight months, eh? Eat your hearts out, you critical path analysts. Ecstasy was short lived. Three minutes after starting, oil pressure falls straight off the clock.

24 hours vanish in a sea of oil, greasy newspaper, blowing out oil pipes and unions, chassis mods. to get the oil pump out, strip everything and find nothing amiss. Rebuild it all and the oil pressure mysteriously returns - and stays.

Get to Curborough by 10pm and kip down in sleeping bag in passenger seat of Hotel Scirocco.

Car starts and runs like a dream, sits on the line, and immediately dies, fuel pressure gauge flickering unhappily. Check everything and trouble vanishes, before doing all of half a lap and dying again. Thankfully it is not raining as we change the high pressure pump (solid gold Lucas historic pattern) hitherto impeccable as long as 18 volts were galvanising it and try again. Bare half a lap and the spare suffers the same fate.

Kindly Patrick Wood not only recommends a modern Bosch pump, but digs his own spare from the bottom of the boot. No unions to fit our piping so Darell and Graham Easter rush to Ray Rowan's champion emporium where the great man welds up suitable bits instead of getting on with his tea. All re-assembled just in time to miss the last run of the day, but starts up well and there is Sunday not far away.

Nor was trouble, the low pressure pump this time plays up - or is it a wire - or a switch - or a terminal - or a tank blockage. The morning is swallowed, but actually complete a lap after lunch.

Bit of a queue now, but a second as evening approaches. All feeling good. In the collection area, friendly Jerry Sturman says; 'take another run straight away if you like, some people have had 21'. Rocket off the line and turning into the home straight there is a cloud of smoke and ominous thump, and horrific clattering I can hear even through my helmet. Knock switches off and coast back to the paddock. Peering down the inlet ports with a torch reveals a completely vanished inlet valve in No 2.

Tow home in a heavy cloud of depression. Later inquest proves that placitene checks on valve-to-head clearances may not be infallible - or was it the man doing the check? A disaster of awful proportions is revealed. Wrecked piston, headless valve and three more bent like bananas, ruined seats to match, combustion chamber battered and valve head down an inlet port - and one month to Harewood. A series of midnights later, plus serious inroads into Access (let 'em earn that £12 surcharge by lending me money - 'some muddled financial thinking here, surely; Ed').

Darell generously takes time off from his one-man rally business to speed the later stages, able for some reason to do jobs four times quicker as well as better than the car's owner. Into the final week and a brand new fuel pump refuses to pump. A re-run of the oil pressure saga, except this time the garage floor is reeking with petrol, scattered pipes, unions, trays, Jerricans. A replacement Bosch instantly delivers 125 psi. Start setting the suspension by 10pm Friday and ready to go by 2am. Situation normal.

Saturday. Early greetings to Sid Hanson and his fellow toilers in the dark and hallowed shade of scroots' tent, discussing the validity or otherwise of an ageing Biggles type helmet and ex-Isle of Man biker's goggles. Entering the Farmyard on 1st practice, the injection metering unit seizes solid.

Everything stops. Complete the run on a tow rope.

For lay (and lady) readers the metering unit is what dishes out an appropriate petrol ration, at the right time, to the engine. It has such precise and small internal clearances that a speck of dirt you cannot see can cause trouble. Naturally there are elaborate filter and sealing arrangements to keep such grot at bay, all of which had been working perfectly for the past two and a half seasons.

In a howling, dust-laden wind, I crouch inside Alan Newton's covered trailer rebuilding the unit, pressure washing everything in WD40 (Advert). That eternally forgiving Chief Paddock Marsgal Alan McKinney makes a slot for another go.

This time it never even reached the bottom of the hill, but seizes again going down. Come back again on the tow rope, all hope of competing gone, put it on the trailer and go back home to prepare for Sunday.

Another rebuild in the still air of the garage, this time in conditions of which any decent brain surgeon would be proud. New filter, washed out piping, quadruple filtered fuel, machine a new drive dog on Boy's Own home toy lathe. Easily finished by 2am, 5 hours sleep and back to the paddock.

Starts like a charm, does a series of run-ups to temperature. Revs beautifully down to the start and howls off the line in approved fashion. Just before Willow it seizes again, this time breaking the belt and long suffering driver of tow-car ties me on again with that familiar rope.

Cannot decide whether I am crying because of the metering unit or the grit-laden wind still attacking my contact lenses. I'll cut the suffering for any heroes who've read this far, and just say that after a fourth rebuild it lasted 30 seconds before breaking another belt, still in the paddock.

At least I didn't have to be towed up again. Time had run out. Drive belts had run out. energy and enthusiasm were overdrawn and serious depression was setting in. Darell, with much hope of a good result (given a functioning racing car) wordlessly took his Nomex off.

This sanguine tale of disaster effortlessly triumphing over hoped and planned for success leaves a number of beliefs that ANCIENTS are in the habit of mentioning, in serious doubt (speaking personally of course)

1. ANCIENTS have seen it all so they can visualise trouble ahead - wrong.

2. ANCIENTS have done it all before, so they can deal quickly and expertly with snags when they arise - also wrong.

3. ANCIENTS remain equable, unruffled, benign and capable under pressure - even more wrong.

4. ANCIENTS can be trusted to get it right first time - no, nor quite possibly the 2nd, 3rd or 4th times.

5. ANCIENTS might be a bit slower, but they really know the score - they don't.

6. ANCIENTS can take it cheerfully and phlegmatically when disaster strikes - rubbish.

It took non-ANCIENT Alan Newton and others even younger still to advise sagely; 'Cheer up. It's only sport. We come to enjoy ourselves.'

I suppose you've got to laugh - but I need time to get that b-----d metering unit to work first.

(Ed. Thank you Allan for your article. I really do appreciate the time you have taken to write it as I can see you also had other things on your mind!)

UPHILL STRUGGLES

Peter Herbert

HAREWOOD 14th APRIL 1990

Harewood looks very different from behind the wheel of a Westfield, particularly when leaving the track backwards. My first ascent in the new acquisition was going rather well until I arrived at Quarry Corner at a speed previously never experienced in last season's Peugeot. So I followed the only course of action open to me and panicked, hence my trip into the cheap seats.

Despite a chilling wind it was good to be back at Stockton Farm after the winter recess, and despite the considerable number of unfamiliar southern faces in the paddock for the third round of the Motorola Codex/BARC Speed Championship, there were several Harewood characters with whom to become re-acquainted. Indeed as Tony Bridgen talked me into registering for his Sedan Performance Challenge as we queued to sign on, Brian Kenyon entertained us with his efforts to de-capitate fellow competitors with the bus window.

Class 10 contained such varied machinery as the quick Minis of Messrs Brobyn, Casey and Ruddock and such strange projectiles as an Ava RS and a Fletcher Hornet. The latter, built and driven by RAF helicopter maintenance engineer Ian Fletcher, looked like something Noddy might reject as a trade-in, however it proved quite rapid.

My first practice run stopped the clock, eventually, at 76.86 whilst a more subdued second run resulted in a disappointing 53.49. I had lost confidence in the car, and during lunch I attempted to compose myself.

The first afternoon climb broke into the 52s, but I had yet to match my best Peugeot time, then the rain arrived. My final run was a blur, not of speed but of visibility. With water on both sides of the screen and on my specs, I pointed the Westfield between the farm walls and hoped; and by what can only be explained as divine intervention I stayed on the greasy track. A time that I cannot bring myself to discuss was the result. So it was a discontented hillclimber who returned home that evening, pondering the wisdom of buying a racing car incapable of beating last year's standard road car.

HAREWOOD 15th APRIL

Easter Sunday's Spring National Meeting saw a full turn out of Harewood regulars, and it was good to see all my old adversaries from Class 3 Touring Cars again. However I was now in with the real racers in Class 9 Mod Sports and there were new chums to meet and a nice spot with a view in the paddock.

My opening practice run was completed in a careful 52.59, while my second was notable on two accounts. On the way down the hill a blue and white Sprite driver from Sheffield, who may wish to remain anonymous, spun off in front of me. Now that's something you don't see every day. On the way up the hill a time of 51.49 at last bettered my last season Peugeot best.

The wonderful afternoon's sport that followed was in no small part attributable to the redoubtable Archie Inglis. Sharing Gordon Wright's Midget, Archie was determined to achieve his long held ambition to break 50 seconds at Stockton Farm. Graham Oates' Europa had the class down up, but maybe, just maybe, I could grab second by eating Archie.

The opening climb was interesting as Graham went off at Quarry. The Inglis MG went into the lead with a 50.40, and I was second with 50.94. Much fettling was to follow. The Oates family picked gravel out of the Lotus nose and repaired a damaged radiator, whilst I was reduced to diving beneath the Westfield's bonnet to start the engine due to a defunct solenoid.

Back in business Graham Oates took the class in style with a time of 44.49 on his second run. Mr Inglis fulfilled a dream with a climb of 49.57. Then it was my turn. A little sideways off the line, slightly too early onto the brakes into Country, not brave enough through Willow but a good run through Orchard and Farmhouse. Backed off too early as usual for Quarry, but crossed the line strongly, and eureka, 49.10. Second place was mine. Archie was the first to offer congratulations as he shook me warmly by the throat, and that says it all about the spirit of hillclimbing.

Invited into the hallowed depths of the beer tent for my first experience of a Harewood prizegiving, I was able to rub shoulders with the day's hot shoes; and it was a fine thing to see Chris Seaman take Fastest Time of the Day after outpacing more modern machinery in his glorious Brabham BT30. As for myself, I needed the money but chose the trophy. Moments like this just cannot be bought.



Peter Herbert urging the 'Yellow Peril' Westfield up towards Quarry.

Photo: Ann Paterson

HAREWOOD DEVELOPMENT

In response to the development of Harewood preview, may I make a few suggestions:-

1. If Farmhouse Bend were linked to the proposed new start, a fine sprint course could be formed.
2. A longer finish straight would be welcome, scrabbling around Quarry to immediately cross the line is anticlimactic.
3. How about a Harewood Hillclimb School as pioneered by Prescott? Extra revenue would be earned, and those like myself with still much to learn would benefit.
4. Christian Mineeff's idea regarding the running of a European Hillclimb Championship round was an interesting one which made me wonder whether any Club members would be interested in forming a party to tackle a continental hillclimb. Mont Ventoux perhaps? I have no idea how to go about it, but as International Licences are available, it must be possible.

Peter Herbert

MARSHAL'S POST

It has been pointed out that Northern Rescue are even more like Thunderbirds puppets, they are attached to strings (quote one P Belcher Esquire) - there are only two problems - one, the strings are knotted and two, no one knows who's pulling them anyway.

As Pete (the Butcher) Broxup and myself walked down to Orchard on Easter Sunday morning, a poor gentleman fell off in a Formula Ford - so we observed (the efficient efforts of the marshals) when up pops Tim (Nora Batty) DeDombal, 'I know we got it wrong at the Training Day but isn't this going a little too far?' - always one for a quip is our Doc.

Talking of accidents, what about BK, not only does he fall off coming up hill he can even do it going down. We always told Chris Seaman that the lads on Quarry would get him but it was unfortunate that having carefully retrieved his bodywork after his incident, he placed it behind a marshals car - guess what happened - the said car ran over Chris' hitherto fairly undamaged bodywork.

Thanks to the efforts of your Training Officers, you will all have noticed that we have new fire extinguishers - if anyone scratches them there will be trouble!! HMA will be providing some lightweight extinguishers to complement them in the near future.

For those people who think life on the start line is a doddle think on this - they positioned well over 900 cars over the Easter weekend.

For those observant ones amongst you - you will have noticed that yours truly was more rambling than usual over the Easter weekend. Highlight of the weekend was Ray Wass's 'erection' collapsing.

I'm looking forward to the May meeting (where were you at Easter 'squeely'?) and the return of the 'Brummies', it'll be good to take the **** out of 'glass jaw' again.

That's all folks

John Staveley



Attentive marshals studying the theoretical side of marshalling at the recent Training Day. Tony Anslow is the one leaning at the front of the group.

Photo: John Staveley

COMMITTEE NOTES

2nd April 1990

The election of officers resulted in the appointment of Mr Tim Thomson as Chairman and Mr J R Hardcastle as Vice-Chairman.

John English has been invited by the RAC to act as Stage Commander at Harewood for the 1990 RAC Rally (Sunday opening day); John Staveley will act as Deputy Stage Commander and Don Staveley as co-ordinator.

It was suggested that the Centre's AGM should be held at Harewood during the Training and Practice Day, which would, it was hoped, attract more of our active members to the meeting. This will be discussed further in good time for the 1991 AGM.

KNOW YOUR MARSHALS No 5

TONY ANSLOW

I must be honest, there are two reasons why Tony is this months subject, firstly I could not resist using the photo below and secondly I have lost the other write ups (altogether now - Wally!). As Tony and myself have been 'sparring' partners since we were 6 I can chronicle this marshals life without notes (I haven't asked him, hope he doesn't mind). As can be seen from the photograph Tony (on the left) and myself (on the right) started learning track craft at an early age - many a lorry only got out of our street as a result of our efforts!

Tony prefers motorcycle ('Bogwheel') racing to the four wheel variety, however he can easily be persuaded to come up to Harewood where he is a keen member of the start crew (that's him on the right doing the Mickey Mouse impersonation in the photo under Class 1 in the Easter programme). Tony joined the Merchant Navy when he left school and served with, amongst others, P & O and Ffyfes (exposure to all those bananas explains a lot!) rising to the rank of Captain before he left to join a supply ship serving the North Sea Oil Rigs. For those people who think it must have been a great life, just ask him about serving on bulk gas carriers! As a result of an accident whilst serving on the supply ship, he was taken aboard the rig which they were supplying, for treatment and as usual one thing led to another and Tony was offered a job on the rig. Always astute, Tony thought keeping dry, good food and better changeover rotas was a good idea (and the money was better too!). So he became a Control Room Operator on the High Seas Driller, a position which he has now held for over five years. If anyone thought our fire training was hard ask Tony about rig fire drills or how to escape from an inverted helicopter whilst underwater, he even has experience of operating the helipad - so you can see Harewood is child's play.

Tony's hobbies are motorcycling, scuba diving and trying to drink the rest of us under the table on the first and last nights of his leave (he always succeeds!). Because of his two weeks on, two weeks off rota, he cannot come to Harewood as often as he would like but his comment at the Training Day deserves mention - 'Is that Chris Seaman with the video?', me 'Yes', 'I've never seen him without his helmet on before'.

Tony used to own a Porsche in deference to his liking for cars and motorsport - he now has a Fiesta 1.4 because he got fed up of having a constant police escort wherever he went - they just couldn't believe that the guy in the flat cap really owned it (talk about stereo-typing).

So if anyone has any fish fingers to advertise, Tony could always be persuaded to become a second Captain Birds Eye!!



Tony and John practicing their track clearing at an early age.