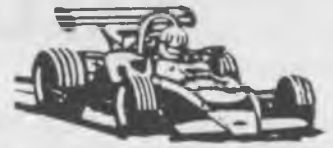




YORKSHIRE CENTRE TIMES

ISSUE No. 22



JUNE 1990

CHAIRMAN'S LETTER

Dear Member

Will 1990 be a record season or a season for records I have to keep asking myself.

As we have already seen at National events many class records of old, and even a hill record broken, congratulations must be extended to all those who have performed this feat in recent events.

None other than our very own Brian Kenyon, Graham Walker and Tim Mason at the recent Harewood Championship meeting, which was an excellent finish to the double week-end event, featuring Saturday's superb (so I am told) display of Ferrari Exotica and an excellent day's sport.

We did change our tack a little bit concerning that week-end's sport and pushed more into P.R. than actual advertising and certainly to date it seems to have paid off with articles in major newspapers, slots on the local radio networks, and a programme on BBC's Look North.

This all goes to assist the input of general spectators required to build the club and develop the hill.

On that subject your committee has started a Harewood Development Fund which will be operated completely separately to normal working club funds to ensure any donation, no matter how small, will be acknowledged and placed for the specific use of developing the hill.

A small meeting of interested parties concerning developing Harewood raised nearly £50, and further donations have already been received. Please send any loose change you might have to Denys Townsend for the moment until we can nominate a dedicated person to this complete project.

I have not been made aware of any more comments regarding our proposed developments, so if you have any input please direct it to myself as we will shortly be organising another progress meeting.

On a final note, the Harewood Driving School has obviously started without us knowing, as after yesterday's performance Chris Seaman must have been giving Rob Welch lessons on how to get round Quarry.

Enjoy the 'Times' and please keep the articles coming in.

Tim Thomson

Articles for the next issue of the 'Times' by Monday 18th June please, to the Editor.

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

EDITORIAL

Once again, many thanks to the contributors to this edition of the 'Times'. The input from the members has been excellent and I hope it continues in this vein as we have a variety of views on a variety of subjects.

I'm sorry we don't have much on the Focus page this time but its scribe, my dear husband, is flat on his back with a trapped nerve. He woke up with it at Harewood last Sunday and struggled through the day but since arriving home he has had to stay in bed because of the intense pain. Hopefully he will be fit enough to compete at the June Harewood.

The amount of work undertaken for a double header, like this last event at Harewood, requires an enormous amount of hard work from officials weeks prior to the event and also the evening before the event. I am sure that many members believe that the bus at the head of the paddock is always in that position - this is not so. It, and many other items of equipment have to be moved both before and after events. Much preparation and checking of land lines and telephone communication equipment is undertaken as well as many other tasks required to run a successful hillclimb so although, at the end of the day, the drivers get all the glory, please remember that without our enthusiastic and efficient officials and marshals, they would not have such an enjoyable weekend.

I'm sure many of our members know, and were perhaps chatting to, Barry Whitehead at Aintree on May 6th. Barry's wife Heather died the following day and we send to him and his family our deepest sympathy.

COMMITTEE NOTES

8th May 1990

A Harewood Development Fund has been opened (by donations from the members of the Development Committee!) to accumulate the income from the various proposed fund raising activities and create resources for the development work when it commences.

The publicity and public relations for Harewood Hillclimbs will be put in the hands of a professional organisation to enhance the standard of promotion.

The command and communications structure for the running of meetings at Harewood is being put properly on record to avoid any misunderstanding, and to define the duties of the senior officials.

We are seeking a suitable van (preferably with a Luton body and side door) for use at Harewood for the collection and storage of the equipment from the marshals posts. Any offers of a vehicle of the Ford Transit, Bedford CF, Renault Traffic style will be gratefully received by Tim Smith, who will co-ordinate the project and discuss a suitable price for the right van.

FOCUS

EXPECTANT FATHER

Midget driver Kevin Carruthers was sweating on Sunday, not because he was perturbed about competing in his car, but he was expecting a phone call at any time to announce that his wife had given birth. Fortunately for Kevin, the phone call never came but no doubt the new arrival will be announced in the next 'Times'.

THAT DAM WALL!

That the tight and twisty Scammonden track is not suited to such a potent car as a Sierra Cosworth was aptly demonstrated by David Bailey when his Sierra Cosworth snapped out of control at the last corner, yards from the finishing line. The front of David's car unfortunately found a V shaped rock protruding from the bank which rendered his car rather second hand. Having driven it there, he was fortunate that John Garnett was able to loan his trailer, tow car and driver for its safe recovery.

MARCOS MENDED

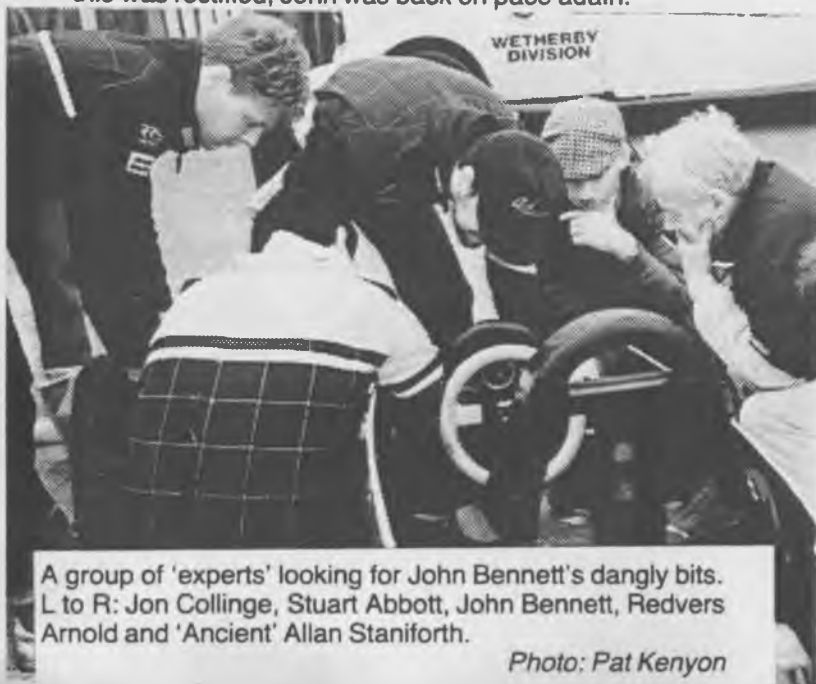
Another to suffer from the unforgiving scenery at Scammonden was John Yardley's Marcos Mantula. Fortunately John's car was not as severe as the damage to David's and he was able to effect repairs before Harewood.

GOING, GOING, GONE

John Casey's immaculate Mini was virtually sold prior to the Harewood meeting. Unfortunately, as you will read in the Harewood report, John somewhat disarranged the front of the car but it will no doubt be repaired to the highest and most exacting standard of the Casey equipe. So whether the purchase will go through or not remains to be seen. Part of the deal may see John driving in circuit racing next year. We await developments

DANGLY BITS

After a somewhat spooky run, many 'experts' were seen poking and prodding the suspension on the Van Diemen of John Bennett when low and behold, Allan Staniforth found a dangly bit. The roll bar wasn't connected, once this was rectified, John was back on pace again.



A group of 'experts' looking for John Bennett's dangly bits. L to R: Jon Collinge, Stuart Abbott, John Bennett, Redvers Arnold and 'Ancient' Allan Staniforth.

Photo: Pat Kenyon

NEWS WANTED

Tim Bendelow

Is there any further news of Chris Mason's 'Uphill Racers' book mentioned in September's Centre Times? Reading Chris's letter I was enthused by the subject - British Speed-climbing history from the early days of public roads up to modern venues.

There's been a need (in my view) of a comprehensive 'work' regarding hillclimbing and how it started. Granted. Robin Boucher's 'Drive It - The complete book of hillclimbing and sprinting' covers most of the 'how to' in competing, but it lacks the history.

I look forward to getting a copy - when's the publication date?

TIMES BOOK REVIEWS

Peter Herbert

The Man With Two Shadows

by Kevin Desmond

Alberto Ascari, a deeply superstitious man, would never drive a racing car without wearing his light blue crash helmet. Yet, whilst watching a mid-week test session at Monza he insisted on doing a few laps in Castellotti's Ferrari. without his own helmet to hand, Ascari borrowed Eugenio's white helmet, and on his third lap the great Italian driver crashed fatally.

There is an Italian superstition known as 'cabela' which is based upon numbers and dates, therefore Ascari's decision to drive at Monza that day is impossible to explain. Father, Antonio Ascari, was killed at Monthery in an unexplained accident on 26th July 1925 at the age of 36, four days after a miraculous escape, and at the exit of a fast left hand turn. Alberto was killed in an unexplained accident on 26th May 1955 at the age of 36, four days after a miraculous escape, at the exit of a fast left hand turn. His second shadow had caught up with him.

This biography is a classic, examining in depth the man behind the legend. In doing so it also allows the reader a glimpse of the Italian way of life, of motor racing on the Continent during the forties and fifties, and of the colourful characters who raced at that time.

While chasing Moss's Mercedes in the 1955 European Grand Prix the twice World Champion lost control of his Lancia and plunged into Monte Carlo harbour. Ascari escaped with minor injuries, four days later he was dead.

GRAND PRIX GREATS

By Nigel Roebuck

Alberto Ascari is one of the twenty five racing drivers that Autosport's Grand Prix Editor Nigel Roebuck singles out for penetrating analysis. Roebuck, possibly the most perceptive of motor sporting journalists, is obsessed with Grand Prix racing, and his fascination with the drivers concerned comes vividly across.

Not all the drivers chosen in this personal selection were champions. Indeed the likes of Chris Amon, Patrick Depailler and Clay Regazzoni were victims of cruel luck. Yet their stories are even more compelling than those of the more successful.

The single minded, ruthless, competitiveness necessary to reach the top in motor racing is rarely compatible with being a nice person and this trait is evident in many of the revealing profiles. However it is impossible not to be engrossed by this excellent book, and to hope that Roebuck will one day profile another twenty five drivers.

LETTERS TO THE EDITOR

Dear Pat

News in the 'Times' of the proposed extension to the track at Harewood sounds most interesting; is there by chance a little North/South rivalry here as the finishing line at Gurston Down has been extended by some 60 metres this season? I think the plans at Harewood sound admirable, I only hope the planning authority shares this view.

On the subject of Gurston Down, I do assure you that it is well worth a visit, being fast and with some particularly demanding high speed curves where the correct line is crucial to a quick time (as well as staying on the island!). The setting is also as attractive as Harewood, a definite plus for the sport of hillclimbing in my view.

Sorry to hear that Mr Staniforth has had such a frustrating start to the season; not having experience of metering pumps et al, about the only thing I could relate to was his discomfort with contact lenses that the windy conditions at Easter's meeting caused. My problems centre on the difficulty of fitting the wife, two children, a labrador and a cat in the Gilbern without having rather more 'ground effect' on the M1 than is desirable! Perhaps I should acquire a trailer like everyone else.

It is likely that Don will be the only Gilbern representative at the May meeting. This year is the 21st anniversary of the G.O.C's formation so we are having a number of celebration events, one of which at Wiscombe, clashes with Harewood.

Yours sincerely
Nick Vandervell

Dear Pat

In response to a recent request for information on testing facilities, Langbaugh Motor Sport on Teeside will make the Kart Circuit available for £20 per hour. The Kart Circuit is a 900 metre oval with a wide and excellent surface, and forms the first part of the originally proposed one and a half mile Formula 3 circuit. There are various optional extensions and chicanes extending into the centre of the oval, and these increase the lap length to about 1050 metres. The Kart Circuit is available for hire on Mondays, Tuesdays, Thursdays and Fridays, but telephone Jane on 0642 244417 for further details and reservations. Colin Wheeler and I have both tried it, and it is good value for money.

Yours sincerely
Tony Briggs

Dear Pat

Firstly, in response to Frank Hall's thoughts of the last issue, the photo concerned would appear to have been taken at 'Clearways' and Jim Clark's car carried the number 215. I would be very grateful if Frank could let me know what photo's he has that are suitable for enlargement and framing.

Secondly, I would like to add my ten penn'orth to the revised hill debate. I do not agree with Peter Herbert's suggestion that more track should be added after 'Quarry', I personally feel that this corner gives a real 'sting in the tail' and 'getting it right' is conducive to a good time. I am however in agreement over the linking of 'Farmhouse' with the 'new' start location (please see plan) careful siting of the start and finish could provide a one and a half lap sprint course as well as giving an 'alternative' hill.

May I also suggest that Peter contacts Des Richardson as the Irish Ballyvaughan hillclimbs on closed roads look very appealing.

Mitch Elliott

Dear Pat

More than likely that when this letter is published the record (The Carrot) in Class 14 will have been broken yet again.

But for the time being I would like to publicly congratulate Tim Mason on his new record. A superb effort. I wish the carrot would stay still long enough for me to focus on it. Who's turn is it next time? It could be John Bennett's I think, as long as he remembers to connect his front anti-roll bar that is!! or it could be the turn of the ever improving Paul 'Kermit' Harris in his evergreen Hawke 2CV!!!

One thing in Class 14 is definite, the age of your car is insignificant. Here's something to think about when you're sipping your cocoa tonight fellow BARC members - Scrap the Top Ten Run Offs (Horror!!!) and in its place have a top ten FF1600 run off. I will now take my tongue out of my cheek and say it's just a silly idea.

Mick Moore

PS. Exchange Van Diemen RF82 for any Formula Ford vintage 1967-69. anything considered, especially Merlyns.

PPS. It was good to see Staniforth's Snr and Jnr smiling again!

VIDEO VIEW

Mitch Elliott

The two tapes this month are total contrasts both in content and in length of release.

Firstly 'Supercharged' The Grand Prix Car 1924 - 1939, BBC Enterprises, running time approx. 1hr 15mins, cost £9.99.

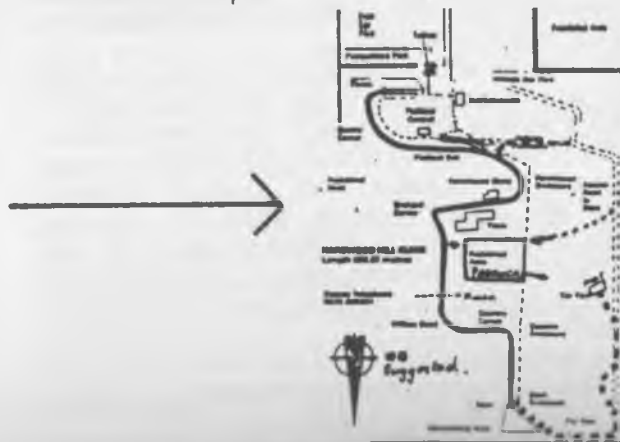
First released in 1985 this tape is based around the original 'Horizon' programme with additional footage.

As the title suggests the era covered includes the 'Titans' of motor sport, superb original sequences are ably supported by John Watson's modern day 'track tests'. Widely available, the tape offers a well presented view of pre-war international motor sport.

Tape two is 'The History of NASCAR', recently released by Sports Seen, the running time of 1hr 30 mins gives plenty of viewing, price £9.99.

I personally find NASCAR racing fascinating and this tape arrival was eagerly awaited. The film sequences are without question; I personally was frustrated by the lack of continuity by virtue of the continual 'leapfrogging' backwards and forwards in time.

The history is well charted from the formative days on Daytona Beach right through to the eighties. The film sequences capture the superb racing and slipstreaming not to mention the enormous accidents which are part and parcel of NASCAR. The family continuity is fascinating, a good example being the Petty family now into a third generation of drivers. For me the tape was further spoilt by the typically american commentary which seemed more suited to a 'soap ad'.



HAREWOOD HILLCLIMB NOVICES & ONE MAKE RECORD BREAKERS

Saturday 19th May

On Saturday 44 Novice drivers came to the line in our usual classes along with 15 of Maranello's best, 18 moggies from Malvern and 16 MG's in the One Make Classes. There were unfortunately no entries in the Lancia class.

Novices started the day off and Richard Colligan (47.38) cantered to an easy victory (in his well prepared Mini) from Nigel Harkness' equally immaculate Nova (50.23).

John Kahn 2.2 litre Lotus Sunbeam (52.87) held off the challenge of the smaller engined Golf of Mitch Elliott (52.94). Three Minis contested class 4, Daniel Earnshaw proved quickest on 55.10. The winning margin in class 5 was 0.3, Chris Haigh's 2000cc Escort pipping Tony (Tyres) Mekwinski's smart Anglia.

The marque Triumph usually has a lean time in class 6 but Dave Kitching slotted his into second behind the Midget of Stuart Turnbull.

Bill Wraith's Morgan was unopposed in class 7. Henry Crowther enthusiastically flung the TWR modded XJS Jaguar up the hill to take class 8 by 0.11 from David Collard's Ferrari 365GTB4.

Robert Walker nearly got the Midget into the 47's missing by 0.09, close behind was the car's owner/builder David Hutchinson 0.05 behind Robert. John Simpson's brutish Tuscan with 44.84 won class 10 easily from the standardish MGC of Andrew Wolf.

Class 14 was the usual close tussle, first three all on the 44 second mark, David Park's Van Diemen 44.19 not only won the class but was quickest novice and 2nd FTD. Mick Moore's similar car was second with 44.69 while Jeff Norton's Royale was 3rd with 44.84. Class 15 and 15A were amalgamated, John Famham's 1058cc Harrison proving quicker than Mike Fitzsimon's 500cc Lazer.

Neil Claxton was the lone runner in class 16 but with 44.38 3rd FTD was his reward. Class 17A had one entry, Philip Ward whose 49.03 got him a pot.

Class 18, first of the one-make classes was for Ferraris. too often these days people look on exotic cars as an investment instead of their real purpose in life so when 15 Ferrari drivers attack the Harewood Hill, more power to their elbow say I. Leading the pack after the first runs was BARC Council member Simon Clark in the 328GTS (47.71) nearly a second in front of his nearest pursuer John Swift. John wound up the elastic a bit tighter on his second run to snatch the class with 46.91. Next was Geoff Dark who improved on his class seeding to take 3rd in 48.44 while 4th was Brian Jackson 48.90.

Mike Hall's +8 Morgan broke the class record on both his runs. His 43.72 not only undercut the 1988 record by over two and a half seconds but was also overall FTD. Fellow +8 driver Paul Watts was also under the old mark while 3rd was yet another +8, that of Graham Walker. In 4th place was the first of the smaller engined Morgans, the 1600cc 4/4 of Stuart Adamson.

Class 21 was for MG cars and just in case you can't understand why Austin Healey Sprites are in the class, the MG Car Club accepts them as such in its championship. In taking third Rick Hockney in the MGB (46.35) stopped a Sprite rout, the beautiful black Sprite of Richard Moorhouse and Nigel Stansfield were 4th and 5th respectively while Pat and Brian Kenyon battled for the lead. Pat just missed breaking the old record by 0.03 slotted into 2nd while a very on-form hubby broke the old record to leave it at 45.27.

As usual the Novices and One Make event was a laid back sort of meeting but extremely enjoyable.

RESULTS

CLASS	NAME	TIME
2	Richard Colligan	47.38
3	John Kahn	52.87
4	Daniel Earnshaw	55.10
6	Stuart Turnbull	53.85
7	Rupert Turner	50.70
8	Henry Crowther	50.46
9	Robert Walker	48.09
10	John Simpson	44.84
14	FTD	
15A&15	John Famham	46.79
16	(FTD)	
17A	Philip Ward	49.03
18	John Swift	46.91
20	Graham Walker	On Handicap
21	Brian Kenyon	45.27
	Mike Hall	43.72
FTD		
2nd FTD	David Park	44.19
3rd FTD	Neil Claxton	44.36



A used car lot, well not really. This selection of collectable Ferraris was part of the 16 strong contingent battling it out at Harewood.

Photo: Pat Kenyon

HAREWOOD HILLCLIMB MEMBERS MEETING

Sunday 20th May

SPRITELY FORMULA FORDS

Just like the Saturday, the Sunday event was quite cool and in the main overcast. None the less, three new class records were set, Brian Kenyon breaking the class 6 record by the largest margin followed by Tim Mason who nibbled some more off the Formula Ford record and Graham Walker who shaved a fraction off the class 7 record.

As class 1 seems to have died a death, the class 2 boys started proceedings literally with a bang. First of all Richard Colligan got as far as Willow when a tyre deflated causing him to stop abruptly. After the delay John Casey attacked the hill, John who appeared to be on a very hot run went into Farmhouse Corner extremely quickly and it would appear he has watched far too many Rover TV adverts as he tried to emulate the Rover display team by tipping it on two wheels. John saved the car from rolling but unfortunately ran out of road and thumped the bank with the near side wing of the immaculate Mini, causing further delays. Not to be out-done, Martin Brobyn yumped his car over the stones at Quarry without damage to his car while Michael Holroyd kept his cool to take the class win in 47.00 from Martin's 47.24.

It was a two horse race in class 3, at each meeting John Garnett moves closer to Richard Hargreaves, 0.38 was the margin at Easter, this time the gap was narrowed to 0.2 as John gradually gets the bit between his teeth, the little Turbo Renault of Tim Smith was 3rd.

Martin Boast won class 4 with a time of 52.91. Graham Hickman is doing well in the RAC Leaders but he was over 2 seconds behind Mike Kerr's class record, his 6.2 litre Skoda Estelle edging out Mike Kerr's turbocharged Escort while Bob Claxton's Skoda was 3rd and Doug Bruce's Capri was 4th.

Brian Kenyon undercut his class record by nearly half a second to leave it at 45.20 on his one and only run of the day. Brian's efforts obviously inspired Paul Greaves who set a personal best of 45.82. Owing to the fact that the Sprite expired after Brian's run, Pat Kenyon was unable to defend her third place from the attack of Nigel Stansfield, new tyres giving Nigel and co-driver Richard Moorhouse the catalyst of more speed and confidence.

After a 20 year reign Lotus lost its grip on class 7. The 1800cc turbocharged Reliant of Graham Walker setting a new class record by 0.02 while Brian Lee upheld Lotus honour to finish second in front of Barry Marsden.

At the moment it looks as though George Whitaker has class 8 firmly in his grasp but things were considerably closer in class 9 when 0.06 split the first three drivers, who were all in Midgets, Rob Walker (48.82) just pipping the shared car of 'Ancient' Archie Inglis (48.87) and his co-pilot Gordon Wright (48.88).

Peter Needham was slow in moving round the paddock (a cartilage giving Peter great discomfort) but still able to move swiftly on the track. Peter had nearly 4 seconds in hand over the TVR Tuscan Challenge car of John Simpson.

Class 11B attracted 4 entries, Mike McDermott's Mallock just managing with a 44.13 to keep Richard Netherwood's Centaur at bay (44.52). In the larger Clubman's cars Vauxhall had its best showing to date as 'Uncle' Bill Wood on 40.76 was just behind Peter Read (40.36) while Phil Price rounded off the top three in the class. Christian Mineeff's superbly turned out Pilbeam always had the merged class 12 and 13 under control.

A charged up Tim Mason broke new ground in setting an indecently quick new Formula Ford record of 42.94. Tim's efforts kept him in front of previous record holder Roger Kilty who bettered his Easter record on both runs but was still behind 'tearaway' Tim. John Bennett with two contrasting runs set an identical time on both to be third while Paul Harris in 'Kermit' moved up from his Easter placing of sixth to fourth. Last of the 43 second runners were Ian Stringer, Jon Collinge and John Wilkinson, if you are not in the 43's in this class of 23 runners, you are yesterday's man.

Sue Sturges knocked the socks off her male opposition although behind after the first runs, she came good to squeeze out Andy Jackson by 0.02.

'If I only had wings, I'd fly' was Chris Seaman's theme song on Sunday. The Brabham was short of nose fins after its Easter whoopsy but none the less on his first run, Chris popped in a 39.87 while Dave Whitehead. Richard Homer and Darell Staniforth were struggling on 40. a thought for this class and many others - if you don't get a move on, the FF boys will be quicker !!!

Commentator Richard Sproston enthused on the unique Abarth engine of Alan Newton's Lola and it did the business in class 17A from Peter Variey's Pilbeam.

'Turbo' Tim on his home hill was not tested in the class runs as he was half a second in front of Rob Welch's 2.8 normally aspirated Pilbeam. In third was John Lambert's turbo engined Pilbeam which pumped out enough oil to enrage any environmentally sensitive person.

Eight cars contested the top ten by which time it was getting quite late in the evening and unfortunately your reporter was feeling a great deal of discomfort and cannot remember what actually happened in the run off.

RESULTS

CLASS	NAME	TIME
2	Michael Holroyd	47.00
3	Richard Hargreaves	44.32
4	Martin Boast	52.91
5	Graham Hickman	42.35
6	Brian Kenyon	45.20
7	Graham Walker	44.25
8	George Whitaker	44.83
9	Robert Walker	48.82
10	Peter Needham	41.02
11B	Mike McDermott	44.13
11A	Peter Read	40.36
12&13	(FTD)	
14	Tim Mason	42.94
15	Sue Sturges	42.63
16	Chris Seaman	39.87
17A	Alan Newton	40.51
17	(FTD)	
FTD	Tim Thomson	36.85
2nd FTD	Rob Welch	37.32
3rd FTD	Christian Mineeff	38.61



Chairman 'Turbo' Tim Thomson starts off the Harewood Development Fund by donating part of his Harewood FTD winnings with a delighted Centre Treasurer Denys Townsend looking on.

Photo: Pat Kenyon

CLUB NIGHTS

I'm sure that there must be a number of members who would like to see the return of the BARC Clubnights each month.

I have some suggestions that might appeal to others - hopefully if the interest is sufficient then something can be arranged. Here goes:- indoor cricket session in Leeds, 10 pin bowling, clay pigeon shooting, karting - our nearest venue would be Selby and then there's always quiz nights and Scalextric racing and so forth.

In face we could make the socials part of the Marshals v Drivers Challenge and have a series of events rather than a one-off competition.

If 'team' events are not to everyone's taste then how about a Donington Museum trip, a factory visit to a racing team or constructor (i.e. J Lewis Racing, Pilbeams at Bourne) or another hillclimb.

Let's have a go and prove there's more to Harewood than the speed events, good as they are.

Tim Bendelow

COMING UP FAST ON THE STAND SIDE

PETER HERBERT

The going was decidedly soft as Equipe Peril Jaune groped its way into the Aintree paddock, a dense mist denying novice jockeys like myself a first glimpse of the track. The short odds runners were mostly trained at Harewood, and as mounts were prepared for the preliminary gallops an early morning dampness pervaded the air. But enough of the bad horse jokes.

Aintree Circuit Club's Spring Sprint used a freshly resurfaced 1.3 mile length of the former Grand Prix circuit, running from midway between Cottage and Country Corners to two thirds of the way down the Railway Straight. The abandoned Sefton Straight formed the paddock.

A pre practice convoy run familiarised me with little except the tail lights of Richard Moorhouse's Sprite, but the Merseyside mist lifted as practice began. My opening run was enlivened by a gross misjudgement of the severity of Country Corner, and a trip onto the grass was only narrowly avoided. Chris Day was less fortunate, planting his immaculate RS1800 firmly into the banking on the inside of this tricky bend. Just not his Day.

My second practice run time of 61.28 was not the giant step forward that I was expecting despite a neater drive, it being only seven tenths quicker than my earlier attempt. So it was head scratching time as we adjourned for lunch. One of the problems appeared to be that Westfields have all the aerodynamic qualities of a fridge. Therefore no matter how quickly I was able to get hard on to the power out of Beechers Bend, a wall of air hit my yellow friend hard to restrict velocity to little more than 100mph as we crossed the finish line. This, together with running on road tyres, helped to explain why I was ten seconds adrift of Graham Oates' class leading Europa, the Lotus' racing slicks and slippery shape enabling it to top 120 through the trap. However, the fact that Graham is good probably helped too.

As a former Class 3 member I was allowed into the hallowed confines of the Settle Sierra Set's enclosure for lunch. My admittance was mostly for an earwiggling about how I was going all posh by abandoning tin tops for more gentlemanly open sports cars. Although the regular Hargreaves, Garnett, Bailey triumvirate had dominated the morning's proceedings, some sideways glances were going the way of Tony Mannock's Sapphire Cosworth. Standardish in appearance except for an exhaust pipe of dimensions that might interest Iraq, the blue saloon had been timed across the finish line in excess of 140mph. Sadly it had all been too much for the Hargreaves Sierra, Richard preparing for an early return to Settle with a suspected blown head gasket. But thankfully touring car humour was alive and just as I had remembered it, and as Class 2 Enfant Terrible Richard Casey bemoaned the fact that he was not allowed to share father John's Cooper S after attacking Orchard at the Easter Harewood, David Bailey was more interested in whether the limp fur and hide object clutched in the hand of a passing Morgan pilot was a small animal flattened on Railway Straight or an elderly flying helmet.

My afternoon was spent perfecting standing starts, exploring the limits of adhesion of well worn Yokohamas, and crouching behind the Westfield's shallow screen as I forced the accelerator through the bulkhead with both feet. An improvement of three tenths of a second was the sorry result, a time of 60.91 being set on both runs. What's more, my terminal speed dropped to 94 mph, so it's back to the wind tunnel I'm afraid.

Colin Chapman would have approved of one of his cars winning class 9, as it was his man Clark in a Lotus 25 who won the last British Grand Prix held at Aintree in 1962.

Graham Oates in the trusty Europa performed just such a feat, as is his wont, whilst I finished a disappointed sixth. But it's horses for courses, and this course was a bit too fast for my horse.

THE EXPERIENCE OF A FIRST TIMER

Auriol Bird

My entry into the world of motor sport was only done following a great deal of coaxing from my soon to be 'Lesser Half' (I intend to be faster than him one day) and through utter boredom standing at the top of Harewood Hill, willing Michael to go faster and the wind stop altogether. I would say such things as 'could you go faster at...?' only to be told, quite rightly, 'you try it and see for yourself'. So I decided to do just that.

Applying for the licence and buying the helmet were fun but nevertheless caused some anxiety because this meant a definite commitment - no changing my mind as I'm told women are apt to do.

My first event was a Curborough. Thankfully the weather was sunny and warm - I believe this is good for the tyres but it did nothing for my stomach which won first prize for acrobatics.

The time came for the first practice and I was told to drive the car to the collecting area. This privilege I declined as my mind filled with the scene of damaged cars scattered around the paddock as I struggled to learn the knack of clutch control versus revs.

I climbed into the car for the first run and was immediately ruffled by an inability to fasten the lap belt - I really must lose some weight. Michael came right up to the start, encouraging me all the time. It seemed to take hours to be lined up and ready for the previous competitor to complete their run. The I saw the green light.

'Right Auriol' I told myself

'Put it in gear - good - release the handbrake and off you go'

Where was the handbrake? I groped to the left in vain. It's a good job I hadn't broken the timing beam because it seemed to take me ages to realise this car did not have a handbrake.

Well, I succeeded on this first run in achieving my aim for the day, with the help of the weather. That aim was to keep the car on the track and complete the run. Much to my amazement, I was disgusted with the length of time it took me - you'd think I was an old hand at the game.

On the second run I apparently did a good start. Don't ask me how I did it because I didn't repeat that bit of progress. My aim on this run was to keep my foot on the accelerator until I had passed the finishing line, instead of heaving a sigh of relief on sighting the chequered board, steaming my helmet up and coasting over the line. So I screamed down the finishing straight, shouting to myself 'keep your foot down Auriol' - so much so that I forgot to change gear.

The third run was a disaster. Whilst waiting on the start line my foot was uncomfortable on the clutch so I calmly told myself to put the car in neutral and reposition my foot. To my horror as I did this, the start marshal leapt into the air - I hadn't found neutral.

The last run and my last chance. It was now or never. I stalled feet away from the start and asked to be pushed to the line in my efforts not to kill the marshal. I crawled off the line - as one starts in the family saloon - but suddenly I was thrust back into the seat - wowee - but with the surprise at the speed I took my foot off the accelerator. I had experienced the potential of the car and now knew to what speed I had to go. I also experienced the thrill of reducing my time and beating the 60 second barrier.

So I learned a lot that day - the car does not have a handbrake, not to be afraid of sensations akin to being on the corkscrew at Alton Towers and to keep my foot on the accelerator until I am passed the finishing line.

But the main lesson I learned was that driving a Formula Ford is nothing like driving the family car and I must forget everything I was taught and have practised for the past 25 years whilst driving on the road - not an easy thing to do. I intended this first season to acclimatize myself to the car doing sprints only - but to my amazement again, whilst stood at the top of Harewood recently, I wished I was driving. It seems the grandma-to-be for the first time has been bitten by the racing bug for the first time.

RANDOM JOTTINGS

Jim Godwin

When class record holding cars are no longer eligible for that class, can the record be re-calculated for the purposes of setting the season's bogey time? Thus Andy T's Imp record and possibly Mike Kerr's HS Chevette record would no longer be targets as regards points scoring.

I appreciate the enormity of the task in searching for the fastest time by an eligible car, but some gallant person did manage to re-define Mike Flather's supercharged record in class 1 some years ago. Without this, a class can become unattractive and poorly supported until a new model with potential emerges.

On reflection, I think I just volunteered myself; if there are such situations which the committee feel should be resolved.

In all the discussions and debate about the 1991 RAC Classes there is one point which I haven't heard specifically mentioned viz. the objective of the class structures. I would take the plunge and venture that what we should be aiming for is close competition by a variety of cars i.e. try to prevent one-make classes as has been suggested about our own Mini dominated class 2. This would seem achievable in the non-production classes as evidenced by the Gould and Vision entries. The key factors here, I guess, must be minimum weight rules / good engineering practices and power outputs for given capacities.

However, it is difficult for these factors to run their course in the modified production classes as they are not necessarily inherent in the manufacturers design. The key to the Mini's success is probably its light weight and availability of competition parts. The latter almost certainly, in comparison with the cost of Nova, Fiesta, Golf, Uno parts.

It would be a great pity if the modified classes did gravitate towards particular models, not only for existing drivers but I suggest for spectators as well, who help to subsidise our sport. What can be done? - control through rim widths, number of carburettor chokes? If something does need to be done, than as has been discussed many times, it has to be policed easily and by obvious means.

In the wake of the dreadful and tragic accident in which Jonathan Hardiman lost his life at Prescott, we should reflect on just how easily and quickly incidents can develop. It has certainly made me sit down and think hard about my own preparation - yes, I will install a front cage NOW, are the ball-joints and shock absorbers really OK? ADO once confessed that his biggest moment in his early Mallock days was due to a worn shocker. I have been told that Maggie Blankstone is still in a wheelchair following the clutch / flywheel disintegration - steel footwear in place now? Do you have an instantly hittable ignition-kill button in case the throttle sticks open? Dave Preece does after he demolished an XK Jaguar at Curborough. If the prop-shaft front u/j Breaks is there a restraining hoop to protect your legs or stop you pole vaulting to destruction?

As the Blue Book says, it can only recommend and ultimately it is down to our own common sense. Accidents cannot be prevented but out of respect for Jonathan and his family, and in remembrance, we should try to contain more and more of the risks, just as he did.

In the latest edition of HSA Speedscene, Malcolm Pittwood makes a plea for everyone to search for new venues to satisfy the increasing hillclimb and sprint demand. The Harewood plans will allow more entries to be accepted (I like Peter Herbert's idea for a sprint course) but I forecast that new venues will be required just as replacements. Shap Wells appears to have come and gone, Isle of Man has lost its subsidy, Great Auclum is a distant memory. So come on, get out your Ordnance Survey maps and start searching.

Fellow competitors will be relieved to learn that my ex-police Chevette has been withdrawn from competition. Determined development over the winter has, I feel, moved the car outside the spirit of the regulations. It now features lightened bodywork (rust) and in-flight adjustable suspension (worn bushes). However, I hope to see you all at the August meeting with my new machine - time, money and wife permitting.

No apologies if I've put any cats amongst the pigeons, so long as any debate contributes to improving the sport.

EXCLUSIVE!

THE TRUE STORY OF THE 1989 WORLD DRIVERS CHAMPIONSHIP

The commentator raises his voice above the crowd.. 'After winning his first World Drivers Championship back in 1987, Don Williams bounces back to take the 1989 Championship by a clear 8 points'.

I climb up to the rostrum, the crowd roars, the winners laurels, the cap, the pretty girls, the champagne flows, Murray Walker climbs up for a post race chat and.....the phone rings and I wake up!

Later I pick my press cuttings and Club Magazine from the floor and realise that yes, it is true, I'm World Champion again - of the Gilbern Owners Club.

A true World Championship in that any Club member driving a Gilbern in recognised Motor Sport events can claim Championship points.

I chose to compete mainly at Yorkshire venues, Harewood, Scammonden and Baitings. Fourteen outings last season netted 5 class wins, 4 seconds and 1 third.

So a winter re-furbishment and re-spray in Mr Ferrari's colours together with my cherished plate DON 1 (substantial offers considered - or exchange for good, clean Pilbeam) we set forth into the 1990 season.

A class win on Baitings superb new surface on 8th April got me off to a good start. Fifth in class at Harewood on 15th April brought me down to earth.

However, 'Dear Nigel, about that Test Drive on the.....'

Regards

DON 1



Huddersfield's World Champ. It's official! Don Williams driving the Gilbern

Photo: Frank Hall

MARSHALS POST

Tim Smith provided some amusement on Saturday. Yours truly bet him £1 (for Telethon) that he couldn't run from the paddock exit to the top of the slip road - he nearly made it but the ensuing fall and accompanying 'victory roll' ensured that he netted £2 for novelty value!

Now that Amanda has two pair of overalls, will she put the wrong pair on and turn up at the wrong venue? Remember Amanda, Orange is for Harewood, Blue is for Rallies!!

Bob Wright now has a brand new pair of orange overalls - the bets are on as to how long he can keep them clean - rumour has it that his blue pair can stand up on their own!!

Paul Belcher managed to break his strings and attend an incident without his 'Thunderbird' on Saturday. I must stop this banter as Paul is threatening to write to Pat complaining about this persecution of 'Red Rescue'.

Many thanks to all the competitors who said thank you at the weekend. From the marshals, thank you to the competitors. It was great to see so many people really trying - we would suggest that the Minis perhaps don't try quite so hard!!

Tim Mason was trying out a new handicap system at Willow on Sunday - spin three times and continue. It's probably the only way BK will win the Championship.

Dates for your diary:-

SUNDAY 24th JUNE

Rally Marshals Training Day

at Harewood. Please contact Bob Wright or myself if you wish to attend. It promises to be a very good day of mixed training.

WEDNESDAY 4th JULY

Harewood Training Evening

in the Clubhouse at Harewood. 8.00pm.

Please will all marshals try to attend as this is a trial run for further events to improve safety at Harewood. Drivers and companions will be most welcome - why not come and see what we are doing to ensure your safety. It could even be a chance for you to get to know us - we will welcome you to our team at any meeting.



David Dalrymple, Tim Bendelow and John Staveley of the HMA presenting the fire extinguishers to Clerk of Course Boris Hardcastle and his assistant John English who are accepting them on behalf of the BARC.

Photo: Pat Kenyon

FIRE EXTINGUISHERS

A presentation was made by the Harewood Marshals Association to BARC Yorkshire Centre on the Sunday of the May meeting. Inspired by the safety conscious Yorkshire Centre equipping the hill with new dry powder fire extinguishers (which are now of a weight which can be carried far more easily than their predecessors) the HMA has spent a large proportion of its funds by obtaining 8 light water (AFF) fire extinguishers which means that each post can have one.

Hopefully, this donation together with the Yorkshire Centre's contribution to safety will mean that we can cope with an incident in an efficient and effective manner, ensuring that the competitors can compete with a relaxed attitude knowing that we are doing our best to ensure their safety.

KNOW YOUR MARSHALS No6 THE LADIES

We have a number of Lady members of the marshalling team and rather than embarrass them by singling them out for mention, (perhaps this will inspire them to reveal all in a later edition of the 'Times') I will chat about the superior members of the marshalling team in general terms. Perhaps this will encourage a few more ladies to join us, it would be nice to make Harewood a non-MCP area (that should have got a few of our male members into convulsions!),

The lady marshals take on just the same jobs as their male companions and some people (most of them our lady marshals!!) would argue that they do the job better.

Perhaps we should start at the start (what better place). Heather Woodhead has been an invaluable member of the start crew for a few years now, Heather started coming with husband Bruce (the Deputy Chief Start Marshal) and used to sit in the car while Bruce played. One day we were short and Heather agreed to help, a move which I am sure she has regretted since! Since then, Heather has become fully involved with lining cars up and chocking.

We then move on to the ladies on the hill and in no particular order we have:-

Helen Pitchford who has been a very regular attender with Tim Bendelow, although she soon absconded from the paddock to Quarry at the May meeting!! Helen thoroughly enjoys being on corners such as Quarry, where the action is, and is a dab hand with the red flag.

Amanda Trasler only joined us about a year ago - but you try keeping her away now. Amanda wants to try everything including the start (although after experiencing the start after the May meeting, she may have changed her mind!!). She is very keen on motor sport and when she is not at Harewood she is to be seen all over the country on rallies. she is so keen she even has two pairs of overalls - blue for rallies and orange for Harewood!

Margaret (Maggie) O'Malley is another very keen member of the team with Bob Rae, although problems have been experienced at signing-on when Bob is asked to observe, because Maggie wants to observe as well!! Maggie marshals regularly, not only at Harewood but Donington, Silverstone and most other circuits.

Ann English is a regular member of the team 'in the bus' and can keep the 'regulars' in check with ease. In the past Ann has been a regular race meeting timekeeper and is a dab hand with the computer at Harewood.

Susie Hooper is a keen member of the team being a valuable member of the results team and she hopes to become even more involved in the near future.

We have a number of other ladies who we see all too infrequently these days, Pippa Murat, Dorothy Craven, Ann Whitaker and Maggie of Red Rescue to name but four. If I have missed anyone out I apologise. I hope that this article will inspire some more of you ladies out there to come and join us, we cannot guarantee the weather but I'm sure you will enjoy yourselves.

RALLY TRAINING DAY

HMA and BMRMC (North Eastern Region) with the co-operation of BARC and Harewood Hill Ltd are holding a Rally Training Day at Harewood Hill on Sunday 24th June.

The idea is to give some practical training for BARC / HMA members who already marshal or who plan to do so on this years RAC Rally, as well as regular rally marshals.

For further details please see John Staveley or Bob Wright.