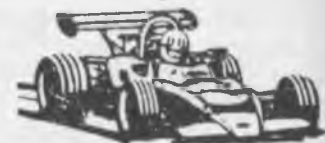




YORKSHIRE CENTRE TIMES

ISSUE 23



JULY 1990

CHAIRMAN'S LETTER

I would like to open this month on a social note as pointed out by Tim Bendelow in the last Times. We seem to have the makings of interested parties willing to attend club nights and possibly take part in the organisation of the same.

It was suggested that perhaps we organise a 'noggin and natter' somewhere between Leeds and Sheffield, The Old Post Office just off the M1 being suggested. I feel this is a good way to get those interested together to sort out the types of evenings we could start to put on again, especially with the long summer evenings we are having now.

Our May meeting turned out to be a record on all counts and was very well received by the Ferrari drivers, some of whom thought it to be the best event in their particular calendar and would be back in even greater numbers next year.

The Development Fund continues to grow and Jimmy Johnstone, our erstwhile professional PR man has come to the rescue to co-ordinate the promotional aspect to raise further funds.

The entrance has been cleared up to start a positive push towards a new look Harewood and more details of fund raising activities will be given in future copies of the Times.

Please give all the support you can, every little helps especially if someone has gone to the effort of running a club night.

See you at the National, if not before.

Tim Thomson

COMMITTEE NOTES

4th June 1990

Jim Johnstone will co-ordinate the press and Radio/TV coverage and promotion of future Harewood events and any suggestions or offers should be channelled through him.

We hope to run a number of marshals training evenings during the summer as Club Nights, and if the first attracts reasonable support there will be a barbecue also for the trainees' benefit at the later sessions.

Articles for the next issue of the 'Times' by Monday 16th July please, to the Editor:-

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

EDITORIAL

The life blood of any magazine is the continuous input from members with varying views and ideas on all aspects of their club. It is always one of the most pleasant duties as Editor to put in anyone's contributions, no matter how modest, so don't be shy, put pen to paper now.

One group of competitors who do not seem to support the magazine in any way are the racing car classes. It would please me no end if we could have some contributions from this exalted part of the paddock.

Although the number of letters written to the Editor perhaps do not reflect the interest in the proposals for changes at Harewood regarding the course, there is still a considerable amount of verbal interest expressed in the paddock. I sincerely hope the committee, as soon as plans have been finalised, give us a detailed plan and timetable for the changes.

Although a considerable number of people do attend the prizegiving at the end of a Harewood event, and it is understandable that some who have a 100+ mile journey home may wish to leave as early as possible, surely members who live relatively close to the venue could perhaps stay for the award presentation, especially if they have awards to collect. This is one way that we can all show both our thanks and appreciation to marshals and officials who have worked hard on our behalf.

Pat Kenyon

COMMITTEE MEMBERS

CHAIRMAN AND HON. SOCIAL SECRETARY

T D F Thomson

VICE CHAIRMAN

J R Hardcastle

HON. SECRETARY

J M English, 32 Farfield Avenue, Knaresborough HG5 8HB

Tel: (H) 0423 865134

HON. TREASURER

D N Townsend

HON. COMPETITION SECRETARY

T C D Smith

COMMITTEE

S N Clark

M J Frost

J Johnstone

I Pashley

J Staveiey

G Wride

D M Dalrymple

A J Hodgetts

D Naylor

C G Seaman

D Staveley

FOCUS

RED FACE

Who arrived for the Saturday meeting in May to practice, only to find that the Novices meeting was in full swing?

The Formula Ford front runner Jon Collinge did and he was decked out in his romper suit and car on trailer, he had obviously not just come to spectate. Thought you'd got away with it didn't you Jon?

NEW ARRIVAL

Class 6 driver Kevin Carruthers was sweating at the May Harewood meeting as his wife was expecting a new arrival but with extremely good timing, Nicola made her entrance into the world on Wednesday 23rd May. Our congratulations to Kevin and his wife.

PEG LEG PETE

Instead of driving his very rapid Westfield up Harewood, Peter Needham was limping round the paddock supported by crutches. He had had a cartilage problem and although he thought he was going in for a few tests, they kept him in and did the operation almost immediately.

Peter reported good progress and will undoubtedly be peddling the beast at the next Harewood.



Peter Needham happily recovering from his recent cartilage operation.

Photo: Pat Kenyon

A LITTLE KNOWLEDGE

As you know there is a saying that goes - a little knowledge is a dangerous thing - so perhaps someone could put pen to paper and give us the full story as to why Peter Riley has not appeared at the last two Harewoods. It would appear it is a good tale to tell!

SPROSTON THE DRIVER

Tim Bendelow

At the May meeting, Harewood commentator Richard Sproston was talking about his forthcoming races at the Bank Holiday Oulton Park event. Richard was venturing out in his Ray FF80 Formula Ford in two races; round 4 of the 'Champion of Oulton' series, and the second round of a mini-series based at Oulton - the Dedicated Micros Formula E Trophy.

The 'Champion' race saw Richard qualify 24th from 32, 5.3 seconds behind pole man Peter Kay (not the race preparation man who shares John Lambert's Pilbeam) and

10 seconds from last place. In the race, Richard improved his position by finishing 19th but not last. The Formula E race (for Formula Fords of any age with wishbone outboard suspension) later in the afternoon, had Richard in 14th place at the end after another improvement in places. This time he completed all ten laps with 12th fastest lap ahead of eight others.

Afterwards, Richard was pleased with his two outings, happy to have kept out of trouble and looking forward to the next Formula E and Champion of Oulton races.

FF TAKES FTD

Tim Bendelow

John Bennett in the Van Diemen RF85 took FTD at the Mid-Cheshire MRC's June 3rd Scammonden Hillclimb. John took 27.85 seconds to cover the 550 yds dam access road alongside the M62, beating Joe Ward's Ward WD8M by seven hundredths of a second.

The meeting took place in heavy rain making runs slow and paddock conditions dodgy.

A number of Harewood regulars appeared - John Garnett's Sierra, Don Williams Gilbern, the Scimitar of Messrs Walker and Marsden plus Des Richardson and John Allen in the Mallock, Paul Harris, Nigel Roscoe, Stuart Abbott sharing John Bennett's car as well as Ian Scott and Glyn Sketchley.

There were only 40 entries with 5 retired or withdrawn. Practice was over by 12 noon, 4 timed runs each from 1.30ish to 3.50pm when the meeting was all done and dusted.

POSSIBLE SPRINT VENUES

Tim Bendelow

Recently I spent an hour musing over likely venues for use as sprint courses in the region. Having a set of OS 1:50,000 maps I looked through them and was surprised to find a number of possible sites, some more obvious than others.

To the obvious first: Rufforth, last used as a racetrack in 1977 and currently the base for a gliding club, alongside a transport depot. The runways are still under tarmac but are owners willing to let it be used for sporting purposes? Croft is still in use as a rallycross track but is a shadow of its former self with none of the buildings or the bridge left, even the track is unrecognisable - the Railway Straight is now the car park.

The kart and motor cycle followers will know of Carnaby Raceway, at the end of an industrial estate near Bridlington. A nice little circuit with no outstanding features, but worth looking at.

Tockwith Driving Centre, an old aerodrome near to Wetherby is used to train PSV, HGV and car drivers and during the last year it has become a test venue for a Harrogate FF team.

Other venues worth a mention are: Mintex Don's proving ground near Sherburn-in-Elmet, Topcliffe and Dishforth Aerodromes near Thirsk. Wombledon near Kirkbymoorside is a single venue rally stage and microlite landing strip.

Grantley Hall and Studley Park near Ripon (the latter unlikely as it's a National Trust property and deer park near to Fountains Abbey) and Newby Hall near Boroughbridge.

There are plenty of ex-airfields in the region - a lot around Selby, Thirsk and Pocklington.

Just ideas but perhaps some of them are worth looking at for competition use - has anyone got further information?

LETTERS TO THE EDITOR

Wetherby

20 May 1990

Dear Pat

My boy friend and I went to Harewood on Easter Sunday to watch the hillclimbing. Well actually we were going to see my Auntie Gladys in Leeds but Mervyn, that's my boy friend, took a wrong turning and we finished up in a field watching all these cars driving up this hill.

Since then, Mervyn has become a changed person. He keeps saying 'I bet I can do that as well as they can', and he's bought this funny little car. Honestly, it's got no mudguards and there's no passenger seat, and you'd think ash trays and cassettes hadn't been invented. What he'll do if it rains I really don't know as there's no canopy or roof, and he's already got this bad chest. It'd never pass an MOT because there's no handbrake and the tyres are all worn smooth, and as for the noise, well my Auntie Gladys would turn in her grave if she was in it. I keep saying to Mervyn 'you've got to choose between me and that horrid little car', and all he says is 'cam shafts'. Honestly Pat, I don't know which way to turn.

I don't think it's very strong either, as the first time Mervyn tried to drive it, it went 'crunch' and dropped oil all over my mum's dahlias, and then it went right into her garage and she hadn't even got the doors open.

Seriously though, what should I do to keep Mervyn interested in me? After all, we've been going out for 5 years now and, in spite of what his mum says about some of his personal habits, he's quite nice really. I daren't give you my real name or home address as Mervyn says he'll hit me with his radius rods (whatever they are) if I tell anyone. A reply in the Times will oblige.

Yours ever so truly

Worried Blue Eyes

Dear Worried Blue Eyes

In answer to your plea I suggest you adopt the following procedure.

Before Mervyn's first big event, help him with his entries and buy him all the right safety equipment.

On the day he will naturally be nervous, especially as it is to be his first time doing it in public. Help him with the straps and belts and make sure his strut is at the right height, ie between 8 and 18 inches from the ground. Tell him to be easy on the clutch from the start and not to get too revved up as a bad start could ruin his performance.

When he has finished encourage him by telling him how smooth he was and that he is sure to get faster with practice.

I am sure that if you follow this advice, he will not lose interest in you and you will enjoy your events together.

I would be pleased to know how Mervyn performs at his first attempt.

Regards

Pat

Dear Pat

Just a note to reassure Tim Bendelow (News Wanted, June issue) and anyone else who is wondering about 'Uphill Racers', that the book is sure to be published in time to solve Christmas present problems!

We had hoped to have the tome out round about now but some 'production delays' (polite euphemism for 'Mason wrote too much') have necessitated putting it back a few months.

Incidentally, I'd like to give a plug for my enthusiastic publisher, Bookmarque Publishing, at this point. John Rose's little concern consistently publishes the sort of book which the enthusiast really wants and is not available

elsewhere. 'Apex' (on the Imp), Johnny Johnson's wonderfully evocative Connaught story 'To Draw a Long Line', and the latest Trevor Pyman volume on the Ginetta G4 are cases in point. If you are tired of yet another warmed over offering on Ferraris, MGB's, E-Types or Porsche 911's, then look out for the Bookmarque imprint. Now, must get back to the proof reading.

With best wishes

Chris Mason

Dear Pat

Wakefield

13.5.90

Following the many pleas for a wide spread of articles, I thought I'd try and get a few column inches for an often forgotten group of drivers at Harewood, the 'over 50's'. Not as the name suggests a band of ageing prima donnas in single seaters or geriatric Morgan drivers but the skilful pilots found in Class 4 driving the ever popular Mini (we'd not be seen dead in an Imp!).

These cars must not be confused with the lesser brethren in Class 2, they're standard road cars you know!

Sophistication and huge overdrafts may be found, but you'll have to look hard to find a group enjoying motor sport more (we even stay to watch the top ten; is this allowed for competitors?). Mid-day tweaks are replaced by picnics and the beer tent, and the only panic mechanicing was done by the cheerful Southerners who insist on re-jetting their Weber in the pit lane whilst the group is being called to go down the hill; rumour has it that the jet changed didn't help anyway.

The current victor in the over 50 Class 4 is Mr Martin Boast (an apt name!) who can guess his time by 0.001 sec by the amount his hands shake after a run! The doctor best beware if he ever beats the magical 50 second barrier as the shaking may kill him.

As for myself, it's a case of what to blame first, the car or the driving, but at least I get to the top (dig intended to smooth 'up and coming' man in Class 2) and enjoy every moment racing or watching.

I'll finish this letter with a word of thanks to the marshals who stopped out in the rain all Saturday - when real men raced on slicks and the Southerners managed to beat their best time by 2 seconds (never to be repeated) a case of 'Harewood Clock' from the past?

Anyway enjoy the sport, don't take it too serious and let's have some over 50's in Sports Libre next year!

Yours

Mad 1

(alias Daniel Earnshaw)

Dear Pat

Is it not time for the Yorkshire Centre to institute a standard Formula Ford 2000 class?

This class would attract substantial support and offer the chance to present Class 14 regulars and others to move up to single seaters with slicks and wings. I am sure a FF2000 class would provide very close competition. During the June event there were six FF2000 chassis with varying degrees of engine modifications, surely if some of these cars were returned to standard specification and the people who have expressed interest, buy cars, this class would be very well supported.

All interested drivers should make their views known.

Yours sincerely

David Park

HAREWOOD SUMMER CHAMPIONSHIP HILLCLIMB

9th/10th JUNE 1990

FAST WALKER

Weather conditions for the Saturday practice were abominable, particularly during the morning session when anything in the low 50's was an extremely good time. For a considerable period Tony Bridgen was holding FTD with a 53 second run but Sue Sturges popped in an even quicker 51 second effort. These times were done when conditions were at their worst and although people who had both their runs later in the afternoon went quicker, conditions by this time had vastly improved.

Sunday by contrast was dry although still cold and overcast throughout the day. As usual our Touring Cars started off proceedings. Class 1 for all intents and purposes is now dead and buried so it was the over 1150cc and up to 1500cc brigade who were first onto the hill. Richard Colligan was due for an early bath when the transmission failed on his Mini. Unfortunately Michael Holroyd was also sharing the car so he was out without getting a run (Michael's own car sidelined by similar transmission problems) so it was Martin Brobyn against the Caseys. Martin took a first run lead but John replied with a quicker second effort but Martin fought back with a 47.06 which secured him the brass.

John Garnett couldn't quite get on terms with Richard Hargreaves in Class 3 while Tim Smith took his usual third in class. Graham Darby's Escort provided entertainment at Orchard when he spun backwards up the gravel, fortunately without damaging the car.

In the small special saloons Bobby Fryers (43.74) was yet again unchallenged as he headed the similar Imp of Andy Czakow by 4 seconds while the best of the Mini brigade was Martin Boast on 53.59.

Mike Kerr was nearly three and a half seconds away from the class 5 record but had a buffer of over two seconds over Doug Bruce while Terry Whiteman in the diminutive Fiat 600, which has an Alfa 1500 supercharged engine for propulsion, was third.

Pat and Brian Kenyon were struggling in Class 6 and Paul Greaves, seeing a chink in their armour, went for it on his last run but his entry speed into Quarry was just a fraction too quick and he wound up perched on the pebbles on the outside of the corner. Nigel Stansfield and his Sprite seem to have clicked for Nigel, for a long time in the shadow of Richard Moorhouse, is now proving, at the moment, to be the quicker of the two drivers. Nigel was a scant 0.26 behind Paul who had to settle for second behind BK.

It's a long time since a record was taken by such a large margin but Graham Walker came away from Harewood with 19.09 points in the bag. The ultra quick turbocharged Reliant taking over a second off his previous best. It looks as though the writing's on the wall for the rest of the classes and that this Walker should be able to stroll to the Championship victory. Brian Marsden backed him up ably while Brian Lee was best of the Elan's.

John Yardley was unable to put George Whitaker under any pressure as George cantered to an easy victory in the large Marque Sports Cars, John must be ruing the day he took out the supercharged V6 Ford engine. In third was Nigel Ellis in the first of the Gilberts.

The smaller engined Midgets were surprisingly quicker than Peter Herbert's Westfield. Perhaps Peter, who was looking for a Midget over the winter, should have purchased one instead of his present mount. The class was led by father and son, David and Tim Hutchinson sharing the family Midget. Tim only just managed to keep ahead of Dave Hemmingway's Dutton Phaeton by 0.05.



David Hutchinson, winner of Class 9 in the family MG Midget.

Class 10 was decimated by non-starters. Of the two that did come to the line, John Simpson's Tuscan was over 7 seconds faster than Robert Oldfield's Caterham Seven.

Clubmans Sports Cars Class B up to 1600cc had only three entries, (this despite many assurances over the closed season that more entries would be forthcoming in this class) the shared Centaur of Richard Netherwood and Michael Poole bagging first and second.

Peter Harper, fresh from record breaking at New Brighton the previous day, was finding the Harewood record a far more difficult nut to crack as he was nearly 2 seconds away from the David Grace mark, while Joe Ward kept his nose in front of John Allen who was experiencing fuel pump problems although this did not affect his performance.

It's surprising how many people make their way to the side of the hill when Tom Hammond's tweeting and whistling Quattro is on the course. For all its spectator value, it was not quick enough to usurp the usual class winner Bob Prest from first place.

Roger Kilty was the only driver in the 18 point bracket. Roger sneaked under the 1989 record by 0.21 while all the usual people were scrapping for the top positions. Tim Mason missed the 89 mark by 0.1 while John Bennett, having had an adventurous time on Saturday in practice, steadied himself down to remain on the track for third. John Wilkinson was the last of the 43 second drivers and previous record holder Jon Collinge just missed out, although trying quite hard as he spun over the line, and yet again all the usual titanic battles were taking place within this highly competitive Formula Ford class.

Mr Jedi, alias John Corbyn, was firmly in control of Class 15A, the up to 500cc Racing Cars, and although Glyn Sketchley and Mark Wilson gave valiant chase they could not get on terms with John.

In Class 15 Chris Hart sprung a surprise as he displaced fancied runner and first run class leader Sue Sturges, by improving his first run time by 2.37 seconds. Sue could not reply as she failed on her second run, while John Farnham's Harrison KH4 was a distant third.

The Class 16 drivers are sadly lacking in speed as eventual winner, Chris Seaman, was the only man in the 39's and even he only just scraped in with a 39.92. Dave Whitehead was the next man up on 40.50 while in third place was Darel Staniforth who only took the second run. Why they are struggling is a difficult question to answer, the only reason must be, as I have stated previously, is that they require warmer track temperatures to produce good times.

Tony Bridgen gave Alan Newton a severe fright in Class 17A by taking a clear cut first run lead. This must have fired Alan up for he took the rare sounding 6 cylinder Lola up in 40.96 which was 0.66 better than Tony's best.

Class 17 consisted of the family Owen in their OMS, Steve's 43.11 was 3 seconds faster than wife Lynn's best run.

Paul Northall remained quickest of the 19 Maestros all day although Aintree Car Club supremo Mike Ashcroft was extremely close on his heels, while in third place was the well known rally driver Bob Bean.

Peter Harper was way ahead of the field in the top ten run off, Peter having improved from his qualifying time of 40.22 down to 39.43 on his second run. Chris Seaman slipped from top qualifying spot to fourth while Dave Whitehead just edging out Chris by one hundredth of a second (40.24). Alan Newton achieved the same time as Dave, both doing them on their first runs but Alan's subsequent failed second run meant he had to settle for third. Qualifying sixth, a position he was to retain in the run offs was Joe Ward, he did it in some style by achieving a personal best of 40.59. The only thing that was missing throughout the day was the sun, is it ever going to shine at Harewood this year?

Brian Kenyon

RESULTS

CLASS	NAME	TIME
2	Martin Brobyn	47.06
3	Richard Hargreaves	44.68
4	Bobby Fryers	43.47
5	Mike Kerr	43.48
6	Brian Kenyon	46.18
7	Graham Walker	43.18
8	George Whitaker	44.98
9	David Hutchinson	48.11
10	John Simpson	45.01
11B	Richard Netherwood	46.17
11A	FTD	
12&13	Bob Prest	41.75
14	Roger Kilty	43.00
15A	John Corbyn	42.41
15	Chris Hart	43.47
16	FTD	
17A	Alan Newton	40.96
17	Steve Owen	43.11
23	Paul Northall	52.34
FTD	Peter Harper	39.43
2nd	Chris Seaman	39.92
3rd	Dave Whitehead	40.24

A DAY AT THE RACES... OR, THE UPS AND DOWNS OF HILLCLIMBING

Tony Mekwinski

Friday was just a normal sort of day, rushing around, sorting things out at work - car needed brakes and an oil change, but customers can be so tying and want their tyres repairing. Eventually, the car was on the trailer, van packed with bits to be fastened on, 7pm - set off for Harewood.

Just past Skipton, coming from Blackpool, realisation of extreme stress developing - keys to racing car have been left at work, together with needed tyre lever and hammer. Decision time. Turn back with car and trailer or return to GO without collecting £200.

I decided not to turn back and arrived at Harewood and drove down the car park road 'like a man possessed' (the Editor commented to my girl friend on Sunday). Leaping from the van, I stated 'I'm stressed and going back to Blackpool'. Brian Kenyon was at hand: 'Now calm down lad, what's wrong?' With thanks to Pat for coffee, Brian for his calming influence and Adrian Ward for isolator key, we were able to find a set of keys to make the car go!

Saturday The signing on done, car passed scrutineering. I am summoned with the other novices to make my way to the bottom of the hill....around Farmhouse....through the Gates of Hell into the farm yard....around Orchard, down to Willow and finally around Country to the collecting ring. Having spectated many times, it is only now that I face back up the hill that I realise 'it's steep up there!'

My time of execution arrives, I spin the wheels (possibly in terror or maybe to warm the tyres), the marshals place the car, the light turns to green, up come the revs and away....

'Where's Country?'.all I can see is a brow..2nd gear over the brow..Hell, here's Country now! I can see Willow so it's on to Orchard, still in 2nd, clip the kerb...Hellfire, it's steep! Then hard right to the Gates of Farmyard. Again the road vanished from sight, but Farmhouse bend is around here. Here we go. Exit Farmyard, flat up the hill to Quarry, blind right to 90 degree right. Finish..but how fast? what gear? and God only knows what line to take, but we have arrived back into the paddock safe and sound. A mid 53 second run but the hill is still the winner. It has infected me with the desire to go down and do it all again. The day progressed and times got quicker and at tea time the class had been decided and Chris Haigh was first - 51.28 and I was second 51.58 and we are invited to a third run, but it won't count. Woe is me! 51.23 which, had it counted, was a Novice Class win. Roll on Sunday.

Sunday morning I was awakened by the sound of cars arriving for the full Sunday meeting. My car won't start and fuel is leaking from one carb. A pipe has come out of a banjo and one of the Webers. The battery won't start it, and I've been called for first practice. John Casey is on hand to stick it together with a gas stove and solder. A jump start gets the car running and, thanks to a previous visit to the collecting marshal, I go for first practice with the single seaters (a bit odd in a saloon car) but again the thrill of the task in hand. Up we go in a 50 second run. Almost straight away I have to go again for second practice. The battery is almost flat, but it just starts the car. Down the hill I go, park up and stop the engine. As it is time to start the engine up....Ooops, it won't go! Help is again at hand..I jump out, Archie Inglis jumps in, and the two of us push the Anglia and it pops and bangs into life. Archie jumps out and I jump in. My heart is beating, breath is short due to pushing and I'm saying mentally to myself: 'Calm down, don't panic, don't fumble the seatbelts' and in a fumble and rush I arrive at the start line and the light turns to green. This time it is not quite the unknown.

Off the line...accelerate deep into Country, lift and 90 degree left off to Willow. Pushing on hard into 3rd towards Orchard, down to 2nd into Farmhouse. Round Farmhouse bend flat in 2nd, 3rd up the final straight, round Quarry. That felt quick. Second practice 49.87 - my quickest one so far and everyone is delighted for me. All is ready to chase seventh of eight places in Class 5 but that's not the aim. All that I can hope is that I can get my personal best even quicker or find an extra 250 bhp!

VIDEO CORNER

Tony Hodgetts

'Supercharged One' is super, but 'Supercharged Two' is even better - and it's cars that most of us can remember!

Also, anyone who hasn't seen 'From Harrogate it Started' ought to - if only to see John English twenty years younger.

Brian Kenyon

Another interesting video from the past is 'Scene 72, Take 7' which shows 7 different aspects of motor sport that were supported by Castrol in 1972. The hillclimb at Harewood is one event shown, along with an autotest, autocross, drag race, rallycross, circuit race, and the most incredible pictures of the Gremlin Rally in Wales. The film also shows Pat and I looking 18 years younger!

FUTURE EVENTS

Wednesday 4th July
HAREWOOD TRAINING EVENING

Saturday/Sunday 7th/8th July
RAC NATIONAL HILLCLIMB at
HAREWOOD

Sunday 19th August
MONTAGUE BURTON CHAMPIONSHIP
MEETING

Saturday/Sunday 29th/30th September
CHAMPIONSHIP FINALS MEETING



Congratulations to David Bailey on his recent wedding, we wish the happy couple all the very best in the future.

UPHILL STRUGGLES

Peter Herbert

Somebody has got to come last, so the saying goes, and at every speed event it happens to twenty-odd drivers. But believe me, that's no consolation when it happens to you.

Expectations were high, too high, before Harewood's Summer Championship Meeting. My first outing in the Westfield had netted a second in class and my first sub 50 second ascent at the Harewood National Meeting. Since then a session on a rolling road at Motoscope in Northallerton had produced an additional 28 bhp at the rear wheels by the simple expediency of retarding a vastly overadvanced ignition and rejettng and balancing the Webers. The entry in Class 9 was minus the all conquering Mr Oates, there being just a couple of Midgets, a Lotus 7 and a Dutton to contend with; whilst even the programme proclaimed that I would be a force to reckon with. This one was winnable and I thought myself the rat's pyjamas.

Showers were forecast for Saturday, and so it turned out. The only problem was that it was one long shower that lasted all day. This was my first time in the real rain at Stockton Farm, and my choice of competing in an open car became less and less attractive as the day wore on. Observing the start of practice and the frequent gyrations of my fellow competitors, I resolved to curb my enthusiasm and take the opportunity to practice my lines at comparatively low speed.

Sitting at the foot of the hill awaiting my first run I soaked up the rain like a dry sponge as I fought to maintain a blurred view of the track through dampened specs and screen. Getting off the line was a real problem, but a semblance of grip returned on the selection of second gear. After that things were not as bad as first feared, and by changing up early and using the pushrod Ford's torque I reached the top of the hill in both 59.84 and one piece. Only Dave Hemmingway's Dutton bettered my time by one hundredth of a second, so victory was very much in sight. My second run improved to 58.38 despite starting in second and having to catch a slide out of Farmhouse, but this time Marcus Long's Midget was quicker. Things were going to be close on Sunday, but when things dried out I had every confidence of clinching my rightful class win. On my return home for a hot bath I discovered my jumper to have taken on board so much water that it had stretched to twice its normal size, while later as I lay amongst the warm suds, I drove Harewood in my mind, every bend taken perfectly. My bath can complete the climb in 37 seconds, I've timed it. Not many people know that.

Sunday was drier but little warmer, but at least it allowed some socialising in the paddock rather than everyone huddling in their road cars or the beer tent. Was this really June? John Garnett related the grim details of David Bailey's big Scamonden shunt which now renders the Settle Sierra set down to two, which is sad. David and I began competing at roughly the same time last year and I'll miss him. He was a little crazy but talented with it, I hope he will be back. Happier news was that Tony Yardley, former Class 3 Escort driver and at Harewood to assist father John with the mighty Marcos Mantula, had just landed a job with Lotus on completion of his studies at Loughborough University.

Out on the track there were problems with the timing equipment, and my first run failed to record. A re-run stopped the clock at 50.47, third fastest. Clearly I had a lot to do, particularly as class leader David Hutchinson was already down to 48.57 in the Midget shared with Bob Walker. Hutchinson's second run was completed in 48.11 and I knew that victory was out of my grasp, but surely second was still possible.

Had I been able to match my previous best time second place would have been mine, unfortunately 49.58 was the best I could manage so I finished fifth and last! O.K., so only four tenths of a second covered four of us and I happened to be at the wrong end of the group, and I was alone on road tyres, But I should have done better and had previously done so, there were no excuses.

Perhaps there was an irony in that the first occasion upon which I had come in last coincided with my thirteenth speed event. Whatever, I am not keen for it to happen again. Winning isn't everything, but losing is nothing.

NEW ARRIVAL

Congratulations to Pat and Redvers Arnold on the birth of their daughter on Friday 22nd June. Jessica weighed in at 8lbs 5oz and both mother and baby are fine. Dad's alright too but having to miss Harewood!!

MORE RANDOM JOTTINGS

Jim Godwin
BARBON 19.5.90
Round 4

Guyson Beadblast Hillclimb Championship

My first visit to this idyllic venue - the views from the finish area are superb. Arriving towards the end of practice I wander round the paddock noting many familiar faces including Andy Tymkewycz helping Harry Simpson. Then back to the car for butties, and a game of football with my six year old son. We then mount the expedition - supply of nappies, drink, umbrella, groundsheet, waterproofs, pram, 2 oops 3 children. (Spectator parking at the top of the climb a la Harewood should be mandatory). Middle son makes a brave attempt at the slope but has to be carried the last 250 yards; daughter sat in pram like the Queen wondering whether dad's chest pains are terminal. Finally we make base camp.

Bobby Fryers and Tim Smith ascend, the latter definitely three wheeling if not one wheeling through the fast left hander before the speed trap. Later we discuss the merits of LSD on FWD as Phil Oram twitches his Elf along the straight. Mike Kerr shows plenty of power but turns his propshaft into a corkscrew on the second run and panel eats the floor pan. Peter Needham's Westfield eats up the straight at 96 mph. A certain silver Porsche is being hared with Josh 'Stonewall' Sadler, who describes the handling in uncomplimentary terms. Bancroft, A. then gives a practical demonstration under braking from 90 mph on the hairpin. Now the outside of the bend is lined by a dry stone wall....However, the car is driveable and only slightly spoiled (this is a pun!). The David Grace / Jim Robinson Pilbeam Sports Racer is easily the smoothest into the main straight where it reaches 113 mph. Apparently it is running with little downforce and a split gearbox. Only two gears to get to the top implies a fairly wide power band. The Harper / Barrington Vision smokes little ominously on over-run, but is under the class record the run off.

And so to the run-off. The Pilbeam sports racer breaks half-shaft on the line. Roy Lane changes down for the hairpin and discovers that the gear lever is no longer connected to the gearbox. Fortunately the wall does not claim another victim. Despite being repaired for the second run, victory goes to Martyn Griffiths in a typically smooth run of 21.31 seconds.

Two incidents which must be cause for concern:-

-The commentator ticking off spectators for not keeping their dogs under control! Yes, actually standing next to the track. Surely a very serious matter for the RAC Steward to discuss with the organising club.

-David Grace psyching himself up on the line only to be confronted by a minibus rounding the first blind bend. He was about to drop the clutch.....

GURSTON 27.5.90

Round 5

Guyson Beadblast Hillclimb Championship

By pure coincidence you understand, I was surprised to find myself on holiday in Dorset at the same time. My only previous visit was in 1974 and so I couldn't really remember the layout. Set on a working farm, and enthusiastically supported by the landowners, the venue is approached through the lanes south-west of Salisbury. On an exceptionally hot day, the steep path to the starting areas was gruelling for the Godwin expedition. But we were grateful for the shade of the fishing rilla.

From the start the track drops along Park Straight to a speed trap 36 feet below the line. There is then a left kink requiring bravery before Karousel, an uphill right-hander.

An escape road is available and often used. The exit from Karousel, a 135 degree right hander is probably the most difficult part of the whole course. The big single seaters were shuddering under braking for the tight bend, such is the reduction in speed required. The camber on the exit is quite marked so that as the power goes back on, the car tends to be thrown to the inside of the corner. There will now be a demonstration - Mr Grace forward one pace please. Despite the 'Titter Ye Not' T-shirt, it was a very entertaining although obviously disappointing end to David's second run off. However, the real reason for keeping the car straight is that there is a jump within a few yards leading to a fast left hander before the sweep to the finish.

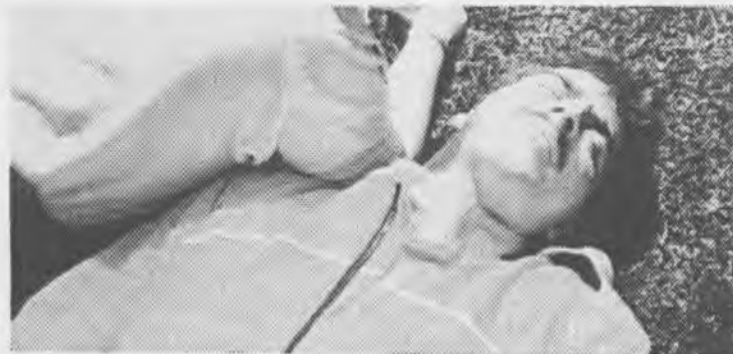
Probably the highlight of the day from a parochial point of view was Peter Needham beating the class record by 0.65 seconds on his first visit. Mike Kerr had to concede to Graham Hickman's 6.3 litre Skoda. On his second run, the Skoda took control on the dash to the finish with a pendulum effect that ended with the car broadside across the track. However Graham kept it away from the trees and is still well placed in the Leaders Championship. Peter Harper had to count his first run and gained second in class. His second run ended in the armco at Karousel, only the post preventing the nose going under the horizontal barrier where the ground fell away. Gremlins got at some cars in the run-offs, Tim Thomson suffering with gearbox problems but Dad scored one point. This week Roy Lane had the last word; 120mph through the speed trap, on top through Karousel, straight for the jump, on line through the left hander and away to the finish...28.4 seconds. Tremendous.

The meeting also included motorbikes and sidecars from the National Hillclimb Association. The contrast in technique is interesting and of course the sidecars are amazing as usual. The best times were around 33 seconds.

Gurston Down is well worth a visit although perhaps not easy to get to. M1, M3, A30 seems reasonable, but M5, M4 is a real slog as the last section is across Salisbury Plain. Spectator facilities are good although the toilets are not as posh as at Harewood. For competitors, the course presents a wide variety of problems. The first section to Karousel is perhaps too inviting for newcomers though. It's fast for a very long time with a complete change of character at the end.

Correction to last month's ramblings. My hobby horse of safety should have referred to steel footwell and not footwear. The idea of the elegant Mrs Blankstone wearing industrial safety boots conjures up a very peculiar image. Shades of Shirley Bassey and Morecambe and Wise!

Surplus to requirements: approximately 9 feet of 38mm x 2.5 CDS roll cage tube. Available at cost. Ring 0706 217696.



Down, but not out. Michael Holroyd is likely to bounce back after his transmission troubles at the last Harewood.

Photo: Pat Kenyon

KNOW YOUR MARSHALS

John Staveley

This month I thought we would have something a little different, I intend to turn the tables on my readers instead of me writing about one of our established marshals.

I want you to send in, either to myself or Pat, some anecdotes or better still, a profile on a marshal you know (please not yourself). That way we will get a mixture of views and writing styles and not just my own every month.

I will start the ball rolling by mentioning a few marshals who I have had the pleasure of marshalling with recently. Firstly there is Paul Patchett who is not only a regular at Harewood but is often to be seen out and about on rallies (but don't expect him to recognise you!). Paul is so keen he often cycles from his home near Keighley. Another member of the team who has been known to cycle to Harewood from his home near Garforth is Bruce (startline) Woodhead, although he gets Heather to bring the cycle rack on the car so that he doesn't have to cycle home after a long day at Harewood. Steve Beardsley has recently joined us and has already proved himself to be a competent member of the team, having been thrown in at the deep end as Paddock Exit observer at the last meeting (watch out Bob, you've got a rival there!). John Ward is the quiet member of the team, he thoroughly enjoys his days at Harewood and is usually to be found at Paddock Exit, red flag in hand - ready for anything that the competitors can throw at him. Finally Mike Shorley - he only joined us two meetings ago but is already proving to be a keen and active member of the team.

In the recent past we have welcomed a number of new members to our team, most of whom have never marshalled before and all of whom are proving to be keen and active marshals, namely messrs Sturdy, Fieldhouse, Robinson, Eason, Waring, Hodgson and Barraclough. I have not had the pleasure of marshalling with any of these gentlemen yet so I hope they will forgive me for being uncertain of their christian names - I look forward to getting to know you all much better over the coming months.

MARSHALS POST

John Staveley

Tim DeDombal had his field surgical kit out on the Norwich Union Classic - very impressive(?) bone saws and all sorts of evil looking instruments which looked as though they would be more at home in a DIY kit! Someone was heard to comment that there was more rust on his instruments than there was on his car! Hopefully we will have a picture for you with Tim and his instruments in a later issue of the Times.

Everyone enjoyed the Norwich Union Classic, the only problem was finding enough posts with camera angles to keep our marshals happy. (It's amazing how being allowed to carry a camera changes people's ideas of which post they want to be on - Roger Frost even deserted Quarry for Orchard!)

Red Rescue are to be congratulated on being able to survive the wet at the last meeting - apparently the van roof leaked - poor souls, although it can't be fun trying to unknit wet strings!!!

Commiserations to Dave Whitehead on not being able to hold onto FTD in the top ten run offs at the last meeting - I had even persuaded Lynne that she should drive home so that he could celebrate - thinks! would that have made him a 'drunken BRUM'?

My address from 1st July will be 34 Topcliffe Road, Sowerby, Thirsk, N Yorks, YO7 1RB tel:0845-526008. As usual I will be pleased to receive all comments, anecdotes and suggestions (of a serious nature!)

Has anyone noticed that Turbo Tim keeps altering his hair do? I understand it's in an attempt to obtain optimum aerodynamic efficiency!

Finally I heard that longtime competitor Edgar Jessop is to take up marshalling and will probably be seen at Harewood in the near future - so we look forward to welcoming him to the team and if he keeps up on his past performances I feel sure I will have many exploits to write about in the future.

By the time you read this the Rally Marshals training day will have been and gone but don't despair, all is not lost.

HAREWOOD MARSHALS TRAINING EVENING
WEDNESDAY 4th JULY at 8.00pm
IN THE CLUBHOUSE AT HAREWOOD

WILL ALL MARSHALS PLEASE MAKE A SPECIAL EFFORT TO ATTEND.

Drivers, interested parties, sponsors, prospective marshals and especially people with large wads of money to give away!! are all welcome.

A CHANGE OF JOB

Tim Bendelow

Having marshalled at Harewood since 1986, I have always been a course marshal, usually at Quarry, but willing to move wherever there was a shortage. Over the last couple of years I've been an observer on Training Days and some race days.

After the HMA AGM on Easter Sunday I was asked if I would like to be Chief Paddock Marshal for the May meetings when Alan McKinney would be away at the F3000 and Sports Car meeting at Silverstone. I was chuffed to be asked and said yes - spending that afternoon watching Alan bringing the competitors forward, picking up tips for a few weeks later.

So to the day, arriving early on the Saturday to sign-on and look round the paddock. Locating two of the early double drive runners, I informed them of their practice positions and prepared for the first nervous paddock announcement. Not liking to hear my own voice on tape or over a tannoy, I was ready to hide as I put the mike down. My dismay was unfounded as slowly, competitors came forward to hand the 1st practice-run tickets in and form a batch. With that out of the way, the rest of the day was fairly smooth running, apart from nearly not having any runners for one of the following batches.

During the day a film crew from the BBC 'Look North' news team was on hand to record the progress of the Ferraris in particular. The film that was broadcast on the Monday showed Juliet Horne and her Boxer, one of the Morgans spinning and Simon Clark's Ferrari. Needless to say, there were no shots of any of the Harewood regulars - drivers or marshals - so if you had the film crew near you on May 19th and they focussed on you, you were not shown.

On the Sunday the Ferraris had disappeared along with the film cameras for the Members Meeting. Nothing untoward happened during practice, good runs promising even better for the afternoon. The first timed runs produced some fun - the third car up (a Mini) exited Willow and spun, a front tyre having deflated. After much heaving and shoving by the breakdown crew and the 'Red Rescuers', the car was attached to the tow truck and retrieved. The course clear and two further cars ran, the sixth car was John Casey who went off at Farmhouse, followed by another long recovery.

The class runs went fairly well and then came the Top Ten run offs and for a change, there were no shared cars. Alan Newton and John Lambert didn't take the run-offs due to mechanical problems. John's car sitting on the paddock road with steam pouring off it. John English and Boris fairly shot over to the car with fire extinguishers, ready to let them off.

A good top ten battle ensued with Tim Thomson taking the laurels from Rob Welch.