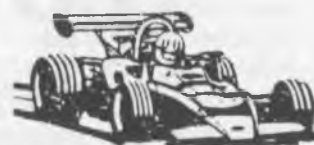




YORKSHIRE CENTRE TIMES

ISSUE No 24



AUGUST 1990

CHAIRMAN'S LETTER

Looks like summer is finally here, now we should see the records tumble, with Roger and Richard taking the lead, congratulations lads.

As a lot of you may well be sunning yourself, either in the UK or on the continent at this time, I wish you a pleasant vacation.

Congratulations to Martyn Griffiths on a fine win at the Championship Harewood keeping Roy from his 22nd FTD although I am sure there will be many chances to gain that in the near future.

It was interesting to see the speed trap in place on the straight, although some felt it should be a little further up to catch the speed of the huge DFV and DFR cars. I would think 130 mph would not be beyond the realms of possibility. However, the question must be, whether at that speed a safe negotiation of Quarry could be made.

In all the weather eventually smiled on us on the Sunday, although the usual Harewood wind prevailed and a good day was set for the record books.

Correspondence has been forwarded to me regarding an incident that happened on the Sunday and this matter will be addressed correctly in Committee business and my response will be forthcoming. However our next committee meeting is not until the beginning of August, so please bear with me.

Congratulations to Darell and Jackie on their recent marriage, and in true style their speedy return from honeymoon to be back on the rally scene within the week.

Sunday was also a good day for the 'Ancients', both Father Staniforth and Father Jim posting some of their best times ever at Harewood. One wonders what they might do behind the wheel of a brand new Pilbeam DFR!

Tim Thomson

EDITORIAL

On taking on the job as Editor it was stipulated that any controversial letter or comment sent to the Times must be sent to the Centre Chairman, prior to publication, for discussion by the committee. I hope that those of you who have written letters recently will be patient and wait for the committee's deliberations.

My remark in the last issue of the Times regarding the lack of articles from the Racing Car Classes was not meant to include the Formula Ford class as they are strong supporters of the Times but it would be good to get input from the other Racing Car Classes.

I would like to remind all members to inform Headquarters of any change of address in order for them to update their list prior to sending the labels to me.

Well, what can I say, except a very big thank you to all the contributors to this months 'Times'. The response to my pleas for articles has been truly magnificent and I do hope that it will continue.

Brian gives his apologies for not writing a more detailed article on Harewood due to work commitments and other problems.

Pat Kenyon

FUTURE EVENTS

Sunday 19th August
MONTAGUE BURTON CHAMPIONSHIP
MEETING

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

ANNUAL BARBECUE
SATURDAY 29th SEPTEMBER
THE BARN BUILDINGS
STOCKTON FARM, HAREWOOD
START 7.00pm
TICKETS £10.00

This event is being held once again on the eve of the Harewood Championship Finals in the Barn at Stockton Farm.

It is an all ticket event so please apply for your tickets in good time to:

Michael Kempley, The Old Vicarage, 106 The Avenue, Harewood, Leeds LS17 9LD enclosing a cheque for the full amount.

The catering arrangements will be the same as previous years with sausages and salads to go with the usual chicken or steak.

When ordering your tickets, please state your preference for chicken or steak.

COMMITTEE MEMBERS

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D M Dalrymple

A J Hodgetts

D Naylor

C G Seaman

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FOCUS

TWO TAILS??

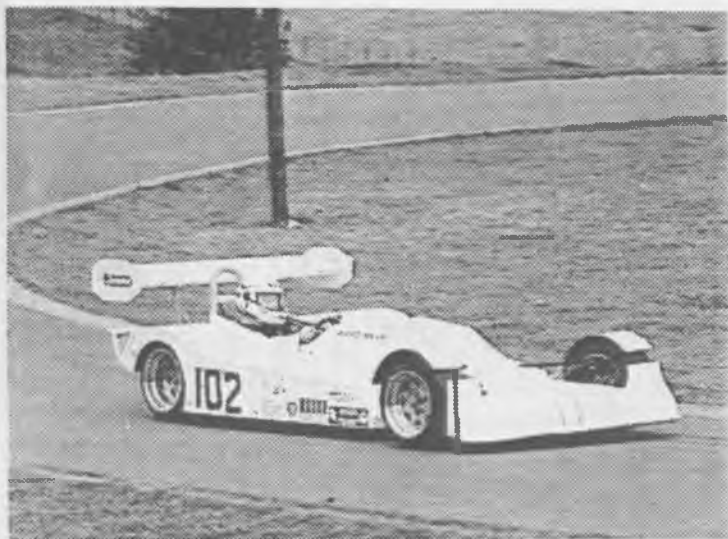
'Ancient' Allan Staniforth can always be relied upon for an amusing quote or two. His latest offering, after setting his best time ever at Harewood in his Quest Terrapin, was 'I'm as happy as a dog with two tails'. I think Allan said two tails....!

SOUTHERN COUSINS

It was nice to see some new faces at Harewood, one of which was Tony Wiltshire in his Modsports Lotus Elan, who was a big hit at Gurston - sorry about the pun Tony! Although not on record breaking pace he said that he'd enjoyed the hill and the hospitality and intends to return again in the future.

PRIZED A-WARD

Joe Ward often returns from Baitings and Scammonden with an FTD under his belt but I'm sure that Joe's fine win at the RAC Meeting in July will give him more pleasure than those FTD's.



Joe Ward, in his Ward WD8M, rounds Farmhouse Bend on his way to a superb class win

Photo: Anne Patterson

JINKS ON ME

After the July Harewood Graham Walker pleaded with Brian Kenyon not to quote him as being favourite to win the championship as it appeared to be the 'kiss of death' to Graham's chances, Graham scoring a lowly 16.34 when a rocker broke on the Reliant's engine. At the previous meeting Graham scored 19.09.

KNOCKDOWN PRICE

Mike Kerr was telling your writer, in the paddock, that his turbocharged 4wd Escort was as good as sold to a chap on the Continent who wanted to use it for Rallycross. During the discussion, Mike broke off to check his boost knob to see if it was set on the highest of its two settings. The difference Mike explained between the two was an extra 150 bhp - this rather shook BK as his Sprite has only 90 bhp at the wheels in the first place.

Unfortunately the story has an unhappy ending as Mike was tanking through the farm buildings, he shot off the course, and head on into the sleeper wall on Farmhouse bend with considerable detriment to the contours of the car.

SPONSOR SEAMAN

As well as sponsoring Class 16, Chris Seaman maintains that he is now sponsoring the Kenyon's Sprite as at a recent MG meeting at Curborough he gave them a nut for the carburettor throttle linkage and at Harewood, when the Kenyon's carb shield started to detach itself from their bonnet, his 'well stocked' spares department was raided yet again for pop rivets which were fitted with the aid of David Russell's battery drill.

At the prize giving, after Seaman's 'off', Brian was heard to ask Chris if he wanted his pop rivets back!

ANNUAL COMPETITIONS

PEARCE TROPHY

POS	NAME	POINTS
1	Brian Kenyon	36
2	Boris Hardcastle	34
3	Chris Seaman	33
4	David Dalrymple	31
	John English	31
	Denys Townsend	31
7	Ian Pinkney	27
	Tony Briggs	27
9	Pat Kenyon	26
10	Mitch Elliott	23
11	Leon Bachelier	22
12	Paul Goldman	21
13	Peter Herbert	20
14	Steve Openshaw	19
	Peter Read	19

FIRTH BOWL

POS	NAME	POINTS
1	Pat Kenyon	26
2	Ann English	18

KEN LEE TROPHY

POS	NAME	POINTS
1	Brian Kenyon	36
2	Chris Seaman	33
3	Tony Briggs	27
4	Pat Kenyon	26
5	Mitch Elliott	23

CHIPPY IOLA VASE

POS	NAME	POINTS
1	Pat & Brian Kenyon	62
2	Ann & John English	49

plus 7 members scoring 18 points or less.

Boris Hardcastle



The start of a wet practice day at Harewood

Photo: Anne Paterson

Oadby
Leicester

Dear Pat

EXPERIENCES OF AN OLD TIMER

I feel I must write to you for your Chief Marshal re the fire extinguishers which have been presented and give a warning about Dry Powder.

Some 15 years ago my wife and I were caravanning in Holland. We were travelling south approaching the tunnel at Schipol Aerodrome, where the runway crosses the main road. In front of us was a large artic tanker with smoke pouring out of the rear n/s wheel of the trailer. We passed the tanker and pulled him up.

The driver saw the smoke, grabbed an extinguisher from his cab and ran back to aim it at the fire. The wind through the tunnel blew the powder away from the fire and did not touch it at all.

My wife and I went to our outfit taking the units out of the car and caravan, aimed them at the fire and put it out at once. My wife was then dismissed and the driver and I sprayed the hub with a little human liquid to cool it down.

The point I am making - always have a liquid extinguisher available particularly when the wind is blowing at Harewood.

Incidentally, we never knew if the tanker was full or empty - if full it would certainly have destroyed a chunk of runway.

To re-introduce myself, my era with BARC activity was during the reign of Mike Wilson, Money Bags Mason, 'Bing' Crosby, Fur Coats lots of A35's and Morris 1000's. My family and I always ran the finish area at Burtons sprint and we took part in everything possible. My wife and I were blooded in the War of the Roses with our novice award.

We marshalled at Goodwood, Aintree, the New Mallory Park and got lost in the woods of the RAC, and lastly at Thruxton.

During the last years I have yearned to be more than a spectator again and with the coming of classic cars up to 74, it looks as if the chance has come. I have started to build up a Triumph 2000 saloon with a hot engine and bits. it will never be a Sierra Cosworth but it may allow me to do a bit of legal speeding. Thanks Allan S for making up my mind P.I. or carbs - looks like three Webers.

Congratulations on the Times, I will be up at Harewood later in the year, I hope you can find me a job.

Yours truly

F H Roberts
(Late Glovers of Ripon)

Heckmondwike

Dear Pat

Just a note to congratulate Roger Kilty and Richard Hargreaves on their new records and to commiserate with Graham Walker.

John Garnett and myself are fed up with being bridesmaids, so I'm sure I speak for him as well when I say - don't relax big shots, we've got you in our sights!
Regards

John Bennett

(Ed: I know the feeling only too well John, the secret is, wait until the last run to put in a quick one, don't do it in practice!)

FOR SALE

Reynard 1979 Ex FF2000

B V Head, high lift cam, Gas-flowed, Twin 45's

8 inch and 10 inch wheels (+ spare set)

Hillclimb slicks and wets

41.62 seconds at Harewood and improving. Outright hill record at Baitings. Available now or later.

£4.500

Ring Tony Bridgen on (H) 0484 864556

Dear Pat

Before Brian reads this, I think you should sit him down with a large whisky and a bottle of valium as I'm writing in support of David Park's letter regarding the introduction of an FF2000 class. Yes Brian, another b..... racing car class.

Actually, I don't think the idea is as bad as it may first sound. As David said, six of the cars at the June meeting in class 17A were modified FF2000 cars and no matter how well driven or modified will always be at a disadvantage against a pukka 2 litre car. Another car in the wings is that of Pat Donnelly who has resorted to sharing a FF1600 car at Harewood as there is no proper class for his FF2000 car.

Once again, as last year, a handful of class 14 drivers are making muttering noises about changing cars with FF2000's being the most popular option if only a true class was available. This would also help to relieve the pressure in Class 14 which is becoming a victim of its own success.

I think Simon Clark brought up the subject of a FF2000 class at last years Speed Events meeting (apologies if I'm wrong Simon) and after some discussion it was thought better to sound out competitors this year as regards support for such a class. So now might be the time for possible competitors to come forward.

I don't think another class will add to the problems of oversubscribed meetings as the majority of drivers will more than likely be existing competitors.

As to the class itself, maybe for a trial season it could be run as a 'B' section of class 17. (Similar to class 11A and B at present), also free tyre choice could be an option to prevent the three year record breaking stint which happens in class 14 at present. At least that should please Brian, and who knows, you might even get some correspondence from the racing car classes.

Well, that's my racing thoughts over with, back to driving the pram.

Regards Redvers Arnold

Cuts in the Health Service are going deep but Tim De Dombal didn't realise he would have to mop the floors!

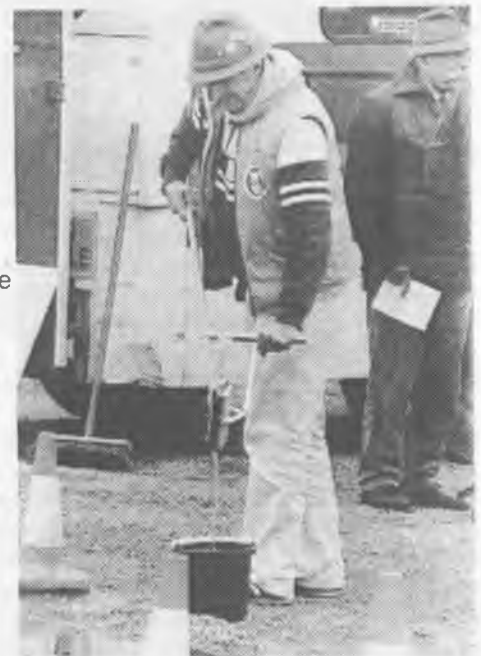


Photo: Frank Hall

Articles for the next edition of the Times by Friday 17th August please, to the Editor:-

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

HAREWOOD GUYSON BEADBLAST RAC CHAMPIONSHIP MEETING

8th July 1990

Practice was held in damp conditions while the event was rain free although cool and windy.

As is now usual at the RAC Meeting, Clubmans cars were the first on the hill and in the poorly supported Class 11B, Michael Poole was the victor. Joe Ward scored a popular victory in Class E heading such notables as Paul Goldman and Phil Price. Class F saw Paul Turner take the spoils with Deryk Young hot on his heels. In Class G David Grace and Christian Mineeff had quite a battle, David just pipping Christian's similar Pilbeam by 0.44 which was emitting puffs of smoke from locking wheels.

Jedi's one, two, three with owner/constructor John Corbyn leading the way in Class H, Racing cars up to 500cc. Chris Johnson had over a second in hand over his nearest pursuer Patrick Wood in the up to 1100cc racing car class.

Class 14 is one of the Harewood classes, the Formula Fords. Roger Kilty did his Harewood Championship chances no harm by setting a new class record (42.86), his nearest pursuers on the day were John Bennett 43.65, David Park 43.93 and Paul Harris 43.99. Unfortunately Tim Mason and Ian Stringer non-started after their car blew up the previous day at Aintree and started a chain of events that will be explained at a later date.

Chris Seaman took class J by the narrowest of margins, one hundredth of a second separating him from Mark Colton. Adrian Hopkins stopped Alan Newton's recent run of success in Class K, Adrian was guest driving in Peter Varley's car. By securing the large racing car class, Roy Lane ensured for himself the top spot in the top twelve run off with his 37.15. Turbo Tim was second in class on 37.39 and third was Ray Rowan 37.46.



Photo: Anne Paterson

Michael Holroyd hurtles into Quarry Corner in his immaculate Cooper S.

Paint and polish don't a fast car make so can be said of the Imp of Mervyn Brake - while giving away a lot in the concours department to the similar car of Bobby Fryers, it was quicker by nearly a second in class A. Next up was class 2, the Small Touring Cars, the Minis seem to have lost their way at the moment and are struggling for pace. Michael Holroyd's 47.37 winning time being almost a second off the record, his nearest challenger was Martin Brobyn who copied Richard Casey's line on Orchard and went straight on up the high banking and perched on the little hillock with slight detriment to his suspension. Martin fought back on his second run and but for a missed gear change could perhaps have relieved Michael of his first place.

John Garnett 43.96 must have felt comfortable after the first runs for he was over a second faster than the similar Sierra of Richard Hargreaves but John's joy was short lived as Richard replied with a record 43.77. In class B, the Large Special Saloons, Graham Hickman increased his Leaders Championship position with a comfortable class win over Bob Claxton. Chris Ellett's angular Dutton Phaeton secured a fine victory over the more sleek Elan of Tony Wiltshire while Mark Britt's Davrian was third.

Having broken the record in practice, Brian Kenyon slipped back slightly to 45.26 while wife Pat scored her best ever time at Harewood breaking into the 45's with

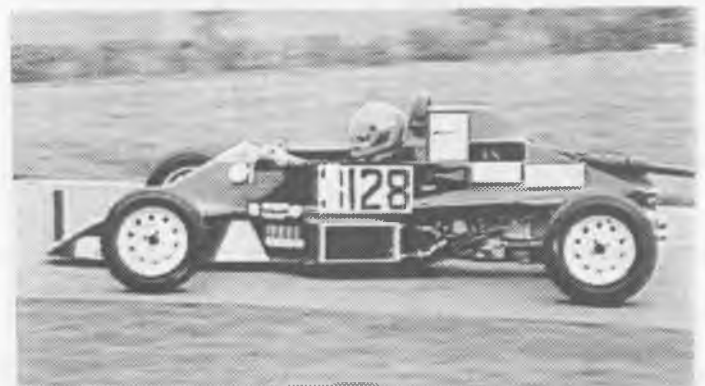
45.91 while Paul Greaves was not having one of his better days and was a second in arrears of Pat in Class 6. Small Marque sports Cars. Class 7 was won by Barry Marsden in the Reliant after co-driver Graham Walker suffered a broken rocker on his first run and caused the car's eventual retirement.

The Morgan of George Whittaker had a comfortable win in the Large Marque Sports Cars but Peter Needham was made to work for his victory in Class D, James Slack equalling on his second run, Peter's first run effort but Peter knocked off those extra hundredths to secure the class.

The qualifying positions for the Championship run-off bore no resemblance to their final positions as Martyn Griffiths, who was the eventual winner, had only qualified 5th while Roy Lane slipped from 1st to 2nd and Tim Thomson's second qualifier tumbled to 8th. Maintaining their positions were Ray Rowan who was 3rd and David Gould 4th.

RESULTS

CLASSNAME	TIME	
A	Mervyn Brake	42.96
2	Michael Holroyd	47.20
3	Richard Hargreaves	43.77
B	Graham Hickman	41.42
C	Chris Ellett	45.01
6	Brian Kenyon	45.26
7	Barry Marsden	44.36
8	George Whittaker	45.06
D	Peter Needham	41.63
11B	Michael Poole	45.26
E	Joe Ward	40.67
F	Paul Turner	40.29
G	David Grace	38.22
H	John Corbyn	42.16
I	Chris Johnson	40.40
14	Roger Kilty	42.86
J	Chris Seaman	39.57
K	Adrian Hopkins	39.44
L	Roy Lane	37.15
FTD	Martyn Griffiths	36.16



Current Championship leader, Roger Kilty, in his Van Diemen RF85 approaching Farmhouse Bend

Photo: Anne Paterson

HAREWOOD HILLCLIMB CHAMPIONSHIP POSITIONS

POS	NAME	POINTS
1	Roger Kilty	72.85
2	Brian Kenyon	72.10
3	Richard Hargreaves	71.58
4	John Bennett	71.01
5	Graham Walker	70.72
6	John Garnett	70.62
7	John Wilkinson	69.61
8	Paul Harris	69.07
9	Martin Brobyn	68.61
10	Paul Greaves	67.90

ACROSS THE SEA TO IRELAND

NORMA AND DES RICHARDSON

We travelled from Holyhead to Dublin with B&I, arranged through Euro Northern Travel who have discount rates with B&I Ferries. The cost was £209 return for Motorhome, trailer and competition car. which, after many journeys to the Isle of Man with the Steam Packet boats, was luxury.

Arriving in Ballyvaughan on Wednesday afternoon we met Martin Carey, the local garage proprietor, who found us a campsite (choice of three). Martin's garage is where scrutineering takes place. He told us he would take us up both hillclimbs as soon as he had finished fitting a new head gasket to a customers car. We enjoyed a drink in the Hyland's Hotel while he finished. We then got into Martin's customers car and he took us up both hills to test it, which he did!

The hills take you to the sky, over 600ft above sea level when you reach the top. Another surprise is that there did not appear to be any straights, you went from one bend straight into another. I also found out that they paint the potholes white for the drivers to see them more easily - trouble is, my eyesight must be poor as I never saw any white paint on the way up. but I saw it on the way down!

Arriving back at Martin's Garage, the tools he had been using lay on the floor outside his garage where he had been working. I pointed out that he had forgotten to put them away and he told me he had left them there to re-tighten the head down and re-set the tappets when we got back. The garage was not locked anyway, nor any need to do so. I never saw the door closed for the duration of our stay, night or day - a great guy Martin. Thursday there was no sign of life at the garage so when I met him on Friday, I asked why and he explained that he went to the pub on Thursday morning and stayed all day. He said that it was a religious holiday!

My contact at Galway Motor Club and Secretary of the Meeting, Clerk of Course etc, Dennis Murphy greeted us warmly. I explained that we had left home before Final Instructions had arrived so he told us that the Hylands Hotel was the Hillclimb Headquarters where signing on and the Presentation Dinner took place. I asked what my competition number was and he replied that most competitors had numbers on their cars and providing two didn't have the same number, there was no need to change them. I told him my Elan had 69 on it and he replied 'that's your number, I'll reserve it for you'.

Public roads are closed to be used for these events which are part of the Irish Dunlop Hillclimb Championship which has four double events of this type. There are also events at Mondello Park and several hillclimbs and sprints in Northern Ireland making 24 or 25 events altogether.

Scrutineering was available Friday evening from 7.30pm to 10.30pm. However, no-one arrived until 8.45pm to sign us on or to scrutineer us, and no one seemed to mind. OR you could be scrutineered on Saturday morning from 9.30am to 12 noon. I got mine scrutineered on Friday evening so went straight to the paddock on Saturday morning. We arrived just after 11am as practice was to start at 11.45am, however, it started at 12.15pm. Practice was informal, the sixty-odd competitors formed a queue on the road, you took your place in it anywhere as there was only one batch. When you 'all' reached the top, you came back in convoy then a break for lunch for 30 mins before the three timed runs in the afternoon.

This was just as informal, you can join the queue when you like. The Hill Mountain climb, now that's something else. Like nothing we have here. Imagine, if we could climb Harewood three times in one climb, add some blind brows, a couple of places where the top single seaters could reach 140mph - that's Ballyallaban, 2.2 miles long and it felt like 5 miles long! Richard Young in his Cougar-Rover set FTD in a time of 1 min 47.84 secs. He told me that to



The highly experienced Des Richardson

Photo: David Scatchard

get a good time you need to serve a three year apprenticeship! My time of 2 mins 24.54 secs, along with three others from this side of the water, put me well down the list. However, the sheer exhilaration to drive up was out of this world. I almost forgot to mention the weather - it was raining when we went to Ballyallaban but by the time we arrived it had stopped and the afternoon was sunny. At the end of the day, Richard Young beat Shay Lawless by 7 hundredths of a second.

The Presentation Dinner at the Hylands Hotel cost £10 per head for a superb 5 course meal and everyone who competed was presented with a piece of Clarenbridge Crystal. The friendliness has to be experienced to be believed, it went on 'till after three o'clock in the morning.

Sunday dawned bright and sunny and we set off for Corkscrew Hill, arriving just before 11am. After unloading my Elan I was invited by Brendan McCoy, a fellow competitor, to go up Corkscrew with him in his road car to show me how it should be driven! This proved a big help - which gear on which section, where to be on the road as we entered corners. The result was to be third in class and nineteenth overall. Corkscrew Hill was only 1.8 miles and again it felt like 5 miles but as different as chalk to cheese from Ballyallaban. Corkscrew has four hairpin bends but before that, a blind left hand bend approached at 90 mph in my Elan. after the hairpins, a section like Wiscombe Park from the Gate to Sawbench but as long as Wiscombe is from bottom to top. Those who have been to Wiscombe will know just how exhilarating that would be. Again Richard Young took FTD after a tremendous scrap with Shay Lawless. Shay broke the record to lead after his second run, only for Richard to take the record from him on his third run by 0.12 second. Jenny Kennedy in her Crossle 33F was third FTD on both days and collected the Ladies Award twice. A superb effort, a very brave lady indeed!

Again it was back to the Hylands Hotel for the Presentation. Both hillclimbs were expertly run by the Galway Motor Club on both days and finished before 5.30pm each time. Nigel Fryatt in his Caterham 7 (Car & Car Conversions) was very impressed with the hillclimbs and announced that Car and Car Conversions would give an Annual Award for the quickest car from England.

Dennis Murphy told me he could take ten to fifteen competitors from England and promised he would send me a video of the hillclimbs to show to our clubs.

In Ireland petrol costs £2.50 per gallon. We got £1.05 Irish punts in exchange for £1.00 sterling. Accommodation in Ballyvaughan costs £10 per night and the camp site on the beach, 5 miles away, with showers - toilets etc, costs £5 per night. Local ones are free.

It was with some sadness when we said our goodbyes on Monday morning to visit the Connemara area. Had we enjoyed our visit? Had we enjoyed the hillclimbs? Would we return again next year? We would be very welcome we were told! We certainly will!

UPHILL STRUGGLES

Peter Herbert

'Is it a Dutton?' enquired an insensitive onlooker as I eased the Westfield off its trailer in preparation for the Harewood British Championship Meeting's Saturday practice. 'No it certainly is not' was the indignant reply, yet I would have cause to wish that it were as the weekend progressed.

Three objectives were uppermost in my mind. Not to come last, to break into the 48's and to have a 'reet good time' as they say up north. I was to be successful on two accounts, although things looked none too hopeful as I sheltered behind the paddock bus from the rain, renewing old acquaintances. The track looked pretty greasy as we watched RAC Championship contenders Max Harvey and Martyn Griffiths attempting to put down 600 bhp of DFV power with their yellow Pilbeam, and should confirmation of the slippery conditions be needed, Tom Hammond slid the Quattro Sport broadside off the track at Orchard.

Despite my early morning arrival, lunch came and went before my first practice run became available, such was the size of the entry. At least the rain had stopped as I descended the hill, but as I sat on the start line the skies opened again. An ascent in 52.41 was not too bad, my new soft compound Avon road tyres working well despite not being fully scrubbed. Those on wet racers seemed to be at no great advantage, and although worsening conditions slowed my second run to 55.65 I still had fifth fastest time at the conclusion of practice. Quickest was Chris Ellett's Dutton Phaeton.

Sunday dawned a better day, but not good enough for our brave Paddock Chief Alan McKinney to don his shorts. Will they ever be seen this inclement summer, let's hope so. At least the track surface had been washed clean by Saturday's rain, and now a warm breeze dried it to a grippy state. The ten strong Class C contained the regulars plus the rapid Elan of Tony Wiltshire and the Davrian of Mark Britt, both of whom had made the journey from the south for British Leaders points. Guyson-sponsored kart racer Damon Harvey was also on hand in Martyn Griffith's Ginetta G15, while there was the ugly but rapid aforementioned Dutton. The rest of us were just ugly and eager to lay some rubber.

Over lunch we got down to the serious business of shooting the breeze, a most important ingredient of successful hillclimbing. The Lancashire chapter of Ecurie Ecosse, Archie Inglis and Gordon Wright, were keen to break into the 47's with their well turned out Midget. Apparently Archie was racing at Ingliston in the sixties when I was a regular spectator, in short trousers of course! 'There are two rules to sharing a car' he explained. 'He who bends it mends it, and don't beat the owner'. Despite a spin in practice, Archie was successful on both respects.

Fast driving is in the mind, and if the mind is right the rest follows. For most of the season the Westfield had been driving me, there regularly being an element of doubt as to who would arrive at a corner first, me or the car. However, at last I was beginning to feel more at ease with my machine and becoming more receptive to the messages being sent to me through its chassis. Off the line and up the straights it went well, 74 mph through the speed trap following the exit from Farmhouse being quite respectable. However, bravery through the corners was still lacking and although at last I have just about cracked Orchard, Willow and Quarry are still major obstacles. 49.86 and 49.19 left the 48 second barrier unbreached, but I had enjoyed my drive enormously, and await the August meeting with impatience.

THE ADVENTURES OF A CV JOINT

David Bailey

Once upon a time in a land not too far from the north west, Ken and David Bailey were entered in the Lancs and Cheshire Alpine Trophy Hillclimb at Baitings Dam. All the usual preparation work was carried out the previous week. So, they arrived at the track on the Sunday full of hope and optimism, it being their first visit to the venue since it had been resurfaced.

Practice passed without incident and ended with Ken being the quicker of the two by approximately quarter of a second. (Both had bettered their previous best times by quite a margin). To quote a famous 'Murray Walkerism' - things were looking good for the afternoon's timed runs. Lunch was taken in a confident mood.

Ken was called forward for his timed run and David stood anxiously by the paddock hairpin awaiting his arrival. Soon, the sound of a Formula Ford engine warming up, drifted across the assembled spectators. The noise grew louder and Ken burst into view and, in a flash of orange blur, he negotiated the hairpin and was away up the final straight. It looked neat, it looked clean and above all, it looked quick. Very much a contrast to the 'arms and elbows' style of Tim Mason but, hopefully, just as effective!

However, it was all to no avail - Ken was red flagged just before the final corner. Speaking to him afterwards, Ken confirmed he thought it was a 'quick one' and was confident of bettering his best ever time. (That's always the way, isn't it lads?)

Ken sped back down the course intent on breaking the class record (on the way down that is!) on immediately being instructed to complete a re-run. With the 'red mist' before his eyes, Ken left the line determined to complete his run. After the second hairpin, things went wrong and he did a 'wall of death' act with both nearside wheels firmly on the grass and well up the bank. A large cloud of dust drifted across the paddock. Ken rejoined on the 'black bit' but the car immediately lost all its momentum and he appeared to be 'fishing' for a gear without any success. Free wheeling into the paddock, Ken was shaking his head and pointing to the back of the car uttering those fateful words - 'no drive!'

Upon further investigation, the outer CV joint on the offside was broken. There was nothing else for it but to pack up and call it a day. With the Aintree Grand National Sprint only 3 weeks away, urgent steps were taken to replace the damaged part. Having been informed the offending item was a standard Volkswagen part off a Golf or similar model, a trip to a local VAG dealer was planned. A quick telephone call to the appropriate department had David speaking to the Head Partsman. After briefly explaining the problem, there was a brief pause at the other end of the phone whilst a price was located....'Hello' said a voice, 'That'll be £98 + VAT sir'. There then followed an even longer pause at David's end of the phone.....'No, you don't understand' David said, 'I only want the outer CV joint, not the complete shaft'. There then followed an indignant reply: 'That is for the CV joint, sir'.

Some moments later, after David had regained consciousness, it was decided to locate the part from an alternative source.

Once the new part had arrived, it was discovered that the inner CV joint had too much play in it and therefore, as a precaution, that was also changed. The night before the Grand National Sprint at Aintree, everything was finally re-assembled. At approx. 9.30pm Ken was just in the process of tightening the bolts on the inner CV joint when the unthinkable happened; one of the bolts sheared at the 'nut end', meaning the only way to remove the now sheared bolt involved the removal of the brake disc and side plate of the gearbox. After some considerable thought and such well worn phrases as 'Oh dear me, look what

I've done' and 'Well, would you credit it', it was decided to attempt to saw off the head of the offending bolt and replace it with a new bolt passed through the CV joint from the other side. After several minutes, most of their tools had been recovered from the bottom of the garden (where they had been originally hurled upon the initial discovery of the problem).

After the removal of the exhaust and one of the rear callipers, the total clearance for the hack saw was approx 3 inches! Ten minutes and many skinned knuckles later, the bolt was removed and the new one fitted.

The following day, the tightness of the bolt was checked after every run - it held! Ken eventually finishing the day in 3rd position with David 4 places further back out of a total field of 16 drivers.

Footnote

After Tim Mason's unfortunate retirement from the same meeting, it was a tremendous gesture on John Bennett's behalf to offer Tim a shared drive at the Harewood meeting the following day - without hesitation. This really sums up the spirit of hillclimbing and sprinting. It would have been interesting to watch Tim's progress in a 'modern day' Formula Ford. Alas, it was not to be.

DESPERATELY SEEKING SUNSHINE

Peter Herbert

The Dan Air paraffin budgie was only an hour late landing in Malaga, something of a European record for summer charter flights. I wouldn't say that the plane was old but it had an outside toilet. The passenger list included Middlesborough football team, en route to some friendly matches in southern Spain. The lads had obviously done good last season and, as a special reward were allowed into the cockpit during the trip. Afterwards the manager remarked that it had been a flight of two halves and that the pilot had shown a lot of character.

Mustang Car Hire furnished us with a Renault 5, rather than a Mach 1, and off we drove along Spain's notoriously hazardous N340 coast road to Nerja for the first stage of our week's stay. The State-run Parador Nacional was our three night base in the small south coast resort, and precious little had changed in the town since our last visit eight years earlier. There were a few more apartments and many more villas, and a new hotel. However, the creeping concrete that is rapidly swallowing the coastal settlements to the west has so far failed to stifle Nerja's Andalusian character.

Although perhaps not noted for its gastronomy, Spain does have the odd good restaurant, and Pepe Rico in Nerja is one such establishment. But three nights were enough in one place, and so we hit the hot and winding road north to Granada.

Getting a room in the parador in Granada is the travellers equivalent of getting an entry at Shelsley Walsh, the converted monastery standing in lush gardens high above the city being much sought after as a resting place, particularly as it lies close to the spectacular Alhambra. Yet due to a cancellation, we did it. The expense was horrific, but you're only young once.

Prime Minister Philippe Gonzales is an Andalusian, hence much money is being channelled into this hitherto financially neglected part of Spain. The new road between Granada and Seville is testimony to such investment, and the little Renault's terminal velocity was fully exploited along the virtually empty autopista. In Seville we based ourselves in the old Jewish quarter, a network of narrow streets and secluded squares next to which stands the city's fine cathedral. As is to be expected of the largest Gothic building in the world, the cathedral's sheer presence is quite awe inspiring, particularly when experienced from within.

Seville, a university city, is more cosmopolitan than most Spanish cities, and wide boulevards together with extensive parks give the place a Parisian feel. Sitting in a street cafe watching the world go by, we reflected upon how expensive Spain has now become since being admitted to the EEC, a fact that becomes particularly apparent when dinner time arrives. The art of begging is alive and well in Seville, and on choosing a table in an open air street restaurant, the fun begins. One guy arrives with a guitar and female accompanist and begins a serenade, someone grabs your foot and starts shining a shoe and a gypsy shows up with lucky heather. Suddenly dinner for two becomes dinner for six.

From Seville we travelled south to Cadiz, then east into the hills behind the coast. En route we called in at Jerez, current home of the Spanish Grand Prix. The gorilla on the gate would not allow us to drive around the circuit, but we were able to walk round the sweeping section leading to the modern pits complex and wonder at the stamina required to race in such heat.

A night in the impressively situated Reina Victoria hotel in Ronda, clinging high above the edge of a gorge, preceded our final day in Spain; and from there we dropped back down to the coast for lunch in the infamous Puerto Banus. Home to International medallion men and East End gangsters alike, this is a part of Spain that Spanish culture has barely touched. Large yachts moored up to Mercedes-filled quays. Fat tanned old men with gold Rolex's, tight shorts and young blondes. Intimidatingly expensive waterfront restaurants with aloof waiters. The setting is wonderful but it's not the real world, despite some pervertedly nostalgic mind having named one local nightclub 'The M25'.

Returning to Malaga airport along the concrete block lined N340, we reflected upon the way southern Spain is changing. In many respects we could have been anywhere, the Algarve, Cyprus, Yugoslavia. A building site in the sun is a building site in the sun. Yet although Spain is no longer the holiday bargain it once was, we had experienced parts of the real Spain during our week's stay, and we most certainly found the sun.



The end of a wet practice day at Harewood

Photo: Anne Paterson

PLEA FOR POSTERS

Allan McKinney has sent a plea for posters (particularly the ones out of Autosport), stickers etc for distribution to the young people who come to the Harewood meetings.

At the last meeting, Allan was like the Pied Piper at the bus door with dozens of youngsters queuing up to get their goodies.

This is a good way to get young people interested in the sport and Allan spends a lot of time encouraging these youngsters so please help him by saving all pictures, posters etc and bring them along to the next Harewood.

KNOW YOUR MARSHALS- WITH A DIFFERENCE

There is no 'Know Your Marshals' spot this month, instead I have decided to have a quiz. If I get enough entries, I will donate a prize. Come on, the challenge is on - get something out of John!! (The answers will be printed next month, so no answers received after the August meeting will be eligible for a prize).

1. What make of car did Peter Lawson drive to victory in the 1968 National Hillclimb Championship?
 2. Chris (the venerable) Seaman used to drive a kit car which looked a bit like an upturned bath - what was it?
 3. Roy Lane drove a six wheel drive car in some rounds of the RAC Championship in the late seventies - what was the make of the car and where were the wheels placed?
 4. The Lotus 43 scored the only World Championship Grand Prix victory for which engine?
 5. Who founded Chevron cars?
 6. Which regular Harewood marshal used to compete in the 'Citra' MG Midget?
 7. In 1983 Tim (now Turbo) Thomson had a different nick-name - what was it?
 8. Ken (the Laird of Stretford) Bailey (of David and Ken Bailey fame) used to drive under the banner of 'Team Titan' in the 70's - who was the other driver in the team?
 9. Where did the Rest and be Thankful hillclimb take place?
 10. What other vehicle did Sir Nick Williamson (Bart) drive other than his hillclimb cars - as a service to the community?
 11. When was the track at Harewood last resurfaced?
 12. Which driver is the only life member of HMA?
 13. If you were marshalling at Pardon, which hillclimb course would you be at?
 14. What car did Dave and Lynne Whitehead drive before the Chevron?
 15. What was Pat's name when she first started sharing Brian's Sprite
- That's all for now, see you in August?

MARSHAL'S POST

Well, we have had two training sessions, a National Hillclimb and now a heatwave since our last newsletter and on top of that, Nige has retired - what a month (or so).

The Rally Marshals Training Day was well received by those who attended and everyone seemed to learn at least something - many thanks to the co-organisers BMRMC for helping to get it all together - the next one promises to be even better. There were a number of unfortunate mistakes which hopefully have now been rectified, we can't all be perfect and perhaps some others will remember that before being too critical in the future. Everyone tried their best and that is what matters.

The HMA Training evening unfortunately clashed with some World Cup competition or other in which England were featured - can't think why that kept so many of you away though!! A good night was had by all, except perhaps driver Mike Smith (NO - not the one who crashes helicopters!) who tells me it gave him nightmares!! Perhaps it was the methanol fire at Indy or actually meeting a group of marshals in the 'raw' which did for him. On a serious note, methanol is dangerous, when it burns you cannot see it, it is therefore very easy for someone to run into the flames without realising it. I noticed at the July Harewood that some drivers, although displaying the mandatory orange spots, are NOT doing so by their competition numbers, in fact one car had them along the cockpit top some 12 inches or so from the number. Come on drivers (and scrutineers) this is not good enough, for the marshals job is potentially dangerous enough without making it more hazardous - and some 'orange' spots are

very faded. Please make sure that if you must use methanol (and I would recommend any driver who does, to look out a copy of the Indy fire) that the fact that you are using it is displayed for all to see and is in the correct place i.e. immediately adjacent to your competition number). Well, that's my 'gripe' for the month - so what about the gossip?

Mike Smith now seems to know everyone in the marshals set and waves to all as he proceeds to the start (as do many other drivers) - this is much appreciated, particularly on a wet day, so keep it up, it helps to make us feel wanted!

Bob (red shorts) Wright continues to improve in his capacity as Assistant Training Officer - he may soon know what the red flag is for!!

The 'happy band' on Quarry were in good spirits in July even if Roger was feeling aggrieved over a potential purchaser of his car.

The start crew were kept busy with a state of the art timing system - it must have been good - it received the seal of approval.

The timekeepers were kept busy with a closed circuit TV link showing them the finish line (by the way Ray, you can take the make-up off now - you passed the audition!).

Finally, why does everyone hold their stomachs and call for Hughie when Turbo Tim's multicoloured Pilbeam appears?

A WANDERING WE WILL GO - AN AWAY DAY

Tony 'Tyres' Mekwinski

Due to a good friend deciding to get married, I was forced to cancel my entry for the July 7th/8th meeting at our beloved place of worship. Looking around the list of venues I found that the Midland Automobile Club had an event on Saturday / Sunday (30th June / 1st July) at Shelsley Walsh. Having been to this venue as a spectator I decided it might be a good idea to take the car and have a go.

Looking down the classes on the entry list I find just the spot....a Classic Car class for cars built previous to 31.12.64. I sent off my entry which someone must have looked on with favour, and rewarded me with an entry in the class. I appeared to have taken Bob Fell's place as he could not attend.

Feeling very pleased with myself, I journeyed 150 miles south from Blackpool to the famous hill. The entry list was impressive - Mike Kerr and Graham Hickman in Class B with Mike chasing Graham all the way and finishing on 31.34 just behind Graham's 31.14.

In racing cars, Rob Welch getting to grips with things and finishing 3rd BTD in the run off. 'Turbo' Tim Thomson 1st in class and 5th in the top 12 run offs. For myself, I had two quiet practice runs just finding my way up, and came to the conclusion that it was a very steep hill with two very difficult bends at the top and two apparently easy, but very deceptive, bends at the start.

The correct line is very important for a good time. Not so much in a car with the aerodynamics of a breeze block as for the extremely quick single seaters (on my last visit as a spectator a speed in excess of 140mph was recorded through the speed trap).

After lunch, the timed runs began and my class M is the last batch for 1st and 2nd runs. Nerves and a mental block in use of clutch and throttle on my first run combine, and I miss nearly every gear in the box recording a time of 44.16 against a handicap time of 41.75 - miles off the pace as far as handicap is concerned and not impressed with myself. My second run was much better and was reported to have been 'visibly quicker' - 41.82, 0.07 seconds off handicap which was, to my total surprise, 2nd in class on handicap. A very pleasurable end to an enjoyable day away. Shelsley is a most picturesque venue and it was a joy to compete there.