



YORKSHIRE CENTRE TIMES

ISSUE NO 25



SEPTEMBER 1990

CHAIRMAN'S LETTER

There are times when I have felt myself wearing too many hats and this is definitely one of them, however, for the furtherance of the sport and the good camaraderie involved, I would like to point out that the club has certain commitments to the observance of the rules as laid down by the RAC Motor Sports Association.

In the interests of competitor and spectator safety and for us to continue to be permitted to run Speed Events, we must live by the rules against which our track licence is issued.

Therefore I have been asked by the committee to state clearly that where competitors wish to change their entries in terms of either car or driver, the organisers will always apply the rule L.1.8.13 according to the RAC MSA Year Book.

Please understand that the Club must follow these rules until such time that the RAC sees fit to change them. We fully understand the problems this may cause.

This ruling has not effectively been changed since 1981, although this year's current Blue Book indicates an alteration in the wording only, not in the rule itself and its application.

Putting another hat on, I am taking this matter to the Speed Events Committee for discussion and will take any further constructive suggestions with me. I do not wish the Times, essentially a club informative magazine to become a jury by press. Your club will represent your views whilst it remains independent when having to continue organising events under current ruling, if we do not, we are liable to lose our track licence and suffer the loss of all the efforts of those who have worked hard to save Harewood and develop it into the best venue in the North of England.

Yet again, please bear with me, Rome wasn't built in a day and certainly it is going to be at least the Speed Events Committee meeting in October before I can sit down and discuss the matter in full. However, this does not mean that separate representation cannot be made either to myself or direct with the RAC MSA.

Enjoy the final meeting and don't forget the Barbecue. Tickets available through me or Mike Kempley.

Read on.

Tim Thomson

RAC RALLY STOCKTON FARM, HAREWOOD STAGE 2 SUNDAY 25th NOVEMBER

First car is due at 0830 hrs but due to the expected large number of spectators, the stage will be operational from 0600 hrs.

If you feel you can help, please fill in and return the form as soon as possible in order for the organisers to know how many marshals they can expect and where to deploy them best.

FUTURE EVENTS

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

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.

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

EDITORIAL

My thanks once again to all the contributors to this edition of the Times, it truly is a 'club' magazine now. Unfortunately, the Times will have to change its format as inflation has increased costs and the committee feel that savings must be made in its production.

May I remind members that adverts for their cars, bits etc are free but anyone wishing to put any advert of a commercial nature in the Times must first contact the treasurer, Denys Townsend, for prices.

Our Championship Finals meeting is almost upon us and hopefully the weather will be kind once again. This is one of the closest battles with the outright Champion not being decided until the last runs up the hill. Anyone who feels they can spare some time I'm sure would be most welcome to join our happy band of marshals, who are some of the most professional in the country.

Harewood once again has a stage of the RAC Rally and enclosed you will find a request for marshals to help with spectators and safety requirements. Don't forget, if you can spare the time, you will be most welcome.

Pat Kenyon

Articles for the next edition of the Times by Friday
September 21st to the Editor

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

FOCUS

DEAD ON THEIR FEET

With the demise of class 1 mooted for 1991, it would appear that no-one wishes to contest it this year for up to now the class has not been run this season. Low entries seem to plague Class 11B and although competitors were warned that it was under observation this year, and that if they wished to see it continue they should come out and support the class, this they haven't done. For the August meeting, the class attracted 2 entries, one of which non-started. This is not a recipe for the continuance of the class although I can see much wailing if it is scrapped for 1991 or amalgamated into Class A.

WATER BABE

After a fine performance in practice in the wet, Tony Bridgen had obviously taken a liking to driving in damp conditions but he took it a little far when a hole in one of his radiators squirted water onto a rear tyre in the afternoon session. After much re-plumbing, Tony by-passed the faulty radiator and ran on the remaining one.



Tony Bridgen powers his way round Orchard Corner in his FF2000 Reynard RF79.

Photo: Anne Patterson

NON-STARTERS

Harewood reached an all time high or low, depending upon which way you want to look at it, with an unacceptably large number of non-starters. We all know that many reasons can cause a driver to non-start an event, but I get the feeling that many people may have looked at the forecast and decided that the bad weather was set for the day so through lack of slicks or an unwillingness to drive in the rain, they decided to give the meeting a miss.

How wrong they were, after the damp practice the weather changed dramatically and with a drying wind the track was soon in fine condition so they missed a fine days sport.

CHANGE OF 'SLOT'

Iola Stross has let me know that she now has a new 'slot' and can be found at 2 Bramhope Manor, Moor Road, Bramhope, Leeds LS16 9HJ Tel: 0532 842726. I'm sure Iola would be delighted to hear from any of her friends in the BARC.

FOR SALE

Merlyn Mk30 Formula Ford 1600
Good condition, Many new parts.

Professionally re-built engine and gearbox
Many spares including full set of bodywork, uprights etc.

Regularly in the top 6 of Class 14 at Harewood
Can be viewed at September Harewood by prior arrangement.

£3,500

Colin Wheeler 091 372 0965 Evenings

WANTED

Have you got one of these in relatively good condition that you no longer need?



Minimum 1600cc engine or Diesel. Transit size, may be Ford, Bedford, Sherpa or Japanese.

Please contact Tim Smith:-
0943 - 466859 (Home 24hrs)
0943 - 466399 (Office)

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 861556

BLACK MARKS?

There was a hold up in the afternoon proceedings when Archie Inglis, in the Midget he shares with Gordon Wright, decided to assault the hedge at Willow. Fortunately the car was undamaged. Archie reported that the accelerator pedal broke away and jammed under the linkage rods holding the throttle wide open. Massive black marks were left on the road as Archie locked the brakes as he strove to bring the car under control. Afterwards Archie said 'the marks on the road were nothing compared with the marks left in his trousers!!!!'

CRASH AND BANG

Three competitors had an expensive day out. First and most dramatic was that of Michael Holroyd in what was potentially a very damaging 'off', but Michael would appear to have got off relatively lightly as a tie rod pulled out from the front of the sub frame on impact. Except for possible damage to a tyre from bodywork making contact, no other damage was immediately apparent. Michael's parting words were that he will be back with a vengeance.

Bev Fawkes' run of misfortune at Harewood continued when an 'unbreakable' drive shaft broke. Bev wasn't carrying a spare as the manufacturers were so confident of their product, they convinced him he didn't need one!

Having suffered a broken cam at a recent Curborough, Barry Heath had fitted a less pokey version to his Imp engine in the Davrian but unfortunately it wasn't producing the power, so to try to substitute for this, Barry allowed the car to rev longer in 2nd gear. Unfortunately the engine took a dislike to this treatment and cried enough, so Barry's day ended on a piece of string.

LETTERS TO THE EDITOR

Heckmondwike

Dear Pat

One or two people have suggested that the Harewood top ten run off is not terribly entertaining barring the odd driver, and that a better format would be more exciting for the spectators and give more people a chance at 'glory' than those with mega-budget race cars.

The format is simple - all class winners take part in a class winners run off, the overall winner to be decided on the basis of bogey times existing at that time, (NOT as at the beginning of the year).

I for one would delight in seeing the likes of Brian (Class 6), Martin or John (Class 2), Richard (Class 3), Graham (Class 7), Roger or Tim - or me! (Class 14), Chris (Class 16) etc battling to improve on bogey. Now that would be entertainment!!

The idea of using the latest class record is, I think, self evident, and would prevent the overall Harewood Championship winner from necessarily being the Class Winners Championship winner!

A class record beating run even on the day would become the new bogey, and the run-offs would be all the top drivers giving their best.

I know this idea is not new, but what is the consensus of opinion?

On a different tack, I was chatting with a (non-competing) friend the other day and he happened to ask what was the age limit for competing in hillclimbs and sprints. I misinterpreted his question and suggested sixteen to which he replied he had meant upper limit!! I hope Joe will forgive me for using him as a perfect example of improving, like a first class wine, with age!! At that rate I can expect to be doing 35 second runs in a FF1600 in about 30 years time!

Congratulations time once again to Bev Fawkes on a new outright circuit record at Aintree and to Richard on an excellent sub-50 second run also at Aintree. John Garnett, once more, had to be content with second albeit by a fraction. Rumours abound that he (John) may be joining the flock of FF's next year. Well, if he wants REAL competition, he's welcome!!

Lastly, I have to mention arch rival Mason. I detected a quivering lip and moist eyes when he finally parted with the famous (infamous?) Merlyn at Aintree recently. We are told that it'll still be competing, so it's not the last we'll be seeing of it. Good luck to Tim and Ian in the ex-Redvers Arnold Van Diemen RF85, and come back Red, you'll be missed.

Enough waffle, see you around.

John Bennett

LETTER TO JOHN ENGLISH

Steve Thompson Transport Services

Clwyd

Dear Sir,

As requested by you, I have set out below, a proposed trip to Guernsey to take part in a hillclimb on 8th September 1990.

If enough people are interested, I will book one of my trucks on the ferry to take the racers across. I will pick up and return the cars at a given point for a price to be arranged (approx £300 per car). To take one car on a trailer behind another is approx £700 on the ferry.

If anyone is interested, please let me know as soon as possible. Telephone 074575 - 529

Steve Thompson

NB Ferry departure - Poole

Ryton

Dear Pat

I noticed in Autosport recently that the hillclimb at Shelsley Walsh on 19 August features a special invitation class for motor cycles and side-car outfits. Donkeys years ago, when Jill and I used to marshal at Wiscombe Park, we regularly used to have an invitation class for solo motor cycles and side-car outfits. These were very fast and extremely spectacular, especially through the Esses where, more than once, a side-car passenger was dislodged after the driver steered his passenger's head into the earth banking on one side or the rhododendron bushes on the other. We even had a couple of visits from George Brown with Nero, his famous big V-twin Vincent.

I wonder if the committee has ever considered inviting the two and three wheeled brigade to visit us at Harewood. It would probably mean some extra protection in the way of straw bales in front of the odd wall, telegraph pole or Armco, but it would certainly make an interesting and spectacular change from TR's, Morgans, MG's, Maestros and the like!

Yours sincerely

Tony Briggs

Heckmondwike

Dear Pat,

Further to my suggestion of a Class Winners Championship at each meeting, you and Brian suggested the top ten points scorers run off. The July meeting would thus have included; Richard Hargreaves (Class 3), Brian Kenyon (6), Roger Kilty (14), John Garnett (3), Barry Marsden (7), Pat Kenyon (6), John Bennett (14), David Park (14), Paul Harris (14), Colin Wheeler (14).

August's would have been; John Bennett (14), Roger Kilty (14), Tim Mason (14), Graham Walker (7), Brian Kenyon (6), John Garnett (3), Barry Marsden (7), John Wilkinson (14), Martin Brobyn (2) and Jon Collinge (14).

Notice, not a single big banger. Now, I pose a question - is this what people would want? It seems to me it would be a Formula Ford benefit, and I've no doubt that a lot of people would grumble at that. People would also miss out on stars like Bobby Fryers, Graham Oates, Glyn Sketchley (using the August meeting as an example) and Tim Thomson, John Lambert, Darell Staniforth, all worth another look, would not feature either.

No, I think that class winners, on balance, would be most entertaining. Please let us know your views.

John Bennett

St Annes on Sea

Dear Pat

Nice of Peter Herbert to refer to Gordon Wright and myself as the Lancastrian chapter of Ecurie Ecosse. Interestingly (or perhaps not) my father worked for Merchiston Motors, where Ecurie Ecosse were based in Edinburgh just prior to their demise. What part he played in Merchistons departure, I don't know, but I do recall vividly some fabulous rides in exotic and very hairy machinery, and also watching Stan Sproat prepare the two very pretty Ecosse Imp single seaters for the Birrell brothers. Doug Thomson later raced, hillclimbed and sprinted one of these cars very successfully in the early seventies. Whatever happened to those cars?

My car share rules, which Peter quoted, are I believe the basis of most partnerships although the 'don't beat the owner' aspect is of particular significance to me now, since Gordon happens to be my boss! Gordon has just invested in an L.S.D. for the August meeting which may help us reduce our times and get down with the Marque cars, which we clearly should, on weight terms alone, be equalling. The car is running at present virtually straight 'out of the box' and so presents a lot of potential which I am sure as development proceeds will show steady progress. I must say that after the Anglia it is nice to drive

a car that goes where you point it, even if occasionally that happens to be the scenery at Orchard!

My early days, which Peter touched on, were so underwhelming as to be best consigned to faded memory and subsequent bull---t factor! This can be illustrated by a Lothian CC cocktail party a few years ago when a 'spot the face' slide show was part of the fun. One slide showed a young Arch receiving an award at the 1964 Kart Championship at Ingliston. This generated a voluble reaction from one Bill Wood who noted the slide was unique for three reasons:- 1) I had hair 2) I'd won something 3) I was sober! My friendship with Bill from those days has ensured a complete fail on all three since then.

Given the era of which I have been speaking I suppose the title of 'Ancient', awarded me by our Editor (Times, May '89), and prior to Allan Staniforth's outline of the rules of qualification for the title, would seem to be in order. However, in defence I must say I was very young in 1964 and much younger than W Wood I might add. This does lead me to ask when we will see the cars of other nominees bearing the title? Perhaps a separate awards ceremony, presided over by Allan might be in order to ensure all are aware of their qualification.

In closing, my thanks to Peter for his entertaining input to the Times.

Regards

Archie Inglis

Wetherby

Dear Pat

Thank you ever so much for all your advice in the July Times. It really was awfully helpful, and I have been trying ever so hard to help Mervyn like you said I should. We went with his mum to this shop in Leeds and bought this fireproof suit in a rather pretty shade of pale blue with matching white accessories. Mervyn was so pleased with it that he wore it to work the next day. Mervyn's workmates are ever so kind and thoughtful as well, because they helped him test it by tipping some petrol on him then setting him on fire. Then they emptied buckets of sand and water on him to put the flames out. Apart from singed eyebrows and some old cigarette ends down his neck, Mervyn was alright, but he says he'll wear his usual clothes to work in future.

We've been trying to work out how all the seat straps and belts and things work. This funny little car - it's called a Formula Fred I think - seems to have an awful lot, and I don't think we've got it right yet because when I pulled the shoulder straps to tighten them all up, Mervyn's face went bright red and his voice went all high pitched and squeaky. He's a lot better now, although he still stoops a bit when he walks.

Mervyn was going to send an entry form in for the July meeting, but he had this bit of bother with something he calls a Hewland. He took the back end off and all these cogs and things fell out. When he put them all back there were some bits left over and the car wouldn't move even when he made me push it. After he had another go there were even more bits left over and, although the car would push quite easily, the engine wouldn't make it go. Mervyn says there's someone called Paul who's got a Formula Fred and who takes his Hewland (what a silly name!) to bits at Harewood most lunch-times just to amuse the spectators, so he's going to ask Paul to show him how to do it properly.

Mervyn was going to enter for the next meeting in August, but he's been a bit busy lately applying for this vacant driving job at Ferrari. He always says if you send an application in before the advert appears it shows you're keen. He hasn't heard when the interview is yet, and I told him he should have sent a stamp for a reply, because most firms like you to do that these days, don't they?

We hope to be able to get to the meeting in September, but there's still a few things to do first, like emptying out and cleaning the petrol and oil tanks. You'd think they would put them a bit further apart, or label them or something, so you can't get them mixed up, wouldn't you? Mervyn hasn't got his helmet yet either, although my dad said he could borrow his old ARP one if he was careful with it - after all, it's nearly 50 years old now and quite a family heirloom.

Anyway Pat, I'll close now and write to you again and let you know how Mervyn gets on. Hoping this finds you in the pink as it leaves me at present.

Yours ever so truly

Worried Blue Eyes

UPHILL STRUGGLES

Peter Herbert

The steady beat of rain on glass roused me from my slumbers in the early hours of Sunday morning. The weather was no better when the time came to crawl out of bed, and for once I set off for Harewood with little enthusiasm. Indeed for one blasphemous moment, as two cars and a trailer aquaplaned their way in a ball of spray down the A1, the thought of the meetings cancellation was an attractive one.

Soaked before I had even eased the Westfield off its trailer, I stood in the rain to sign on and sat in the rain to be scrutineered. Then just as I thought it impossible to become any wetter, Brian Kenyon demonstrated his mobile phone.

Class 9 looked tough. Graham Oates and Barry Heath had their mid-engined projectiles, Bob Walker was entrusted with the Hutchinson Midget, whilst the Scots duo of Inglis and Wright shared the latter's similar machine, now LSD equipped. All were well capable of blowing me into the weeds, and had done so before, however I had a new Tony Law exhaust system and the rain to even things up, my soft Avon Turbospeeds being a match for wet racers.

The rain had actually stopped for my first practice run, but the track was still very wet, and a careful ascent provided a 56.25, second quickest to the inevitable Oates Europa. A second run improved to 53.39 and I was still second, perhaps the rain was not so bad after all. Over lunch I prayed for more.

Dark clouds passed and lighter ones took their place as the afternoon's competition approached, and to my horror a stiff breeze was drying the track. As I resigned myself to another last place I watched the slicks go on. Down on the start line I felt uncannily relaxed. My second place was about to become history but at least conditions looked good enough for a balls out crack at getting into the 48's. Off the line well, braked deep into Country, a confidence touch on the brakes at Willow, but climbed strongly through Orchard and Farmhouse. Lifted a touch later than usual at Quarry and crossed the line a little sideways, and bingo 48.47. To prove it was no fluke I improved to 48.44 on my final run, and to my amazement I was still second to the maestro.

Behind us the class self destructed. Barry Heath's Davrian departed the paddock after its first ascent at the end of a rope, Archie Inglis sailed off at Willow with his throttle stuck wide open and Bob Walker was troubled by tyres well past their sell-by date. So for the second time this season I was invited to rub shoulders with the rich and famous at a Stockton Farm prizegiving.

Whilst morning conditions had been unpleasant, particularly for those in open cars, the real heroes were the marshals and the lone spectator. That they carried out their duties in their usual efficient and good humoured way, says much for their enthusiasm and loyalty to the hill. On behalf of the drivers, a big thank you to you all.

A TOUCH OF CLASS

MONTAGUE BURTON TROPHY MEETING

19th August

The Formula Fords were the class of the field on a somewhat dismal day both from a weather and a competitive point of view.

No-one would have believed, having seen the TV weather forecast, that after a morning of rain the weather would break and the track would rapidly dry, leaving it in quite fair condition but surely not good enough for anyone to set a record - but a record was set. John Bennett rose to the occasion magnificently to topple previous record breakers Roger Kilty and Tim Mason.

As is usual nowadays, Class 1 was non-existent so Class 2 Touring Cars led off the proceedings. Unfortunately usual front runner Michael Holroyd didn't make it through practice as he left his braking far too late on a greasy track and shot off entering Farmhouse Bend, over the gravel trap, and nose-dived into the ground with the rear of the car some 3 feet in the air fortunately with no damage to Michael and surprisingly little to the unfortunate car. The early class leader was Richard Casey after Martin Brobyn had also visited the gravel, this time at Quarry but Martin recovered on his second run to steal the class from Richard and third, for the first time virtually in living memory, was a car other than a Cooper S, the beautifully turned out Nova of Geoffrey Harkness.



Geoffrey Harkness in the immaculate Vauxhall Nova he shares with brother Nigel.

Photo: David Scatchard

The Richard Hargreaves bubble has finally burst as John Garnett in his pristine Sierra Cosworth scored a fine victory over his similarly mounted adversary. His success has been well earned as it is John's first year in the Sierra.

Class 4 was no contest as Bobby Fryers' Solo Stiletto had over 10 seconds in hand over the second place man. In Class 5, Gordon Peters is a rare visitor to Harewood but Gordon always drives in a flamboyant tail-out style in his Opel Manta Coupe. The style was to prove quite effective as his 48.80 saw off the 1600 Escort of Carl Austin while close behind Carl was Tony Mekwinski in his immaculate Ford Anglia.

In the small Marque Sports Cars Brian Kenyon failed to show the pace and commitment that wins championships and although he was 5th top points scorer, he damaged his championship winning chances. Locked in a ferocious battle were Paul Greaves and Pat Kenyon, both recording 46.68 on their second runs but Paul's better first run won him the day and Pat had to settle for third.

Class 7's Graham Walker looked almost certain to win the Harewood Championship when in June he scored 19 points, but at this meeting the best Graham could manage was 17.86. His time of 44.41 just heading co-driver Barry Marsden's 44.71.

In the large Marque Sports Cars George Whittaker in his Morgan +8 is still unbeaten as he was a second ahead of his nearest pursuer John Yardley.

Graham Oates shone in the Small Modsports Class as he polished off the opposition, Graham had a 5 second buffer on second place driver, a delighted Peter Herbert who at last feels that he is beginning to drive his Westfield and not the Westfield drive him.

Tony Bancroft justified his top seeding in Class 10 when he upset the applecart by beating the Westfield of James Slack by 0.67.

Both the Clubmans categories were merged and stalwart of the class for many years, Joe Ward, maintained his recent superb form with a class winning time of 41 seconds and in so doing beat Peter Read who recorded 41.17 and Roger Allen, 41.66.

In the somewhat depleted up to 1600 Sports Racing class of 2, Leon Bachelier is gradually getting to grips with the March 82S to pip usual adversary Bob Prest while yet again non-starters saw Rupert Duchesne the only runner in class 13.

Out of an entry of 26, 23 Formula Fords started the event. No-one would have thought that after the first runs John Bennett had an earthly chance after he spun and recorded 64.78 seconds. Roger Kilty (43.12) had taken a four hundredths of a second lead over Tim Mason but John is a battler and put his head down and went for it and, as the saying goes, fortune favours the brave, the clock stopped at 42.83 - a superb new record on a day when such things didn't seem possible. John Wilkinson was 4th and last of the 43 second runners with 43.92.

The smaller of the two cars in the amalgamated class 15 and 15A, the Jedi of Glyn Sketchley, took the class.

In Class 16 after the first runs Darell Staniforth (39.59) had a comfortable cushion over Chris Seaman but on the second runs Chris popped in a 39.44 and unfortunately Darell wasn't able to reply when, I believe, a drive shaft broke so he was unable to take his run while Dave Whitehead was just outside the 39's on 40.10.

Tony Bridgen must have increased the value of his car by splitting the more exotic cars of Alan Newton and Peter Varley although Alan had a one and a half second victory, Tony's efforts with his converted Formula Ford were quite impressive.

In class 17 John Lambert had an easy class victory but his time of 38.21 was a considerable way off the class record while Tim Thomson struggled to get into the 39's.

In the run off, Tim recorded an identical time to his quickest class time of 39.10 while John Lambert, whose car was followed by a trail of blue smoke, recorded 39.47. The problem was obviously terminal as John didn't take his second run and it looked as though John had done enough to secure FTD in his class run but it was not to be, Tim finally recorded a respectable time of 37.37 to snatch the victory with Chris Seaman in third place.

RESULTS

CLASS	NAME	TIME
2	Martin Brobyn	47.03
3	John Garnett	44.39
4	Bobby Fryers	43.53
5	Gordon Peters	48.80
6	Brian Kenyon	45.82
7	Graham Walker	44.41
8	George Whittaker	44.83
9	Graham Oates	43.84
10	Tony Bancroft	42.07
11B	merged with	
11A	Joe Ward	41.00
12	Leon Bachelier	41.11
13	Rupert Duchesne	47.17
14	John Bennett	42.83 R
15A	merged with	
15	Glyn Sketchley	43.02
16	Chris Seaman	39.44
17A	Alan Newton	40.12
17	John Lambert	38.21
FTD	Tim Thomson	37.35

HAREWOOD HILLCLIMB CHAMPIONSHIP

This years Harewood Hillclimb Championship looks like being one of the closest within its history. Any one of six drivers can possibly win overall. Roger Kilty in his Van Diemen RF85, with the points in the bag, must undoubtedly be favourite at the moment, while Brian Kenyon (Austin Healey Sprite), who did himself no favours with a somewhat lack-lustre performance at the August meeting, can, if he puts in a run which is well within his capabilities, snatch it from Roger. John Bennett (Van Diemen RF85) will also need to repeat his superb record breaking performance if he is to take the title. Graham Walker (Reliant Scimitar SS1) must get himself back to the sort of performance that saw him score 19 points at an earlier round if he is to become champion while the two Cosworth Sierra drivers, Richard Hargreaves and John Garnett must also be on record breaking pace.

Of the rest of the top ten, John Wilkinson leads with 86.90 while fellow Formula Ford driver Paul Harris is 8th. Class 2 Mini driver Martin Brobyn 9th and Class 6 Midget man Paul Greaves 10th.

As usual, the fate of the championship can be determined by the weather but if the track is in good condition, then some of the most exciting hillclimbing of recent times could ensue at the final in September.



Graham Walker in his Reliant Scimitar SS1 entering Farmhouse Bend.

Photo: Peter Cunningham

POS	NAME	CL	POINTS
1	Roger Kilty	14	90.94
2	Brian Kenyon	6	89.95
3	John Bennett	14	89.38
4	Graham Walker	7	88.58
5	Richard Hargreaves	3	88.56
6	John Garnett	3	88.48
7	John Wilkinson	14	86.90
8	Paul Harris	14	86.36
9	Martin Brobyn	2	85.85
10	Paul Greaves	6	84.89



John Garnett exiting Farmhouse Bend in his pristine white Ford Sierra Cosworth.

Photo: Peter Cunningham

FUN AND KAMES

Peter Herbert

One hundred watts of Gloria Estefan is probably not the best navigational aid, hence my early morning arrival in the outskirts of Glasgow having sailed blithely past the Muirkirk turning off the A74.

Scrutineering was in full swing and practice about to start when I finally arrived at East Ayrshire Car Club's Kames sprint course. Class 5 was Formula Westfield, the entire entry being comprised of these very desirable exotic speedsters. One competitor had brought along an elderly relative with him and on hearing of my detour insisted on regaling me, in an unintelligible Scots accent, on the subject of best routes from England. 'Och ye shud turn off a Ecclefechan and heed fa Lochabriggs...' and so it went on, and on, for the remainder of the day.

The track was damp for the opening practice runs, so the most unusual sprint machine yet seen was sent out for its three laps to lay some rubber. The 600 bhp 10 litre turbocharged Volvo truck was fresh from the German Truck Grand Prix at the Nurburgring, and was driven with considerable verve by one Archie Argo, yes really. The truck's pace was such that the embarrassment of being beaten by it was more than a possibility. Several Harewood faces were spotted in the paddock. The Harkness brothers had brought their immaculate Nova to do battle with David Finlay's less immaculate example in Class 1 and Geoff was to give the gregarious Triple C reporter a good run for his money despite failing to deny him his customary class win. Meanwhile the shared Merlyn of Pat Donnelly and Colin Wheeler had Class 8 to itself.

My first practice run enabled me to re-acquaint myself with this fine little 800 yard track, and the approach to the very tight hairpin was as slippery as I had remembered. Indeed one had to force oneself to brake early to avoid front wheel lock-up. Unfortunately, surge through the banked Paddock Bend brought my oil light on during my third lap so my time of 104.4 reflected a quickly lifted right foot. A pint of Mobil 1 later I had a second run, and shaved more than two seconds off my earlier time.

The threatened rain arrived in time for lunch, and I took shelter in the waiting room of the former railway station. 'Of course ye could tak tha road owa Auchensaugh Hill from Crawfordjohn...' It was him again.

Although the rain had stopped, the circuit was still soaked when afternoon runs commenced, and in deference to core plug problems, the redoubtable Harry Simpson was allowed first run in the HS88/1 before returning to Edinburgh for a motor rebuild. Clearly Harry was gambling on the rain returning, but that was not to be, so for once he was to be denied FTD.

Huge puddles lay inconveniently on apexes as I took my first competitive run, and traction was at a premium. However of more concern was water being sprayed into the cockpit, and the whole of my right side was soaked on my return to the paddock. Brian Beverley led the class on 104.2 despite a half spin, whilst I lay fifth on 111.9.

The sun had dried things considerably by the second runs, and driving with much more commitment I brought my time down to 100.7, good enough to move up to fourth. Brian Beverley, unbeaten this season, was in a class of his own, urging his red Westfield round in 93.1.

Fastest Time of the Day was taken by the rumbling Ultima shared by Stanley Johnston and Iain Currie. I'm not sure as to who set the winning time, but on learning of his feat the driver jumped four feet in the air, kissed the tarmac, and kept shouting 'Thank you car, thank you car'. I think he was quite pleased.

So another wacky but hugely enjoyable day's sprinting at Kames was over, and as I turned out of the car park in the opposite direction to the way the old guy was pointing I wound up Gloria to drown his protests.

SPHERES IN MOTION

Tony Briggs

A recent article by John Bennett used the phrase 'round objects out', and Derek Warwick, writing in the Telegraph on Monday 16 July, was even more coy in using the phrase 'eyeballs out'. Each of these expressions is intended to indicate flat out, foot to the floorboards, harry flatters or whatever, and delicately avoids coming out quite bluntly and saying 'balls out'.

This unnecessary avoidance seems to be based on the belief that the expression 'balls out' refers to the exposure to fresh air and public gaze of certain attributes peculiar to the male of the species. Wrong, gentle reader, totally and utterly wrong!

To see where the expression 'balls out' comes from, we need to go back in time and look at yesteryear's methods of controlling the speed of the large stationary steam, gas and oil engines of those days. This was achieved not, as you might have thought, by a black box electronic rev limiter of the sort currently used at Harewood and other such venues, but by the use of a centrifugal or inertia governor.

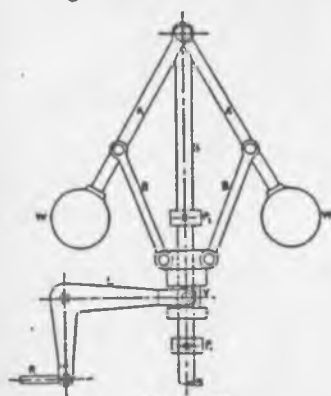


Fig 1

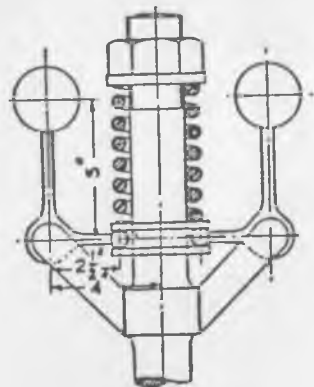


Fig 2

A typical example of an early centrifugal governor is the Watt governor, shown diagrammatically in Fig. 1. Later examples, such as the Porter governor and the Proell governor, will naturally spring readily to mind. The best known example of the inertia governor is of course the Hartnell governor, shown in Fig. 2. All such governors incorporate two heavy metal balls. These are free to move outwards under the effect of centrifugal force as the spindle speed rises, the spindle being driven (usually by gears) directly at crankshaft speed.

Without going into too much technical detail, as engine speed rises and the balls move outwards, a grooved collar moves up the spindle, and a rod linkage then operates to reduce fuel or steam supply until the engine speed drops back and the governor again assumes the configuration for normal operating speed. Should engine speed drop with increased load, the governor spindle speed also drops, the balls move inwards, and the linkage operates to increase fuel or steam supply to bring the engine back up to normal operating speed again.

Clearly, if the engine is set to run at its maximum possible speed, the balls fly outwards to whirl round at high speed and maximum radius, and the governor becomes a fast rotating blur of polished brass and oiled steel. The engine is then said to be running with 'balls out'. Presumably an engine set to run slowly at tickover speed would be running 'balls in', but I cannot find any source which quotes this expression.

It should now be clear that the expression 'balls out' is a perfectly respectable and acceptable engineering euphemism for 'flat out', and one of many years' honourable standing. It may, therefore, safely be used in the very best of company, and its use will distinguish you amongst the cognoscenti as someone of knowledge, culture, sophistication and good breeding. Such is life, however, that I fear that the ignorant and vulgar will think you one of them.....

CURBOROUGH CAPERS

Peter Herbert

Which well known band leader has three letters 'o' in his name? Not Billy Cotton, he has only two and so has Tommy Dorsey. Give up? The answer is Robin Hood! So what has Robin Hood got to do with sprinting? Well, Robin Hood came from near Nottingham and Nottingham Sports Car Club ran a sprint at Curborough recently on Sunday 24th June.

The sky above the spiritual home of English sprinting was clear and blue as competitors arrived in the paddock for scrutineering, but as the morning progressed rain clouds gathered, and those not out early onto the track suffered a wet practice. However, after lunch the rain ceased and the notoriously fickle track surface gradually dried with the aid of a brisk breeze.

Road modified sports and saloons up to 1400cc was a well supported class and John Wilman's Midget held off Allan Inwood's similar car with a time of 40.91, with Mark McDonald's immaculate Cooper S coming third.

The over 2000cc road modified class was taken by Gordon Peters in an Opel Manta, his winning time of 37.68 adequately seeing off the infinitely more sophisticated Ford RS200 of Jon Beck. Yet had the rain continued, it would have been a different story.

Largest class of the day was Kit Cars 1401cc to 2000cc, and a fourteen strong field of Caterham, Lotus and Westfield Sevens did battle. To have snatched victory for Yorkshire would have been nice, but alas Curborough repays bravery and experience and on this occasion Fred Wiltshire had both. The BDA powered Lotus completed the course in 36.75, comfortably ahead of the O'Nions brothers in their Westfield SEi.

An up and coming unknown by the name of Kenyon snatched the goodies in the Marque and Touring Cars 1151cc to 1500cc class, two identical runs of 36.23 being a model of consistency. Mark Cousin's Midget and Martin Brobyn's Cooper S followed the Sprite home, while Mrs Kenyon's time of 37.41 clinched the Ladies Award. Lots of Harewood Spridget regulars had made the journey to Staffordshire and Norman Pemberton made it a trip to remember with a spin on his opening run.

Graham Walker and Barry Marsden dominated the larger Marque and Touring Car class in a Reliant that has no right to be so quick, owner Walker taking the turbocharged Scimitar around the track in 34.50.

Doug Bruce and Graham Oates had the Special Saloon and Modified Sports classes to themselves, the rumbling Capri V8 stopping the clock at 35.63, the Europa recording 34.73.

The Clubmans class saw John Allen's Mallock Mk14/18 beat the Ward WD8M by more than a second and a half.

Formula Fords proved as closely matched as usual, and Tim Mason's time of 34.08 clinched victory for his Merlyn Mk20A. However, things were so hot behind him that Roger Kilty and John Bennett claimed equal second place with identical times of 34.15 in their Van Diemen RF85's.

Mike Duffield's Malan, one of the sports more obscure marques, took the racing cars 1101 to 1600cc class with a best run of 32.48, while next best man Glyn Sketchley was almost a second and a half adrift in his Jedi.

Fastest Time of the Day, as may have been expected, came from the final class, that for Racing Cars 1601cc and over, and Dave Cutcliffe's victorious run in his Van Diemen occupied just 31.63 seconds of his afternoon.

Intrigued as to how the Lotus driver had gone around Curborough four seconds faster than me I asked Fred Wiltshire how he had done it. Fred smiled knowingly and offered me his ear, and sure enough, daylight could be seen through it!

MARSHALS POST

John Staveley

I am writing this after a visit to the local cinema (yes, Thirsk does have one - Studio One to be exact) to see a Walt Disney film called 'The Rescuers' - I thought it was going to be about our old friends The Red Rescuers - alas it involved two mice and a dragon fly called Evinrude rescuing a little girl and her teddy bear - come to think about it there are some resemblances particularly with the teddy - some drivers do behave as though they should have one when things go wrong.

Brian Kenyon turned up on the Saturday prior to the August meeting with some old programmes from the 70's - containing youthful photos of people such as Roy Lane, himself (he was even chubbier in those days), Chris Seaman (long haired and very youthful looking) and Joe Ward.

As promised we have a photo of Tim DeDombal with his World War 1 field surgical kit - which looks very similar to a DIY tool kit to me.



Chief Medical Officer, Tim De Dombal, with his World War I 'surgical kit'. Hopefully he won't need to use it at Harewood!

Photo: John Staveley

Bob 'Drains' Wright is looking for marshals at Dalby on the RAC Rally - if you are interested, see Bob.

Remember you can do the BARC stage at Harewood (see Tim Bendelow for details and enclosed sheet) on the Sunday and the BMRMC stage at Dalby on the Monday.

Rumour has it that the video footage taken by the timekeepers at the July meeting is going to be used to make a sequel to the Railway Children entitled the Hillclimb Children - somehow I think the stars of the former are more than a match for the stars of the latter. Let's face it, Ray Wass is hardly a Jenny Agutter and Roger Frost is definitely no match for Sally Thornsett!

David Dalrymple thinks that we should have painted the bus in desert camouflage - I think he fancies donning a tin helmet and taking it to the Middle East - only an insurance agent could think of that!

Did you hear the one about the start marshals? They had to change a bulb in the 'traffic lights' - it took one of them to hold the bulb and three of them to turn him round!

'Squeely' Norfolk threatens to return in the near future - perhaps he might tell us what he has been up to for the past few months.

KNOW YOUR MARSHALS

John Staveley

Why do we do it?

Some people would answer that by saying 'to get nearer the cars' or 'to get more involved' and then after they had done a few meetings, because of one or both of the foregoing and the fact that they enjoy doing it.

Most marshals enjoy doing their duties just as much as the competitors enjoy competing and for them it is just as much of a hobby as fishing or football is to others. Not only do they enjoy watching motorsport but they enjoy being involved and at a fraction of the cost of competing.

We all enjoy a laugh and a joke and the companionship which is built up is very similar to that of the public emergency services. Amongst our regular marshals most of us have nick names or features which we are known by and the idea is if you knock, then you have to be prepared to be knocked back and by heaven we sometimes take some real stick - but it is all in good humour (least I hope it is!!). Also it may shock some of the competitors to know that they have distinguishing marks which identify them! again all in the cause of good fun.

The marshals like nothing better than to get to know the drivers (and where possible to pull their legs) because that helps to make us feel more a part of the scene and not just faceless dummies standing on a corner (unloved and un-noticed - aah)

We all need one another in order to enjoy our chosen sport - neither of us can indulge ourselves without the existence of the other. That's why the drivers who take the trouble to wave to the marshals or to acknowledge them as they go down to the start or better still turn up at training days and evenings, are the ones whom the marshals take an interest in - remember if you do go off, it's better to hear a friendly voice rather than a voice from a person totally unknown to you.

All the marshals try hard to gain experience and knowledge to enable them to do their job better just as the competitors strive to shave another hundredth or two off their best time. When a competitor makes a mistake he slides, spins off or crashes. When a marshal makes a mistake he frequently runs the risk of being castigated as being incompetent. He feels just as bad about making a mistake as the competitor does, however he frequently does not make excuses as to why the mistake occurred but merely strives to learn by his mistake. Marshals may laugh if you make a mistake, however if you are in any way hurt they will act seriously and as professionally as they are personally able to. Remember, they may be standing up to their ankles in mud, wet through and generally fed up, you by spinning off have probably become the highlight of their day by at least giving them a chance to do what they have been standing there waiting to do all day (no I don't mean relieving themselves - although some drivers antics do nearly lead to actions of this kind.)

We are here to look after you and to enjoy ourselves so next time you go down to the start give us a wave and let's all try to make Harewood the FRIENDLY hill and if you fancy joining us a hearty welcome awaits you. The only qualifications you need are a will to learn and a sense of humour. Remember a smile costs nothing. See you on the hill.

RAC RALLY

Also wanted are marshals for the Dalby Stage of the rally run on Monday 26th November. The stage is 20 miles and also a spectator stage so lots of marshals will be needed. Anyone interested, please contact Bob Wright on (W) 0423 500600 or (H) 0532 391229.