



TIMES



DECEMBER/JANUARY 1990/1991

BEST WISHES FOR CHRISTMAS AND THE NEW YEAR

CHAIRMAN'S LETTER

7th December 1990

It is with deep regret that I have now had to alter my original letter twice, following the sudden and tragic loss of Tony Bridgen on the 23rd November 1990, and of my own Father a few days later on the 29th November 1990, neither showing signs of ill-health and both with great plans for the forthcoming season. Their keen interest and presence will be sadly missed in the paddocks where they enjoyed many hours deliberating in their own inimitable style the future direction of the sport.

My sincere condolences to Carolyn and Tony's family, the pain of their loss is very real in my own mind.

Twelve months down the line and we still have not got too much further with the new plans and developments for Harewood.

I have also just been informed of yet another set-back which is due to the council wanting more time to consider our application, which should have been through their system by the earlier part of November.

This does not mean that they are not looking at our application favourably, it just states the fact that they are quite busy at the moment and wish to give it the right input.

Once permission is granted we will need to get together interested parties who are intent on lending as much muscle to getting things moving on the roadworks and tidying up of the site.

I feel the site would benefit from a working party sometime before the beginning of the season, to tidy up the general areas and add a bit of pizzazz to the appearance of the site to the general punter.

It hardly seems 12 months since I was wishing you all the compliments of the festive season, and look forward to seeing you in the New Year.

Tim Thomson

EDITORIAL

As many of you will doubtless know, the Yorkshire Centre has recently suffered two grievous losses. The passing of two highly respected and well known characters of the stature of Tony Bridgen and Jim Thomson will

leave a massive void in the paddocks throughout the country. They both contributed greatly to the well being of our sport.

Tony was not only a well known competitor but was often seen on the other side of the fence in the role of official and of Championship organiser. Indeed the Slaithwaite Motor Club's Sedan Performance Challenge would probably never have got off the ground without Tony's enthusiasm and dedication, in fact often you would hear competitors refer to it as 'Tony's Championship'. We are glad to be able to report that all of Tony's efforts will not go in vain and the mantle of championship organiser will be picked up by his friend and fellow competitor John Bennett. It would be a fitting tribute if a large number of us were to enter next year's championship. We do believe that the 1991 sponsor, Tom Hammond, is to present an award to be called the Tony Bridgen Memorial Trophy.

Many people take much out of the sport without thought of putting anything back in. Jim's love of Jaguars prompted him to present to the Yorkshire Centre an award for the quickest Jaguar at Harewood. This was known as the Guyson Sandblast Trophy and was in itself a fine gesture but Jim did even more when he sponsored the BARC series after the withdrawal of Castrol. Under his magnanimous support the series went from strength to strength, Jim then turned his attentions to the National hillclimb series and supported the RAC British Hillclimb Championship as he has done to this day.

Both these highly colourful characters will be sorely missed but will definitely not be forgotten.

Pat Kenyon

BARC YORKSHIRE CENTRE

COMMITTEE MEETING 3rd DECEMBER 1990

The RAC Rally Stage ran well and all the team were complimented and thanked for their efforts. The financial results were reasonably satisfactory, having regards to the presence of another stage five miles away which attracted an almost identical number of spectators.

A number of matters raised at the Speed Events Forum were discussed with a view to their inclusion in next year's regulations book and entry forms; or in the case of the provision of split times and speed traps, to obtain a quote for the equipment and timekeeping services in addition to the existing facility.

Tony Hodgetts

MITCH ELLIOTT

October 20/21 saw a return visit to Croft, and like the first time it was to marshal. In 1987 it was held later in the year and was d---d cold, so much so that it was rumoured that all brass monkeys had become eunuchs.

A 5am start saw Pauline and myself running in convoy up a remarkably busy A1 with Phil and Aggie, the fog nearly caused me to miss the exit at Scotch Corner. Phil was (and still is) convinced that I was asleep and the correct route was down to my navigator (who WAS asleep).

7am saw us arrive at a fully manned Croft, signing on accomplished, we had time to tour the paddock and study form. The Scandinavians again impressed with their converted (and specially built) coaches and transporters, what a contrast to the 'newcomers' namely the Eastern Bloc entries from Czechoslovakia, Hungary and Bulgaria (of which more anon). This open accessibility remained all weekend and like our own sport is, I am sure, a most welcome change from the KGB-like security enforced at some race meetings. Looking round the paddock on the Sunday I was not sure who was relishing it most, 'dad' or the autograph book wielding son.

Duties this year were at 'Mad Hatters' exit, Pauline and Phil were on course, Aggie was flagging and yours truly was observer - it makes a change to watch somebody else get it 'wrong'.

With the 'Finns' not entering a team this year the favourites were the Norwegian Team led by Martin Schanche. As previously mentioned, teams from 'the east' were making their debut. Bulgaria had only one team member as the others had fallen by the wayside en route and the sole survivor had DRIVEN his Gp N Golf GTi all the way, now that is enthusiasm (also one hell of a walk home had he bent it).

Saturday's practice saw one of the Hungarians launch his Skoda into a monumental series of rolls which systematically destroyed the car. When the dust (mud?) settled it was with great relief that he calmly undid his belts and climbed out. Apart from preventing a marshal of much larger proportions climbing into his much prized kevlar seat during the recovery, his main concern was in trying to find out if it had all been video'd. The lone Bulgarian swapped nationality for the remainder of the event.

'Drive of the Day' for me came from one of the Czechs who, armed with one of the few 1.6 Gp B Skodas, embarrassed a lot of much quicker and more expensive machinery.

Accommodation on Saturday night was at the newly opened (first night) Rank Motel at Scotch Corner, the aforementioned Golf was also in the car park, complete with numbers and taped up lights, not to mention a good covering of Yorkshire mud and shale.

The racing has been well documented elsewhere. Norway's strength in Div 1 (Gp A cars) won the day as Messrs Gollop, Palmer and Welch could match Martin Schanche and co in Div 2. To make up for last time, the weather was clement and produced, at times, near perfect conditions.

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0253 723229 evening

RAC RALLY THANKS

TIM BENDELOW

In response to my challenge in October's 'Times' - 'Will the Drivers Marshal?' the answer was a resounding 'Yes' as eleven current and/or former Harewood drivers assisted us in the running of the Harewood stage of the RAC Rally.

Thank you lady and gentlemen for your help, it helped my job as Chief Marshal. You may be interested to know that we signed on over 230 marshals (excluding senior officials, timekeepers, radio operators, rescue crew etc etc) between 4am and 6am and managed to get them in position prior to the safety checks.

I thought that number of people was unmanageable on paper but as Safety Officer John Staveley and myself drove through the stage, everyone seemed well spread out and there was little obvious crowding.

I do hope you all had a pleasant morning (thankfully the rain we had at signing on had stopped before the course cars ran through) and managed to keep warm. The spectator figures were disappointing (4,500 rather than the 10,000 we hoped for) and there didn't seem to be any problems that were not sorted out from my start-line view.

My thanks are also due to other BARC Yorkshire Members and those from other centres who travelled up to assist us - some from the 'deep' south. My job ran fairly well - there were one or two minor panics with last-minute marshals reluctantly accepted into the game-plan, but on the whole I enjoyed the challenge of the task and would do it again (with some revisions) if asked.

Once again, thank you drivers - Brian and Pat, John, Paul, Kevin, Don, Tony, Geoff, Ron, Mark and Stephen - your efforts were greatly appreciated by the Senior Officials and myself. Christmas greetings to you all and if you can marshal at any Harewood meetings in 1991, please let David Dalrymple or myself know.

SIX MILLION DOLLAR MAN

In a recent Times we reported that Mike Wilson had undergone an operation to replace a knee joint. This was highly successful and while undergoing physiotherapy, Mike reported to one of the consultants that they appeared to have shortened his leg by an inch. The consultant immediately went on the defensive and said that no way could such a thing happen, so he sent him off for X-rays and further investigation. It appeared that Mike's hip joint had collapsed and he has recently undergone surgery to correct this recent setback.

Fortunately, 'they have the technology, and they will rebuild him'. By the time this issue hits your doormat, Mike should be back at home. Chris Seaman, who has given us the information, has promised to keep us up to date on his recovery. We all wish Mike the best for a speedy return to health.

The inclusion of any article in this publication does not imply that the Club, its Officers, its Editorial Staff or any other member shares any opinion expressed therein.

PASSING JONATHON PALMER

ANNE ENGLISH

The first Sunday in November saw John and I along with our friends John and Liz Atkins making the annual pilgrimage from London to Brighton, to celebrate the 94th anniversary of emancipation day, when in 1896 the drivers of motor cars were released from the law which necessitated each vehicle being preceded by a pedestrian carrying a red flag - a good job too with some of this season's times up Harewood.

The 57 mile run is for cars built before 1904. This year we went in John Atkin's 1902 Darracq, a wonderful blue four seater, with very poor brakes (as all vintage cars have, a problem not recognised by modern drivers!)

The run itself was very uneventful, only stopping for fuel and coffee breaks, there seemed to be lots of the latter as this year's event was sponsored by Kenco. This is the first time that I have made it to Brighton, previous attempts being dogged with misfortune and breakdowns. The support from the crowds along the way is quite phenomenal, and the face soon aches with much smiling, and the arms ache with much hand waving - makes you realise what a terrible job our Royals have. There were 400 entries this year, the eldest being a wonderful steam kettle on wheels that made for very dramatic photos with clouds of white smoke behind it, alas it didn't make it to Brighton by 4pm.

One of the rewards for reaching Brighton, besides the medals and penants from the RAC, is the annual viewing of the nudist beach, and YES on the 4th November there was one man exposing himself on the shingle beach - not a pretty sight, the vintage cars made a much better attraction.

And YES we did pass Jonathon Palmer going UP a hill!

LOMBARD RAC RALLY HAREWOOD SPECIAL STAGE

JOHN M ENGLISH - STAGE COMMANDER

I would like to thank everybody involved in putting on the Harewood Special Stage for this year's Lombard RAC Rally. We had dreadful weather for the Saturday when setting up the stage and a special thank you should be given to the dedicated few who braved the weather to help in setting up.

On the day everything went to plan for both the running of the competitive side and the admissions side of things.

Many thanks again and hope to see you all next year.

STAGE TIMES SS2 HAREWOOD HILL (1.82 miles)

1	Kankkunen	2 min 21 sec
2	Airikkala	2 23
3=	Alen	2 25
3=	Vatanen	2 25
5	Salonen	2 26
6=	Schwarz	2 27
6=	Wilson	2 27
6=	Brookes	2 27

TONY BRIDGEN

At the beginning of 1988, a fellow Slaithwaite Motor Club member and myself decided to have a go at FF1600 hillclimbing. My friend lived over the road from a chap called Tony Bridgen, who was (I was told) a keen hillclimber himself in FF. Now this chap kindly volunteered to accompany my friend and I all the way to Newark to view a racing car owned by Bob Cartledge. I drove the three of us down and that is how I first came to meet, like and respect Tony Bridgen. Not only that, but Tony's ceaseless enthusiasm for the sport and willingness to help others (even strangers) was immediately apparent.

My friend and I bought that car, mainly on Tony's advice and a good beginners choice it turned out to be. Tony continued to help and advise us, until two thirds of the way through that '88 season when my friend decided to pull out. It was then that Tony's generosity enabled me to stay in the sport. On the pretext of having a second car for Scammonden and Baitings, he bought my friend's half share in the car. In fact Tony was using his money to keep me in a sport I had already come to love. He only drove that car a couple of times, probably out of curiosity more than anything.

At the end of 88 Tony and I were firm friends, and were already planning to share a car in 1989. Again Tony helped me by putting in the bulk of the money until I could come up with the necessary readies.

I think the record shows what a superb year in terms of wins and championship positions 1989 was for Tony and myself. Naturally I was the second driver, and quite content to be so, since I owed so much to Tony's dedication and enthusiasm. He was my tutor and I the willing pupil. That year I learned more than I'll probably ever learn again in one year about what driving really quickly is all about. And far from being resentful when I started, on the odd occasion, to beat him, he was always full of praise.



Tony Bridgen

We had some excellent days in 1989, but I still cherish our weekends at Shap as the best of all - staying in his camper, barbecues, into the hotel for a drink with friends and good, if a little frightening, competition.

He paid me a tremendous complement when, for the final Harewood, he altered the entry list and put me as number one driver.

So at the end of 1989 our partnership ended. Not acrimoniously, far from it. Tony wanted to broaden his horizons. That from someone who had joined Slaithwaite Motor Club in 1988 and was already the Hon Treasurer, who had managed single handedly to establish a championship according to his rules, who had bought a FF2000 in the latter part of 1989 as well as his FF1600.

I decided to stay in FF1600 and so an amicable settlement was reached whereupon Tony kept the FF2000 and I sold the FF1600, but was left with sufficient to enable me to buy a 1985 car with my current partner Stuart Abbott. Tony then went on to travel the country, meeting new faces, making new friends, and, as he intended, learning. He knew his car wasn't competitive, though he still drove it with undiminished verve. His highlight was taking the Baitings Dam outright record, which he still holds.

Ever wanting to be different, Tony had embarked upon a truly ambitious project for 1991, namely a supercharged V6 Renault engine installed in a Formula Renault chassis. Alas it was not to be.

Whilst taking part in a Charity event - a 24 hour Karting Marathon for Children in Need - Tony suffered a massive heart attack from which he never recovered.

Ironically a few weeks previously, Tony's father had gone in the same way. Tony had always said it was the way to go, and especially doing something he loved - competing. It just came 20 years too soon. Twenty years in which I have no doubt Tony would have continued to make his unique and distinguished mark in our sport, as he has always done in the past.

Somehow it will not be the same anymore.

John Bennett

Donations in memory of Tony Bridgen may be made to:-

The Chest, Heart and Stroke Association
c/o John Cloughton
5 Dearne Park
Clayton West
Huddersfield HD8 9PU



Tony driving his FF2000 up Quarry Straight

JIM THOMSON

Together with many of you it has been my privilege to have been a close and dear friend of Jim's for many years, and when on the 29th November 1990 Jim died, it came as a great shock to me as I am sure it did to all who knew him.

I first met Jim in the Lake District one Sunday morning, he and his wife Adrienne seemed to be in some difficulty launching a pleasure boat, but with a little help from Don Griffiths and myself we managed to get the craft onto the lake. This was thirsty work and we set off down Lake Windermere at a rate of knots in search of a watering hole.

Passing through Bowness harbour we noticed the Lake police launch heading our way. As the speed limit was 10 mph, Jim shut down the throttle to reduce speed but without any noticeable change in our progress - the throttle had stuck wide open. I don't quite remember who took evasive action as I was busy with the throttle cable at the engine but we did get to the pub on time.



This was to be the start of a life long friendship and it would be impossible in this space to relate the many adventures we had together.

But hillclimbing was to become Jim's great passion, a sport in which he excelled. The sight of him hauling an Austin Westminster up the hill was a real treat. This was followed by a succession of mounts amongst them E Type Jaguars and Vauxhall Chevettes before his long association with Pilbeam Single Seaters.

His awards cabinet gives proof to just how successful he was. Both sons James and Tim followed in his tyre tracks with James winning the 1981 RAC British Hillclimb Championship.

Jim's influence on hillclimbing was great, both his generosity and his presence will long be remembered. Anyone who has stepped over the very large welcome mat into his motorhomes will know what I mean. The meeting was far from over after the last car had run and the awards presented.

The sport has lost a great champion and he will be sadly missed.

To his wife Adrienne, sons James and Tim, daughters Lyn and Tracy, on behalf of all his friends we offer our deepest sympathy.

Bob Garside



Jim driving his Pilbeam at Harewood

Donations in memory of Jim Thomson can be made to:

The Leeds MacMillan Nurse Appeal
c/o C Binns
Funeral Directors
10 Ilkley Road
Addingham
LS29 0QW

UPHILL RACERS

It is tragic that the book's sponsor, Jim Thomson, who had invested a great deal of money and enthusiasm on the above publication, has not lived to see its impact on the bookshelves of motorsporting enthusiasts. Jim commissioned Chris Mason to write this considerable tome and Jim himself wrote the foreward to the book as well as a part in the appendix called 'The Inner Man' in which he reviews hillclimb pubs and restaurants.

The book has nine chapters:-

Chapter One covers 1899 - 1914, The Origins of the Sport.

Chapter Two - An Early Vintage, covers the resumption of activity after World War I

Chapter Three - Shelsley Supreme, the emphasis is on Shelsley Walsh and the increasing specialised machinery which ran there. This chapter covers the pre-Second World War period.

Chapter Four - Renaissance 1945 - 1950. The years when hillclimbing secured tremendous support from competitors and spectators alike and when new cars, parts, petrol and above all, new racing circuits were in short supply.

Chapter Five - The Cooper Jap 1951 - 1961. Hillclimbing in decline but with an upsurge of interest in 1961. The last year that the RAC Championship was won by a Cooper Jap.

Chapter Six - Getting the Power Down 1962 - 1968. A major growth period in the sport, advances in chassis and tyre design enabled more powerful circuit racing-based cars to topple the Cooper Japs from their domination.

Chapter Seven - Fours, Eights and More Exotic Still - 1969 - 1974. Increased competitiveness at the top. Marsh's retirement ends an era, arrival of the Cosworth DVF and Hart (right at the end of the period) engines.

Chapter Eight - The Pilbeam Era 1975 to 1983 - Growing domination of the sport at the top of cars designed by Mike Pilbeam, Success of the Guyson/BARC and Midlands Championship among many other lesser series.

Chapter Nine - The Sport - 'Why do they do it?' An attempt to isolate the appeal of the sport.

Appendices - The Champions, The Winningest Drivers, The Inner Man, The Leading Clubs.

THE OTHER SIDE OF THE RAC RALLY

TONY HODGETTS

While John and his merry band were organising Stage 2 of this year's 'Lombard RAC Rally', the dedicated group of Judges (who are unkindly dubbed 'The Yorkshire Mafia' by Clerk of the Course Malcolm Neill) were hard at work keeping the competitors in order. In fact, on Sunday that was not too difficult, as the cars were fresh and the roads had not yet become congested with those strange people who feel the need to spend a fine Sunday in a queue of traffic to and from the Dales

Early on Monday (very early) the story was similar, although the crew of a SEAT Ibiza were already busily rebuilding their charge even before Boltby, the first stage of the day. By this time the main road between Helmsby and Pickering was gradually filling with the thousands who wanted to get into Dalby. Up in the moorland villages the police and marshals were busily dissuading spectators and chase cars from defiling the tranquility - with such success that the landlord of the pub in Lerisham complained that there were not enough getting through to give him his anticipated level of custom, but you can't please everyone. Deep in the forests the leading drivers were finding that having pace notes let you go faster, but also meant that you had a bigger accident; and various prominent Scandinavian pilots threw themselves at the unforgiving trees with almost kamikaze abandon.

As the day ground on, inevitably someone came a real cropper, and as the field turned back westward towards Harrogate there were ominous spells when no cars came through for half an hour or so. One result was that the later numbers found themselves frantically trying to get to the stages through the returning hordes from Dalby who choked up the road from Thornton Dale to Helmsby, and some pretty phenomenal driving ensued. The competitor who managed to collide with a Judge of Fact under the eyes of a highly disapproving traffic cop must have rued the day he set out.

The revised format of plenty of service opportunity, with very strict control of the few areas where service was not allowed, worked well but was rather strenuous for the Judges - one had to watch one's area very closely, then rush madly off to the next, and if the field got delayed, the timing became very tight. We heard several favourable comments from the locals, so it looks as though that recipe works. Certainly it seemed to be the slickest 'RAC' yet so it will be interesting to see how the FISA observers report and assess it.

HIGH NOON AT HAREWOOD HILL

DON 1

More like 13.45 hrs on a cool dry Sunday in June. Those intrepid Gilbern Owners Club members had gathered for the shoot out.

The Harewood Trophy is an award competed for each season on handicap. The winner gaining valuable extra points towards the Gilbern Owners Club Championship.

A cold wet Saturday dawned to the sight of four members gathered to do their best in the conditions, to keep their powder dry and the weapons ready for action.

The members:

Class 7 Paul Scott-Cambridge-1800GT

Class 8 Nick Vandervell-Twickenham-Invader MkIII

Don Williams-Huddersfield-Invader MkII

Nigel Ellis-London-Invader MkII

After practice, when most struggled to get under one minute in the rain, it was time to retire to the saloon/beer tent to hammer out the handicap bogie times. This is done to enable all members to compete on equal terms whatever the state of tune of the car.

Sunday saw a vast improvement in the weather - at least it was not raining! So battle could commence with a vengeance.

With only two shots - sorry - Two Class Runs, the tension mounted.

The first class runs were, to all intents and purposes, a dry practice. With everything depending on the second class runs, after lunch.

The weapons were loaded with one more round, and battle joined. When the dust settled only one man stood tall.

Don Williams had kept the Harewood Trophy in Yorkshire - a fitting end to a weekend of high drama and wet feet!



Don Williams receiving the Harewood Trophy from Nigel Ellis

LAST OF THE SUMMER WHINE

PETER HERBERT

An evening in a Persian restaurant in darkest Birmingham was perhaps not the wisest prelude to my final speed event of the season. Fortunately the feared Saddam Hussein's revenge did not materialise and my early Sunday morning at Curborough for Nottingham Sports Car Club's October 14th sprint was greeted with warm sunshine. Indeed this was to be one of the most pleasant days of my competition year, a veritable pleasure to be in an open car.

Black lines of rubber covered Curborough's tarmac as testimony to the previous day's Motorola/Codex round, and in the paddock the redoubtable John Garnett was still smarting at his defeat at the hands of an enterprisingly driven TR7V8. However the experience was to stand him in good stead for Sunday's conflict, as a class merger would bring the white Sierra Cosworth up against the black Europa of Graham Oates.

A number of Harewood regulars had made the journey to Staffordshire, and Mini driver Martin Brobyn was taking the opportunity to debut the MG Midget recently acquired from the day's Clerk of the Course, David Cole. Meanwhile my opposition took the form of Ashley Buchanan-Morris' Caterham Seven.

My first practice run was completed much quicker than expected when the Westfield's throttle stuck wide open as I turned into the long opening left hander following the start. As luck would have it this was probably the best spot in Britain for this to happen, and I aborted the turn, switched off, and took harmlessly to the grass infield. A missing return spring was the cause of my mishap, the back-up spring proving totally ineffective. A lesson learned.

Back in the paddock it was springtime, with several fellow competitors offering replacements. Graham Oates even selflessly offered me the spring that was restraining the Delortos beneath his Lotus' bonnet, however John Garnett came up with a spare unit, thus placing me in debt to T&G Motorsport.

Returning bravely to the track for my second practice run it was quickly apparent that I had flat spotted my brain, as I was unable to convince myself that lifting my right foot would slow the car. My time of 39.64 was therefore surprising, as it was a whole second inside my previous best.

During lunch everyone seemed to want to sell me something. Tony Bridgen his Reynard, James Slack some used Avon slicks. I was not quite ready for the car but succumbed to the tyres.

My first afternoon run was completed in a less than hoped for 39.66 after running wide at the hairpin, but my second was a worthwhile improvement to 38.94. However Ashley was well in control of the class with a best time of 37.98.

Despite languishing in last place after his first run due to a spin at the hairpin, Brian Kenyon's second attempt stopped the clock at 36.21 to clinch his customary win in the Spridget class. Paul Greaves got closest with a 36.65 run while Pat Kenyon's time of 36.86 took third place by a whisker from Martin Brobyn on 36.88. Mr Kenyon could have a fight on his hands next season when Mr Brobyn gets fully accustomed to his new mount.

A time of 34.61 kept the Garnett Sierra ahead of the Oates Europa, so completing a most successful season for the ever improving Settle Sierra Setter. Harewood Champion Roger Kilty took the Formula Ford honours with a time of 34.03 in the Van Diemen whilst Ralph Firman's products took the next two places in the hands of John Bennett and Ian Stringer.

Self confessed old timer Allan Staniforth drove his Quest Terrapin to victory in the small racing car class with a 33.57, while Tony Bridgen had the distinction of being quickest Harewood regular, his Reynard's time of 32.33 taking third place in the larger racing car division. FTD, incidentally, fell to David Render's Toleman, it occupying just 30.15 seconds of David's afternoon.

So another summer's racing was over. Until the following spring there would be no more bark from the side exhaust, no more squeal from the tyres, and no more whine from the straight cut gears.

VIDEO VIEW

MITCH ELLIOTT

Whilst at Croft recently for the Nations Cup Rallycross, perusal of the 'trade' stands revealed one with a good selection of video's. Two recent releases were soon spotted namely the BHP/Virgin 'Great Years of Rallying' 1970's and 80's respectively. At £9.99 each with a running time of 75 and 90 minutes respectively, they had to be good value for money. I was not disappointed, they are superb, content and quality are beyond reproach.

Tape 1 covering the 70's opens with brief coverage of the 1950's and the transition during the 60's to stage rallying as we know it today. Absolutely superb action footage charts progress from the beautiful little Alpine Renaults and Fiat Spyderys through to the Stratos era and on to the emergence of the Japanese courtesy of Datsun and Toyota. It is interesting to note that all the 'star' names of that era are still with us, i.e. Mikkola, Alen, Airikkala, Vatanen - they really do mirror good wine and 'improve with age'.

The 80's tape continues the development of the cars and charts the progress of 'old' and 'new' drivers. The early 80's covers the success of Opel and Sunbeam, the emergence of Audi and the other Gp B cars with 4WD. The brief life of Gp B and its demise is sympathetically covered with no sensationalism, it goes on to cover Gp A to the end of the decade.

The commentary by Steve Ryder is well informed and imaginative, rally fan or not, they make compelling viewing and are worthy additions to any motorsport library.

Just think of Christmas Day, is there any real choice between the circus, the eleventeenth showing of The Sound of Music or the above - start leaving the present list laid about!

Articles for the next edition of the Times by Friday 18th January 1991 please to the editor:-

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

PROPOSED COURSE ON FIRST AID 1991

Dr F T de DOMBAL
CLINICAL INFORMATION SCIENCE UNIT
22 HYDE TERRACE
LEEDS LS2 9LN

- 1 It is proposed to hold a further course on First Aid for marshals and competitors in early 1991
- 2 The proposed venue is the above address, the Clinical Information Science Unit.
- 3 The proposed time and length of the course is 5 sessions to be held on consecutive Thursday evenings beginning on January 10th, finishing February 7th.
- 4 The course will cover the same topics as in previous years, as follows:-
 general orientation
 management of airway and major bleeding burns
 spinal injuries and transportation
 review of course and final test of participants
- 5 Each session will begin at 7.00pm and last for 90 minutes, leaving time for participants to revive themselves afterwards in the nearby (Faversham) hostelry
- 6 On at least one of these sessions a 'second level' course will be taught for those who have already attended the course, giving more detail about topics such as airway management.
- 7 Certificates of completion will be awarded to those who attend the full course.
- 8 If you would like to attend please contact John Staveley, 34 Topcliffe Road, Sowerby, Thirsk YO7 1RB by post or telephone 0845 526008.

We urge members to make the effort to attend Dr de Dombal's First Aid course if they can possibly fit it into their calendar. The importance of such a course has recently been brought strongly into focus by injuries received, first of all by Dave Whitehead who had ear and jaw injuries while a passenger in a Sporting Car Trial. Even more recently was the near fatal injury received by a Sheffield & Hallamshire marshal, who while marshalling on a Sporting Car Trial, was running alongside a car on a section, when he stumbled and slipped to his knees at the precise time that a sizable rock was thrown up by the car's rear wheel. This hit him on the head and resulted in a compound depressed fracture of the skull. Fortunately a nurse was also marshalling at the event and took charge until the ambulance arrived.

These incidents point out the importance of First Aid knowledge as prompt action could probably be a life saver.

ANNUAL DINNER

Unfortunately this year's 'knees up' at the Parkway had to be cancelled at the eleventh hour. All the roads of the area were blanketed with deep snow, and many were impassable. This in itself would have been reason enough to have cancelled the event, but the major problem was

that the Parkway had suffered a complete blackout when their electricity supply was cut off by the blizzard, and the electricity board were unable to give them any indication as to when the supply would be restored.

The manager immediately contacted Tim and as it was obvious that the dinner could not go ahead in these circumstances, it was cancelled. Efforts were made to contact as many of the would-be revellers as possible. If you were not contacted please accept the Centre's apologies.

The Dinner and Award Presentation has been re-scheduled for 16th February 1991 at the Parkway Hotel. Tim has requested that all ticket holders should re-affirm their intention to attend. You will find a ticket application form enclosed with this magazine. If you are unable to attend, please inform Tim. Perhaps some of you may find the re-scheduled date enables you to fit it into your social calendar, if so, return the form to Tim, with the money, as soon as possible.

BK'S THOUGHTS ON A CLASSIC CLASS

Cars eligible, saloons and sports cars built up to December 31st 1965. Racing and sports racing cars of a similar period.

RULES FOR SALOONS AND SPORTS CARS

Engine - engines as fitted to the original car using the original block etc but period variations may be allowed if it can be proved that cars ran with alternative engines up to the December 31st 1965 cut off point.

Transmission - original gear box casing, internals free. Original axle casing, nose piece, ratios free.

Body Work - standard shape to be retained, no wheel arch extensions, different materials may be used for bonnet, boot and doors. The fitting of aerodynamic devices is prohibited other than undertrays.

Wheels - free but must fit under body work and not exceed 1½ inches wider than original.

Tyres - free but must have at least three continuous grooves or a visible tread pattern around the circumference.

Brakes - discs may be fitted to front if not original equipment but standard rear brakes to be retained. Ventilated discs are prohibited.

Windscreens - windscreens and windows of different materials are allowed but must be fitted.

Headlights and rear lights must be retained.

Fuel - free but methanol and Nitrous Oxide are not allowed.

Forced Induction - supercharging is allowed with the 1.4 equivalence. Turbocharging is not allowed.

These are just some quick thoughts that I have jotted down to create interest or comment for future discussion. They are not meant to be the definitive set of rules so if you are interested in such vehicles, please write to the Times with your observations, and perhaps something may be incorporated into a future Harewood event.