



BARC

YORKSHIRE CENTRE TIMES

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JUNE 1991

BRITISH AUTOMOBILE RACING CLUB YORKSHIRE CENTRE

COMMITTEE MEETING 8th APRIL 1991

The Harewood premises can be rented for functions (the normal cost would be £130) and arrangements are in hand to investigate the possibility of obtaining a licence.

One result of the current business climate is that there are fewer sponsors than usual for Harewood in 1991. Any member who knows of a potential sponsor is asked to contact the Treasurer (H:0653 85583) or David Naylor (H:0532 842987), who will be very pleased to forward the necessary information pack. A small working party is being formed to develop some of the ideas for better use of some of the facilities we can offer.

The committee complimented Alan McKinney on keeping the paddock running in atrocious weather conditions at the Easter Meeting.

EDITORIAL

I never tire of thanking contributors for their articles and anecdotes which, hopefully, makes the 'Times' the sort of magazine you enjoy to read. Although I get a steady flow from our regulars, it would be nice if anyone who has not yet contributed, but has a point to make, to send me an article on any subject regarding the Club, the Centre or the sport.

While I am on the subject of the 'Times', I would like to thank all the people who write in to say how much they enjoy the magazine. As a matter of policy, I do not print the letters as it would appear to be too self-congratulatory, but none the less, I greatly appreciate your support.

Peter Herbert's suggestion for a Club Night at Stockton Farm warrants further investigation and if sufficient interest is apparent, then I have no doubt that something could be arranged.

The recession has made an impact at certain venues and events with some clubs reporting a drop in entries of some 30 to 40%, and some events having to be cancelled, fortunately Harewood achieved near full entry lists at both Easter meetings.

Pat Kenyon

SOUNDS OF THE 60's

TONY HODGETTS

Reading Arnold's evocative obituary for Gordon Gartside takes me swiftly back to the late 1950's and early 1960's when Gordon produced a succession of increasingly ferocious monsters for Geoff to drive, culminating in a Cooper Formula Junior chassis with a Daimler SP250 shoehorned into the back. This fearsome device had eight stack exhaust pipes (as the 1962 BRM Grand Prix Cars) and suffered from lethal decibel levels and horrendous clutch drag.

The start marshals dreaded it. After one particularly harrowing session, when the brute crept into the light beam for the umpteenth time, our normally urbane Chief Start Marshal rapped on the driver's helmet, lowered his face to almost touch the visor, and bellowed "YOU'RE A FOOT IN FRONT".

There was a pause while the intrepid pilot thought this one over, then back, with a baleful glare came "I DON'T THINK MUCH OF YOU EITHER"!

'Birk N Shaw' had a birthday with that one.

DATES FOR YOUR DIARY

May 11th	International Porsche 356 Classic Run
May 18th	Harewood Novices Meeting
May 19th	Harewood Members Meeting
June 8th	Jim Thomson Trophy Meeting
June 9th	Harewood Championship Meeting
July 20th/21st	Harewood RAC National Meeting
Aug 18th	Harewood Members Meeting
Sept 28th/29th	Harewood Finals Meeting

ARTICLES FOR THE NEXT EDITION OF THE 'TIMES' BY MONDAY 20TH MAY 1991 PLEASE, TO THE EDITOR:-

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HAREWOOD HILLCLIMB

CARS & CAR CONVERSIONS / BARC SPEED CHAMPIONSHIP

ROUND 2

30th MARCH 1991

'COCKNEYS versus TYKES'

PETER HERBERT

The BARC Yorkshire Centre's first hillclimb of the season saw Stockton Farm host to the second round of the Cars and Car Conversions/BARC Speed Championship on a cool but dry Easter Saturday.

'Cor blimey mate, it's bleedin' cold on top of this 'ill', blended with the more familiar tones of 'Nay lad, this is nowt, wait till August' in the cosmopolitan paddock. The scene was set for a fine day's motor sport.

Standard Production Cars opened the afternoon's competition, and Steve Pattinson made the long journey from Maidstone worthwhile by winning the merged classes 2 and 3 with a climb of 51.96 in his Jetta GTi, narrowly beating Sheffield's Andrew Archbold who recorded 52.29 in a Fiat Abarth. First blood to the Southerners.

Cambridge's Giles Tinkler justified the inclusion of his photograph in the programme by heading Class 5, the first catering for Road-Going Production Cars. The Spitfire driver stopped the clock at 52.50. Chris Fulke-Greville, despite a second run spin at Orchard, clinched Class 6 with a first run time of 50.64 in his Toyota Corolla. Class 7 saw a close contest between the Caterham Sevens of Rob Fradley and Triple C Editor Nigel Fryatt, the former's ascent in 47.79 outpacing the journalist's 48.84.

Class 9 was a straight fight between the Clubman's Sports of Damon Miles and Chris Rivett. Miles' Mallock Mk18B proved victorious, a time of 46.59 proving too rich for the Haggispeed Mk6B's 47.74.

Yorkshiremen struck back in Class 10, with John Bennett's Van Diemen RF86 outrunning the RF85's of old rivals Tim Mason and Roger Kilty, a mere 0.34 seconds covering this highly competitive trio whose respective times were 43.43, 43.65 and 43.77.

Sportsmanship of the highest order was displayed in Class 11, when pace setter Brian Kenyon's participation was threatened by a mysterious fuel pump electrical fault. Selflessly, Brian's class rivals descended on the Sprite and cured the problem, so enabling the boy Kenyon to take his customary win with a time of 45.52. Chris Seaman confirmed his Practice Day form by putting his Midget into second place with a time of 46.48, while Martin Brobyn's similar car was third on 46.60. Last but by no means least in the seven strong class was Norman Kitching, driving his very first hillclimb in son Dave's Spitfire. Nattily attired in sports jacket, collar and tie, Norman was every inch the sporting gentleman, and enjoying every minute.

Class 12, the larger Marque division was won by Salisbury's David Blencowe in a TVR Vixen

with a time of 52.59, this proving too quick for another hillclimbing newcomer Mark Richards. Mark's time of 56.78 was a reflection of rubber past its sell-by-date, rather than the enthusiasm with which the TR7 was conducted.

The redoubtable John Garnett stepped out of his new motorhome, a cross between a TV detector van and Monty's Western Desert HQ, and coolly sniffed the air. The man from Settle smelt victory, and that's exactly what he got. An ascent in 44.21 was easily good enough to sew up Class 13, particularly as Graham Walker's Scimitar SSi took a trip into the cheap seats at Quarry, to compound a blowing head gasket.

First of the new RAC classes, Modified Production Cars Class A attracted the largest field of the day at thirteen. A tired and emotional Peter Herbert, whose re-engined Westfield was completed at 1am that morning and run-in at 7am, achieved his first Harewood class win with a time of 47.82. The Minis of Neville Moon, 48.36, and Chris Judge 48.74, completed the top three.

Mike Donner's immaculate Elan was victorious in Class B despite taking a very alternative line into Quarry on his first ascent, which saw the Lotus joining the marshals. A second run time of 45.86 did the business.

Haydn Spedding took Class C, the big E Type stopping the clock at 45.89.

FTD emerged from Class D, an opening run by Peter Read occupying just 41.17 seconds of the Mallock driver's afternoon. Roger Allen, who shared the MK24, ran Peter close with a time of 41.19, and you can't get much closer than that.

Bev Fawkes dominated Class G in the Ultima MkII with a time of 42.18, Adrian Desouter's Reynard SF79i was quickest in Class I on 43.71 while David Park's time of 42.52 clinched Class J for the Reynard SF84.

Colin Wheeler's ascent in 43.58 was good enough to take Class K for the Delta driver whilst in Class L the Owens had things to themselves. Steve's time of 41.54 in the OMS 950 beat Lynn's 50.29 by some margin, although their failure to attempt second runs suggested 'bovver', as they say down south.

Final score was Cockneys 10, Tykes 8. An honourable result for Yorkshire.

Within the hallowed grounds of the beer tent, where the rich and famous gather, Cars and Car Conversions Editor Nigel Fryatt presented the awards. Championship co-ordinator Ian Bax, who had driven his Nova GTE into third place in Class 2/3 paid tribute to the Yorkshire Centre's fine organisation and marshalling. The BARC Speed Championship will no doubt be back at Harewood next year, confirming the hill's popularity among competitors throughout the country.

INTERNATIONAL PORSCHE 356 CLASSIC RUN

It was wrongly stated in the last edition of the 'Times' that the International Porsche 356 Classic Run would be part of the meeting on the 18th May. In fact the Porsche meeting will be on Saturday 11th May.

HAREWOOD HILLCLIMB SPRING NATIONAL MEETING 31st MARCH 1991

'UNCLE BILL'S HAREWOOD FLING'

PETER HERBERT

Easter Sunday dawned dull and threatening, and as the day progressed the rain arrived in the form of heavy showers. The green paddock gradually turned to brown mud, and fat racing tyres soon transported that mud onto the track. Stirling efforts by the marshals were unable to stem the relentless pervasion of the brown liquid across the tarmac, and some exciting motoring resulted.

There were incidents aplenty during morning practice, the loudest of which was the sound of Norman Pemberton's Sprite hitting the armco on Quarry Straight following a lock to lock exit from Farmhouse Bend. No doubt it was small consolation to Norman that he was not at the wheel at the time, Steve Mallinson being the culprit.

The afternoon's competition was preceded by lots of sniffing of air and gazing to the west as decisions were made as to whether to run slicks or not. Many were to get it wrong in the constantly changing conditions.

Class 1 Touring Cars opened proceedings and first car onto the hill was soon in trouble when Carl Austin went straight on at Farmhouse. Michael Holroyd, in his 'classic spec' Cooper S proved victorious over the Harkness brothers' Nova with a time of 53.08. Class 3 saw record holder Richard Hargreaves hold off fellow Settle Sierra Setter John Garnett with a climb of 51.19, John being hampered by a mysterious misfire.

Class 4, the first for Marque Sports Cars, was witness to the unthinkable happening. Young Chris Seaman forced his Midget up the hill 0.23 seconds faster than Brian Kenyon's Sprite and claimed his first ever class win. Brian took his battle defeat well, but the war has just begun.

In a merged Class 2 and 5 Marque Sports drivers outpaced their Touring Car rivals, with Harewood specialist Brian Lee taking his Elan to the top in 54.51, 1.02 seconds faster than fellow Lotus man Keith Wilford's Europa. Allan Templar, as spectacular as ever, was quickest of the saloon exponents. A time of 56.32 put his Toyota Corolla GT into 4th place.

Don Williams had Class 6 to himself in the Gilbern, following the previous day's demise of the Walker-Marsden Reliant, and Don's time was 58.62.

Largest class of the day was Class 7 Formula Fords, with eighteen runners. Roger Kilty started the defence of his Harewood Championship in fine style by being the day's top points scorer. A time of 47.08 in the Van Diemen RF85 was just 0.05 seconds clear of Tim Mason's similar car, while Jon Collinge's Pacer FF80 was third on 47.38.

Class 8 catered for MG Cars and Rick Hockney's time of 56.54 was good enough to secure victory for his MGB, from Paul Rodman's Midget which was 2.17 seconds slower. Class 9

was a Morgan Handicap. Barry Long's Plus Eight was fastest on 59.35, but Dave Mason won on handicap with his Plus Four.

Class A, Modified Production Cars, turned into a contest between the well campaigned and freshly repainted Hutchinson Midget and the Herbert Westfield, and it was the determinedly driven MG that emerged victorious. After the first runs Bob Walker and Tim Hutchinson had the Midget ahead of the Westfield, and duly loaded the car onto the trailer to go home. Peter Herbert then inconsiderately split the leaders on his second run, so back off the trailer came the MG to enable Tim to regain his second position with a neat Herbert blitzing drive.

Class B saw the maestro, Graham Oates, picking up where he left off last season by driving his now 1800cc Europa to an untroubled victory over Gary Goodyear's Westfield in a time of 51.93. Third was Paul Nutter's Escort, revelling in the joys of slicks for the first time.

Class 3 fell to Gordon Peters' Manta, a time of 55.88 being well clear of Robert Marshall in a Sunbeam Lotus.

Class D was the domain of Bill Wood and in the tricky conditions Uncle Bill's lightness of touch and his Mallock's tractability, were unsurpassed. A climb in 46.47 was an amazing 6.26 seconds faster than Roger Allen in the Mallock Mk24 while Howard Payne was third in his Mallock MK18B. Sharing her fathers 275G was Leslie Wood, and she finished a fine fourth.

Class E fell to Steve Taylor with a time of 53.32, whilst Alex Graham took Class G in his Mallock Mk20, stopping the clock at 48.23. Unfortunately, as Bev Fawkes was overtaking the Farmhouse, the house pulled out in front of the Ultima without looking and shortened the car considerably.

Dave Butlin was victorious in Class H, his time of 52.10 in the OMS proving far too good for the other 500cc Racing Cars. Mark Kershaw's Jedi 1/24 came closest, 6.88 seconds adrift.

Paul Harris won Class J with a time of 50.74 in the Elden PRH9, from Alan Staniforth's Quest Terrapin HC91. Pat Donnelly took Class K in his Reynard SF79, but Colin Wheeler's Delta T832 was only 0.57 seconds behind. John Lambert was alone in Class L, and climbed the Pilbeam MP53 in 48.91.

The unpredictable conditions resulted in seven Formula Fords in the Top Ten Run Off, but Bill Wood was not to be denied. A first run time of 47.72 clinched the run-off, whilst the Scotsman's class winning time was good enough for FTD.

So the paddock and car park turned the colour and consistency of chocolate mousse, competitors, officials and spectators attempted to leave for home amidst spinning wheels, flying mud and cursing pushers. Yes, motor sport is dangerous.

MUDLARK

DAVID BAILEY

Pulling into the Harewood Paddock for the Easter Sunday meeting, I could think of several better alternatives to standing in a muddy Yorkshire field in the pouring rain at 8 o'clock in the morning! Staying at home tucked up in bed appeared particularly attractive, as the water cascaded down the windscreen of our race support vehicle (that's the Sherpa to the uninitiated).

Our first problem arose when we succeeded in getting both van and trailer bogged down in the trailer park. Fortunately, we separated trailer and van and manhandled the trailer (no mean task if you've ever seen the size of our trailer) into a more accessible position. We then managed to complete the job by successfully getting the van stuck as well! Dad, by a skilful combination of clutch and throttle control (his description, not mine) managed to extract the van onto some hard standing.

Next on the agenda was to take our Formula Ford off the trailer. Easier said than done, I hear you say! (You have seen our trailer then!). Now, the usual way our car is 'dismantled' is to wind the jockey wheel out, as far as it will go to ensure the trailer is at a slight angle to prevent the bottom of our car fouling on its main structure. The only problem was; with the ground being so waterlogged, the jockey wheel proceeded to bury itself as fast as I could unwind it. After some invaluable help from 2 competitors with a Midget (that's two gentlemen with an MG sports car and not two gentlemen of average height and one very small one!), the car was duly removed from our trailer and installed in its allotted position in the paddock.

Sat in the car, in a small puddle (yuk!) with water pouring down the neck of my anorak, I recalled a story Dad told me during a race he was preparing for at Brands Hatch, sometime during the early 70's. Whilst qualifying for the Formula Atlantic race, the clutch on Dad's car packed up. This necessitated an overnight replacement to be installed. This was undertaken during the small hours of the morning in (you've guessed it!) the pouring rain! - out in the open, without shelter and I'm sure you can imagine the state Dad and his mechanic were in! Anyway, whilst this operation was underway, the chief tyre technician from Firestone happened to wander by. It was then he uttered this famous phrase 'Whatever happens Ken, you

must remember one thing - you're enjoying yourself!' How true, I thought, as a large drop of water ran down my nose and fell into the large lake forming between my knees.

Out on the track things weren't much better; the wet and greasy conditions ensuring every driver had their hands full - even keeping the car in a straight line was a major achievement. Of particular concern was just beyond the exit of Farmhouse at the bottom of the approach road. Just being at the point where most of us change up a gear, traction was at a premium (or not, as the case may be). With several hold ups due to unscheduled excursions to the scenery, it was hardly surprising that the meeting was running a bit late.

At one point in the afternoon, most of us in Class 7 were ready to explore the uncharted regions of the Top Ten Run Off! Our chances of outright FTD, along with the rain, slowly drifted away over the Yorkshire hills. The meeting over, our next task was to remove the van to the trailer park. Several helpers later, we have progressed approx. 15 yards only to become stuck once more! It was at this stage that one Chris Seaman Esq (he of Brabham fame) offered his services - if we could wait for the breakdown truck to become available (it was, after all, having a busy time that afternoon), he would arrange for our van to be towed out of the paddock. What a magnificent gesture! This agreed, Dad and I left to put the Formula Ford back on the trailer. Whilst trying to manoeuvre the trailer I slipped and fell 'armpit over elbow' (I think that's the correct phrase?) much to Dad's amusement. However, revenge was to be mine as Dad completed the same move some moments later. That'll teach you! During this mudlark, a white Sherpa appeared around the corner of the hedge and into the trailer park. 'Funny' Dad thought, 'that looks like our own Sherpa'. It was our van! Chris 'I can drive anything' Seaman (his description, not mine) was at the wheel! Our grateful thanks are due to Chris for this. If not for his and other competitors/spectators' help, we might still be there!

Finally, thanks must also go to Pat Kenyon for providing a suitable cure for Dad's headache. It appears that Pat has quite a medicine chest including a few cures for complaints Dad didn't even have! A few comments have been passed regarding my last letter to the 'Times' and the remark regarding the weather at Harewood. I hereby promise never to mention the climate again.....



The Harewood Paddock before it turned to chocolate mousse

Photo:
Peter
Herbert

LETTERS TO THE EDITOR

Horsforth
6.4.91

Richmond
16.4.91

Dear Pat

Just a short letter to put the record straight about the condition of the course at the Marshals Training Day. As you must be aware, the Harewood organisation makes every effort to ensure that the course is in the best possible condition for every event.

To make the running of Harewood even remotely viable the grazing at Stockton Farm has to be let to raise income, in this case to a sheep farmer. The sheep is a gregarious animal and where one goes the rest will follow. The result of this was that, on certain parts of the course, where sheep tracks crossed it, a large quantity of mud was deposited on the track and packed solid by the sheep's hooves.

The intention was to clean the course using the power broom, which is towed behind the tractor, before the meeting. Unfortunately on the first pass on the Saturday before the meeting a driving chain broke and could not be repaired, making it impossible to use the machine. The working party present did their best with hand brooms but the result was less than perfect. Had the mud been caused by the RAC Rally the previous November it would have been removed well before the Training Day.

On a different note, just to remind your readers that there is still time to enter the Annual Competitions and an entry received prior to the May 18th meeting will receive retrospective marking from the start of the season.

Yours sincerely

Boris Hardcastle

Horsforth
22.3.91

Dear Mrs Kenyon

Having been a life member of the BARC for nearly 40 years, and previously a member of the JCC since 1932, I get great satisfaction from the TIMES in the twilight of my life!

I was interested in something that Brian Kenyon said in his report, March 1991, on the Bathurst video. He mentions 'the lone leader droning round' which is so often shown during the TV of a motor race.

This is a problem which, to me, spoils a lot of TV motor race broadcasts, excellent though they are. The broadcast directors do not seem content unless we see nothing but the whites of a driver's eyes when what we need to see is a more general view and how near, or far, the next car or cars is/are.

In no other sport broadcast do we get this preponderance of close-ups and I get so frustrated when I cannot see what is happening vis-a-vis the other cars which is easily possible with today's modern zooms.

I am sure many of the broadcast directors have never previously been to a motor race. James Hunt knows what it's all about. Could someone in the BARC please have a word with the BBC?

Yours sincerely

H H Cryer

Dear Pat

I have been giving some thought to our Chairman's recent request for social activity ideas. Shoot me down in flames if you will, but here are a couple of suggestions:-

1. Until someone comes up with a better idea, why don't we meet, say once a month, at the Harewood Clubhouse. Isn't that what clubhouses are for? A roaring fire, a few cats and drinks, a film or two, maybe a quiz and most important of all, a chat. Drivers, marshals, officials, friends, relatives, in fact anyone mad about motorsport would be welcome.

2. I reckon most of us, whether speed eventers, marshals, officials or spectators are secretly closet racing drivers. Other clubs hire circuits for a day, why not us? Surely the Yorkshire Centre hierarchy have the contacts. Road tyred cars of all descriptions would be used, preferably with professional tuition on hand.

These are just thoughts, has any other member got any better ideas?

Regards

Peter Herbert

Sheffield
18.4.91

Dear Editor

SUPERB SPORTSMANSHIP

Having recently been the victims of rumour and innuendo, it was extremely pleasant to be on the receiving end of some superb sportsmanship. Fellow class competitor Martin Brobyn along with Formula Ford drivers John Bennett and Stuart Abbott, descended upon our Sprite, which had an in-operative fuel pump. Brian was reduced to the role of spectator as they sussed out the problem and then re-wired the fuel pump with wire donated by Mike and David Plant. All this activity meant that we had to take our runs out of class order. As one of the officials pointed out, our fellow class drivers could have objected, but they didn't.

We would like to record our grateful thanks to all the competitors and officials concerned, you have rekindled our faith in the sportsmanship in hillclimbing.

Kind regards

Brian and Pat Kenyon

STOP PRESS!

TIM BENDELOW

Our mutual friend (Worried Blue Eyes of Wetherby) has sent an application form in to join the Harewood Marshals Association. Obviously WBE wants to get a closer look at Mervyn's driving so she has stepped over the fence to learn more (or does WBE think that if Mervyn damages the FFred, she can help by being with the extinguisher and flag brigade, rather than on the 'sidelines'?)

Anyhow, welcome to the HMA, Worried, and I hope you enjoy your marshalling.
PS I've still to receive the cuddle!

NEW CLASSES

TIM BENDELOW

BK's article on the new class structure for hillclimbs and sprints got me thinking. I agree with Brian when he says that classes A, B & C Modified Production Cars would appear to benefit the Lotus/Caterham/Westfield cars at the expense of other sports and saloons. The Easter Harewood didn't prove this fully but it is early days. Class A went to a Midget (1st & 2nd) with P Herbert's Westfield 3rd from a Sprite and the only 'competing' saloon, the Simca Rallye in 5th, whilst Class B saw the Europa TC 1st, a Westfield 2nd from a Mk2 Escort (the only saloon) 2 seconds back, ahead of a Caterham in 4th; 5th and 6th Elan and Dutton then a Lotus 7 in 7th. Class C was the domain of two ex-Rally cars as Haydn's Jag was 'hors de combat' and Mike Kerr's Westfield a non-starter. (Eds. Note: Haydn was troubled with a sticking throttle which launched him over the stones at Quarry, damaging the bonnett and fortunately, very little else.)

It does seem daft to pit Escorts against Elans, Caterhams etc and Midgets with Minis. How will the spectators, especially those new to Harewood/hillclimbing in general view this hotch-potch of cars? Surely they, and me as a marshal, would rather see Minis, Novas, Fiestas, Metros, Renault 5s together and MX5s. Elans (both old or new models), MR2s, Reliant Scimitars and so on, to 'compare' similar engined and body-style cars rather than quick saloons and quicker sports cars.

Perhaps there should be closer links with circuit racing cars - which probably opens up a 'whole new can of worms' when you look at the even larger number of categories. I know there are 'anomalies' in saloon cars if you follow the Prod Saloons, Group N etc with Sierra Cosworths, BMW M3s, VW Golf GTi's and Suzuki Swifts having dominated the classes, but at least the spectator can identify with saloons as opposed to sports cars.

As we go through this year of change, then I'm sure we will see a trend emerging. Either the saloon and other sports car drivers will get fed up with the Lotus/Cater/West's winning everything or there will be full classes of LCW's - then classes A, B & C will be Modified Production front engined, rear wheel drive LCW's! What do the Mod Saloon drivers (and indeed the Mod Sports) have to say in reply to that? - not b..... likely I hope!

(Eds. Note: The trend has started as at Loton Park a Lotus 7 shattered the Class A record and other similar vehicles held sway in the other categories, except for a lone Rover-engined Morgan. When the Kit Car drivers get their acts together, total domination will be assured. A letter is in the pipe-line on this matter from Saloon Car ace John Garnett.)



Aintree FTD winner John Garnett...Who's a pretty clever boy then?

Photo: Peter Herbert

SHORT SIGHTED

As many of you will know Flying Formula Fordster John Bennett wears glasses. At the start, on Practice Day, he removed his glasses and rested them on the rear wishbone while he put on his helmet. Unfortunately for John, the next time he remembered them was as he crossed the finish line. The good news was that the glasses had been found and were returned to him, the bad news was that the frames were twisted bits of wire and the glass itself was embedded in the tarmac near the start-line.

DYNAMIC DUO

SCINTILLATING SKETCHLEY AND GLORIOUS GARNETT both recently achieved something which eludes many top drivers. That is an FTD. Glyn's success in his 500cc Jedi was at a recent event at Curborough while John's was achieved at the ultra-quick track, Aintree, in his Cosworth Sierra. Our hearty congratulations to them.

GONE FOR A BURTON

Recently Yorkshire Centre President, Arnold Burton, was carrying out some DIY work at home. On completion of the task Arnold stepped back to admire his handiwork. Unfortunately he had forgotten that he was standing at the top of the stairs. The resulting fall left Arnold with a broken arm from which he is now making a speedy recovery.

Arnold earnestly denies that he was celebrating with the odd G&T.

NOT BAD FOR A FIRST GO

KEITH WILFORD

Following my pot for second at the Easter Meeting your editrix suggested that I should write a little 'billydo' about the car etc, so here goes.

I have been sprinting a standard MG Midget since 1984, including a couple of visits to Harewood (where I hold the unofficial MGCC Standard Class record). In 1988 I finished 2nd overall in the AMMC Championship, but the size of the standard classes was declining so I started to contemplate a change of class. For 1989, however, MGCC NW announced their new Norwester championship so I thought I would have a go at that, but I was the only car in my class at the first two rounds. Then disaster struck when it was announced that my wife was to be made redundant!

By January 1990 my wife's job looked more or less sorted in the form of a sort of management buyout. Now, if you do not compete for a whole season and put your money into a savings account it is surprising how much you save, even as much as getting a worthwhile amount of interest, a thing unheard of in our household. So, with the reluctant permission of her indoors I decided to start to modify my Lotus Europa Twincam for the Marque class.

All started well enough with the purchase, through Motoring News, of a steel twin-cam engine but thereafter the conversion became a black tale of woe, broken promises and disappointments. If you can imagine all the ways that a part cannot fit, such as too long, too short, wrong diameter, wrong PCD etc, then I am sure I have had it. If anyone is thinking of preparing a Lotus then I can give them my blacklist and warn them of the pitfalls. I don't think I got a fully satisfactory service from any supplier. How some of these companies stay in business is a mystery.

Suffice it to say that I was able to enter it for four goes at Curborough, at the end of the season, although one was wet. Things generally went quite well although the car understeered much too much for my tastes. Winter fettling saw a change of springs and I have made a rear anti-roll bar for it, such a device not being commercially available. Three months on I am still waiting for some different width wheels - I should have learnt my lesson the first time!

As you know, the Easter meeting was wet so it was not a good test of the car, although it certainly did not understeer round Farmhouse. I admit to being a poor driver in the wet so I was very pleased to sneak into second place on my final run. That said, we were well off the pace compared with the Midget class. Roll on May for another try, hopefully in better weather.

OLD TIMER HILLCLIMB?

TIM BENDELOW

Looking forward to events later in the year, the June 8th Jim Thomson Trophy Meeting looks to be an exciting prospect if the 'old timers', as Tim Thomson puts it, can be enticed out to compete in memory of someone who has done such a lot for hillclimbing and Harewood in particular.

It would be interesting to see people such as Tony Marsh, Peter Voigt, Chris Cramer and Tony Lanfranchi competing at Harewood. It might even be appropriate to ask such luminaries as OMOH (John Meredith), David Render, Mike McDowell and David Hepworth to venture out for a tootle up the hill.

If competitive drives are impractical for some of the 'more aged' drivers, then a cavalcade of past drivers in their appropriate cars - borrowed from present owners, would, I think, be a fitting tribute to Jim Thomson. I hope that the committee and Chairman Tim Thomson's efforts to obtain an entry worthy of honouring Jim come to fruition. As a marshal I would enjoy seeing some of the 'greats' of hillclimbing returning to Harewood. So, drivers, look out your gloves and helmet, get the car back, fettled and polished and put that entry in for the 8th June!

Please keep us informed of other happenings Tim, let's make it a weekend to remember.

ACROSS THE SEA, AGAIN, TO IRELAND

DES RICHARDSON

I have recently received videos taken at the 1989 and 1990 Ballyvaughan Hillclimbs in Ireland. These videos show the hills and the cars competing on them. To make a more exciting film, a camera was put inside a car and the whole length of the hills was video'd through the windscreen.

Many people showed an interest in competing at Ballyvaughan and if they are at all interested in seeing the videos, contact me and I will arrange to show them at some convenient time and place.

The hillclimbs are at Ballyallaban and Corkscrew Hill at Ballyvaughan in Galway and are on Saturday and Sunday June 8th and 9th 1991.

Ballyallaban Hill is 2.2 miles long and Corkscrew Hill is 1.8 miles long. You get one practice run and three timed runs each day and as both are on public roads, you can practice all day long prior to the day's event.

The Galway Motor Club run two excellent meetings in a most friendly atmosphere. Both Norma and I had a very enjoyable time there last year and if anyone is interested in going this year, contact me on 0332 663444 as the regs for both events will be arriving very shortly.

Don't forget, if you want to see the videos, let me know as soon as possible.

WINTER MEDICAL SESSIONS

TIM BENDELOW

Over the first few weeks of the New Year another of Tim De Dombal's Medical Training Sessions took place in the Clinical Science Information Unit in Leeds. An encouraging number of attenders made the effort each week to dash into the city centre for an early (7pm) start. Mind you, we had an early finish (8.30pm) and most then adjourned to the local hostelry, the Faversham Arms, where we 'enjoyed' loud music and the latest fashions and hairdos.

Back to the medical sessions; on arrival we signed-on (we do that somewhere else don't we?) and proceeded to the basement where we gathered in a small lecture room. Tim and Chris Wright put the group through its paces as we learnt about the basics of First Aid (or re-learned for those who had previously taken courses), but there was no hint of boring repetition, as it was well presented.

Having looked at what to do when we arrive at an incident, we then delved deeper - the signs to watch out for when an injury isn't immediately obvious. Tim produced a 'Data Collection Form for a Major Trauma' (used by hospital staff when dealing with serious injuries/casualties) for us to look at, showing the detailed information gathered to give the fullest possible picture of the patient.

Highlight of the sessions was 'Resusci-Annie' - a mannequin resuscitation aid to allow students to practice mouth to mouth breathing. The actual 'workings' of 'Resusci-Annie' were fine - breathing into her mouth forced air into the lungs which expanded. However, poor old 'Annie' is in a right state. Her track suit is getting quite tatty and she must be a hardy individual as that's all she wears (no questions about that please!). The worst is yet to come - as 'Annie's' home is a box, she obviously gets pushed in from time to time and has suffered as a result. Her right arm has a tendency to become separated from her torso and that kept us all in fits of laughter as Chris or Tim tried in vain to replace the offending limb so that resuscitation could take place properly.

'Annie' had to put up with a lot from us - apologies accepted from other students; any offers? She did get to wear a 'new' outfit at our recent Training Day as an old race suit, boots and helmet were loaned to her for the day as she sat in our tilted F Ford chassis in the barn. In fact 'Annie' nearly got to keep the outfit as one unscrupulous person (was he a doctor?) was seen to bundle 'Annie' into the box with the suit on - no it wasn't Chris or Tim as neither was at the Training Day!

To sum up, we had four interesting evenings with entertaining stories from a few of the students. All that now remains is to hear from our tutors regarding the results from the exam.

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