



# TIMES



## BARC

## JULY 1991

### CHAIRMAN'S LETTER

Dear Member

We are all faced from time to time with the necessity of making economies, and therefore we are arranging to slightly alter the publication of the Times.

This will, in effect, assist the production as we are to publish around each Hillclimb date. Therefore the report from the immediately preceding event can be included in the next issue.

Our new committee structure is finally having the wrinkles ironed out of it, and we have altered the timing of the meeting to provide the social get together once the main committee business is out of the way.

Our intention is to look for other suitable venues where the main committee can be held, say in a back room of a local establishment, and an informal social gathering can take place afterwards. If you know of any such establishment in your local area and would like to join the committee after their meeting for such an event, please let me know and we will do our best to do the rounds.

Tim Thomson

### EDITORIAL

As space is at a premium, I will keep my waffle short.

First of all I would like to thank all our contributors and to assure all those whose contributions are not in this issue, they will be used in forthcoming 'Times'.

All competitors must be pleased that Longton are to run an event at Three Sisters, near Wigan and that hopefully Auto 66 will have run their hillclimb at Olivers Mount, Scarborough and don't forget, that next year BARC Yorks could be running an event at Croft. All this is good news for speed eventers.

Pat Kenyon

### BARBECUE

**SATURDAY 20th JULY 1991**

**THE BARN, STOCKTON FARM  
HAREWOOD**

**START 7.00PM**

**FOOD AND DISCO**

**TICKETS £4**

### BARC YORKSHIRE CENTRE COMMITTEE MEETING

**3rd JUNE 1991**

**TONY HODGETTS**

There will be a Historic Rally running on the first day (Sunday 24th November) of this year's Lombard RAC Rally, and the June edition of the RAC's 'Lombard News' tells us that there will be a stage at Harewood Hill. More details will follow when the route timing is known, but we expect it will be the last stage before the Historic cars return to Harrogate on Sunday evening. The main rally goes to Chester for the Sunday night halt, with the Historics preceding them around the Sunday stages until Oulton Park, where they diverge.

Much thought is going into a proposal to modernise the communications at Harewood Hill to find the most cost-effective way to make the system more reliable and easier to maintain, while at the same time improving the information available to officials in control and marshals out on the course.

### BARC YORKSHIRE CENTRE COMMITTEE FOR 1991

Chairman	Tim Thomson
Vice Chairman	Richard Hardcastle
Hon Treasurer	Denys Townsend
Hon Secretary	John English
Hon Comp Sec	Tim Smith
Hon Social Sec	Tim Thomson
Committee	Simon Clark
	David Dalrymple
	Tony Hodgetts
	Jim Johnstone
	David Naylor
	Ivor Pashley
	Chris G Seaman
	John Staveley
	Don Staveley
	Graham Wride

Any communications should be sent to the Hon Sec.

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ARTICLES FOR THE NEXT EDITION OF THE TIMES BY  
24th JULY 1991 PLEASE, TO THE EDITOR

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# HAREWOOD HILLCLIMB SUMMER CHAMPIONSHIP MEETING 9th JUNE 1991

## WARDLE DOESN'T DAWDLE

PETER HERBERT

Those who didn't quite get wet and cold enough on Saturday returned to Stockton Farm for more of the same on Sunday; and in what was laughingly referred to as the SUMMER Championship Meeting, Charles Wardle set his second FTD of the weekend in the Pilbeam MP47 5 litre Repco V8.

A dry morning's practice preceeded an afternoon's competition threatened by dark clouds closing in from the west. When the rain did arrive it was pure Wagner, with thunder, lightning and precipitation of an intensity that was in danger of collapsing the beer tent. Most got a dry run in before the monsoon enveloped them and the soaking track dictated that for everyone it was the first run that was to count.

Geoff Harkness took his second Class 1 win of the weekend in the Nova with a time of 47.85sec, usual front runner Michael Holroyd languishing in an unfamiliar second place in the Cooper S. In Class 2 Sam Roach put his previous day's electrical problems behind him to set a winning time of 52.77, the RS2000 crossing the finish line in style completely sideways. Newcomer Howard Parker was only 0.33sec adrift in his similar car. Richard Hargreaves was unable to approach the record set on Saturday, however a time of 44.69 was enough to hold off fellow Settle Sierra Setter John Garnett in Class 3.

Not content with showing his Class 4 rivals a clean pair of Avons the day before, Chris Seaman the younger took his Midget up the hill in 46.89 to win yet again. This time it was 'Times' Editor Pat Kenyon who defended the family honour, the Sprite being a mere 0.02 seconds off the wee man's pace. Martin Brobyn, despite spinning off on his way down the hill to the startline, did a 47.05 sec run for third place; but wait, isn't someone missing? Yes, it's true folks, for the first time since his Brooklands days Brian Kenyon finished fourth.

Class 5 was Brian Lee's, the Elan being persuaded to reach the top in 46.38sec. Mike Fellows' Morgan 4/4 ran Brian closest with a time of 49.80sec. President Marcos was back in business in Class 6, the Yardley Mantula setting a time of 45.57 in John's hands. Nigel Ellis was second in the Gilbern on 47.89sec.

In Formula Fords it was class record holder John Bennett's turn to win, however the Van Diemen RF86's time of 43.73 was almost a second off John's record. Tim Mason's RF85 got to within 0.25sec of the later car, while Mick Moore joined the rich and famous by finishing third in his RF82 a further 0.16sec adrift.

Harry Simpson dominated Class A in the Davrian Mk8, a time of 45.00sec being far too quick for the likes of Peter Herbert, whose Westfield could only manage 46.97, just 0.10sec clear of David Hutchinson whose turn it was to drive the family Midget. Leon Bachelier's Caterham had Class B sewn up with a 43.59sec run, while Mike Hall's rumbling Morgan +8 was equally dominant in Class C on 44.25sec.

Joe Ward completed a most successful weekend by beating Bill Wood in Class D, the Ward WD8M's time of 41.22 being 0.16 sec clear of the Scottish Mallock 27SG. George Tatham's glorious McLaren M12C was a popular winner of Class G, 44.56 being too rich for Tom Hughes' Vision's 44.72sec.

So to the racing cars and in Class H Mark Coley's 500cc Jedi did a 44.28 to beat Dave Butlin's OMS by 1.17sec. John Corbyn secured his Jedi's customary victory in Class I, a time of 41.12sec being more than four and a half seconds away from Harvey Verrall's ever improving Harvey Suzuki.

Chris Seaman Senior stopped the clock at 39.41 in his faithful Brabham BT30 to clinch Class J, however Darell Staniforth kept Chris honest by taking the Quest Terrapin up in 40.11sec. Pat Donnelly did it again in the Reynard SF79 to take his second win in two days in Class K, a time of 42.92sec being recorded. David Park was again runner-up, however this time the Reynard SF84/86 driver got to within 0.07sec of the winners time. In Class L Charles Wardle's time of 37.35sec was to stand as FTD, the Pilbeam driver's nearest rival being John Lambert, whose turbo Pilbeam was marginally more than two seconds slower.

Charlie Wardle took no part in the Top Ten Run Off. his victory was secure. However on a still slightly damp track Steve Owen and Chris Seaman fought out the placings. Chris was quickest on his first run with a time of 41.23sec, but on his second the Brabham's head gasket went, and with a climb in 39.62sec, Steve Owen took the verdict in the OMS.

Tim Mason now leads the Harewood Championship after three rounds with 48.35 points from fellow Formula Fordsters Roger Kilty 47.90 points and Mick Moore 46.35 points; but watch out for Chris Seaman the younger in fourth place in only his second full season on 45.80 points. An intriguing summer of hillclimbing awaits us.

### RESULTS

CL	NAME	CAR	TIME
1	Geoffrey Harkness	Vauxhall Nova	47.85
2	Sam Roach	Escort RS2000	52.77
3	Richard Hargreaves	Sierra Cosworth	44.69
4	Chris Seaman	MG Midget	46.89
5	Brian Lee	Lotus Elan	46.38
6	John Yardley	Marcos Mantula	45.57
7	John Bennett	Van Diemen RF86	43.73
A&E	Harry Simpson	Davrian Mk8	45.00
B&F	Leon Bachelier	Caterham	43.59
C	Mike Hall	Morgan +8	44.25
D	Joe Ward	Ward WD8M	41.22
G	George Tatham	McLaren M12C	44.56
H	Mark Coley	Jedi	44.28
I	John Corbyn	Jedi 2/91	41.12
J	Chris Seaman	Brabham BT30	39.41
K	Pat Donnelly	Reynard SF79	42.92
L	Charles Wardle	Pilbeam MP47	37.35
FTD	Charles Wardle	Pilbeam MP47	37.35

### WANTED

TOWED ROAD BRUSH

FOR HAREWOOD HILLCLIMB

Any offers to Martin Frost on  
0924 824986 (H)  
0924 823223 (B)  
0836 606004 (Car)

# RAMBLING ON

MITCH ELLIOTT

Unfortunately, the Dukeries Rally clashed with the Jim Thomson Day, so Saturday 8th June saw Phil and I donning overalls for another day's servicing. The car was once again looking pristine after the Tour of Lincs, the driver had exercised his 'plastic friend' and a full set of Group N suspension bits and engine mounts arrived through the post. A run after installation revealed that the car was much more responsive than previously but the Dunlop 'knobbles' did not invite too many heroics, all the damage inflicted on the Tour of Lincs had been rectified, and scrutineering passed uneventfully.

Saturday 8th saw the alarm coming alive at an ungodly hour. The crew headed off to Mansfield for the start, Pauline, Phil and myself finished loading the van and departed for Edwinstow, service location was British Coals regional HQ car park. On arrival we found that the neighbours were a pair of kestrels nesting in some nearby trees. Service crews rolled steadily in and soon the car park resembled a giant auto-jumble. After setting up we hooked the radio up to listen to the day's proceedings. It soon became apparent that a major incident had occurred, apparently a Peugeot had brake problems and hit a young couple who were 'in the box' at a junction, the girl unfortunately receiving several broken bones. The local press later reported that they had ignored marshals requests to move, unfortunately the headline was of a more sensational type.

Anyway, back to the event, it was being run on reverse seeding and 'our' team was soon in. We had an hour so the car had a good checkover but all was OK. A neighbouring team servicing a Skoda had a bit to do as the driver was overheard to say he had 'handbraked' a hair-pin and had left it on for the remainder of the stage. (Things were to get worse for them, see later).

A Mk2 Escort came in and soon the service crew were taking wheel base measurements with a piece of rope, diving underneath it with a gas torch, much thrashing and swearing then to re-emerge and take another 'measurement'. A tree stump had left its mark in the form of unequal wheel base, the crew got out of service just in time.

By this time the kestrels had disappeared, I presume (and hope) that they returned when things quietened down a bit.

The only work for us on the second visit was to change the wheels round, alas this was not so for the Skoda team as the car came to a halt, well, what was left of it!! The magnitude of the 'moment' was visible, an end over end roll had bent just about every panel, amazingly the cage and floorpan were undamaged, a new battery and temporary windscreen saw them mobile again.

All the service crews headed for Mansfield Civic Centre, we arrived about ten minutes before our team. When they arrived the car was sitting a little 'odd'. It turned out they had 'hit a log' on the last stage. Some log, it had bent the rear skid plate, bits were embedded between tyre and rim with some splinters in the tyre. It would appear from the car's attitude that a rear suspension arm may be bent, plus by the 'flat' sound a fair bit of dust had been

digested. Thankfully the next is a while away so there is time to get things sorted.

Among the demonstration vehicles recently tested at work was one of the new Peugeot 205 Turbo Deisels. Personally I have never found deisel cars 'pleasant' but this car was an absolute gem, well finished, generally quiet and the performance was absolutely outstanding, midrange acceleration between 2500 and 3500 rpm was a match for all conditions and most 1.4/1.6 litre cars. It was one of the few cars that I have been reluctant to return. Staying with the deisel theme we are currently testing an OMAC valve on a 1.7D Vauxhall Astra. This is an alloy body with a butterfly inside controlled by vacuum. It balances the air/fuel ratio. It is one of several devices patented by a retired employee of a well known carburettor manufacturer. It is a product that works, the engine takes on the characteristic of a petrol engine, in particular, responsiveness and noise (or lack of it). It is available to fit all engine sizes and is being very well received in the bus industry for its ability to reduce smoke emissions. We have evaluated other products with great claims but in a lot of cases, these could not be verified.

Anyway, I am sure that I have bored everybody for long enough, so I will close at this point.

## BARC ANNUAL COMPETITIONS 1991

### CURRENT POSITIONS AFTER JUNE MEETING

NAME	10	30	31	18	19	8	9	TOT	POS
	/	/	/	/	/	/	/		
	3	3	3	5	5	6	6		
C Seaman	3	5	6	6	5	6	6	37	1
J English	5	6	6	3	5	3	3	31	2
B Kenyon	3	6	5	0	6	5	3	28	3
D Townsend	6	6	3	3	3	3	3	27	4
B Hardcastle	5	0	3	6	6	3	3	26	=5
S Roach	3	0	3	6	5	3	6	26	=5
G Wride	6	3	3	5	3	3	3	26	=5
D Dalrymple	5	5	3	3	3	3	3	25	8
P Herbert	0	3	4	0	6	4	5	22	9
P Kenyon	3	3	4	0	3	3	5	21	=10
A English	3	3	3	3	3	3	3	21	=10
J Godwin	3	0	4	4	3	3	3	20	12
D Williams	3	0	5	0	3	5	3	19	13
H Mason	0	3	3	3	3	3	3	18	=14
T Briggs	0	3	3	3	3	3	3	18	=14
L Bachelier	0	0	3	0	6	3	5	17	16
T Smith	3	3	3	0	0	3	3	15	=17
C G Seaman	3	0	0	0	6	0	6	15	=17
P Read	0	5	3	0	6	0	0	14	19
R Allen	0	3	5	0	5	0	0	13	20

## DID JIM FIX IT?

PETER HERBERT

Saturday 8th June turned out to be a memorable day in ways nobody could have anticipated. The weather was as unpredictable as we have come to expect of recent British summers, competitors flew off the track with amazing regularity, and the timing equipment took more direct hits than Baghdad gasworks. As a result practice was not concluded until well into the afternoon, and results were determined by a single competitive run. Yet it was not all bad news, for not all the hoped for past champions and their machinery were able to take part in the proceedings, Jim Thomson's memory was honoured by some formidable cars and drivers from years gone by, and from the present hillclimb scene.

Notable practice performances included Paul Greaves' Midget parting company with the tarmac on the exit to Country and taking out the PA speakers, he was later to continue the meeting at the wheel of his Manta GTE tow car; and John Lambert who lost a rear wheel from the Pilbeam MP53 on entering Quarry. The wheel savaged the marshals hut and narrowly missed its occupants, before setting some kind of long distance record as it plunged into the valley below.

Hard work by the marshals and officials eventually got racing underway shortly before the rain arrived in earnest, however with the timing still unpredictable in its ability to record, and track conditions constantly changing, results were sometimes surprising.

Goeff Harkness at last took a long awaited victory in Class 1 with the Nova, a time of 48.06 being 0.73 sec faster than brother Nigel. The hard trying Alan Templar was easily quickest in Class 2, setting a time of 49.32 with the Corolla GT. However, had not Sam Roach's RS2000 been slowed by an electrical fault causing the car to cut out on left handers, things could have been closer.

School boy Richard Hargreaves, sporting new sponsorship from Jim Russell's racing academy, put in a storming drive in the Sierra Cosworth to set a new Class 3 record of 43.15s, 0.46 sec quicker than the record established by John Garnett only three weeks earlier. John, now with smartly painted motorhome and butler, also broke his own record, but was 0.07s shy of the man with the stars on his helmet.

Young Chris Seaman showed that his May win was no fluke by beating Brian Kenyon's Sprite by a mere 0.02 sec in his immaculately prepared Midget. Martin Brobyn's Midget was only a further 0.05 sec behind.

Class 5 fell to Keith Wilford's Europa, a time of 47.72s being more than two and a half seconds clear of Brian Woffenden's Elan. Class 6 saw 'DON 1' hold off Stephen Hayes' growling TVR Griffith, the Gilbert's winning time being 48.12s.

The Formula Ford class was as hard fought as usual, however in the light of the class wins that had preceded it, Tim Mason's 0.20s victory was a veritable walk-over. The Van Diemen RF85 reached the top of the hill in 43.65, Ian Stringer being Tim's nearest rival in the same car. Third was John Wilkinson a further 0.09sec behind in his RF86.

Dave Mason won the Morgan class on handicap from John Lloyd and David Cook; and a spectacular Simon Smith won the Frazer Nash confrontation in his beautiful Super Sports, Simon's deft use of the outside brake and gear levers as he roared into Quarry a joy to behold.

The Scots had a not too inconsiderable presence in Class A. Harry Simpson, who in his own immortal words abandoned the ex-Roger Kilty HS88/1 single seater because "ma arse was too big", now finds a Davrian Mk8 more to his taste; and when the class were forced to repeat their run after the timing failed to record, the rain which then fell enabled the Davrian's superior traction to win through with a 49.6sec ascent. Archie Inglis' claim to being able to trounce the opposition one handed was proved correct, as the Midget's time of 50 sec was set holding the gear lever in second.

Allan Warburton switched from his Mallock to Leon Bachelier's Caterham to win Class B on a drying track with a 42.6sec climb, over half a second clear of David Grace guesting in Bob Dayson's Caterham.

Haydn Spedding's E Type was the sole climber in Class C and stopped the clock at 47.13sec, while Joe Ward did a fine 42.2sec to win Class D, a time good enough for second fastest of the day overall. Malcolm Wishart was 0.38sec adrift of the Ward WDM with the Mallock Mk20/21B.

Tom Hughes' Vision V88 slithered to the summit in 45.76sec to take Class G from Bob Claxton's Skoda Coupe in yet another heavy shower; whilst in worsening conditions Ian Blunt's time of 52.98sec in the Jedi 013 was good enough to clinch Class H ahead of Richard Arrowsmith's Jedi 86/90.

On a still wet track John Corbyn took his customary Class I win in the Jedi 2/91 with a time of 53.38sec, but the sun came out to allow Douglas Thomson's Chevron B42 to record 42.81 to take Class J, almost six seconds ahead of Richard Williams' Crossle 30F.



### TRIBUTE TO JIM

Many past Hillclimb Champions, along with many other notable hillclimbers both retired and presently competing, attended the Jim Thomson Trophy Meeting. Pictured here are Charles Wardle, Mike McDowell (in the car), and Sir Nick Williamson.

Photo: Ann Paterson

The rain returned with a vengeance for Pat Donnelly, but he kept the Reynard SF90 on the track to win Class K with a time of 50.67, runner-up David Park being more than two seconds slower in his Reynard SF84/86.

Enjoying the shared drive of all time, Autosports' Marcus Pye won Class L at the wheel of Martyn Griffiths' RAC Championship leading Pilbeam MP58. Cosworth DFR 600bhp grunt was tempered by caution in the wet conditions, a 49.01sec time being sufficient under the circumstances. John Lambert, reunited with his rear wheel, was a couple of seconds behind in the turbo-charged MP53.

The meeting's climax unfortunately petered out in the rain like a wet squib, with only two of the hoped for seven invited former RAC Hillclimb Champions taking their runs. Poor Mike McDowell was caught on slicks on the startline as a brief dry spell came to a sudden end, but the old skills don't die, and the 1973-74 Champion brought the Wardle 5 litre Repco powered Pilbeam MP47 safely to the top of the hill in a fine 46.45sec. Charlie Wardle then put on a set of wets, and making full use of the torque of the V8, set FTD with a most impressive climb of 40.18sec.

Up there in the great holding paddock in the sky, Jim will probably have been chuckling at the goings on at this, his meeting.

### RESULTS

CL	NAME	CAR	TIME
1	Geoffrey Harkness	Vauxhall Nova	48.06
2	Allan Templar	Toyota Corolla	49.32
3	Richard Hargreaves	Sierra Cosworth	43.15(R)
4	Chris Seaman	MG Midget	45.80
5	Keith Wilford	Lotus Europa	47.72
6	Don Williams	Gilbern Invader	48.12
7	Tim Mason	Van Diemen RF85	43.65
9	(On handicap)		
	Dave Mason	Morgan 4/4	54.15
11	Simon Smith	Frazer Nash	52.22
A&E	Harry Simpson	Davrian Mk8	49.60
B	Allan Warburton	Caterham	42.60
C	Haydn Spedding	Jaguar E Type	47.13
D	Joe Ward	Ward WDBM	42.20
G	Tom Hughes	Vision V88	45.76
H	Ian Blunt	Jedi 013	42.98
I	John Corbyn	Jedi 2/91	53.38
J	Douglas Thomson	Chevron B42	42.81
K	Pat Donnelly	Reynard SF79	50.67
L	Marcus Pye	Pilbeam MP58	49.01

Invitation Class and FTD  
 Charles Wardle Pilbeam MP47 40.18

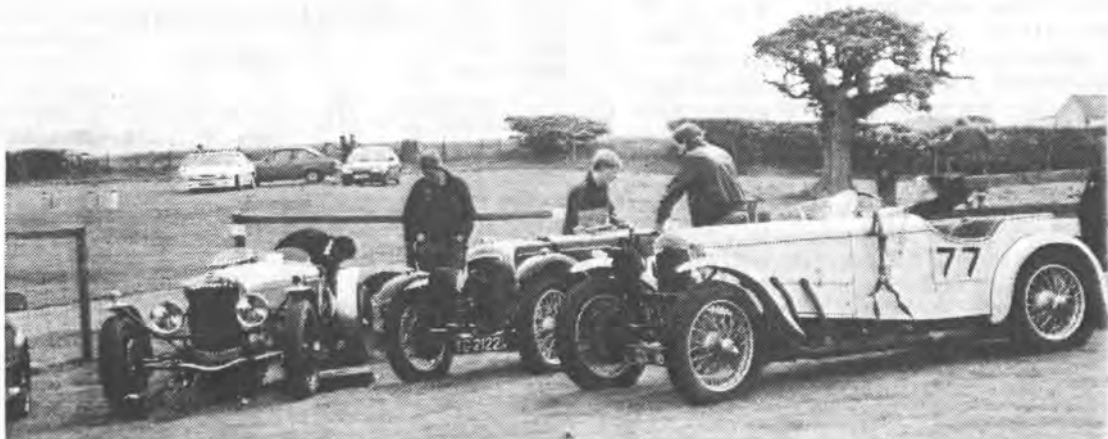


The timing gear and land lines took a considerable bashing from competitors. As mentioned in the report, Paul Greaves wiped out the timing wires at the bottom of the hill while the Morgan of Anne Lloyd attacked the finishing beam. Don Staveley gets down to the job of repairing it.

Photo: Ann Paterson

A corner of the paddock at Harewood evoked memories of yesteryear with this splendid array of 'Chain Gang' Frazer Nash's. It is unfortunate that we do not see more of our vintage friends. For many years we used to have ERA's and the like competing alongside the novices at our Novice and Vintage Harewood.

Photo: Ann Paterson





**NOVICES DAY**  
MAY 18th  
TIM BENDELOW

The May Harewood weekend saw my second opportunity to be Chief Paddock Marshal, as regular incumbent Alan McKinney was at Silverstone with the Jaguars, Peugeots and Mercedes.

As the first batch were called forward for practice there was the usual slowness of drivers to appear on the slip-road due to it being a Saturday morning and not everyone was scrutineered. During the 'rush-hour' at the top of the paddock, we had a double queue of cars for Sid Hanson and his men to check, which dwindled to a steady trickle later in the morning.

Most of the faces I knew, but there were quite a few new to Harewood. It was good to see the previously grey-primed Mini of Neil Diver and Bob Wick resplendent in its bright green colours which seemed to suit it better.

As to be expected in a recession!, the entries have been short this year and Novices Day was no exception - only 82 with three non-starters. Two of them, a shared car, had a trailer problem, so Mike Smith took an unaccustomed run in the over 1600cc to 2000cc Racing Cars whilst the other was withdrawn. There were no runners in classes C, F, H, I, J and L with singleton entries in classes 5, 3, E, G and K.

Two competitors who were entered and having great fun in their cars were Sue Parker, sharing husband Howard's Mk1 RS2000 and Diane Careless in the works spec MGB shared with Stephen Radcliffe. Sue and Howard had their baby daughter with them, so whilst Sue drove, Howard baby-sat and vice-versa. It was nice to see them in the paddock, helmet and belts on, has baby been fed? and good luck as they went for another run. Talking to Sue the week later, she had thoroughly enjoyed it and was looking forward to a second chance on 9th June, after a trip to Cadwell Park to have a drive round the circuit on the Friday.

Diane was another keen competitor and enjoyed the day immensely. Stephen had told her not to try too quick a run and not to bend the car. The boot was on the other foot on the Sunday as Diane was not driving and was envious of Stephen so it was he who was not to bend it.

Regular Harewood marshal Arthur Heaton was out in his Cavalier road car in the Touring Car class, seeing another side of hillclimbing.

The day ran smoothly with few hiccups - everyone getting into proper number order for the timed runs with a third 'fun run' at the end of the day for those who wanted it. A group of marshals were talking after the meeting, and one of our lady marshals asked if she could have a ride in the Ferrari F40, which had opened the course in the afternoon with Deputy Clerk of the Course Graham Wride aboard. The intrepid enquirer was duly strapped into the bolide and off they set down the access road onto Harewood Avenue. Some 20 to 30 minutes later the car arrived back with tales of unmentionable speeds, incredible G-forces and the widest smile you have ever seen on the face of our lady marshal. Needless to say there were five other envious watchers, and one who was very worried in case the other did not return, or came back in less than one piece!

A good day's motorsport.

**DAM BUSTERS**  
PETER HERBERT

A select group of Yorkshire Centre Members and Harewood regulars found themselves at Baitings Dam on Sunday 16th June for Lancashire and Cheshire Car Club's Alpine Trophy Hillclimb. Wet and slippery conditions made for an eventful mornings practice, however the track improved during a sunny afternoon, and some close competition took place in the shadow of the mighty concrete dam.

Class wins fell to Allan Templar's Toyota, Martin Brobyn's MG, Don Williams' Gilbern, Peter Herbert's Westfield, Graham Oates' Lotus and David Bailey's Royale; whilst FTD was set by Glyn Sketchley's Jedi.

Frank and Peggy Hall were among the interested spectators, and it was good to see them both in good health once more.

**PETER'S LESS THAN PERFECT**

Sometime single seater driver / hairdresser / trophy supplier, Peter Riley, was unfortunate enough to have his Rover slip off his car stands and onto his chest. Peter suffered internal bleeding, severe bruising and a broken collar bone and was kept in hospital overnight.

As the accident happened approx a month ago and Peter will take at least 8 weeks to complete his recovery, I am sure he would like to hear from his friends and fellow competitors to help cheer him up in his convalescence.

**WANTED**

Competition/Tuning Parts for  
Vauxhall Chevette  
Opel Manta A Series rear axle  
Chevette Hatchback roll-cage and  
Laminated windscreen  
Contact Mitch Elliott  
(H) 0522 792194  
(B) 0522 552757

**MUST TRY HARDER....**

**'JEHU'**

Encouraging advice was heard being offered to an indignant Formula Ford driver at a recent meeting by a forceful lady pit crew member.

"I've seen you drive into the office car park faster than you just went round Quarry" she said. "This isn't a Sunday afternoon drive in the country, and you're not here just to enjoy yourself and socialise - get out there and put your foot down."

**TRAINING EVENING**

TIM BENDELOW

Wednesday 10th July is our third Training Evening run by the Harewood Marshals Association in the Clubhouse. We have covered First Aid and Observing and we will look at basic marshalling in the next session.

All marshals are encouraged to attend, and perhaps brush up on their training. We would like to extend an invitation to competitors and other club members to come along and benefit from the sessions.

We meet at 7.30pm in the Clubhouse, on Wednesday 10th July for a couple of hours. Contact John Staveley or Tim Bendelow for further details.

Was it a UFO from outer space we saw at the June meeting? Or a runaway Exocet missile? No, General consensus seemed to be that it was John Lambert's nearside rear wheel, engaged in a high speed, low flying strafing run and accurately zeroed in on the Quarry Corner marshals hut. The lady spectator next to me who said she thought it was the drivers helmet went a delicate shade of British Racing Green when I said in that case his head was probably still in it.

The Quarry marshals who saw John's wheel knock their hut over on its side, put a fairly hefty dent in it, and then head off for the horizon as they very sensibly scattered, must have thought they were being savaged by one of those irresistible forces which, according to popular folk lore, normally attack immovable objects.

Indeed, they nearly were; let's find out how irresistible. Any moving object possesses, by virtue of its movement, kinetic energy which has to be dispersed if it is to be brought to rest. The amount of kinetic energy depends on the mass or weight of the object and its speed. Many will remember the expression  $\frac{1}{2}mv^2$  for kinetic energy in a straight line; we also need  $\frac{1}{2}I\omega^2$  for the kinetic energy of a rotating object - like John Lambert's runaway back wheel.

We now need a few assumptions. For this purpose I assumed John's speed at about 85 mph, and that his rear wheels weigh about 30 lb and are about 24 inches in diameter. They therefore rotate at around 1200 rpm at 85 mph.

With the aid of the faithful petrol company calculator and a bit of head scratching, we can then work out that, at the instant of departure from the car, the errant wheel has linear kinetic energy of 7300 ft lb and rotational kinetic energy of 4600 ft lb, a total of 11900 ft lb.

Fascinating, I hear you yawn, absolutely riveting, but what does that mean in real terms? What it means is that if you are in the way, or try to stop it, that nice harmless looking wheel is going to have the same effect on you as being run into by a 12 stone Tour de France cyclist doing 45 mph, or by Ron Haslam on his Grand Prix Norton doing 30 mph. Either way, it's going to hurt, a lot.

The moral of this, apart from filling a column for Pat, should now be fairly clear. Keep well away from runaway wheels and, if one heads your way, get behind something large and solid (stand up the boy who suggested John English) or, if no shelter is near, hit the ground fast and cover the back of your head and neck with your arms. Above all, don't be brave and try and catch it.

Who said Motor Racing is a safe sport?

## SPONSORSHIP

Anyone interested in Class Sponsorship, there are still some classes available.

Please contact David Naylor on:-  
0532 842987 (evenings only)

A discount will be given due to there being only 3 events remaining.

Dear Pat

The inclusion of my name with the other 'greats' in Tim Bendelow's article in the June Yorkshire Times is flattering to say the least. It must be for long service!

Seriously, I will not be able to be at Harewood on 8th June for the Jim Thomson Trophy Meeting. Since 'retiring' to Cornwall the time needed to travel to some venues now restricts me to mostly south-west events.

I am sorry that I will not be able to join your tributes to Jim Thomson. Over the years I competed with him, either directly, or through the various championships. We always enjoyed good competition and a bit of friendly banter. The sport will miss Jim greatly and the generous support that he has given over the years.

I hope you have a successful day.

Yours sincerely  
John Meredith  
OMOTH



### OH NO JOHN!

Is there no end to John Lambert's endeavours to get his picture in the Times??

Photo: Ann Paterson

## CAN YOU HEAR ME, MOTHER?

'JEU'

There is no truth in the rumour that, when the PA system was wiped out by an errant motor car at the June meeting, the Committee was, as an interim measure, thinking of asking a certain Sprite driver from Sheffield to stand in the middle of the paddock and just raise his voice a little.

Suggestions that this idea was vetoed because the Formula Ford boys wouldn't be able to hear their engines running are believed to be without foundation.

# THE ART OF COARSE MARSHALLING

**BOB WRIGHT**

The events of Sunday at Cadwell (yes I went racing) paled into insignificance when compared with one small (VERY SMALL) happening off the circuit.

To explain the afternoons main incident I have to recall the events of Saturday on the Granite when, as the evening cooled during our drive through Aberdeen, my navigator... Amanda, (Knackered Knees to her enemies) decided that as we were on the right road south she would shut the sun roof and catch up some sleep (hardly a major navigational decision as we were following ECOSSE rescue at the time). Within seconds of closing the roof one of a flock of jet powered seagulls that had just returned from the Gulf decided to do a low level bombing raid on the car. The debris?? splattered across the sunroof, down the windscreen and across the bonnet on the navigators side. The noise of the impact was deafening.

Our speed south that evening left the seagull little chance of reloading for a second attempt, HOWEVER with the careful use of OS sheet 113 and the latest satellite guidance systems, a flock of seagulls reached Cadwell at 15.30hrs having had a day out on the Lincolnshire coastal bombing range. Having circled the target zone a few times, one gull dived out of the sun towards our post at the bottom of the Mountain. With the 'bomb' released at 50ft the gull banked, climbed and left. The bomb's descent to our post was on a remote guidance system. With five marshals on the very small post, the 'bomb' missed four completely BUT impacted on the hair, head and Probans of poor Knackered Knees. Two yellow flags were waved instantly followed very quickly by two blues as KK raced to the First Aid post. As she slowed, two whites were waved!!

As observer I wondered whether the red/yellow should have been shown but I could see no signs of the bomb having made a mess elsewhere!!! The roars of laughter from the crowd even woke the BRSCC crew.

The racing, by the way, was excellent with only one 'shaken but not stirred' incident and I really enjoyed my first race meeting as Observer.

Any future notes will be written from my new Bomb proof shelter in Rawdon.

## MONKEY SEE - MONKEY DO

'JEHU'

Rumour has it that Roger Kilty's practice of jacking up the rear of his Van Diemen and running the engine and transmission at a fast tickover is little more than a cunning plan to encourage other FF1600 competitors to impoverish themselves by the purchase of quick-lifts and trolley jacks. Just how successful this ploy is was seen at the May and June meetings when half the class had their gearboxes jacked up, and the other half was wondering where to buy 12 volt cooling fans to keep up with Roger's latest thinking.

Rumour also has it that when Roger has got the entire class on jacks and worrying about fan cooling, he will quietly abandon the whole plan, and go instead for 32/36 tyre pressures, slotted brake discs and Guinness and oysters for lunch.

This is called psyching up ( or down) the opposition.

# LUCKY BREAK

While warming his tyres, Tom Hammonds' Audi Quattro's transmission emitted an almighty clunk and the car was left marooned. At first inspection there appeared to be a massive crack in the casing. As the car's removal would have created a very considerable delay, it was left as a mobile chicane in the approach to the start with a huge pool of oil underneath.

Tom returned home for the necessary equipment to facilitate the cars removal and arrived back at Harewood at 5 o'clock on Sunday morning. He mopped up best he could and returned home.

The cause of the problem was that the bolts securing the two casings together had stripped from their magnesium casing and allowed the two components to come apart. Fortunately for Tom a bearing had pulled out of its housing, allowing the pinion to lock, the bearing was knocked in, transmission stripped, new larger bolts re-fitted and with a small amount of further fettling a relieved Tom had a workable transmission again.

Shortly after Tom left Harewood, marshal Ian Pinkney arrived (6.00am) and set to work on the oil slick of Kuwaiti proportions. He managed to mop up the mess and it created no further trouble during the course of the day. It is gratifying to know that we have such dedicated marshals at Harewood and I am sure all competitors would like to extend their grateful thanks.



Congratulations to our Chief Medical Officer who henceforth should be known as Professor Tim de Dombal.

Photo: Ann Paterson

## DATES FOR YOUR DIARY

July 20th	Barbecue at Stockton Farm
July 20/21st	Harewood RAC Leaders Meeting
Aug 18th	Harewood Members Meeting
Sept 28/29th	Harewood Finals Meeting