



TIMES



BARC

SEPTEMBER 1991

EDITORIAL

Those of you who attended the August Harewood will have noticed the committee's latest efforts in sprucing up Harewood and its image. The kerbs were painted pretty red and white stripes and the grass close to the course had been trimmed back. All this is part of an on-going policy to put Harewood back in the top flight of hillclimb venues.

In years past, many extra attractions have been laid on at the venue to attract the casual spectator as well as the committed enthusiast. At the August event we had the large and impressive gathering of classic cars as well as the 'steam kettle'. The steam powered Pelland, with its sleek sports racing body, looked good for 200 mph but unfortunately on the day it made barely 20. Hopefully sometime in the future, when the vehicle is working as it should, it may make a further appearance.

Once again, many thanks to the faithful contributors to this month's magazine but I would like to remind everyone that your views count and so if you feel that you have anything to contribute, please send it in. It doesn't have to be typed or be a literary masterpiece.

Pat Kenyon

DATES FOR YOUR DIARY

| | |
|------------|--|
| Sept 28th | Barbecue and Disco The Barn, Stockton Farm |
| Sept 28/29 | Harewood Finals Meeting and Final Round of the RAC British Hillclimb Championship |
| Nov 24th | Britannia Historic Rally Harewood |

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.

**BARBECUE & DISCO
SATURDAY
28 SEPTEMBER
1991**

**THE BARN
STOCKTON FARM
HAREWOOD
LICENSED BAR
FIREWORK DISPLAY
(weather
permitting)
7.00PM**

**TO 12.30AM
TICKETS £10 each
to include meat pack and salads
All tickets MUST be purchased in
advance-**

there are none on sale on the night
Send cheque for tickets to
Mike Kempsey, 106 The Avenue, Harewood,
Leeds LS17 9LD.
Tel.: (B) 0532-832500 (H) 0532-886441
Fax: 4594412

**COMMITTEE NOTES
BARC YORKSHIRE
CENTRE
COMMITTEE MEETING
5 AUGUST 1991**

The committee noted with thanks the large number and variety of services which various members perform for the Centre without charge which, had we to pay for them, would greatly increase the cost of the hillclimbs and thus the entry fees. These are much appreciated by the committee who place on record that the members benefit greatly by these generous donations both material and personal.

ARTICLES FOR THE NEXT EDITION OF THE TIMES BY MONDAY 30TH SEPTEMBER, PLEASE, TO THE EDITOR:-

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THE THINGS THAT DREAMS ARE MADE OF

DAVID BAILEY

As you may be aware, Ken 'I wish David would stop telling everyone I'm 50' Bailey had his birthday the Friday after the July meeting. My thanks are due to Richard Sproston for announcing this landmark during his commentary (I'm sure he's beginning to feel like Jimmy Young with all the requests I ask him to read out). This meeting was also significant in that I had the opportunity to drive one of the 'state of the art' Formula Fords, namely John Bennett's and Stuart Abbott's Van Diemen RF86. This chance had arisen with John's absence due to a previous commitment on the organisation of a rally his motor club was involved with.

The day was completed without incident and a best time of 45.01 was recorded. This despite 2 'fluffed' gear changes (including coasting around Quarry in neutral!). This 'pilot error' was just a matter of getting used to the extremely narrow gate on the car and I'm sure more time in the car and a better time was in reach. Congratulations to Stuart on an excellent performance which netted him second place in class.

I ended the day somewhat confused - prior to this event, Dad and I had a brief discussion as to our plans for next year; whether to stay in our car or change for a more modern chassis as appears to be the norm these days. Although John and Stuart's car is 7 years younger than ours, I was hard pressed to put my finger on a definite advantage between the 2 cars. Sure, the car felt very different but I was yet to be really convinced. Dad suggested that the ideal place to try the car would have been Aintree - the car being more in its usual environment plus there being more run-off area and therefore more margin for error! Can't imagine who he was directing this remark at!

The day after the Harewood meeting I telephoned John just to thank him for the opportunity to drive his and Stuart's car. He was obviously very keen to hear my thoughts on the day's performance. I wasn't prepared for what was to follow; John was very keen that Dad should also have a drive before the end of the season and asked if we were entered in the Lancashire

and Cheshire Car Club sprint at Aintree the following Saturday. Before I knew it, John suggested that we should borrow his car as he and Stuart weren't out until the August Harewood. I couldn't believe it! To say that John's offer was outstanding has to be the understatement of all time. One telephone call to Dad and the arrangements were made - we were to collect John's car on the Friday night (the day before the sprint). In all our excitement, it was noted that we should treat the day with some degree of caution because, after all, it wasn't our car.

Meanwhile, plans were coming to fruition to organise a unique present to celebrate Ken's birthday. We were to take advantage of the awards presentation at the end of the Aintree sprint to hand over Ken's present. I felt this particularly appropriate as we are both members of the Lancashire and Cheshire car Club and my Grandfather (Ken's father) was one of the original founder members back in the 1920's. All this effort was preceded by a great deal of time and concentrated thought as to the subject of Dad's present. It was eventually decided to commission a painting, by local artist Alan Raine (himself a Formula Ford racer), of some of the cars that Ken circuit raced back in the 1960's/70's.

In true motor-racing style, the painting wasn't completed until 8.30pm the very night Dad and I were over in Yorkshire collecting John's car - the night before the Aintree sprint!

The following day passed without major incident, I even managed to smuggle the picture into the van without dad noticing! After the awards ceremony, I was allowed to say a few words and I duly handed the painting over. It was quite an emotional moment for both of us and everyone present agreed what a fabulous picture it was. I was later to learn that the 5 cars depicted in the painting had a special meaning; there was the first car that Dad raced and which he also shared with his father - a Lotus 7, an Alexis Formula Ford in which Dad won his first ever circuit race, an Alexis Formula 3 in which he had his biggest 'off', a Titan Formula Ford in which he had his greatest number of successes, and lastly, the Lola Formula Atlantic, his only 'works' drive.

As for our first outing in John's

car at Aintree? Well, there also lies a unique tale; after nearly 4 years of sharing a Formula Ford, I managed to beat Dad for the first time and finished 2nd in class in a time half a second faster than we've managed all year in our own car. another claim to fame (if that's the correct description) for the weekend was that it was also the first time in 4 years that Dad actually spun! Tut, tut! Mind you, I wish I could say the same!

We were both very impressed at the increase in stability and stiffness demonstrated by the Van Diemen over our car.

Many thanks for the day must go to :-

John and Stuart for the loan of their car, Lancs and Cheshire Car Club for allowing me to impose on their prize giving ceremony and to Dad's closest friends and relatives who contributed to the painting.

Finally, has our experience in a more modern chassis affected our plans for next year?

Watch this space...!!!



David presents a painting depicting some of the cars his father has driven in his competition career. The occasion was celebrating Ken's 50th birthday.

Photo: Frank Hall

**ANNUAL DINNER
AND
AWARD PRESENTATION**

**PARKWAY HOTEL
SATURDAY
7TH DECEMBER 1991**

MORE DETAILS LATER

**CHAIRMAN'S
THANKS
TO TIM SMITH**

Dear Tim

I write in acknowledgement of your recent resignation from the BARC Yorkshire Centre Committee, and wish to express mine and the Committee's deep gratitude for the work you have put into the Yorkshire Centre over the last 20 plus years.

Your presence will be greatly missed and your input to the Committee has always been invaluable. We look forward to seeing you, perhaps on the other side of the fence now, and maybe giving us your input from the spectators point of view.

With kind regards

Yours sincerely

Tim Thomson
Chairman

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Rolling chassis
Ex-John Village European
Championship winning car
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Immaculate condition
Many spares

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Pat goes ploughing at Aintree. The Kenyon's engine problems continued despite a change of cam. The power improved slightly but the rev band was about 500 rpm, if you lifted off the throttle the engine cut out so you can understand Pat's consternation when the gearbox decided to jump out of 4th gear, the engine cut and she hurtled off at 90+ mph at Canal Turn.

Photo: Frank Hall

**MONTAGUE BURTON
TROPHY MEETING
18 AUGUST 1991**

**OWEN BUTTONS
IT UP**

PETER HERBERT

Steve Owen added the Montague Burton Trophy to his rapidly filling trophy cabinet when he drove his green self constructed OMS950 to the top of the Stockton Farm course a full second quicker than his closest rival. Conditions could not have been better, warm sunshine tempered by a light breeze being the perfect combination for record breaking times.

Practice was enlivened by the valiant efforts of Peter Pellandine and his steam powered Pelland MkII. Sitting on the start line puffing and gurgling, this novel machine inevitably aroused the mischievous interest of assembled hillclimbers. One produced a tea bag, another complained of steam being dropped on the track. Sadly the Pelland's times were on the leisurely side of slow, and for the moment the world steam speed record of 127.66 mph appears safe, but we all wish the project luck.

Lunchtime was marked by the arrival of the Yorkshire Auto Trader classic vehicle parade, and there were some fine motors to be seen. Many interested competitors remarked upon seeing their motoring pasts pass before them, although it has to be said that it is a warped mind that considers such cars as a Hillman Super Minx or a Ford Zodiac MkIV as classics. The American entries were fun, particularly the Highway Patrol car, but star of the show just had to be the Noddy family squeezed into the confines of a black Fiat 126 with large rotating key stuck out of its rear.

Class 1 Touring Cars opened the afternoon's competition, and the ever improving Nova of the Harkness brothers shook off the attentions of Brent Meredith's rapid Fiesta. As usual it was Geoff who set the pace, a time of 47.59 being almost a second and a half quicker than brother Nigel. The boys from Carlisle may soon be seen in a Ray Formula Ford chassis, power unit to be determined. Remember where you read it first.

The McNeill family's fuel injected Southern Carburettors backed RS2000 dominated Class 2, Roy setting a time of 48.75, half a second clear of

Judy. Harewood regular Sam Roach gave chase in his carburettored RS, but despite trying as hard as ever, had to settle for third.

Richard Hargreaves' day began badly having to dash into Leeds to have wrongly fitted tyres changed. However once onto the track the Jim Russell Racing backed Sierra Cosworth driver was in terrific form. A 42.83 second climb breaking the Settle farmers own record, and securing a rare saloon place in the top ten run off. John Garnett was a game second, getting to within two hundredths of Richard's old 43.15 record in the immaculate T&G Motorsport Cosworth.

Class 4 was the scene of the second new record of the day, and as predicted last month a Midget dived into the forty fours. Martin Brobyn threw his Midget up the hill in 44.68, whilst a hard charging Chris Seaman also got below Brian Kenyon's old record with a 45.00 run. Brian could only manage third, a position he is unlikely to tolerate for long.

Class 5 is yellow Elan country, and the slick shod example of Brian Lee proved not unexpectedly quicker than the road tyred version of the jovial Brian Woffenden, 45.92 being the winning time. John Yardley demonstrated that father knows best in Class 6, beating son Tony in the rumbling shared Marcos Mantula by a margin of 0.38 seconds with a climb of 44.19.

Tim Mason, he of the shorts and sexy knees, drove his Van Diemen RF85 to victory in the super competitive Pre 87 Formula Ford dice. A time of 43.25 was just 0.03 faster than Roger Kilty's similar car while record holder John Bennett's RF86 was a further 0.07 behind.

To Jim Godwin's delight his lone Class E runner was merged with Class A and fifth place resulted, although the little Sylva Striker stubbornly refuses to be persuaded to exit Quarry in less than fifty seconds. Peter Herbert has similar trouble in getting his Westfield to drop into the forty fours, but 45.10 was close, and good enough to bag the goodies. The Hutchinson Midget fought hard, and Tim's time of 46.69

beat father David by just 0.16 to secure second place.

A real nutter took Class B, Paul Nutter to be exact. The rapidly improving 1700 Escort driver recorded an impressive 47.16, 0.26 ahead of Paul Turners lighter but road tyre shod Caterham Super Seven. Carl Austin shared the victorious Ford to finish third, a further 0.09 adrift.

Mike Kerr, still hobbling as a result of his recent fracture, debut'd his purposeful 2.1 BDX powered Westfield in Class C and finished a steady third. Mike's number one mechanic Dave Twitton was only 0.07 behind le patron in his first ever hillclimb, a performance that was testimony to Dave's latent talent, and the tractable nature of the BDX. Class pace-setters were Chris Ellett and Peter Needham sharing the V8 Metro-Rod Dutton, Chris' time of 44.21 clinching victory.

'Flanagan and Allen' ruled Class D, Roger Allen coaxing the shared Mallock Mk24 through the finish beam 0.19 quicker than co-driver Peter Read in a time of 40.55. The evergreen Joe Ward was third in the Ward WD8M. Entries in the larger Sports Libre classes were sparse, and Don Burt was a lonely runner in the NG TCR, recording a time of 52.20.

Class H racing cars saw Ian Blunt's 500cc Jedi 013 take the silverware with a 43.72 run; Peter Green took the 1100cc division in his OMS 89A with a 42.72 climb to complete a successful day for the Owen Stable. Andrew Jackson and Lynn Owen completed a Class I OMS one-two-three.

Darell Staniforth took his customary Class J win at the wheel of the family Quest Terrapin HC1 with a time of 39.54, more than a second clear of Martin Brockhouse's March 782. In Class K David Park was a model of consistency with two identical 42.35 runs, the Reynard SF84/86 being 0.20 faster than Martin Dowling's Royale RP27.

Tim Thomson's non-start left Class L a straight fight between Steve Owen and John Lambert, and a 38.15 ascent was sufficient to clinch the class and FTD for the Leeds OMS constructor.

The run off saw John Lambert half a second shy of Owen after the first climbs, but on his second run John lost the Pilbeam coming out of Willow, pirouetting across the grass in graceful style. This left Mr Owen victorious, with Roger Allen third behind Lambert. Finally, mention must

be given to a single saloon in amongst this sophisticated racing machinery. With an electrifying display of controlled aggression, Richard Hargreaves drove the waste gate chattering Sierra to a time even quicker than his class record breaking run. Long live the hillclimbing saloon car.

RESULTS

| CLASS | NAME | CAR | TIME |
|-------|--------------------|-----------------|-------|
| 1 | Geoffrey Harkness | Vauxhall Nova | 47.59 |
| 2 | Roy McNeill | Escort RS2000 | 48.75 |
| 3 | Richard Hargreaves | Sierra Cosworth | 42.83 |
| 4 | Martin Brobyn | MG Midget | 44.68 |
| 5 | Brian Lee | Lotus Elan | 45.92 |
| 6 | John Yardley | Marcos Mantula | 44.19 |
| 7 | Tim Mason | Van Diemen RF85 | 43.25 |
| A&E | Peter Herbert | Westfield SE | 45.10 |
| B | Paul Nutter | Ford Escort | 47.16 |
| C | Chris Ellett | Dutton Phaeton | 44.21 |
| D | Roger Allen | Mallock Mk24 | 40.55 |
| G | Don Burt | NG TCR | 52.20 |
| H | Ian Blunt | Jedi 013 | 43.72 |
| I | Peter Green | OMS 89A | 42.72 |
| J | Darell Staniforth | Quest Terrapin | 39.54 |
| K | David Park | Reynard SF84/86 | 42.35 |
| L& | Steve Owen | OMS 950 | 38.15 |
| FTD | | | |

HAREWOOD HILLCLIMB CHAMPIONSHIP

| POSN | NAME | POINTS TO DROP | TOTAL SCORE |
|------|--------------------|----------------|-------------|
| 1 | Richard Hargreaves | 10.58 | 83.19 |
| 2 | Tim Mason | 13.70 | 83.14 |
| 3 | Roger Kilty | 13.75 | 83.12 |
| 4 | Chris Seaman | 11.39 | 81.39 |
| 5 | Mick Moore | 13.01 | 79.41 |
| 6 | Colin Wright | 12.16 | 79.07 |
| 7 | John Garnett | 8.04 | 78.89 |
| 8 | Geoff Harkness | 11.03 | 76.74 |
| 9 | Neville Alderson | 11.78 | 75.09 |
| 10 | David Bailey | 10.76 | 73.98 |
| 11 | Jeff Norton | 9.01 | 73.20 |
| 12 | Stuart Abbott | 10.28 | 72.78 |
| 13 | Brian Lee | 7.76 | 72.04 |
| 14 | Tony Briggs | 10.65 | 71.44 |
| 15 | Martin Brobyn | | 70.81 |
| 16 | Paul Stringer | 10.20 | 69.71 |
| 17 | Ian Stringer | 9.28 | 69.30 |
| 18 | Nigel Harkness | 6.36 | 66.87 |
| 19 | John Wilkinson | | 65.03 |
| 20 | Darell Staniforth | | 64.51 |
| 21 | John Bennett | | 62.88 |
| 22 | Brian Kenyon | | 62.73 |
| 23 | Peter Herbert | 6.34 | 62.59 |
| 24 | John Lambert | 5.01 | 62.00 |
| 25 | Ken Bailey | | 59.96 |
| 26 | Joe Ward | | 59.53 |
| 27 | Pat Kenyon | | 59.49 |
| 28 | Steve Owen | | 58.19 |
| 29 | Paul Greaves | | 57.90 |
| 30 | Don Williams | 2.56 | 55.30 |

FTD SERIES

| | | |
|---|-------------------|-----------|
| 1 | Steve Owen | 40 points |
| 2 | John Lambert | 32 |
| 3 | Bill Wood | 18 |
| | Darell Staniforth | 18 |
| 5 | Joe Ward | 17 |

In recognition of his stalwart services to the Centre for his superb Harewood reports and other articles, we thought it only fitting to print a picture of our hero.

Unfortunately, we forgot to write on the back of the photographs and we cannot remember which is Peter's photo so we have decided to play safe and print them both.

One is of the Bailey's mascot and the other is Peter Herbert.

Photos: Pat Kenyon

REPORTER REQUIRED

Our grateful thanks to Peter Herbert for his superb, witty and informative reports on the Harewood events. Unfortunately, Peter is being 'forced' into taking a holiday in the South of France and so will miss the last Harewood. So unless you wish to be lumbered with BK writing a report, we would like someone to volunteer to cover the Championship final. So come on chaps, or ladies, sharpen your pencils, this is your chance to make a name for yourselves. Offers to the editor please.



NO A'WARD FOR JOE

For the first time in living memory, Joe Ward appeared in a car which was not of his construction. His Ward WDBM being temporarily laid aside for him to debut his immaculately turned out Reynard SF79. Joe has popped in his spare 1600cc push rod Clubman's unit.

Joe was concerned that the car was not quite as he would have liked it, with many small items yet to be finished, likewise Joe had no idea of the ratios required but was using the outing at Aintree as a proving session.



Three wheels on my waggon. We now know how Chris Seaman goes so quickly. His car has less rolling resistance than the rest of us as he only uses two or three of the wheels at a time.

Photo: Frank Hall

POLISHED PERFORMER

Europa stalwart, Graham Oates, clinched the RAC Sprint Leaders Championship at Aintree on 24 August. For Graham, it has not been an altogether smooth passage, he bent a front corner in Ireland and at Aintree the flywheel came adrift, but not before Graham had secured the championship victory he has sought for so long.

Our hearty congratulations to Graham on his championship win and we hope that it will be the first of many.

Graham has stayed faithful to his Europa in both Marque and mod-sport trim but prior to taking up 4 wheel motor sport, he used to be a motor cycle racer.

Graham would like to thank his sponsors, Dura Glit, Turtle Wax and Solvol Autosol for their support throughout the year!



GRAHAM'S GLORY

On home territory, Graham Oates secured the RAC Sprint Leaders title. Although there were events at Colerne, Brighton and Weston-super-Mare to follow, Graham cannot now be caught.

Photo: Pat Kenyon

BRIITANNIA HISTORIC RALLY HAREWOOD 1991

The BARC Yorkshire Centre are running a stage of the Britannia Historic Rally, which precedes the spectator stages of the Lombard RAC Rally, on Sunday 24th November 1991 at Harewood.

Harewood is not to host a round of the Lombard RAC Rally this year but the Historic Rally should prove just as interesting. The rally stage will be run entirely on Harewood Hill's land and will provide some very interesting viewing for spectators.

It is hoped to have a varied and interesting selection of Historic rally cars, bringing back memories of motorsport from days gone by.

Signing on times are likely to be later than in 1990 so anyone who is interested, please contact the Chief Marshal, Tim Bendelow, 3 West View, Ferrensby, Knaresborough, HG5 0PZ or ring him on 0423 340594.

| | | B.A.R.C. ANNUAL COMPETITIONS | | | | | | | | | | |
|-----|------------------|---------------------------------|----|----|----|----|---|---|----|----|-----|----|
| Pos | Name | 10 | 30 | 31 | 18 | 19 | 8 | 9 | 20 | 21 | Tot | |
| | | / | / | / | / | / | / | / | / | / | | |
| | | 3 | 3 | 3 | 5 | 5 | 6 | 6 | 7 | 7 | | |
| 1 | Chris Seaman | 3 | 5 | 6 | 6 | 5 | 6 | 6 | 3 | 5 | 5 | 50 |
| 2 | Peter Herbert | 0 | 6 | 4 | 0 | 6 | 4 | 5 | 3 | 4 | 6 | 38 |
| 3= | Boris Hardcastle | 5 | 0 | 3 | 6 | 6 | 3 | 3 | 3 | 3 | 5 | 37 |
| 3= | Sam Roach | 3 | 0 | 3 | 6 | 5 | 3 | 6 | 3 | 4 | 4 | 37 |
| 5 | Denys Townsend | 6 | 6 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 36 |
| 6= | David Dalrymple | 5 | 5 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 34 |
| 6= | John English | 5 | 6 | 6 | 3 | 5 | 3 | 3 | 0 | 0 | 3 | 34 |
| 6= | Graham Wride | 6 | 3 | 3 | 5 | 3 | 3 | 3 | 5 | 3 | 0 | 34 |
| 9 | Brian Kenyon | 3 | 6 | 5 | 0 | 6 | 5 | 3 | 0 | 0 | 4 | 32 |
| 10 | Don Williams | 3 | 0 | 5 | 0 | 3 | 5 | 3 | 3 | 4 | 4 | 30 |
| 11 | Jim Godwin | 3 | 0 | 4 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 29 |
| 12 | Peter Read | 0 | 5 | 3 | 0 | 6 | 0 | 0 | 3 | 6 | 5 | 28 |
| 13 | Tony Briggs | 0 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 27 |
| 14 | Leon Bachelier | 0 | 0 | 3 | 0 | 6 | 3 | 5 | 3 | 5 | 0 | 25 |
| 15 | Pat Kenyon | 3 | 3 | 4 | 0 | 3 | 3 | 5 | 0 | 0 | 3 | 24 |
| 16= | Harry Mason | 0 | 3 | 3 | 3 | 3 | 3 | 3 | 0 | 0 | 3 | 21 |
| 16= | Anne English | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 0 | 0 | 0 | 21 |
| 18 | Roger Allen | 0 | 4 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 6 | 20 |
| 19 | Chris Seaman | 3 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 15 |
| 19 | Tim Smith | 3 | 3 | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 15 |

If anyone has any queries about their points, please contact the Competition Co-ordinator, Boris Hardcastle, on 0532 584903.

REQUEST ALAN MCKINNEY

As many members know, I try to encourage youngsters at the Harewood Hillclimb by giving them posters, stickers and any other information relevant to motor sport. My current supply has almost run out and I would be very grateful if members could collect posters etc (out of Autosport and other magazines) and bring them along to the next Harewood in September.

ISLAND MAYHEM BOB WRIGHT

For those who wondered why the July meeting went well from Saturday lunchtime onwards, I have the solution - I was on my way to cause mayhem in Jersey. With 'over the limit' baggage I had a lot of explaining to do before I was allowed onto the aircraft wearing probans, boots, gloves and face mask.

Arriving at my car hire garage, I was expected to get five adults plus baggage into a Sierra Sapphire instead of the Cavalier I had ordered. To cut a long argument short, they refused me a Senator (brand new and for sale) and promised a Cavalier that night. In the meantime they persuaded me to take the Sapphire plus a man to deliver the bags in an Orion.

As a mainland volunteer I was invited to the pre event soiree at Jersey Motor Cycle and Light Car Club (JMC&LCC) clubhouse on the Wednesday evening. Parking was difficult at the Clubhouse - all the mainland competitors had seen too much Bergerac and brought their trailers.

The evening went well with the competitors in one corner, the marshals in another and the Stewards/Scrutineers in another. It was very easy to split the competitors into three groups:-

- 1) The Locals - a good night out on the Club and could walk home
- 2) The Cautious Mainlanders - using the function as 'dinner out'
- 3) The Serious Competitors - trying very hard to give the impression they were drinking but not lowering the liquid level in their glass WHILE trying hard to encourage all the rest to drink heartily (roll on the thick head)

Bouley Bay, 0800, marshals signing on, the competitors had already begun the scrutineering bit. My reputation should have arrived in front of me so I expected to be a relay flag between corners. It had not; clad in helmet, asbestos gloves and face mask and carrying 3 extinguishers, I was persuaded to walk down the hill (900m?) and play fireman in the paddock. For those who have not enjoyed marshalling Bouley Bay paddock, all the 'big boys' are double parked against the bay wall while the rest, including the motor bikes, are given the freedom of the harbour wall.

It is a well known fact that in the case of fire - strip and dive over the wall (and hope the tide's in).

The start line was almost set up with 'Sir' Smith in charge. The last of the hotel guests were putting up some good times as they escaped to the top of the hill and freedom. The final act of

setting up prior to practice starting was the States of Jersey White Lining Team' who duly marked the startline under expert guidance. It is here that you should note that with the hill blocked, the only exit for the white lines was backwards. There are several competitors still wondering how a 5 ton lorry in reverse put up a better time than they did! Although this was my fourth trip to the event, it was the first time I've seen passengers carried up any hill, never mind as the 'exposed' party in a sidecar. The sight of this happening reduces free fall parachuting to the level of granny's Sunday afternoon hobby.

In case there are any doubters, the Top Gear Team were filming the event for a programme in October. My congratulations to Ray Rowan for his win while my sympathies go to Roy Lane who had trouble with a poorly foot. The bandages unbalanced his car - thus generating handling problems - reducing speed (bandages on his other foot would have created a weight problem slowing the car further).

Without seeing any action - thank goodness - I retired for dinner.

Friday, a nice day, so I booked a flight to Guernsey. Saturday. 0700 - Jersey Airport - dense fog - no flights. The Departure Hut (yes HUT) was full of RAC Stewards - only one was missing from the Bouley Bay event, a certain Mr Ongaro - who reputedly left his hotel early Friday morning and walked to Guernsey in the fine weather.

Needless to say, I cashed my ticket, adjourned to the hotel and gently tanned myself in the afternoon sun.

Having seen the escapades of the members at the August meeting, I hereby apologise for missing the September do - I'm in the Isle of Man at the Historic Sprint and Pursuit meeting.

TRAINING EVENING

Harewood Marshals Association are holding an 'Open Discussion' at the Clubhouse, Harewood on Wednesday 18th September.

This will be our final training evening of the year and we would urge all marshals and competitors who are interested, to come along as we will discuss marshalling and Harewood.

Please do your best to come as previous sessions have been poorly attended.

Contact Tim Bendelow on
0423 340594 or
John Staveley on 0845 526008