



A HUMBLE GUY

BY CROC TANG

IT'S a tall order trying to recollect my thoughts on Harvey Yap. We were pretty close as competitors and later as teammates and friends.

My association with him must be over 40 years. It all started at the Batu Tiga circuit. He was at that time working for the Malaysian Motor Sports Club.

It was in the very early 70s when I participated in a 5-lap handicap race.

There was a lapse of a few years as each of us embarked on our personal careers.

As fate would have wanted it to be, we teamed up when we started working for Tan Choong & Sons, who had the Datsun car agency.

Harvey was the Racing Manager while I became the Technical Manager cum General Sales Manager.

A couple of years later I joined Mercedes-Benz and then went to Wearne Bros. Harvey was roped in the Ford Malaysia When he riled over Batu Tiga circuit racing Zakspeed Escort and the Nescafe Ford.

Tan Choong brought in the Datsun Turbo SS5 and works driver Takahashi but were unable to out-race Harvey.

After the unfortunate "crash" in 1977, Harvey went into hibernation. Two years later, he reappeared, racing a Porsche to victory at the Penang G.P.

In the 80s, Harvey ventured into a couple of ventures — adventure drive club exploring the Malaysian countryside and a Driving School.

He was roped in by Sports Communications as Circuit Manager of the Johor Circuit in 1985. He organized the Asian Touring Car Championship, the Proton Production Cars and the GTI races.

He then started the "Harvey Yap Advance Driving School". He advocated all the finer points — etiquette of safe driving involving chicane maneuvering, stop/start procedures and cornering tactics around the Batu Tiga circuit.

Participants are tutored by an instructor at the initial stage and then "let loose" after being taught.

Harvey was a gentle, soft spoken and humble guy with no airs about him except when he's behind the wheel of a car on the race track. This is when his morphosis takes place.