

BARC

YORKSHIRE CENTRE TIMES

Dec 1985

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COMMITTEE NOTES

Much of the November committee meeting was devoted to discussion of the reports of the two sub-committees formed to consider improvement at Stockton Farm.

The "nuts and bolts" committee brought forward seven proposals ranging from the repair of the breakdown truck, which at present has no front brakes, to installing rumble strips on the inside of Country and Orchard corners. The Main Committee gave cautious approval to all these projects, subject to suitable estimates being obtained.

The other sub-committee, formed to consider environmental improvements, proposed that there should be a shrub planting programme round the toilet block and a tree planting programme down the hill, in particular that a willow should be planted at Willow Bend and a small orchard should be placed at Orchard Corner. It was also proposed that some hardwoods should be planted on the hillside below the straight.

These proposals, together with proposals for replacing fencing, will be discussed at a joint meeting with the board of Harewood Hill Ltd.

A special enclosure for members and Harewood Hill shareholders, with some seating provided, should have been formed by the start of the next season.

A new club night programme is to be put in hand for 1986 and anyone interested in helping to organise an event should get in touch with John English.

Finally the marshals caravan is to be refurbished and painted over the winter by members of the Harewood Marshals Association, anyone who can help, please contact John Staveley (address in HMA corner).

BARC YORKSHIRE CENTRE LEADS — AS EVER

The Touring and Marque cars classes formulated back in the mists of antiquity by the BARC Yorkshire and taken up by the canny Scots have just been adopted by the Nottingham Sports Car Club for 1986. This means of course that many events in the Midlands become possible for competitors with cars which already comply to BARC (Y) regulations. Surely a GOOD Thing for all concerned.

1985 COMPETITIONS — THE FINAL RECKONING

Now the competition season has ended here are the final markings of the Annual Competitions.

The Pearce Trophy

Boris Hardcastle

The Ken Lee Trophy

John English

The Chippy Iola Vase

Denys Townsend and April Corner

The Firth Bowl

Mrs. Barbara Mason

The Traveleads Trophy

Harry Mason

The Pearce Runner-Up Award

Martin Frost

The Pearce Consolation Award

David Dalrymple

The following awards are made at the discretion of the Committee:-

The Ronald Hudson Trophy

Graham Wride

The John Bindloss Memorial Trophy

Clare Staniforth

The Philpot Harewood Marshal's Cup

Bruce Woodhead

Finally the Derek Clark Memorial Trophy has been awarded jointly to Jim Johnstone and Denys Townsend for their exceptional contribution to the success of the 1985 Harewood season.

MEMORIES OF AN EXOTIC RACE MEETING

Most of you will be aware of the street circuits like Monaco, Detroit and Adelaide. Macau and Mount Fuji are names that reek of exotic race meetings.

But how many are aware of the little known International meeting which takes place round the streets of Pudsey every December? For those of you who do not know Pudsey — recently immortalized by the BBC Children in Need mascot for 1985 — the scene must be set. Pudsey used to be a thriving village set twixt Leeds and Bradford, lately absorbed into the outer environs of Leeds but still a bustling shopping centre with three market days a week.

The denizens of this community long ago considered that they needed a showcase to attract the big overseas spenders and came up with the idea of a street race long before Birmingham became more than a hamlet.

The format is simple; the roads around the market place — which forms the paddock and pits — link up with the nearby Richardshaw Lane, down to Stanningley Road, left up Dawsons Corner roundabout, straight on towards Thornton Barracks — this latter section on dual carriageway — then left on Galloway Lane and thence back to the town centre. This gives a lap of around 7 miles — no one has yet bothered to measure it.

The 1885 event was on the calendar for December 1st but to avoid the disruption of traffic in the area all qualifying had to be done between 0200 and 0210 in the morning. This lack of qualifying time and the darkness led to many offs and no competitor was credited with a full flying lap — at least that is the story given to the World's press by Chief Timekeeper JME, who in any case was rumoured to be in bed at home during each qualifying session. Come race morning and it was found that the West Yorkshire Passenger Executive omnibus service number 6 had a horse bus parked across the exit from the paddock and the meeting had to be run later on that night. As the event is to Libre regulations, this did not handicap some competitors as much as others but at the flag after a hard lap it was the FF1600 chassied haywain of ace drover B. Crasho which took the spoils after the similar 'works' haywain of P. Carcrashci went off towards Leeds in mistake and lost the lead — these being the only two finishers.

Comments at the prizegiving ranged from "Not enough armco, run-offs or sandtraps" — E. Jessop, to "Magic, a real racers circuit just like Rufforth" — K. James. The middle line was however taken by most drivers who thought that larger grids than the two cars allowed were a must at future meetings.

A concise history of the event is in preparation and will appear in due course.

A.W. Riter

IN THE WILDS OF NORTH YORKSHIRE

On Tuesday the 26th of November the RAC Rally entered North Yorkshire and The Editor was due at Olivers Mount to photograph the stage there. Arriving in plenty of time — or so we thought — we found that all entrances to the area were closed off to all traffic by the police and that the public car parks are already bulging at the seams.

What an asset a good navigator is though...a quick reappraisal showed that the Weaponess Service area was close and might give some space to park the car. This proved to be the case but shock and horror were to follow.

On pulling up and parking well away from the service crews we emerged with don boots and coats and extract camera bags from the car boot. We were greeted by the sight of two — not just one note, but two — Judges of Fact, one of whom was distinctly larger than average. It couldn't be, but was. The duo were John English and Tony Hodgetts, on their trip round the wilds of Yorkshire (North) seeing that the rally teams were all good boys. Of the pair JME stood out not only because of his size but for his impression of a jovial Russian which had the whole service area turning round, not only was the accent right but the large fur hat was completely in character as well...Advice on the quickest way into the stage was soon forthcoming from the duo with JME pointing to a faint track across a field and assuring us that "Dozens of people have gone that way, it must be the quickest". The dozens must have been equipped to cross the Darien Gap as we had to wade across a bog, jump a stream, climb a 45 degree slope across the field then scale a 60 degree hill through a wood — just to get to the road that then wound round and up and round (you get the idea I trust?) towards the Monument.

Once on the stage the marshals had some strange ideas on safe spots for photographers to stand — perhaps in the hope that next year there will be less of them to worry about! — but the highlight of the stage proved to be Markku Alens' gigantic spin which looked lethal; naturally no pictures of this as it happened halfway up a long straight and nothing spins on the straight bits...except the Lancia Delta supercars. And Alen set second quickest time on the stage?

After Olivers Mount we set off to do a real Yorkshire Forest stage but that is very definitely another story.

SEASONAL ROAD TEST — BY OUR RESIDENT ROAD TEST EDITOR

At this time of year there is a vast consumption of turkey, chicken and the like. To capitalise upon this an enterprising local car manufacturer has come up with a new vehicle which uses the waste products from these birds as an alternative fuel.

The car, known as the Chicken Sheet (our RT Ed. never could spell very well — Ed.) Special — henceforth the CSS — is a simple two seater coupe of fixed head construction with a wheelbase of 70 inches, track (both front and rear) of 54 inches and of front-wheel drive configuration. The engine is a purpose built unit of 658cc and gives 40BHP, running on methane gas — no other details were available for publication although it is given to understand by the manufacturer that the gas is generated and fed into the engine by a highly secret gas generator which converts the solid bird droppings into, first liquid and then gaseous form. The 'fuel' in the form of the methane is stored in a cylinder on the roof of the CSS. A tank holding a large reserve supply of the raw solid droppings. Editor's note — As the gas generator is the subject of the Official Secrets Act and a press 'D' Notice we regret that these are the only details which we can publish at this juncture.

Our 7 feet tall road tester found that there was ample leg room if the front seat was removed and all the driving was done whilst sitting on the rear — normally occasional (which he vowed it would be) — seat. Using our test luggage the boot capacity worked out to be equal to one briefcase, a small holdall and two toothbrushes; just sufficient indeed for a weekend away for two.

On the road, performance was rather on the slow side for a two seater coupe of the mid-eighties with 60 mph coming up in just 4 minutes. Using the ten-mile straight on the magazines' test circuit a top speed of 65 mph was achieved after various runs, the best of which was achieved with a tow from a container lorry, not to say a pushbike. The manufacturer however commented later that our example must have been down on power as their prototype did achieve the same terminal speed in 9.99 miles after a seventeen mile run into the measured straight along an autobahn. The performance is admittedly just about OK for town use although being passed by Sinclair C5's and small children on tricycles could prove embarrassing for the owner who has macho aspirations.

Handling was explored after the speed testing was concluded and cornering was adjudged reasonable given the

outright lack of performance but when pressing on our tester found that the solid fuel reserve in the roof tank would tend to spill out from the open fuel container and get all over the forklift truck tyres fitted to the test car, thus causing a distinct lack of grip at times. Indeed this problem could become acute under heavy braking, causing many instances of terminal understeer in sharp corners and this problem led to the writing-off of several of the pre-production cars by the 'Times' testers. To their credit the manufacturers did inform us after we had totalled their ninth car that we should have fitted the optional solid fuel tank cover, this also helping during rain which could cause the reserve supply to liquify with disastrous results to the occupants.

With a new fuel there is always the problem of supply away from base and we found that around town there was a distinct dearth of refuelling places but once out in the country things got much better and fuel became easier to obtain. Please note that the handbook stresses very much the point that only bird droppings should be used, dried cowpats do tend to block the gas generator. Some thought was given to the problems of exhaust emissions but it seems that a twice emitted pong is not covered under EEC legislation.

It was also found that the use of really fresh fuel had an effect on performance and economy (some half ton per week) and the slight advantage gained is well worth seeking out for those owners with little or no sense of smell.

When asked for their comments the manufacturers replied: "We were hoping to go into production with this revolutionary car in the New Year, but your so called road testers, having driven the pre-production prototypes like hooligans have reduced the whole of our fleet into so much scrap metal. We have therefore decided to cease car production and have gone into the free-form metal sculpture business and have sold all our stock onto the Christmas market at a vast profit. We would be very grateful if your magazine could arrange for the road test team to undertake some further sculpture 'production' for us in time for Easter. A further supply of sculptures are destined for a chequebook waving American museum of 'art'."

Further details are available from: A. Fowler, Chicken S--t Sculptures Inc., Bernard Matthews House, Duck Street, Gander 123, Turkey.

CLASSIFIED ADS

A new service which the 'Times' is pleased to be able to offer to Yorkshire Centre members.

Please send your wants, swops or for sale advertisements to the Editor, keep them short and indicate address and 'phone number for enquiries together with prices etc.

There is no charge for private ads. but no commercial selling is allowed in this column — for this service please contact the Editor for details.

Wanted

Set of alloy wheels suitable for VW Golf GTi. John English, Knaresborough 865134 (Home).

Wanted

Flashing Orange Light for Sierra 4x4. Details to Incident Officer, Box 124.

For Sale

Schriber extending/L shaped teak Hi-Fi unit, excellent condition. £40 o.n.o. The Editor, Leeds 632828/793981

Wanted

Must be cheap. Full set front and rear mock ocelot fur seat covers/steering wheel glove for Audi Quattro. Details to Box 123.

Wanted

Set (4 or 5) of ATS five spoke alloy wheels 6" x 13" for Opel Manta. The Editor, Leeds 632828/793981

For Sale

Full set Ocelot fur fabric seat covers for Audi Quattro — sorry, steering wheel glove already sold. Unwanted early Christmas present. Offers to Box 125.

January copy date for the 'Times' ie. the date by which any material should be submitted to the Editor, is 8th January 1986 with publication on 29th January.

So let the 'Times' have lots of letters, advertisements, articles and photographs to start the New Year off properly.

EDITORIAL

Firstly let me wish all of you out there all the best for the holiday season and particularly a very Happy and Prosperous New Year.

This issue of the 'Times' is something of a landmark, being as it is the last issue of the year and also the start of the magazine as a magazine. Yes, I know that the last issue was typeset on proper paper and looked much more professional than previously, but that was something of an experiment and we hope that it is this copy you are reading which marks the real start of the new look.

ROUND AND ROUND

It is sometimes forgotten in the Yorkshire Centre that we are a section of the British Automobile **Racing** Club, and that although we concentrate on Harewood these days, other Centres and 'Headquarters' still run race meetings — and quite a few Yorkshire Centre members go to them. I was reminded of how close the links are with other Centres when talking to David Price about his recent article; David produced a marshals list from the 1963 Easter meeting at Oulton Park and six of the names on it were also working at the last meeting there in 1985. (Not to mention several sons and daughters who were probably there in 1963 in carry-cots!)

The Oulton Park meetings do deserve more support from the 'right' side of the Pennines (Don't forget the passport though — Ed.), as they are very friendly and well organised and the Oulton atmosphere is still there after all these years. If you can count to ten, you might even get to drop the chequered flag, as the two current 'stoppers' have both managed to run out of fingers to count on this season...!

If you want more excitement the Cadwell Park events are superb — it is undoubtedly the most exciting circuit in the country and marshalling there demands special kinds of resourcefulness which are not needed at circuits where all the miracles of modern science are on call. Like Oulton,

Cadwell is only about 1½ hours drive with the assistance of the splendid M62 and M18, followed by a scenic run over the Wolds.

Donington is, again, an easy run, down the M1, for the single (albeit high quality) meeting which BARC put on; and Silverstone although further afield is still on for a days return journey. The Club does put on very good events south of Watford (Where?) if you dare to stray that far, but a foray of that length is really a 'stay away' journey. What you are assured of is a warm welcome as you will find our friends further south are always very pleased to see people who are brave enough to make the trip.

Perhaps some members would find that they got more out of their membership by broadening their horizons, and trying some race marshalling further afield.

It is 27 years since I first started over the other side of the hill, and some of those six names I mentioned earlier have been going even longer than that.

Of course it was best when **we** ran Internationals at Croft (Remember?) and could field a team which could indeed run anything, anywhere — like the 'funny' race meeting at Castle Coombe, but there is still a lot to be done, much to learn and, many vital jobs which need new blood to keep them going. Therefore, how about a resolution to go race marshalling in 1986? You will be very welcome.

Tony Hodgetts

FURTHER ON THE FORUM DECISIONS

As reported in the last issue the Forum came up with some worthwhile points but item 7 was questioned recently by one of the band of scrutineers.

It was pointed out that the requirement that no equipment other than specifically directed towards safety should be installed in the passenger compartment does not apply just to Touring and Marque cars but is an RAC requirement for all competition vehicles.

You have it seems been warned...

The Committee and myself had a meeting back in November to discuss the next years contents and dates of the 'Times' and although in 1985 the issues did not work out at one every month, next year they will. BUT. "He's at it again!" I can hear you all groan. The 'Times' does need as much input as you can give — so please send all the articles that you can, there after all are some 650 of you and in the end you will only get the magazine you deserve...

Once more all the best for 1986 and a successful season.

Paul S. Boothroyd

NORTHERN CIRCUIT REVIVAL?

Following on from the article in this issue by Tony Hodgetts, it did seem a few weeks ago as if there was the possibility that the North would see circuit racing at two 'new' venues in 1986. Firstly there is the promise of Flookburgh near Grange over Sands to the north of Morecambe Bay. Only a short circuit, lately used for karting and motorcycles, grids there would be small — some eight to ten cars — but should hopefully attract a viable following if the BRSCC Northern Centre can get it to work. More on Flookburgh as it happens.

Meanwhile it was with interest that the 'Times' heard of the possible re-opening of Aintree, the BARC Northwest being the driving force behind this idea. Sadly the scheme seems to have been vetoed on financial grounds and the NW Centre could just have given the impetus to a reopening which should not be long in coming. Unfortunately it appears that the foundations laid by the BARC NW may be built upon by someone else...Again more information as the story becomes clearer.

Harewood Marshals Association Corner

Many thanks to all competitors at the September Harewood for giving us such an enjoyable time — particularly Ray Rowan — more of the same next year please!!

The Committee of the HMA would like to thank all marshals for your help in 1985, the membership cards are on their way together with the rules. Sorry for the lateness but the Chief Startline marshal's wife has been ill (Get well soon — Ed.) and time has been short in sorting matters out.

Whilst on the subject of the Chief Start — does a wife with back trouble mean he has been having trouble getting started lately?

The lads at the Start (Them again? —Ed.) would like to thank all 1985 competitors for their friendly and helpful approach, if you have any comments on how we could improve for 1986 please let us know. In the meantime a Happy Christmas and New Year to you all, we look forward to seeing you down at the bottom of the hill next season.

The caravan is progressing well and should have been repainted by Christmas; remember that next year we will have a cooker available and much more seating — book early to avoid any disappointment.

Production of the overall/anorak badges and car stickers should commence in mid-January. There may just be time to get any last minute designs to the secretary — January 3rd at the latest. Remember a maximum of three colours, including background. If there is insufficient response then the Committee will have to put a design together — so get your ideas on paper and off to us now.

Editorial note. You would do well to remember the definition of a camel — a horse designed by a committee! No offence meant folks — Ed.

The HMA has enrolled its first Life Member — a certain Mr. J. M. English — will you be next? You do not have to be a marshal to join, competitors more than welcome but non-marshals are asked to join as Associate members so that we can easily distinguish you from the marshals and stop Chief Marshal David Dalrymple from chasing you.

National Breakdown Rally 1986

The BARC Yorkshire Centre are organising two stages on the National Breakdown International Rally, which is being held on the 21st, 22nd and 23rd February, 1986.

The first stage will be at Harewood House and will commence at approximately 22.00 hours on Friday 21st February, 1986. Parts of the stage are being flood-lit and will use new territory in the Harewood Estate. The second stage will be held at Harewood Hill and will commence at approximately 11.00 a.m. on Sunday 23rd February, 1986.

Help for setting up the stages and for marshalling is required, and as the Centre have negotiated promoting fees for both stages it is to the advantage of the centre that sufficient help is forthcoming from the Members to ensure that the stages are run in an efficient manner.

The programme for the weekend will be as follows:-

1. Friday 21st February, 1986 at 10.00 a.m. working party at Harewood House to set up the stage.
2. Friday 21st February, 1986 at approximately 20.00 hours, marshalls sign on.
3. Saturday 22nd February, 1986 at 10.00 a.m. working party for the Harewood Hill stage.
4. Sunday 23rd February, 1986 at approximately 9.00 a.m. marshalls sign on.

Will you please notify your availability on the enclosed Availability Form and return same to Ivor Pashley, 14 Penny Piece Place, North Anstone, Sheffield S31 7JZ.

HMA Forthcoming Events

National Breakdown Rally — marshals required for setting-up and running two stages.

Friday 21st February (approx. 10pm) and Sunday 23rd February (lunchtime-ish) for the stages but the setting-up parties will be required on Friday, during the day and on Saturday. The Friday evening stage is through the Harewood House estate and the Sunday stage is at Harewood Hill.

For further details please see separate article in this issue.

As this is the last 'Times' and hence the last HMA spot of 1985 the Committee of the HMA would like to wish all members and their families a Happy Christmas and a peaceful and successful New Year in 1986.

John Stavely, 40 Birkdale Drive, Alwoodley, Leeds LS17 7RU. Tel: Work - 433731, Home - 695740.

To all marshals,

Thank you for your help as a marshal at Harewood Speed Climb in 1985.

I hope you can assist us as an official at the meetings in 1986, please find enclosed with the 'Times' a 1986 Marshals Form. If you wish further forms sending to any of your friends, or know anyone who may like to be a marshal please let me know at the address below.

Yours sincerely,
David Dalrymple
Chief Marshal
Harewood Hill Climb
Manora, 30 Manley Road,
Ben Rhydding, Ilkley,
West Yorkshire, LS29 8QP.
Tel: (0943) 609810.

JANUARY CLUBNIGHT

Don't forget the January Clubnight, the 8th — that's a Wednesday as usual. At the Ossett Posthouse, off Junction 40 on the M1, a picture quiz by maestro Brian Kenyon. Please attend from 7pm onwards.