



YORKSHIRE CENTRE TIMES

FEBRUARY 1985
Issue No. 2



WINNER COMES 2nd

Well we have made it to issue 2 of the 'Times' but still need much, much more input from all you readers out there.

Thank you if you were one of the people who wrote or 'phoned me after the first issue - I just wish that the number had been far higher.....

This issue you will find a couple of short reports on the first F3 round and the National Breakdown Rally, both held recently, this is intended to keep you all up to date with what is going on in all the variety of motorsport we are so lucky to have in this country.

On purely Centre matters things are once more moving as the season opens with a conscious attempt to sell the Centre to a wider audience. A very successful display at the Yorkshire Post should bring in some more spectators at Harewood; but more marshals are always needed - get a friend to come along to help on March 17th.

Next issue will have a report on the March 17th events at Harewood and possibly news on Class 18 - see Chris Mason's letter in this issue.

Paul Boothroyd.

9 Greenside Drive, Wortley, Leeds LS12 4SF.
Tel: 0532-793981/632828.

Annual General Meeting

Notice is hereby given that the Annual General Meeting of the BARC Yorkshire Centre will be held in the ballroom at the Parkway Hotel, Otley Road, Leeds LS16 at 8.00pm on Wednesday 20th. March 1985.

By order of the Committee.

John M. English
(Hon. Secretary)

Agenda.

1. To receive and adopt the minutes of the Annual General Meeting held on Thursday 15th. March 1984.
2. To receive the reports of:
 - a) The Hon. Secretary
 - b) The Hon. Treasurer
 - c) The Hon. Competition Secretary
 - d) The Hon. Social Secretary
 - e) The Chairman
3. To elect Officers and Committee for 1985/6
 - a) Chairman
 - b) Vice Chairman
 - c) Hon. Treasurer
 - d) Hon. Secretary
 - e) Hon. Competition Secretary
 - f) Hon. Social Secretary
 - g) The requisite number of Committee Members.
4. To transact any other formal business which may properly be dealt with at an Annual General Meeting of the Centre.



The ever cheerful Chris Lord, with Ron Varley in the hot seat, gets to grips with his Audi Quattro at Harewood on the first day of the National Breakdown Rally.

Photo: Paul Boothroyd
(PBP)

Under item 4. on the Agenda, time is given for discussion on any other business members may wish to raise. It is helpful, particularly where explanations or answers which will require reference to Centre are required, if advance notice can be given.

Officials for the Year 1984/5

Vice President: A.J.Burton

Officers (who retire)

Chairman: S.N.Clark
Vice Chairman: J.R.Hardcastle
Hon. Treasurer: D.N.Townsend
Hon. Secretary: J.M.English
Hon. Competition Secretary: T.C.D.Smith
Hon. Social Secretary: L.S.Stross

In accordance with the "Rules for the conduct of Centres" drawn up by the Club's Council under Article 39 of the Memoranda and Articles of Association of the British Automobile Racing club Ltd., the Yorkshire Centre Committee makes the nominations for Officers for the following year.

The following nominations have been made for 1985/6.

Chairman: S.N.Clark
Vice Chairman: To be nominated
Hon. Treasurer: D.N.Townsend
Hon. Secretary: J.M.English
Hon. Competition Secretary: T.C.D.Smith
Hon. Social Secretary: L.S.Stross

Committee for the Year 1984/5

Co-opted members to retire: D.Dalrymple, A.J. Hodgetts, J.M.Staveley.
The co-opted members offer themselves for re-election and are nominated by the Committee.

Committee members to retire: J.R.Hardcastle, T.C.D.Smith, A.McKinney.

Mr. A.McKinney, who retires by rotation, has indicated his willingness to stand for re-election. He has been nominated by the Committee.

Including this nomination there are a total of 4 vacancies to be filled on the Committee and nominations for candidates are invited. All nominations must be made in writing, with the knowledge and consent of the nominee and must be duly proposed and seconded by two members of the Centre.

Nominations must be sent to the Hon. Secretary J.M.English, 32 Fairfield Avenue, Knaresborough, North Yorks, HG5 8HB.

Members are invited to bring along their family and friends who may attend the AGM although they may not take part in any voting or discussion.

Bar in the meeting room will be open from 7.30pm.



The Malcolm Wilson/Nigel Harris Audi Quattro speed through SS2 Harewood on the National Breakdown Rally.

A fine win by the Quattro crew almost did not happen when transmission problems saw them return through Harewood the next day in two-wheel drive.

Photo: Yvonne Boothroyd (PBP)

CLUB NIGHT REPORT

The last couple of Clubnights have been of the Noggin and Natter variety as there has been a distinct lack of interest in someone organising anything different.

When a competition is organised more members attend and all enjoy themselves hugely. However the same people always seem to get roped in to think up the entertainment and organise it. Naturally these regulars would like to sit back and participate in something themselves sometimes - so if you have any ideas for clubnight games, competitions, quizzes or whatever don't just sit there....offer your services and spread the load a little.

The April clubnight on the 3rd. is likely to be a working party one, followed by the usual visit to a local hostelry to recover.....



BRITISH AUTOMOBILE RACING CLUB

YORKSHIRE CENTRE

February, 1985.

Reply to:

Simon N. Clark
Design & Fittings Limited
Sandbeck Way
WETHERBY LS22 4DN
Tel: (0937) 64554

Dear Member,

0939 64554

Judging from the response to my first letter it would appear to be worthwhile to bring you up to date on the committee's activities and decisions since January.

Let me start with the great news, that Harewood is to be totally resurfaced before the season starts. This obviously clears our first priority off very quickly.

As mentioned last month, our second priority is promotion. This is still making good ground and Jimmy Johnstone has now got the Yorkshire Post exhibition almost set up. We are really pushing the centre and its activities and hope to have the exhibition manned by club members to encourage people to join and come to Harewood.

My final comment for this month is one of congratulations to our new Editor, Paul Boothroyd, who I am sure you will all agree, has given us something informative and entertaining, in the form of "The Times". All I would ask is that you help Paul to keep up the standard by providing the stories.

Yours sincerely,

SIMON N. CLARK
CHAIRMAN.

National Breakdown International Rally

The National Breakdown International Rally had the two Harewood stages at the beginning and end of the route.

On Saturday Harewood was SS2, run from Harrogate Road end down through the estate and out on the Pool Bank road. Sunday saw the stage run in reverse as the final test of the weekend with very few runners left compared to the day previously.

After Mouton was fastest on the first stage at Bowling Hall in Bradford the Malcolm Wilson/Nigel Harris Quattro went through Harewood in fine style to just pip Mouton for stage honours with local Quattro peddler Chris Lord - with Ron Varley in the hot seat - some thirteen seconds adrift.

With the expanses of North Yorkshire forest to contend with before arriving back at Harewood it was to be expected that the entry would be lessened somewhat: and so it was. Wilson had really got into the swing of things as the Mouton Audi went out in Cropton 1 - after hitting something - but even he was in trouble with only two-wheel drive on the Quattro after transmission troubles.

On the return run through Harewood - SS51 - Lord had got it together to set fastest time whilst Wilson was thirteen seconds slower this time.....

At the finish a jubilant Wilson, almost sidelined altogether by engine failure on the Swedish the week before, his National Breakdown engine being the ex-Mikkola RAC Rally one, ran out the winner from Russell Brookes/Mike Broad (Manta 400), Terry Kaby/Kevin Gormley (Nissan 240RS) and Lord/Varley in a good fourth.

RE-SURFACING DATE

Just in is the news that the Harewood Hill surface is to be renewed straight after the March 17th. practice day - the contractors are hoping in fact to start work on the Monday morning. This means that the first competition on the new tarmac will be the Easter National meeting on April 6th. and 7th. - given some fair weather there could be some lowering of class, and outright, records.

Post Exhibition Centrepiece



view of the BARC Yorkshire Centre display in the Yorkshire Post building. The Centre have been invited to consider another exhibition some time in the future - much interest was shown by members of the public.

Organiser Jim Johnstone's Brabham BT18 is flanked by the Mini of Neil Turner and the D Type Replica belonging to Stephen Smith - how dare he let it out of his sight?

Photos: Paul Boothroyd
(rBi)

Sterling work by Jim Johnstone ensured that the Centre exhibition in the foyer of the Yorkshire Post went on in fine style.

Jim collected a display of photographs chronicling the history of Harewood in a fascinating way whilst the three cars on display formed an attractive and mouth-watering - not to say eye-catching centrepiece.

Unfortunately the photographic display could not be sited in the original spot due to some chaos in the building but the leaflets detailing the activities of the Centre vanished at a rapid rate every time they were replenished - watch out for a new batch of spectators at Harewood this year, and possibly some new members! Many thanks are due to those who loaned their cars for the exhibition; Jim had his trusty 1966 Brabham BT18 there, the ex-Brian Eccles car looking very smart and every inch a proper racer. Saloons were represented by Neil Turner's Mini, powered by a 1340 Longman engine the red and white device is usually up there in the class times at Harewood and should go quicker this season after all the admiring glances, not to say looks of envy..... Sports car of the show was the immaculate and very desirable D Type replica loaned by Stephen Smith. One of the Wingfield built replicas Stephens is in Ecurie Ecosse colours and is constructed with 100% accuracy - even the rivets are in the same places as the original.

18 dropped at Harewood

A decision was recently taken to drop Class 18 from Harewood this year.

Class 18, best known as the Harewood Classics class was started to give cars of 'classic' standing a chance to compete amongst themselves away from much more modern and potent machinery.

Whilst the debate on the class continues - it does not seem destined to die quietly - the 'Times' has received a letter from Chris Mason on the subject.

Now Chris is not only a competitor in Class 18, in Hayden Speddings' E Type, but has I believe a very strong and cogent case to present. Because of this, and to generate ideas and debate on the subject we are printing his letter here in full; once again all comments on this subject would be welcome - Ed.

C MASON

Letters to the Editor

The following letter has been received from Malcolm Pittwood of Doncaster and we make no apologies for including it here in only slightly abridged form.

It is heartening to see that the Centre is supported in spirit if not body by such as Malcolm and that, as his letter shows, some form of motorsport participation is possible for nearly all of us if we set our minds to it.

Sir,

Whilst I do not get to any of the social functions of the Centre nor do I compete at Harewood I have been a Yorkshire Centre member for about fourteen years and in 1984 I competed in the BARC Sprint Championship as a Yorkshire Centre member.

I was one of only two competitors to contest every round of the 1984 Sprint Championship and because the bulk of the events have a Southern bias I travelled about 6000 miles to the eleven events. I drove to each event in my competition car - a Production Class Ford Fiesta Supersport.

I am pleased to say that at the end of the season I had won my class at three events, taken four 2nd. places, three 3rds. and a fourth in class, and I won Class 1 of the BARC Sprint Championship and was placed fourth overall in the final standings.

I hope that you may find space in the 'Times' to show other members that competitive motorsport does extend beyond the hills and perhaps the Competitions Committee may eventually find a Yorkshire venue to hold rounds of the Sprint Championship? Who knows, we might even see compatibility between speed event classing structures at some time in the not too distant future if Yorkshire Centre did become involved with the Sprint Championship. (I refer you and fellow members to correspondence in the July/August 1982 Circular and "letters on classes" printed in 1981).

I am sure that the rest of the membership will have something to say on the last paragraph, even a certain Mr. Kenyon? which should in turn give you a great deal to edit.

Regards

Malcolm Pittwood.

Our Letters space remains open for comments or reply to the above letter. Ed.

Around with F3 circus

The first weekend in March saw the F3 circus but for the first time in anger in the new for '85 flat-bottom cars, Silverstone Club circuit providing the venue.

With all the top teams running either new Ralt or Reynard chassis anything could happen but talented Brazilian Mauricio Guglemin was expected to be a front runner in his West Surrey Racing Ralt RT30. After qualifying Andy Wallace was on pole in his Swallow Reynard 853 with Guglemin alongside.

Wallace made the best start but in the opening laps the surprise came from Dave Scott in a converted Ralt RT3 who led the pack behind Wallace for a number of laps. As things settled down the Centres own Russell Spence came through to second place ahead of Guglemin - the Yorkshire driver making it a Reynard one/two as Wallace proved uncatchable.

Round two is at Thruxton on the 10th. March, all you circuit freaks watch this space for news.

LEVEL HILL CLIMBING

Hillclimbing is such a popular form of motor-sport simply because it is possible to compete at a variety of levels.

On the one hand a basically standard road saloon or sports car can be driven to Harewood and for little more than the entry fee, petrol and basic safety equipment can give enjoyment. At the other end of the scale there are the Class Seventeen single-seaters worth an arm and a leg and costing the other limbs to run.

Circuit racing in contrast is not cheap, at any level. A full season of FF1600 for example, with a 'works' car and taking in the major championships costs into the 30 or 40 thousand pounds bracket to be competitive. Saloons are not cheap to build and run either - hence the popularity of hillclimbing and sprints.

To try and redress the balance slightly more in favour of the roundy, roundy circuits a gaggle of local, budget championships have appeared - and vanished - over the years; witness the popularity of the MCD Champion of..... FF1600 series over the past few years.

Now a new FF1600 series starts in 1985 with the avowed aim of really bringing cheap racing back to the single-seater camp.

Formula E Ford admits only 'low-tech' chassis using the standard FF1600 RAC regulations with the following clauses added to ensure that the costs are kept down.

1. Cars must be of conventional wishbone design.
2. The use of rocking levers or pull/push rods connecting the dampers to the wheel assembly is forbidden.
3. The spring and damper unit must be of conventional type. It must be attached at the top to the chassis structure and attached at the bottom to the outer suspension; ie bottom of hub carrier/upright, bottom wishbone or link.
4. The use of double adjustable dampers is prohibited ie independent adjustment for rebound and bump.

The main advantages of the Formula is that the regulations are plain black and white with none of the grey areas found in the other 'budget' FF1600 classes - Pre74, 74-78 or Pre80 FF2000. If a chassis conforms to the four clauses then it is legal, and can easily be seen as such; there is no bar on age, therefore a purpose built brand new car is just as acceptable as an existing model.

To administer the Formula E an association has been formed and a series of races organised, revolving mainly around Oulton Park. Prize money of £210 per race is payable, subject to at least twenty entries per event.

The 1985 dates are:

March 23rd.	BARC	Oulton Park
May 6th.	BRSCC	Oulton Park
May 19th.	BRSCC	Mallory Park
June 15th.	BRSCC	Oulton Park
June 22nd.	MCMRC	Oulton Park
July 13th.	BRSCC	Cadwell Park
August 10th.	BARC	Oulton Park
August 31st/ September 1st.	BRSCC	Oulton Park
September 7th.	BARC	Oulton Park
TBA	500MRC	Kirkistown

For anyone interested in this attempt to bring some sanity back to circuit racing in FF1600 the person to contact is Ian Smith, Secretary, Formula E Association, 60 Bull Bridge Lane, Aintree Village, Liverpool L10 6LZ. Tel: 051-531-8716.

Rounding up the Marshals

At this time of year the Chief Marshal is always in need of more names on his roster to enable the Centre to efficiently run its' programme of events.

1985 is no exception to this and the 'Times' has received an impassioned plea from David Dalrymple which follows.....

WANTED - Marshals

We are still requiring a lot of members and friends to assist as Marshals and Officials for the 1985 season.

We trust you will support the Centre in helping out in this important duty, please find enclosed with your copy of the 'Times' a 1985 Marshals availability form.

To those of you who have helped in previous years but have not so far returned a form we would be pleased if you could now do so. If you wish for further forms to be sent to any friends, or know anyone who would like to be a Marshal please let me know at the following address:

David M. Dalrymple, 'Manora', 30 Manley Road, Ben Rhydding, Ilkley, West Yorks. LS29 8QP. Telephone: Ilkley (0943) 609810.

Don't forget the Hillclimb practice and Marshal training day at Harewood on March 17th.

BOOK REVUE

Scottish Motor Sports Extra

The leading Scottish hill climbers have long been familiar faces at Harewood, so many Yorkshire Centre members may be interested in obtaining a copy of "Motor Sports Extra: A History and review of the Scottish Hill Climb Championship 1970-1984". Well known Aberdeen motor sport publicist Jack Davidson has put together this professionally produced, 80 page, A5 format, soft cover publication.

This is a most attractive booklet which covers the Scottish series in a collection of evocatively illustrated articles. There is plenty on personalities, the hills used, the arguments and gossip, and all that the compulsive statistician might desire. The illustrations are augmented by cartoons and this epitomises the approach taken which successfully combines solid factual matter with lightheartedness and an easily digestible layout.

Best of all is Hugh Denholm's hilarious article "The Gentle Art of Hillclimbing". It had this reviewer doubled up and crying for mercy! And it's so true. Hugh's article alone is well worth the cost of £4 (inclusive of post and packing). Copies are available from: Jack Davidson, Davidson Publicity, Chalmers House, 70 Skene Street, Aberdeen AB1 1QE; Telephone (0224)647322.

If this particular publication sells well it could lead to an annual review of Scottish hill climbing, and given the amount of effort and research which has gone into it, the book thoroughly deserves to.

Chris Mason.

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Editor: P. Boothroyd.

Printed by Speedprint Telephone: Lds. 509727