

EDITORIAL

There is not a lot I wish to say this month, except to commend the article on Karting, as an alternative entry to racing, to you. David Sugden is an old hand in motor racing — he used to race a Clubmans car back in the 1970s and his knowledge of Karting comes from spending many seasons running his son Tim.

If anyone out there would like to do a similar article on other forms of motor-sport the 'Times' would find space for it with pleasure — grasstracking, auto-cross/rallycross, rallying, even hillclimbing come on and spread your knowledge about and attract more people into competing.

Due to an administrative error in the last issue the availability form for the National Breakdown was omitted from your envelopes. Some of you did in fact receive these forms, if you were easily distinguished as a marshal on our address lists — no, don't ask how . . . To redress the balance there is, or should be, another form enclosed with this issue, and still time for you to fill it in and post it off to Ivor Pashley who is trembling with anticipation at the thought of all the marshals he is going to have on the two Harewood stages at the end of February.

Next issue of the 'Times' will be with you between the Harewood practice/marshals training day and the Easter Nationals meeting and well into the circuit racing season. We hope to keep you in touch with as much of the sport as possible and to this end the 'Times' would like someone to report the Harewood meetings — all offers to the Editor please.

All editorial and advertising material to the editor at 9, Greenside Drive, Wortley, Leeds LS12 4SF or 'phone Leeds 793981 or 632828.

Russell Spence was well on his way to the F3 Championship at Brands Hatch in June, where he is pictured at the daunting Paddock Bend in his Warmastyle Reynard 853. (Pic. 2) Russell's luck changed for the worse however at Brands where he failed to finish. A change of team — Warmastyle setting up their own — for the Silverstone GP support round and a change of car to a Ralt RT30 soon after seemed to confuse the Yorkshireman however and by the final round at Silverstone in October, Russell had to be content with third overall in the championship. (Pic. 3) Russell moves on to F3000 for 1986 with Eddie Jordan Racing, keeping the ever enthusiastic Warmastyle as sponsor — however will the Continent cope with the ebullient and forthright Russell?

CALENDAR

A rundown on the main dates for your diary.

February 3rd

Committee Meeting.

February 12th

Clubnight and Marshals briefing for the National Breakdown Rally. Also copy date for the March 'Times'.

February 21st - 23rd

National Breakdown Rally.

February 26th

Times publication.

March 3rd

Committee Meeting.

March 12th

Clubnight and copy date for the 'Times' for April.

March 16th

Harewood practice day and Marshals training.

March 26th

Times publication.

March 29th - 30th

Harewood Easter Nationals Meeting.

April 2nd

Yorkshire Centre Annual General Meeting and video evening.

April 9th

Copy date for the 'Times' for May.

April 30th

Times publication.

Please note that the dates given are done so in good faith but no responsibility can be taken for any dates printed in error.

If you have any events which you would like including on the monthly calendar — which is intended to run three months ahead in every issue — then please inform the Editor giving as much notice and information as possible.

Annual General Meeting

Notice is hereby given that the Annual General Meeting of the BARC Yorkshire Centre will be held on Wednesday the 2nd of April 1986 at 8pm in the Creskeld Room of the Parkway Hotel, Otley Road, Leeds.

By Order of the Committee.

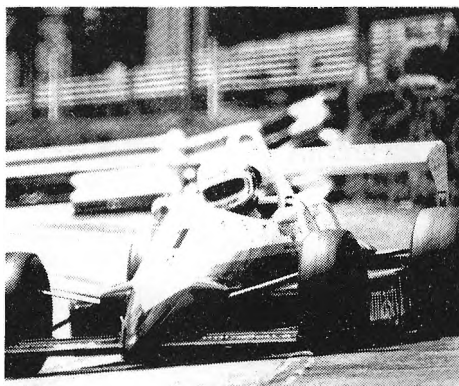
Signed

J.M. English (Hon. Sec.)

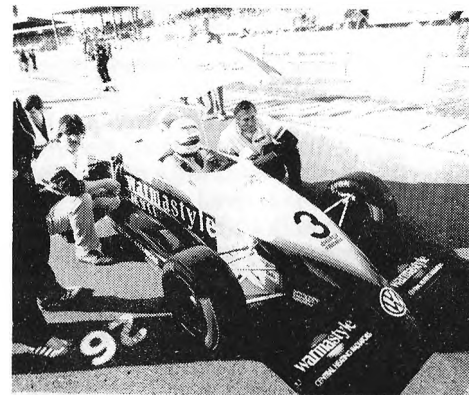
STOP PRESS

Just as the 'Times' was going to press we heard that Russell Spence had been involved in a spot of drama. After returning home with wife Nicky last Saturday evening (18th January) the Spences found their home full of smoke and Nicky went off to enlist the help of her parents — who live nearby in Burnsal. When Nicky and her father returned to the house Russell was found in the conservatory, unconscious, after trying to fight the fire and was dragged out by his father-in-law.

On the way to hospital Russell reportedly stopped breathing a couple of times but in true Spence spirit had discharged himself the next day and has suffered no lasting damage from the experience, although the house was badly damaged and the Spences lost most of their belongings.



Pic 2



Pic 3

WANTED

The Yorkshire Centre Times requires reporters to keep readers up to date with Centre Events. Especially wanted is a reporter for Harewood meetings — no pay but if you attend all/most meetings to spectate and could write a short report on the happenings — of course, gossip in the beer tent as well as on the track — please give me a ring or drop me a line, no previous experience necessary.

Paul Boothroyd

Changes On The Committee — 1

Hot news about the post of Hon. Social Secretary which comes up for election at the AGM is that the present incumbent 'Chippy' Stross is to retire. Not just to stand for re-election but properly, for real. The 'Times' is under the impression that Chippy has threatened to do this many times before but has always been persuaded, blackmailed or otherwise threatened into withdrawing his resignation. It seems however that this time Chippy is deadly serious and will be a great loss to the Committee after some 27 years service.

Be warned therefore that the Committee require someone to take over the post of Hon. Social Secretary to run the social side of Centre life — not an easy task but a very important one.

For further details please contact John English (Hon. Sec.) on Knaresborough 865134. Volunteers will be very welcome.

MARSHALS WANTED

As the 1986 competition season fast approaches — first event of the year is the National Breakdown at the end of February and the first Harewood is on March 29th/30th — the Centres' Chief Marshal David Dalrymple is on the lookout for marshals for the coming year.

All availability forms back to David as soon as possible please. If you want any more forms these are also available ring David on 0943-609810.

Yorkshire Centre Member Scoops Big Prize

The genial Peter Griffin of Wendy Wools fame, who has been a longtime supporter of BARC (in general) and the Yorkshire Centre (in particular), has won the top prize in the RAC MSA draw. What draw? you may well ask. At the European GP at Brands last October the RAC declined to pay the usual marshals and officials daily expenses (?) but instituted a raffle instead, with all names going in for such exotic prizes as trips to various 1986 Grand Prix.

The top prize was a trip to Adelaide for the 1986 GP and this has gone to Peter.

So the North is not quite forgotten after all . . .



Congratulations are due to Centre member James Kaye for winning the Uniroyal Production Saloon Championship in 1985. James, seen here at Oulton Park, took his 1300cc Vauxhall Nova SR to a fine class win in addition to the overall honours. In 1986 James stays with GM and moves up to an Astra GTE and will have his work cut out fending off the very rapid Strada Abarths.

January Clubnight Report

With unerring accuracy we managed to pick the worst night of the winter so far for the Club Night Picture Quiz. In consequence, there were very few people there. Those who did attend seemed to enjoy themselves.

The evenings entertainment consisted of a couple of home videos of Curborough Sprint events followed by a Motoring Picture Quiz and a General Knowledge Picture Quiz rounded off by a video of T-Types racing at Oulton Park.

Our thanks to those who attended and we were pleased that they all managed to achieve very creditable scores in both sections.

Hopefully, if we attempt a similar event in the future (we have offered to put on a Pub Games Night or perhaps another Picture Quiz) we will pick better weather and consequently have a larger turn-out of Members and their friends.

The winner of the Motoring Quiz was John English and the winner of the General Knowledge Quiz was Simon Clark and our congratulations to them both.

RESULTS

Motoring Quiz

	Max Points 52
1. John English	39 points
2. Jimmy Johnstone	38 points
3. Simon Clark	24 points
4. Tim Smith	22 points
5. Nick Johnstone	21 points

General Knowledge Quiz Max Points 58

1. Simon Clark	55 points
2. John English	54 points
3. Nick Johnstone	46 points
4. Jimmy Johnstone	43 points
5. Tim Smith	40 points

Pat and Brian Kenyon

Changes On The Committee — 2

Not only is there to be a change of Hon. Social Sec. after the AGM but Centre Chairman Simon Clark is also to decline to stand for re-election.

Simon has occupied the Chairman's seat for three years now and not only has a thriving business to run but also feels that the time has come for some new blood at the top. The 'Times' extends best wishes to both Simon and Chippy and hopes that the Centre will still benefit from their presence and considerable experience in the future — even if in a slightly lower key way.

OBITUARY

Yorkshire Centre members, especially the older ones, will be saddened to learn that Mrs. Lee Booth — wife of former Harewood commentator Ted — passed away at the end of 1985.

The committee and members of the Yorkshire Centre wish to offer their condolences to Ted and family on their sad loss.

TRAINING DAY — For your Diary

March 16th sees the annual Harewood Practice and Marshals training day — all are invited and an enjoyable and informative series of sessions are planned and representatives from local motor clubs will be attending. Further details next issue.

HOW TO MAKE IT EASY IN FIRST AID

The other Tuesday evening saw Tom De Dombal giving a lecture on First Aid to an interested audience. Included in the evening was a lecture by that well-known be-Stetsoned figure Jim Murdock on 'How to move a casualty'.

After Jim had detailed the esoteric methods of carrying a stretcher a couple of likely candidates were invited out of the audience to put theory into practice — ie. to carry a casualty on a stretcher over an obstacle, in this case a table.

The pair of stretcher-bearers went alright until they managed to get into a position from which they could not move — at least without dropping the casualty . . . Jim did not have to think very long before springing into action — he simply moved the table. The 'Times' awaits the moving by Jim of overturned cars, walls etc. in the unwelcome event of the real thing being necessary. If this happens it is hoped to have a photograph as proof...

National Breakdown Rally Stage News

The Leeds/Bradford area is quite well served by the National Breakdown this year with three stages in the immediate area. In addition to the two Harewood stages being run by the Centre on the Harewood Estate and at Harewood Hill on Friday evening and Sunday, the BRMC (Rally section of the BMRMC) is running a stage at Bowling Park in Bradford on Friday evening 21st February. Although the timings will not allow marshals to do both the Harewood and Bowling Park stages on Friday — the 'Times' urges Centre members to help out at Harewood obviously — for spectators there are no such problems and the running of the rally with three stages, start/finish in the area has got to be good news; don't forget that the event is of International status.

Latest news for those interested in spectating . . . The start will be at 2200hrs — yes 10 o'clock in the evening — with the first stage at Bowling Park, where the first car is due at 2208. Harewood House is the second stage, commencing with the first car at 2249 — don't forget that this stage is being run by 'us' and will be partially floodlit, so get there in good time to secure your spot.

After Harewood House the rally heads off into the North Yorkshire forest and via a time control at the Rainton Happy Eater (1005 on Saturday), Lightwater Valley — stage at 1053 — and Croft at 1330 makes its way to Olivers Mount — two stages — at 1834 and the rest halt on the Marine Drive, Scarborough for 1901 on Saturday evening. Restarting at midnight another tour round the North Yorkshire forests in the early hours brings the cars (those left anyway) to Harewood Hill Climb for a 3 mile stage at 1002 on Sunday morning. Harewood Hill is the final fling of the rally as the cars are due back in Bradford for the finish at 1100.



The Martini Lancias outpaced the opposition in the RAC Rally in 1985 and Peugeot flyers all dropping out. Here rally winner Henri Toivonen through Bewdley Safari Park in his newly modified Lancia, on the first

Obviously the route will be dealt with in greater detail in the Motorsport magazines nearer the date but the above may tempt some of you hillclimb and circuit enthusiasts in the area to go and see what rallying is all about. Just a plug here for the Centres' Stage Commander Ivor Pashley, who would love you to go along and help with one or both Harewood stages — drop him the enclosed availability form to 14 Penny Piece Place, North Anstone, Sheffield S31 7JZ or, turn up at the next clubnight on the 12th February — see separate advert for full details.

ALL CLUBS TRAINING AND GRADING SCHEME

The 'Times' is indebted to Peter Broxup for the following information regarding the setting up of a national, RAC MSA overseen training and grading system for marshals.

The scheme is likely to be implemented in the near future and will cover all clubs, large or small, who organise circuit or speed events. The RAC will appoint a National Coordinator who will be responsible to the RAC Race Committee, his task being to ensure that all training and grading of marshals is done to an equal standard throughout the country.

The sting is that only clubs complying with the scheme will be eligible for training grants from the RAC Training Trust.

Each club will have to appoint a training officer who will have to

- 1) Keep a register of all marshals in the club and their grades.
- 2) Be responsible for training of all club members.
- 3) Be responsible for his club scheme and inform the National Coordinator on a regular basis of the clubs numbers and grades of marshals.

4) Liaise with the National on all training matters.

Smaller individual clubs together to enable adequate sessions to be given although may run its own grading scheme. It is advised that this is based on the existing BMRMC scheme. BMRMC marshaling qualifications looked upon as the minimum required.

The standard BMRMC badge colours should be standard badge will be issued by the National Coordinator. Each club can issue these with marshals name etc. in the form of a Dyno tape. A standard set of marshaling aids will also be produced.

Clubs complying with the scheme shall be able to request training aids — films, resuscitation dummies and the National Coordinator will issue these where practicable. Training Trust.

When signing on for a marshal will have to sign a grading, this will enable the stewards to assess marshalling throughout each event.

The role of the National will be to: Centralise records, members and gradings at clubs and help with training and chair meetings. The scheme, in addition to support of training aids etc.

RUMOUR DEPA

Our tame vulture informant Phantom Fiddler is to report

Peter Voight is supposed to be something 'interesting' Buick.

FEBRUARY CLUBNIGHT

After the successful Picture Quiz in January the clubnight for February is a much quieter affair.

To be held on Wednesday February 12th — commencing at 8pm — at the Harewood Arms there will be an Open Evening/Noggin an' Natter. All welcome as usual.

Taking place at the Clubnight however will be a briefing for all concerned with the Centres' stages of the National Breakdown Rally and all marshals and officials are urged to attend.

BACK IN CIRCULATION

Bing Crosby, a Yorkshire Centre Steward, is now up and about again after a serious illness in 1985 and looks forward to seeing all his friends at Harewood in 1986.

MARSHALS AWARDS

At the recent BMRMC Dinner and awards presentation the usual crop of BMRMC trophies were presented, including the six Harry Bolton Awards.

For those of you who do not know about these, Harry Bolton was a Yorkshire Centre member who never missed a Centre event however large or small. The Harry Bolton Trophies are presented each year by the BMRMC to preserve his memory and were awarded to the following:

Flag — Chris Perkins
Observer — Chris Gibson
Fire — Peter Broxup
Course — Alan McNeil
Novice — Bernard Hodgkinson
Off Circuit — Alan McKinney

The 'Times' congratulates all the recipients, with especial mention being due to stalwart Centre Committee member Alan McKinney and Peter Broxup who is a regular attender at Harewood.



Surprising all the armchair pundits was the speed and reliability of the Metro 6R4 on the RAC. Although Malcolm Wilson retired his Metro, Tony Pond chased the Lancias right to the finish through enormous and enthusiastic crowds all round the route — as pictured here at Llanafan One, where crowd problems caused the cancellation of the stage after the first nine cars had gone through.

AN ALTERNATIVE START?

During a recent conversation the editor and I were commenting on the extremely high costs of racing these days.

It is virtually impossible on any sort of normal income to buy and run competitive equipment for a full season.

I can however recommend to any one who wants to race for fun and be competitive the only real alternative to 'proper' Motor Racing. I am of course referring to Karting and I thought you might be interested in a little background information. Forgive me if you know more about it than I do but I will start at the basics.

Karting, like all Motor Racing, has a multitude of classes intended to confuse the common man. These can, however, be divided into 2 basic groups: Gearbox and non-Gearbox. The former use ex-Motor Cycle power and transmission units of 125, 210 (villiers) and 250 cc, including the phenomenally quick and expensive 'SuperKarts' which can lap most circuits as quickly as an 'F3' car. The other group all use purpose built 100 cc Two Strokes driving direct to the solid rear axle without a clutch. It is in this latter group that such people as Alain Prost and Ayrton Senna served their motor racing apprenticeships. These little machines offer a perfect medium through which to learn about one's own ability, — enjoy the real thrills of racing and pick up a vast amount of experience without taking out a second mortgage.

The 100 cc Kart has a simple tubular frame, seat, steering wheel, brake and accelerator pedals, no suspension or bodywork. The Rotary valve, 2 stroke engines are aircooled and develop 23 or so B.H.P. The whole machine sits on the ground on tyres of about 3" front and 7 - 8" rear width holding it 1 - 1½" from the ground. They can lap most tracks at **average** speeds of 50 - 60 m.p.h. with some averages up to 70. Top speeds of up to 85 - 90 m.p.h. are possible. Races are held on special short circuits varying from 700 - 1200 yards long with grids of about 24 starters. You compete in 3 heats, usually 8 laps or so each and a final (10 - 12 laps) at most meetings. There are 3 International standard tracks within about 1 hours drive, or less, of the West Riding including one at Wombwell near Barnsley. Meetings are held on a regular monthly basis all year round and do not cost the earth to take part in.

Let us look at a few figures:

Firstly, equipment. A new Kart, 2 engines, wet and dry tyres, helmet and leathers can all be bought for under £1200. Second hand Karts from as little as £150, engines from as little as £100 second hand. New tyres for any of the popular classes within the 100 cc group are about £80 per set and last for 5 to 6 meetings.

Secondly, maintenance. High powered 2 strokes can be fragile — hence you need 2, but once you get into the swing of things you will not do too much damage and even if you do require a full rebuild including re-bore, new mains, big ends etc. will cost less than £100.

Most problems are minor and involve piston or ring breakage and the engine can be running again for less than £20. The more you do for yourself, obviously, the cheaper it is and most competitors do maintain their own equipment. Chains and brake pads need regular replacement, say every 2 or 3 meetings. A chain costs £8 - 10, pads £4 - 5. Tyres we have mentioned and that is about it — Oh Petrol! 1 Gal. of mixture per meeting, 4 star plus oil — about £2.30 per gal.

Thirdly, Admin. Costs. Entry fees are currently £8 - 10 per meeting, Restricted RAC Licence £5, National £8, International £10 plus the cost of your Medical which is between you and your Doctor. The only other thing I can think of is transport and storage. The former can be done with the family car, the latter needs only a corner of the garage.

A normal meeting format would be the ritual of signing on, scrutineering, 2 or 3 five minute untimed practice sessions, then the racing. Each competitor is allocated grid positions by the Secretary of the Meeting. In your 3 heats you will start one near, or at, the front, one in the middle and one near, or at, the back. Your grid position for the all important final is determined by your performance in the heats. If you win all 3 you are on pole, if you go off in all 3 you start last. All races form up on a dummy grid and have a rolling start, obviously — as the more technically minded amongst you will have worked out — with no clutch when the Kart stops the engine stops, so once started a kart must be kept rolling. Karting is one of the few forms of Motor Racing with Age groups. These are Junior Booster from 10 - 13 year olds, Junior Britain or Junior National for 14 - 16 year olds and Senior classes. There are 20 or more races in a meeting catering for all the above groups.

So that is what it is all about. I have not gone into the fine details of equipment, tuning and preparation, National Championships, International Meetings, etc. but if you once get started you will quickly find out. An ex-Mining apprentice from Barnsley has been World Champion for 4 of the last 5 years. He is a full-time professional and lives in Italy near the factory for which he drives. Ayrton Senna has tried to win the world championship and failed — so competition at that level is not exactly easy.

For the cost of a second hand Mini and about the cost of an entry fee for one Formula Ford race per meeting you are competing. Like all forms of our sport, you can spend a lot, you can get involved with the 'leg-lifting' outfits, but you don't have to, to win. Drivers from 10 to 50+ years old are proving that every week.

Why not go along to Wombwell on the second Sunday of any month except August and see for yourself? The first time I went I got a real shock — but don't take your 10 year old son (or daughter for that matter) if you value your Sunday in the pub!!

David Sugden

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