



**EDITORIAL**

Well once again the AGM has come and gone with all the attendant elections of Centre Officers for the coming year. I had intended to report the AGM in a separate article but our new Chairman Jim Johnstone has sent the Times a letter, hot off his tripewriter — at least I think that's how you spell it — and has covered most of what I wanted to say.

The best wishes of the Times and Centre members must go to Jim and to all the new Officers and Committee: the Times has no doubt that they will carry on the affairs of the Centre in the spirit and style of their predecessors.

Best wishes are also due to the retiring members, especially Chippy Stross and Simon Clark — although Simon has been elected to serve as a Committee member for next year after his term of office in the Chair which really put the Yorkshire Centre on the right road.

On a more sombre note...there is still not enough material for the Times coming from you ordinary members of the Centre and I include an address and telephone number below and wish to hear from anyone on any topic for inclusion in the Times — nothing is too small an item to be considered, it is surprising what can be made into an article or news story.

Editorial address:  
Paul Boothroyd,  
Yorkshire Centre Times,  
9 Greenside Drive,  
Wortley,  
Leeds LS12 4SF.  
Telephone: Leeds 793981/632828



Photo: Russell Spence awaits the start of the 1st round of the International F3000 Championship Race at Silverstone on April 13th. A full report of Russell's fraught raceday next issue. Photo: Paul Boothroyd/PBP

**Calendar 1986**

- May 5th**  
Committee Meeting.
- May 10th**  
Novices/One make restricted meeting, Harewood.
- May 11th**  
Closed meeting, Harewood.
- May 14th**  
Clubnight — see inside this issue for details.  
Copy date for the Times — all material/gossip to the Editor please.
- May 28th**  
Times published.
- May 31st**  
Spring Bank Holiday Meeting — practice day, Harewood.
- June 1st**  
Spring Bank Holiday Meeting, Harewood.
- December 6th**  
Annual Dinner Dance.

**An Invitation To Members**

Castrol Shenstone Sprint  
On Sunday June 15th 1986 the Shenstone and District Car Club are holding a Sprint at Curborough near Lichfield, Map reference: 128/134127. Scrutineering will commence at 8.00am; first practice runs at 9.15am and the timed runs at 2.00pm on this 900 yard course which is 15+ feet in width and has several fast curves.

BARC Yorkshire Centre members are invited to take part and the event is a round in the AMMC Sprint Championship.

Supplementary regulations and entry forms are available from John English, Hon. Sec. BARC (Y) at 32 Fairfield Avenue, Knaresborough, HE5 8HB. Tel: Harrogate 865134.

**CHAIRMAN'S LETTER**

Dear Member,  
In this, my first contribution to the 'TIMES' as Centre Chairman, I must first pay tribute to Simon Clark, my predecessor, for the way in which he undertook his stewardship of the Office and for handing over the Centre in such good shape.

Simon took over the chair following the death of his father, Derek and, that apart took over the reins at a difficult time in the Centre's affairs. He rose to the occasion however and several solid achievements, not the least of which was the complete resurfacing of the track at Harewood, were realised during his 3-year term.

The hard-working and dedicated team which ensures the smooth running of the Yorkshire Centre was, to a considerable extent, moulded by Simon and it is this team on which I and the Centre as a whole will be relying.

This brings me to a very important recent development on the Harewood scene which will soon be playing its part in strengthening that team — the Harewood Marshals Association. This body is already shaping up well and has, as its main aims the increasing of both the marshalling standards and the numbers available to man Harewood events. David Dalrymple can be contacted on 0943 609810 and he will be pleased to enrol you.

Several changes to the make up of the Centre Officers and Committee took place at the recent, well attended AGM. Notable among these was the retirement of 'Chippy' Stross from the office of Hon. Social Secretary. 'Chippy' held that office for 25 years and was a committee member 2 years before that. During that time he has organised a wide variety of social events for Centre members to enjoy. He has the enviable record, of which his ancestors would be proud, that every Dinner Dance he organised made a profit. I have no doubt that another attribute bestowed upon him by his ancestors (!) is the spirit of hard bargaining which has caught many a hotelier unawares — all to the benefit of the Centre.

On behalf of the Yorkshire Centre, I wish 'Chippy' and his wife Lola all the best in the future and I hope that they will visit Centre events whenever possible.

What of the immediate future? Firstly to have a successful season at Harewood and, followed very closely in terms of priority by the wish to achieve a higher level of participation in Club Nights.

Looking a little further ahead, September 1987 will mark the 25th anniversary of Speed Hill Climbing at Harewood and I would like to see a very special event to mark the occasion.

If you have any views or helpful suggestions on any Centre matter I and your Committee would be pleased to hear them — it is your Centre.

Yours sincerely  
Jim Johnstone

THE UNIVERSITY OF LEEDS

From the  
Human Psychopharmacology Research Unit  
Head: Dr Ian Hindmarch, BSc, PhD, FBPS  
Tel: Leeds (0532) 446707  
Telex: FAO Dr I. Hindmarch  
No 557939

26 Clarendon Road  
Leeds  
LS2 9NZ  
Tel: Leeds (0532) 436171 Ext 329

General Manager  
British Automobile Racing Club Ltd.,  
(Yorkshire Centre)  
Stockton Farm  
Harewood  
LEEDS

Dear Sir,

I am organising some research designed to look at the effects of a commonly prescribed sedative medicine on:

1. Car Driving Ability
2. Standard Psychological Performance Tests

At the moment I need a few more volunteers before I can run the study. I am writing to you because the individuals need to be competent car drivers and more importantly above the age of 60 years. If your organisation or any individual within it can help please do not hesitate to contact me.

I would be grateful if you could supply me with any addresses you may have in connection with motor rallying and motor sports clubs etc.

Yours faithfully



Javed Z. Bhatti  
Research Associate

## MAY CLUBNIGHT

New Committee member David Naylor is organising the May Clubnight on Wednesday the 14th of May in the Creskeld Room at the Parkway Hotel, Otley Road, Leeds. Commencing from 8pm there will be a quiz. Further details on the night when you arrive. Please support David on what we hope is the first of many successful events.

## PRACTICE AND TRAINING DAY AT HAREWOOD

A very fruitful days training at Harewood back in March gave rise to the following amusing incident...

Joe Ward offered himself and car for the marshals to practice 'Driver Extraction' upon. Joe ran his car slowly off the track and faked an 'off', lolling into feigned unconsciousness. Rescue team arrive on scene to aid stricken driver and extract Joe from car in best prescribed fashion.

Joe is then inserted into ambulance as the rescue team recover the car, with all successfully done the exercise is over: or should be.

However the ambulance crew have got rather well into the spirit of things by now and refuse to let their 'patient' go! Despite all Joe's pleadings that he had done his bit the ambulance crew insisted in carrying him off to the top of the hill...where Joe finally makes a break for it and regains his freedom. Whether an emergency appendectomy or frontal

lobotomy were next on the cards is not plain. To add insult to the faked injury Joe greets the breakdown truck with his car in tow and finds that a measure of wheelspin from said truck has filled his car with lots of clagg.

To make up for Joe's rather fraught time as guinea pig Joe was awarded Honorary Life Membership of the Harewood Marshals Association on the spot in recognition of services above and beyond the call of duty.

## COMMITTEE NOTES

On the third of February one of the main items for discussion was the 1986 Harewood entry fees.

After careful consideration it was reluctantly decided that entry fees for non-members at National events would have to be set at £29 and at £27 for restricted events, with a reduction of £4 for Yorkshire Centre members in each case.

Jim Johnstone hoped to organise a trip round Tetley's Brewery for the May Club Night, this will be well over subscribed no doubt!

Secretary John reported that James Kaye had had to resign from the committee due to the demands on his time from his forthcoming marriage and pressure of work and Tim Smith also announced that because of his change of employment and relocation, he felt that he had to resign as Competitions Secretary and also as Secretary of the Meeting at Harewood. Happily he agreed to remain on the Committee, and give his successor all the assistance he was able to. His presence as Secretary of the Meeting and Mr. Fix-it at Harewood will be sorely missed.

From J.M. English, Clerk of the Course, Harewood

I would like to thank all those who made the Easter meeting at Harewood a success, the competitors and most of all the marshals who had to endure very severe weather conditions all weekend. Let us hope that the May meetings will have better weather.

Signed  
John M. English  
Clerk of the Course

## The Committee 1986/87

The BARC Yorkshire Centre Committee for 1986/87 will be made up as follows:

### Officers

Chairman — Jim Johnstone  
Vice Chairman — 'Boris' Hardcastle  
Hon. Treasurer — Denys Townsend  
Hon. Secretary — John English  
Hon. Social Secretary — Tim Thompson  
Hon. Competition Secretary — Vacant

### Committee:

Simon Clark  
David Dalrymple  
Martin Frost  
Richard Hooper  
Alan McKinney  
David Naylor  
Ivor Pashley  
Chris Seaman  
Tim Smith  
John Staveley  
Graham Wride

Anyone wishing to be considered for the post of Hon. Comp. Sec. please make yourself known, your Centre needs you.

You should all find enclosed with this issue a car window sticker to advertise the next event at Harewood.

## TV ADVERTISING AND THE CENTRE

It has been decided that an experiment using TV advertising is to be carried out around the promotion of the July Harewood.

In the past there have been two schools of thought regarding the use of TV adverts. by the Centre — one school thinks that they would work well, the other that they would be a waste of time.

Now the issue will be decided once and for all.

A series of TV adverts. are to be put on prior to the RAC round in July and the results will be monitored by a market research organisation, asking spectators when they arrive at Harewood 'How did you learn of this event', or some such question.

Afterwards the results should show just what number of spectators were attracted to Harewood by seeing the event in a TV advertisement.

All this will however be at no cost to the Centre as Harewood Hill Ltd. have agreed to fund the exercise.

If successful then expect the Centre to use TV in the future, if not successful then at least the matter is settled once and for all.

# RADIO AIRE

As already reported in the Times, the highly popular Radio Aire Roadshow will be appearing at Harewood for the May, June and September meetings.

Last year it seems that the offer of tickets to Harewood put out by Radio Aire, for answering a simple motoring quiz attracted by far the most response of any similar quiz the station put on the air, in fact the Radio Aire switchboard was jammed solid with interested hopeful participants.

Does this mean that TV advertising will attract lots more spectators? See TV Advertising and the Centre elsewhere in this issue.

Just in as we go to press is the news that at the May 11th Harewood the Radio Aire DJ Dave Kingston will be doing the honours and presenting the show from the meeting. Those regular listeners to Radio Aire in the evenings between 7 and 10 will recognise Mr. Kingston's dulcet tones without fail.

## RIO RAMBLINGS

As I recall the only winner in our family was our daughter's cat, who won 6 bottles of inferior red wine in a Christmas Draw. So it was quite mind boggling to be hurtling in a DC10 at 600 m.p.h. towards Rio de Janeiro and the Brazilian Grand Prix. Top prize in the Marshal's Draw at the '85 European Grand Prix.

### Day 1 — Arrival

Fourteen hours later we step out at Rio Airport into a steam bath and raining stair rods. Our first encounter with a track was the duel carriageway separating our (Lego) tower block hotel from the long golden stretch of Leblon Beach. Local sport? getting across to the other side amid the screaming of brakes. P.M. We inspect shops and dodge the rain and traffic.

### Day 2 — Tour

Coach trip to the National Park a lush and verdant rain forest, brilliant with giant butterflies, deafening with high waterfalls. And so on to the great concrete and mosaic statue of Christ dominating the city of Rio. The route via a rack railway winds up a mountainside of dense woodland and undergrowth, festooned with intriguing sheet and orb webs some several feet in diameter. Inhabited by green and brown horned backed Aranea or pretty banded lemon and black Argiope all of enormous size! Not a trip for arachnophobes!

### Day 3 — Second Practise Day

Early coach for the half hour journey to the circuit via part coast road, flat agricultural land, unfinished building sites (not pretty) lakeland and marsh. We find we have the V.I.P. stand! This has half a roof and we can sit on the planked, shelved, flooring. Lesser mortals sit 'out in the midday sun'. We are assured they

are O.K. they will be hosed down from time to time to keep them cool. Sale of hats was brisk.

Practise...All suddenly comes to a halt. The military have blocked the pit exit road! It seems certain 'big wigs in office' feel their share of free passes falls miserably short. The quick response from M.J. Balestre of F.I.S.A. is a fine of 50,000 dollars on the organisers and the threat that there will be no F1 Grand Prix for Brazil in '87! Practice continues...

### Day 4 — Race Day

We rise at crack of dawn for early coach, typically this is very late. In blistering sun we join the steady stream of traffic. This time the journey takes over one hour. On arrival it appears that the milling crowds are having a gigantic wash day, but no, they are a line of G.P. tee shirts hung out by hopeful vendors. Quickly past the refreshment stalls, Montezuma's Revenge has claimed most of our party so who needs a Salmonella sandwich? While we settle down for the four hour wait, no other races or entertainment provided, we get to know our neighbours. Delightful Americans and a friendly Brazilian businessman with his family and clients, determined to share with us his gourmet picnic.

Tremendous roars from the thickening crowds greet the procession of vehicles delivering marshals to their posts, (we are reminded of the man who opens the piano at the Albert Hall,) they wave their brooms at us all! As race time approaches we amuse ourselves watching the local late comers being thrown out of the stands by the earlier arrivals.

### The Race

Motoring press, T.V. etc. has said all there is to say and more. All that remains is to describe the atmosphere and excitement of 'being there'. The noise, heat, colour, the camaraderie between nations, the mounted police beating their poor nags, people of all colours mopping their brows dressed in everything from bikinis to leather suits and boots! We pitied drink sellers, reservoirs on their backs staggering up and down the stands looking like petrol pump attendants as they filled cups with Coke from pipes and nozzles. We slept most of the THREE HOURS back to Rio and our hotel!

A far cry from Brands or Silverstone but none the less the 1986 Brazilian Grand Prix was an experience we would not have missed.

*Elizabeth Griffin  
April 1986*

## RACMSA COMMITTEE OPEN DAY DATES FOR 1986

Autotests and Trials — June 17  
Off Road Events — July 30  
Rallies — June 26  
Speed Events — October 18  
Technical — September 17

## NO IMMEDIATE CHANGES IN HISTORIC MOTOR SPORT

The Working Group convened by the RAC Motor Sports Association to discuss the various aspects of safety in Historic and Vintage motor sport met on the 19th March.

Following a long discussion on the good safety record of this section of the sport no immediate changes are envisaged, however, recommendations will be forwarded to the Motor Sports Council for ratification. In addition a number of subjects are being investigated for discussion at a future meeting.

## TECHNICAL REGULATIONS MODIFIED SPORTS CARS

QG 11.10.4 should read "QG 11.5.3. deleted".

The list of additional cars eligible to compete in the modified sports car classes in hill climbs and sprints published in Vol. 7 No. 3 of Competitors News should include "Dutton (All models)" and "Renault Alpine 110".

The complete list of vehicles should read:

A.C. ACE (All models)  
A.C. 3000 ME (3000cc and 3000ccT)  
Jowitt Jupiter (1500cc)  
Lancia Stratos (2500cc)  
Lotus and Caterham 7  
Morgan +8 (3500cc)  
BDA Engine Morgans not permitted  
Reliant Sabre (2600/2700)  
Reliant Scimitar GT and GTE  
TVR Griffiths (4700cc)  
Porsche 944  
Midas (1300cc)  
Rochdale Olympic (1800cc)  
Dutton (All models)  
Renault Alpine A310  
Renault Alpine 110

These cars will be eligible for the Modified Sports Car classes in the appropriate 1986 Championships.

QG 11.4.5 is not applicable to open cars in classes 'C' and 'D' of Hill Climbs and Sprints.

## CALLING ALL COMPETITORS

Did you see our invitation in last month's TIMES?

Why not act today and join the H.M.A. We look forward to welcoming you to our association.

Harewood Marshals Association  
c/o 40 Birkdale Drive  
Leeds LS17 7RU

## "RECREATION 2000"

Ideas are invited for the Countrysides Commission Leisure Policy Review.

Starting now, the Countrysides Commission will be asking people throughout England and Wales to take a fresh look at countryside recreation. It is canvassing opinion before formulating new recreation policies which will take it towards the end of the century.

Last year it spent more than £5 million on grants towards recreation projects. Grant aid for ranger services, country parks, picnic sites, information centres, and the cost of maintaining and developing the long distance route network accounted for most of this. With so many resources going into this area of its work, the Commission wants to be sure its policies are in tune with present trends and future demands.

Public consultation has started with the first in a series of seminars to be held in every region and in Wales. Local authorities, voluntary organisations, landowning and farming groups will be invited to join in: the Commission wants to talk to those using the countryside for recreation and those involved in providing for them.

Briefing material to start off discussion has been produced and is available to anyone else who would like to contribute to the debate.

The RAC MSA urges each Motor Club to become involved in this survey to stress the needs of those who wish to take part in formal recreation and sport in the countryside such as Trials and Rallies etc.

If you would like to make a contribution to the Commission's recreation policy review, please contact Recreation and Access Branch, Countryside Commission, John Dower House, Crescent Place, Cheltenham GL50 3RA.

## MARSHALS CORNER

By the time you receive this newsletter the season will have started with what we hope will have been a good training day. All members from last year should by now have received their membership cards, etc. If you haven't contact David or John at Harewood.

The National Breakdown Rally at Harewood House was interesting to say the least! Hopefully you have all warmed up again. To those people who turned up on Sunday morning many apologies and we hope we didn't spoil your day too much.

Let's have a good turn out this season — see you all on the Hill.

## FROM MISS LINDA VAUGHAN, LEEDS

Dear Sir,

I have been a Member of the BARC for a few years now and have never yet been able to attend the local Clubnights because they are always on a Wednesday, and usually at some place out of the way.

I can never attend on a Wednesday because of other commitments, and, because I am not a native of Yorkshire would not know some of the venues.

Could not the Clubnights be arranged on a night other than Wednesday, and at a more accessible central venue? Advanced notification would also be appreciated. Then perhaps you would get some "new blood" attending the meetings! (We do try to give at least 2 weeks notice — Ed.)

Also, I have been considering taking part in some "Introductory Lessons to Racing" at Silverstone. However the prospect of travelling backwards and forwards to Silverstone for racing lessons is somewhat daunting. Other racing schools are even further down south!!

Could not the BARC (Yorkshire Centre) then organise its own local "Introduction to Racing" at Harewood? After all, why should any potential racing enthusiast have to travel so far when we could have our own racing school here at Harewood?

The lessons could be organised at weekends other than those required for Hill Climb events etc.

A small pits area could be built at the bottom of the hill to house the racing cars required for tuition. The cars could also be maintained there.

An extra tarmac track could be built around the back of the hill (incorporating the access road to the start) to form a complete circuit (see map enclosed).

Hill climbers, ex-hill climbers, racers etc. with a proven track record could provide the tuition.

Fees charged for tuition would pay for the modifications. A racing school would also attract "young blood" to the centre and the track could also be used for other racing events.

Surely there must be someone enterprising enough to see what a potential investment and what an exciting project a racing school at Harewood would be?

Why not prove once and for all that, where motor racing is concerned, there is life North of Watford Gap!!

I would be grateful for other Members comments and hope that the owner of the Harewood Hill Climb would consider my suggestion.

Yours faithfully

Linda Y. Vaughan (Miss)

*Comments on Miss Vaughans' ideas to the Editor please and the Times will publish a selection if there is any interest out there.*

## MARCH CLUBNIGHT REPORT

Ken Martin and some of his friends from the Radio Controlled Model Car Club (including the German Model Car Racing Champion), provided a very entertaining evening for the members who turned up and braved the cold.

Two identical courses were set up with the intention of having knock out heats. Unfortunately some of the cars became unuseable due to a lack of battery power. In the end a course was set up and each person was given a go against the clock, the winners on paper being the model car racing members. However they felt that the prize should go to the best 'non expert' and accordingly Simon Chesterman was declared the winner after a very competent run. Kyle Gibson managed to immobilise his own fan heater (which he had kindly provided for the evening) with one of his more out of control attempts at getting round the course. Most of us found the technique almost impossible to master but Martin Frost felt more at home as the model car was a four wheel drive version — I hope he did not repeat his antics with the model car when he got back into his own real version!

The evening would have been further enlightened if Martin had carried out his threat and brought his Sierra into the barn for a go at the test!!

On behalf of the HMA many thanks to those who turned up and in particular to Ken Martin for bringing the cars and Kyle Gibson for providing the heat. If anyone wants to buy a radio controlled car see Ken at the startline at any Harewood Meeting.

### Model Car Driving Tests Results

|                      |              |
|----------------------|--------------|
| 1. Richard Isherwood | 19.00 secs   |
| =2. Ken Martin       | 23.00 secs   |
| Jan Horst            |              |
| 4. Simon Chesterman  | 36.80 secs   |
| 5. Jan Booth         | 48.20 secs   |
| 6. Graham Wride      | 61.20 secs   |
| 7. Martin Frost      | 78.20 secs   |
| 8. John Staveley     | *156.10 secs |

\*I refused to give up!

Retired: Kyle Gibson, David Dalrymple

As previously mentioned the experts felt it was unfair to be declared the winners so they very sportingly withdrew to leave Simon Chesterman as the winner.

John Staveley

**MARSHALS ARE  
STILL REQUIRED  
FOR 1986 GO ON  
CONTACT David  
Dalrymple Now**