



TIMES



DECEMBER 88/JANUARY 89

CHAIRMAN'S LETTER

Dear Member,

The special stage of the Lombard RAC Rally brought the 1988 competitive season to a very satisfactory close. A good spectator attendance would probably have been much better had it not been for the snow which was falling on the Sunday morning and the bitterly cold conditions which came with it.

However, these factors made the stage especially challenging for the competitors and Juha Kankkunen was quoted on a Radio 2 sports report as saying that he had never encountered such difficult conditions in this country as he did on the Harewood Hill stage.

Congratulations and thanks to Stage Commander Don Staveley and all his team who worked very hard, over a long period prior to the event, for a successful sporting occasion.

The recent Speed Events Forum, held at Outlane, Huddersfield, was well attended and some fairly resounding 'trumpet blowing' took place. That is why the meeting takes place after all! You will find a full report elsewhere in this issue and it is important to realise that the recommendations from those present are just that. They are not decisions. The Centre committee will weigh the opinions expressed at the Forum and will take them into account when drawing up the regulations for next season's hill climbs. It is intended to publish the regulations very early in the New Year and they will be circulated to regular competitors.

Mention of the New Year brings me to our major social function of the year, the Annual Dinner Dance. Organised, once again, by Tim Thomson this very enjoyable 'shindig' took place at the Parkway Hotel, Bramhope and, as I have said in previous years, those who missed it made a big mistake. Many thanks Tim!

As I am sure most people will know, the hardware awards for all our events are chosen, bought and distributed by Barbara Mason, the wife of the former Hon. Secretary Harry Mason. Barbara has now done this job for 19 years. She has told me that she would like to chalk up her twentieth but that after next year she will be confining her visits to the silversmith to family matters. Anyone interested in taking on this task, who will have the benefit of a season under Barbara's wing, should contact Denys Townsend. It is an interesting and different aspect of the Centre's activities and, after nineteen years at it, Barbara has really got it taped. Thank you once again Barbara!

The Dinner Dance heralds the arrival of the festive season and I would like to wish all Centre members, be they Officers, committee members, officials, marshals, competitors or spectators and our wonderfully generous sponsors a very Happy Christmas and a successful 1989 season.

Yours etc.

Jim Johnstone

MERRY CHRISTMAS AND

A HAPPY NEW YEAR



Timo Salonen & Viotto Silander in their Mazda 323 4wd who finished 2nd overall

TOP TEN RUN-OFF

As a result of the Speed Events Forum, there is considerable debate as to the future of the 'Top Ten Run-Off' at Harewood.

YOUR views would be very much appreciated.

NAME _____

Top Ten to be left as is i.e. two timed runs

Reduced to one timed run only

Dropped altogether

My normal role at Harewood Speed Hillclimb is that of :-

Spectator Marshal

Member of Competitors team Competitor

If the latter, in which class do you intend to compete in the 1989 season? Class No _____

Should you choose not to return this form, it will be assumed that your wish is to leave the 'Top Ten Run-Off' as it is.

Should you wish to retain your Yorkshire Centre 'Times' in its pristine state, then please copy this form and send it to:-Chris Seaman, Seaman Photographers, 193 London Road, Sheffield, S2 4LJ. To be received not later than 7th January 1989.

Whatever decision might be reached, this will not affect the RAC Championship Meeting where a 'Top Twelve Run-Off' is obligatory.

DINNER DANCE JOTTINGS

Although numbers were considerably down this year, the Centre's Dinner Dance certainly showed no signs of failing to interest guests from the south.

Regular Harewood contender Rob Welch hosted a party of competitors, mechanics and pushers, worthy of mention being Dave and Lynne Whitehead, Caroline Ayers and Ron Hand. Although slightly riotous, they all said it was the best so far and certainly confirmed their support for Harewood. Our thanks to them for taking the time and making the effort to journey up from the south. Also with Rob was Leon Bachelier who was awarded the Ken Lee Trophy along with Richard Hargreaves taking the Wallace Arnold Trophy and Paul Stringer, also in attendance. However, he could not pick up the Brownlow Peabody Trophy due to the fact that it had not been returned (tch, tch).

Long time stalwarts Harry and Barbara Mason were also in attendance (thanks to Barbara for sorting the trophies out) along with our long time sponsors, Shell UK Oil, headed up by Terry Rundle and Tony Holden.

The raffle prize this year was a Christmas Hamper from Betty's of Harrogate going to lucky ticket 186 and not to 69 (sorry to the gent on the balcony) after which the dancing commenced to traditional and modern themes. It was interesting to see the table top polka danced by stocking clad ladies and a keen observer holding the table together!!!

Some guests chose to alternate partners on the dance floor, others chose to swap clothes and even went home that way much to the amazement of the management and several taxi drivers.

All in all, a good time was had by everyone in attendance so let's see more of you there next year.

Tim Thomson

CLASSES FORUM

With our best turn-out at the Forum for many a year, we were sure of a lively session. The meeting kicked off with a proposal to make the cars competing for the Road Going Award more within the spirit of things so as to give a fairer chance of success to genuine road cars. Whilst on the subject of road cars, there will be no classes for these incorporated within the Harewood structure, all such vehicles will run within the Marque and Touring sections. There will be no class changes for the 1989 season, except Class 17.

Much discussion was held on the Marque and Touring rules and points of clarification were raised regarding petrol tanks - you are allowed an auxiliary tank but must also maintain the standard tank. In keeping with the rule whereby fan belts may be removed, the wording will be altered to incorporate the removal of alternators or dynamos. Radiators may also be changed to a non-standard type and on the suspension side of things, cars must use the original type of suspension medium i.e. if fitted with leaf springs it cannot be changed to coil, also the standard suspension pick-up points on the chassis must remain as standard. Suspension parts may be of a lighter construction as long as they do not contravene the above two points. To finish the discussion on the Marque and Touring side, the proposal which was made some years ago to merge the Marque and Touring at some point in time was left on the table.

With no clear information on the proposals which the RAC have recently made to change the rules within their saloon cum sports car classes, we were unable to discuss this matter with any conviction.

Some noise and discussion was made on behalf of modern 'hot' Hatchbacks. My own personal view is that if they were half as 'hot' as people would have you believe, they would be out and winning in our present class structure!

Note was made of the stupid equivalence for turbocharged or supercharged cars of a factor of 1.4. This gives a turbocharged car too great an advantage and should be changed to 2, but as this is an RAC ruling, we follow them in this matter.

It is proposed, for the 1989 season, that Class 17 will be split at 2000cc, if entries warrant this. The proposed minimum number for each class is 5 - if either class does not reach this minimum then they run as one class.

Archie Inglis presented the committee with some draft proposals for a Classics Class which, obviously, will be given considerable thought.

Also discussed was the need to restrict one make classes to the first meeting of the year and to the Novices one day event. This seemed to get the approval of most competitors within the room.

Now we come to the more contentious part of the meeting and one in which feelings run high. Brian Kenyon made 4 proposals to the Forum:-

1. Unilaterally ban the Top Ten
2. Have one Top Ten run only
3. Run Class winners
4. Run the Top Ten Best Points Scorers of the day

To remove the last two, there was little support for proposals 3 & 4.

Proposal no.1 to ban the 'Top Ten Run-Off' received substantial support, less than a handful voted for its retention - 3? and there were a few abstentions, but out of a very full room the feeling was that it had little or no benefit, other than to the few who were involved. The proposal to have one Top Ten run had a luke warm response. Most people being in favour of the first proposal.

Brian Kenyon



Mikael Ericsson & Claes Billstam in their Lancia Delta Integrale, who went out on Stage 14

VAUXHALL

HAREWOOD HILL SPECIAL STAGE SUNDAY 20th NOVEMBER 1988

LOMBARD

RAC RALLY

Where were you at 4.00am on Sunday 20th November? - tucked up warmly in bed, fast asleep no doubt! Not so for the many marshals and officials at Harewood who were already reporting for duty on this, the second stage of the 1988 RAC Rally, (in fact overnight, there had been shifts of marshals / officials on duty for security reasons), and the last signing on time for marshals was 6.30am. The stage had been set out the previous day, in fact people had been working on-site for most of the week taping out sections, erecting steel barriers, laying out tyres to mark corners, in fact all the 1001 jobs it requires to make a spectator stage operational.

The first car on stage at 9.52am was Juha Kankkunen. This fact was announced to the assembled throng by the commentator who, during the event, could not tell the difference between a Ford Sierra Cosworth, a Lancia and an Audi! Stage conditions were extremely tricky in that overnight a considerable amount of snow had fallen and indeed continued sporadically throughout the time that cars were passing through the stage. As the marshals had driven through the stage to get to their posts, they had churned the stage up into an extremely slippy mud and slush combination, and with many changes in surface, it wasn't going to be easy for the drivers.

Kankkunen was obviously intent on getting a grip on the rally from the word 'go' for he attacked the stage with considerable vigour and was visibly faster than anyone else on 2 min 13 seconds. Three seconds behind was Mikael Ericsson and two seconds behind Ericsson came Salonen and Alen on 2 min 18 seconds. Malcolm Wilson no doubt warmed the hearts of the Vauxhall hierarchy and the assembled guests on this Vauxhall sponsored stage, with a storming drive to get his two wheel drive car through the stage to tie with Salonen and Alen.

The same cannot, unfortunately, be said about Derek Bell, for great driver that he is, he was quite obviously completely out of his element and in no way did his performance match his high seeding position. Although he achieved a finish, I was extremely relieved to see that he had decided to retire from rallying, an extremely wise move for he can only have been damaging his reputation as a world class driver.

Except for three cars stopping on the stage, and one giving a tree a 'thwack' on the way down to the hillclimb start, there were no incidents or 'offs'. One name that did strike a note was that of Darell Staniforth who was destined to finish the rally in 55th position, obviously the son of the famous, or should I say infamous, Allan!

A few final thoughts on the event; it was good to see a few of the regular hillclimb competitors and their families out marshalling on the event. Peter Varley and family were in evidence as were the Norths with Jonathan marshalling on our corner.

Unfortunately the weather kept many spectators away and the crowd was not as large as anticipated. In these conditions the dedicated enthusiast will attend but the family man, or one just curious to find out what it's all about, will sit at home in front of their TV sets.

I'm sure that the committee will join with me in thanking everyone who helped, in whatever capacity, to make the Vauxhall Harewood stage a success.

Brian Kenyon

LETTERS TO THE EDITOR

Dear Editor

In the October issue of the Yorkshire Centre 'Times'. Messrs. Hardcastle and English expressed their thanks to all the hardworking marshals, officials and the new timekeeping team for their labours during the season. These are admirable sentiments with which I heartily agree.

I was, however, disappointed at the attitude adopted by these two gentlemen to the comments I made at the prizegiving referring to a certain amount of mistrust by some competitors of the Harewood timing equipment. I feel Messrs. Hardcastle and English deserve a reply.

I was fully aware of the unfortunate demolition incident and, of course, this was quite outside the control of the organisers. However, this was totally irrelevant to my plea for improvements.

At this final meeting of the year, and indeed on and off for as long as I can remember, there have been grumblings centred on the efficiency of timing at Harewood. In recent weeks I have talked to many fellow competitors and several officials, all with intimate knowledge of this venue. These are just a few of the facts that have come to light.

1. The Harewood system of timing is unique in National status hillclimb events. There are three clocks which is usual. However, each clock requires three separate switching processes during an ascent of the hill; one to reset, one to activate the start beam and one to activate the finish beam after the car has left the line. All other National venues have systems which need only one reset switch movement per clock.
2. There was a time in 1987 when the ringing of the telephone in the bus would stop the clock.
3. A digital display stopped as a competitor was seen to turn into the top paddock. The time stood.
4. Digital displays have, on several occasions, given different readings from recorded times. These displays were unreliable at the September meeting.
5. At this same meeting there were delays on the start line causing cars to overheat and, in my own case, a marshal to go to the telephone to enquire what had happened to the green light.
6. Also at the September meeting at least four batteries went flat.

I am delighted to read in the most recent Yorkshire Centre 'Times' that the system is being overhauled during the winter. I also understand it is being redesigned in line with the more conventional practice! Hooray!

This last point must gladden the hearts of all competitors but why, oh why, is there this reluctance by some Harewood officials to admit that they have had problems?

Come on Mr Hardcastle and Mr English; the mushroom philosophy is not worthy of you.

Yours sincerely,
Charles Wardle

Dear Editor

I have been asked, by the Yorkshire Centre Committee, to answer the points raised in Charles Wardle's letter, published in this edition of the Yorkshire Centre 'Times', on the subject of the Harewood timing equipment.

It is most unfortunate that the matter has reached the stage of going into print as I feel that a few words to the officials at Harewood, or the Officers of the Centre, would have enabled Charles to have voiced his concerns and to have received appropriate answers at the time.

If there have been the 'grumblings' to which Charles refers I only wish that the grumblers had made their feelings known to those in charge of the meetings and at the time they felt aggrieved.

I will deal with Charles' specific points in the order in which he raises them:

1. His understanding of the operation of the Harewood timing system is correct. The system was designed to the requirements of the then regular RAC Timekeeper, who it was known would be the most frequent user of the equipment, and it was built by the foremost specialist in this field.

Where, I am assured, Charles is incorrect is in his understanding of the equipment used at other hill climbs. It is true to say that all other national venues need only one reset switch per clock - so does the Harewood equipment.

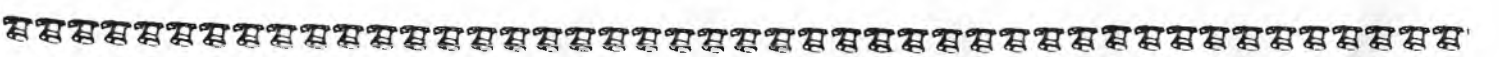
At other venues however, it is only necessary to operate a switch to activate the start beam as there is then an auto switch system to activate the finish beam. This facility was left off the Harewood equipment at the request of the aforementioned timekeeper. Thus at other venues it is necessary to operate two switches, compared with three at Harewood.

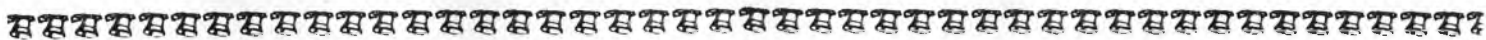
2. It is true that, on one isolated occasion, NOT in 1987, the ringing of the telephone caused the timing clock to stop. The meeting in question was held up while the problem was located and rectified, and the competitor concerned was given a re-run. There has been no recurrence of this fault.

3. Charles' letter is the first report that any officials have seen of the incident he describes. If the competitor concerned had reported it, and he, or she, would surely have been aware if the time credited was some 5 to 6 seconds slower than normal (!?), the Clerk of the Course would have granted a re-run. No such complaint reached the officials.

4. The digital display has never been represented as being an exact repeat of the timekeeper's clock and information displayed on it should not be regarded as 'official'. It is there primarily to interest the spectators and, whilst every effort is made to ensure that it does mirror the official clock, no guarantee can be given that this is the case. This point may well have some relevance to point (3) above.

5. Delays on the start line can occur at any hillclimb for a variety of reasons, including oversight by someone controlling the start signal. At Harewood every effort is made to keep drivers waiting at the start informed of problems and Harewood is the only venue where a 'Start Delayed' signal is flashed to a competitor on the start line.





6. A number of batteries did indeed fail us at the September meeting this year and we apologise to everyone who suffered delays as a result. This problem would also fuel doubts in Charles' mind and it should not have happened.

The Harewood batteries are supplied by a very reputable local auto-electrical company and are delivered, fully charged, for each meeting. The time keeper has a meter which allows him to decide when a battery should be replaced and this is normally done with a substantial safety margin of remaining battery life. However, on this occasion, each failure was sudden and with no gradual indication of discharge. An adequate supply of batteries is brought to each meeting and there were 16 at the September meeting. Immediate substitution was therefore possible.

The overhaul of which Charles read in a recent 'Times' is a normal procedure at the end of a season but, on this occasion a number of updating jobs are to be done, which together will make the Harewood timing equipment among the most advanced in use at speed events in the country. This includes an auto-switch facility to activate the finish beam.

There is no reluctance to admit to problems by officials of this Centre, and still less when it comes to rectifying them.

As for the mushroom philosophy, I venture to suggest that both sides need to be aware of the difficulties if they are to be solved and I hope that any competitor who feels that he is the victim of any problem at Harewood will feel able to communicate this to the Clerk of the Course.

I feel that Messrs Hardcastle and English have been somewhat badly done to and I believe that their letter was an instinctive reaction to a publicly voiced criticism, which they had been given no prior opportunity to answer. I know that they are as keen as every member of the Yorkshire Centre Committee to see Harewood as a competitors' first choice venue.

Finally, I can assure Charles that his comments are taken most seriously and that every endeavour will be made to remove the 'certain amount of mistrust' which he claims to exist and we all look forward to welcoming him back to Harewood in 1989!

Yours sincerely,

Jim Johnstone
Chairman



The inclusion of any article in this publication does not imply that the Club, its Officers, its Editorial Staff or any other member, shares any opinion expressed therein.

Dear Editor

You will note that within this magazine there is a form for you to complete as to the running of the Top Ten. I feel that few of you, other than those of you who are involved in the Top Ten, will bother to return this form. This, it appears, will be a sign that you approve of the Top Ten.

A more universally acceptable method of gaining opinion would be to present officials, marshals and competitors, at signing on, with a voting form as to the retention or otherwise of the Top Ten. This, I believe, would give a more balanced view of all those involved.

My personal views on the Top Ten are that it could be a considerable spectacle to conclude the meeting, but as so few cars are run within the hour it takes for this part of the meeting to be concluded, the time involved could be more usefully employed accepting a larger number of entries within all classes, thereby eliminating one of the more contentious points which has bugged drivers unable to get an entry at Harewood.

Also, as a parting shot, the only people, usually, who stay to watch this part of the meeting are some of the successful drivers waiting to collect their trophies and the team supporters, wheel polishers and 'gofors' of the teams involved. Your Joe Bloggs spectator has long gone for his tea!

Brian Kenyon

(Ed: I'm sure this letter will stir some of you into sending a reply. Please let the Club Members know YOUR opinion on this subject!)

Note: After the Award Presentation at the September Harewood meeting, I tried to get the Top Ten, from the Harewood Championship, together for a photograph. We managed seven of the ten plus Charles and myself and as we gathered, I asked Allan Staniforth if he would take a few photographs and gave him my camera, the result of which was published in the October 'Times'. Here is Allan's comment:

Dear Pat,

I were right thrilled to get a byline on that quality pic of you and your Brian and all them other aces at Harewood.

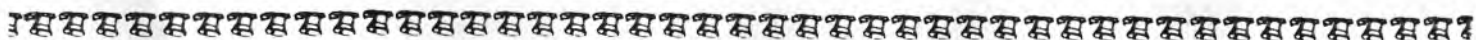
You may or may not know that at the time the said David Bailey was living (rather wickedly in the sixties) with the delicious Jean Shrimpton, the couplet floating round gossip circles was 'David Bailey makes love daily'.

In view of this, I think it's one of the nicest compliments I have received for quite a bit (sorry, Ill rephrase that). Anyway, I'd like to make absolutely clear that I still enjoy it (photography) very much indeed.

Yours warmly,

Allan

(Ed: Allan promised not to sue if I printed his letter!)



CHIPPY'S

CLASS

CHANGE



Dear Pat,

As you know, many people change or modify their vehicles during the close season, some in fact go into a different class. I am writing to tell you that I am one of the latter and I enclose a photograph of my new 'Staircase Hustler' (limited edition) for your examination. I have, as yet, not had it scrutineered.!

It is extremely fast and potent and ascending 'Stair Rod Straight' I touch, momentarily, a maximum of 0.47 mph whereupon, under hard braking, the tail hangs out rather luridly round 'Staircase Bend' whence up 'Landing Straight' to finish at 'Carpet Landing'!

Should any of your readers desire a trial run with a view to frightening themselves silly, I am at their service, more or less day or night.

Kind regards and wishing all my friends in the Yorkshire Centre a Merry Christmas and a Happy New Year.

Yours very sincerely,

L S 'Chippy' Stross



HAREWOOD HILLCLIMB DATES FOR 1989

March 12: Practice Day

**EASTER NATIONAL MEETING
March 25/26**

**NOVICES MEETING
May 20**

**MEMBERS MEETING
May 21**

**SUMMER CHAMPIONSHIP MEETING
June 10/11**

**RAC NATIONAL MEETING
July 8/9**

**MEMBERS MEETING
August 20**

**FINALS MEETING
September 16/17**

CHANGE OF DATE

The RAC National meeting at Harewood in 1989 will be on Saturday July 8th and Sunday July 9th. These dates are NOT as the Blue Book, so please take note of them before booking your holidays.



Conditions at Harewood
for the RAC Rally
were arctic at times,
as you can see
from this photo
- spot the hillclimbers!

MARSHALLING A WORD OF THANKS

I would like to thank all the marshals and officials who helped at Harewood Hill during the 1988 season, this being either at the Hillclimb or at the recent Lombard RAC International Rally. At the latter event, despite the atrocious weather conditions, we had an excellent turn-out of Marshals and Officials.

Myself and Don Staveley - Stage Commander - would like to thank everybody for their help at the setting up and on the day itself.

I look forward to seeing you all again in 1989.

A Marshals Availability form is enclosed. As we need as many officials as possible for the forthcoming season, especially on Saturdays, please let me know if you wish me to send a form to any of your friends or anybody who you feel would be interested in helping.

I hope that you all have a very Happy Christmas and New Year.

David Dalrymple
Chief Marshal
BARC (Yorkshire Centre)

ALL CHANGE!

You may have noticed that Allan Staniforth is selling his FF2000 Van Dieman presumably to buy another car. No! Having sworn never ever to get involved with building another car, he is contemplating another project and the Van Dieman must go as he needs the space and more to the point, he needs the money!

We look forward to next season to see just what Allan is building.

John Hanline is also selling his car, a FF1600 Sparton Auriga, but he is having a total change of scene. He has bought an RF88 Van Dieman which is being rebuilt throughout the winter ready for him to race next year. He hopes that flying around Donington, Oulton & Mallory etc. will help him to get the hang of driving single seaters and then he will return to sprinting and hillclimbing. As John was 13th in the Harewood Championship in his first year of competition it would seem that he has a good idea how to drive single seaters already, so after a year on the circuits, I feel sure he will be a driver to watch out for.

CHRISTMAS QUIZ

This Mini Matrix Quiz has been sent in by Rob Liversage and should give you all something to think about over the Christmas holiday. The answers will be published in the February 'Times'.

The following points are clues to the results of an event. Your task is to use the clues to find the missing information that will enable the puzzle to be solved. Solve the matrix then answer the questions.

1. Five cars finished the event
2. The red car finished third
3. The blue car was a Datsun
4. Esso petrol was used by the car that finished last
5. The yellow car used Shell petrol
6. The blue car finished in front of the green car
7. The Ford Anglia used Goodyear tyres
8. Firestone tyres were used by the winning car
9. Jet petrol was used by the car that finished third
10. The white car won the rally
11. Dunlop tyres were used by the car that finished next to the Escort
12. The car that used Firestone tyres finished next to the Mini
13. The car using BP petrol also used Avon tyres
14. Pirelli tyres were used on the green car
15. The yellow car finished next to the white one

In the interests of clarity, it must be added that each of the five cars that finished the event, finished in a different position (no ties), was a different colour, used different petrol, was of a different make and used different tyres.

One other thing: 'next to' means either side of....

QUIZ QUESTIONS

- a) What position did the Skoda finish?
- b) Which car used Elf petrol?
- c) What was the make of the red car?
- d) Which tyres were used by the car that finished one car ahead of the car that used BP petrol?
- e) What petrol was used by the car that finished behind the yellow car?

FACES FROM THE PAST

Back in August, whilst in a queue for a cuppa at Strensham Services on the M5, I was asked to pass something to a gentleman who had omitted to collect it on his way down the counter. You can imagine my amazement when I recognised him as Gray Mickel, the Scottish former hill climb driver.

Gray, together with his wife, the late Agnes, competed for many years in the National Hill Climb Championship in a variety of single seaters which included several Coopers and at least one Brabham. The pair were always very enthusiastic competitors in the nicest traditions of our sport and it was very nice to meet Gray again. He hasn't changed a bit!

I was telephoned a few weeks ago by one of the Centre's former hill climb champions, from darkest Brighouse. Yes, you've guessed it, none other than David Hepworth!

David told me about his two sons, who are enjoying his support in circuit racing at the moment, both of whom are laying plans for a very busy season in 1989.

As for David's own participation, some Thundersports is contemplated possibly in one of his ex-CanAm BRM cars but, of a more parochial interest, he told me that the four wheel drive Hepworth FF has been pulled out of storage after some 15 years and that a ground up rebuild is well advanced. David intends to have the car at Harewood next season and I am really looking forward to that prospect!

Another Hepworth hill climb project which was abandoned in the early seventies may yet see the light of day and even after all these years it offers a mouth watering prospect. Those who remember David's press on regardless driving style will understand my anticipation at the possibility of his methods being applied to 8,000cc, unmentionable BHP and Ferguson four wheel drive in a lightweight single seater!!

Jim Johnstone

(Ed: Perhaps David would like to join the Yorkshire Centre if he is starting to compete again!)

EDITORIAL

What a delight it has been to receive so many letters and articles for this edition of the 'Times', and my sincere thanks go to all the contributors. Perhaps now that members have started to air their views, we may get more of you to put pen to paper for future editions - I do hope so!

The Classes Forum once again proved to be very lively with a far larger turn-out than in recent years. The 'Top Ten Run-Off' issue was raised again with many people preferring a larger entry and dropping the Top Ten. You will find a form in the 'Times' asking for your opinion on this matter.

My request for ideas of a venue to hold a South Yorkshire Club Night fell on deaf ears as I have not had any response. Perhaps it is something that can be discussed at Harewood during the season with the thought of trying again next winter.

Pat Kenyon

COMMITTEE MEETING

5th December 1988

The De Lacy International Rally is using Harewood as a special stage on the 1989 event which takes place on the weekend of 25th - 26th February.

Following the Speed Events Classes meeting an approach will be made to the RAC MSA on class structure. Amendments to Marque Sports Technical specification rules are proposed for adoption in 1989. The future format of the Harewood Roadgoing category will be discussed with a view to emphasising the spirit of the regulations, though the enforcement of such a rule can be controversial.

Further enquiry will be made on the feeling of competitors, marshals and spectators on the future of the Top Ten runs at meetings other than the RAC National Championship weekend.

FOR SALE

Sparton FF 81, Auriga engine and Hewland Mk 9 gearbox. Ex Roger Kilty car which in 1987 held 8 class records. Still mint and ready to win at £2,700.

Many spares for FF 1600 including suspension bits and hill climb / sprint ratios. Come and haggle!

John Hanline

Telephone: Office (Ansaphone) 0423 - 501621

FOR SALE

FF2000 Van Dieman RF85. Rolling Chassis with rebuilt Hewland, full bodywork in immaculate, non-signwritten Benetton green. Wings, centrelock alloys, bag tank, full extinguisher system, quick release steering wheel, big radiators, Aeroquip, Pinto alloy sump. Oil tank has been helicoiled and studded. 6 point sabelt, Bilsteins, Varley battery, full instruments, wired-in remote battery jack plug. Can be supplied on 6 ins/8 ins with Yoko circuit slicks or 8 ins/10 ins with ultra soft hill climb Avons. Full details of suspension development and future plans to buyer. £3,600 (or even less if my back gets really forced to the wall).

Ford crossflow; camshaft with matched set followers; BCF 18; £35

Mobelec CD electronic ignition set - £25

Set of Cosworth pistons, 85.6 bore, 0.233 dish, 1.55 comp. height, like new - £160

Definitely not crossflow, pair DFV or BDA cams, DA1, no keyways - £140

WANTED: BDA cams; F1 inlet and DA10 exhaust.

Telephone: Allan Staniforth on (N.Yorks) 0423 - 711228

Articles for the next 'Times' by 21st January 1989 please to the Editor:-

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Tel: 0742 - 340478