



BARC

YORKSHIRE CENTRE

Issue No 17

TIMES



DECEMBER 1989/JANUARY 1990

MERRY CHRISTMAS AND

A HAPPY NEW YEAR

CHAIRMAN'S LETTER

Dear Member

Yes it is true and I have the arm band to prove it.

As reported in last month's 'Times' I have been asked to serve on the RAC Speed Events Committee, and have already made a trip to Motor Sports House for a recent Working Group Meeting regarding the new classes structure.

This was a marvellous introduction to the Committee as those who attended were very much involved in the sport, and very knowledgeable about the current position in hillclimbing and sprinting.

For some time I know the Club has wanted to have a member or one of its officers on this committee and now this has happened you may rest assured that you now have a direct line to the meeting table.

Of course I will ask you to direct your comments and requests in writing wherever possible as the meetings must take place on a very formal basis in order to deal with the many items on hand.

At the time of writing this letter Simon will be putting the final touches to our plans with Headquarters and by the committee meeting next week (4.12.89), we will be able to make some serious plans and further announcements. Fortunately, due to this being a double issue, and Pat and Brian attending the Dinner Dance for those odd snippets and useful pictures of your Chairman in his true form!, we may be able to print details if we can get them to Pat in time.

I am hoping the Dinner Dance will be another success this year and look forward to quite a number of competitors coming along and picking up their prizes. I am sure you will be interested to read the report that Pat has put together on this evening.

Please support Pat in her effort to get together the competitions for officials, marshals v competitors, as I am sure this will be a superb event and one which may get our social calendar back off the ground.

Congratulations to Darell Staniforth, who was crew chief for the winning team in the recent Lombard RAC Rally. I am sure this will put Darell's business on the map and look forward to seeing him competing and breaking some records at Harewood next season.

May I take this opportunity to wish everyone a very merry Christmas and prosperous and successful New Year.

Tim Thomson

EDITORIAL

Recent events at various venues have proved the worth and importance of proper medical back-up. We are fortunate at Harewood to have a fine team of medics available for events. As accidents do occur at motor sporting events it has also confirmed the importance of continuous marshal training. Yet again Harewood has a highly experienced body of people at its events. Medics and marshals are like policemen, you don't particularly notice their worth unless you require their assistance.

Twenty years is a long time for someone to constantly serve the club but this is a feat achieved by Barbara Mason, who has purchased the awards for the Centre, a service which has been greatly appreciated by all those who have received the awards. Barbara has now handed the task on to Anne English and I would like to thank Barbara for all her efforts on behalf of the Yorkshire Centre.

Brian and I would like to write less for the 'Times' and see more input from other members. One member who is not lacking in this department is Peter Herbert and his contributions are always greatly appreciated and often his style of writing causes me to have a little chuckle as I compile the magazine. My thanks to all contributors to this edition of the 'Times' and I would like to remind ALL members that it requires a considerable amount of input to fill YOUR magazine.

Pat Kenyon

SAME COURSE FOR 1990

Simon has informed me that work will not start on the Harewood course next year. Further information will be released as and when we receive it.

Articles for the next issue of the 'Times' by Monday 22nd January 1990 please, to the Editor:-

**Mrs Pat Kenyon
4 Leslie Road
Hillsborough
SHEFFIELD S6 4RB
Tel: 0742 - 340478**



FOCUS

MIDGET MANIA

A number of competitors are weighing up the possibilities of running a Sprite/Midget in the Marque class. If some of these ideas materialise then class 6 should be in for an extremely competitive season and perhaps gain considerably in numbers and so rival the Formula Ford class.

The upsurge of interest has shaken BK from his complacency as people must think that the record or class is 'easy meat' so he will have to redouble his efforts to improve on the class record which he set in 1987.

Those making noises regarding Midgets include Peter Herbert, the well known Yorkshire Centre 'Times' scribe and 205 Peugeot pilot and, would you believe at a recent Longton & DCC dinner BK was approached by Tony Bridgen who said that if I knew of any Midgets for sale he would be interested, but it must be a Marque car. Already dipping his toe in the water is class 2 front runner Martin Brobyn who has purchased David Cole's quick example - it was faster than BK's at Aintree in terminal speed. Martin will still concentrate on his Mini for the forthcoming year while developing the Midget.

CAR MUSICAL CHAIRS

Steve Openshaw will be resting his class 6 Marque Sprite and taking to the hills in Doug Bruce's Rover engined Capri. Steve is hoping to be out, along with Doug, at the Practice Day at Harewood in March. I think he will find the difference in power a little mind bending.

Bob Prest is contemplating resting the BDA engine which he has used for the past few seasons and substituting a 1700cc Clubmans engine and moving into that category.

Archie Inglis has sold his Anglia and its replacement, which was a Lotus 7, is now deemed too historically important and valuable to compete in, so he is to share an Aldon modified full race modsports Midget.

Tim Smith recently tried a quite standard Renault 5 Turbo in class 3 which, through virtue of being hardly modified and of considerably smaller capacity, was not likely to unseat the Sierra brigade, but with the new 1991 class splits coming up it appears that Tim and Renault Garage owner Bobby Fryers will be out in a more modded car, using next year as a development year for 1991.

Chris Seaman has purchased a BDA engine, which is now undergoing a rebuild, it will be used in the venerable Brabham chassis. What this new combination will provide in extra competitiveness remains to be answered next year. No doubt those enjoying Chris's flamboyant style will be pleased to see his return.

Richard Casey has recently completed the purchase of Brian Pitcher's class 2 Mini. Brian had not used the car since comprehensively blowing it up. The car will be prepared to the usual immaculate Casey standards and it is rumoured it will feature the familiar dark green bodywork and white roof. A Longman engine has been procured and will be fitted into the shell ready for the 1990 season and will be run alongside father John's car.

CHAMPIONS ALL

BARC members have carried off many of the local Championships with, as you full well know, Andrew Tymkewycz taking the Harewood Championship for the second year running. Barry Heath won the Association of Midland Motor Clubs Sprint and Hillclimb Championship in his Davrian, Brian Kenyon won the Sedan Performance Sprint and Hillclimb Championship in his Austin Healey Sprite and Richard Hargreaves won the SS Motor Spares Sprint & Hillclimb Championship in his Cosworth Sierra. Our congratulations to them all.

ON THE MEND

Des Richardson continues to make fantastic progress and is now able to walk unaided but has a slight limp, so he will undoubtedly be fit and well for the forthcoming season.

Jane Price is also making progress and is going back to work shortly. She is walking with the aid of crutches and has a wheelchair for long distance jaunts. She is undergoing physiotherapy and it is just a matter of getting movement and flexibility into her joints. At the moment it is difficult to say when she will be well enough to drive again but she will be at Harewood next year with Phil.



Bob Prest in his very quick BDA engined Mallock Photo: Frank Hall

SPEED RECORD BID ON BEACH

An attempt on two British land speed records may be made on Filey beach in the Spring.

Malcolm Pittwood hopes to use his specially built steam rocket powered vehicle, to break records over distances of a quarter of a mile and 500 metres.

Malcolm has asked to use the beach in preparation for his 'Project 275 U.K.' bid for the British Land Speed record over one mile.

The Filey attempts would be used to generate interest in an assault on the current British record of 263.92 mph set at Greenham Common in 1980 by Richard Noble and his machine 'Thrust 2'. Malcolm plans to try for the British record by reaching 275 mph over a mile at Pendine Sands.

At Filey he hopes to reach speeds of 250 mph in a demonstration vehicle adapted by his team from a car to be produced by Hampshire firm Rickman Engineering. Work on the vehicle is due to start this month.

With all this happening and his interest in arranging a record breaking week-end. Malcolm will have his hands full in 1990.

TIMES BOOK REVIEWS

GILLES VILLENEUVE

by Gerald Donaldson

Few racing drivers become legends, particularly during their own lifetime, but Gilles Villeneuve was such a driver. The Canadian's biography, recently reprinted, is a rags to riches story that devotes as much space to the man's personal life and his relationships with family, friends and fellow drivers, as to his motor racing, and is all the more interesting for that.

A complex person, Villeneuve's honesty and straightforward manner endeared him to Enzo Ferrari in a way few other drivers did, yet he was capable of acts of egotism, irresponsibility, selfishness and infidelity. On the road he drove like a lunatic, few would ride with him including close friend and team-mate Jody Scheckter. But on the track his uncanny car control and talent was questioned by nobody, and the passage devoted to his win at Jarama in the '81 Spanish GP, when he kept his ill handling Ferrari on tyres completely shot, ahead of a hard charging field is compelling.

Perhaps it was inevitable that one so fearless and committed would die at the wheel but when the final crash comes at Zolder, it is no less moving. This is an exceptional story well told.

CHALLENGE ME THE RACE

by Mike Hawthorn

Written in collaboration with Gordon Wilkins, perhaps all this book has in common with the Villeneuve autobiography is that it too has been recently reprinted. This is the tale of Mike Hawthorn's break into the world of professional motor racing, and the years leading to his World Championship, an achievement that formed the subject of a sequel 'Championship Year'.

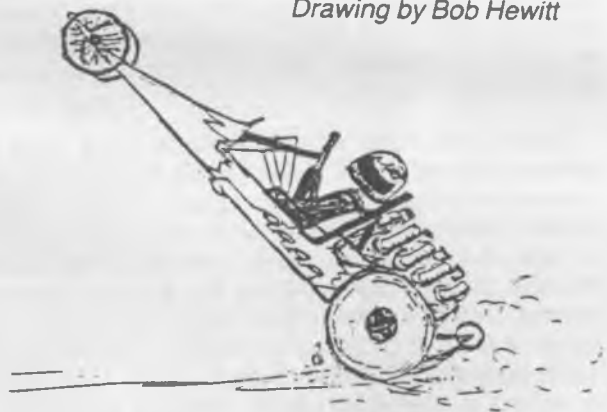
Written in the style of the time which is fast moving but suffers a little from 'After Silverstone I flew to Syracuse where I finished third, then it was on to Monza', the book is nevertheless a fascinating insight into motor racing during the fifties on circuits long forgotten. Hawthorn deals frankly with his central role in the Le Mans disaster of 1955, and in vivid detail recalls painful accidents.

We may remain little wiser about Hawthorn the man, but the more relaxed times through which he lived and raced cannot fail to strike a cord with today's amateur hillclimb and sprinters.

Should either book be found this Christmas in your nomex stocking, you will not be disappointed.

Peter Herbert

Drawing by Bob Hewitt



Malcolm Pittwood on Filey Beach?



THE STORK AND FORMULA FORD

The stork is visiting the Formula Ford class next year when John and Janet Bennett anticipate a happy arrival in April and Redvers and Pat Arnold expect their happy event in June. Our best wishes to them all.

HAYDN'S RETURN

Haydn Spedding intends to return in the large mod sports car category in his E Type Jaguar when he has sought out an exhaust manifold and carburettors for the car. This should add a bit of spice to the Jaguar battle within class 10.



Dave Whitehead Photo: Frank Hall

DAVE WHITEHEAD

Dave Whitehead was the victim of a freak and horrific accident whilst he was passengering in the Sporting Trials car of Bob Dayson. It was Dave's first Sporting Car Trial event and will no doubt be his last. They had just cleared the section and because of an adverse camber, Dave was leaning behind Bob when a tree branch came between them and trapped Dave's head against the roll over bar. This ripped off part of his right ear, which required 20 stitches, and broke his jaw in two places. This has required the fitment of stainless steel plates and of braces on his teeth. You can imagine with all this ironmongery in and around his mouth, it makes both talking and eating extremely difficult.

The healing process will no doubt take some time and unfortunately the plates will have to remain in place, but he is in quite good spirits and looking forward to next year.

He would like to extend his grateful thanks to all who have sent cards, goodwill messages and phone calls etc. He is sorry he has not replied but talking is painful.

We send our very best wishes to Dave for a speedy recovery.

UP ALP STRUGGLES

Peter Herbert

Italy has much to offer the sporting motorist. Home of the legendary 'tifosi', the most fanatical of all racing enthusiasts, the country can also lay claim to the most colourful motor races, cars and drivers. However Italy was a much wider appeal. Beautiful countryside, grand old towns and cities, fine food and wine, and then there are the people. Italians have passion and style, and every part of their day is a piece of opera. To watch an Italian talking excitedly in the street is to see his whole body animated from the ankles upwards.

We disembarked from P & O ferry 'Spirit of the Titanic' on a Friday afternoon in late August, and the moment our wheels touched French soil it began to rain. The rain would continue until we reached northern Italy three days later, and was never to be far away for the next three weeks. For our journey my faithful 205 GTi had been left at home in favour of my wife's new 405 SRi, no we are not Peugeot dealers and with wipers on and headlamps ablaze we left Calais and headed south-east towards the Marne and the hotel Cheval Blanc in the village of Sept-Saulx near Chalon. In deference to the mere thousand miles on the clock and the heavy rain we motored reasonably sedately. North of Rheims on the approach to a dual carriageway a British XJ6 overtook us at some speed, and just as we were reflecting upon the wisdom of such velocity in the atrocious conditions a gendarme appeared out of the murk. Having observed the Jag from his position astride a parked motor cycle on the hard shoulder, he leapt into action legging it across the road into the outside lane whilst waving his arms frantically to stop our speeding compatriots. Somehow neither Jaguar nor Peugeot hit 'le flic', but his enthusiasm exceeded the call of duty by some margin.

The Cheval Blanc was comfortable but the food nouvelle cuisine, a cunning French style of presentation that offers small portions at high prices because it looks pretty. The food was to improve for the following two nights which were spent at the hotel Gay Sejour at Tertonez high above Lake Annecy, and still the rain fell. Rain turned to snow as we crossed the Col du petit St Bernard into Italy, but as we descended the Val D'Aosta and joined the autostrada the sun began to shine.

First night in Italy was spent in an anonymous modern hotel on the edge of Mantua. The following day, Tuesday, was to be my big day; morning at the Nuvolari Museum, afternoon at the Ferrari Museum. Things began well enough as we loaded the boot with our cases beneath a cloudless sky, but it was difficult to ignore the absence of glass in the front passenger window. There was little mystery as to where the glass had gone, it was scattered all over the seats and floor. Remarkably all that had been taken were Philippa's Edna Everage lookalike sunglasses and my priceless collection of Des O'Connor tapes, and £44 later local Peugeot agents Ferrari Motors had us on our way with a new window and glass free interior.

The Museo Taxio Nuvolari lies half hidden in a corner of Volte Di Podesta in the heart of old Mantua. A compact two room tribute to the little man from the nearby village of Casteldario, the museum takes the form of memorabilia, photographs and contemporary press cuttings. In a glass case lies his racing outfit, a yellow shirt with 'TN' on the breast, a pair of light blue trousers, a leather waistcoat and helmet, and a tortoise brooch. Nuvolari wore the tortoise at his throat for good luck, it having been given to him by

the poet Gabriele d'Annunzio with the words 'The slowest animal in the world for the fastest man in the world'. Most striking was the size of the drivers clothes, they might have been for a child. At just five feet three inches in height he was just skin and bone, and the attribution to him for the invention of the four wheel drift was probably the result of this being the only way he was able to corner the heavy Alfa Romeos and Auto Unions of the time. However perhaps most amazing of all was that despite many accidents and the perilous times through which he raced, Nuvolari died peacefully in bed at the age of sixty.

Down the road in Maranello I had to be very brave. The famous green gates were firmly closed and the museum with them for the duration of the factory workers August holidays. So we consoled ourselves with a browse around the nearby Ferrari shop, an Aladdins cave of all that is associated with the Prancing Horse, and a cool drink at the famous Cavalino restaurant.

Viewed from across the gently rolling Tuscan countryside the medieval towers of St Gimignano gave the walled town's skyline a Chicago-like quality. Our destination was Le Renaie, a small rural hotel in the nearby hamlet of Pancole, and there we relaxed for a week. By day we explored such local delights as Sienna or flaked out by the pool, by night we dined in the open air on the terrace on such delicacies as pork tenderloin in herbs and Chianti, helped down by a bottle of San Felice.

Observing our fellow guests was a constant source of interest. Athletic Germans who stalked their poolside places at the crack of dawn, reticent English with noses glued to maps of Tuscany and books on Italian art, and the inevitable assertive American, whose precocious young son endeared himself to us all by peeing in the pool from the side. Equally memorable was the evening a party of English 'hoorays' descended on our tranquillity in search of a table in Le Renaie's crowded restaurant. After narrowly avoiding parking his BMW in the darkened depths of the pool, the owner of the smallest chin was sent to investigate. In the certain knowledge that all Italian words must end in 'o', and the word completo escaping him, he enquired loudly of a waiter, 'Fullo?'

Our return journey began with a dash up the spectacular Autostrada del Sol. With three thousand miles now on the clock we opened the 405 up a little, and when traffic allowed an untroubled indicated 125mph was held, no we are not Peugeot dealers. However wayward small Fiats, and the sudden transition between sunlight and dimly lit tunnels precluded relaxation. Just behind the busy coast we paused in the South of France for a few days at the hotel Colombier at Roquefort Les Pins. Then before the long haul north back to England a pilgrimage was made to Mont Ventoux, and an ascent of one of Europe's most famous hillclimbs.

Starting from the village of Bedoin the road climbs gently initially through open countryside, then steepens as it ascends through dense woodland. Mostly this section consists of lengthy straights connected by the odd hairpin, or tricky complexes of bends similar to the section of Prescott above Pardon. Above the tree line the hairpins become more frequent, and following the wide open hairpin in front of Le Chateau Reynard the final section up to the observatory finish crosses a bare lunar landscape by means of fast open bends. At 21.6 kilometres (13.4 miles) that's what I call a proper hillclimb.

SPEED COMMITTEE OPEN DAY

(and other things)

Malcolm Pittwood

Brian's report on the Open Day gave an item by item resume of the discussions so I will not go over this ground. What I intend is to give those who couldn't attend a 'feel' for this once a year event.

The choice of venue was well received as it brought the day nearer to the competitors and organisers. The concern must be that the RAC MSA may want their 'Slough' HQ to be used more.

The time allowed for this meeting - about 160 minutes - seems to be too short for a 'once a year' event. The meeting day for competitors and organisers should be separated or the day lengthened. The last items on the Agenda and 'Any Other Business' were not given the attention they deserved. I for one would have liked to have heard in more detail the HSA 'letter' and the Committee's responses.

The lack of circulated agenda before the day of the meeting and no precis of the items did not help those attending to prepare themselves. It seems that this habit of keeping topics 'secret' has been going on for 3 years or so.

The 'all embracing' answer to the comprehensive HSA letter was for the Speed Committee to invite one representative to be on a sub-committee who will prepare a 'Green Paper' about OUR sport. In the time it takes to prepare a Green Paper the speed events world could be in 'chaos', as the nominated committee are unable to give guidance, it seems, until more meetings have been held and a report produced!

Is it surprising that no Drag Racing matters were on the agenda when their respect for the RAC MSA has dropped to, what I see is, an all time low?

The names of our representatives are listed in the Blue Book, so anyone who is interested can find them. The problem is recognising them in the first place and then finding out which events they will be at during the season! (I have always found David Render a good listener, but as a sprinter this may not be unusual).

The Scottish committee representative made the point that in 1991 they will adopt the new RAC classes plus their road saloons. This point was then lost amongst the cries of 'nonsense' when he went on to try to claim that only North of the Border is there a strong road saloon following!

Some of the more 'interesting' comments made by the committee, mainly from the Chairman, were :-

re:Low Production Volumes - 'to please everyone'
(interpretation - to please the Kit Car builders)

re:New Class Structures - 'classes for the next 10 years'
(interpretation - the speed event sports are seen as the 'dustbin' for old circuit racing cars eg Sierra Cosworths and 'Yuppie' GTi's etc.)

re: Timekeepers - 'all will be of the same abilities. No 'elite' team is needed'.
(interpretation - keep your mouth shut the next time (sic) you receive a 'duff' time.)

re: Competitiveness of Modified Saloon Cars - 'the new structure will attract 'hot hatches'.
(interpretation - order your Suzuki Swift now and hope that Kit Cars / mod sports cars don't enter!)

re: New Capacity Divisions - 'to suit modern engines'
(interpretation - make sure your company car is a 16v 2.0 litre Astra or similar.)

Under A.O.B. the committee were asked if new venues were being investigated. This was to be discussed with the organisers, but should anyone know a suitable site then tell.....a committee member.

The Speed Event Committee clearly concentrate on the Nationals ie top 25% of our sport and are happy to let the remaining 75% of us progress without any guidance - 'because we don't hear any complaints or comments'. The National competitors of the years to come will have to come from the 'grass roots', - the committee should know this and act accordingly. (Dave Render used to sprint a Fiat 600-Lotus in Club events in the 60's) (What did the others do?).

The adoption of Tim Thomson, who has to be close to BARC Yorkshire club competitors, onto the Speed Event Committee is a move in the right direction. Although there is a need to find people with the time and resources to be committee members, shouldn't the RAC MSA co-opt the Chairman of the HSA and/or the representatives of the major - non National - Speed Event Championships?

My proposal for an RAC MSA supported Speed Weekend was to be put to the Motor Sports Council. Without their support a major event may not be possible. If the 'go ahead' is given the organisation will be put in the hands of a club or a consortium of clubs. Will the BARC Yorkshire Centre be prepared to stage this event? More importantly if the class structure is acceptable, (I want to see a change to classification by vehicle types not just engine capacity and types), will competitors enter such an event? An unhurried event (up to 60 minutes between runs) at the end of the season could be the fitting final event of each year for speed event and record breaking competitors.

The venues under consideration are Elvington, Bruntingthorpe, Greenham Common, Fairford and perhaps Leeming, plus the Isle of Man. A mainland event is of course better for the club competitor. Any suggestions, please let me know or.....tell a committee member.

More news on the Records Weekend later.

The BARC has announced a 14 event Speed Championship for 1990, incorporating Sprints and Hillclimbs. '18 classes for five categories of cars will be catered for in the new regulations', (so far, at the time of writing, unpublished).

As this Speed Championship is to visit Harewood can we expect there to be some similarity between the London and Home Counties Centre classes and those of the Yorkshire Centre? (20 classes in four categories at the present time).

With the Speed Championship announced on the 21st October and the Yorkshire Centre Classes meeting on the 5th November perhaps another committee has been planning the future for competitors without consultation?

The letter from Allan Staniforth (Times No 16) proposing an ANCIENT class was very interesting, with almost all the Speed Events Committee eligible! As the current holder of 4 National class records, perhaps the Speed Weekend should have an ANCIENT class for Allan and others?

END OF SEASON REVIEW

It's been a good season all in all. Of course I'm biased towards my own class (FF1600), but I have been very impressed by some excellent performances in other classes as well.

Richard Hargreaves has proved totally dominant in his Sierra Cossie, although he still can't match the times of us tiddlers!! Talking of being outclassed by underpowered, undertyred vehicles brings me nicely to Brian Kenyon, who is still deluding himself that he'll beat a FF1600 in the Harewood Championship!! In fairness Brian isn't half bad and looks set to maintain his total domination, though Pat will no doubt do her best to prove otherwise.

Two questions here: 1. Is Brian's total domination due to skill on his part? or 2. Is there no real competition? I'd give it a try but there are no Midgets left in Britain as he's bought 'em all. Only joking Brian, but on that theme I overheard someone at Harewood saying they were thinking of taking up FF1600 as it looked easy!! Talk about the grass being greener..... whoever it was is most welcome to try.

In case anyone in class 14 was wondering (have you nothing better to do?!) Tony Bridgen and I are definitely contesting next year in FF1600, though Tony may only do Harewood, as he has a Reynard SF79 to play with elsewhere. It was heartening to hear Jon Collinge, Tim Mason and one or two others express disappointment when Tony and I were considering leaving FF1600 for 1990. I agree with them that intense competition is the name of the game. To win unchallenged is rather hollow in my opinion and I relish the thought of a close fought 1990.

I digress a little. I don't particularly know Andrew T.....z, but that doesn't stop me from admiring his 2nd Championship win. Surely he can't do it a third time? My knowledge of other classes is woefully lacking but some performances stand out in my mind as being particularly noteworthy.

Roy Lane's new outright record at Curborough was a joy to behold, and I've also enjoyed John Lambert's performances at Harewood - he, like Darell Staniforth, always seems to push to the limit which in their cars is prodigiously high! Peter Needham's drive in Joe Ward's car was remarkable, though he probably inflicted more gearbox damage in one weekend than Joe does in a season! (Sorry if I've been misinformed!).

My own highlights are taking the fastest FF1600 award at Harewood (by 1/100th second from Tim Mason!), competing at Shap Wells (and holding the record, though it is now academic), and taking the record at Aintree, leaving it at 51.90 (eat your heart out Richard!!).

My biggest disappointment was running out of fuel on the last run at the last Harewood meeting; the record would have been smashed! (How often have we heard that?!).

And now a thank you paragraph: Thanks to my partner Tony Bridgen for, well everything really. Thanks to all the other competitors in class 14, notably Tim Mason for his unflagging cheerfulness and equally unflagging abysmal event preparation - how the heck does he do it? I spend hours working on the car, agonizing over gear ratios, adjusting this, checking that and he just turns up and drives whatever he arrives with and wins (occasionally!). Thanks to all the other competitors for being a friendly and enthusiastic bunch - long may you remain so. Thanks to our part sponsors, Crowtree Motors of Brighouse, who enabled me to compete in far more events than would have otherwise been possible.

I look forward to 1990 and in particular beating you all in the Harewood Championship (take note Brian)!!

John Bennett

PS. I forgot to mention the Marshals and Organisers in the above paragraph - unforgiveable, especially as I do both myself and know the value of a thank you - many, many thanks to all Marshals and Organisers.

PPS. TIM, you'll be getting an invoice for those two sets of gears!!

MORE SPEED IN 1990?

'Nothing succeeds like suspension'

Leon & Allan	-	CATERHAM 7 'WHITE BRICK'
John Swift	-	TVR TUSCAN
Dave Malley	-	LOLA T760
Simon Durling	-	TURNER
John Wilkinson	-	FORMULA FORD
Jim and David	-	'THE BIG MALLOCK'
	and	
Darell Staniforth	-	QUEST TERRAPIN

have already gone faster with suspension developments, analysis, mods and setting up by

**ALLAN STANIFORTH
TERRAPIN SERVICES, ROSE COTTAGE
TOP WATH ROAD, PATELEY BRIDGE
HARROGATE**

Tel: 0423 711228

Ring or write for a quote



Ex-Chairman, Simon Clark, showing what all the best dressed Ferrari drivers are wearing this year. Fan mail to Design & Fittings please. (He'd never dare put this on his competition licence!)

OBITUARY

SPONSORSHIP OPPORTUNITIES AT HAREWOOD FOR THE 1990 SEASON

Opportunities that are too good to miss come only occasionally, this is one!!!

The most amazing Sponsorship opportunities are available for the 1990 season through the BARC Yorkshire Centre, at Harewood Speed Hillclimb, Stockton Farm, Nr Leeds. These superb value advertising packages are as follows:-

CENTRE SPONSORSHIP PACKAGE

This includes a full page advertisement in each and every Harewood Speed Hillclimb programme, 4 complimentary passes to each Hillclimb and an invitation for two to join the BARC Yorkshire Centre for luncheon at the September Finals Meeting. The cost of this package being only £350 for the season!!

CLASS SPONSORSHIP FOR 1990

Included in this package is a quarter page advertisement in each of the Speed Hillclimb programmes, 2 complimentary passes to each Hillclimb plus your Company Name (or your Name) appearing at the heading of the Class in the programme and on any first class award (unless a cash award is taken).

The incredibly low cost being just £250 for the season!! ALSO if you have availed yourself of the Centre Sponsorship, we will allow a discount of 50% off the Class Sponsorship package!

For further details and availability of these and other Sponsorship and sales opportunities at Harewood, i.e. advertising spaces around the Digital Timing Display, Hillside Display and Exhibition areas, bulk purchase discount tickets etc. contact

Simon Clark
Design & Fittings Ltd
Sandbeck Way
Wetherby
West Yorkshire, LS22 4DN
Telephone: 0937 - 64554

ANNUAL DINNER DANCE

As Tim reported in his letter, Brian and I went to the Annual Dinner Dance and Award Presentation at the Parkway Hotel.

The food was good, the company convivial, the awards superb. It is a great pity though that there weren't more competitors, officials and committee members there, but having said that, it was our first Centre Dinner for some considerable time

One of the highlights of the evening was a presentation from the Centre, of a painting, to our Awards Purchaser Barbara Mason.

Although there was a certain amount of crazy foam spraying and soda syphon squirting, it was confined to certain tables and areas and did not affect the rest of the guests.

As to whether or not it was as good as or better than recent years we are not in a position to assess. Perhaps some other members could give us their comments.

Brian & Pat Kenyon

PAUL WEATHERALL

The BARC Yorkshire Centre are sad to announce the sudden death, at home, of Paul Weatherall on 2nd November 1989 at the age of 48 years.

Paul was an RAC Steward at Harewood on many occasions and his last visit was the practice day in March. We send our deepest sympathy to his wife, Ann.

REV JOHN TREVOR SCOTT

A former member of the BARC Yorkshire Centre, Reverend Scott, Vicar of Pannal, died on 5th November at home age 64 years.

The service, at Pannal, was conducted by the Bishop of Ripon and Knaresborough.

We send our deepest sympathy to his wife, Anne.

LETTERS TO THE EDITOR

Dear Editor

Brian and I feel that the retirement of Barbara Mason from the position of Awards Purchaser should not go without our personal thanks for the wonderful job she has done over a period of 20 years.

Barbara has always shown good taste and style in her selection of awards. We can personally vouch for the friendly and helpful way she has performed this duty in ensuring that winners always had a worthy memento of their success.

Thanks yet again Barbara, you will be a hard act to follow.

Pat & Brian Kenyon

Dear Official,

Thank you for your help at Harewood Hillclimb during 1989. I look forward to seeing you again in 1990 and enclosed with the 'Times' is a 1990 Marshals Availability form.

As we need as many marshals as possible for the forthcoming season, especially on Saturdays, please let me know if you wish me to send this form to any of your friends or anybody you feel may be interested in helping.

I look forward to receiving your completed marshals form as soon as possible but please do not hesitate to contact me if you require any further assistance.

Best wishes for Christmas and the New Year.

Kind regards

Yours sincerely

David Dalrymple
Chief Marshal
BARC Yorkshire Centre

FOR SALE

1985 VAN DIEMEN RF85

Spare bodywork. 4 extra wheels with tyres. Various bits and pieces.

Colour - British Racing Green.

No adverts painted on body of car

PRICE £4,500 o.n.o.

Would consider exchange for small sports or saloon car of similar value.

Tel: Peter Sudborough on 0525 - 23234 (evenings)

SPEED EVENTS FORUM ANNUAL MEETING

5th November 1989

PRESENT: 54 MEMBERS

The meeting opened with a discussion on the RAC Speed Events Forum held the previous weekend and members who attended voiced their views on business conducted. It was reported to the meeting that Yorkshire Centre Chairman, Tim Thomson, had been appointed to the RAC MSA Speed Events Committee and it was hoped that he would represent the Club and Centre and pass on the views of the grass roots of speed hillclimbing.

The Centre's activities in formulating a national club class structure was discussed. It was emphasised that this was aimed at 1991 and it was pointed out that the BARC Sprint & Hillclimb Championship for 1990 was being run on classes different to those adopted by the Yorkshire Centre.

It was mentioned that the Lothian Car Club were interested in organising a Northern Championship and had asked whether Harewood could be incorporated. It was overwhelmingly agreed that this would be a good move forward.

It was proposed from the floor that the classes at Harewood should be extended to include production car classes. The problem in formulating class regulations were explained to the meeting.

The proposals for classes for 1991 were then put to the meeting. The Harewood classes were first discussed and it was indicated that our classes 1 to 3 and 6 to 8 were to be retained and renumbered 1 to 6. The capacity breaks were to change to fall in line with present engine production with capacity breaks at 1400cc and 2000cc. The committee recommended that the class limit would be the actual measured capacity and that the previous extension of capacity to include overboring to 60 thou should be replaced. After discussion, the vote on this point was taken and there was one objector.

Class 14: This was a popular class and would be retained and renumbered class 8. Comments from the floor indicated that the age restriction of over four years was perhaps no longer appropriate. A straw poll indicated that four out of five drivers were in favour of a two year age limit and notice was given that a change might be made for 1991 if a majority of drivers in the class confirmed the wish to reduce the age limit.

A Formula Ford 2000 class was proposed from the floor. Again, the club indicated its willingness to provide class competition if the demand was there.

Class 11B is to be run and renumbered class 7. The verbal and written support for this class was noted and the committee would monitor support during the forthcoming season and make a decision for the 1991 season. The committee was requested to issue guidelines as to the number of entries in a class which would ensure that the class was not disbanded.

The RAC class proposals for 1991 were then proposed en bloc. Apart from one or two strong objectors, the meeting felt that the classes were the right way forward. Whilst individuals had reservations in some respects, it was suggested that these would be better circulated through the columns of the magazine and by direct representation to the RAC Speed Event Committee.



Any Other Business.

The Marque and Touring Cars eligibility rule regarding aerodynamic devices was explained. Entries would not be allowed within these classes unless the aerodynamic devices are standard bodywork, ex-showroom.

A review of the alterations at Harewood was outlined to the meeting.

The top ten runs were discussed and, as the bulk of members present were not involved, there was not a great deal of support for the top ten.

The committee was asked to re-consider the eligibility of the Imp Sports.

A 1991 Records Weekend was mentioned and this would be discussed by the BARC Committee.

With regard to Sunday practice, the committee was asked to consider the RAC comments on each competitor getting one run on Sunday.

The class record for class 17A was discussed with regard to the setting of a bogey time for this class for hillclimb championship purposes.

It was mentioned that each championship was now required to appoint its own eligibility scrutineer.

Denys Townsend

The Classes Committee will meet shortly to finalise all proposals.

HAREWOOD EVENT DATES FOR 1990

Practice Day: March 11th

BARC Hillclimb Championship Meeting: April 14th

Easter National Meeting: April 15th

Novices Meeting: May 19th

Members Meeting: May 20th

Norwich Union Classic Run: May 27th

Summer Championship Meeting: June 9th/10th

RAC National Meeting: July 7th/8th

Montague Burton Trophy Meeting: August 19th

Championship Finals Meeting: September 29th/30th

RETURN OF THE MARSHALS PAGE

John Staveley has promised that the marshals page will return for the next magazine. Pressure of work and other commitments have meant that John has been rather short of time this month.

We look forward to the usual blend of informative comment, humour and marshals profiles etc.