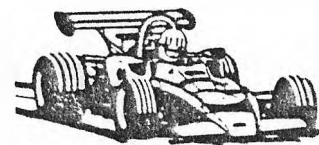


BARC



YORKSHIRE CENTRE TIMES

Issue No. 7



FEBRUARY 1989

CHAIRMAN'S LETTER

Dear Member,

The festive season is now well behind us and your committee's thoughts are firmly fixed on the preparations for the coming hillclimb season at Stockton Farm. A list of works, to be undertaken during the next few weeks, has been drawn up and agreed, including that which will be necessary after the bashing of two international rallies.

The RAC Rally having passed through during November, we will be able to witness the passage of the Cartel Rally, organised by the De Lacy Motor Club on Saturday 25th February. Don Staveley is once again our Stage Commander and so we are obviously in capable hands. An entry of 150 cars, including some prominent international crews is promised. Should be well worth a visit.

Stockton Farm will echo (slightly less than in the past due to more stringent silencing requirements) to hillclimbers again on our annual Practice Day on Sunday 12th March. This day also sees the perhaps more important activity of marshals training and it really has developed into a serious, well run course. We have the benefit of really experienced marshals and highly qualified medical people, who choose to spend their spare time with us at Harewood and those among you who aspire to reach the pinnacle of marshalling cannot afford to miss this opportunity.

One of the committee who can undoubtedly be said to have a great deal of marshalling experience, the benefit of which we have experienced at our committee meetings and at Harewood, is Alan McKinney. Alan, known and well liked by our regular competitors at Harewood has resigned from the committee because pressure on his time from the provider of his income has meant that he has been unable to attend meetings recently. I and the members of the committee are very sorry that he will not be at our future meetings, but delighted to have received his assurance that he will still be doing his usual efficient job in the paddock.

Mike Kempley is at it again! He has arranged for another Winter Barbecue and it will take place in the barn at Stockton Farm on Saturday 4th February, with the usual catering arrangements and dancing to Bacchus Disco. The cost is £8.00 per head and places can be booked with Mike, Phil Bennett or Richard Jackson.

Yorkshire Centre business matters are concluded for the financial year just passed, when the Annual General Meeting takes place on Wednesday 22nd March. This is your chance to come along and air your views, express your criticisms and perhaps even say thank you to the people who devote a great deal of their time to running the Centre. I do hope to see you there.

Yours etc.

Jim Johnstone

CARTEL INTERNATIONAL RALLY

HAREWOOD HILL

SATURDAY 25th FEBRUARY 1989

The estimated time of the first car is approx. 10.50hrs. but due to the expected large number of spectators, we shall have to be operational from 08.50hrs.

A large number of marshals are required to meet the safety requirements so if anyone wishes to help on the day, please contact the Chief Marshal:-

David Dalrymple
'Manora'
30 Manley Road
Ben Rhydding
Ilkley LS29 8QP
Tel: (0943) 609810

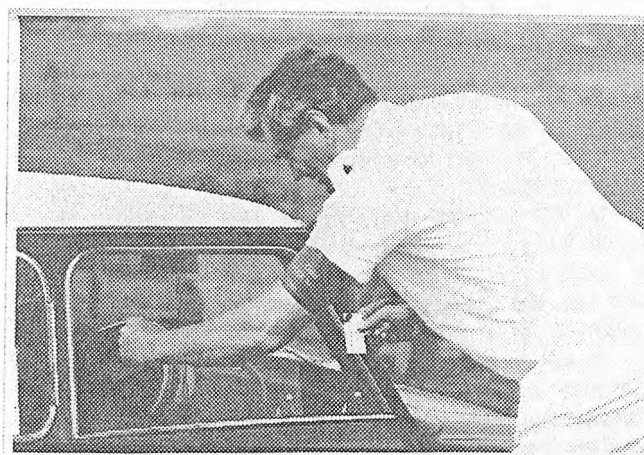


Photo by David Scatchard

We are pleased to hear that Alan McKinney will be available as Chief Paddock Marshal for the forthcoming year as he is highly skilled in the art of tact and diplomacy, here he appears to be delivering a 'Brian Clough' type left jab to a Mini driver!!

1989

HILLCLIMB

ALMANAC

JANUARY

The RACMSA Speed Events Committee announced a new Championship/Award for Single Seaters not able to qualify for the Top Twelve or feature in the Award of Merit. This new series will be called 'The Being There Award'.

Over the closed season fellow competitors have questioned the legality of the 'motorised skate board' being used in sprints and hillclimbs. The matter has now been resolved and the Committee say "it may look like a skate board, but it complies with all single seater rules'.

FEBRUARY

Harewood Hill announce hillclimb date/s available to BARC for 1990. This is 1st April as all the usual dates are to be taken up by rallies.

Andrew Tymkewycz announces that he is likely to compete in a single seater in the coming year. The Yorkshire Committee are extremely concerned as they have ordered a large consignment of Record Plaques in anticipation of Andy breaking the Class 1 record many times during the year. The Friends of the Earth are extremely pleased at the above announcement as the rain forests are now safe for the foreseeable future.

MARCH

The March Hillclimb will probably have to be cancelled due to the fact that the World Mud Wrestling Championship is to be held in the paddock area at Harewood and the Committee are concerned that if cars are allowed in the paddock, they will churn up the mud far too much for the Mud Wrestling event to take place.

Mike Kerr announces that his record made last year called 'I am going to break 40 seconds' is still on sale and will no doubt be heard many times at Harewood this year.

At the Marshals Training Day, a Hatchback is set on fire. Brian Kenyon is heard to remark "Now that's what I really call a hot hatchback!"

Due to his engine blowing up last season, Chris Seaman is not sure whether he will compete this year and so has put his paddock space up for sale. He has placed the sale in the hands of Haydn Spedding. Haydn's description is of a plot with panoramic views over the valley, close to all amenities, adjacent to a main thoroughfare with unrivalled parking space. A class 17 driver views the plot but rejects it as it is far too small for his requirements. A consortium of 60 drivers from the first 8 classes put in a bid. Their spokesman said "it will give us far more space than we have ever been used to having". The sale goes through although Haydn has considerable trouble in disposing of the 8 classes parking area. Finally a chap with a Bond 3 wheeler buys it. He says "it's a little small but I can just manage although I will not be able to park anything larger in the area."

APRIL

As there is no event scheduled at Harewood this month everyone enters a sprint. This is the first one to be run over 2500 yds after Graham Oates successful petition to the RAC. Unfortunately, during the event, Graham runs out of petrol on every run and immediately sends in a petition asking for fuel stops to be incorporated in future events.

In reply to Graham's petition, the Speed Events Committee say a new format will be tried and events will be governed to a length of 50 yds. or a time of 5 seconds whichever is the shorter. Reaction from competitors is favourable as engines and tyres will now last a lot longer.

MAY

For the May event, the Yorkshire Committee, in response to pleas from competitors regarding the timing of events, have arranged for the timing teams from Prescott, Shelsley, Loton Park and Gurston Down to time this event. Unfortunately the event has to be cancelled as they arrive late having forgotten to wind up their alarm clocks.

As Tony Bancroft has entered, and actually arrived, he is given a run. Unfortunately he breaks his transmission on his first run. When questioned on his non attendance at last years meetings he said that on the day of the events he had problems - one day he had to go for his hair cutting, on another his nails needed trimming and worst of all, on the morning of an event, he sprained his eyelashes whilst waking up. The Committee comiserated with Tony and offered him entries at all future Harewoods.

JUNE

June Harewood was cancelled due to a lack of entries. Everyone thought that the event would be oversubscribed and they would not be able to obtain an entry, so they did not bother to send one in.

A new timekeeper is tried at Harewood. He has just recently been on an RACMSA Timekeeping course. He astounded everyone with his knowledge of the above subject, I quote "The small finger tells you the hours, the big finger, the minutes and the one that whizzes round the clock face is for seconds." His new equipment was also marvelled at, especially the graphics which included Mickey, Donald and Goofy!

JULY

The RACMSA write to Harewood to ask what date they want for their Hillclimb as the RAC are prepared to move the date of the Grand Prix to suit the BARC.

In the Top Ten Run-Off, Charles Wardle sets a new hill record of 25 seconds in the wet. Charles said at the prizegiving that he is extremely pleased to see that the timing has now been sorted and his marvellous run must have been due to the excessive wheelspin at the start, which obviously heated the tyres up and gave fantastic grip further up the hill.

At the conclusion of the event, the three spectators who stopped to watch the Top Ten run-offs did not move. When this was investigated by Chief Medical Officer, Tim DeDombal, he said that they couldn't move because it appears they had died of boredom.

As this event was run to RAC classes it is not to be included in the Harewood Hillclimb Championship. As no-one yet has scored any points, due to the cancellation of the events, it looks like being a nail-biting finish at the end of the season.

AUGUST

The August Hillclimb is to be run to a new format. There will be runs only for the top ten. A spokesman for the top ten said that as this was only a one day event, he wasn't sure whether there would be sufficient time to run the event.

At a hillclimb a Special Saloon was protested by his fellow drivers. The protest in question was that the car had a wiper blade from the original car, and as no original parts are normally used, this was thought not to be in the spirit of things. The protest was upheld.

The scrutineers, having already convinced the organisers that the system of walking round the paddock to scrutineer did not work, and having now got their own scrutineering tent, to which cars come to them, have proposed that further time and walking could be saved if the scrutineering could be done in the beer tent.

SEPTEMBER

The September hillclimb will incorporate the RAC Hillclimb Championship, the Leaders, the Scottish Hillclimb Championship, due to the cancellation of rounds of the above championships. As well as these, a few one make classes will also be run at this event i.e. BMW, MG, Triumph, Lada, Morgan, Ford, Lotus, 2CV and Ferrari. Although this unfortunately cuts down the number of places available for Harewood Hillclimb Championship contenders, two members actually managed to obtain entries, Mr S Low and Mr H Opeless. As Mr S Low does not manage to equal the bogey time, Mr H Opeless wins it with a final points score of 0.01.

Mike Kerr announces that he has broken his 40 second record - he unfortunately placed it on a chair and then sat on it!

OCTOBER

Details are announced of the BARC Yorks Dinner by Tim Thomson. The Dinner will be held in a telephone box at the end of Harewood Avenue. Tim hopes that he can sell enough tickets to fill the new venue.

NOVEMBER

There is grave concern for the running of the RAC Rally as all the RACMSA officials are busily involved in the organisation of their Racing Car Show. A spokesman for the MSA said that a solution has probably been found, the BRSCC has offered to help with the organisation of the RAC's Race Car Show.

DECEMBER

Classes Forum makes some important new changes to the Class structure. The Formula Ford class may be dropped due to poor support. They unfortunately were unable to find room in the class structure for a standard car class but after the success of the 2 litre single seater class, they are able to announce twenty five more single seater classes and if sufficient support is forthcoming for these classes, they may be subdivided on colour of car.

The Classic class is re-introduced for all cars over 24 hours old. This caused some concern to owners of newer vehicles who asked why they should be excluded.

RACMSA announce new fees for competition licences. A new licence is to be introduced costing £10, this will enable competitors to compete in National events i.e. rallies, races, speed events etc. Later in the month they send out another bulletin saying a mistake has been made, the fee will be £100 and you will need 5 of them. Everyone agrees that this is good value for money.

PRACTICE DAY and MARSHALS TRAINING DAY

HAREWOOD HILLCLIMB

SUNDAY 12th MARCH 1989

Regulations for the Practice Day are in the Regulations Booklet which will be with you shortly.

ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the British Automobile Racing Club Yorkshire Centre will be held in the Meeting Room at Stockton Farm, Harewood, at 8.00pm on Wednesday 22nd March, 1989.

By Order of the Committee

J M English
Hon. Secretary

ANNUAL GENERAL MEETING

MEETING ROOM,

STOCKTON FARM, HAREWOOD

WEDNESDAY 22 MARCH 1989

8.00pm

Please make every effort to attend the Annual General Meeting as this is a time when views about the running of the Club can be aired.

Your hard working committee will appreciate your support and interest in the Centre's affairs.

It would appear that there is a possibility of some changes within the committee so make a firm date in your diary to be at Stockton Farm on Wednesday 22nd March.

Profile

TIM DE DOMBAL

Chief Medical Officer

A little after 8.00 am on a Harewood Sunday in the back of the Medical Unit, there's a whiff of cigar and disinfectant, a swish of a squeegee mop and the Chief MO has completed the cleaning of his 'surgery'. Only the wrinkled stockings are missing . . . !

If we are a bit short handed for marshals, Tim sometimes exchanges the mop for a brush and helps on the road block with David Dalrymple. If not, he's usually swapping tales about his latest airport problem encountered on the way back from some far flung medical gathering. The Roger Clark era Cossack (after shave) rally hat, the trainers, cigar and rally jacket image of Tim at Harewood does disguise, somewhat, his alter ego, that of Chairman of the Research Committee of the World Organisation of Gastroenterology, Honorary Consultant Surgeon and Director of the Clinical Information Science Unit at Leeds University.

Tim followed in his father's footsteps and went into the medical profession. Indeed he claims to still use his father's World War I Field Surgical Kit at Harewood! Basic medical training started at Cambridge where he played piano for Peter Cook, but was replaced fairly quickly by someone more talented! (Now I know where he learned to organise that extremely devious Sleuth's Mug Treasure Hunt some years ago! I think the thought of another De Dombal 'masterpiece' has put Tim Smith and John English off from organising any more . . . I seem to remember him referring to himself as *De Dombull* somewhere in the instructions. Mmm..mm, back to the main story).

Returning home to Sheffield, the clinical studies and training were completed at the University, where Tim became Competition Secretary of the University Motor Club. This led to rallying. During one event, like most over-exuberant students, Tim went flying off the road over a short drop into a field. The car seemed OK so he rejoined via the nearest gateway and continued to the finish. Another competitor came up to him rather urgently, saying: 'You're a Doctor aren't you? There's been an accident, can you follow me back, it looks pretty bad. I was following this chap and he shot off the road over a cliff'. Tim duly followed and was led to the scene of his own accident. (He hadn't been spotted leaving the field!). Tim wonders if he's the only Rally Medic who has ever been asked to rescue himself!

He married his navigator, Nancy, and they have a son Richard and a daughter Elizabeth who has recently finished her 3rd year medical training. It is rare for the family to come to Harewood these days, but Tim can remember once bringing a bored three year old son whose attention was drawn to a nice shiny Rolls Royce, the wheels of which looked good for some football practice. The (annoyed) owner became even more so when the young man he had just told off for kicking in his tyres replied, in no uncertain terms 'I don't like these Jaguars!'



Harewood Chief Medical Officer

Tim De Dombal

The University motorsport led to Tim competing with his MGA in the Centre's sprints that were held in Burton's Mill Yard in Leeds. His involvement as the Centre's Medical Officer started about the time Harewood began. Though nowadays he doesn't get involved in many other motorsport events, he used to be the Chief MO on the Mintex Rally, and has been stage Doctor on many events including the RAC Rally in the past. 'I wasn't the Chief MO., I was the *only* MO.' In the days when 'Stage Doctors' were virtually unknown, Tim remembers being told by Mike Wilson to find himself somewhere comfortable to watch, they'd find him if needed. After a brief doze, Tim wandered round Dalby Forest trying to find a good place to watch the fun. Unfortunately, it eventually dawned on him . . . everyone else had gone home!

Motorsport Rescue and Training still feature heavily in his interests and to this end Tim always gives a talk at our Annual Marshals Training Day. Regulars this year were astonished when he turned up with film crew, with a works Sierra Cosworth, Stuart Turner, Jimmy McRae, and a Van Dieman, 'We've got to set fire to this and film it or my name's mud!' The resulting video — 'starring' many Centre Members is awaited with interest!

It's reassuring to know the depth of talent we can call on at Harewood in an emergency. As well as Tim, there are several other regular members of the Medical Officers Group Yorkshire — notably this year Chris Wright, a Leeds-based Consultant Anaesthetist and Peter Holden who is a GP based in Derbyshire (when not at Harewood). Fortunately, Speed Hillclimbing is quite a safe form of Motorsport, but accidents do occasionally happen — when they do, it's nice to know there's someone there to help.

Story and Photograph by David Scatchard.

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

EDITORIAL

The programme of events at Harewood this year is far greater than in past years. Apart from the hillclimbs, there are days set aside for the Cartel Rally, the Norwich Union Classic, the Tour of Britain and the RAC Rally. These events show what a popular venue Harewood is for many types of motorsport and I expect that most of the money they bring in will be put back into improving the venue's facilities.

This month I have only received two letters for the 'Times' which is rather disappointing after the rush of mail just before Christmas. Perhaps no one received a pen for Christmas or maybe the ink has run out! Don't forget, this is the Club members opportunity to let the other members and the Committee know your views so please, don't let me hear anyone wingeing in the paddock at Harewood, put pen to paper and let us all share your ideas.

Finally, I would once again like to thank all those who have written to me with their support for the re-vamped 'Times'. Most of the thanks should go to Brian who is the one who knows most of the 'happenings' and who does most of the writing. Without his help, it wouldn't be quite so interesting!

If anyone is changing address, please let me know, as well as informing Headquarters, to be certain of receiving future issues of the 'Times'.

Pat Kenyon

COMMITTEE MEETING

9th January 1989

There will be a Winter Barbecue at Harewood in the Barn on 4th February 1989, starting at about 8pm. Tickets £8 per head from Michael Kempley. Phil Bennett or Richard Jackson.

Lots of marshals are needed for the Harewood Stage on the Cartel International Rally on 25th February - all experienced staff will be very welcome, and anyone who wants to start serious rally marshalling would find this an interesting event to learn the ropes. Any hillclimb competitors who would like to don the Damart and join in the fun will find a very warm welcome.

Work is in hand to move the timekeeping operation from the top of the hill to the start at Harewood.

The running of the Top Ten was discussed and it will be given a last chance for the competitors therein to speed up its progress in 1989; if the meetings are still delayed by procrastination then the days of Top Ten runs will be numbered..

The Committee send their best wishes to 'Chippy' for a speedy recovery to health.



Photo by David Scatchard

For 1989 the Timekeeper moves to the start. Peter Riley's car, pictured here, will probably be equipped with a 2 litre engine for this season.

FOR SALE

4 wheel purpose built trailer, with aluminium clad, all enveloping body.

Needs some tidying but basically very sound.

Haggling can be started by 'phoning Jim Johnstone on Spofforth (093 782) 413.

LETTERS TO THE EDITOR

Sir

I have noted with great interest the current discussions in print on the subject of Speed Event Class structures for sports and saloon cars, and I would crave your indulgence to allow me to have the opportunity to air my views on this subject.

Before I launch into this 'White Paper' so to speak, I must point out that, despite being a co-opted member of the BARC Yorkshire Centre Committee, a member of that same Club, a member of the HSA, a sponsor of the Midland Hillclimb Championship and an ex-member of an RACMSA working group reporting to that institutions Speed Events Committee, I am writing this letter as an individual who has received much pleasure and entertainment from attending Speed Events in all four countries of the United Kingdom and who has conversed with many people of varied associations therein.

It would appear that the RAC Motorsports Association Ltd., through its Speed Events Committee has a desire to alter the present construction of the regulations concerning saloon and sports cars in classes A, B, C & D. I have felt personally that such consideration has been necessary for several years as the difference in rules for two types of vehicle, run apparently in parallel at all Championship Events, must appear controversial to most (uninformed) spectators. The RACMSA Speed Events Committee, in its wisdom, has always appeared to desire to have 'la creme de la creme' of categories under its jurisdiction and promotion, leaving those vehicles of lesser development to the organisation of the promoting clubs themselves. This, I have felt, is very praiseworthy, having a kind of pyramid system where the novice competes in his road car at a local event and then progresses through the system to achieve greatness in a car which can win either the British Leaders or British Hillclimb Championships.

The only argument I would have with the RACMSA Speed Events Committee is a very small one of inconsistency. Several years ago, when on a working group reporting to this austere body on the subject of restructuring the regulations for Modsports, I personally suggested that the rules for saloons and sports cars should be much closer to each other; i.e. either restrict the permitted modifications to saloons or lift the restrictions on sports cars. It would appear that four or five years after their decision to maintain the differential, they are now wishing to remove it. An organising body should really make up its mind and stick to its guns.

On the other hand, maybe the RACMSA Speed Events Committee has been lobbied with a desire for change from the one group of people it has always promised to listen to? Are there really tens of people who want to run Stiletto-Chevron's, Esprit-Lola's or even Clan-Tiga's? I must admit that I have not seen them. Are there people who want to run MG Metro 6R4's, Peugeot 205 16 TI's or even Lancia S4's. Well two MG's did run in the Midlands - but not very competitively. I know - it takes time for support to grow - 'Look at Clubman's' people will say, and I acknowledge that 2 litre single seaters are gaining in popularity - even my own Club are recognising them at Harewood. Maybe even there are commercial aspects to be considered.

Whatever the reasons, surely the most contentious aspect of this whole situation is one of lack of communication, and I hope, above all else, that the following points may start some people thinking and then, more importantly, talking. And let us hope that some time in the future the RACMSA Speed Events Committee may invite an interested representative from promoting clubs and competitor groups to discuss all new ideas before they are announced publicly to allow the climate to be tested and the response considered.

As far as the future of Speed Events is concerned, I can only see good times prevailing at least to the end of this century - as long as there is no antagonism between the ruling body, the promoting clubs and the competitors. I am sure that the present harmony and compromise that exist today will continue.

My proposals for the future cannot be implemented all at once, as evolution takes time, but I would hope to see the RACMSA Speed Events Classes to be constructed, some time in the future, as follows:

- Class A - Modified Saloons up to 1600cc
- Class B - Modified Saloons over 1600cc
- Class C - Modified Sports Cars up to 1600cc
- Class D - Modified Sports Cars over 1600cc

THESE CLASSES TO BE RUN ALONG THE LINES OF THE EXISTING MODSPORTS REGULATIONS LIMITING MODIFICATIONS BEYOND A CERTAIN POINT

- Class E - Closed Silhouette Cars up to 1600cc
- Class F - Closed Silhouette Cars over 1600cc

THESE CLASSES TO BE RUN ALONG THE LINES OF THE EXISTING SPECIAL SALOON CAR REGULATIONS BUT PERMITTING SPORTS CAR BODIED VEHICLES ALSO

- Class G - Clubmans Sports Cars
- Class H - Sports Racing etc. Cars
- Class I - Sports Racing etc. Cars
- Class J - Racing Cars up to 500cc
- Class K - Racing Cars up to 1100cc
- Class L - Racing Cars up to 1600cc
- Class M - Racing Cars up to 2000cc
- Class N - Racing Cars over 2000cc

THESE VEHICLES TO BE AS EXISTING REGULATIONS WITH THE ADDITION (POSSIBLY) OF AN ENGINE CAPACITY SPLIT AT 2000cc.

I am very loathe to bring personalities into this but to give examples of cars belonging to their relevant class, I make the following comments:-

1) Mike Kerr's 1988 Tiga-Skoda-Rover would be in Class F

2) Roger Jones' 1988 VW Scirocco would be in Class B

By forming the regulations in this way, no current car would be outlawed, and competition within classes would become fairer. Also, should more competitors become interested in full blown specials, these classes could be further split for saloons and sports cars; and should there be a reduction in interest in the modified classes, they can be merged but retain their capacity split. Also eligible for the Closed Silhouette Cars Class would be the now redundant Group B rally supercars of 1987 which are currently relegated to the Sports Racing Car Class.

I believe these proposals offer the best of every category available to the RACMSA Speed Events Committee and I would beg them to think very long and (contrary to the advertisement) very hard before rejecting them out of hand. Ask the competitors - ask the organisers - ask anybody!!! Do not sit in glorious isolation. Where is the Empire now???

Yours

T.C.D. Smith

What are your views on Tim's suggestions? In the next edition of the 'Times', Brian Kenyon will let loose on the subject so please let us have some other ideas and comments. Ed.

Dear Editor

Regarding the recent debate on the Harewood Timing Equipment. I recall an incident in the August 82 meeting, my second event at Harewood, when I was given a time of 51.75 sec. My pit crew was ecstatic, I was, to say the least, highly delighted and other entrants in the class rather less so. The driver who had been leading the class queried it, we queried the time with the timekeepers but were told that the time was good and would stand. My next run felt, to me, much the same, with no drama nor mistakes and was timed at 54.75 sec. Luckily another competitor, I believe a Mr Oliver in a Morgan posted an even better time and won the class.

In 1982 I was naive enough to believe that the time was good but without much conviction. After a further seven meetings at Harewood I know that it was not and have had to remove the Tippex today from my records to find out what it was.

I have since had five times under 54 seconds with my best 53.35 sec. I know that to reduce this by another 1.7 sec. would mean considerable modification to the car, a Gilbern Invader Mk 3 in standard trim.

As regards the officials not knowing of such incidents, I have talked in the paddock many times with other competitors and everyone seems to be able to recall similar and worse inconsistencies. In a sport where every 0.01 sec. counts 'a certain mistrust certainly exists'.

Why don't more 'grumblers' make their feelings known? Well, it is certainly not a British trait to winge to the referee and, when you think about it, one has to have faith in the system being right most of the time, which no doubt it is, thank goodness.

As for the speed and efficiency of the staff in the timing bus, recording and displaying the times, I have to say they are a model which other venues could well copy. I know that timing and recording are not simple tasks and require intense concentration but without their efforts our sport could not exist.

Yours sincerely,

Ian Wall

Dear Editor

I have sat on the side lines listening to the discussions regarding timing at Harewood and I have a few points I feel should be aired.

One, although mistakes are undoubtedly made in all walks of life, it has been unfortunate that so much has been said concerning the timing, for, by and large, I feel it is as near perfect as any system can be with the human element involved.

My second point is that although the land lines and batteries etc. are the responsibility of the Club, the Timekeepers and their equipment are not. Both they and their equipment are authorised by the RAC and their equipment has to have a certificate of accuracy, so I suggest people wishing to complain, do not direct their complaints to Harewood, but to the RAC.

Brian Kenyon

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.



Photo by Frank Hall

'Slick' Tim Smith

Tim's Imp will be equipped with 'slicks' this season.

**WINTER BARBECUE
STOCKTON FARM
SATURDAY, 4th FEBRUARY
TICKETS £8 each**

Tickets available from Mike Kempsey, 106 The Avenue, Harewood, Leeds LS17 9LD - Phil Bennett or Richard Jackson.

FOCUS

REGULATIONS BOOKLET

The Harewood Regulations Booklet for the coming season will be posted out to all members within the next week or two.

CLASSES FORUM

As is the way of things, the official minutes of the meeting came the day after the December/January 'Times' went to press, so BK compiled a report from memory. Unfortunately he omitted to note the inclusion into Clubman's of the 2 litre Vauxhall engine and in the Road Going Award, it was proposed eligibility should include 'the vehicle should be driven to the event from the place where it is normally kept', or alternatively adopt a 'man of the meeting' approach.

RENT-A DRIVE

Paul Simson, after the demise of his Lotus 7, is looking for a shared drive. He is keen to compete at all the Harewoods plus the odd one or two other venues. He has some sponsorship money available so if cash is the only thing holding you back from making your car a winner, or increasing its competitiveness, look no further.

He has an open mind on type of car or class so if you are interested phone Paul on :-

Work 0482 - 88265

Home 0964 - 551160

TOP TEN WARNING

The Committee notes state that the top ten run off is under the microscope so all would-be participants have the final outcome of the top ten's fate in their hands, and if the time wasting persists, as it has in recent years, then except for the RAC meeting, the top ten will be a thing of the past.

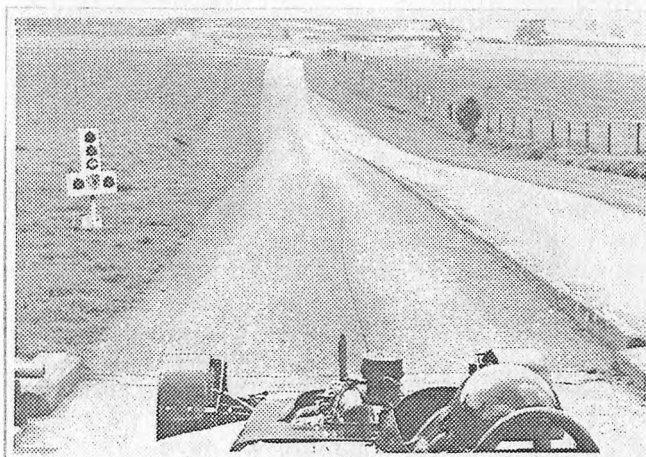


Photo by David Scatchard

Ready for the 'off'
The start of the season is only a few short weeks away.

ANSWERS TO THE CHRISTMAS

MINI MATRIX QUIZ

| No. | Colour | Fuel | Tyre | Car |
|-----|--------|-------|-----------|--------|
| 1 | White | Elf | Firestone | Escort |
| 2 | Yellow | Shell | Dunlop | Mini |
| 3 | Red | Jet | Goodyear | Anglia |
| 4 | Blue | BP | Avon | Datsun |
| 5 | Green | Esso | Pirelli | Skoda |

I do hope many of you managed to work out the results correctly and my thanks once again to Rob Liversage for the quiz. Ed.

NOTICE OF EVENTS

HAREWOOD HILL LTD

Once again, Harewood Hill are putting on an event at Stockton Farm, i.e. the winter barbecue. Please would the organisers of any event let me know, in writing, of any occasion they wish to be brought to the attention of members. I only heard of the barbecue through the committee notes and the Chairman's letter, sometimes I only hear of events through the 'grapevine'.

As I am not on the committee, it is not always easy to know exactly what is happening, so please, put pen to paper, if you want anything putting in the 'Times'.

Pat Kenyon

Articles for the next 'Times' by 20th February
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