



BARC

YORKSHIRE CENTRE TIMES

Issue No 18



FEBRUARY 1990

CHAIRMAN'S LETTER

Dear Member

With the reminder of our AGM in March it hardly seems almost a year since becoming Chairman of the Centre.

However, during the year some hefty debates have taken place on the future direction of the Club, and of course, the new class structures for 1990/91.

A huge amount of volunteer time and effort is given to the Centre to both organise the events and to ensure the smooth running of the day. Although not all dates were fully subscribed last year, we did benefit from excellent organisation, and surprisingly for Harewood, good weather. Our largest plans for the site since the club house project have had a minor set-back albeit only in time scale, which gives us further opportunity to survey more spectator and competitor viewpoints and project the exact needs for completion prior to the commencement of the 1991 season.

We continue to look for more marshals to assist during the week-ends and will run again our very successful marshals training week-end (details from John Staveley).

Our social calendar has been empty so far but we hope to re-ignite some spirit and organise a couple of factory trips, perhaps another brewery visit and possibly a day out at a Playscape scheme nearby. Other suggestions are always welcome, even local area noggin and natters which can be published in the Times.

Moving on to the Times, it must be our largest success in literary terms this decade. A large pat on the back (scuse the pun) to the Kenyon family is due for a professional magazine which has been improved upon every issue, ensuring that up to date relevant information gets to our members.

Speaking of membership, we do wish to hear more from you if you have further ideas or problems you wish to relate to us, either on the Club or the sport in general, and also keep the articles flowing for the Times.

This past year has been very enjoyable for me and thanks go out to my fellow officers and members of committee for their advice and support. We will continue to look into improvements for Harewood and possible new venues; your continued support is most appreciated. All the best for this forthcoming season.

Tim Thomson

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

EDITORIAL

After my last Editorial, Tim De Dombal, our Chief Medical Officer at Harewood, along with his 'gang', have offered to write short pieces on the medical aspects of rescue. These could prove useful both at events and in everyday life. Thank you Tim and friends.

After my pleas for articles, our ever faithful scribe, Peter Herbert, has once again written some very interesting stories, thank you Peter. He tells me he is running out of ideas but while ever he will write, I can give him some ideas. The Settle Cossie Drivers Association have put pen to paper this time as well as one of our FF drivers and I thank them very much. I still haven't had the promised articles from Rob and Ray but I'm sure they will arrive in due course!

Once again, please, if you have anything interesting to tell us, just write a short note to help fill up the magazine.

Tim has mentioned the social calendar in his letter and this is an area that really does need some input from the members. I hope to find, in the near future, a suitable venue for a 'noggin and natter' evening in South Yorkshire and hopefully there will be plenty of support for it.

The 'Times' is very much competitor orientated and we also have an excellent marshals page but the organisers seem to be neglected. They put a lot of their time into the running of Harewood but if any of them could spare a few moments to write about their particular 'job', maybe that would help competitors understand some of the problems they face during the hillclimbing season at Harewood.

Pat Kenyon

COMMITTEE NOTES

A reply paid questionnaire will be distributed to discover the views of competitors, marshals and spectators on the events and facilities at Harewood. It would be appreciated if all members would return the questionnaire promptly, so that the committee can assess the information and take action to make any improvements which the replies suggest are necessary.

Various amendments, arising from the Speed Events Classes meeting and RACMSA developments, to class structures and Marque eligibility, will be advised to all interested parties.

Tony Hodgetts

Articles for the next issue of the 'Times' by Friday 16th February please, to the Editor:-

FOCUS

MORE WORK FOR THE STORK

Our congratulations to Kim and Jonathan North who are also expecting a happy event in 1990 - the stork will be really busy at Harewood this year. Jonathan tells us that he is having a year off from driving his class 2 Mini but will be back in the not too distant future.

WEDDING BELLS

Having competed at all the hillclimbs at Harewood, ever since entering the sport in 1984, David Bailey (FF1600) will be absent from the event on May 20th as he is getting married to his long suffering (his words!) girlfriend, Sue, the day before.

He realises it is not much of an excuse but it has been rumoured that a certain Sherpa van and trailer, bedecked with white ribbons etc, could make an appearance!!

Our very best wishes to Sue and David from all members of the Yorkshire Centre.

PARTNER WANTED

John Bennett is selling his Van Diemen RF84 FF1600 and has bought a Van Diemen RF85 FF1600 for the new season. He is looking for someone who may be interested in sharing with him in this very competitive car.

Anyone interested please contact John on 0924 405322 daytime or 0924 405464 evenings.

CONGRATULATIONS

Congratulations to Paul and Beverley Goldman on the birth of their new son Robert George on 10th January 1990, a brother for Jamie. Robert weighed in at 7lbs 15ozs and both he and mother are doing well (although Dad is a bit excited!). Best wishes from all at the Yorkshire Centre.

FF CHALLENGE

Roger Kilty has now sold his HS 88/1 to Harry Simpson of Edinburgh. No doubt the car will see lots of action at Doune, Ingliston, Strathclyde Park etc with, hopefully, the odd trip down south.

Roger has acquired a Van Diemen RF85 FF1600 which is currently undergoing a chassis and engine rebuild and in which he hopes to do great things in the Harewood, NSCC and L&DCC Championships. That is, if he can re-learn how to drive a car with no power and no grip (relatively) and that he doesn't succumb to any temptation to go racing with it!! Also pre-supposing that the FF1600 class hasn't got too competitive over the last couple of years!!

IMP ELIGIBILITY

It will be no longer possible to compete in class 1 with a 998cc Imp or Imp derivative in the 1990 season. The only engine capacity allowed in the Imp will be 875cc +60 thou (915cc?). The committee took the decision after a request at the Forum that we should look into the Imp/Sunbeam's eligibility with the larger engine. This takes effect from January 1st 1990.

TIP FOR THE TOP

While Richard Hargreaves, John Bennett and Brian Kenyon are busy trying to out-psyche each other as to which of them is likely to win the Harewood Championship, a dark horse in the shape of John Yardley may emerge on top of the pile by September. John is developing a new Marcos Mantula which will be fitted with the highly tuneable Rover V8 engine.

LOST VENUES

It would appear that Shap Wells has been lost from the sprinting and hill climbing calendar. This I believe was due to the hotelier, whose drive the course was based upon considered that it was becoming disruptive to his normal business and so has withdrawn his permission for its use. (If my information is incorrect, please do not hesitate to correct me).

This brought to mind a long list of venues which have disappeared within the last 20 years or so. Olivers Mount at Scarborough was used for many years by the Yorkshire Centre of the BARC to round off the season and our Championship. The large sum of money required to bring its safety up to standard, being the main contributory factor to its demise. Castle Howard, off the York - Malton road, also ceased to be used but I cannot remember, for the life of me, what contributed to it being dropped.

Many circuits were used for sprinting, but yet again, the cost of hiring or other commercial pressure seems to have squeezed them out of the calendar. Sprints were often held at Oulton Park, Cadwell Park, Mallory Park, Croft and Silverstone. Other sprint courses based on Armed Forces properties such as Topcliffe, Woodvale, Burtonwood, Tern Hill, Bruntingthorpe, Gaydon and Perton.

The BARC South Wales centre hillclimb at Pontypool Park was another casualty. Other public parks which were used were Shibden Park at Halifax, which proved to be a decidedly dodgy venue, and Norfolk Park in Sheffield which was lost due to environmental problems.

Longridge near Preston was a well loved figure of eight course set in a disused quarry bottom. This course has now disappeared and become a caravan park. Another equally missed sprint venue was Sandtoft near Doncaster which is now underneath the M62 motorway.

No doubt many members will have similar tales to tell of other venues which have disappeared from use within the last 20 years. It is to be hoped that this slide can be stemmed and possibly even reversed as we move into the new decade. New glimmers of light have emerged with Aintree now established on the sprinting scene and Ragley Hall in the Midlands has re-emerged on the hillclimb scene. Speake, near Liverpool, has scheduled three events for this year and hopefully it will establish itself as an ongoing venue. It would be nice to imagine that now the club is involved in Pembrey, that that might be used more often for sprints, and perhaps looking into the future that Langbaugh might also be developed and used for our sport.

The main message behind all this is that much has been lost and little gained so if you wish your sport to continue, you should make earnest endeavours, to seek out any possible venues which can be used within your region.

A YEAR OF LIVING DANGEROUSLY

Peter Herbert

On the first day of October 1989 I left my North Yorkshire home at 5 a.m. and drove down to the Midlands to compete in a sprint at Curborough. Fifteen hours and 440 road miles later I arrived back home after spending just 2 minutes and 48.63 seconds on the track this was the act of a seriously disturbed person wouldn't you say?

Now as I sit cosily in front of the fire as John Mills wins the war on the telly, and I see winter rain patters against the tiny panes of the cottage windows it is hard to believe that it all happened. That I actually competed in a sport that I had followed from afar for so long. But I did. Four of Frank Hall's fine photographs, one trophy, and a small pile of programmes and result sheets prove it.

My decision to drive a Peugeot 205GTi 1.9 in my first season of speed events turned out to be a good one. Standard except for wider road tyres, the 205 was easy and forgiving to drive and cheap to run. Preparation normally consisted of checking the oil and tyres, and building some egg sandwiches. Hopelessly outpoked in the over 1500cc class on the hills, it was never last, fourth being its best placing. In sprints it was more competitive due to the provisions made for standard road cars, and in its two outings the Peugeot took a third and a first.

However winning was not what it was all about for me. Pleasant though it was to end my first season with a win, and so unfortunately disqualify myself from next season's Harewood Novices Meeting, it was the taking part that really gave me a buzz. Seeing my name on an entry list, noting who else was competing, and meeting up with newly made chums from around the country. The friendliness of sprinters and hillclimbers is legendary, and everything I saw I liked. There was a camaraderie born of a common foe, the course; yet with little money at stake there was no pressure or animosity, and the dangers were not sufficient to breed tension. Ron Dennis might not have been lurking behind the Harewood bus looking for the next Senna, but neither was the Grim Reaper cooling his heels by the hot dog stand.

Particularly enjoyable was the company of others new to the sport, and in Class 3 a good repartee was established with Tony Bell, John Garnett, Mike Woolf and Tony Yardley. David Bailey can't be mentioned as he is not a club member. Hot summer afternoons at Harewood were often akin to a garden party.

Being shy, retiring, and non-competitive by nature, what modest speed I was able to muster was more a result of style than aggression. The knowledge that even if I were four seconds quicker up Harewood I would still be four seconds off the pace of a quick Cosworth undoubtedly effected my motivation. Yet I surprised myself by how hard I was capable of trying at the sniff of a pot.

Worst moment of the season was driving my socks off at Scammonden against very average opposition and getting slower with every climb. Best moment was at Curborough. On learning that I was competing in my first sprint, a wag in flameproof overalls with a Dolomite Sprint observed, as he leant against his sponsor's van, that for once he wouldn't be finishing last. I took mischievous pleasure in beating him by eight seconds on my first run.

For next season I am looking for another car, one that I don't have to risk on the track on Sundays, then rely upon for work on Mondays. I'm not yet ready for a Pilbeam, but a Schnitzer prepared BMW M3 would be fun to take the Cossies on with. Regrettably a Class 1 Trabant is more within my price range. Whatever, speed eventing has become something of a passion, a day out with likeminded people in competitive yet pleasant surroundings. It's even worth getting out of bed early for, and of how many things can that be said?

RESULTS FROM LIVING DANGEROUSLY

Date	Venue	Club	Entry	Plac- ing	Time
5 April	Prescott	BOC	29		Untd
20 May	Harewood	BARC	7	4	55.24
21 May	Harewood	BARC	8	6	53.98
11 June	Harewood	BARC	14	9	52.99
2 July	Scamm	S&DM- C	9	7	32.28
9 July	Harewood		6	5	52.14
20 Aug	Harewood	BARC	11	7	52.31
24 Sept	Shap	LAC	15	11	42.14
1 Oct	Curb	NSCC	5	3	42.00
8 Oct	Kames	EACC	5	1	103.60
1989	Harewood Championship	BARC	123	83	37.9pts

MORE SPEED IN 1990?

'Nothing succeeds like suspension'

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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

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BAITINGS DAM CHRISTMAS MEETING

John Garnett

My thanks to Knowldale Car Club and to all the marshals and officials who braved the cold to hold a hillclimb at Baitings Dam on 28th December 1989.

Being the first time at Baitings I soon found the Sierra Cosworth a handful negotiating the tight hairpins on a very slippery surface, but after one excursion up a banking on the second corner, I managed to put in one good run to scrape a class win.

Some Harewood regulars were there with Ian Scott taking FTD and Carl Amos not far behind. Tony Bridgen had steering problems and had to perfect the three point turn round the hairpin bends. John Bennett joined the 'Tin Top' brigade and competed in a Ford Escort.

With an entry of sixty plus, including a Range Rover, I'm sure the meeting was a great success in breaking the winter blues.

Maybe it's something the Harewood committee could look at for next winter!

LOMBARD RAC RALLY 1989

Tony Hodgetts

Once again the Yorkshire Centre provided most of the Judge of Fact team for the 1989 'RAC', but this year we were invited to go further afield and help out in several other areas. Sunday saw us creeping through the fog in Derbyshire, making sure no-one transgressed by servicing after the Chatsworth stage, and some of the team went in the big southward loop to follow the crews around the Stately Home stages before heading into Wales on the Monday for the start of the serious business. An unusual hazard in the Principality was a renegade motor club, which, in pursuance of a dispute with the RACMSA, was bent on disrupting the passage of the rally; fortunately their efforts did not have any serious result.

Tuesday saw us in the Lake District (which was absolutely jammed with the spectators cars) keeping a fatherly eye on Coniston to avoid any problems with the residents. The accident to Vatanen's Mitsubishi, which gained so much publicity from the luckily placed cameraman, caused a fair amount of radio traffic and a lot of dashing about by chase cars of all descriptions, but did not seem to cause any real problems beyond the apparent need of his chase cars to flannel their way into the end of the Grizedale stage by masquerading as marshals late for duty. We spent much of the time outside the village school, where a steady supply of maps and PR handouts generated an impromptu geography lesson by the roadside, punctuated by cheers and waves as each competitor went by; by far the biggest cheer was, of course, for Malcolm Wilson.

Finally the very small hours of Thursday morning saw us heading out into the dark of the Yorkshire forests, and for the busiest day of all as many of the service crews nursed their battered charges to the finish by whatever means they could manage. Much of our time and effort was directed to the monitoring of noise and driving standards in the PR-sensitive villages along the route, and in particular a stud farm where a valuable brood mare was due to foal that very day. The lady owner was considerably dismayed at the arrival of several score of noisy motor cars, and it took the combined efforts of two Judges and the Area Co-ordinator to reassure her that real effort was being made to help. The best bit of public relations came from Alex Jackson, who stopped his Toyota and reassured the lady that he and his fellow competitors would gladly observe the warning signs and do their best to ensure that the mare was not disturbed: that did more good than all our efforts!

There were several pretty desperate attempts to restore defunct cars to life sufficient to make Nottingham, particularly our old friend Per Eklund, and Carlos Sainz, but no unpleasant disruptions of rural Yorkshire life - and it was a lovely sunny day, so all in all it was really quite a pleasant way to spend a November week. Hope we're as lucky with the weather on the Cartel in February!

COMMON GROUND

John English and Denys Townsend have recently been discussing with other centres, within the BARC, classes to be used within the club. The idea is to wind up with a list from which organisers of events can pick out classes suitable to their area.

One development from this discussion will be the BARC Motorola Championship event at Harewood which will see the use of production car classes for the first time at Stockton Farm.

THE SETTLE HILLBILLY

Richard Hargreaves

Well here I sit with some bad company. A bad back (advancing years) and two feet full of chilblains! Oh, and it's raining like hell.

I'm dreaming of things to come and judging by the Dec/Jan 'Times', one or two others are doing their share of dreaming too!! You're forgetting the Hillbilly from Settle, who I can assure you all, ain't sitting on his (a lot of thinking here) laurels - I think that's the word.

As you can see I'm no literal genius, but I have been under pressure to show my limited intelligence in writing this short letter.

Looking back to 1989, I have to say that it was an excellent year all round at Harewood and all other venues I visited. I can't stop thinking to myself about my first visit to the Isle of Man, what an event, if only it was receiving the support it deserves. I suppose I'm biased regarding that event, as you can imagine - long straights, quick corners, all perfectly suited to the Cossy. Hell, I was doing 135 mph down that straight into Creg-na-ba. What a feeling!

Class 3 looks as though it could be a lot more competitive in 1990, as one certain gentleman is getting his act together by psyching himself up to a high pitch in preparation to burying my aspirations of continuing at the head of that class. He's got the car alright, so time will tell its story. The gentleman I talk of is John Garnett, don't be surprised to see him a good deal further up the table.

My best wishes to him and everyone else connected with the BARC and Harewood, officials, marshals and competitors. Good humour and friendship is what our sport is all about.

Mr Bennett, Mr Kenyon - you're dead meat!!! Best wishes, good humour, friendship, see what I mean.



The things people do to get their photograph in the magazine, Class 3 record breaker Richard Hargreaves.

Photo: David Bailey

IF YOU EVER GO ACROSS THE SEA TO IRELAND....

Des Richardson has recently been in touch with Galway Motor Club regarding two hillclimbs which are to be held on 16th and 17th June 1990 in the very beautiful area of Galway Bay, although the actual events are in County Clare! The hills are :-

BALLYALLABAN HILL - Saturday

At 2.2 miles, Ballyallaban Hill on the Ballyvaughan - Glenslade road, is the longest hill currently in use in the country. Starting above the entrance to the famous Ailwee caves, the hill contains a number of very tight bends and a long straight.

CORKSCREW HILL - Sunday

This infamous hill is a 1.8 mile stretch of the Ballyvaughan - Lisdoonvarna road. The start is beyond the entrance to Gregans Castle Hotel and includes a long succession of full hairpins and a series of fast bends.

The current record for the hill was set by Robert McGimpsey in a Crossle in 1986 and stands at 1.36.91.

The events headquarters are the Highlands Hotel, Ballyvaughan, Co. Clare and the organisers assure us of a very warm welcome. There are various hostleries, hotels etc where you can stay and Des is at present seeking more information on sea crossings, the position regarding competition licences, also more information on their class structure and regulations. It would appear from reports and also a programme that the Irish start off their events with the single seater classes, follow them by road car classes, then a Formula Ford, Formula V, Clubmans class and last but not least, one for sports cars.

More information will be available from Des and anyone interested should contact him on Derby 663444.

LETTERS TO THE EDITOR

Dear Editor

I would like to thank all my friends at Harewood Hillclimb for all their support last season.

It was my first season of motorsport and unfortunately I will not be able to drive this year.

So what have I learnt? In the main, when you're trying like hell in a car that is below standard and it all goes wrong and you end up facing the wrong way, the screeching of tyres stops, a short silence, and then loud and unashamed laughter comes forth. Thanks lads!!!

Nick names, HA!

I hope to see you this year and hopefully laugh back. Once again thank you for making it a season to remember.

Andy 'Squeely' Norfolk

FOR SALE

VAN DIEMEN RF84 FF1600

With Scholar engine, spare body shell, nose cones and bits and pieces. Fastest Formula Ford up Harewood in 1989. Most successful Formula Ford in hillclimbs in 1989. Record holder at Shap Wells, Aintree and Blackpool.

Price £3,750 o.n.o.

For further details contact John Bennett on 0924 405322 daytime or 0924 405464 evenings.

1990 CLASSES INFORMATION

The classes committee, at a meeting held on 19th December, ratified the following proposals:-

The 998cc Imp or Imp derivative is no longer eligible to compete in Class 1 (see separate article)

The Marque and Touring list of eligible cars will no longer be printed in the regulations booklet but a list of eligible cars will be maintained by classes committee member Chris Seaman. This list will be made widely available for all interested parties i.e. other clubs, organisers, competitors etc. who use our class structure. Anyone with any doubt as to their cars eligibility should contact Chris on 0742-585695.

Following considerable representations from people requiring the retention of class 11B, the committee is using 1990 to gauge whether or not the verbal and written support is reflected in entries within this class. If the class is adequately supported this year, then undoubtedly the class will be retained for the future, so the onus is plainly upon competitors with cars eligible for this class to come out and support it.

Following a request for a Formula Ford 2000 class, the committee feel it is not appropriate at this time to introduce another class.

The bogey time for class 17A will be 54.70. It is hoped that within our records we can find the appropriate class record which will also be printed in the programme.

Prize fund for the Championship increased from £1550 to £1890. Details are as follows:

Overall Winner of championship will receive £500
Second £200, Third £100, Fourth £80, Fifth £60
Sixth £50, Seventh £45, Eighth £40, Ninth £35, Tenth £30.

Ladies award £50

FTD £400, Second FTD £200, Third FTD £100.

Registration fee for the championship will increase from £1 to £5 for the 1990 season.

1991 classes will be as per booklet issued earlier in the year.

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WORKS ASSISTED DRIVE

Article about Ken Bailey

sent by David Bailey

Two weeks before the next race at Brands Hatch (the British Grand Prix meeting) it was decided that the Lola should be lengthened by 20 inches making it 15 feet 2 inches long. This, with setting up and routine work took Jeff (Ken's mechanic) and Ken, working in their spare time, the best part of two weeks.

Anyway, off they set on the Wednesday before the meeting to test the car at Silverstone. Ken and Jeff were very tired after all the extra work and my mother, Ann, was a bit limp having just got over a bout of gastroenteritis. Ken took the car out and lapped 0.04 sec under the lap record and this was with a lot of slow traffic on the circuit. This is where the troubles began. Jeff started to check the car and found a puncture. Having changed all four wheels to ones of a different compound, out he went again. After 6 laps the times weren't quick enough, so he was brought in again - thinking the tyres were at fault. On checking around again, Jeff found the rear anti-roll bar bracket had snapped and the engine frame was fractured.

Everything was loaded up and off they went to Lola's for repairs arriving at 11.30pm. Next morning Ken, Jeff and some of the lads from Lola descended on the car and managed to sort things out.

Off they set again to try and meet the deadline for Ken to sign on at Brands. Right in the centre of London, the transporter started making ominous noises and belching black smoke. Ken nursed it to the circuit, arriving with about 4 minutes to spare in which to sign on. (Later, it was discovered the trouble was a broken push rod, which one of Graham Hill's mechanics from Embassy Team Lola actually butt-welded back together again! Frank and Peggy Hall keeping them all going with supplies of food and spares for the coach.)

Back to the racing car and untimed practice that afternoon (Thursday). The car went well but Ken decided on a ratio change which, with the usual checks they do, meant working until 11.00pm. Friday dawned and Ken had an early practice at 9.00am. By this time he wasn't feeling very well and appeared to be starting with the same bug that Ann had suffered. He took some of the medicine the doctor had given her and decided to have a go and out he went. Having fitted a new set of tyres, Ken had to scrub them in for a few laps. Then the lap times began to fall. After 12 laps Ken came in feeling rather sick so he thought he would have a breather. We then learnt that he was third fastest with a time 2 seconds under the lap record! They were delighted because Ken said he thought he could go faster. After a while he thought he'd go out and have another go but, the jinx struck again - the clutch had gone. With nothing else to do but sit and watch the clock tick the minutes away. With about 4 minutes to go, Ken's time was beaten by John Nicholson by 0.04 sec, the grid now read; Alan Jones, David Morgan and John Nicholson on the front row, with Ken alongside Jim Crawford on the second row.

The race, the following day, started well. After the flag had dropped, Ken made a good start and held his fourth place into Paddock Bend. This put him behind John Nicholson. Ken couldn't get past him, the cars were evenly matched on the straight but round the corners the Lola was far faster. At Hawthorne's Bend, for example, Ken was having to change down to 4th gear to hold his revs, where previously he had taken it in 5th gear with a slight lift. Whilst this ding dong battle was going on, Ken though something came off John's car and whistled over his head.

The Lola then began to have violent understeer and Jim Crawford got past. John Nicholson then retired with a suspected puncture and Ken was again 4th and rapidly gaining on Jim, who also had a handling problem. Then it happened: Ken was having to 'throw' the Lola around because of the handling problem. He then 'threw it too far' (his words not mine!) This happened at Dingle Dell - he went backwards through a marker board and into the armco. He got out unhurt but the car was too badly damaged to continue so that was the end of his race.



When Ken brought the car back (it was still on 4 wheels!) the nose cone had a large piece of Lola's modification missing, this was what must have flown over Ken's shoulder and then caused the understeer problems. The Lola itself had a bent steering rack and a very mangled rear wing.

Unfortunately, they didn't see much of the Grand Prix - their time was spent loading up the bits. Then the bus had to be repaired.

Their problems were not yet over, after repairing the car, Ken race4d at Silverstone two weeks later. This time his race lasted as far as the first corner where there was a multiple shunt, which just about wrote the Lola off. They then had just 10 days to rebuild the car round a new tub.....

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 Linton Suite at the Parkway Hotel, Otley Road, Leeds at 8.00pm on Thursday 15th March 1990.

By Order of the Committee

J M English
Hon. Secretary

ANNUAL GENERAL MEETING
LINTON SUITE
THE PARKWAY HOTEL
OTLEY ROAD
LEEDS
8.00pm
THURSDAY 15th MARCH 1990

Nominations for the Committee, which must be in writing with the knowledge and consent of the nominee, and must be duly proposed and seconded by two members of the Centre, must be in the hands of the Hon. Secretary, John M English, 32 Farfield Avenue, Knaresborough, HG5 8HB by the morning of Saturday 3rd March 1990.

'SPEAKE' TO US

The Blue Book lists three events at Speake, Liverpool. If any of our members has any information concerning length of course or any other interesting details, will they please let us know so that they can be published in the next 'Times'.

GREAT EMBARRASSING MOMENTS IN THE LIVES OF YORKSHIRE CENTRE MEMBERS

Peter Herbert

Now here's a game everyone can play, we've all had them. Mine arrived in November while following last year's RAC Rally.

Accompanied by two pals I journeyed to the Lake District to watch a stage in Grizedale Forest. We approached the forest from the south and drove up the Hawkshead road with forest to the left and Lake Windermere to the right, eventually parking in a field in the company of a few hundred others.

We tramped into the forest, tramped some distance through it to find an interesting bend, then tramped out again. Walking along the road between forest and lake we passed field after field of cars, but of my little red Peugeot there was no sign. What do we do in a situation like this, all together now children, we ask a policeman.

'Excuse me constable but I seem to have misplaced my car'

If it's an XR3 it's probably been nicked' came the cheery reply.

'No, it's not an XR3. I know it's near here somewhere between the forest and Windermere'

'That's not Windermere, it's Coniston' replied Plod.

The awful truth dawned on us, we had walked out of Grizedale and into the wrong valley. Dusk was closing in quickly so returning through the forest looked decidedly dodgy. The result was a ten mile walk up one valley to Hawkshead, then back down the other valley to the car. In wellies it felt like a hundred miles, particularly as the last four were uphill, and on reaching the car I was unable to drive for ten minutes as my left leg went into cramp. The irony was that both my companions were former rally navigators, one even having a 'Motoring News' event victory to his name.

Your turn

TOUCH WOOD

This is not really a revue of the above book, as unfortunately my copy has gone walk-about. Myself and half the world have read it but unfortunately, I cannot find it no matter how hard I look.

The book in question is about Duncan Hamilton's life.

Right from his youth, through his service days and into his competition career, with notably his great successes with Jaguar at Le Mans.

This book I found a most enthralling read, so if anyone has a spare copy that they would like to sell me, I would be pleased to purchase it. I recommend everyone who gets the chance, to search out a copy, you will find it one of the best motoring books you are ever likely to read.

BRIAN KENYON

TIMES BOOK REVIEWS

Peter Herbert

ROY SALVADORI RACING DRIVER

by Roy Salvadori and Anthony Pritchard

Should getting to sleep at night be a problem, a couple of pages of this tome could do the trick.

Roy Salvadori was one of this country's most versatile racing drivers during the fifties and sixties, his career culminating in victory at Le Mans in 1959 with Carroll Shelby in an Aston Martin DBR1. He raced at a time when privateers were common in Formula One, and it was not unusual for a driver to compete with three or four different types of car at the same meeting. Where this book disappoints is in its insistence upon cramming as many facts as possible between its covers; every race, every car, every time set. A list, even of interesting things, is still a list, and no substitute for colourful anecdotes that could have brought the book to life. As a record of achievement this work is fine, but as an absorbing read, forget it.

RACING THE SILVER ARROWS

by Chris Nixon

An asking price of almost thirty quid may well ensure that not too many true Yorkshiremen get their hands on this marvellous book. Fortunately a doting relative indulged me.

Painstakingly researched and expansively illustrated, it chronicles the struggle for supremacy between Auto Union and Mercedes-Benz during the years 1934 - 39. Despite taking place during the troubled years that led to the Second World War, this was a Golden Age of Grand Prix racing, and drivers of the calibre of Caracciola, Lang, Nuvolari, Rosemayer, Seaman, Stuck and Varzi were at the height of their powers.

By means of contemporary race reports, in-depth profiles, interviews with survivors of the period, photographs and diagrams, Nixon brings the atmosphere of the time to life, delving deeply beyond the better known facts. The Nazi Party's use of motor racing for propaganda, and its embarrassment at an Englishman, Richard Seaman, winning the 1938 German Grand Prix for Mercedes. Achille Varzi's drug addiction and his bitter rivalry with Nuvolari. The amazing career and tragic death, while record breaking on a narrow strip of autobahn at 270 mph, of Bernd Rosemayer.

The section on mountain-climbs will particularly interest members, such classics as Freiburg (7.45 miles), Grossglockner (12 miles) and Klausenpass (13.36 miles), not to mention Shelsley Walsh being described in detail. The photograph of King of the Mountains Hans Stuck sliding his Auto Union through a bend above the snow line on the grossglockner is as evocative as any you will see anywhere.

This fascinating book is probably the best on motor sport that I have ever read. My mother-in-law never spent thirty green ones more wisely.

MARSHALS POST

John Staveley

A happy New Year to all marshals, competitors and friends as we enter the 1990's. What can we look forward to on the marshalling front at Harewood? - well obviously the main event will be the training day in March and hopefully this will be followed in June by a rally marshals training day. Both the training days will be 'different' as we hope to implement a number of changes to our training day in March and the rally day will be co-organised with BMRMC so that should see the implementation of some fresh ideas.

Have you filled in your Availability Form - No - well go and do it NOW and send it off to David, then at least we will know that we are going to have enough marshals for the coming season - at the present moment we have 5!!

Various stories have been circulating regarding various members antics on the RAC Rally but unfortunately they are NOT repeatable here. Many thanks to BMRMC for inviting us, I am only sorry that illness kept me away.

As I haven't got any 'mug' shots we will have to suspend the 'know your marshals' column until March (sighs of relief all round!) but just for a laugh I got my crystal ball(s) out and here is my report for the Championship Finals meeting in September 2000 (abridged in the interests of decency and threats of impending libel actions):

Most marshals were impressed with David's new computer technology which now means that marshals recruitment, meeting information and signing on are all carried out automatically, however, David is still very much in evidence with his sticky tape and bags of money!

There were early problems when the near side front leg of Allan Staniforth's Zimmer Frame fell off and he was deposited into the fence at Willow, he was soon back to normal following the administration, by Northern Rescue, of Geriatrics Revival Gas - Brian Kenyon was heard to mutter that he had been using it for nearly 15 years!

The meeting went off without too many accidents although Incident Officer James Frost was kept busy keeping father Martin in order in his new position as Clerk of the Course. Messrs English, Hardcastle and Hodgetts seemed to have thoroughly enjoyed their day as stewards.

The start crews day was enlivened by Dave Whitehead who lost a wheel on his new Hart powered wheelchair and turned sharp left into the ditch with such a splash that it was rumoured that the timekeepers had woken up, however this alleged happening was strongly denied by Don and Keith (the genial timekeepers). The brothers Wride again ran a tight ship, despite advice from father Graham (who kept telling them how he used to do it in the 80's), managing to get the 500 competitors through in record time.

Tim Bendelow had the younger marshals spellbound at lunchtime with his tales of marshalling with Ray Wass at Quarry (it's a shame that RAC regulations in 1995 imposed the installation of speed bumps up Quarry Straight).

The Training Officer enjoyed his day out in the fresh air and would like to thank the two younger marshals who helped him around all day. We understand that he thought the blue bottles of Kyle Gibson junior's rocket pack were fire extinguishers, apparently disaster was only just averted. p.s. what are fire extinguishers?

Bob Wright was given a presentation at the prizegiving in recognition of his having attended all the meetings in the last ten years and never having raised his red flag, no matter how essential it may have appeared to be to others.

A number of rumours were circulating in the paddock namely:-

The new owner of the Harewood Estate is thought to be none other than Sir Simon Clark, who was a well known figure at Harewood in the 80's.

Someone has put in a bid for Harewood Motor Sports Complex, we understand however that this has been turned down. he wanted to use it as a farm with real animals - this sort of novelty theme is apparently thriving in the stockbroker belts of the South East.

Now that the Team Guyson bid for the Bank of England has been accepted, we understand that Turbo Tim Thomson is to drive a solid gold Pilbeam next season.

Finally, what are my thoughts, from the HMA point of view, of the past decade - well personally I would still like to see marshals on the corners instead of computer controlled robots, but as someone said, at least Martin can get them to do what he wants now!!

Back to 1990

See you all at the training day and don't forget SEND YOUR AVAILABILITY FORMS BACK TO DAVID NOW.

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



CAPTION COMPETITION

Frank Hall has kindly sent us this photograph with the suggestion that it could be used in a caption competition.

Although there are no prizes, members are asked to send in suitable suggestions to the Editor, and the best ones will be published.