



BARC

YORKSHIRE CENTRE

TIMES

ISSUE NO 19



MARCH 1990

CHAIRMAN'S LETTER

For the first time in 20 months, I have not received a Chairman's Letter. Perhaps Tim will be suitably contrite and write a massive tome for the next 'Times'.

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.

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

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

EDITORIAL

One point that consistently crops up whilst I am undertaking my editorial duties, is that newcomers to hillclimbing and sprinting are overwhelmed by the friendliness and approachability of both competitors and marshals/officials in this particular branch of the sport. It is sad that people used to other disciplines do not report the same camaraderie but when you think about hillclimbing, there is very little driving involved in the two days you may be at Harewood so the paddock would be a pretty miserable place if we weren't a friendly bunch of people. Long may the spirit prevail.

I feel very strongly that the 'Times' should not degenerate into an insular magazine and report solely on hillclimbing, in which our centre is so prominent and to this effect I am pleased that we have reports on both Classic Rally and a Classic Reliability Trial, for after all, we are a group of people interested in motoring and motor sport in general. So if you have attended any motoring event, please do not hesitate to put pen to paper.

Brian and I have strong feelings on the subject of marshalling. We try, during our closed season, to be involved in the organisation of, or marshalling on, events such as rallies, PCT's and Sporting Car Trials. By being involved in the marshalling side, it gives you a different slant on events and not just a one sided view which you can obtain by just being a competitor. We feel that by marshalling you are then able to put something back into the sport which during our season, gives us so much enjoyment. So if, during the course of the season, you find yourself without a car, or are taking a breather from competing, we would recommend that you try a spot of marshalling. I am sure that David Dalrymple and the other marshals, would greatly appreciate your help.

Thank you yet again to our contributors (may the lead in your pencils never run out!).

Pat Kenyon

MARSHALS

PLEASE, PLEASE, WILL ALL PROSPECTIVE MARSHALS FILL IN THEIR AVAILABILITY FORM AND RETURN IT TO DAVID DALRYMPLE AT ONCE.

It is most important that if you are willing to marshal at Harewood, you send your form back to David as soon as possible. It is only two weeks to the Practice Day and David is getting quite worried that not enough of you have returned the forms.

Please make the effort and help David.

FOCUS

LOST VENUE

Just when we were rejoicing with the news that the Chester Motor Club had found a new venue at Speake, Liverpool, came the shattering news from Harry Whitehouse of Mallock fame, that the venue has been recently sold to British Aerospace who plan to build an international airport to rival Manchester. I am afraid it is a case of what you've never had, you really do miss! On the other hand, rumours are circulating regarding Topcliffe and Woodvale, both of which were used during the late 60's and early 70's. We hope that these venues will get off the ground and not suffer a similar fate to Speake.

NO PLACE TO TEST

Very often we get requests regarding the availability of a suitable venue for people to either run in a new engine or check out other mods which they have completed, or even from people who are new to the sport and do not wish to jump in at the deep end. We know that such places a Oulton, Donington etc have test days, but what is required by most people is a cheaper alternative. So if anyone knows of any suitable piece of tarmac which could be used, please contact the editor and I am sure that the response to such a find will be enormous.

AINTREE

Although they are not listed in the Blue Book, we have been reliably informed that the Aintree Circuit, as well as having its usual three events organised by Aintree Circuit Club, will have two extra events run by Lancs and Cheshire CC, the dates of which, at this point of writing, we do not know. Aintree Circuit Club, we believe, are in the process of announcing a Championship centring on their three events. Details will be shortly available from them.



Two of our highly competitive Formula Ford men, Tim Mason and Ian Stringer, with their car in its last year's livery.

Photo: Pat Kenyon

WARM WELCOME

On Saturday 14th April, it is the Yorkshire Centre's privilege to host the BARC's Motorola/Codex BARC Speed Championship. BARC competitors new to Harewood are assured of a warm and friendly Yorkshire welcome which will undoubtedly hot up when proceedings get underway on the track, as northern pride will then be at stake. So although many of the classes are not what we may be used to, I am sure we will give a very good account of ourselves.

A HORSE, A HORSE.....

You have all heard the expression 'a horse, a horse, my kingdom for a horse', well Chris Seaman's cry is for a clutch, a clutch. As now his new engine is ready, he has been unable to obtain a clutch driven plate, although it appears said item is regular wear on such things as DFV's and Formula 3000's.

FIRST IN FORMULA FORD

Formula Ford driver Michael Bird will shortly be sharing his car with wife Auriol. She has sensibly decided to dip her toe in the water by competing at events at Curborough before throwing herself in the deep end at Harewood later in the year, so perhaps Auriol could become our first lady Formula Ford driver.

NO CHAMPIONSHIP

Tony Bridgen recently received the shattering news from the RAC MSA that they will not allow him to run the Slaithwaite Motor Club Championship which last year was sponsored by Sedan.

Tony is somewhat understandably aggrieved, as he rightly feels that his championship did not detract or hinder any other championships or events, and in fact could in some cases enhance the entry which organisers would normally receive on their events.

Perhaps Tony may wish to elaborate further concerning his discussions with the powers that be.

HELMET STICKERS

The RAC MSA's change of policy regarding helmets meant that, according to their last years bulletin, certain helmets had to be re-stickered before the end of last year. This was likely to cause competitors considerable distress as it was unlikely they would see an RAC scrutineer and be able to have it re-stickered.

Thankfully the RAC have seen the error of their ways and have announced in their latest bulletin that people with helmets that require re-stickering will be able to do so during the early part of this year. So if you have a helmet that is so affected, either take it along to the practice day or the first event in April.

HALF PRICE GOLDMAN

This is nothing to do with the price of Krugerands or anything similar, but the fact that Paul Goldman will be sharing Phil Price's Mallock during the season.

We knew of this fact a considerable while ago but unfortunately allowed ourselves to be scooped by Motoring News by not printing it earlier.

We are pleased also to hear that Jane is making a steady recovery.

OVERNIGHT EXPRESS

When John Casey examined son Richard's new engine, he found worn cam lobes. The tuner said that he had not known this happen for years and if they could come down, he would rectify the matter immediately.

So Richard set off for Christchurch at 2 o'clock in the morning and was waiting on the step of the engine builder at 9 o'clock. Fortunately everything had a happy ending and Richard was on his way back at 12 noon.



Dad and his lad, John and Richard Casey with John's immaculate Cooper S.

Photo: Pat Kenyon

OTHER BRANCHES

It is good to see sprinters and hillclimbers out at weekends supporting other branches of motor sport. Last weekend Brian and I were at a Classic Trial - Brian as a Steward and I was marshalling. The first person to greet me early on the Sunday morning was Mitch Elliott (see his two articles) who was taking part in his first Classic Trial in his Chevette.

Having seen Mitch getting slightly stuck at the start of one section, I threatened him that I would write about it in the 'Times' and this has spurred him on to tell his own story. My last view of him and Phil was of them both leaping up and down in the car, waving frantically as they crossed the finish line of the last section. They did very well to clean that particular section as just before they arrived, a lady driver (dare I say it), driving a Land Rover, got stuck coming DOWN the section and had to be towed out!

Another incident on the same section involved a well known Brabham driver of Harewood fame who, whilst driving the 4WD Isuzu course opening vehicle, was seen to descend a grassy bank, sideways, apparently out of control. I always thought that 4WD vehicles could go UP grassy slopes with no problems!

Pat Kenyon

REFLECTIONS

Mitch Elliott

The deliberations of Peter Herbert have provoked me to put pen to paper. What follows are the experiences of a 'first' season.

Family illnesses prevent a continuation of circuit racing, embarked upon in 1988. Easter 89 saw me spectating at Harewood and I departed for home with a determination to return as a competitor, the lasting impression was of the friendliness and approachability of all concerned, competitors and officials alike.

The May Novices meeting found me allocated an adjoining number to Peter. My Golf GTi exhibited somewhat 'nervous' handling, still being on 'knobbles' used on the last 12 car rally season. During the day's discussions it became apparent that we shared a common acquaintance despite never having met each other before that day, it's surprising just how small a world we live in.

Next event was the June meeting. Now armed with worn out 185 x 60's on borrowed wheels at least more grip was available, this highlighted a tendency to pick up a front wheel, definitely not conducive to good times in a front wheel drive car. Despite this problem I was not too unhappy with a time in the mid 56's.

The season was then dormant until the September finals meeting. Having 'sold' the Golf I entered the family runabout, a totally standard Chevette. A good view of the dales scenery was had on each run, in fact the climb from Farmhouse to Quarry provided enough time to read a whole year's worth of the 'Times'. Despite the pace (or lack of it) a good weekend was had.

The Golf deal fell through so 1990 will be undertaken in Class 3 again, last season's unwillingness to rev has been remedied (a collapsed front box). I hope this, along with a few more 'mods' will see some respectable times.

Roll on Easter and the renewal of acquaintances made in 89, every cloud has a silver lining, for me that was 'discovering' hillclimbing.

ANNUAL COMPETITIONS

Enclosed with this edition of the 'Times' is a form for the Centre's Annual Competitions. These competitions are open to ALL members and I would point out that last year, some of the major awards were won by competitors.

If you are a competitor, marshal or official, please enter the competition by filling in the enclosed form and returning it to Boris.

Regular updates of the marking will be published in the 'Times' throughout the year and the awards are presented at the Annual Dinner & Dance.

Last year there were only about 18 people who entered so hopefully this year, many more will make the effort.

COMMITTEE NOTES

Signing-on and practice times for Sundays at Harewood will be revised so that marshals do not have to report so early, and practice will run through more briskly. This is one of the first results of the consultations with members.

We would like to regenerate the junior members training scheme at Harewood; if any member would like to organise and train some young enthusiasts, please let John Staveley know.

COMMENT

I received a comment recently from a club member and I quote: 'Nice to see the 'Settle Sierra Set' put pen to paper, who would have thought that they could write?'

LETTERS TO THE EDITOR

Dear Pat

Firstly let me thank you for publishing the flattering photograph in the Christmas edition. If it brought as much mirth to your readership as it did to my Christmas guests, then it was very worthwhile.

To more serious matters re: 'Same Course for 1990' it is true that Harewood is not to change in format for next season. The reasons are two-fold. The first being the time allowed to achieve the modifications without risking the Easter meeting which played the biggest part in Council's decision, particularly as leases have to be renegotiated, planners consulted, specifications drawn up, RAC consultations, tenders and of course the work itself, and all in four months.

The second is now more clear, finance. The scheme is very expensive and with the BARC having the opportunity to take over Pembrey, the obvious first route for finance was the securing of a further venue for the club. Obviously to enter both schemes at once would have been irresponsible on the part of council in my opinion. All this said however, our plans received the unanimous support of the council and it is hoped the scheme can go ahead shortly.

It has come to my attention that some particularly xenophobic Yorkshire members are outraged because the funds went South not North. This conclusion does our Centre members no service at all and indeed indicates that they do not know the council well or indeed its Yorkshire contingent: Messrs Holroyd, Griffin and yours truly, each of whom are more than capable of speaking up for what they believe in.

In conclusion let me assure you the correct decision was taken for the correct reasons. The best way members can help is by bringing in sponsors and raising the level of Centre finances so that when we do it, the best job can be achieved.

Finally, may I wish all members a prosperous, successful and above all enjoyable season.

Yours sincerely

Simon N Clark
Council Member

Dear Pat,

I have at last bought a car, a 1600 Westfield SE. The bright yellow machine was built and used with success in Scotland in 1988 by Mike Connon, winning its class in several sprints and hillclimbs and winning a race at Ingliston. Last season the car was campaigned by Stuart Gray, the assistant circuit manager at Knockhill, winning three races.

I went up to Knockhill to try the car a couple of weeks ago, but bought it without being able to have a drive as the circuit was under deep snow. The car arrived yesterday by transporter, but so far a quick blast up the road in pouring rain is all I have managed.

I hope to have it out at the Harewood practice day before the season begins, then do as many hillclimbs and sprints as I can manage. I have registered for the BARC Speed Championship and hope to try as many classic venues as possible.

However, before I venture into Scotland I will have to learn to drive the car properly as it enjoys something of a reputation up there.

Regards

Peter Herbert

MONTE CARLO OR BUST

Peter Herbert

As a kid I used to pester my father into taking me to Scotch Corner each January to watch the Glasgow starters in the Monte Carlo Rally clock in at the hotel time control. Rallying, regrettably held a similar position in my old man's affections to synchronised swimming, therefore it was necessary to begin working on him in October. Such memories flooded back as I braved freshly fallen snow to make the pilgrimage to Scotch Corner to watch the passage of the first Monte Carlo Challenge on Sunday 28th January 1990.

This event sought to recreate the atmosphere of a fifties Monte, with pre-61 cars, travelling from Glasgow to Dover via traditionally located time controls, crossing the channel to Calais, then driving down through France to Chambéry. Classic Alpine tests were to follow, with such famous stages as the Col de Granier, Clue St Auban and Col de Turini preceding a Casino Square finish.

The emphasis was heavily upon authenticity, with the welcome absence of the type of hype that has changed the Pirelli Classic Marathon into a rich collector's playground. Cars ranged from open vintage Bentley, Aston Martin and Lagonda to the classic Sunbeam Alpines and Rapiers, Austin Healey Sprites and 3000's, MGA's, Anglias and two-stroke Saabs. There were also such gems as a Mercedes 220SE, Humber Super Snipe and Rover 105, some running four up, not to mention a mint condition Citroen Traction Avant. Dress was also correct. No overalls or rally jackets. Instead there were Norfolk jackets and plus fours, flying jackets and helmets, duffle coats and bobble hats and even the odd dinner jacket.

As crews parked for a civilised lunch, no vitamins inside an air conditioned motorhome for these brave chaps, a closer inspection of the assembled machinery revealed further attention to period detail. Halda Speed Pilots, Butlers Map Lamps, swivelling Lucas roof lamps, casually discarded string backed driving gloves and trilby hats, even a packet of Craven A cigarettes. Weathermaster tyres, snow chains, shovels and petrol cans adorned many roofs. However, the occasional roll cage and set of Luke harnesses served to remind the many onlookers that this was no joy ride.

Spotted amongst the spectators were Russ Swift the stunt driver of Montego advertisement fame and former rally driver and team manager Tony Fall, latterly of German prison fame.

The snow added the final touch of credibility to the scene at Scotch Corner and as one by one the crews headed south on their adventure I wished that I was going with them.



Healey 3000 and Sunbeam Rapier check in at Scotch Corner Hotel.

Photo: Peter Herbert

THE SPORT OF GENTLEMEN AS PERFORMED BY HOOLIGANS

Phil Foster

Well, that's how it was described to me. The event was the White Peak Trial, the name being derived from the fact that the majority of the event takes place above the snow line in Derbyshire and South Yorkshire.

The event was organised by Sheffield & Hallamshire Motor Club and Mitch had convinced me to passenger / navigate for him in the trusty Chevette.

Thereby hangs a tale. I spent more time out of the car than in it, Aggie take note for the next 12 car.

Upon arrival, when asked about our steed, Mitch quickly pointed out it was a standard road car, the only mod being a plywood sump guard (well only Mitch would make one out of wood.) It's not an ex-works machine then, the interested fellow competitor asked? No, ex-knackers yard was the reply.

Signing on and scrutineering complete, the route was plotted. Boy oh boy, were we in for a surprise, and so to test one.

The organisers had told Mitch that sections 1 and 2 were the roughest. They weren't joking. Section 1 must have been a 1 in 4 hill on rocks the size of dinner tables, well it was or bust. We made it to gate 1 (the last before the finish for the uninitiated) and imagine our delight. Section 2 was the same but rougher and surprise, surprise, we cleaned it. That's where our luck ran out for a while. We got stuck on a connecting road section, well that's what it was supposed to be, it was really a grass track up a rather steep hill - 3rd attempt with 2 extra willing pairs of our hands on our way. Section 3 and we managed to get off the start line to gate 12, Section 4 we got half-way to the mandatory stop and got bogged down, Section 5 we got to gate 9. These were the easier sections they told us. Section 6 was no better, this time we didn't even get off the start line. Despondency was creeping in, Mitch wouldn't be able to live it down, he'd failed in front of Pat Kenyon, a leading lady of the hillclimbing fraternity, so he tells me.

Re-motivated off we went to Section 7, we got to gate 2. Section 8 we cleaned, Section 9, gate 6. Section 10 (Black Harry) was a real tester, the entrance gate was 5ft 11 and a bit wide, the old gal (the Chevette as she was now being called) 5ft 10 and a bit wide, no room for error, or the overtaking mirrors, come to that. We were called to the front of the queue. Were we to show the rest how it was done? Doubtful I thought, but off we went carefully through the gate, up an old goat herder's track, and that's being generous to the goat herder, to the mandatory stop. OK shouted the marshal. Believe it or not, we reached the end of the section, was this a hard fought comeback? Well it was hard fought, but no come back. On the very next section we got bogged down before the start. we did get to gate 11 before having to be towed out and that's when it happened. Under tow, the old gal hit a !£\$%&! enormous rock that smacked the floor pan just under Mitch's seat and raised him in the cockpit a good 3 inches (painful), he was less than chuffed to say the least. The next connecting section was rougher than the goat herder's track, which made matters worse. Despondency had crept in uninvited. Refuelling was the next order of the day. Mitch stomped on the floor in front of his seat, which took some of the bulges out but his seat was still askew, anyway, on to the next section.

The competitor in front of us on this test got half way and returned down the climb to tell us it was rough - a similar comment being expressed by the start marshal. Well let's have a crack at it said Mitch. We started a 9, not too bad.

So on to the final two tests of the day, Hagg 1 and Hagg 2 on the side of the Ladybower Reservoir. Hagg 1 started with a step up of at least a foot and consisted of a boulder strewn track 6ft wide, very steep and twisty. Mitch attacked with gusto and we cleaned another section. But, alas all was not well with the old gal. She was overheating badly. Liquid was required and all we had at our disposal was the coffee in our flasks, but needs must as they say, so the radiator was duly filled with coffee. Upon enquiring where the next section finished, Mitch was told 'up there where Pat is' (that is the lady referred to earlier). The competitor before us got half way and had to be towed out. As we drew to the line there was a determined look on Mitch's face - no way was he going to fail. The section was similar to the previous except it was longer, twistier and steeper. Of we set with turn of speed and control not seen previously during the day. We absolutely flew up the test, so much so that we missed the turn after the finish. Mitch was delighted, overjoyed, thru the roof and other terms of exhilaration.

Well we finished in one piece, a little battered, very tired but pleased to have been there and done it. We both learned a lot about Classic Trials, our fellow competitors were a friendly bunch and I think they thought we were a little disturbed to be competing in a STANDARD car but were very complimentary about our efforts, as were the marshals who made us feel very welcome indeed.

We did not disgrace ourselves, we tackled 14 of the most notorious hills in the area, gaining a clean sheet on five of them, 2 autotest tie breakers, got to the finish and on our first event, won the class (provisional result).

Thanks Mitch, I wouldn't have missed it for the world, a really great day's sport.

Phil Foster

There is not a lot more that I can add to the above, except to say that the floorpan is somewhat straighter and some more 'fettling' is needed as a production car trial is only 10 days away.

I hope to add to Phil's need for Grecian 2000 later in the year as I am trying to talk him into having a run in the Golf. I am halfway there, he's got a licence.

Must go now, it's time to exercise the big hammer again.

Mitch Elliott



A little light relief from Doune Final, guess who with or without mask. (Ed. I think it's an improvement)

Photo: Davidson Publicity

LETTER TO BARC HQ

14th November 1989

Dear Mr Groves

Has the BARC - OUR premier National Motorsport Club - devolved decisions to one of its centres that will perpetuate the divide between the North and South?

I believe that it has with the publication of the 'new' regulations for the BARC Speed Championship. A Championship that should be just one rung below the RAC MSA Leaders Championships seems to be no more than a club series for the South of England!

The BARC has lost an opportunity to demonstrate to other organising clubs and the sports governing committee that Speed Eventing can bridge the divide in the Country at 'grass roots' level. In spite of the bold claim in the press release issued for the speed championship NO MOVE seems to have been made to create a common set of regulations. As OUR club continues to be divided how can BARC members, who are individually pressing the RAC MSA speed events committee to give national guidance to the sport, expect to achieve success in furthering the sport for the 74% who do not compete in the National series?

With the creation of a new Championship, complete with a new sponsor how could the organising centre, with the support of HQ, produce regulations that do not recognise two categories of cars that compete on the hills and at many Midland and Northern sprints, namely Touring Saloons and Marque Sports, as well as the popular Formula Ford class. Furthermore why don't the capacity divisions not acknowledge the lead that the RAC MSA have given for 1991. With a stability period of 12 months and nothing in print now, can the speed championship catch up with what is happening elsewhere in 1991? If it does not move forward then the spectators and sponsor will be deprived of seeing many excellent cars at BARC speed championship rounds.

From experience with 'standard' saloons and sports cars the inclusion of this type of vehicle on the hills seems to be an insult to the public who are expected to pay £4 or more for a days entertainment. This class is very much for the competitor and can only be exciting on the sprint circuits when the cars are driven 'flat out' and sideways.

It is my view that MY club has failed to create a showcase for the 'grass roots' speed events competitor and for the public, who will be asked to pay at many events, and has shown no regard for the unification of the sport up and down the country.

One further question. Has the BARC at any time given its views to the speed events committee on the classes for 1991 that are being implemented for the top 26% (in terms of money spent) in the sport?

I would hope that as the major national club the BARC would at least assist the whole of the remaining 74% rather than just those in the south-east corner.

My suggestion to the club is to tell the organising centre of the speed championship to listen to what other centres have to say and to publish draft regulations at once for 1991 that DO have classes that are 'common' throughout the country.

BARC HQ should act now before it is too late and the support of many Northern competitors is lost.

Yours sincerely

Malcolm Pittwood

21st November 1989

Dear Mr Pittwood

Thank you for your letter of 14th November 1989 which I have circularised to all Council members.

I do not claim to be an expert on how the Speed Championship is organised but some of my colleagues are.

Whilst I am sure you have the interests of the club at heart, it is unfortunate that your letter is addressed in such an aggressive manner. I am always happy to communicate with any members in an effort to improve the way the club is run. It seems to me a shame that you did not pick up the telephone first and express your views to me.

On the second page of your letter you refer to 'my' club. May I remind you that the club is not yours or mine and is the property of 4,200 members of whom you and I are two.

I or another member of the council will contact you again in the near future.

Yours sincerely

M H Groves

24th November 1989

Dear Mr Groves

Thank you for your reply to my letter about the BARC Speed Championship and the BARC's role in speed events around the country.

I hope that you will understand that if my letter appeared aggressive, then this was entirely due to the frustration and exasperation that I feel for opportunities that have been missed. When you read the enclosed document I am sure you will be able to understand why I feel as I do for a sport and a club that I hope will always be the best. This document was only sent to those named on the cover, although I know there were fellow competitors and the then sponsor, who felt that changes would raise the profile of the Sprint Championship (as it then was).

My only reason for writing and not phoning was that the contents could be readily circulated to those concerned.

I appreciate that the club is not owned by myself or any other individual, but as a member when statements are made on my behalf by the club, and these press statements are incorrect, I feel that I must raise my voice against those responsible and explain why.

As a member for over 24 years you can be assured that I have the club's interests in mind and only wish to see the BARC continue to be the best club, particularly when it is involved with the sport I enjoy most.

Yours sincerely

Malcolm Pittwood

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.

5th December 1989

Dear Mr Pittwood

Following your letter of 24th November 1989, the points you raised were discussed by Council at our last meeting.

Unfortunately Ian Bax was not present at that meeting although he had submitted a comprehensive paper setting out his own views and suggestions.

Council have asked Ian to contact you directly and no doubt you will hear from him shortly.

Yours sincerely

M H Groves

15th January 1990

Dear Malcolm

I have been asked by Michael Groves to reply to your letter where you have shown concern that the new BARC Speed Championship has not been designed to cater for all BARC members, but just for those who are based in the south east.

Somewhere along the way it seems that you have got hold of the wrong facts and I would like to take this opportunity to explain what has been happening over the last six to nine months, as far as the BARC is concerned, with regard to sprinting and hillclimbing. You notice I say BARC, and not just the London and Home Counties Centre. It is, perhaps, fair to say that the initiative was taken by the LHCC, but over the last few months, the stand taken by the South West Centre and the Yorkshire Centre has been very positive in relation to trying to achieve a standardisation of classes within the BARC.

The question of getting a common set of rules goes back four or five years, and at that time I tried without success, to try and get some standardisation between the Yorkshire Centre and the LHCC. This was not achieved, though I am the first to admit that I completely understood the stance taken by Yorkshire, bearing in mind that they were running highly successful and oversubscribed meetings.

I therefore decided to try and approach the problem from a different angle. Not only was there a differential between the Yorkshire Centre and the LHCC in terms of classes, but there was also a widely different interpretation of the rules and classes within the association that control sprinting in the south east.

Therefore, during the last three years a lot of effort has been put in to standardise the regulations amongst the southern associations, and I am pleased to say that this initiative has been successful and standardisation has been achieved and maintained.

As regards 1991, with the exception of the road going and production category, we have already stated that categories for modified, sports racing and single seaters will move in line with the proposed RAC changes. Obviously, we still have to line up the Marque and Touring cars, along with the production and road going categories, but I fully believe that with the enthusiasm that is being generated by all four centres, bearing in mind that the Midlands Centre has now joined the bandwagon with a round at Curborough, I am sure that we will eventually come up with a solution that will enable us to satisfy most of the competitors needs with a minimum amount of change.

Yours sincerely

Ian Bax

TIMES BOOK REVIEWS

Peter Herbert

TOUCH WOOD

By Duncan Hamilton

In his book 'The Racing Driver', Denis Jenkinson takes the view that Duncan Hamilton was 'speed happy', a state of mind that occasionally affects drivers by causing them to cast aside caution once a certain speed is reached. Judging by Hamilton's many and colourful escapades there is much evidence to support this theory in his classic racing autobiography 'Touch Wood'.

Hamilton is a larger than life character best known for his victory at Le Mans in 1953 with Tony Rolt in a C type Jaguar. However, his book also recalls his childhood and Fleet Air Arm days which led to the love of adventure which took him into club then international motor racing.

Written in a nicely understated and amusing way, the book is packed full of anecdotes that on first reading can have one laughing out loud to the consternation of one's family. My favourite concerns a flight over Scapa Flow in a Boston photographic plane with Hamilton at the controls and a visiting American Commander-in-Chief squeezed into the aircraft's perspex nose through which he was to inspect the fleet below. For communication a Gosport tube connected the pilot to the American Admirals flying helmet, whilst another tube catered for calls of nature. Several pink gins, a bowl of soup and a couple of glasses of port in the mess prior to take off eventually had their effect on Hamilton, and without taking his eyes off the wondrous scene beneath him, he relieved himself down the Gosport tube. Only when the cry came from the aircraft's nose, 'Say boys, it's raining down here' did the enormity of the error become apparent.

There was the time when Hamilton, on his way to Brighton to compete in the speed trials, marvelled that he was being overtaken by a Bugatti just like the one he was towing. That is until he realised that it was the one that he had been towing. Or the story of his crash in Portugal which wiped out most of Opporto's electricity, and being stitched up by candle light by a guy with a huge cigar in his mouth. One could go on and on.

I hope Brian Kenyon finds his copy, every home should have one.

MAKING A START IN MOTORSPORT

By Simon Arron

As a practical guide to making the transition from spectator to competitor, this is a good little book. Ray Rowan wrote the very sensible introduction to the hillclimb and sprint section, quite correctly stating that the sport can be as cheap or expensive as you wish to make it. Any owner of a motor car can have a go for less than £100 taking into account club membership, licence and helmet.

There are lots of photographs and useful addresses, and the noble and invaluable arts of marshalling, scrutineering, timekeeping and other supporting services are also covered.

Nice to see someone brushing aside the mysteries of entry into all branches of motorsport.

MARSHALS POST

John Staveley

For those of you who haven't sent your availability forms back to David Dalrymple - PLEASE GO AND DO IT NOW!! The main event of next month is the Training Day on 11th March. We have changed the format a bit for this year so hopefully you will all find something to interest you. The accent this year will be very much on 'corrective training' for the experienced marshals with the idea being to 'polish' the skills which you have learnt in the past. We also hope to record much of the day on video - I understand that if any of you forgot your make-up, that BK will have some to spare. (Ed. If he looks like that with make-up, imagine what he looks like without!)

I hope a large number of you competitors read this because I should like to invite you ALL to our training sessions. I know you are busy sorting your cars out, but an interest from 'the drivers' is always very much appreciated by the marshals. Remember the medical and fire sessions might just help YOU to save a life.

We may well require one or two volunteers for mock accidents at lunch-time, not as in previous years during the practice sessions - any offers of help would be greatly appreciated, but don't all rush at once!!!

Following a questionnaire among marshals, we hope that some of the complaints will soon be settled to everyone's advantage, however, there is one complaint requested time and again which neither the officials nor marshals can sort out - 'The cars are too technically advanced and are therefore boring to watch'. The answer to this one falls fairly and squarely on the shoulders of the drivers. Perhaps I could make a few suggestions to overcome these complaints (very much tongue in cheek!).

1. Fit Formula Ford tyres to the Class 17 and 17A cars.
2. Remove all aerodynamic devices from all single seater classes.
3. Buy Peter Herbert a V8 engine for his new Westfield.
4. Apply a liberal coating of oil on the corners before any Brian Kenyon ascent.
5. Wind John Bennett up before every run, not just the second run, at the Final Meeting.
6. Fit a trick transistor pack to the Hargreaves / Garnett Cossy's to give unpredictable power surges.

Well that's a few ideas to think about. The marshals unofficial 'driver of the year' last year was Peter 'which way is it going next' Needham with 'squeely' Norfolk a close second.

With some fun going on in these pages perhaps we could extend this to include the marshals - how about a bit more cross chat at meetings? Some drivers do it already I know, but the more the merrier - you can insult us as much as you want as long as you don't mind getting as much back!!

Finally, I see that there is some cross talk between certain drivers who think they are going to be Harewood Champions this year. I have some news for BK, JB and the 'Settle Hillbilly' - you are all doomed to be 'second raters' this year. We, the marshals, have our own champion lurking in the wings. Malcolm 'hotwheels' Tyas will blow you all into the weeds!! We may even bring in our 'joker' by making 'squeely' Norfolk his team manager - that should enliven things somewhat. So if you want to win the championship next year gentlemen (and I use the word in the loosest sense!!) be nice to us marshals otherwise we will unleash our 'joker' upon you.

Looking forward to meeting friends old and new at the practice day.

Come on you competitors, come and join in our training sessions - that way we can all have a joke as well as learning something serious.

CAPTION COMPETITION

In response to our caption competition, here are a few ideas:-

From JOHN STAVELEY

'If that marshal squeezes my handles again, I'm likely to go off'.

'White extinguisher to blue extinguisher - you knock 'em down and I'll smother 'em'.

'If that Training Officer takes me apart again I'm going to Silverstone next year'.

'Blue extinguisher to white one - Tell you what, let's wait till Training Day and then refuse to work'.

'Blue extinguisher - If that Seaman goes off here again, I'm going to go off all over him'.

'White extinguisher - I went to Ayrton Senna's accident at Silverstone last year. Blue extinguisher - That's nothing, I attend Brian Kenyon's accidents regularly'.

'Chubb fire powder reaches parts that other extinguishers only dream about'.

'White extinguisher - That marshal over there isn't wearing a bra'.

From ANDY NORFOLK

'Ere Flo, isn't that one of your old flames over there?'

'Take that ruddy Walkman off and listen to what John has to say about putting out his beard in case he misses his pipe with a match.'

From PETER HERBERT

'Jean-Marie Balestre's two closest advisers enjoy an afternoon in the sun at Stockton Farm'

From BOB WRIGHT

'If you lay her, I'll smother her.'

'If she's that hot, it'll take the two of us.'

'I know you're up to standard, but I'm under pressure.'

'We're no use to anyone unless we're under pressure.'

'I hate being handled and squeezed, I just go off.'

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

B.A.R.C. (YORKSHIRE CENTRE) ANNUAL COMPETITIONS 1990

The series of competitions for some very handsome trophies continues in 1990. These competitions are open to all Yorkshire Centre Members who take part in, or organise, or assist at our Centre events. In order to score points within any of the competitions it is essential that you enter on the form below.

The competitions are:-

THE PEARCE TROPHY

Marks are awarded to competitors and marshals on the scale below for all speed events and competitive motoring Club Nights where at least one month's notice has been given. The final markings to decide the awards will be based upon three events less than the total number organised during the season, the lowest marks being discarded.

Each member may gain 6 marks twice for acting as Principal Organiser. Also, each member may gain 5 marks twice for acting as Deputy Clerk of the course, Chief Observer, Chief Marshal or Secretary of the Meeting.

THE PEARCE CONSOLATION AWARD

Awarded to the person placed highest in the Pearce Trophy competition who has not won any other award during the season.

THE FIRTH BOWL

Awarded to the highest placed lady in the Pearce Trophy competition.

THE KEN LEE TROPHY

For competitors only. Marks are awarded on the same scale as in the Pearce Trophy for all competitive events.

THE CHIPPY-IOLA VASE

For couples either competing, marshalling or organising together on nominated events on the same basis as the Pearce Trophy. All nominated events count for the award.

MARKING

Marks are awarded as below:-

Acting as a principal organiser on an event	6 pts
Acting as a nominated assistant organiser	5 pts
Acting as a marshal at an event	3 pts

On two day events, marks may be gained by organisers and marshals on both days, but organisers may only gain marks for organising on one day only.

COMPETITORS

1st in class (subject to four entries)	6 pts
2nd in class (subject to four entries)	5 pts
3rd in class (subject to four entries)	4 pts
All other starters	3 pts

If less than four entries in class, marks will be based on last in class getting three, next highest four and so on. Marks will only be credited in respect of events taking place after the entry form has been received. There will be no retrospective marking. It is however acceptable to hand in the entry form when you come to the start of an event.

Competitors or marshals will only be eligible to win one of the awards in the same year (e.g. the winner of the Pearce Trophy cannot also win the Chippy-Iola Vase).

ADMINISTRATION

Current positions within the different competitions will be published in subsequent editions of the Yorkshire Centre Times. Marking records will be maintained by, and any queries should be addressed to:-

J. R. Hardcastle,
8, Hunger Hills Avenue,
Horsforth,
Leeds,
LS18 5JT.

B.A.R.C. (YORKSHIRE CENTRE) ANNUAL COMPETITIONS 1990

ENTRY FORM

(Please detach and return)

I wish to enter the 1990 Annual Competitions

I am usually a:- **COMPETITOR**
 MARSHAL OR OFFICIAL

Delete as necessary

NAME.....

ADDRESS.....

.....

..... POST CODE.....

MEMBERSHIP NO.....

Please return to:-

J. R. Hardcastle, 8, Hunger Hills Avenue, Horsforth, Leeds, LS18 5JT