



BARC

YORKSHIRE CENTRE

TIMES

ISSUE NO. 26



OCTOBER 1990

CHAIRMAN'S LETTER

Dear Member

The final was a super event albeit marred by problems with the timing gear caused by misting up of the lens. This is to be changed for next year to prevent further mishaps.

It has been a busy month and I spent a very enjoyable weekend at Spa watching the Belgian Grand Prix and happened to notice a Belgian registered Alfa Romeo sporting a BARC members badge. Stranger things happen at sea.

Now the season is almost at an end there are a couple of things for the winter diary already, the first being the Centre's Conference, which is to be hosted by the South Western Centre in October. This will be followed by the Speed Events Forum at the Old Golf House Hotel in November. Then yet another bash at the Parkway for the Annual Dinner Dance and Awards Presentation - read on for further details.

Should you have any points to raise at any of the above functions, please do not hesitate to write in to Centre's Secretary with details.

I hope you've enjoyed the final meeting and enjoy the Times.

Yours sincerely

Tim Thomson

COMMITTEE NOTES 1st October 1990

Next year the end of season barbecue will be publicised earlier so that competitors and marshals are aware of the function well in advance and can plan their arrangements for the weekend around it.

There will be a medical training session for marshals during the off-season, held in a readily accessible venue in Leeds under the direction of Tim De Dombal.

Articles for the next edition of the Times by Friday 19th October 1990 please to the editor:-

Mrs Pat Kenyon
4 Leslie Road
Hillsborough
Sheffield S6 4RB
Tel: 0742 340478

EDITORIAL

Once again, many thanks to the contributors to this month's Times. If your article hasn't appeared in this month's magazine, it has been held over for use in future magazines. You will realise that the Times is a little late coming out but it was held back so that a report of Harewood could be put in along with the Championship positions. More details will be given in the next issue.

Congratulations to Roger Kilty on winning the 1990 Harewood Hillclimb Championship, well done Roger.

Tim mentioned in his letter about seeing a BARC badge on a Belgian car. Apart from many of our members being spread the length and breadth of Britain, we have one member in BFPO 32 and one in Queensland, Australia. It would be good to hear from these two members of their connection with the Yorkshire Centre and any of their motor sporting exploits.

I do hope some of you will take note of the article from Tim Bendelow on marshals for the RAC Rally. The stage at Harewood needs a lot of marshalling with so many spectators expected and it would be good to see some competitors there. Hopefully the weather will be better than the event there two years ago when many of us stood on the edge of the hill in a horizontal snow storm, but we all survived and had an enjoyable day.

Pat Kenyon

RAC RALLY
STOCKTON FARM, HAREWOOD
STAGE 2
SUNDAY 25th NOVEMBER 1990

First car due at 0830 hrs but due to the expected large number of spectators, the stage will be operational from 0600hrs.

If you feel you can help, please ring Tim Bendelow (tel.no. with his article) as soon as possible in order to help him to delegate people for the various posts.

ANNUAL DINNER DANCE AND AWARD PRESENTATION

SATURDAY 8th DECEMBER 1990

PARKWAY HOTEL, OTLEY ROAD, LEEDS

Reception 7.30pm for 8.00pm

Usual band and disco

Evening dress

More details in the next 'Times'

MIKE WILSON

It appears that Mike Wilson has recently been in hospital for a replacement knee joint. As Mike put it 'I've had a new hinge fitted'. He has surrounded himself with all the modern day business equipment ie computer, fax, telephone etc and he is continuing to direct operations from his hospital bed. Mike will hopefully be out of hospital shortly and back home and I'm sure you will all join with us in wishing him a speedy recovery.

MASONITIS

It was noted that two drivers (that is excluding the founder of the above following - Tim Mason) were spotted sporting a very tasteful line in designer shorts at the last Aintree Sprint (Lancs & Cheshire Car Club Sept. 15th). Yes, John Bennett and Colin Wilcock you were spotted! If this attire is directly proportional to speed achieved on the track, perhaps we will see more bare knees next year!?

IRISH ADVENTURE

Tim Bendelow

I enjoyed reading Des and Norma Richardson's article about the two hillclimbs in which they took part in Galway in June of this year. Two climbs up public roads, both over 1½ miles seems quite a challenge - well done to Des for having a go at two new hills in two days.

How about a challenge? British drivers to travel to Ireland and tackle Ballyallaban and Corkscrew Hills then Irish competitors to come over for a Harewood and another hill. Perhaps there could be a trophy on offer for the best team? How about it Harewood regulars - would you be interested? Maybe my fellow marshals might like to go over the Irish Seal!

WINGS DAY

Chief Scrutineer Sid Hanson has asked me to thank all who contributed to the Wings Appeal at Harewood last Sunday.

The amount collected was £168 which we all know will be put to very good use.

Thank you all for your support of such a worth cause.

RONNIE CRAIK

It was with great sadness that we learned of the death of Ronnie Craik on 29th June 1990.

Ronnie will be best remembered for his spirited driving of his immaculate red and white Lotus Elan Sprint at Harewood as well as his native Scotland. We send our deepest sympathy to his family and friends.

CLASSES FORUM

OLD GOLF HOUSE HOTEL

OUTLANE

NR HUDDERSFIELD

(JUNCTION 23 M62)

SUNDAY 11th NOVEMBER 1990

COFFEE 10.00am

MEETING STARTS PROMPT AT 10.30am

Among the many topics to be discussed will be classes to be dropped?, new bogey times to be formulated and perhaps even an update on happenings on the proposed new course?

It is in your interest to be there and if you cannot attend, please write to or ring Chris Seaman, 193 London Road, Sheffield S2 4LJ Tel: 0742 - 585695 with your views, suggestions etc.

FOR SALE

VAUXHALL CHEVETTE HS

1979 2.3 litre genuine HS

Production run of only 400

Twin-cam 16 valve engine

5 speed Getrag box

47,000 miles

Only 2 owners from new

Gilt edged investment for the future

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FOR SALE

VAN DIEMEN RF85 (FF 1600)

Winner of 1990 Harewood Hillclimb

Championship and four wins and two second places in Class 14 during the year.

Several other class wins at Curborough and Aintree.

Immaculate condition

Everything that matters was renewed in February 1990 and has run for less than 100 miles.

Available after October 14th Curborough.

Offers to Roger Kilty on 0274 - 869747

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4.2 NCK ROVER V8 ENGINE

Completely rebuilt last winter

Five events since

330 bhp, dry sump etc, etc

Contact Bev Fawkes

0480 812066 (evenings)

0462 480480 (days)

WANTED

GENUINE 'HALDA' SPEEDPILOT

David Price is entering the 'Monte Carlo Challenge' next February in a 1963 Austin Healey 3000 and urgently requires a genuine 'Halda' speedpilot. Please will you search your attics and garages and if you should find one, David would be most grateful to hear from you.

Phone:(B)0734 401010 (H) 0628 825378

LETTERS TO THE EDITOR

Richmond
N Yorks

Dear Pat,

I was alarmed to read in your September editorial that the format of your fine magazine is to change in order to cut costs. I now realise that it is to keep costs at the same level and not to cut them that the changes must be made as I am sure fellow members will agree that in its present form, the 'Times' provides a both informative and amusing means of keeping a bunch of enthusiasts in touch with their club and each other between competitive events. This is in no small part attributable to your enlightened editorship, and if it suffers in terms of size, I hope it won't suffer in terms of content.

Interestingly 'Cars and Car Conversions' is currently running a competition to find the best amateur club magazine. The 'Times' would be a worthy entry, particularly when judged against some of the magazines that circulate.

May I conclude by supporting John Bennett's ideas for a class winners run-off, (although the concept of bogey times is perhaps lost on the average spectator), and Tony Briggs suggestion for motor cycle participation. My idea of a splendid wheeze would be to provide a standard car, say a Peugeot 205GTi or Mazda MX5, and let each class winner make a couple of ascents of the hill as a grand finale. Then the quickest driver would emerge rather than the quickest car.

Regards

Peter Herbert

Sutton Coldfield

Dear Pat

I refer to the remarks published in Yorkshire Times regarding non-starters. whilst I feel that the weather may, from time to time, play some part I wonder if the effects are as widespread as you suggest. From the point of view of organisers, spectators and marshals a high level of non-starters is a disappointment but I would also suggest that fellow competitors also lose out.

Why have I written? Well I was one of the non-starters at the meeting you mention. In fact I actually posted a retirement without taking a practice run. Having towed the car all the way from Birmingham in sometimes dreadful conditions, arrived in the drizzle to sign on and successfully scrutineered, a 'mystery' electrical fault prevented me from starting and I returned home.

Talking to a fellow competitor I learned that his tow car had failed and suggest that there might have been more valid reasons than you may think.

Coming from the marshalling fraternity where weather doesn't seem to matter too much, I was most upset to have non-started. I hope that this will be the first and last time.

On a different tack, having been one on a few occasions, I most wholeheartedly agree that Harewood has some of the best hillclimb marshals in the country.

Yours sincerely

Jeremy Edwards

Sheffield

Dear Editor

It was with some dismay that I noted that the RAC MSA had moved their Speed Events Forum away from the midlands to their headquarters at Colnebrook.

I can see the economic sense in using your own facility other than someone else's but logistically the midlands was a far more sensible area to hold this meeting. Even the MSA must be aware that there are many speed events competitors in the north and in Scotland who have already a long journey to undertake even if the forum is held in the midlands

Last year's forum was extremely well attended and competitors and officials were able to put forward their points of view. I fear that sighting it in London, attendance will be well down and perhaps I am being cynical when I say that I think they will probably have a far quieter and easy ride at this meeting. Is this what a forum is about, I ask?

Anyone holding similar views to myself on the sighting of this forum should address their disappointment on the new venue to the RAC MSA at Colnebrook for it is only with our representations that the venue could be more strategically placed next year.

Yours sincerely

Brian Kenyon

FOOTNOTE: These views are my own and do not necessarily reflect those of the BARC or the Yorkshire Centre.

NEW COURSE

We have it from the highest authority that the planning application, for the new course at Harewood, has been submitted and a decision is due at the beginning of November. Hopefully this will be successful, you can be sure that we will keep you informed as and when new information becomes available.

HAREWOOD CHAMPIONSHIP FINALS
SUNDAY 30th SEPTEMBER 1990
'JOLLY ROGER'

Heavy overnight rain followed by constant drizzle in the morning, left the Harewood course greasy throughout the majority of the day. Only the very last classes to run enjoyed anything like dry conditions, but as Roger said 'the rest of us have had our chances to sew the championship up before the last round', but I think everyone would agree we were denied a grandstand finish to this year's championship.

Although the championship was already his, Roger Kilty re-inforced his claim by being top points scorer on the day thereby setting the seal on a season which has seen him give consistent performances throughout, the sign of a true champion.

Richard Casey put in a storming run in Class 2 to head his class rivals by 1½ secs, his run of 48.73, (which included waving his rear wheel round Farmhouse) was a fine time for the conditions prevailing. Yet again the Harkness Nova got itself onto the leader board with Geoffrey at the wheel, second was an improvement on his last Harewood position of third in class. With further development over the winter, could the car possibly be turned into a Cooper S beater?

John Garnett (47.10) was the delighted winner of Class 3, well over a second in front of his season-long rival Richard Hargreaves. John celebrated in traditional style in the beer tent afterwards (oh yes, he had a chauffeur to take him home).

The shared Stiletto of Bobby Fryers (48.52) and Tim Smith (50.02) led Class 4 but close on Tim's heels was Andy Czakow (50.95), the closest that anyone has been all season to the swift Stiletto.

Terry Whiteman (50.97), in the diminutive Alfa engined Fiat, headed Tony Cook's Escort by ¼ sec while yet another marque was represented in third place by the Vauxhall of Michael Palmer. Many cars in this class showed mechanical frailty with the Doug Bruce/Steve Openshaw Capri retiring with locked brakes while Tony Mekwinski's second run was terminated at Orchard with some ominous metallic rattle. Terry Whiteman was fortunate to have a car to drive after son Leigh had leapt it over the gravel trap at Orchard.

Pat Kenyon (50.16) delighted competitors, marshals and officials alike when she gave husband Brian (50.60) a severe drubbing in Class 6. For once, Brian couldn't think of anything to say, his excuse book having run dry. Indeed, Brian was fortunate to stay in front of third place man Paul Greaves (50.87).

Brian Lee headed Class 7 after the first runs but by the time the second runs came around, the conditions had improved and both Graham Walker and Barry Marsden sneaked in front but the margin of victory was

smaller than has been the case throughout the year.

John Yardley led Class 8 on first run times but George Whittaker was able to put the power down in the Morgan more successfully on the second runs.

In Class 9 Mike Donner had three firsts, first time out in his pristine Lotus Elan, first time at Harewood and first in class (49.49), and you can't get much better than that folks! while Peter Herbert, who had held the lead on the first run times, slipped back to second place with 51.37.

Haydn Spedding came from behind on the first run and snatched a fine victory in his E Type over the mighty Porsche of a somewhat lack-lustre Tony Bancroft.

With only one shared car in Class 11B, that of the Centaur of Richard Netherwood and Michael Poole, the positions were settled after Michael shot off course and damaged the suspension on his all important second run.

Although Peter Harper hasn't made many visits to Harewood this year he still outclassed his rivals in the Clubmans cars. An on form Bill Wood stopped it from being a Vision one, two, he popped his 2 litre Vauxhall engined Mallock into 2nd place in front of Tim Barrington.

Leon Bachelier is pleased with the progress he has made in the March 82S having got down to the times he achieved with his ultra-quick Caterham. Those sorts of times weren't achievable today and 44.42 was just quick enough to edge out usual class leader Bob Prest (45.06).

Christian Mineeff (43.01) was left as the lone runner in Class 13.

Roger Kilty had a massive lead by Formula Ford standards, Roger asserted his authority in the first runs and consolidated it by a fine 44.52. The rest of the class had no answer to his pace, Paul Harris scored his best result to date with a super smooth drive in 'Kermit' - he stopped the clocks at 45.23 while John Bennett, somewhat subdued after a first run spin, was third in 45.31. 4th and 5th places were secured respectively by Mick Moore and Ian Stringer, they being the last of the 45 second runners with 45.58 and 45.84.

John Corbyn (44.15) looked quick on the hill all day, the Jedi untroubled by its class rivals of whom Ian Blunt (45.89) was the nearest pursuer.

Sue Sturges led Class 15 up to lunch but afterwards male chauvinism reared its head and Andy Jackson took over the class lead with 45.30 while David Smith came back from a poor first run with a 45.53, 2/100ths faster than a somewhat chastened Sue Sturges.

Mark Colton was 2 seconds quicker in Class 16 in the wet morning conditions but threw it all away in the afternoon when he turned sharp left at Orchard under braking. Chris Seaman must have been subjected to a severe team talk as he resumed his usual

class lead with 40.92 while Darell Staniforth was nearly a second off Chris's pace while David Seaton was a similar margin behind the Quest Terrapin.

With our most competitive entry so far at Harewood in Class 17A, Paul Turner showed a fine turn of speed in the SPA 390. Paul, who we normally associate with a Lola T492 sports racing car, adapting well to the single seater to take the class lead with 41.73. Three drivers were locked in combat in the 42 second bracket and the trio was headed by the Martin BM16 of Clive Harris on 42.35 in front of Tony Bridgen (42.52) and Andrew Parffrey (42.88).

Polished performer that he is, Ray Rowan in the first runs was very nearly 3 seconds quicker than Tim Thomson but when conditions improved in the afternoon, Tim slipped back to third place behind on form father Jim, whose 39.17 was then eclipsed by Ray's 37.74.

As in the class runs, the Thomson's had to give best to Ray Rowan although they reversed their class positions, Tim beating Jim by 0.31 sec. while Ray put the destination of FTD beyond doubt with a storming run of 36.29, very nearly 2 seconds ahead of Tim.

RESULTS

CLASS	NAME	CAR	TIME
2	Richard Casey	Cooper S	48.73
3	John Garnett	Sierra Cos	47.10
4	Bobby Fryers	Stiletto	48.52
5	Terry Whiteman	Fiat Alfa	50.97
6	Pat Kenyon	AH Sprite	50.16
7	Graham Walker	Reliant	48.77
8	George Whittaker	Morgan	48.38
9	Mike Donner	Elan	49.49
10	Haydn Spedding	E Type	48.70
11B	Richard Netherwood	Centaur	48.68
11A	Peter Harper	Vision	43.74
12	Leon Bachelier	March	44.42
13	Christian Mineeff	Pilbeam	43.01
14	Roger Kilty	Van Diemen	44.52
15A	John Corbyn	Jedi	44.15
15	Andy Jackson	OMS	45.30
16	Chris Seaman	Brabham	40.92
17A	Paul Turner	SPA 390	41.73
17	Ray Rowan	Roman	37.74
FTD	Ray Rowan	Roman	36.29

Harewood
Hillclimb
Champion

Roger Kilty

HAREWOOD HILLCLIMB CHAMPIONSHIP

POS	NAME	CAR	POINTS
1	Roger Kilty	Van Diemen	90.94
2	Brian Kenyon	AH Sprite	89.95
3	John Bennett	Van Diemen	89.39
4	Graham Walker	Reliant	88.58
5	Richard Hargreaves	Sierra Cos	88.56
6	John Garnett	Sierra Cos	88.42
7	John Wilkinson	Royale	86.90
8	Barry Marsden	Reliant	85.96
9	Martin Brobyn	Cooper S	85.85
10	Paul Harris	Hawke	85.81
FTD	Tim Thomson	Pilbeam	40
2nd	Chris Seaman	Brabham	39
3rd	Dave Whitehead	Chevron	27

LADIES AWARD

Pat Kenyon AH Sprite 84.35

Report of the Championship will be published in the next magazine.

LOST

Lost at Harewood on Sunday 30th September, 2 Mamba Solar wheels, 7" rim, 4" PCD fitted with 7.2 Avons.

They were left near the 500cc Racing cars and anyone knowing of their whereabouts, please contact Steve Owen, 1 Holt Park Gate, Adel, Leeds.

WILL THE DRIVERS MARSHAL?

Tim Bendelow

We are rapidly approaching our big event at Harewood - the second stage of this years 'Little Rally' to be run at around 8.30am on Sunday 25th November. We are almost guaranteed a complete field (c160 cars); hopefully a large crowd (c10,000+). The next nearest stage is Humberside and the weather of course is unknown. What we do urgently need is manpower (and women too!) to marshal the stage bearing in mind the large number of spectators anticipated.

As the driving season will be well and truly over, why not give us a hand on Sunday morning. You can expect a warm welcome from me as Chief Marshal, and other officials; a prime view of the stage with some classic standing areas over the 2 mile section. So how do you help? Give me a ring or fill in the availability form in September's Times and return it to me and I will set things in motion.

Don't hesitate, let me know as soon as possible and be part of the 1990 Lombard RAC Rally!

The challenge is on - can the drivers marshal?

Tim Bendelow phone: 0423 340594.



STARTING YOUNG David Bailey

Not too long ago, one of my friends asked when it was that I had first driven a Formula Ford. When I replied that it was sometime during 1972 you can, no doubt, guess the reaction I received; either I'm being a stranger to the truth regarding my age or my recent marriage is having a premature aging effect (only joking, Sue!).

But, seriously folks, the truth can be seen by the photograph accompanying this article. Being a car mad 6 year old - a trip round Aintree Circuit on your father's victory lap of honour was more than words can describe! Especially when this was completed in his race winning Titan Mk6.

1972 was Ken's most successful year. The year was a busy one with races being competed in all over the country. All the races were completed behind the wheel of Ken's 'semi-works' Team Titan Mk6 Formula Ford. Although Ken actually bought the car



A young David Bailey sitting on dad's knee

himself, it was at a discounted price with Titan Engineering maintaining the engine with regular precautionary rebuilds at £25 a time!

The background to the photograph shown I hope will be of interest to you. The following description of the race is from various notes and reports from Ken's scrapbook:-

AINTREE FORMULA FORD RACE - 10 LAPS 1972

Team Titan had another successful outing, this time the win was by courtesy of Ken Bailey. However, the victory was not without some close competition from Frank Sytner in his Merlyn Mk20A (ex-Ian Scheckter) and Stu Baird aboard his Lotus 69F. Richard Hawkins was with this leading group early on until he went off up the escape road at Club Corner and lost a few places. Sytner took the lead from Bailey on a few occasions but Bailey seemed in command and looked safe for a win when he entered the final corner.

At this point, Sytner made a frantic attempt to get past him, or over him, or something, and touched the back wheel of the Titan losing his nose cone in the process. This error delayed him sufficiently to give Bailey a clear win and let Baird through into second place. Terry Horrocks' self-constructed car finished a good fourth ahead

of Hawkins' and former World Karting Champion Kelvin Hesketh (Crossle 20F).

As a matter of interest, the fastest lap was set by Frank Sytner at 1m 03.00seconds (93.71 mph) which established a new lap record. This report has several interesting points:-

1) at least 2 of the Formula Ford models mentioned are still being used in hillclimbs and sprints

2) wouldn't it be interesting if the sprints at Aintree were completed over a complete lap? (I know John Bennett has managed a low 51 sec time over the current sprint course - this still leaves approx 12 seconds to complete Club Corner and cross the start/finish line. I appreciate that chassis and tyre technology have improved significantly over the years but an interesting comparison none the less.

3) finally, it just goes to show that after his performance at the British Touring Car round at Birmingham, Frank Sytner hasn't changed much either!

For the record, Ken's 1972 season finished as follows: 30 races(!) competed at Oulton Park, Croft, Cadwell Park, Silverstone, Mallory Park, Aintree, Rufforth and Thruxton.

Results: 16 victories, 11 second places, 3 third places, 6 lap records (Croft twice, Silverstone, Aintree, Cadwell Park & Rufforth). Outright victory in 4 Championships and 2nd place in one other. Having elected to take prize money in all events, Ken, after all costs (that's including transport, fuel, tyres, engine, entry fees etc.) made a small profit! The car, incidently, was sold at the end of the season to make way for the ex-Graham Eden Racing March 722 Formula Atlantic car. The price? Bearing in mind the car had never been shunted - £1595. If only we had it today! At least we can have our current Royale in the same shade of orange. Ah, memories!

PS. Since writing this article, congratulations are due to Tim Mason who, at the Lancs and Cheshire Aintree sprint on Sept. 15th eclipsed the previous record by, I think, over half a second to leave the new mark at 50.76. Well done Tim, what a marvellous effort. However, it should be pointed out, that the first 5 finishers were all under the old record as it stood at the beginning of the season; 2nd John Bennett (51.10), 3rd. Ian Stringer (51.25), 4th Roger Kilty (51.58), 5th Ken Bailey (51.84). Well done to all of them. Especially to 'Pops' who reacted well to the challenge by his son who, until the last timed runs was the slightly faster of the two. Well, Dad, I wasn't that far behind you on 52.08 and if I hadn't had a wheel locking moment at Country Corner who knows? Never mind, there's always next year!

Regards
David

RAMBLING ON
Mitch Elliott

Motorsport, in whatever capacity, tends to be a more than time consuming sport. A rare event occurred in June - a 'free' weekend. This did however co-incide with several events at nearby Newark showground. Sunday morning saw Pauline and myself at the auto-jumble and several 'bargains' were soon acquired, much to the good lady's concern. "Is this the start of another spares cupboard?" - she sounded less than convinced when it was explained that the 'bargains' were too good to miss.

The afternoon was occupied by activities at the opposite end of the showground - tractor pulling - to the uninitiated this involves pulling a sled from a standing start for 100 yds (or attempting to), the sled carries a weight which progressively moves forward to load the tractor, its rate of progress is varied to suit the class of tractor. The pulling strip is a specially prepared surface which is graded after each pull. The 'standard' class do generally look like tractors, they are usually a permutation of a given manufacturers components with oversize turbo's and fuel pumps, even so these tractors have power outputs of 'F1' proportions.

The second class is for 'modifieds', when describing these forget all about tractors in the normal sense, the class consisted of five entries as follows:-

- a) two were powered by single Rolls Royce 'Griffin' aero engines and were the 'babies' of the class.
- b) one fitted with two of the above engines.
- c) one fitted with 9 (yes 9) Jaguar engines, 8 x 6 cylinder units and 1 x V12, all were in line in 4-1-4 configuration.
- d) last but certainly not least was the 'star' entry, an american built device sporting 5 'big block' supercharged Chevrolet V8's, methanol fuelled. Three were in line with two at 90 degrees in a cross-like formation.

Drag racing is nothing if not spectacular but in my view, tame to this, the noise alone produced by one of these is beyond description and without doubt is very much part of the spectacle. The exhausts in general being a 12" stub out of each cylinder when not turbocharged, in their case it is a straight vertical pipe, the size of which is akin to a street light column.

A conservative estimate for the last 'tractor' must be at least 1000 bhp per engine, if you get the chance to watch, take it, but do not forget the cotton wool.

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.

KNOCKHILL - 29th JULY 1990
Tony Hodgetts

At the end of July, the BARC moved North of the Border and ran a race meeting at Knockhill, whose principal event was a round of the Formula Renault Championship. It's a fair way, but a fine Saturday evening gave us a marvellous run through Coldstream on the A69 and some good Scottish hospitality at North Queensferry set us up nicely for the work ahead.

It was almost like being at home. The first thing we saw in the paddock was Ken Gibson, complaining that his tickets hadn't arrived; the next was a familiar mass of hair which indicated that Ken Ward had also made the journey. We signed on in the Marshals canteen (pause for gasps of 'what?') and set about the day.

Knockhill is a nice tight little circuit, rather bumpy, but very spectacular, with views of the Firth of Forth. Why, with all of Scotland to go at, are the two Scottish circuits in sight of one another?

There's a good bunch of enthusiastic marshals who cover all sorts of events, and the standard is high. Practice was uneventful (always a bad omen), and we broke for lunch with the thought in mind that it was all about to happen. The marshals went for their hot lunch courtesy of the circuit (how about that then?) and then we re-assembled.

The Citroen 2CV's were spectacular in an angular sort of way - rather like camel racing both in appearance and sound - and the Suzukis in the Firestone race knocked seven bells out of one another as usual. The main race was led from green light to last corner by Jason Platt, driving beautifully, until on the last corner his team mate used his rump as a target and left him stranded in sight of the chequered flag, which he then took in his stead. After that the Formula Fords seemed tame!

We're all going back next year. It's well worth the journey.

SILVERSTONE 90
Mitch Elliott

July 12 once again saw the Lincoln club regulars heading towards Northants, it was time for the annual 'Bernie Balestre' show. As usual Phil (White Peak) Foster, wife Aggie, Pauline and yours truly were advance party to get the shopping done and tents erected in readiness for those arriving Thursday evening. The half-way watering hole and meeting point was as ever the Cavalier at Collyweston, a pub I can recommend for both its ale and food. The village is approximately 2 miles west of Stamford on the A43 Corby road.

I am convinced the profit margin at Tesco Northampton must multiply at least 'tenfold' during GP week, assisted not least by the race teams stocking up on 'Coke' and pasta, they are readily identified by the fact that they buy the drink by the 'case'.

Camp was set up with a space reserved for late arrivals, a walk around the 'airfield' sector gave chance for renewing old friendships as well as meeting some of the 'new faces'. This year I was working with Bob Wright, at least the previous week's RAC round at Harewood had allowed us to have a brief discussion about the task in hand. Signing on Friday morning revealed another Harewood face, Bruce Woodhead - it was just like being back at Harewood. 'Our' duty for the week-end was the large heli-pad. Friday and Saturday are very quiet with little action in the air apart from team flights into the small heli-pad but Sunday is a very different matter with the number of 'flights' making Silverstone one of the worlds busiest airports, the achievement is amazing when you stop to remember that all contact with the control tower is visual with no radar, it is easy to understand why the airwaves get somewhat busy, one can only applaud the control tower team.

After two days of glorious weather, Sunday dawned? foggy, this stopped all air movement until around 9am. At this point the sun broke through and 'all hell broke loose', the sky was filled with noise as effort was made to recover the lost time, the charter flights were crammed in to ensure the passengers were all in for the start of the GP. Our duties consisted of keeping the public out of the arrival areas, ensuring passengers did not take short cuts across the control area. The two hour duty periods allow for a welcome respite from the continual draught and kerosene laden air. During the Friday and Saturday these off-duty periods enable plenty of spectating to take place, I particularly enjoyed the Metro race on Saturday. Viewing was from the outside of the Woodcote complex, every line possible both on the circuit and through the gravel traps were taken.

Another familiar face seen during practice was that of Tim Smith and when questioned as to why he was in a Merc and not one of 'Reggies' products he said it was the only vehicle that was taxed. The first 15 laps of the GP were watched from the inside of Abbey, it served well to remind why the top drivers are held in such esteem, the speed being quite awesome. After it had all finished one could feel the 'despondency' in the crowd with none of the 'bustle' of previous years.

All too soon it was all over, next year will see a host of changes to the circuit and it is rumoured a new campsite on the outside of the circuit. If so, a bike will be on next year's check list. The ritual Sunday night pit lane 'scavenge' brought few souvenirs but served to remind how large the gap is between the teams when one compared the 'clinical' conditions enjoyed by messrs Ferrari, McLaren etc to the oily surroundings of the qualifying teams.

MARSHAL'S POST

John Staveley

There is no 'Know Your Marshals' this month as hopefully all the competitors will be turning up to join us on the RAC Rally stage - won't you??!! Anyone not turning up will be branded a cissy.

Congratulations to the Harewood Championship winners Pat Kenyon, Roger Kilty and Tim Thomson from all the marshals at Harewood.

Thanks to all those drivers who have competed this season, we have all enjoyed your company, efforts and mistakes!

Talking of mistakes, surely John Garnett was mistaken when he reckoned if it hadn't been wet he might have got the class record, I mean he wouldn't have the audacity to beat 'THE' Richard would he?

Many drivers were seen wearing natty headgear in the rain on Sunday - Lynne Whitehead (did you borrow it from Dave?) and Chris Seaman stand out for mention although 'J.R.' Clark cannot go unmentioned. I can't help feeling that we ought to run a competition for the best 'headgear' at Harewood.

John (laugh a minute) Garnett should be on the stage (who said sweeping it?), his quick fire wit kept the marshals amused at Paddock Exit for sometime on Sunday morning.

If Dr Holden thought we didn't see him falling over on Sunday afternoon he is wrong - twice was it Peter?

I'm sure all the drivers would like to join all the marshals in thanking the start crew for their efforts this season - on many occasions there has only been three of them.

We need more marshals for the RAC so all offers through Pat if you can't find Tim Bendelow's number - come on competitors, this is your chance for some fun, to meet the 'marshalling rabble' and to give something towards improving Harewood.

What can one say 'Super Ace' BK being beaten by Pat - we told you Pat is quicker through Orchard than you are!! Perhaps it's time BK hung his helmet up!! (all comments to Pat please).

The marshals will be undergoing a medical course in the winter to be held at Leeds University for five weeks from the middle of January - it's free and will be run by Tim De Dombal and friends (the medical profession's answer to Rainbow). Any drivers who would like to attend, you will be most welcome (I'm not sure if you will be able to stand it, will you Mike [Smith]?). Perhaps Peter the Scribe could come and write about it, there will always be a place for our competitors - if you want to come, ring me on 0845 - 526008.

Finally - we've laughed, we've sulked, we've got wet, we've got to know a few more of you, we've survived another season at Harewood, but most of all we've loved it and we can't wait for next year. Thanks to all the competitors for giving us the chance to 'play'.