



YORKSHIRE CENTRE

ISSUE NO 30

TIMES



MARCH 1991

CHAIRMAN'S LETTER

Dear Member

At last we have held our re-scheduled Dinner Dance and although numbers were well down on previous years, partly due to re-scheduling, partly due to the current economic situation, all those who attended seemed to enjoy the evening immensely.

Due to the increasing costs of such events, various other alternatives have been suggested, and I would appreciate your views on alternative ideas, perhaps combined with fund raising events or a more informal arrangement for the prizegiving.

I must say that in the past years the Annual Dinner Dance has become the Centre's only real social occasion, but numbers are restricted due to the venue we have used. If there is more wide scope enthusiasm for an alternative event then only your comments will assist the Committee in reviewing the current situation.

It was sad to note that, due to illness, Barbara and Harry Mason were not in attendance at the dance, and my sincere good wishes go to Barbara, along with those of the Committee, looking forward to a speedy recovery.

You will have noted from regulation booklets sent out with previous 'Times', that the Committee has agreed to nominate a meeting to be known as the Jim Thomson Trophy Meeting. It is the intention to establish as many old timers, dare I say it, in returning to Harewood, to participate in a meeting which will pay tribute to the efforts put into the sport by not only Father, but so many people over the years who have enthused, encouraged and had so much enjoyment from hillclimbing at Harewood.

I trust you will get your entries in early and keep your eye out in the 'Times' for other details of what else will happen on that week-end.

Tim Thomson

EDITORIAL

After a little smooth talking on my part, prolific scribe Peter Herbert has been prevailed upon to write for the 'Times', a report on the Harewood events. I am sure that you will enjoy his chatty and humorous style and I think any move away from the considerable editorial viewpoint can only benefit the balance and enjoyment of your club magazine.

As you will all have received your regulation booklets, you will no doubt have noted that there are more Harewood events than usual, consequently this will put a considerable load on our loyal and enthusiastic band of officials and marshals so if you are not competing at any of the events, why not offer your services, I am sure you will be welcomed with open arms.

I can only echo Tim's pleas concerning the social scene for although the Dinner was an enjoyable occasion, it lacked the support of competitors, club officials and members so obviously changes to entice them back are required.

Your chance to discuss this and many other topics concerning running of events and the Centre can be voiced at our forthcoming AGM on Sunday 10th March at Stockton Farm so don't rush off at the conclusion of the meeting, stay and give the committee the benefit of your views.

Pat Kenyon

ARTICLES FOR THE NEXT EDITION OF THE 'TIMES' BY MONDAY 18th MARCH 1991 PLEASE, TO THE EDITOR:-

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LETTER TO THE EDITOR

Sale
Cheshire
17.2.91

Dear Pat

This is just to let everyone know that Frank and I will not be coming to Harewood this year, much to our regret. Frank had a heart attack last Monday afternoon, he was very lucky as he was in hospital at the time, the doctor had sent him there earlier in the day.

He is fine now and will be coming home next Tuesday but has been told no hillclimbs this year. If he continues to be well we hope to be at Wallasey and a 'later in the year' Aintree.

Thank you to all those who have had photographs from us over the years, we will miss meeting you all, not just customers but everyone. We have always said that the friendliest people we've known are the hillclimb and sprint crowd. It has been worth being cold and wet at times just to know them. We also think that the 'Yorkshire Centre Times' is the best club magazine, and we see quite a few.

Frank sends his regards to everyone.

Hope you all have a good season and good weather.

Regards

Peggy Hall

FOR SALE

WARD MK 8 CLUBMAN HILLCLIMB/SPRINT CAR

Full Race, all steel Holbay

1700cc push rod engine

Quaife gears in shortened magnesium box

Alloy Bellhousing

Magnesium/alloy diff housings

with 8 spare ratios

Alloy brake calipers

Independent rear suspension

New rear slicks fitted recently

Lots of mechanical spares and body panels

including 3 nose cones and 2 bonnets

This is a very light, nimble and well developed car with a proven record. It has just been completely overhauled and set up ready for this season and is in mint condition.

Enquiries to Joe Ward on 0751 73680

GARAGE CLEAROUT

Avon slicks -

A16 (9 x 20 x 13) and A3 (14 x 23 x 13)

Sabelt 6 point harness

Nomex overalls and gloves (40/42" chest)

FF1600 engine parts:-

inlet manifold, flywheel, clutch, distributor

Coil springs - 2 1/2" ID -

275lbs x 7.5"

100lbs x 8"

Facet Red Top fuel pump - new in box

Girling 0.70" master cylinder and reservoir - new

Microdynamics electronic ignition -

X flow/twin cam - new

Distributor caps - BDA/twin cam - new

Air filter for twin 45 DCOE's

FT/FG gear ratios - 13 pairs + gearings

all good to new condition

NO SENSIBLE OFFERS REFUSED!

Telephone 0274 869747 (evenings)

FOR SALE

Small four berth caravan and awning

Hot water, shower, oven, fridge,

heater, porta-potti

1981, smart and tows well

Must sell hence

£2000 ono

Please ring Paul Goldman on

081 449 5107 evening

081 591 9666 day

WANTED

Shared drive in competitive car

for 1991 Harewood Events

Sponsorship/cash available

Please ring Richard Jackson

Tel: 0423 867373 (W), 0532 680565 (H)

0836 559955 (mobile)

WANTED

WHEELS

13" x 8" and 10"

4" pcd

Cast or split rim

Tel: Mark Wilson 0602 604869

RALLYCROSS GP

MITCH ELLIOTT

Having recovered from the RAC, Saturday 1 December again had the alarm primed for an early start (03.30am), a slight detour to pick up Phil and Aggie and soon we were across to the A1. By Grantham the ladies appeared to be catching up on lost sleep as little sound came from the back of the car. Traffic was light and good time was made. 06.00am saw us at the regular watering hole (South Mimms Services), the volume of custom at that time on a Saturday morning was surprising. A leisurely breakfast was enjoyed and journey recommenced with four fully alert occupants. In the misty dawn the towers and part completed span of the new Dartford Bridge took on an eerie and menacing appearance.

Arrival at Brands was in bright and dry conditions (unlike last year), duties were allocated and saw Aggie and Pauline 'flagging' with Phil and yours truly as course marshals (some would say coarse was a better term).

The days proceedings soon got under way and being on Druids 'out' we had a fairly good view. The Nova Challenge cars were akin to terriers, not just in the way that they attacked each other and generally squabbled but also in the way that they 'cocked a back leg at every opportunity', three wheeling was the order of the day. When the 'big boys' came out to play things certainly came alight, spectacle of the weekend for me was a young (22) Norwegian Tommy Rustadt (he has only recently made the transition from karting) driving his 2.8 litre Volvo 240 like it was one. The angles he got that car to were amazing. I am sure he is a young man we will hear a lot more of in the future. As at Croft, the Scandinavian contingent were readily identifiable by their 'F1' style motorhomes and transporters, in fact one competitor travels to all events from his home way up in the Arctic Circle, I dare say his annual mileage and fuel usage make for very interesting reading.

Saturday night saw us once again staying at The Swan at West Malling (the locals pronounce it 'mauling'), a village approx 10 miles from Brands. An old coaching Inn with good food and even better ale, our room this year was furnished with a very imposing four-poster bed, although 'new', it fitted in with the surroundings well. Last year we had a room at the rear of the building and settlement was such that when moving

around the room the vibrations caused everything on the shelf above the wash basin to 'leap off' into the wash basin or catch the edge and shoot across the floor.

Phil is not a red wine drinker, unfortunately! we have to order both red and white. Having had a drop of well kept Bass, a glass or three of wine and several brandies to keep the coffee company, sleep was easily achieved. 07.30am Sunday morning saw 4 pairs of bleary eyes sat around the table for breakfast.

A good crowd had assembled to watch Sunday's racing, the day has been well chronicled in the weeklys. Drive of the day was from Tony Bardy, his amazing Vx Astra hounding the Cosworths in Div 1 all day, in fact I'm sure had he found a way past, he would have been able to put a bit of daylight between himself and the 'Cossies'.

Unfortunately after 2½ laps it all ended in tears, Will Gollop suffered his 5th or 6th puncture of the weekend, the ensuing 'moment' collecting both Steve Palmer and John Welch. I am sure in my own mind that 'Golly' would not have found a way past Martin Schanche's RS200 as the Norwegian always appeared to have a 'bit in hand' and never looked at all pushed.

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 CLUBROOM, STOCKTON FARM, HAREWOOD AT 6.00pm ON SUNDAY 10th MARCH 1991

BY ORDER OF THE COMMITTEE

J M ENGLISH
HON. SECRETARY

ANNUAL GENERAL MEETING

THE CLUBROOM

STOCKTON FARM

HAREWOOD

6.00pm

SUNDAY 10th MARCH 1991

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 English, 32, Farfield Avenue, Knaresborough, HG5 8HB by the morning of Saturday 2nd March 1991.

OUT OF THE FRYING PAN - INTO THE FIRE

BRIAN KENYON

When it was announced that there were to be changes made to the RAC MSA sprint and hillclimb classes, a feeling of euphoria swept over me. Now apparently was the chance to sweep away some of the crass anomalies which had been allowed to creep into the sprint and hillclimb scene. But unfortunately my elation was short lived, first the manner in which the new classes were announced - ie they were released initially to the RAC registered sprint and hillclimb competitors for their perusal, and by the time people such as myself were able to examine them, the Speed Committee had announced that the new classes would stand for 5 years. Even so, I was moved to attend the 1989 Speed Open Day held at the National Motor Cycle Museum. The second blow came when, although there was very considerable opposition to the Modified Production classes voiced from the floor, the committee were unmoved and except for accepting that production cars should be compelled to carry windscreens, they were unable to take on board any of the suggested changes. Perhaps I'd expected too much from a committee who had allowed the Sports Racing 'Saloon' to develop, ruined the Modified Sports Car category, introduced the 2500 yard rule, and at one point dispensed with the supercharging/turbocharging equivalence formula.

First of all let us examine the positive moves that have been made. Very little, if any, opposition has been voiced regarding the capacity splits or the Sports Libre categories although why Sports Libre should have different capacity splits is still a mystery to me. Oh yes, I know the old chestnut will be thrown up that they didn't want the existing cars to be uncompetitive, but surely if changes are to be made they should be made in one sweep and not piecemeal.

The major problem arises when you closely examine classes A, B and C, the Modified Production classes. To use the MSA's own words, 'the new classes are based on the types of car that will be available to competitors in the 1990's while at the same time protecting the competitive life of existing cars'. Unfortunately when you examine the

regulations for such cars, you will find that they are framed in such a way as to make the Lotus 7/ Caterham/ Westfield type vehicle almost invincible within this group of classes, especially when you note that vehicles manufactured in quantities of only 100 are required to be built within 12 months. This is made even worse by the fact that the RAC MSA state that 'vehicles of lesser quantities may be admitted', surely this means that highly specialised vehicles will be produced to dominate these classes, although the occasional upset may be caused by the odd Clan, Davrian, Porsche Turbo or Morgan V8 but this will be the exception rather than the rule. I, along with others, can foresee the death of the competitive saloon, this would be a sad loss to the National competitive scene for although such cars may be entered, they will be only fodder for the '7' type vehicles within the class. If this is what the committee had in mind, I suggest they have been poorly advised. The National scene needs competitive saloons competing successfully within its class structure.

So what is the solution to what I see to be a major problem? First of all the Modified Production cars should be set a more realistic production figure and the specialist type vehicles should be separated off into their own group of classes. Surely no-one can take exception to the idea that the Lotus/ Caterham/ Westfields should have their own group of classes for it was not too long ago that such cars were considered, and were classed as, Clubmans cars! so expand the classes, although this in itself is a major sticking point with the Speed Committee in that they steadfastly refuse to expand the number of classes above 12. Why?

Hillclimbing and sprinting, if it is to retain its appeal to spectators, and also to competitors, should have as diverse a range of cars competing as is possible at the highest level and the sight of a well driven Sierra Cosworth, BMW M3, new Lotus Elan, MX5, 16v Astra, 16v Metro, etc - cars of the 90's - must surely have an appeal particularly to the general public who like to see cars to which they can relate. These cars will be no less spectacular than a load of 'production' clubmans type vehicles. Anyone who doubts this should see the two wheel antics of the Touring Car Minis, Marque Sprites etc which compete regularly in the North of England. Speed in itself

is not the only criteria on which public acceptance and enjoyment can be based, for it must be realised that for our sport to grow and to flourish, we must put on a spectacle for our spectators.

It would be an act of great statesmanship if the Speed Events Committee could acknowledge the need for more realistic production classes and for these to be used in their hillclimb and sprint championships.

I consider it is still not too late in the day for changes to be made and it is only with constant pressure that good sense will prevail and genuine production classes will be introduced into the national scene, but it needs your constant input so please keep your letters coming to the 'Times' and lobby members of the Speed Events Committee. I will make myself available to any member of the committee for discussions on the above subject at any time. Meanwhile perhaps a member of the Speed Events Committee may wish to put their point of view.

DATES FOR YOUR DIARY

March 10th	Harewood Practice Day and Marshals Training Day
March 10th	Annual General Meeting in the Clubroom at 6.00pm following the Practice Day
March 30th	BARC/CCC Championship Meeting at Harewood
March 31st	Harewood National Meeting
May 11th	International Porsche 356 Classic Run
May 18th	Harewood Novices Meeting
May 19th	Harewood Members Meeting
June 8th	Jim Thomson Memorial Trophy Meeting
June 9th	Harewood Championship Meeting
July 20th/21st	Harewood RAC National Meeting
Aug 18th	Harewood Members Meeting
Sept 28th/29th	Harewood Finals Meeting

ANNUAL DINNER AND AWARD PRESENTATION

As Tim has mentioned in his Chairman's Letter, the Annual Dinner did at last take place on February 16th. The numbers were down a little on last year but the most noticeable thing was the lack of familiar faces. I think we counted 10 competitors (and two of those are committee members), six of whom collected awards.

As Tim has suggested, if anyone has any ideas for social gatherings, award presentations, Christmas parties or a Reunion Dinner, please let any committee member know so that details can be looked into during the year.

We are still looking for a suitable venue for a South Yorkshire Club Night, if anyone has any suggestions, please let me know. These social evenings were very popular in the 70's and we hope to start them again later this year.

Pat Kenyon

MORE?

TIM BENDELOW

Do you have any more letters from 'Worried Blue Eyes' since the last example in September's Times?

The drama could be interesting to develop on a regular basis as Mervyn and 'Blue Eyes' motor sport activities carry on. Perhaps we'll see them at this year's Practice Day on March 10th?

(Ed: 'Worried Blue Eyes' is not a figment of my imagination as many members seem to think, I do genuinely receive letters and any that arrive will be published in the 'Times' with a suitable reply, if one is asked for.)

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

VIDEO VIEW

BRIAN KENYON

All the family got together and my Christmas presents consisted mainly of a bumper bundle of diverse and interesting motoring videos.

MOTOR RACING '60s STYLE

Distributed by PP Videos

For those interested in the sights and sounds of the sixties I give my unequivocal recommendation to the set of three videos produced by PP Videos.

All the videos (whisper it quietly) were based on publicity films that the BRSCC had made during the sixties. The first of them covers the years 1960 and 1967. The 60's part of it is based on the Formula Junior Championship series and features rising stars Jim Clark and the vastly underrated local lad Trevor Taylor. The racing was always fast and furious in this category but do I detect that the tyres were somewhat narrower than those used now on the Formula Junior cars in Historic Racing? The '67 part is more diverse and covers Formula 1 racing at Brands and one of the early sights of a winged car when a Chaparral competed in the Sports Racing race. Club racing is featured at Cadwell and the clubmans cars consist mainly of Lotus 7's and U2's with a glimpse of the Chevron of Barry Joel, who has in the past competed at Harewood. Tony Dean was breaking lap records in the Sports Racing category.

The next of the series covers the 61/62 period and features a Formula 1 race at Crystal Palace, and at Mallory Park one of the most exciting saloon car races that I have ever witnessed (I was there at the time) between the Minor 1000 of Harry Ratcliffe and the Mirfield Anglia. Brands is also featured and one of the things that comes over throughout the course of all the videos was that the superstars of the day didn't just race in Formula 1, but hopped out of a saloon and into a F1 car and then out of that and into a sports racer, all within the course of one meeting. You can just see your superstars of today doing such a thing. The 62 part covers, amongst many others, a race at Rufforth, straw bales and oil drums denote the course at this much missed venue. A June sports car race is featured with Pete (Rhubarb) Smith's Speedwell Sprite on the

front row of the grid, alongside is another green Sprite sans windscreen, could this perhaps have been driven by our past Chairman, Jim Johnstone?

The third video covers 63 and 64. It opens with an Oulton Park race meeting, I mention this because featured is a black and yellow Speedwell Sprite which I presently own. The video moves on to a hillclimb at Wiscombe, covers Brands 6 hours with Galaxys and Jaguars fighting it out for victory. Further races at Mallory, Brands, Cadwell, Oulton etc are all featured. Unfortunately, throughout all the videos, the sheer fact that they try to cram in to each film as many venues and races as possible, they are by necessity only short glimpses of each race. This is not a criticism for I am sure that it is better to see the exciting parts.

One thing that comes over is that all the marshals of the day usually had a fag in the corner of their mouth and were dressed, almost to a man, in shirt sleeves while the officials had the full regalia of ties and suits. The photographers were obviously without fear for they stood with one foot on the track and were within inches of the cars as they thundered away from the grid or slid round a corner.

If you are at all interested in the 60's period, I cannot recommend the three videos too highly, it's just a pity that the BARC haven't come out with such a series, I would dearly love to see such excerpts from early BARC events.

THE HISTORY OF NASCAR AND THE WINSTON CUP

Distributed by Sports Scene

This video follows the story of NASCAR racing which began on the sands of Daytona Beach, through to the 200mph oval circuits of the 80's. The video is a mixture of black and white footage and colour, and its only failing is that it leaps back and forth in time in its attempt to cover the development of the circuits, the sport and the drivers careers. It features some comical clips as well as some highly spectacular crashes but the thing that comes over strongest of all is the personality of the drivers, you don't get any wingeing from the likes of (King) Richard Petty, Cale Yarborough and current superstar Dale Earnhart, and what's more, they care about their public.

Final comment is of a somewhat exasperating video but enjoyable none the less.

THE GREAT RACE - BATHURST 1990

Distributed by Sports Scene

Since the beeb stopped showing this race, I have continued to follow it through the Sports Scene videos. I consider the race to be one of the highlights of the motor sporting year and the technical coverage. by Australia's Channel 7, is second to none. When I am watching a Formula 1 race on TV, I often wonder why it isn't possible to have a split screen and watch a dice further down the field as well as the lone leader droning round. Although Channel 7 don't use a split screen, they use every other trick in the book and this enhances the coverage. Unfortunately the 1990 race wasn't the most exciting, or at least not initially, but it does hot up as the Holden of Winston Percy comes through to take victory while the Sierras are in all sorts of tyre and engine problems.

While I am a great fan of the race, and I enjoyed the video greatly, the actual visual quality of my copy is poor at the offset but fortunately improves as it goes along, perhaps this is just a technical fault with mine alone.

OULTON PARK'S GREATEST HITS - VOL 5

Distributed by Sports Scene

The usual crash and bang character of the previous volumes are continued in this latest offering and there are many amusing incidents as well as miraculous escapes. As is usual with this series, no-one is injured although how some manage to survive unscathed verges on the miraculous. I personally love the Oulton Park circuit and enjoy watching the drivers attempt to master its twists and turns and changes of gradient. The video itself covers all formulae but the antics of one young hero's exploits in an A35 will remain with me forever. Talk about an accident looking for somewhere to happen.

'TIMES' BOOK REVIEW

PETER HERBERT

'SEVEN YEAR TWITCH'

BY

MARCUS CHAMBERS

Watching the passing of this year's Monte Carlo Challenge prompted me to re-read the story of Marcus Chambers' management of the BMC Competitions Department during the years 1955 to 1961. 'Seven Year Twitch' describes in most readable form the classic days of international rallying, the days of Pat Moss and Ann Wisdom, the Liege - Rome - Liege and the Healey 3000. Not that Chambers had great material at his disposal in the early days, Austin A50's and Morris Minors hardly being world beaters. However he gradually progressed via Riley 1.5 and MG Magnette Saloons to the famed MGA's and the big Healeys, bringing a level of professionalism to the sport that laid the foundations for Stuart Turner's later management of BMC success with the immortal red and white Cooper S.

This is a great little book and for those seeking to recapture the simple pleasures of a broken age by going classic rallying, it's essential reading.

'PORSCHE 356'

BY

DENIS JENKINSON

When I was a kid 'Jenks' was my hero. Each month I hung on his every word in Motor Sport. As the magazine's Continental Correspondent he travelled Europe reporting on Grands Prix and sports car racing. The vivid nature and enthusiasm of those reports remain with me. In his travels Jenkinson covered almost 300,000 miles at the wheel of a Porsche 356, so he is well qualified to write a book about the marque.

Part of the Osprey AutoHistory series, this is far more than a clinical analysis of a car, it is an autobiography of the man who wrote the text. Not that the car is not interesting in itself, for in the fifties its abilities were amazing, despite its humble Beetle origins. However Jenks' enthusiasm for the 365 is contagious, and his adventures with the Porsche, including competing in hillclimbs and sprints, allows the reader an insight into an enviable lifestyle.

The author's forthright style fully

exposes the car's character, warts and all, including the inevitable violent oversteer that a rear swing axle can allow. Apparently an early warning of an impending tail slide was a wack on the knee by the gear lever as forces were transmitted through the box mountings.

This book is a delight, and excellently illustrated. I cannot commend it highly enough.

FRANK HALL

I am sure that all members will join with me in wishing Frank a speedy recovery. Frank and Peggy have been part of the Harewood scene for more years than they and we care to remember. The entrance to the paddock will be strangely empty without the display of Frank's excellent photographs. They will also be missed for their cheerful personalities and amusing stories and anecdotes.

So get well soon Frank and we hope to see you at Harewood next year.

BARBARA MASON

We were shocked to hear that Barbara had suffered a brain haemorrhage. Fortunately it was relatively minor and after spending four weeks in hospital Harry hopes that she will be home in the near future.

We are sure that all their many friends and acquaintances within the Centre send their best wishes and regards for a speedy and complete recovery.



Exclusive details of the new Guyson car!

Drawing by Bob Hewitt

MONTE MAGIC

PETER HERBERT

February is a lean time for the wintering hillclimber, so when a whiff of motorsport passes by the front door there is cause for celebration. Heavy snow had confined me to the village for three days and things were looking grim. Then just as I was about to eat my wife the plough arrived, just in time for me to make the short journey to Scotch Corner to witness the passing of the second Monte Carlo Challenge.

I had been fortunate enough to be at the Scotch Corner Hotel the previous year for the first running of this charismatic event, and loved it. This year both Edinburgh and Oslo hosted starting points for a nostalgic rerun of pre-sixties Monte Carlo Rallies, a classic route through the Alps taking competitors south to the Mediterranean Principality. Woolly hats and duffle coats were derigueur, whilst cars ranged from Austin A35's to Jaguar XK140's. Tony Moy of Page and Moy fame was at the wheel of his 3 litre Bentley, Sir David Steele appeared in a Ford Zephyr, whilst ex-circuit racer John Handley was in a Volvo PV544. Former hillclimber Nicky Porter enjoyed the luxury of a Mercedes 220SE and 1990 winner Adrian Boyd was handling brother-in-law Mike Wylie's Armstrong Siddeley.

Bravery award had to go to two characters in an open Morgan Three Wheeler. Monte Carlo is a long way to go on three wheels, especially when all spares and luggage have to be carried on board.

Despite it being Monday, lots of familiar characters showed up in the snow covered hotel car park to take a look at the assembled machinery, they like myself remembering the days when Pat Moss, Peter Harper and Paddy Hopkirk used to pass this way en route to Monte Carlo. One day when I get this silly hillclimb thing out of my system, I'm going to get myself a Sunbeam Rapier, a couple of spot lamps and a Halda Speedpilot and join these guys. I have already got the hat!