

# YORKSHIRE CENTRE TIMES

ISSUE NO. 39



BARC



FEBRUARY/MARCH 1992

## CHAIRMAN'S LETTER

Dear Pat

It is my great pleasure to be writing to the 'Times' in my capacity of 'acting chairman'. Members may be aware that I offered my help to Tim in the aftermath of his father's demise to allow him some time to sort out and concentrate on the family business needs which had increased considerably.

Firstly may I, on behalf of the members, thank Tim for his excellent stewardship of the club and for the progress that has taken place under his guidance. It is my hope that his return to a more active role will be speedy. Secondly I should like to update our members on the progress we are making generally. I set this out below.

### 1) HAREWOOD EXTENSION

It is a great pleasure for me to be able to announce that Harewood Hillclimb will be extended as planned.

At the Club's Council Meeting on Tuesday the Council gave the Centre the financial and moral backing to allow the scheme to proceed.

As most of you will be aware this is a great opportunity for Harewood and one which myself and the committee are determined to maximise.

### 2) FORUM REACTION

Following the Classes Forum the idea of a mid-season practice day was floated and met with good response. The committee have agreed to experiment in 1992 with the meeting on 16th May 1992 which is to be titled the Open and Newcomers meetings - details in separate story.

### 3) NEW BLOOD

I am particularly keen to strengthen the depth of our organisational abilities in the centre. The committee is keen to encourage new faces into the committee and the Harewood/Social team particularly in terms of Senior Officials and Secretary of the Meeting as well as people with expertise in marketing, promotion and sponsorship. If you would like to know more or want to be involved, please ring me on 0937 - 584554.

In conclusion, may I wish you a prosperous and competitive New Year and let us hope that Harewood can return to its former glory in 1992 as one of the best and most hospitable Hills in Britain.

Yours sincerely  
Simon N Clark  
Acting Chairman

## BRITISH AUTOMOBILE RACING CLUB YORKSHIRE CENTRE

### ANNUAL GENERAL MEETING

NOTICE IS HEREBY GIVEN THAT THE ANNUAL GENERAL MEETING OF THE BRITISH AUTOMOBILE RACING CLUB YORKSHIRE CENTRE WILL BE HELD AT THE PARKWAY HOTEL, OTLEY ROAD, LEEDS AT 7.30pm ON WEDNESDAY 11th MARCH 1992

BY ORDER OF THE COMMITTEE

J M ENGLISH  
HON SECRETARY

### ANNUAL GENERAL MEETING WEDNESDAY 11th MARCH 1992

PARKWAY HOTEL  
OTLEY ROAD  
LEEDS

START 7.30pm  
PROMPT

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 29th FEBRUARY 1992.

ARTICLES FOR THE NEXT EDITION OF  
THE 'TIMES'  
BY MARCH 22nd PLEASE TO THE EDITOR:-  
MRS PAT KENYON  
4 LESLIE ROAD  
HILLSBOROUGH  
SHEFFIELD S6 4RB  
TEL: 0742 - 340478

## MARSHALLING

Dear Official

Thank you for your help at Harewood Hillclimb during 1991. I look forward to seeing you again in 1992 and enclosed is a 1992 Marshals Availability form.

As we need as many officials as possible for the forthcoming season, especially on Saturdays, please let me know if you wish me to send this form to any of your friends or anybody you feel may be interested in helping.

I look forward to receiving your completed marshals form back as soon as possible, but please do not hesitate to contact me if you require any further assistance. The Marshals Form is double sided so that you may keep a copy for your records.

Kind regards  
Yours sincerely

David Dalrymple

Chief Marshal  
Yorkshire Centre

Dear Marshal

As the start of the 1992 hillclimbing season approaches we can all look forward to what should be a very interesting year's sport.

There is now a national shortage of marshals and you can help Harewood by enlisting friends, family or former marshals to come and join the Harewood Marshals Association.

Anyone from 16 to 70 with an interest in motor sport will be most welcome. Please help, if you know of anyone who might be interested contact David Dalrymple, the Chief Marshal, or myself. We need those extra marshals to ensure the new 1992 season is the success it deserves to be.

Yours sincerely

Mike Shorley

Recruitment Officer  
Tel: 0977 780035

SETTLE  
15.12.91

Dear Pat

After reading various articles in the 'Times', re David Gould's for one regarding Marque and Touring cars, I would just like to add my sixpenn'orth.

I could not agree more that classes with standard road cars seem like a good idea, if you enjoy watching paint drying. Standard road cars as a spectator attraction can be quite spectacular at a sprint but at a hillclimb, where power and handling are required, they would look very slow. Spectators as I see it pay their money to watch cars driven up the hill fast and I feel this would not be so.

No matter what classes you invent there will always be a dominant car whether it's a Sierra Cosworth in Class 3, a Midget in Class 4 or a Pilbeam in Class L. If there was to be a standard road class it would probably still be down to how much money a person is prepared to throw at it.

Why not leave Marque and Touring alone for a change and have a serious look at the spectacle which happens at the end of every meeting, which is supposed to enthrall the spectators, who unfortunately have mostly drifted away by then.

If the top ten run off was dropped (dare I say it) there would be time to give everyone a third run. The reasons for low entries over the past year I feel is the financial climate, but another reason is that hillclimbing and sprinting could be better value for money and a third timed run would help this considerably.

As a final consideration, standard road cars would probably have no safety equipment fitted and after my accident at Curborough, if my car had not had a roll cage installed, my injuries would have been far more serious.

Yours sincerely

John Garnett

BARNESLEY  
20.12.91

Dear Pat

### CENTRE DINNER

Oh dear! that might sum up this year's BARC Yorkshire Centre Dinner or for many it might take the 1991 under-statement of the year award.

Well to any outsider I'm sure they wouldn't be sure exactly what they were attending. Where do we start - where indeed!

Firstly, Dinner 7.00 for 7.30. By 7.30 a reasonable crowd had gathered in the bar of the Parkway but my thoughts were 'not a lot of faces I know here' and I reckon to have been around the BARC a few years (although my wife thinks too long after this Saturday night!).

Dinner is announced an hour late at 8.30, with an announcement of a menu printing error - no soup.

We all take our places for dinner and it doesn't take long for some particular people to make a start on their own style of humour. I'm all for everyone enjoying themselves but to see a party of 25 or 50 year olds with water pistols and crazy foam / shaving cream to this extent at a dinner table is taking things too far. This merry band managed to have water from a water bomb all over the dance floor and the waiters running round to mop up as best they could. Goodness knows what would have happened if someone had slipped and been injured. By the end of the evening the floor under the table couldn't be seen for debris and for my part, if the Parkway Hotel don't want us back again I wouldn't be a bit surprised and wouldn't blame them in the least.

But what must have other centre chairmen and Head Office think of us all? I bet our centre in fact is the laughing stock of the BARC throughout the country. Add to this the fact that from my meagre knowledge there were only a handful of active centre members

there, I was the only trophy winner to turn up for the presentation, and frankly our guests from outside the centre looked as if they were totally forgotten about.

Where were you all, members and prize winners? After Saturday night I think you were all the wise ones rather than me - you were all where I should have been - at home! My suspicions are that the seemingly silent majority of the club appreciate that the BARC(Y) Centre Dinner, as it is now, is not a place to take your wife and enjoy an annual club dinner. It has been almost taken over by a band of middle aged morons. If the vast majority of the membership's own children had acted in this way it would have been 'home for an early bath' so why have we to put up with this idiot fringe?

I think it is about time we all looked at the present dinner arrangements long and hard. It is so nice in mid-winter to see all your friends when you have time to talk without the responsibility of either competition, organisation or marshalling that properly organised, a successful dinner is virtually guaranteed.

Come on folks, it's time for the real club members, be they competitors, organisers or marshals to say enough's enough and get this club of ours back on the rails as far as the Annual Dinner is concerned and doubtless friendship and camaraderie, which is the life blood of British hillclimbing, will come up through the membership to see a stronger healthier club all round.

Best wishes  
Yours sincerely

Haydn Spedding

PS. Please pardon the above thrown together prose but Chris Mason's oft quip that I do as much for writing as King Herod did for baby-sitting will doubtless lead to some readers wishing I'd stuck to E Type driving or even back behind my camera.

## **BARC YORKSHIRE CENTRE COMMITTEE MEETING 2nd DECEMBER 1991**

The Britannia Rally stage at Harewood was enjoyable for spectators and marshals, but was not financially successful; the committee are carefully considering the future of rally stages at Stockton Farm.

'Top Ten' runs and the number of competitive runs were discussed following the suggestions made at the Speed Classes Forum, and a final decision will be made in time for publication of the regulations for 1992 events.

## **MONACO GRAND PRIX TOUR**

**26 May to 2 June 1992**

BMT Travel are running a coach tour to the Monaco Grand Prix departing from Harrogate on 26th May and returning there on 2nd June. The Coach will have toilet and coffee maker plus tables. Minimum passengers is 30 and maximum is 38.

The cost per person is £316.00 plus £19 insurance (and £51 single room supplement) which includes coach transportation, road tolls and taxes, shared twin rooms with private facilities and continental breakfast and 2 berth cabins on crossing to Zeebrugge.

NOT INCLUDED are meals on ferries, meals, other than shown, at hotels, entrance tickets to Grand Prix - cost to be advised when known.

For further details contact BMT Travel on 0423 501536.

## **NOSTALGIA PETER HERBERT**

My earliest memory of watching the RAC Rally goes back to 1966, and a cold dark night in Guisborough Forest. I vividly remember that intoxicating cocktail of pine scent, hot mud and rubber and Castrol R assailing my senses. Blinding lights and flying rocks also assailed me as Lotus Cortinas,

Mini Coopers and exhaust flame spitting Renault Gordinis slid within feet of the trees behind which my pals and I cowered. Burly Bengt Soderstrom won that year and became my hero. Not fat like him, that was easy, but quick and sure in a car like him.

Such memories brought me to Stockton Farm at 6am on the morning of Sunday 24th November to see the opening stage of the Duckhams-Heritage Rally Britannia, an event for pre-'65 Rally cars run in association with the Lombard RAC Rally which set off from Harrogate that same day.

Standing alone at Farmhouse Bend in the silent half light was a strange and surreal experience, so different from the hillclimbs with which I was familiar. On the light breeze I almost imagined I could hear Tom Hammonds's Audi warming up at the foot of the hill, Chris Seaman's Brabham coming to rest at Quarry in a crescendo of gravel on fibre-glass, and Brian Kenyon's voice in the paddock winding up some hapless Westfield driver. But there was nobody there, just ghosts of seasons past.

Suddenly white iodines and the music of a straight cut gearbox heralded the arrival of the first car, Timo Makinen's Cooper S, driven with all the old flare. A fine cross section of Classic Rally Cars followed, ranging from the high pitched crackle of Porsche 911's to the deep roar of Healey 3000's. However the best part for me was seeing the large rumbling V8 Ford Falcon of Bengt Winqvist exiting Farmhouse in a perfectly controlled slide, held at forty five degrees to the direction of travel.

Pity this pre-'65 extravaganza only attracted pre-'65 spectator levels, a result I fear of poor publicity. 'Motoring News' was silent on the subject, 'Autosport' only carried a short preview tucked away in a corner. Perhaps it's true what they say, nostalgia isn't what it used to be!

## FOR SALE

SPARTON SF80 ROLLING  
CHASSIS

Recently rebuilt, complete less engine.

Large amount of spares and box trailer included  
£3900 or offers

Possible part exchange for W.H.Y.  
Tel: Redvers Arnold 0270 764335

## WANTED

QUICK LIFT JACK

Suitable for Formula Ford  
Please phone David Bailey:  
061-865-6436 (H)  
061-789-5141 (W)

## FOR SALE

Must sell two FF2000 spec, dry sumped, 2litre  
PINTO ENGINES.

One Neil Brown complete with carbs etc with approx 650 miles since last rebuild and one Swindon with approx 450 miles since last rebuild which requires carbs and clutch. Both good engines which have not been abused.

Offers around £750 and £650 respectively  
or £1200 the pair

Quicklift jack to suit FF1600 or similar

£25

Colin Wheeler

Tel: Durham 091 372 0965  
evenings/weekend

## FOR SALE

AVON TYRES

4 off 7.5 x 21 x 13 A16 SLICK

One season's use

2 off 9.2 x 22 x 13 A15 SLICK

One season's use

2 off 7.5 x 21 x 13 A16

INTERMEDIATE

Almost new

2 off 9.2 x 22 x 13 A15

INTERMEDIATE

Almost new

Contact Leon Bachelier

Tel: H 0943 830402

B 0535 655321

## RAMBLING ON MITCH ELLIOTT

Dogs have featured quite prominently in my 'PR'ing' for the recent Inter-Association (Barnard) Rally, whilst delivering a slip to one property a Rotweiler was spied on the end of a chain, the owner working nearby in the garden. Jokingly I said that I would bite back if it got me, it appeared friendly enough. Having fussed the dog for a time whilst talking to the resident it suddenly decided that it was hungry, for it 'suppered' on my hand, a retreat was made before too much damage was inflicted.

On another occasion I was visiting a couple of cottages in a fairly isolated location, the first was trouble free, there appeared to be life at the second with a light in the garage but no sound. I went through the gate and round the corner of a brick out-building to the back door, I noticed a dim light in the out-house and what appeared to be a goat settled in the straw in the corner, a deep 'WOOF' proved how wrong I was, a large shaggy head appeared and as each leg unfolded it continued to grow in stature. I exhaled a quiet 'Jesus!' or something similar as the biggest, and I mean the biggest Irish Wolfhound I have ever seen approached me. A backward reaching hand stuffed the note through the letter box, the problem then was that the dog was between me and the only means of exit, thank god they are a quiet breed. After several sniffs and words of encouragement from me it returned from whence it came. Even so I think I still left scorch marks on the footpath. Further along the route Phil had a run in with a goose, its protestations at being aroused caused the occupant (vest clad) to appear at the bedroom window, at 6.30pm he must have been in for a good night.

Whilst on holiday recently a device spotted in Nice fascinated me, a motorised 'Poop Scoop', it

was a small capacity motor cycle fitted with a vacuum unit and water spray, it was being ridden around the pedestrian area cleaning up the droppings the pampered pooches left behind when allowed to touch terra-firma as opposed to the normal under-arm method of travel. At each 'stop' the driver unclipped a sweeper type head from the front forks and 'hoovered' the precinct.

If anything, the Italian bikes are less legal than the French, I spied a 250 Aprilia which had obviously been 'down the road', the instruments were taped to the headstock and forward illuminations consisted of a small hand torch, the reflector being all of 1 1/2inch in diameter.

The French seem to have taken the 'V' twin to heart, not many Harleys about but all the Japanese alternatives, they just about equal the hordes of trail bikes in numbers and are ridden just as dementedly, solo or two up. I don't know if it is a quirk in French law, or just signifies where they have their brains, but most helmets were worn on the arm, or in true fashion was the definitive of 'wearing' - 'lost in the translation'.

Ironically a conversation in a 'hypermarche' with a French domiciled gent from London revealed all, apparently there is no such word in French for wear, only carry, so the law says you must carry a helmet.

There is no wonder that so much confusion exists within FISA when translation takes place.

WAKEFIELD

Dec 1991

Dear Pat

Having recently moved from occasionally sharing my father-in-law's Modsports Midget (that of the Hutchinson tribe), and having taken on the challenge of making my Special Saloon Metro competitive, I feel I must write in defence of this dying breed.

There seems to be a train of thought going around that be-

cause the RAC has done its best to fill as many classes as possible with Mallocks and Westfields, and reduce the variety in the paddock to a minimum, we should ignore the cars people love to see. Referring to the recent letter from Roy McNeill in the October/November issue 'I think we must resist a return to the silhouette type Special Saloons of old, as they have effectively been lost by the latest class changes there is no point in resurrecting them again. The quick ones are still quick in Sports Libre anyway.'

The quick ones may well still be quick; Bobby Fryers has proved that, but how can anybody be expected to build anything quick enough to compete with a Mallock! Sports Libre is supposed to incorporate Group B Rally Cars - I would ask anyone to name one Rally Car of 1300cc compatible with a 1300cc Clubmans Car! I know many will say 'but Group B cars are expected to compete in the larger engined groups' which is fair enough and the spectacle of the monstrous cars like Tom Hammonds Audi taking on single seaters is a great idea, but the lack of similarly competitive 1300cc Rally Cars means that this group is open to small Special Saloons and Clubmans Cars - and that is it!

The lack of suitable classes for Special Saloons is killing off this breed which could be a tremendous loss to spectators and competitors alike.

I know after just two meetings with my Metro that this type of car is far more interesting to spectators than the rule makers give it credit for.

Yours sincerely

Bob Walker

## GOSSIP

Dear Pat

It was noted recently that three prominent Skipton Hillclimbers, namely FRYERS - BANCROFT - and NEEDHAM were seen entering the local Mothercare shop. Our spy in the camp noted that they were all being fitted out with the latest fire-proof romper suits to comply with the 1992 regs. It should be quite a change from their normal barn dance attire.

Yours

Fellow Competitor

## VIDEO VIEW MITCH ELLIOTT

'Santa' provided the goods again this year in the form of Sport Scene's recently available Rally Supercars. An excellent in depth look at the development of the Audi Quattro Sport and Peugeot/Lancia's.

Previously unseen footage (by me) is even further enhanced by an interview with Walter Rohl, the associated 'in car' shots emphasize his comments, they also clearly illustrate the problems on 'Latin' events with spectator problems.

To be recommended.

A visit to Autosports International on 'trade' day was thoroughly enjoyed, much improved (personally speaking) on last year, not least by the addition of the HSA stand where they were playing the 'new' 1991 Hillclimb Championship video.

A copy was acquired from a nearby vendor, I was told it was one of the last three at the show, some sources having sold out. Very well produced by Hay Fisher, it is I believe, a compilation of Screensport material, good action and superb 'on car' (courtesy of David Grace) is the order of the day.

My only complaint is that the action centres around Prescott,

Shelsley and Gurston with some footage of the 'Jim Thomson' meeting. Reference only was made to Barbon, The Channel Isles etc.

Thoroughly recommended and a welcome and enjoyable addition to any 'climbers' collection.

## BARC YORKSHIRE CENTRE COMMITTEE MEETING 3 FEBRUARY 1992

The RAC Championship round has been moved by the RAC MSA to 13th/14th June. The effect of this on various other championships is being sorted out by Ivor Pashley.

The Committee sent good wishes to Mike Wilson and our hope that he will soon be restored to the best of health.

## HAREWOOD DATES FOR 1992

22 March

Practice & Training Day

18 April

BARC Speed Championship

19 April

Spring National Meeting

16 May

Open & Newcomers Meeting

17 May

Members Championship Meeting

13/14 June

RAC MSA Championship

18/19 July

Jim Thomson Trophy

Summer Championship Meeting

9 August

Montague Burton Trophy Meeting

26/27 September

Harewood Championship  
Finals Meeting

## WANTED

### TREASURER FOR THE BARC YORKSHIRE CENTRE

ANYONE INTERESTED IN THE  
POST PLEASE CONTACT  
SIMON CLARK ON  
0937 - 584554  
OR  
JOHN ENGLISH ON  
0423 - 865134

## SPONSORSHIP

### SPONSORS WANTED FOR THE YORKSHIRE CENTRE

ANYONE INTERESTED PLEASE  
CONTACT  
LYN THOMSON ON  
0756 - 799911

## WANTED

ON LOAN, OR TO BEG,  
BORROW OR STEAL

### LAP TOP COMPUTER WITH 3 $\frac{1}{2}$ " FLOPPY DISK FOR NEW RESULTS SERVICE AT HAREWOOD

OFFERS PLEASE TO  
IVOR PASHLEY  
ON  
0909 - 566184

## BREAKING 1984 XR2 ALL PARTS

2 x 225/502R16 Pirelli P7000  
Almost New £150 the pair  
2 x M171 Brake Pads (Formula  
Ford) New and Boxed £10 each  
Mk4 XR3i Front Bumper £35  
Latest type XR2i Front Bumper  
£65

1990 XR3i engine (Low miles)  
c/w clutch & flywheel £185  
4 Spax G923-PAS200 Shockers  
New and unused £150 the set  
Will listen to any sensible offer

## WANTED

Race/Pit equipment, W.H.Y.  
Pirelli 160/135 x 13 inters  
(as per XR2 Challenge spec)  
Contact Paul Grime  
on  
0257 275588

## REGULATIONS BOOKLET 1992

The Regulations Booklet will be  
posted directly to Yorkshire  
Centre members very shortly.

## BARC YORKSHIRE CENTRE ANNUAL DINNER

NEW ORGANISER  
PAT KENYON

NEW VENUE  
HILTON NATIONAL  
GARFORTH

NEW DATE  
14 NOVEMBER 1992

## WANTED

HELP REQUIRED AT  
HAREWOOD FOR  
Binding and stacking tyres  
Laying out of site  
Signwriting  
Offers please to  
SIMON CLARK  
ON  
0937-584554

## TOP TEN RUNS

Following discussion at the Clas-  
ses Forum in recent years it has  
become increasingly evident that  
the general feeling of the majority  
of competitors is one of consider-  
able dissatisfaction with the 'top  
ten' runs at the end of the day.

The Speed Events Committee of  
the Yorkshire Centre discussed  
this at length and have re-  
commended to the main commit-  
tee that the 'top ten' runs should  
be dropped for the 1992 season  
and all competitors be given three  
competitive timed runs instead.  
This would apply for all Sunday  
events with the exception of the  
RAC Championship round.

The FTD side of the BARC  
Championship will still operate,  
with positions taken from the class  
runs instead of the 'top ten' runs.

The Open and Newcomers  
Meeting will have three major  
awards (in addition to the class  
awards) all of equal value. They  
are, FTD Overall, FTD Novice  
Competitor and best points im-  
provement by the class winners  
over class bogey time. The latter  
being decided by a run off be-  
tween the class winners at the  
end of the day.

Your committee is working hard  
to make Harewood even more  
attractive to competitors, we  
hope you appreciate their efforts.

Should you need any additional  
information on this, please contact  
Chris Seaman (The Brabham  
One!) on 0742 - 585695.

## SPONSOR REQUIRED

The Yorkshire Centre is in  
urgent need of a major  
sponsor. The new course  
will attract a lot of attendant  
press this year and anyone  
interested should contact  
Simon Clark on 0937-  
584554

# 1992 ALMANAC

## JANUARY

The committee cancelled the dinner for 1992 as the members are obviously not interested in social functions. A lady driver from Sheffield, who wishes to remain anonymous, organises an informal 'do', 1000 drivers, marshals and officials attend.

Haydn Spedding co-opted onto committee as public relations officer to improve the committee's image.

## FEBRUARY

John Garnett unveils his new car, an ex-taxi complete with £5 already on the meter.

## MARCH

The contractors who are working simultaneously on the M25 and the new course at Harewood, officially open the new 200yd M25 loop. The new course at Harewood is also unveiled, it is 4 lanes wide and has a hard shoulder.

## APRIL

Harewood closed for repair. RAC MSA announce new maximum length for sprints for such courses as Aintree, Goodwood etc, the length will be 10 laps.

## MAY

Harewood open again but only one lane and a contra-flow is in operation. All leading Class L contenders enter Baitings Dam, a spokesman is quoted as saying 'we are pleased to attend such a prestigious venue as we don't get enough events in the north'.

## JUNE

Chris Seaman (Brabham) was seen hobbling around the paddock with a pot on his leg. It appears he had organised another karting evening and the horse stood on his foot!!

## JULY

Curborough announced as new home for British Grand Prix. A spokesman said 'as there is little or no overtaking in the Grand Prix at the moment, Curborough fits the bill admirably'.

## AUGUST

DHSS is to sponsor hillclimbing and sprinting. As there are so many events in the calendar now, no one has any time to work, consequently the sponsorship will be greatly appreciated.

## SEPTEMBER

Rev Barry Whitehead cancels his sponsorship deal with Gunk. Barry explained 'I've never got a run all season, it's so clean I keep walking past the car as I can't believe it's mine'.

John Garnett loses the Harewood Championship when a spectator flags his ex-taxi down and asks to be taken to the station.

## OCTOBER

RAC MSA speed events open day declared a magnificent success with a record turn out. The two people that did attend apologised and said they only dropped in wanting directions for the motorway.

## NOVEMBER

A national poll to guess the most unlikely happening of the year consisted of the following questions:-

1. The second coming of Christ
2. Maggie Thatcher voted leader of the labour party
3. Bob Geldof voted best dressed man of the year
4. Nigel Mansell, when interviewed, said he hadn't had any problems all year with such things as a long brake pedal, being ill or gear box problems

5. A saloon winning in class A or B in sprints or hillclimbs.

50 million voted for no.5. The only dissenters were from the Colnbrook area.

In an effort to improve the dinner, water bombs and water pistols will be banned, instead Kalashnikovs and hand grenades will be issued.

## DECEMBER

The Yorkshire Centre organise the 'Beer Challenge' from Barnsley to Leeds. Mr A Southern-Toff was declared provisional winner but was disqualified as he didn't promote the right sort of image, he didn't wear a cloth cap, clogs and muffler or keep pigeons and he insisted on calling Harewood 'HARWOOD'.

## STOP PRESS

As announced in Simon's letter we are extremely pleased that the BARC Council is to support the Yorkshire Centre and hillclimbing with financial backing to enable the Centre's ambitious plans to be brought to fruition. We are sure all members would like to thank the Council for their confidence and commitment to the Yorkshire Centre.

## A.G.M.

As we move into a new era in the Yorkshire Centre's history, there will be much hard work and commitment required from both the committee and the membership in the coming years.

The first way that you, the member, can support the centre is by attending the A.G.M. to give moral and verbal support to your, yet to be elected, committee.

This year there are vacancies on the committee so if you feel you can assist in the running of the centre, contact the Hon Club Sec John English.

## HOLIDAY 91 MITCH ELLIOTT

This years saga started by accident back in late June. A chance reading of Autoworld, the Renault owners magazine revealed an ad for Camp du Pylone at Antibes, a resort between Nice and Cannes.

All arrangements were duly made and the departure date awaited. Friday 4th October saw the car loaded and heading toward Dover. We arrived at Calais at midnight and some 14 hours of the A26 and A7 saw us near Marseille and heading towards Cannes. The french driving still amazes me, the coast road from Cannes to Antibes saw bikes everywhere and at one point a Transit van over-taking our line of cars round a down-hill blind bend, this on a road bordered by a rock face and a straight drop to the 'med' on the other side, interesting.

A stroll round Antibes harbour in the Sunday evening gave a good idea of the money in this part of the world, the yachts ranging from the usual sailing dinghys to the ocean going cruisers of substantial size, a nearby yacht brokers displayed prices for the 'average' boats from 600,000 to 13,000,000.

We had a somewhat enlightening day in Nice, the 'pedestrian area' isn't, it appears to be a short-cut for the local bike riders. The pedestrian area is surrounded by quite a large number of one way streets, with parking on one side they tend to be marginal on space for moving traffic, the sight of a big Yamaha pulling a big wheelie while passing a moving car was somewhat mind blowing, particularly as it was between the car and the pavement. Judging by the hairstyle the rider could well have been a girl.

One day was spent in the Loup Valley, this extends from Cannes up the west side of Gourdon, claimed to be the prettiest village

in France, the handful of buildings clinging to an outcrop of rock with the valley some 2500 ft directly below, the road up was fairly exciting, with at times nothing other than fresh air between you and the valley below. The road continues to the head of the valley where by this time you are in the Alps, the roads become even more exciting, the drop down the east side is broken up by the roads being tunnelled through the rock and at one point you cross a fissure in the rock that is sufficiently deep for you not to be able to see the bottom of it. The run down from the town of Vence to Nice is on dual-carriageway, although it continues the never-ending downhill drop.

The first Friday saw us heading east with Phil doing a good job on the maps and keeping us on the N98 towards Monaco, our route through the principality included the start area, climb up to St Devote and the drop downhill past the Casino. The steepness of the climbs and drops are not illustrated on TV, the Casino hairpin being part of a relatively steep roadway, one takes on a new admiration for the F1 drivers when the place is seen.

The ultimate destination was Ventemiglia just over the border in Italy, its claim to fame is that of having the largest outdoor market in Europe. This I can well believe, big it certainly is and wet too, the day being liberally dosed with showers. On the way to the border we had quite a moment on the wet roads, a Renault 16 'lost it' coming the opposite way round a blind cliff face bend, the road appeared to be full of blue Renault...somehow we managed to find a way through, I think we all had need for Daz on the underwear when 'dust' settled.

The car park we found contained several Q8/Ford Mike Little

Preparation service barges, on return these necessitated further investigation, we knew they were there for the forthcoming San Remo Rally. Phil, Aggie and I wandered down a roadway between some houses where further service barges were parked, at this point we were treated to the sound of a Cosworth, lo and behold Franco Cunico's car appeared 'and disappeared' down the road towards Genoa. The team were housed in what appeared to be a soft drinks warehouse, the cars of Alex Fiorio, Francois Delecour and Malcolm Wilson were contained within it.. The event was on during our second week but temptation was resisted, the consensus of opinion being that the other 11 1/2 months of motor sport were sufficient.

We headed west one morning, destination St Tropez, approx. 60 miles distant. What a let down. I know it was post season but god knows why anybody would want to go there, the beach when we found it was scruffy, the nearby resort of St Maxim was far better.

As I write this the sun is warming bare bodies, yet to look down the coast to the mountains behind Nice the snow-caps are shining in the sunlight, an idyllic view, those on the beach weren't too bad either!

Rain and just above zero temperatures meant we missed the 03.00am sailing and went on the 04.50 which turned out to be an older refurbished boat. The wind was on the gale force side of fresh and those of us in the cafeteria became adept at catching a forkful of food as the plate passed by.

Mid-day saw Lincoln Cathedral loom into view and home was not far away and the end of a damn good two weeks.