



BARC

APRIL/MAY 1992

CHAIRMAN'S LETTER

DENYS TOWNSEND

Dear Members

It is my pleasure to write to you now that I have formally been appointed Chairman again. My first duties in this letter must be to reiterate some of my comments made at the AGM.

Thanks to Denys Townsend - see separate story - thanks also to retiring Chairman Tim Thomson for his marvellous contribution over these last few years and for his excellent stewardship through what has been a difficult time for himself and the Centre.

We welcome the arrival of Ivor Pashley as Entries Secretary, Peter Varley as our new Treasurer and Tim Bendelow as our new Committee member and their new ideas and thoughts will be put to good use.

Now to this year at Harewood. The new course is progressing well and for those visiting at Easter a great change will be evident. The course will be 0.9 miles long and I am confident that it will present a most exciting and demanding challenge to all drivers of all types of car. So please urge your friends to help by competing, marshalling and helping us to organise the new Hill.

I look forward to the soft opening in May and the Grand Opening in June, let's make it a good one! Lastly may I wish you all a very enjoyable season. Yours sincerely

Simon N Clark
Chairman

I know you will join me in thanking Denys Townsend for the massive amount of work he has put into the Centre as Treasurer for the past nine years. He has weathered three Chairmen and probably felt another stint of me was the final straw! Seriously though, Denys's efforts have been unstinting both as our financial leader and Entries Secretary/Secretary of the Meetings, his efforts are valued and his decision to stand down whilst understandable is a sad one especially as we are embarking on our new course, a large part of which has been made possible by his efforts.

Simon

BARC YORKSHIRE CENTRE OFFICERS AND COMMITTEE 1992

CHAIRMAN

Simon N Clark

HON. SEC.

John M English
32 Farfield Avenue
Knaresborough
HG5 8HB

VICE CHAIRMAN

J Richard Hardcastle

HON. TREASURER

Peter Varley

HON. COMPETITION SEC

Chris G Seaman

HON SOCIAL SEC

Tim D F Thomson

COMMITTEE

Tim C Bendelow

David Naylor

Antony J Hodgetts

Ivor Pashley

Jim Johnstone

David M Dalrymple

John Staveley

**ARTICLES FOR THE NEXT EDITION
OF THE TIMES BY 1st MAY
PLEASE TO THE EDITOR:-
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4 LESLIE ROAD
HILLSBOROUGH
SHEFFIELD
S6 4RB
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Tel: Peter Herbert 0325 374656

BARC YORKSHIRE CENTRE COMMITTEE MEETING 2nd MARCH 1992

The plans for the running of 1992's meetings at Harewood were discussed in the light of the development programme. Fuller details of the format of the events will be announced in the 'Times'. The computation of revised bogey times is receiving careful consideration, and much mathematical ingenuity.

BARC YORKSHIRE CENTRE COMMITTEE MEETING 6th APRIL 1992

We are investigating the possibility of a second timing display for the bottom of the extended hill, and new huts for marshals on the posts. New radios have been purchased to supersede the telephone communications and provide the links to the new posts.

We will need extra marshals to man the additional posts, so any member who would like to start marshalling, or who has friends who are interested, will be warmly welcomed. Contact David Dalrymple NOW!!!

If any member is interested in competing in Rallies (single venue and multi-venue) then please contact Chris Seaman (address in Regs Booklet), who gets various invitations which may be appropriate.

Chester

Dear Pat

Following a letter in last month's 'Times' about certain competitors being kitted out in 'Baby-grows' for the '92 season, I thought I would provide photographic proof of one of the gentlemen concerned.

Yours sincerely

Chns Ellett



Peter Needham showing off the latest style in 'Babygrows'

Photo: Chris Ellett

CONGRATULATIONS

Congratulations to our Chairman Simon Clark on receiving the Institute of Directors Diploma in Company Direction at Leeds Polytechnic's Business School.

Simon and the other participants were the first to complete this rigorous course.

LETTERS TO THE EDITOR

5 Gupta Street
Capital
Pakistan

Birstwith
Harrogate

Dear Editor

After reading your last edition of the 'Times', I noticed that taxis are now allowed to compete in hillclimbing.

My car is an FX4 turbo diesel, fitted with front and rear aerofoils, it is painted in British Racing Black and runs on bald slick tyres.

Please could you enlighten me as to which class my car would be eligible for? I believe because it has only one seat in the front this would place it in with the small Marque Sports Cars, which would make it very competitive.

I will look forward to reading your reply in the next 'Times'.

Yours sincerely

I.V.A.Datsun
President of the World Federation of Taxi Drivers.

THE EDITORS REPLY

Dear Mr Datsun

I was pleased to receive your letter with your eligibility queries. It is unfortunate that you directed your letter in my direction and not to the Classes Committee as they deal with all matters regarding suitability of cars and class eligibility. Although my knowledge is limited on such matters, I will attempt to answer your questions so as to keep the delay to the minimum.

You may think that there is only one seat in the front of the small Marque Sports cars but if you use a magnifying glass you will see that they have a passenger seat fitted. The eligibility scrutineers may not take kindly to your aerofoils and along with your one seat they may put you in Class L, the large single seater racing cars, but on the other hand if it is a saloon, they may decide to put you with that other very fast taxi driver John Garnett in the Touring Car class!

I personally thought that all taxis in your country were 1950's Morris Oxfords or Minor 1000's.

Editor

Dear Pat

After reading various points of view regarding the road car classes in hillclimbs and especially the point put by John Garnett, I have to wholeheartedly agree that the paying spectator is just not interested in watching standard road cars compete in hillclimbs, they can do that for free on Harewood Avenue!

I do appreciate that the beginner has to start somewhere and with a very limited budget, especially in these hard times, and I do not know the answer, leaving single seaters aside, but I do think that to appeal to the public and also to make motor sport venues viable the spectator has to be entertained as in the present day there are lots of other weekend activities to pull in the revenue.

With the Special Saloon class or Silhouette cars the public had something different to appreciate and fire the enthusiasm which is why they attend. I lament the passing of the Special Saloon classes as such, and think the sports Libre class is a farce which has effectively ruined the whole aspect of the saloon classes as we know them!

Yours faithfully

Bob Claxton

THE ESSEX MEN

Ford Motor Company marketeers, Peter Read and Roger Allen are this year planning a season of sprints and hillclimbs from the Harewood Hillclimb Championship and CCC/BARC Speed Championship and given their Ford involvement, some of the RS2000 Rally Sport series venues, in their Marketing Machine / Alan Burrows sponsored Mallock.

Last year they netted eleven overall FTD's from nineteen meetings.

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

HAREWOOD HILLCLIMB TRACK EXTENSION

Following the announcement on 21st February that the Harewood track is to be extended, making it the longest such course in England & Wales, work has now begun.

The route of the 494 yard extension has been pegged out and the first sod was cut at 10.00am on Monday 16th March.

It is hoped that the new road will be completed by Easter and that the spectator bankings and access roads to new car parks will be ready shortly thereafter.

Major improvements to spectator areas and marshalling facilities on parts of the existing course are also included in this major investment. In this, **THE ONLY PERMANENT MOTOR SPORTS VENUE IN YORKSHIRE.**



Centre Chairman Simon Clark, Paul Stringer of Martin J Male - Civil Engineers and Stuart Falshaw of main contractors Houseman & Falshaw crack a bottle of 'bubbly' at the cutting of the first sod for the new course extension.

Photo: Jim Johnstone

HAREWOOD 1962

Late in the 1962 speed season the Yorkshire Centre of the BARC held their first meeting on their brand new hill-climb course at Harewood - a course which attracted much interest and support.

As the club intend to develop this excellent venue still further in 1963 and run several events, one of them possibly a National hillclimb, several of the unusual features of this new course, which will no doubt attract many more newcomers, are photographically described here.

The hill is at Stockton Farm, Harewood and is an improved farm road, 1200 yds long and rising 200ft from the start near the River Wharfe to the finish near Harewood Avenue. The photographs were taken at the September event.

An article written by Peter Craven in the December 21, 1962 edition of Autosport.

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1 The starting area which has room for cars to turn before lining up and convenient curbs for mounting electronic timing equipment. Note that Walton's Walton-Riley Special stands on ribbed concrete for a good starting grip

Photograph reproduced by kind permission of Autosport



2 From the start there are two left and right 90 deg bends followed by an 'S' bend leading into the farm yard with the well surfaced road leading right through. Here a TR4 leaves the yard to start lining up for the next long left hand bend.

Photograph reproduced by kind permission of Autosport



4 ...Which leads into a sharpish right hander, usually taken very fast. Here a Morris 1100 corners without roll. The bend opens out slightly, still climbing, giving more powerful cars a chance to pile on speed before.....

Photograph reproduced by kind permission of Autosport



3 This bend leads into a climbing straight bordered on the right hand side by the public enclosures. Here Brian Waddilove holds a tail slide before accelerating his E Type up the slope.....

Photograph reproduced by kind permission of Autosport



5Tightening up for a final hairpin which catches out the unwary. The actual finish line is a yard or two to the right of the photographer seen in the right of the picture.

Photograph reproduced by kind permission of Autosport

HAREWOOD HILLCLIMB

DATES 1992

18th APRIL
CCC/BARC SPEED CHAMPIONSHIP

19th APRIL
SPRING NATIONAL MEETING

16th MAY
OPEN & NEWCOMERS MEETING

17th MAY
MEMBERS CHAMPIONSHIP MEETING

13th/14th JUNE
RAC MSA CHAMPIONSHIP

18th/19th JULY
JIM THOMSON TROPHY
SUMMER CHAMPIONSHIP MEETING

9th AUGUST
MONTAGUE BURTON TROPHY MEETING

26th/27th SEPTEMBER
HAREWOOD CHAMPIONSHIP
FINALS MEETING

PRACTICE DAY

Joe Ward in the Ward WD8M was fastest by nearly 3 seconds at the Practice Day on 22nd March. With steadily improving road conditions around 40 competitors extended their mounts before the start of the season.

Young Chris Seaman was in magical form in his Marque Midget and embarrassed the rest of the field by taking a stunning joint 2nd FTD. Chris continues to weave his magic and many of the single seater drivers must be quaking in their boots at the prospect of him moving into one of their classes.

Martin Dowling RoyaleRP27 2000cc was equal on time with Chris. Stuart Abbott in the Formula Ford was 4th with Alex Tyson 5th in the 1000cc Royale.

It was nice to see John Garnett out and about again competing after his somewhat traumatic end to last season. He gradually reduced his times all day in his new 4wd Sierra Cosworth Sapphire.

FTD	Joe Ward	Clubmans	43.61
2nd	Chris Seaman	MG Midget	46.34
2nd	Martin Dowling	FF2000	46.34
4th	Stuart Abbott	FF1600	46.41
5th	Alex Tyson	1000cc Racing	46.44

WANTED

MARSHALS

***MARSHALS ARE
URGENTLY NEEDED WHEN
THE NEW TRACK EXTEN-
SION OPENS***

***ANYONE INTERESTED
PLEASE CONTACT
DAVID DALRYMPLE
ON
0943 609810***

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POINTS OUT THE ADVANTAGES
OF BEING A HAREWOOD
SPONSOR**

**FULL DETAILS FROM
SIMON CLARK
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OBITUARY

ARCHIE INGLIS

Motorsport at Club level is poorer for the loss of Archie Inglis. An enthusiastic Hillclimb and sprint competitor, he had raced in various saloon car classes.

Wherever the paddock, wherever the track at which he was driving he could always be approached. Ever helpful, always smiling and happy - he enjoyed his sport.

Archie was a gentleman both literally and in life. To Kath, Ed and all his family words cannot describe the void he has left.

Tony Mekwinski

It was with sadness that I read of the death of regular Harewood Midget pedaller Archie Inglis, early in March. I had only known him over the last few years at Harewood, chatting to him in the paddock or on the slip road.

Archie was always happy to talk to other drivers, marshals and the public, and never criticised other competitors - enjoying the chance to swap notes with fellow drivers and interested folk alike. Archie gave the impression of being content with his lot, keen to compete, yet eager to give help when asked. I only saw Archie drive the maroon and silver Anglia on a handful of occasions during the 1980's before sharing Gordon Wright's Midget more recently. His most recent claim to fame was that of depositing the contents of the Midget sump along Quarry Straight at a Harewood Members meeting. He will be sadly missed.

Tim Bendelow



CHAMPIONSHIP BONANZA

Trivia Question: How many championships are being held at Harewood Hillclimb in 1992?

The answer is fifteen if you have read your regulations booklets recently posted to Yorkshire Centre Members.

Our own Harewood and FTD Championships through various one make series including the new Ford RS2000 multi-discipline series, right up to the RACMSA British Hillclimb and Leaders championships, are due to be held.

How about an unofficial challenge to see how many series the competitors take in during the season? You let me know which series you are involved in, and I'll keep a record of the scores and keep you informed every two months or so.

Tim Bendelow

CLASSES QUERY

Dear Editor

I am writing to query some facts about the 'new' class records for classes 2, A, E and K. Last season these classes ran without a record time as they were 'waiting to be established'. This, I thought, meant that whoever set the quickest times during 1991 would set the new class records for 1992. However, on receipt of this year's regulations I find that these four classes have been given records dating from 1978 to 1990.

My query is this. If these records have been known for so long why weren't they printed and used last year. As you can see, these old records differ greatly from the quickest times from last year.

CL	TIME	CAR	DRIVER	1992 RECORD	DIFF
2	48.75	Escort MK1	Roy McNeill	45.49	3.26
A	44.26	Davrian Mk6	Mark Britt	42.36	1.90
E	43.19	Mallock Mk16	Mike Lee	42.13	1.06
K	40.37	Pilbeam	D Whitehead	39.44	0.93

My second query concerns the bogey times for classes 2, E and K. They surely should be set at +18 seconds to the class record, however as you can see below, they are not.

CL	RECORD	BOGEY	DIFF	BOGEY SHOULD BE
2	45.49	62.50	17.01	63.49
E	42.13	58.00	15.87	60.13
K	39.44	54.70	15.26	57.44

As you can see the runners in these classes are at a disadvantage against the others and in a Championship where every point is needed, we could do without the extra handicap. I hope that this is an oversight on behalf of the organisers and that the confusion is cleared up before the kick off in APRIL. Here's to a successful 1992 season.

Paul Nutter

CLASSES COMMITTEE CHAIRMAN'S REPLY

Quite right Paul, records were waiting to be established. We fully expected 1978 times to be bettered considering the modern rubber available also the developments in power and handling over the past 14 years and last but not least, the fact that the Hill has been resurfaced! Much to our surprise they weren't - and by varying margins from 3.26 seconds to 0.93 seconds!! Bogey times in Classes 2, E and K are calculated (not altered from last year) because we do not consider the actual times available to us to be

representative and do not wish the Championship to be handed on a plate to one or more of these classes, e.g. Adrian Hopkins has the record in single seater classes J and K with his 2000cc time being 1.45 seconds SLOWER than his 1600cc time! If we took up your suggestions I could 'pretend' my 22 year old Brabham was 1601cc and probably win the Championship. Hang on a minute, perhaps your thoughts have some merit after all.....No - Kenyon would never let me get away with it.....perhaps he wouldn't notice. (Some chance)

Chris Seaman
Chairman
Classes Committee

HAREWOOD MARSHALS ASSOCIATION ANNUAL GENERAL MEETING

SUNDAY 19th APRIL 1992

For the attention of all BARC/HMA members
Notice is given that the Annual General Meeting of the Harewood Marshals Association will take place in the Clubhouse at Harewood approximately ten minutes after the end of practice on Sunday 19th April 1992.

By order of the Committee

Tim Bendelow
Committee Secretary



Any suggestions as to what Chief Medical Officer Prof Tim DeDombal is saying to Chief Paddock Marshal Alan McKinney ?

Photo: Anne Paterson