



YORKSHIRE CENTRE TIMES

Issue No 51



BARC

NOVEMBER/DECEMBER 1993

CHAIRMAN'S LETTER

24.11.93

Dear Member

I have just visited a snow covered Harewood and it was almost as cold as the September meeting. You will be pleased to hear the sheep are doing their best to ensure the first work group of next year has its work cut out.

Since I wrote to you last we have enjoyed the highlight of our social calendar with another Annual Dinner Dance at which nearly all the annual awards were presented and we were delighted to be joined by 1993 Champion Michael Holroyd. All present enjoyed a great evening and with generous contributions to the raffle a healthy profit was made. Once again our sincere thanks to Pat & Brian Kenyon for their immense efforts on the centre's behalf. One pleasure on the night for me was to award the Derek Clark Memorial Trophy to Pat for just these efforts.

The last Committee meeting together with the Hillclimb Forum have organised the details for next year and I hope we have interpreted your comments and wishes correctly.

I was pleased by the enthusiasm shown by some younger members, at the dance, for joining the committee. Once again I urge anyone interested in helping further develop the Hill and the Centre to contact me over the winter.

Finally may I wish you all the best for a very Merry Christmas and a Happy New Year.

Kind regards

Simon N Clark
Chairman



EDITORIAL

As the year draws to a close, I would like to thank all those who have contributed to the magazine. As you can see from this issue not every article has to concentrate on our activities at Harewood, as they say 'variety is the spice of life'.

I was surprised that the Annual Dinner wasn't a sell out after last year's ultra successful event, none the less it still attracted a large number of the 'right people' ie marshals, officials and competitors. This made it a genuine Yorkshire Centre event.

Last year I organised the Annual Dinner and the trophies but this year it was good to have part of the load undertaken by Carol Wride who did a marvellous job of organising the trophies and replicas. We work well as a team and all award winners I'm sure were pleased with their trophies. The dinner for next year has been provisionally booked for Saturday 12th November 1994, this to be confirmed by the committee after their next meeting.

While on the subject of the Dinner I would like to thank the Chairman and the Committee for the honour of being awarded the Derek Clark Memorial Trophy.

Along with your January/February 'Times' you will receive the Harewood Entry and Regulations Booklet, which has been combined into one publication. This saves money and is more convenient for the competitor.

Finally I would like to wish you all a very happy Christmas and a successful motorsporting New Year.

Pat Kenyon

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

Articles for the next edition of the Times please to the Editor by JANUARY 24th 1994

Mrs Pat Kenyon

4 Leslie Road

Hillsborough

Sheffield S6 4RB

Tel & Fax 0742 340478

LETTERS TO THE EDITOR

Dear Pat

Although not a member of BARC (Yorks) this season, I thought an outside view of our beloved sport maybe of interest from the other side of the Pennines.

I have, up to this year, been 'retired' from sprinting and hillclimbing for some ten years but have kept my hand in commentating at the Blackpool National annually.

In my retirement we as a family toured the country most weekends with my son's BMX Racing hobby. Although we enjoyed this thrilling sport for some years and became involved not only on the National Committee but also ran and sponsored a twenty strong team of kids even to the World Championships, the camaraderie was not the same as 'our sport'.

What we have, as a family, enjoyed this year is the acceptance back into the fold. Our son Jamie was only seventeen when he started competing this year and is naturally as green as grass with me not being a great deal better.

The help and advice given to him by drivers of all classes has been fantastic and has really been appreciated by the lad who up to this year had not been to an event.

The advice and friendship has shown with four wins, 2 seconds and a third together with two class records, although my budget went out of the window very early in the season, the satisfaction of some success together with new friends we have made is all worthwhile. (Your support Pat together with Brian's has also been appreciated when I took over the Chairmanship of LDMC).

It seems such a shame that we can't entice more youngsters into the sport, but hopefully the proposed new classes such as we had many moons ago and seem to be returning may bring a few out.

Having spoken to other club chairmen, I get the impression now that it is the time for clubs to co-operate with date fixtures and help marshal or run events side by side.

It has been proved this year that when you advertise your 'wares' correctly you will get entries - 96 and 116 being the numbers at The Three Sisters track on the last two events run by our club.

Competitors spend a lot of money on their hobby in a year and to put on an event where nearly all depart afterwards with a smile on their face and vow to return, proves you have done your job in organising a slick and most of all friendly meeting. There seem to be far less prima donnas today in club officials and I must congratulate BARC for their attitude which has changed since our last venture to Harewood some ten years ago.

One idea may be to help competitors who wish to stay overnight would be a list of pubs or hostels in the area. At the September event we found it impossible for some reason to find a bed and landed up at the Leeds Hilton - even with a name that is pronounced the same, it still cost me an arm and a leg.

Keep up the good work at Harewood, the venue is fabulous but who designed the 'Esses'???

Best Regards

Jerry Hylton

PRESS RELEASE

Roger Kilty has acquired Martin Middleton's Pilbeam MP40, the ex-Martin Griffiths Hillclimb Championship winning chassis.

Having finished 6th in this year's British Sprint Championship and 1st in the Harewood FTD Championship in his 1600cc Chevron B49 Atlantic, Roger hopes that 2.8 litres of Hart power will put him 'closer to the V8's' next year, whilst admitting that 'rain dancing will remain an important part of pre-event preparation!'

The '94 campaign will once again be supported by Hanline Associates, Commercial Property Consultants of Harrogate.

The successful Chevron remains available through Martin Middleton.

MUDDLED THINKING

Why do our Lords and Masters and their advisers down at the RACMSA continually make a mess of the classes for sprints and hillclimbs? Not content with the debacle created with the Modified Production Car classes they have now turned their attention to the sprint scene and with much muddled thinking have swept away one of the cheapest and most competitive classes within this discipline ie the 500cc Racing Cars. They have also changed the capacity splits for the 1100's to make it 1300cc, why? This along with many other deletions and alterations throws the intertwined sports of sprints and hillclimbs into utter confusion, for although they state that it is entirely up to the local organiser as to whether or not they pick up or delete any of the suggested classes, what we really need is a sensible national class structure for sprints and hillclimbs which will ensure good entry levels and fair and even competition.

One can only assume that the new sprint classes may eventually be adopted on the hills so if you are unhappy with the way things are moving, do something about it now.

Brian Kenyon

RAMBLING ON MITCH ELLIOTT

Life has been interesting since I last put pen to paper, for one thing, as I write this I am looking across the sun kissed waters of the Bay of Biscay of which more anon.

The Tuesday following the Monaco Grand Prix saw four of us from Lincoln Motor Club heading south as members of a group visiting Williams GP Engineering at Didcot. This was classified as a VIP visit so a good day was looked forward to. We arrived mid-morning and following coffee etc we were ushered into the conference lounge, our host was Williams Marketing Manager. A very enlightening 20 minutes followed, the statements and answers being very frank and honest. inevitably the question of Prost's penalty and subsequent pit lane dramas were raised.

As far as the team was concerned Prost's jump start penalty was justified for however small, 'all the world' is watching the pole man, equally Prost had simply stalled the car in the pit lane, the Renault engine telemetry showing that the throttle was 'closed'. Apparently Prost's race mechanic is an ex-MAN commercial vehicle engineer and after having groped under the car to select neutral (the driver cannot do this with a stalled engine) he was heard by all the pit lane to say "put your f---g foot on the f---g throttle". A further observation made was that had this been Mansell rather than stalling the car his ferocity of pit lane exit would probably have deposited the gearbox internals in the Mediterranean.

Discussion then moved on to the much publicised Mansell saga, the views expressed from the team's aspect can be summed up as follows:-

1. Mansell likes to be loved - but the love to be expressed financially
2. Prost and Senna would tear a team apart being strong individuals
3. Had Mansell and Prost been team mates, Prost would not have seen Mansell such is their view of Mansell's speed.
4. Hill is doing the job he was employed for - that is to win the manufacturers title, the drivers title being a secondary objective.

We were then taken on a tour of the complex, the engineering facilities being second to none, some interesting facts came to light:-

Wheels are only used for one race and then for testing.

Drive shafts take 40 hours to make being machined from solid, again like the wheels they only do one race.

One hundred hours to make ONE suspension upright, this is fabricated from sheet metal.

Seventy hours to make a pair of manifolds, the section of the tubing being such that the thickness tapers down, the further from the manifold it gets.

On entering the drawing office the plans for a new gearbox were hastily covered up, not that the details on show were easily decipherable. We were however shown the latest differential used, this has three planetary gears as opposed to four but as one wit in the drawing office said "the weight saved is often negated by the drivers pre-race meal".

We were not allowed into the wind tunnel as some new wing shapes were being evaluated. A look at the laminating room preceded a very pleasant lunch, served on Williams crockery by Williams attired staff. After lunch we had a guided tour of the museum, all years are represented with the exception of 003. As was the norm in early days of constructors, one model was sold off to fund the next. A remarkable collection, unfortunately the Honda powered are non-runners with some even engine-less.

Two oddities stand out in the collection, the first being a Ferrari F1 of 1990 vintage, this being part of the 'trade' of Jean Alesi from Williams to Ferrari 'complete and ready to go'. The suggestion was that a cheque for £750,000 would see it change ownership.

The second oddball being a trio of Ducati's, the first was a gift from the factory to Frank Williams, the second was given to Patrick Head and is in Williams blue, the most recent being a gift to Nigel Mansell.

Just as we were about to leave the museum, word came that the transporters were back from Monaco. As we arrived at the race shop the cars were just being wheeled in, the amount of debris on the tyres went to prove how dirty the Monaco paddock is. The hole in Hill's side pod from Berger's attack was millimetres away from the radiator. As the transporters emptied, the test team left for Silverstone with a car. On the itinerary listed near the door was accommodation at a nearby hotel for the team and A.P. - perhaps starts were on the agenda?

So ended a very informative and enjoyable day. I meant to write this much earlier but a 'late' holiday on the French Atlantic coast gave time to put pen to paper.

LETTER FROM AMERICA

MARK RICHARDS

It was whilst working on my red TR7 that I decided I needed a break. Using body filler has never been my favourite job as anyone close to Class 5 in the paddock will witness. The USA was decided on and to make sure I went I bought an American Football ticket for the Bronco's vs Raiders match even before I knew how much a flight would be. A return to Denver was procured from Ripon Travel (guess who's going for sponsorship this year) and before I knew it I was driving a Ford Tempo through a snowy Denver city centre at 3am.

The first thing that became apparent was how patient American drivers are. It took a few miles that night to become confident on the road, yet nobody became uptight and all gave me plenty of room. Next morning provided the chance to test the car with a run to Pike's Peak. The mountain towers above the plains about 60 miles south of Denver. It rises to over 14,000ft, the startline for the hillclimb being at 7500ft. After paying \$2.50 the tarmac ascent begins then suddenly changes to compacted earth at the startline. After a quick pose for photographs I became Ari and the Tempo becomes to his Peugeot what Bruno is to boxing. A 3 speed auto fwd car is not ideal for hillclimbing however with judicious use of the handbrake, hairpins are fun. Although there is no guard rail and the drops are awesome, the surface is beautifully prepared with good cambers and very wide. After a while a sign proclaims '1 mile below summit'. How can this be I think, but this is vertical not horizontal. As we go through the tree line at 10,000ft the snow is widespread covering all but the track, the RACMSA would not like this at all... The car becomes breathless as the climb continues, I estimate at the summit a 30-40% power loss compared to the plain at 4000ft. Do anything energetic at the top and you go light headed, drive a hillclimber up and you would be high for weeks.

Of the Harewood regulars, assuming they set the cars up for the loose, Paul Nutter would take some beating - they sold prawn sandwiches at the summit - and Chris Seaman's Brabham on knobblies and big wings would give the Yanks some stick in the Open Wheel Race Car class, the Brabham on gravel, what a thought!

12.5 miles, 156 corners - how much is container freight?

The atmosphere at Mile High Stadium in Denver was intense, unlike soccer crowds, this is maximum orchestrated noise from 72,000 fanatics. However even this was not enough to stop the Raiders from winning 16 seconds from the end of an exciting

4 hour match, with a 53 yard field oval. Unwilling to leave the Bronco's on a losing streak I promptly bought a ticket for the Seattle game a fortnight later.

Back on the road to Grand Junction, Colorado, the rockies are more spectacular than I ever imagined, you think the scenery must flatten out but at every corner something else impresses. This is the Alps but bigger with nobody else around. After a night in Grand Junction, a slight detour to the Colorado River canyons, of 100 miles (slight in American terms) saw me late on my schedule for Salt Lake City, so it was hard on the gas doing 70 passing everything across the Utah deserts. Unlike in this country it is possible to work out to the minute when you will arrive such are the roads and as I write this I have covered about 1000 miles, it having cost 32 dollars. Thinking about it, our government really make a fortune out of car users!

With Seal on the stereo, Salt Lake City is left behind. What with the mountains and the salt everything is white, well all except the inevitable smog.

North on Highways 84 and 15, the roads are deserted again as the Idaho border is crossed. For two hours I run in company with a Kenworth Rig before he eventually pulls into one of the compulsory weigh stations but not before a cheering wave. Eventually the rolling hills give way to plains and the first arable land in 1000 miles of travel. Yes, this is the Potato State, where a sign proclaims 'free tators for out of stators', these people are serious! This is my first view of farming middle America, it's time warp time again and all the more charming for that. The landmark of each town being the towering grain storage silos with usually a sputnik-type water tower lurking somewhere nearby.

Yellowstone Park I would recommend anyone to visit, in the snow, the thermal geysers and waterfalls greatly exceeded my expectations and although vast tracts were destroyed by fire 5 years ago, the landscape is still of fairytale proportions. The scale, like the country, is massive, the park being the size of the Yorkshire Ridings combined, yet because of the season only 10 other cars were encountered one day.

My tracks continued north into Montana and then east to friends in Glendive for a few days of shopping and fossil hunting in the bad lands that abound. Here, due to the lack of high wages a

decent house can be bought for \$15,000 and I saw an easily restorable '67 Mustang for \$1000 - if I ever find time etc.....

The tally of states continues with North Dakota, real wild country with some settlements separated by 50 miles of often dead straight road to the next 'town'. Everyone waves as they pass and are just as friendly in the bars at night.

With the Denver vs Seattle Seahawks game on Sunday it is time to travel south. A big match this to stay in touch with Kansas in the division. First though, 800 miles through a frozen Wyoming are to be driven. After a little pow wow with an Indian close to the Little Bighorn, who thought I was a white settler, it was south to Sheridan. On the way the deer are thicker on the road than in a Scottish shooting lodge hallway. A bull bar and a big freezer are definite musts here. Wyoming is unspoilt and like Colorado, a split personality between the Rockies in the west and the High Plains to the east, each town has something to offer and always rewards the effort of leaving the interstate, Laramie and Cheyenne in particular.

Back in Denver on Halloween and the offensive line holds, at half-time it is Seattle who look for some black magic to pull themselves back from behind. The crowd resemble those at the BARC Dinner at 2.00am, but this lot had to pay somewhat less for the grey pallor and could take the masks off. The second half sees the Bronco's open out and win easily. I just hope they don't make the Superbowl or it will be second hand slicks again next year for me.

So ended 3200 miles of glorious driving in nearly three weeks. The car used \$100 of fuel at about 35 miles per gallon. And the Tempo, well that was reluctantly handed over to Hertz with triple the original mileage on the clock and having first had the worst of Pike's Peak jet washed off.

The USA is staggering in its diversity, if you shake off preconceptions and prejudices it has so much to offer. I'll be back, Bonneville and the south west states next I think.



This section of Pike's Peak is unsurfaced. Mark's photograph shows the grandeur of the mountain's surroundings and its daunting uncompromising drops (no armco here!). The RACMSA would have a fit!

WHAT PRICE THE FUTURE?

MITCH ELLIOTT

Much is said and written by various experts and pundits, we may or may not agree with what is said or suggested. For what it is worth, here are a few of my own.

Motor sport in whatever form is at a cross roads, the average spectator enjoys noise along with speed, this is in direct conflict with the non-motor sport person. Surely with thoughtful planning, an event can be run that a) does not awake the neighbourhood, b) conflict with religious worship if nearby and c) access to the event minimises local disruption. Motorsport is not alone in this problem. I am a country person born and bred and living in a 'beautiful' part of the Lincolnshire Wolds. Every Sunday, with half decent weather, has the village littered with 'abandoned' - they were certainly not parked - cars of ramblers etc. Their desire to enjoy the countryside has no regard to the local community, caravan rallies and the like pose similar disruptions.

Anyway, back to motorsport-

Road Rallies

To be totally standard with the option of two auxiliary lights in addition to headlights. Maximum capacity 1600cc, no internal modifications other than map light and distance tripping device.

To be two wheel drive only, the use of 'trick' tyres to be discouraged. The above may also discourage organisers from using 'whites' that would do justice to stage events.

Autotests & Production Car Trials

At club and restricted level to be for standard vehicles with autotest specials being at National level only. Ballasting to be banned from PCT's with scrutineers having the right to weigh suspect vehicles.

The above would give the average clubman three disciplines to enjoy in a totally standard car.

Stage Rallies

Why, for goodness sake, does somebody enter a club single venue rally in a 4x4 Cosworth or similar. Is the need to win so great that this sledge hammer to crack a nut approach is the only way to succeed.

Club events should be for 2 wheel drive cars only, to be open formula with, as now, multi-valve cars going into the next class. Restricted events to cater for Open and Groups N & A. Organisers also have a responsibility and not lay on stages for the

'brain dead' who can only drive at 11/10ths and rely on the vast expanse of airfields to have their inevitable mishap without hitting anything.

To me, Formula 2 has got to be the way to go and could prove to be as successful as the Touring cars have become. Careful stage planning will help promote this format of car.

Speed Events

Club events are reasonably well catered for whatever the type of car. I feel that the British Championship should cater for single seaters and a saloon car category not dissimilar to the BTCC spec. A great many people enjoy watching saloons, equally I believe the RACMSA have got the class structure wrong on production vehicles. Caterhams, Westfields etc should be in a sports racing class.

Speed events cater well for a need and for those who do not wish to be involved in the hurly burly of racing, both hillclimbs and sprints fulfil that need. At times I feel that additional sponsorship and television coverage would benefit but equally fear that the post 'high' could be similar to what Autocross suffered after the Players No 6 days.

The biggest asset that speed events have is atmosphere and accessibility by the spectator, long may these attributes remain.

The RACMSA really do need to re-assess the class structures though.

Circuit Racing

Sooner or later an event will be cancelled for lack of marshals, there are simply too many meetings, the formulae and class structures require serious pruning or amalgamation. About the only vehicle there is not a championship for are Reliant Robins. Formula Fords are a classic example what with circuit championships and pre-whatever is, to me, lunacy. Also would some championships do with fewer rounds, 6 or 8 races would give ample opportunity I am sure for a series to be resolved, this would also help alleviate the crowded calendar.

Off Road

Rallycross or Rally Racing to give it its new handle, would appear to be sorting itself out although the reduction in venues is worrying. Has this anything to do with the lack of National event television exposure. Was the winter TV series

responsible for the escalation of interest, it certainly deserves more than it currently gets.

Autocross needs to sort itself out, sensible courses could allow road going cars to compete. The standard of car preparation needs drastic action. Multi-vehicle 'races' are virtually the same as rally cross used to be. Individual runs could classify the sport as speed events, it seems very much in the wilderness with no clear direction.

Anyway, these are some of my thoughts, what about other people, it would get a good winter debate going.

FOR SALE

Steve Openshaw's Austin Healey Sprite
BARC Yorkshire Centre Marque Sports Car
plus lots of spares

Tel: 061 790 2972 daytime up to 6.00pm
or 061 790 2356 after 7.00pm

FOR SALE

Ken & David Bailey offer for sale their ultra-successful Van Diemen RF85.

This is your chance to own the most competitive Formula Ford of 1993.

This season the car's record is as follows:-
9 class wins, 4 2nd places, 1 3rd place and 1 4th place. (This includes setting the fastest time of the year at both Harewood and Aintree).

This car is in immaculate condition, is on the button and ready to win again in '94.

Comes complete with spare bodywork, spare wheels and all setting up information etc.

£3495 (can deliver)

Tel: David Bailey 061 865 6436 (Home)

If you want to join the most competitive and best supported class at Harewood, this is THE car to buy.

FOR SALE

Mallock 20/24 with Holbay 1700cc full race Clubmans engine with latest 751 cam, 2 sets of bodywork, 10 diffs, spare gearbox, 4 nose cones and halfshafts.

Wets and new Avon A39 slicks - car being rebuilt at present.

£7000 ono

Tel: Bob Prest 0388 818101

PARTS FOR SALE

Lumenition ignition suitable for 6 cylinder engine fitted with Lucas distributor 22D or 25D

4 fibreglass wheel arches suitable Midget/Escort etc.

7 1/4 Borg & Beck sintered clutch

1 set genuine Minilite magnesium wheels. 7" with 4" pcd, Sprite/Midget etc.

1 set 6" Revolution wheels 4" pcd, with new nuts, fit Sprite/Midget, Imp etc

4 MGB inlet valves (race ninomic)

MGB 3 branch exhaust

Aero screen, (traditional type alloy framed, fold down)

Janspeed back box, Mini 1275

Mini/Sprite alloy rocker covers

Mini/Sprite short fan belts (crank to water pump)

Mini/Sprite Kent VS4 race valve springs

5.1 English Isd in alloy casing (Ford)

4.4 English Isd (Ford)

8 off 7" magnesium Brabham wheels (wobbly web)

Most of the above parts are new and reasonably priced

Mountain of Sprite/Midget parts. The above is only a small selection.

Contact Brian Kenyon on 0742 340478

BOOKS

Genuine service manual for Rover 75/95/105
BMC Parts Book Austin Healey 3000

Contact Brian Kenyon on 0742 340478

WANTED

Compomotive / Revolution split rim parts
2" outers, 3 1/2" inners 13" rims, 18 bolt
Complete wheels considered, prefer 4" pcd

Contact Brian Kenyon on 0742 340478

FOR SALE

GARAGE CLEAROUT

TR7, FHC, red 1980W. Year's MoT and taxed
good condition, stainless steel exhaust etc
ideal for sprint conversion

£1295

Rover SD1 V8 auto SE

direct from deceased estate complete with
seized brakes. broken steering lock etc but
otherwise sound as a trout, with new tyres.

£285

Contact Mark Richards

0423 711879

BARC YORKSHIRE CENTRE ANNUAL DINNER DANCE

Saturday 13th November 1993

This year's shindig attracted 123 members and their guests, as usual everyone seemed to enjoy themselves. The reception was held in the ballroom allowing people to inspect the impressive display of club silverware which had been assembled by Carol Wride. A large number of award winners were present to receive their trophies.

The disco was obviously successful as the dance floor seemed to be permanently full of gyrating couples (there were some dancing too!). As usual the go-karts made their appearance and the revellers struggled with the reverse steering which had been fitted by Mark and Paula Cousin of MG Midget fame. When the disco played the last waltz at 1.30am there was a marked reluctance of those present to leave.

During the evening a very successful raffle was held and the Club's coffers were swelled by £168. Many thanks to all those who contributed prizes.

Although it was not the main objective, I am pleased to say that the dinner itself also made a modest profit. I thank everyone who supported this year's "do" and hope to see you all back again in 1994 along with a few more new faces.

Pat Kenyon

MEDICAL OFFICER

The Club is in need of a medically qualified doctor to attend a number of meetings during the season.

If anyone is interested, please contact Richard Hardcastle on 0532 584903.

HAREWOOD DATES FOR 1994

20th March

Practice Day & Marshals Training Day

2nd April

3rd April

14th May

15th May

12th June

16/17th July

7th August

25th September

NOTES FROM THE 1993 CLASSES FORUM

Sunday 7th November 1993

Suggestions were as follows:-

Bring in classes for more 'Standard' cars?

A front wheel drive class?

Scrap the RACMSA classes and go for our own class structure?

Touring and Marque Cars

Do away with the maximum overbore and allow fibre glass panels?

Amalgamate Marque & Touring?

Allow road tyres only?

Page 93-10 of the Regulations Booklet

2.5.1 The original gearbox casing must be retained and used in its original position but its internals are free.

2.5.2 Suspension and modifications are allowed as long as the layout, the method of operation and the suspension pick-up points on the chassis remain unchanged from standard and used in their original position.

Harewood

Improve the promotional aspect?

New share issue from Harewood Hill Ltd?

Review the gravel traps.

Review the incident procedure and removal of vehicles.

Signing on in some sort of order?

Start scrutineering earlier?

Do more eligibility scrutineering?

Chris Seaman

Chairman Classes Committee

If anyone has any comment or suggestions on any of the above or any other related matter, please send them to the 'Times' or ring Chris.

BARC YORKSHIRE CENTRE OFFICERS & COMMITTEE 1993

CHAIRMAN
HON SEC.

Simon N Clark
John M English
32 Farfield Road
Knaresborough HG5 8HB
J Richard Hardcastle
Peter Varley
Chris G Seaman
0742 585695 (Business)

VICE CHAIRMAN
HON TREASURER
HON COMP SEC

COMMITTEE
Tim C Bendelow
David Naylor
Antony J Hodgetts
Ivor Pashley

David Dalrymple
John Staveley
Graham Wride