



We would like to wish all Yorkshire  
Centre members a very  
Happy Christmas  
and a successful  
New Year



## CHAIRMAN'S LETTER

Dear Member

Since I last wrote we have had three of the club's main non-hillclimb events.

Firstly the Forum which was well attended and managed to thrash out a lot of the classes for 1996 and was a great help in giving us prompts for improving the running and organization of Harewood.

Secondly the Annual Dinner Dance which was again a great success and was well supported by competitors, marshals and organizers alike with all but 2 of the awards being presented to the recipient in person. My sincere personal thanks to Pat and Brian for their efforts over the years. They have asked to be relieved for 1995 but my wife, Georgina, will be stepping in.

Thirdly we hosted the RAC Rally stage which was well attended and supported. Thanks to all members and friends who helped on the day. The conditions were appalling but I think we should return a profit at the end of the day.

Finally my thanks to all competitors, marshals, organizers and sponsors for all their efforts in 1994, especially to Carol Wride who has organized all the trophies for the year.

I conclude by wishing you a very merry Christmas and a Happy New Year.

Kind regards

Simon

**Articles for the next edition of the Times please to the Editor by  
January 20th 1995**

**Mrs Pat Kenyon 4 Leslie Road Hillsborough Sheffield S6 4RB  
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# EDITORIAL

PAT KENYON

# NOTES FROM THE BARC (Y) SPEED EVENTS FORUM 1994

Chris Seaman

As Brian and I have our house for sale at the moment we didn't attend the Classes Forum or the stage of the RAC Rally at Harewood so I was hoping for reports on both events. As you will see Chris Seaman has supplied details of the forum but unfortunately no one has come up with a word about the rally. All I know is that it happened and was reasonably successful financially. Perhaps someone reading these notes will write something concerning the rally for the next edition.

One event we did attend was the Annual Dinner and a great success it was. The tombola receipts were equivalent to or more than last years and there were 50 less people in attendance. I would like to take this opportunity to thank all those who 'extorted' money from those present, they did a remarkable job.

Much is happening behind the scenes in preparation for next years season at Harewood, full details will no doubt be available in the next magazine.

I apologise for the lateness of this edition of the 'Times' but as of 20th December all I had was a report from Chris Seaman on the Speed Events Forum. Many people seem to be under the impression that I have to edit out large numbers of articles, the opposite is actually the case and as you will notice in this magazine Brian has contributed quite a large proportion so if you do not wish to be 'inflicted' with his views, please write an article or two and I will be pleased to publish them.

I would like to wish all the members and their families a very happy Christmas and successful 1995.

## *Proposed move of the paddock to the field below the start straight...*

There was much discussion regarding the proposed move, the advantages appearing to outweigh the disadvantages. A show of hands was asked for, this gave an interesting split the majority however, seeming to be for the move down the hill. The two abstentions in the vote (both competitors) intrigued me, I'm still wondering where they want the paddock to be!

## *Scrutineering, signing on and practice....*

There was strong feeling for these to be in 'proper and workable' batches with times perhaps being given for the various classes to sign on, as happens at race circuits (including a rotation system so that Class 1 was not expected to be present at every meeting at 7.30am!).

Scrutineering to take place at the competitors paddock position and in the order that the classes signed on.

Practice to be in a batch system (not necessarily class order), the current system in use at Shelsley Walsh has the competitor reporting on foot to the paddock office and selecting which batch they wish to be in eg batch 2 and batch 12, with incentives being given to encourage booking an early batch number.

Much discussion then took place on the institution of penalties against the competitor if the system is not adhered to (penalties for breaching the above were felt to be essential to make the system have any chance of suc-

cess) eg if the competitor was not in position for practice at the correct time (without good cause) then that practice run would be forfeit. That should make us think!!

### *Merging of Marque Sports and Touring Car Classes....*

This was suggested as a possibility by the delegates thereby freeing three classes to create a 'Standard Car' category, this being thought necessary to give entry level classes to attract potential competitors.

The meeting voted to adopt the RAC classes for 1996 (despite the RAC's apparent inability to reflect the needs of the competitors) plus our own BARC (Y) Classes.

A majority of the competitors present felt that a little 'easing' of the severity of the new classes would be an improvement to Harewood.

The meeting was informed that the new bogey times for 1995 were based upon the actual class records standing at the conclusion of the 1994 season (now we'll see who was sandbagging this year, if of course anyone was!).

The 1995 Bogey Times are published at the conclusion of this article.

Interestingly there have been just three letters received with suggestions for future classes and two of these came from competitors within the same class, naturally they all have different ideas but if you all took the trouble and had the interest to put your ideas onto paper instead of grumbling to each other "they should do this" or "they should do that" we may then get closer to the 'perfect' class structure, if you don't write then don't complain about what you get, after all, it is only being done for you so that you can compete and enjoy your motorsport.

# BOGEY TIMES FOR HAREWOOD SPEED HILLCLIMB 1995

## 1995 CLASSES ON THE LONGER 1584 YARD HILL

CLASS	BOGEY
1 Touring Cars up to 1400	83.64
2 Touring Cars over 1400 up to 2000	84.24
3 Touring Cars over 2000	79.41
4 'Marque' Sports Cars up to 1400	82.49
5 'Marque' Sports Cars over 1400 up to 2000	82.98
6 'Marque' Sports Cars over 2000	80.81
7 Formula Ford pre 1990	80.28
A Modified Production Cars up to 1400	79.73
B Modified Production Cars over 1400 up to 2000	77.10
C Modified Production Cars over 2000	77.91
D Clubmans Sports Cars	76.45
E Sports Libre Cars up to 1300	77.20
F Sports Libre Cars over 1300 up to 1600	78.27
G Sports Libre Cars over 1600	73.57
H Racing Cars up to 500	77.36
I Racing Cars over 500 up to 1100	75.39
J Racing Cars over 1100 up to 1600	73.68
K Racing Cars over 1600 up to 2000	74.07
L Racing Cars over 2000	72.21

**Outright Hill Record D Grace Pilbeam 53.15**  
Bogey times are calculated by adding 18 seconds to the class records standing at the conclusion of the 1994 season.

## OUT OF MY MISERY

BRIAN KENYON

If drivers in classes 2, 5, C, F & K get their act together they should dominate the 1995 Championship as they all have extremely 'soft' records. As Harold Macmillan said in the 60's "you've never had it so good". The championship is there for the taking so come on lads and lasses put me out of my misery and win it for if you don't, my next suggestion is to take up tiddly winks! Now there's a challenge for you.

## GOOD SENSE

BRIAN KENYON

Although I didn't attend the Speed Events Forum (the first time for more years than I can remember) it would appear from Chris Seaman's notes that a great deal of good common sense came out of the meeting and I would recommend that all the changes suggested should be implemented. It has always seemed to me a waste of superb facilities not to use the farm buildings for administration and the other attendant advantages of feeding the start more easily plus a larger area for competitors, tow cars, trailers etc. The only disadvantage I can think of is when someone wishes to leave the venue while the event is still underway as the exit road is extremely steep and may cause some difficulties.

While I personally have reservations regarding 'Standard Cars', who am I to stand in the way if this is what the majority wish to see. Regarding the Marque and Touring cars it must be obvious to most people that these classes are struggling to achieve reasonable entry levels and if there is not a major improvement in the situation then perhaps their death knell is sounding.

I have long advocated a better system for scrutineering, signing on and practice and the

suggestions should be implemented in full. Regarding the Esses, my own view is a 'little easing' should be changed to a 'large amount of easing', this would enhance this particular section of tracks popularity for both competitor and spectator alike, for after all, how many spectators want to watch racing cars corner at 30 mph? for that's what they do on that particular section, even the quick guys and gals.



Georgina Clark

On the afternoon of the December Committee meeting our Chairman Simon had to rush his wife Georgina into hospital where she underwent surgery.

Thankfully she is now recovering and will soon be back to full health.

We send our best wishes for a speedy recovery.

Daniel Wright

Having not competed at Harewood all year being away at sea working as a marine engineer, Daniel was looking forward to competing at the Harewood Final in September but it was not to be as the day before the event he was involved in a car accident (not his fault) which resulted in him breaking his right hand.

Obviously he reluctantly had to scrub his entry and will now have to wait until 1995 to compete at Harewood, voyages permitting.

Hopefully by now he will be well on the way to a complete recovery and we send our best regards.

# SMALL IS BEAUTIFUL

BRIAN KENYON

Although numbers were down for this years annual dinner it was voted by most as the most successful of the three Pat has run. In past years the dinners have sometimes been dominated by outsiders but hopefully those days are long gone. Virtually every person attending was a centre member or a close friend or relative so it just shows that you don't have to have a large number of people to have a successful event, just, as Mark Richards put it, "the right people".

Pat used the well tried and tested formula which has worked for the previous two occasions ie all the club silver was out on view and the large majority presented on the night, the karts yet again made their appearance and the disco provided a varied selection of music which found approval with those dancing. In fact at the end of the evening there were more people on the dance floor at 1.30am than I have seen on previous occasions. All in all it was a fitting end to Pat's stint as organiser. Pat has now passed the reigns over to Georgina Clark and I wish her success in future years.



*Harewood Hillclimb Champion Michael Holroyd*



*Harewood FTD Champion Alan Aucote*



*A group of happy revellers at the Dinner*

# DRIVER AIDS

BRIAN KENYON

No I don't mean the disease which is plaguing the world at present, but another similar disease which is removing from the driver many of the skills and techniques which separates the men from the boys - telemetry. What Formula 1 does today, club racing follows. In my estimation all this reliance on high tech will remove many of the skills and thrills of driving a racing car, this should be resisted at all costs for although it may have its place on the Grand Prix grid it is not the sort of thing that should be welcomed in club motorsport.

The RAC MSA should place restrictions on this high tech gadgetry for all it will lead to is a cost escalation which will mean even more than at present that people will be able to buy their success. The best thing that the RAC MSA has done in speed sport was to ban the use of tyre warmers and for similar reasons they should move in on the high tech scene before it takes too much of a hold.

I may be regarded as a modern day Canute but I firmly believe that some classes at least should be decided on the drivers ability and NOT on how many computer aids he might have fitted to his car for if a driver needs expensive gadgetry to tell him he has used too many revs on the start, or locked a brake when entering a corner, to my mind he's not much of a driver in the first place. Surely the old 'seat of the pants' is the way to go where skill and ability is foremost.

Years ago in an article in the 'Times' I joked about drivers being able to stand by the 'Bus' at Harewood and guide their car to the top, perhaps I was not too far away from reality.



*Now let's see, we could fit traction control, anti lock brakes, engine management, automatic gearbox, improve the aerodynamic package and increase downforce. Now wouldn't that be an improvement!*

## HALF COCK

BRIAN KENYON

Yet again our glorious 'leaders' on the RAC MSA Speed Events Committee have missed a golden opportunity to both rationalise and improve the hillclimb and sprint classes for future years.

Doesn't anyone on the Speed Events Committee understand that there is a considerable crossover of competitors in the sprint and hillclimb disciplines and to wind up with a large number of classes which are not compatible is most definitely not the right way to go. "Ah", these luminaries will shout, "these classes are only recommended and can be varied in event regulations" but what club in its right mind, other than a One Make club running a completely closed meeting, would diverge from the RAC recommended classes. Surely organisers and competitors want stable and compatible classes, and the right ones to boot.

They blithely state in the latest RAC MSA News that the new hillclimb classes are to encourage saloon cars into hillclimbing when in fact they were the very people who drove them out in the first place. How can anyone sit on a speed events committee and not understand that a Caterham, Lotus or Westfield is not fair competition for any 'Hot Hatch' or

'proper' production sports car is beyond my belief. In their latest edict they have addressed half the problem and at least removed the saloons to a more sensible position but what about the 'proper' production sports cars? they are left to the mercy of glorified Clubmans or sports racing cars ie the Locaterfields.

Why at the last changeover wasn't the capacity of Formula Libre adjusted to 1400 as was Modified Production cars, it made logic then, why has it only just been amended.

Having said that why do we need 3 sports libre classes when, at least in the north, this species is about as common as the Dodo or the Unicorn.

It is good to see that the 500 racing Cars have been reinstated into the Sprint Championship for 1995, why was this extremely popular class deleted in the first place may I ask? Yet another misjudgement.

Last but not least why are the hillclimb capacity splits for racing cars different to those in sprints? One thing that sticks out throughout the deliberations and edicts is a lack of consistency and common sense, perhaps someone on the speed events committee can explain to me why the present situation has come about.

## LOOKING FOR A FAST LADY

**Alexandra Wood**

A local kart club is offering a budding lady motor racer the opportunity of a lifetime.

If, after sessions on the skid pan and karting circuit you fit the bill, you will be signed up with a well known karting team and compete, free of charge, in the British clubs Summer 250 Formula E Gearbox Karting Championship. From armchair

enthusiast to motor racer in a day.

Experience speed king Simon Moore, the Winter Formula E champion with 11 wins from 12 starts, will personally nurture the successful driver from amateur standard and prepare her for life in the fast lane with some of the best drivers in the land.

"The idea is to give the person a guiding hand through the tangled motor sport maze. But she will need to be very dedicated as it will mean most weekends taken up with travelling and competing at race meetings", said Moore.

"It is not about having bottle though, it's all about having the right attitude and being committed". The free drive will be worth about ú9000.

Moore added "We have got some good male drivers, but basically the men do a lot more damage than the women and it can cost a lot of money. What we are looking for is a competent female driver over 17 who will knock some of these male drivers off the podium. Women don't normally get a look in unless they have rich fathers, so this will be good for female motor racing".

He explained; "At the end of the day, to win races in motor racing you have got to finish. It's no good pushing it to the limit every race and crashing out. You get no points and it costs us money. We are hoping our driver will get the right balance and do well as a result. If someone can make just half a name for themselves there are a lot of people out there who will provide further sponsorship to help them go even further".

After being taught the basic skills of racing on the karting circuit and advanced skills on the skid pan, the successful driver then experience the real thrill of travelling at speed in the 100cc non-gearbox racing karts. From here it's the Formula Ford single seaters and then, finally, the 250E racing karts which reach speeds of up to 180 mph and have a 0-60 of just two seconds.

To apply you must be eligible to hold a full driving licence and must complete a half day assessment at a heavily subsidised cost of ú50. For further details telephone 0423 358501.



# LOTTERY

**BRIAN KENYON**

The RAC MSA and clubs involved in the latest upheaval in circuit racing are to be congratulated on the many sensible new proposals which will both simplify and speed up races in the future, but I am not wholly convinced that they will be able to enlarge the number of races held at an event to the extent that they envisage - 18 races? More starts mean more grid clashes and first corner incidents hence the possibility of more race stoppages and the idea of running extra laps in a 10 lap race behind a pace car is ludicrous for virtually all racers do not put in the extra fuel that this idea would require and you would get the ridiculous spectacle of many cars coasting to a halt half way through a race.

The thing that worries me most is the likelihood of grid positions being decided by lottery or championship positions. This in itself will enhance the likelihood of startline incidents as quicker cars try to force their way through their slower brethren. The idea of championship positions being used appalls me as although I personally can qualify on the first three rows of the grid with little difficulty the lack of events that I compete in means that I would always be at the rear of the grid. Surely motor racing is about the quickest drivers being rewarded and grid spots should always be on the merit and the speed of the driver in practice on the day.

I for one hope that this particular section of the new beginning will be rethought and that practice alone will determine grid positions.

The idea that the many changes being implemented will increase the gate is, in my view, naive. Motor racing has a hard core of enthusiasts who will always remain faithful to the sport but the idea that 'Joe Public' and his girlfriend/wife/family will flock to events is a little wide of the mark for they already have too

may other attractions competing for their leisure time, car boot sales, Sunday markets, steam fairs, gymkhanas, trips to the coast/country, theme parks etc, etc, etc. One thing that probably will improve spectator attendance is to have joint car and bike meetings as they pull in two different sets of spectators so this should increase the gate.

In all I applaud the changes and wish them much success, it is a move in the right direction.

## FOR SALE

### FORMULA FORD 1600

Van Diemen RF84 Good competitive car,  
very reliable  
£3000 ono

For further details contact Dave Sturdy on  
0274 680154 (Bradford)

## FOR SALE

### All steel BDA 1598cc.

Built new by Millington Racing Engines in 1993. Three speed events only in single seater. 77.6 stroke x std bore, std/std crankshaft, Cosworth internals, latest BDT/G head and cam carrier. LIX/DA 10 cams. 1.360 inlet, 1.2 ex valves, alloy sump, brand new 45 Webers, twin plate clutch and Lumenition ignition.

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Dave Baumforth on 01751 474383



## OPINIONS

BRIAN KENYON

I seldom step onto the hallowed soil at Harewood without I am confronted by someone who wants to change this or that about the way the club or the hillclimb is run but seldom do these people have the courage of their convictions to stand up and be counted. So come on boys and girls put pen to paper and let's have an exciting and stimulating 'Times'.

There's nothing worse than a bland, boring magazine and if at times you find some of my opinions contrary to your own, bear in mind at least I have opinions and I voice them, basically I'm trying to generate interest in the 'Times'.

I would like to see the committee as a whole contributing more to the magazine as their lack of input and comment I find worrying. I have always taken the view that the committee should communicate with its members and have expressed this view on every opportunity. No one expects a blow by blow account of committee meetings but some contact with the members is important.

As I write this I can almost see the hairs on the back of the necks of some committee and centre members bristling but I am not out to cause dissent, I am out to elicit constructive opinions and comment.

## RACING MEMBERS

### REPORTS

PAT KENYON

As many of our members now circuit race it would be a welcome addition to the 'Times' if we had some reports on their activities. Simon has promised a report on his Ferrari exploits on the continent which I am sure would make interesting and exciting reading. Colin Wright races in Formula Ford 2000. John Roberts similarly has taken to the circuits, young Chris Seaman in his self constructed car has contested the 750 Monoposto Series. John Wilkinson races in Formula Ford 1600 while husband Brian has raced in a couple of MG series and is shortly to be joined by Mark and Paula Cousin and Paul Greaves who are at the moment preparing cars for their circuit debuts.

Race reports would add some diversity and interest to the 'Times' as although we are a fully committed hillclimb club I am sure that members are interested in other aspects of the sport.

Can anyone tell the editor how things are progressing at Croft as it is rumoured that there will be events there this year and with the centres past ties with this venue, is there any likelihood of the centre returning to the race circuits?

### BARC YORKSHIRE CENTRE

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# THE ESSES

BRIAN KENYON

In his notes from the Speed Events Forum Chris mentions that the majority of competitors felt that a 'little easing' of the severity of the Esses would be an improvement. In my view minor changes, although welcome and perhaps OK on a very temporary basis, are not really the cure to the problem.

So what is the problem? and what can be done to improve matters?

Most of you will either have seen or driven this section and will know that when you approach the Esses from the downhill section you have to brake extremely hard before you turn in to the first corner, this unsettles the car of course but to compound matters you are then faced with a second corner which is upon you immediately. No sooner are you out of this than you are approaching Chippy's. It is an extremely 'bitty' section and it is impossible for a driver to allow the car to flow through any of the corners. It is most certainly not enjoyable to drive. "Ah", you might say, "it still needs skill to negotiate this section" but as the majority of it is at extremely low speeds ie 30 mph, it can have little satisfaction, it most definitely is not an asset to a drivers' enjoyment of the hill.

The reasons for the Esses could be to dramatically slow cars as they approach Chippy's and safety could be quoted in this case, I myself am not convinced of this particular points validity. From a spectator point of view, the Esses was to be a part of the course where they could be extremely close to the action, but there isn't any due to the extremely slow speeds involved. Spectators would be excited by a far faster approach to Chippy's. I am constantly being reminded that spectators are close to the track at Shelsley but there, cars are flashing past at 100 mph+, not at 30 - which is the most exciting? The answer is self explanatory.

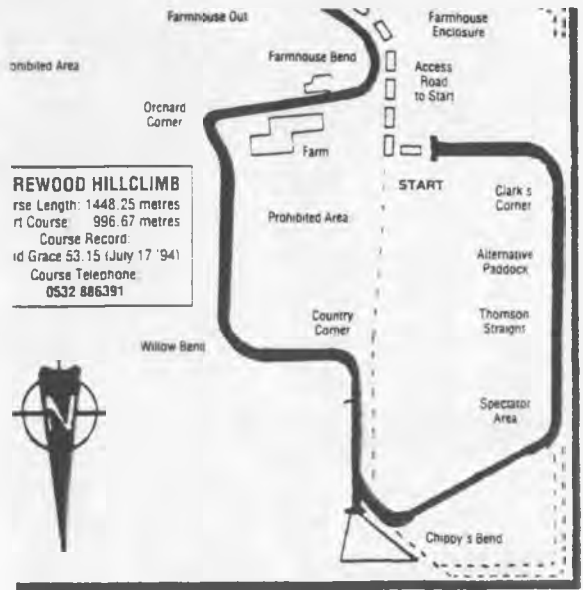
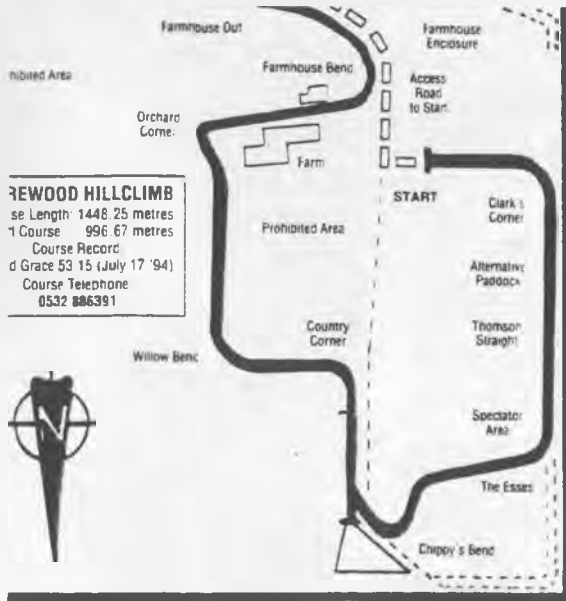
So what can be done to improve matters? I have two suggestions and if you refer to plans 2 and 3 you will see that I give you alternatives. Both would give greater driver and spectator satisfaction which is surely what we are, in the end, aiming for.

Plan 2 turns slightly to the right after Thomson Straight and then goes diagonally to Chippy's, this would increase the entry speed dramatically and much heavy braking and gear changing would be required which should excite both drivers and spectators alike. From a safety point of view there is ample room for a run off area i.e. the old start assembly area and grass beyond which would mean that anyone who was over optimistic should only suffer a harmless spin or a straight on into the undergrowth.

Plan 3 involves the course curving from the end of Thomson Straight to Chippy's. This would increase the difficulty of this section by a dramatic amount as a driver would be striving to balance his car and brake while not going in a perfectly straight line. This would be extremely exciting and challenging but perhaps not quite as safe as Plan 2 although, yet again the run off areas are quite wide.

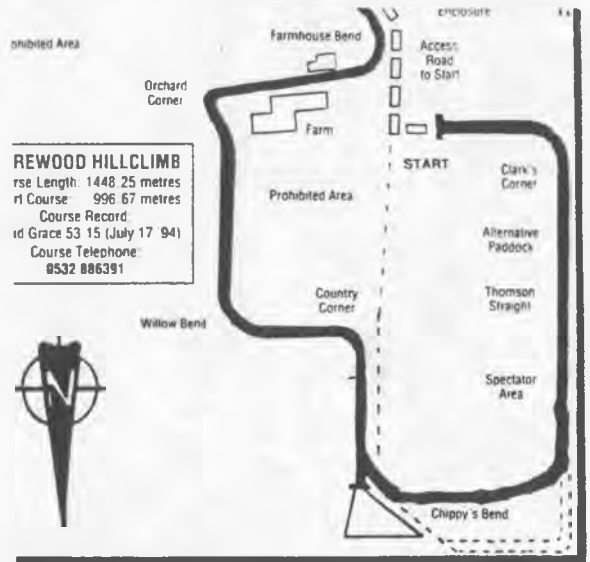
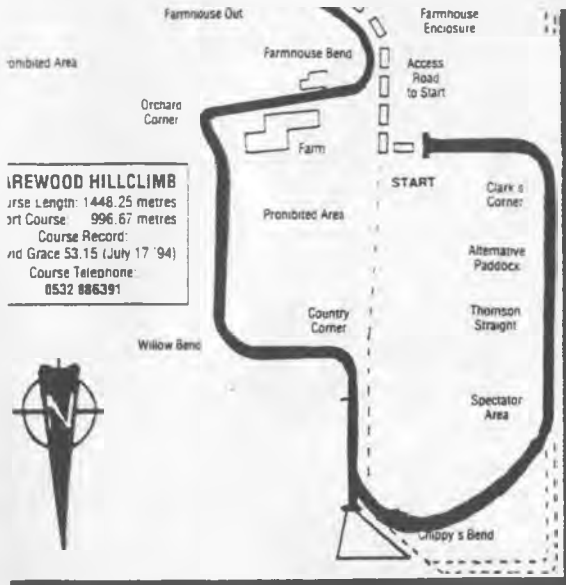
Plan 4 is somewhat similar to Plan 2 but Thomson Straight is extended a little further down before it goes diagonally to Chippys. Although this would increase the speed at which cars would approach the new corner from Thomson Straight there is still room for a run off area for anyone missing their braking point. As the course stands at the moment very few drivers slide off at the end of Thomson Straight so I would not expect a dramatic increase in incidents at this point.

Has anyone any further suggestions or criticisms of my plans. I personally have been highly critical of this section from the first day that I saw it but I have refrained from passing any comment until this time and I feel that it is now appropriate for me to make these suggestions as the Forum opened the debate.



Plan 1 is the existing course which may be 'eased' at the Esses by the introduction of a concrete pad to widen part of the track.

Plan 2 is perhaps the favourite as it would increase speed on the approach to Chippys and increase the importance of this corner.



Plan 3 perhaps would not find favour with the RAC MSA but would undoubtedly be the most challenging of the alternatives that I offer

Plan 4 would increase the speed at the end of Thomson Straight and require much heavier braking, the short straight would then carry the driver into more heavy braking into Chippys.

*Quite obviously the changes I suggest would cost money and so would probably would not be able to be implemented in the near future but I feel that owing to the unpopularity of the Esses area, some debate must be started for if any changes were made to this section we would have to get it right this time. Harewood is a superb course which would be even better with the Esses area modified.*

## FOR SALE

4 genuine 7.5" x 13" magnesium Minilite wheels and nuts  
8 off 7" magnesium Brabham wheels, wobbly web Formula 3  
4 off Yokohama 180/515/13 wets  
4 off FAST 180/515/13 slicks - cheap  
48 IDA Weber and manifold and new K&N air cleaner suit 1330 Mini/Midget etc  
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For further details contact Brian Kenyon on 0114 234 0478

## SHEFFIELD MOTOR SPORT SHOW

SHEFFIELD ARENA

March 24th/25th/26th 1995

We need members to help set up the stand, man (or woman) the stand and supply a car for display.

Anyone who feels they can help please inform Simon Clark on 0937 584554 (B)



## HAREWOOD DATES

### FOR 1995

- |              |  |
|--------------|--|
| 26th March   | Practice Day / Marshals Training Day       |
| 15th April   | BARC Speed Championship Meeting            |
| 16th April   | Spring National Meeting                    |
| 13th May     | Open, Novices, One Makes Meeting           |
| 14th May     | Open Championship Meeting                  |
| 11th June    | Jim Thomson Trophy Meeting                 |
| 8th/9th July | RAC British Hillclimb Championship Meeting |
| 6th August   | Montague Burton Trophy Meeting             |
| 24th Sept    | Harewood Championship Finals Meeting       |

## CHANGE OF ADDRESS

*All members changing their address MUST inform Headquarters at Thruxton as they produce the address labels for the 'Times'.*

*It is no use informing the editorial department as they have no control over the membership list.*

*Failure to inform Headquarters will mean that you do not receive your 'Times'.*

*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*