



BARC

JANUARY/FEBRUARY 1995

CHAIRMAN'S LETTER

Dear Member

First let me start by wishing you a prosperous and Happy New Year.

As most of you are aware the first social event of the year kicks off at 7.30pm on Friday 27th January at the Old Star at Collingham and takes the form of a Marshals Supper.

Many of you will be delighted to know that the Yorkshire Centre are back at Croft assisting with a Headquarters run race meeting there. This sees the welcome return of motor racing to our portfolio and we hope to see our involvement grow.

Discussions continue regarding the movement of control and the paddock down to the barn area and providing the finances can be agreed more information will be forthcoming in the next edition.

Time to consider letting yourself go forward for election to committee. Don Burt has taken the plunge but we need more new blood. Whilst on the subject of committee we are sad to say goodbye to Ivor Pashley and Tony Hodgetts who, after many years of excellent

service, have decided to retire from committee. My sincere thanks to them both, their contribution has been enormous over the years and they will be missed although we expect to see them both at Harewood.

The committee has agreed to ease the apex of the middle 'S' in line with feedback from the Forum although bogey times will not alter on the basis that it is the same for all.

This year we are experimenting with renting the hill out for one of our unused days. This year we have agreed a deal with Trackrod Motor Club who promise a different type of day to which we are invited and it will be interesting to see how they tackle things. Obviously the rent will help our coffers and allow us more scope for development.

In concluding, I desperately need help from marketing, sales and advertising experienced members to inject new life into our sponsor schemes. If you can help please call me on 0937-584554 (B)

I look forward to seeing you soon.

Kind regards

Simon

BARC (Yorkshire Centre) ANNUAL GENERAL MEETING

Tuesday 7th March 1995

Parkway Hotel, Otley Road, Leeds

Start 8.00pm prompt

It is hoped that as many members as possible will make the effort to attend as this is your chance to air your views about the running of the club and to make any constructive suggestions or comments

*Articles for the next edition of the Times please to the Editor by
March 28th 1995*

*Mrs Pat Kenyon 4 Leslie Road Hillsborough Sheffield S6 4RB
Tel & Fax 0114 234 0478*

SPEED COMMITTEE PROPOSALS

PETE GRIFFITHS

My wife and I first came across Harewood by accident during 1993, our first year in motorsport. We had trouble getting entries at certain venues - Shelsley being one of them - and on one occasion we were left with the problem of finding an alternative event at short notice. Harewood looked the only possible option and although 3 to 4 hours driving away we decided to try. The Competition Secretary at the time was kind enough to give us a late entry. On arrival at Harewood we received a very warm Yorkshire welcome from both officials and fellow competitors alike. We found the atmosphere relatively easy going but not dis-organised. The track we found to be both interesting and challenging. The mould was set and on the way home we decided to make Harewood a regular event and although already BARC members we decided to join the Yorkshire Centre.

So what has all this to do with the Speed Committee proposals? Well, not a lot except that it does illustrate what attracted us to Harewood and one must not lose sight of the overall impact of organisational changes and bear in mind to obtain full entries Yorkshire centre must attract entrants from quite far afield. I hope the following comments will be seen as constructive and, no, I didn't attend the Speed Events Forum, my only excuse being I am unfortunate enough not to live in Yorkshire but in South Bucks, some four hours away.

First, the proposal to move the paddock to the area adjacent to the start. This has several things going for it and in my view only one or possibly two negatives, the first of which is access to and from the paddock during the event. This could only be achieved by using the track presently used by support vehicles going to and from the start area and would need considerable improvement to enable its use by trailers. And, yes, there will always be late arrivals and early leavers many with extremely good reasons for doing so. I may be wrong but I don't know of any other venue without direct access from road to paddock. The only other possible negative is the drainage in the proposed area. Will it turn into a mud bath during heavy rain periods? Anybody unfortunate enough to be at Loton Park in the rain will know just how miserable a muddy paddock can be.

As for the proposals regarding signing on, scrutineering and practice, I don't understand the objectives. Perhaps someone can explain what's wrong with the present system? Admittedly some competitors are slow to come forward when called to practice, but the simple sanction of forfeiting a practice run would quickly solve that problem. Incidentally the lack of an effective

paddock tannoy may be a contributory factor. The proposals themselves seem to have been thought out in isolation and when put together become contradictory. In several visits to Harewood I have never encountered any difficulty signing on and I for one do not relish getting up at 3.00am so that I can get to Harewood by 7.30am to sign on and then sit around until the scrutineers arrive. No! Compulsory signing on that early is not only unnecessary but could well encourage entrants to go elsewhere.

As for the proposed batch system, ask yourselves the question "Why was the batch system as used at Shelsley devised?" The answer must be because there is no return road hence the necessity of bringing the cars back to the paddock in batches. It is a very labour intensive system requiring 2 paddock marshals and a third person manning the batch allocation desk plus a communication system between them. It can also be very confusing to the uninitiated, as I can testify from first hand experience. If you must have batches why not save yourselves some unnecessary work and use the classes as pre-formed batches? In my view Harewood needs a batch system like a hole in the head. Far better would be to look at the system used by Prescott (comparable as it has a return road) which produces a very slick organisation with the minimum of fuss and bureaucracy. The system involves signing on in random order with the incentive for signing on early being third practice runs allocated in signing on order. Scrutineering is in class order at the competitor's paddock position and the first 2 practice runs are held in class order followed by third practice runs if time allows. Third practice runs are suited to two day events but for one day events a more suitable signing on incentive would be third or even fourth fun runs at the end of the day in signing on order.

On a different note I was interested to read Brian Kenyon's ideas on the Esses. His views that the Esses are entered with the car unsettled and are bitty which does not let the car flow I find a little puzzling. Whilst I broadly agree with his definition of the Esses I feel that they place a premium on smooth driving and the set-up of the car. As a test of driving skill I would have thought these so called faults to actually be virtues. As for speed as low as 30 mph this may be so on some of the slower cars but the faster cars are I feel a little quicker than this. The Esses are not necessarily boring either as anybody who has watched the likes of Roger Kilty through the Esses can testify. So by all means ease the corners in the Esses a bit but please don't deprive us of the challenge of getting the Esses right! *(Ed: Peter Harper's datalogger was reading 34 mph through the Esses and Peter is one of the quick guys!)*

MOTORSPORTS 95

NIGEL DRAYTON

Once again we have been offered our own stand at the Motorsports 95 exhibition at Sheffield Arena in March. In view of the success of last years event both for the exhibition in general and BARC in particular we have been offered a much larger stand that will accommodate up to four cars and I would be very pleased to hear from any competitor who would be prepared to put his pride and joy on display. (That means car!!)

For those of you with Sponsors (lucky sods) we also have the use of a hospitality suite and by prior arrangement this can be available. Sandwiches and Brown Ale are extra.

I would also be very pleased to have some assistance actually manning (or womanning) the stand on either the Saturday or the Sunday, or both. As a newcomer to this racing lark it might be a good idea to have one or two bods on the stand who actually know what it's all about. Setting up is on Friday 24th, show days are 25th and 26th.

I would also be interested in any photographs or video material, suitable for daytime audience, which might illustrate various aspects of hillclimbing or sprinting or show Harewood in its past glory.

And yes, it is Practice Day on the Sunday, but if you've not got the rust off your propshaft by then, why not come along and support the Club.

If you think you can help in any way please do contact me soon. I can be reached on 0532 667130 (H) or 0532 315141 (B).

Thanks
Nigel Drayton

(Ed: The Sheffield Arena is about one mile from Junction 34 of the M1 motorway and very close to Meadowhall!!)

THE SCRUTINEERS TROPHY

The September/October 'Times' gave a list of the Annual Award winners but the Scrutineers Trophy winner was not known at that point.

I am delighted to report that it was won last year by Don Williams for his Gilbern Invader.

Congratulations Don and may your efforts to keep your car in such good condition be an example to other competitors.

EDITORIAL

My sincere thanks to our contributors in this edition of the 'Times'. After my plea in the last edition there has been a great response and I hope many more of you will take the trouble to put pen to paper. There are many 'moaners' in the paddock but I don't see them in print ever. Don't forget, if you don't make your views known, you can never get anything changed.

It would be extremely beneficial if the committee took a more active interest in the 'Times'. I am sure that they would enhance their standing with the membership if they were to explain some of their actions and decisions which are taken on behalf of the centre.

Some of the articles show support for the Esses in their present form but as you can see from Simon's letter the Esses are to be 'eased' slightly. This, I am led to believe, will take the form of a concrete pad which will widen one of the corners.

It is good news to hear that BARC Headquarters are to run Croft again. As the Yorkshire Centre are to be involved, this is a good time for some of our ex-drivers to get their waterproofs and wellies out and offer their help. One problem for the Yorkshire Centre (and it applies to all motor clubs) the 'few' do all the work and if our willing band of workers are stretched too far, then they may well cry 'enough'. Croft will need plenty of helpers and I'm sure our Chief Marshal Tim Bendelow would be glad of any extra help that may be offered.

I'm still awaiting a reply to my plea for race reports from our circuit racers. Hurry up and write or you may find that Brian will be filling too many column inches yet again!

Pat Kenyon



Don Williams

ONE DAY IN JUNE

DAVID BAILEY

If somebody had told me at the beginning of 1994 that I would be collecting a record plaque and the Ford Woodhead Trophy at the Annual Awards presentation, I would have politely enquired what brand of mushrooms they were on.....

However, one day in June would see me not only beat Dad for the first time at Harewood and clinch my first class win but also re-set Roger Kilty's 2 year old record. The first few outings of 1994 had seen Dad and I struggling to get to grips with our new car. Having discovered a problem with the anti-droop on our Reynard's front suspension (this is not a problem associated with excess lager drinking) the car's handling was transformed. This huge improvement led me to a personal best and a class win, the week before the Jim Thomson Memorial Meeting, at the Three Sisters Circuit.

When Dad and I got to Harewood the following Sunday (12th June) conditions were ideal; dry and warm but not too hot. Practice was completed without any dramas. Indications for the timed runs in the afternoon were looking good with Dad beating his personal best by nearly 0.5 sec and myself being nearly 0.75sec in front of my previous mark; still trailing Dad by only 0.7 sec wasn't bad I thought.

After 2 timed runs Dad and I were not only 1st and 2nd in class but for the first time we'd both dipped into the 62 sec bracket, Dad leading the way only 0.03 sec outside Roger's record and with only 0.07 sec between us I was confident that the record could be under threat on the 3rd and final run.

Our fellow class competitors were doing their best to 'wind up' Dad by asking if he thought the record was on and if he was going to 'go for it'. Driving down to the start for my 3rd and final run I was hoping that all this playful banter was not going to have an adverse effect on Dad's last climb. My run was fairly uneventful apart from a slide at the exit of Farmhouse and running a little wide at Quarry. So imagine my surprise when I trundled into the paddock to be confronted by Dad leaping up and down waving his arms above his head. "He looks

pleased about something" I thought to myself. To be told I'd just taken the record with a time of 62.28 was just unbelievable, I was completely overwhelmed by all the people coming up to congratulate me from our own and other classes, these included Roger himself. When Dad came up a few minutes later also inside the old record but 0.03 sec slower than me, my weekend was complete. Dad was elated (I think he was even more delighted than I was!).

The weekend's events didn't really sink in until a few days later. I know hillclimbing and sprinting is a complex sport but why did that run not feel that quick? I know that might sound a little big headed to some of you but having spoken to some more experienced competitors (some of them record holders in their own right) this, apparently, is not unusual. That 'perfect' climb may allude us most of the time but to strive for the ultimate can be beyond our reach for most, if not all, of our competition career. I suppose I can count myself as fortunate to have temporarily reached that goal. The problem is that I now know that I can go quicker so I have another target to aim for. How long it will be before that 'perfect' day arrives again will remain to be seen.

To me, this is the whole essence of speed eventing, unlike circuit racing where if you make a slight mistake, you may have 5 or 6 laps left in order to make up the time lost. On a hillclimb or sprint a slight mistake on your run can blow the time completely. Too much or too little wheel spin off the start line, a missed gear or a locked wheel can prove disastrous. Perhaps that 'perfect' run doesn't exist? On top of all this (if that wasn't enough) is the driver's mental attitude. Dad had always maintained that a big percentage of the 'perfect' climb is the driver's state of mind (no comments please!). Obviously the driver needs to be committed (no, not that type of committed!) but if he or she tries too hard you can 'overdrive' and still fail to improve your time. You need to combine a sense of aggression with the ability to be able to relax a little. Easy to say in the calm light of day! But get strapped in that cockpit with helmet on and when the light turns green.....

Anyway, best wishes to everyone and here's to a safe and competitive 1995.



David Bailey in the Reynard FF89 he shares with dad Ken

Photo: Anne Paterson

LETTER TO THE EDITOR

Dear Editor

One of the most important events within the club's year is the AGM. Usually few of the membership bother to attend therefore very few different points of view are put forward and a great opportunity for change is missed. How can the popularity and usefulness of the AGM be increased?

In the past AGM's have been combined with film shows, and how about the HSA and Nottingham Sports Car Club's method which is to arrange a social gathering, buffet, quiz etc at their AGM's.

A poorly attended AGM is a sign of apathy and not that all is well within the club, in fact lively discussion on all topics should be encouraged so if you wish to affect the way that your club and sport will go in the next year, please attend on Tuesday 7th March.

Over the years I have put many ideas forward to the committee, a few have been adopted but many have not been acted on.

Because of my long involvement with the centre I have seen many ideas which could be re-introduced for the benefit of the members and the centre. During the days that Mike Wilson was chairman club nights were successful, re-union dinners were organised for those who had drifted away from the centre but whose enthusiasm perhaps could be rekindled for the good of the club. We had caravan racing up Harewood, the World Champion stock car driver exhibited his skill up the hill. I also seem to recall motorcycles competing at Harewood! and how about a Wild West Show and Rodeo - yes in the 70's we had one of those. One of the best money earners was to have the local radio station put on one of its road shows. And who can forget the time we had 'Dr Who' with 'Boris' Harcastle in hot pursuit as 'The Master'? Anything to inject a little spice and diversification is to be commended as it will possibly increase the size of the crowd and subsequently the coffers of the centre. Obviously a balance must be made between the setting up costs and the subsequent benefits. The most recent happening was the Steam Car which through no fault of those who organised it, was a failure as the Steam Car exhibited a lot of steam but not a lot of movement, but the idea was still to be commended.

Any additional attraction will obviously take personnel away from the event organising so it is essential that other people get involved and so share the work load. Perhaps some of this additional help could come from our landlords, Harewood Hill, who would obviously benefit from any additional use and income derived

from peripheral events. Harewood Hill was originally formed to ensure that hillclimbing remained at Harewood and so anything that can boost both their coffers and those of the BARC would go towards those objectives. At the moment the Centre is heavily dependent upon a successful RAC Rally Stage to fund improvements to the course etc. but as the rally is not certain to be a regular visitor each year the centre needs an alternative cash injection.

I have discussed in the paddock with others the case for a North of England Speed Championship. With careful selection of fixtures this could perhaps boost the prestige of all those involved. On the other hand, perhaps it would clash with or undermine our own Harewood championship. Nonetheless it is worth consideration and discussion.

My latest hobbyhorse is the use at Harewood of split corner/track times. Yet again this idea was used 4 or 5 years ago, with a beam being set at the start to measure the acceleration of cars over the first 64 feet. Interesting as this may have been it cannot possibly compare with corner times or track section times. All of this has moved me to write a separate article on the matter elsewhere in the magazine.

With the club's involvement with Croft, more help will be required, for to expect the same people who are running Harewood to do all the extra work is unreasonable but race meetings are a far more viable cash creating proposition than hillclimbs. The reasons are many, for instance, a circuit is already set up with its own communications, fire extinguishers and all the other things required to run a speed event whereas at Harewood all these things have to be brought in. The Scrutineering tent costs money, our fire extinguishers have to be kept up to date and re-furbished, the hill needs constant maintenance - all this and much more drains on the income that is derived from hillclimbs whereas at the race circuit you arrive, and providing you have set your entry fees at sensible levels and have good and well supported races, you should come away with a healthy profit without all of the headaches of running your own course.

How you may ask will all of this affect you? Well the centre needs to be financially viable for it to continue promoting events at Harewood or anywhere else for that matter but most of all, and one of the most valuable assets of any club is in its personnel and members' enthusiasm, so GET INVOLVED NOW and help your club go forward into the next century promoting the sport we all enjoy so much.

Brian Kenyon

ANNUAL GENERAL MEETING

MARCH 7th 1995

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 on 7th March 1995 at 8.00pm.

By order of the Committee

John M English

Hon Secretary

AGENDA

- 1 To receive and adopt the minutes of the Annual General Meeting held on 8th March 1994
- 2 To receive the reports of:-
 - a) The Hon Secretary
 - b) The Hon Treasurer
 - c) The Hon Competitions Secretary
 - d) The Hon Social Secretary
 - e) The Chairman
- 3 To receive and adopt the accounts for 1994
- 4 To appoint the auditors
- 5 To elect Officers and Committee for 1995/96:-
 - a) Officers
 - b) The requisite number of committee members
- 6 To transact any other formal business which may properly be dealt with at an Annual General Meeting of the Centre.

NOTE

Under Item 6 on the Agenda, time is given for discussion on any other business members may wish to raise. It is helpful, particularly where explanations or answers which will require reference to Centre records, if advance notice can be given.

OFFICIALS FOR THE YEAR 1994/95

OFFICERS (Who retire)

Hon Treasurer P Varley

Hon Secretary J M English

COMMITTEE MEMBERS (Who retire by rotation)

T Bendelow, A J Hodgetts, I Pashley

In accordance with Article 39 of the Memorandum and Articles of Association of the British Automobile Racing Club Limited, the Yorkshire Centre Committee makes the nominations for Officers for the following year.

The following nominations have been made for 1995/96

OFFICERS

Hon Treasurer P Varley

Hon Secretary J M English

COMMITTEE

The following have indicated their willingness to stand for re-election

T Bendelow (nominated by the Committee)

Including these nominations there are vacancies for Committee members and nominations for candidates are invited.

All nominations must be made in writing, with the knowledge and consent of the nominee and must be duly proposed and seconded by two members of the Centre.

Nomination should be sent to the Hon Secretary

J M English, 32 Farfield Avenue, Knaresborough, HG5 8HB to reach him by or on the morning of 28th February 1995

LETTER TO THE EDITOR

Dear Pat

In response to your request in the Nov/Dec '94 issue of the 'Times' and the possibility that Brian may run out of things to say (some hope), I have put pen to paper.

Firstly, 1994 was my first attempt at motor sport and following a year spectating at Harewood I bought the gear and headed for the Practice Day. Nervous and unsure, I would like to thank EVERYBODY at Harewood for their help, friendliness and professionalism.

On the issue of classes I attended the Class Forum to moan about the Caterhams and Westfields in Class B. Too late, the RAC beat me to it, roll on '96 and no more Saturday night rain dances to slow the 'buggers' down.

This now raised two more questions:-

- 1) Will the sports cars take the record and bogey time with them to Class E. They set it!
- 2) Can we have a new Class B record and bogey time set this year by the fastest time set by a saloon car in Class B during 1995.

Following the discussion on moving the paddock, which took place at the Forum meeting, I would be in favour of the move. I believe it would help the organisers and marshals considerably therefore improving the running of the events and resulting, hopefully, in additional timed runs.

I don't think that spectators will be tempted down the hill easily. If my wife and three sons are anything to go by they prefer the car parked on the hill and the panoramic view of the track.

Changing the Esses. Why? They are the same for everybody. I like them, never the same lines taken twice. They possibly suit the lower powered nimble cars but what do I know! If they must be changed then Brian's Plan 2 would be my choice. But would the money be better spent elsewhere?

The future of motorsport I feel is moving towards cars whose appearance is similar to standard road cars. Production Saloon racing is the prime example. My three sons 15, 12 and 8 years old love the Minis, Escorts, TVRs, Porsches etc but find the single seater type cars uninteresting. They don't appreciate the skill required to drive these cars at the speeds they go. But isn't this the same for a high percentage of spectators at motor sports events. More encouragement must be made to bring people

with standard type cars ie. Astra GTE, Toyotas, Peugeots, VW Corrados and Golfs in to hillclimbing. Starting with a standard road car class, NO modifications or trick tyres. These people will continue I'm sure through the sport in to single seaters, as I myself would like to do, thus ensuring the future of the sport.

Keep up the good work

Kenneth I Barker
Peugeot 205 GTi
(With rear tea tray)

MEMORIES OF CROFT

BRIAN KENYON

I only visited Croft three or four times whilst it was in operation but I well remember attending one when Chris Seaman had entered his 'Marque' Sports Towmaster Midget in the Modsports race. After a damp practice Chris had put his underpowered and overweight machine on the second row of the grid with 4.7 Cobras and the like lurking behind. Unfortunately for Chris the race was held in dry conditions and so he was swamped by the more powerful machinery as they accelerated towards Tower.

At another meeting, which I believe was run by Nottingham Sports Car Club (who were then I might add a powerful force in motor racing) had assembled a grid full of Lola T90's and McLarens in a sports racing race. The cars were driven by many of the British Grand Prix drivers of the day. Can you imagine the likes of Mansell, Herbert, Hill, Brundle etc racing today at Croft? How things have changed.

On a more recent note was the sprint held at the venue when many of our Harewood regulars were out in force, they reported that the circuit had deteriorated somewhat and was extremely bumpy and they also had to contend with makeshift chicanes which were constructed out of circular 8' bales of straw.

It appears that Croft is to concentrate its efforts on Historic and Classic racing in the near future. It's good that Yorkshire has at last got a race circuit. I wish it success.

HELP!

I currently have a Brian James trailer (14' x 6') and would like to cover it in, preferably with a canvas/plastic cover.

Can anyone help or advise who I can contact to have this work carried out at a reasonable cost.

Please ring Mike Smith on
0937 835611 (Evenings)
0585 297573 (Mobile)

PS. Who finally won the Scrutineers Trophy?

ADVANCING TECHNOLOGY

BEV FAWKES

It is apparent from the article written by Brian Kenyon that this is deep misunderstanding as to the different ways computer technology is being used in motorsport.

Data Logging

This entails the collection and storage of information from various sensors on the vehicle such as engine revs, wheel speed, steering angle etc. This data is then downloaded in the pits for further analysis after the competition.

Telemetry

This is similar to data logging but the data is transmitted by radio link to the pits for analysis during competition. This can either be instantaneous or once a lap.

Driver Aids

These include traction control, active suspension control and anti lock brakes.

Data logging is a purely passive device that allows the team access to more meaningful data rather than trying to interpret the drivers 'seat of the pants' feelings. Telemetry is also passive but it does allow the team to interpret the data during a race and to advise him to either alter his driving style or to make adjustments to the engine/chassis set up. The so called 'driver aids' actively assist the driver to control the vehicle and usually improve performance.

The object of most forms of motorsport is to cover a stated distance in the shortest possible time. Throughout the history of motorsport new technology has been deployed as the main way to reduce times as drivers ability is constant. Such items as disc brakes, LSD's, improved tyre technology, fuel injection, etc have all been refined in motorsport and then transferred to production road cars. All of the items listed as 'driver aids' above are available on a number of current road cars and could quite legitimately be used in the road going classes in sprints and hillclimbs.

It is foolhardy in the extreme to suggest that the use of computer technology replaces or diminishes the role of the driver, it enhances it. It is likely that the better drivers will make the most use of any emerging technology. The likes of Prost, Mansell and Senna didn't ask for the technology to be banned but tried to work with it to improve their ability to drive. If one

wishes to linger in the past then there are numerous forms of 'classic' motorsport. However, this should not be used as a smoke screen to hide behind if one cannot grasp this technology.

I for one would rather be in the car urging the flag man to walk quicker than being the flag man who furiously waving the red flag trying to slow the car down and wonders what is wrong with horse drawn carts!!

ART OR SCIENCE

BRIAN KENYON

In replying to Bev's letter the first thing that I should clear up is that I DO understand the different methods of computer technology used in motorsport, I always do my homework first whenever I go into print. The HSA magazine ran a series of articles by a driver who competes in a Peugeot in hillclimbs. He is also a computer wizard of the Formula 1 Benetton team. I gleaned a great deal of information from these and along with articles written in the 'comics' as well as information on various TV programmes. This has not made me an expert but has made me reasonably aware of what it's all about. What I am guilty of is mentioning telemetry and then grouping everything under this heading, for this I apologise.

If driver aids ie. traction control, active suspension, anti-lock brakes are fitted as standard, then of course these items must be allowed in the relative cars. High tech mods should be allowed in some classes but surely some provision in the future must be made to retain classes like the highly successful Formula Ford class at Harewood. Success in this class is gained by the driver's personal ability rather than 'driver aids'. Long may it be so.

Bev has missed my point entirely when he mentions Formula 1 drivers. My article was aimed at those competing at a far lower level ie. sprints, hillclimbs and club racing, this is a million miles away from the mega-buck Formula 1 scene.

I am not hiding behind a smoke screen, I am just interested in seeing that sensible controls are put in place in CLUB MOTOR SPORT and I am not alone in my views as I have powerful allies in the form of the RAC MSA who have expressed concern regarding advanced technology in their latest two Bulletins. On a more esoteric plain in Formula 1 the FIA have recently introduced a block on some of the advanced technology. Their reasons for so doing are somewhat similar to mine, they are concerned about the speed and performance differential between the mega-buck spenders at the front of the field and the more impoverished section running at the mid to rear. Another

of their concerns is that this technology can ruin the sport as a spectacle for surely it is better to watch a driver balancing the car on the throttle coming out of a corner than just booting it and letting technology take over.

It has not escaped my notice that one of the boom sectors of our struggling sport in these financially constrained times is Historic and Classic motor sport where technology is very limited, it shows that I am not alone in wanting to 'drive' a car without being propped up by various aids.

My main concern is for those who are to follow in the future and that they will not be deterred from entering the sport because of this advanced technology and its cost (this may not worry you Bev as you are involved in computers). It may have escaped many people's notice but entry levels in recent years have dropped and anything that can put people off from entering the sport in the future is not good news.

Regarding the red flag/horse and carts I am not trying to turn the clock back but I will explain what I find challenging and exciting about driving a car. I would have no satisfaction in steaming up to a corner, jamming my foot hard on the brake pedal like a demented orangutan and having anti-lock brakes sort it all out for me. Likewise balancing the car on the throttle in a high speed corner I find one of the most satisfying feelings that one can attain. Driving is an art and sensitivity of touch is all important but take all this out of driving and it removes all of the pleasure and it's something that I, for one, could not relish in the future.

As I understand it a red flag in motor sport means 'STOP' so isn't it about time to STOP and re-think the way that we want CLUB MOTOR SPORT to go.

DO YOU HAVE ANY INFORMATION ABOUT THE 'OLD BUS'?

We have a request from David Scatchard regarding the one and a half deck 1947 Commer Bus reg no XAT 368 that acted as 'Control Bus' in the Harewood paddock until the late 70's.

The RAF Benevolent Fund have recently acquired the bus and are planning to restore it, the work being carried out at RAF Cottesmore in Leicestershire.

If anyone has any recollections or photographs of the old bus could they please contact

Air Vice Marshal F C Hurrell
RAF Benevolent Fund
67 Portland Place
London W1N 4AR

or alternatively send them to
David Scatchard
11 Lansdown Way
Usher Park
Haxby
York YO3 3SZ

or send them to the 'Times'

(Ed: I have just found a photo taken in 1972 of the bus with a certain R Bingley, C Seaman, MS Wilson and B Kenyon also getting in on the act! I May publish it in the next 'Times')



Photo of the bus prior to its loving restoration

BARBECUE HILLCLIMB

NIGEL DRAYTON

Trackrod Motor Club are pleased to announce that in their 25th Anniversary year the now annual and traditional Morley Waste Traders 'Barbecue Hillclimb' will be held at Harewood on Sunday 27th August.

The BARC Yorkshire Centre Committee have generously agreed to the use of the hill on this day and we are grateful for their help and assistance.

This popular event which has been held at Baitings Dam for the last five years and has a National B permit, will again offer a value for money format based on a limited entry of 100 and one free Barbecue ticket will be included with every entry. The fee will be £50.

To encourage the Bank Holiday feeling a number of novelty activities will be arranged and the Organisers hope to attract competitors' families as well as a large crowd of spectators.

BARC members who would like to help will be very welcome. More information will be available as the year progresses.

Nigel Drayton

Clerk of the Course

0532 667130 (H) or 0532 315141 (B)

NEC AUTOSPORT RACING CAR SHOW

Brian and I made our usual pilgrimage down to the NEC for our annual 'noggin and natter', well it seems that way as we spend more time chatting to people than actually looking round the exhibits. Hillclimbers were out in force and among the many we spoke to was the Rev Barry Whitehead who was doing the rounds with the aid of a walking stick. It appears that he will be a candidate for the same treatment as Mike Wilson and Allan Staniforth have undergone ie. a rose jointed hip! No doubt he will be hoping they make it out of titanium rather than stainless steel as it will keep the weight down!

TY CROES

I have received rave reviews from David Bailey regarding the new sprint course which was used for the first time last year. The course is situated on the isle of Anglesey and although some considerable distance from Yorkshire, David says it's well worth a visit. By the layout of the course it would appear that you are going to be able to attack some sections in top gear, this in itself these days is something of a novelty, so if you're doing nothing on the weekend of July 22/23 it's well worth giving it a whirl. One of the events could be a 2 lapper.

Ring David on 0161 865 6436 for info.

SPLIT TIMES

BRIAN KENYON

During a recent telephone discussion with Don Burt I listed ways that I thought the centre and Harewood could be improved. One of them was to introduce something which was used at events in 1970, 71 and 72 - split corner times and split track section times. These could be used to enhance the enjoyment and information available to both competitors and spectators alike at very little cost, if any, to the organisers, in fact if the system which was used at Aintree was adopted it could be self funding ie. if competitors put in £1 each this would pay for the timekeeper and the extra clocks. This idea I believe has much to commend it.

I hope Mike Wilson will not be offended if I use some of the information he put out at the time along with the list of overall times up the hill, miles per hour and corner times. The system worked in this way - 2 supplementary timing channels were used at the September 1970 meeting. These extra times were 1) an average speed trap time taken over 55 yards of Quarry Straight and 2) a time from the end of the average speed trap time to the finish line. The second set of figures will, in effect, give the time taken from the cut off to negotiate Quarry Corner and in conjunction with the total time for the climb and the speed through the trap give food for thought.

Unfortunately as one can expect after the passage of 25 years the majority of the drivers competing then have no meaning to our present competitors but a few are still active or involved with the centre.

Name	Car	Time	MPH	Quarry
Bobby Fryers	Cooper S	54.56	59.2	6.766
Pat Hopkinson (now Kenyon)	Sprite 1098	53.58	62.4	6.811
Chris Seaman	Midget 1293	49.46	67.2	6.038
Jim Robinson	Mallock U2	48.56	68.0	6.309
Joe Ward	WardFord	47.17	75.0	6.508
Peter Varley	Ginetta G12	49.73	72.1	6.332
John McCartney	Felday BRM	47.84	73.1	6.552
Allan Staniforth	Terrapin MkI	48.38	69.3	6.264

In 1971 a speed trap was taken 1) over 27.5 yards (1/64th mile) of Quarry Straight and 2) a time from a point one yard outside the Farmyard gateway (*Ed: In those days there was a gate complete with gatepost*) to the exit from Farmhouse Bend 2 yards below the paddock slip road exit.

Yet again it is difficult to pick out names that will be relevant to current competitors but here are a few.

Name	Car	Time	F'house	MPH
John Casey	Cooper S	49.16	7.332	66.50
Pat Hopkinson (now Kenyon)	Sprite	49.69	7.712	67.25
Chris Seaman	Midget	48.80	7.739	66.00
Jim Robinson	Mallock U2	47.46	7.152	71.50
Joe Ward	WardFord	46.53	7.141	77.00
Allan Staniforth	Terrapin Mk1	46.41	7.665	70.50

In 1972 the time was taken from approx 4" in front of the startline up to the cut off point for Country Corner and the time from the start to the cut off point for Orchard Corner. By simple subtraction this also gives the time through Country Corner and Willow Bend. The distance for the first timing point was approx 120 yards and to the second approx 400 yards.

Unfortunately all we have for this set of figures is a list of numbers and times and no names but at the time we highlighted Brian and Pat Kenyon in their 'Marque' 1293cc Sprite and John Houghton and Chris Seaman in their modsports 1300cc Biota.

	Run 1		Run 2	
	Country	Orchard	Country	Orchard
Pat Kenyon	6.43	20.47	6.43	19.90
Brian Kenyon	6.28	18.03		
John Houghton	6.42	18.97	6.50	19.10
Chris Seaman	6.11	18.51	6.21	18.63

In 1970 Pat was driving in her first full year of motorsport in a 1098cc 'Marque' Sprite while Chris Seaman was in his all conquering 1293cc Towmaster Midget. I was unfortunately not driving in 1970 or 71. In 1971 Pat was on equal terms with Chris and had a

1293cc car which evened matters up somewhat, in fact if you look at the 1971 figures she was able to beat Chris round Farmhouse. In 1972 it was all change and I was back driving the family Sprite, unfortunately not in direct competition with Chris who had moved into the modsports category, first with a lightweight ultra quick modsports Midget and subsequently the even lighter Biota Kit Car of John Houghton. This car was somewhat unique as few were made and John had managed to circumnavigate the rule which stated 'you should have the windscreen in the erect position'. Erect it was, but it stood inside the boot!!!! One of the cleverest ways of using the rules I have ever seen. Anyway as you can see from the times, our Sprite was more than a match for this highly specialised Biota.

I look forward to hearing from Chris's fan club/publicity department explaining how I managed to beat him in our far heavier and unwieldy car! As Chris beat me on overall times up the hill I can only suggest that he was trying really hard on the straights!!

As you can see these times can be extremely useful in finding out not only how you are faring on the course or sections of the course yourself but also how you match up to your classmates and even the rest of the competitors driving on the day. I would commend these split times to everyone as it will perhaps blow away some of the myths that surround some of the drivers and the cars that are now competing.

Quite obviously the times attained 25 years ago are not relevant today as massive advancements have been made in tyre and engine development during that period. Also the course has been resurfaced many times since that period and in recent years lengthened.



Photo of the Top Ten of the Castrol/BARC Championship 1972. Of those pictured only one was driving in competition last year and then it wasn't in hillclimbs as Brian Kenyon had taken to the racing circuits. From left to right it's Pat Kenyon, Brian Kenyon, Chris Cramer, George Whittingham, Mike Flather, Chris Seaman, John Houghton, Tony Bancroft, the late Richard White and Richard Thwaites. Cars pictured are the Kenyon's Sprite, the Seaman/Houghton Biota and Richard Thwaites' McLaren M10B

RAC MSA HILLCLIMB & SPRINT OPEN DAY

The Hillclimb & Sprint Open Day of the RAC MSA Speed Committee will be held in the Crow's Nest Suite at the National Motor Museum, Coventry Road, Bickenhall, Solihull, West Midlands on Saturday 18 February 1995. The meeting starts at 10.30am.

Anyone wanting to suggest any items for discussion should send them, in writing, to Peter Todd, RAC MSA, Motor Sports House, Riverside Park, Colnbrook, Slough, SL3 0HG no later than Monday 6 February 1995.

Don't forget, this is your chance to voice your opinions about sprint and hillclimb classes, etc.

FIRE EXTINGUISHERS

There is so much conflicting information as to what is the best extinguishant for use in race car extinguishers that competitors need to know which product is likely to be adopted for future use by the MSA. I was told at the Racing Car Show that the one mooted for use at the moment is by no means the best so competitors need to know before they waste money on an inferior product.

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 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 will not receive your 'Times'.

BARC YORKSHIRE CENTRE OFFICERS & COMMITTEE 1994/5

CHAIRMAN
HON SEC.

VICE CHAIRMAN
HON TREASURER
HON COMP SEC
COMMITTEE

Tim C Bendelow
David Naylor
Antony J Hodgetts
Graham Wride

Simon N Clark
John M English
32 Farfield Road Knaresborough HG5 8HB
J Richard Hardcastle
Peter Varley
Chris G Seaman 0114 258 5695 (Business)

Nigel Drayton
David Dalrymple
Ivor Pashley