



# YORKSHIRE CENTRE TIMES



BARC

Issue No 66

JANUARY/MARCH 1997

## CHAIRMAN'S LETTER

Dear Member

Firstly may I wish you all a Happy, Prosperous and Competitive New Year!

The latest on Harewood is that we hope to have a tarmac top on the gravel road in the top paddock as well as a tarmac link road behind the barn to improve the speed of re-runs and a new topping on the entrance road from Harewood Avenue.

Other improvements are further seating to the paddock rail, a new caterer (promising a better service) and hopefully some landscaping to the tyre walls etc.

You will read elsewhere of our decision to upgrade our ambulance facility to a full WYMAS unit with paramedics which, whilst more expensive, will enhance the quality of care enormously.

The Dinner Dance was a great success and plans are in hand for this year's as it forms the 35th anniversary of Harewood and the 75th anniversary of the Yorkshire Centre. This has also prompted thoughts about celebrating this at Harewood. The idea is to run a short course meeting on the Saturday of the September meeting with a Barn Dance for marshals, competitors etc on the Saturday night.

Finally I am delighted to report the sponsorship of our Hillclimb Championship by the Yorkshire Auto Trader. Please let us make them welcome and do all in our power to ensure they get value for money.

Kind regards

Simon

### ANNUAL GENERAL MEETING

Monday 17th March 1997

Parkway Hotel, Otley Road, Leeds

8.00pm prompt

*Please note: there are vacancies for new committee members. Anyone interested, please get nominations to the*

*Hon. Secretary by 28th February 1997*

*See notice on Page 2 for details*

## EDITORIAL

Our cup runneth over, 1997 looks like being a bumper year for the Centre. At our highly successful and enjoyable Annual Dinner and Dance the fabulous news was announced that our Championship was to be sponsored by the Yorkshire Auto Trader, add to this, new classes for '97 and the introduction of a new challenge - a chance to run on the short hill at a special commemorative hillclimb meeting. The Centre actually made a profit last year, consequently things are looking very rosy. As you can see from Simon's letter on-going improvements to Harewood are underway.

Let's hope that things continue in the same vein and that the on-track action is as exciting as last year's with the championship being snatched at the last meeting by a fired up and on form Dennis Crompton in his highly successful BMW.

In these days of ever increasing speeds it is satisfying and reassuring to know that the highly professional Paramedics of WYMAS (West Yorkshire Metropolitan Ambulance Service) will be at all the Harewood meetings this coming year. It says a lot about the safety of Harewood that we haven't had a really serious incident but it is always best to plan for the worst scenario and WYMAS will give us the best of medical care that is available.

Through these columns I keep beseeching members to write something for the 'Times', Peter Herbert always supports the magazine on a regular basis with his splendid meeting reports, but if you think he gets too many column inches, please write something about your exploits and I'll be only too pleased to print them. For contrary to popular belief, I am often searching for articles.

Pat

*Articles for the next edition of the Times please to the Editor by 10th April 1997*

*Mrs Pat Kenyon, 4 Leslie Road  
Hillsborough, Sheffield S6 4RB*

*Tel & Fax 0114 234 0478*

THE BRITISH AUTOMOBILE RACING CLUB (YORKSHIRE CENTRE)

**ANNUAL GENERAL MEETING**

MARCH 17th 1997

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 17th March 1997 at 8.00pm.

By order of the Committee

John M English

Hon Secretary

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**AGENDA**

- 1 To receive and adopt the minutes of the Annual General Meeting held on 6th March 1996.
- 2 To receive the reports of:-
  - a) The Hon Secretary
  - b) The Hon Treasurer
  - c) The Hon Competitions Secretary
  - d) The Chairman
- 3 To receive and adopt the accounts for 1996
- 4 To appoint the auditors
- 5 To elect Officers and Committee for 1997/98:-
  - 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.

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**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.

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**OFFICIALS FOR THE YEAR 1996/97**

**OFFICERS (Who retire)**

Hon Treasurer P Varley

Hon Secretary J M English

**COMMITTEE MEMBERS (Who retire by rotation)**

Mark Richards (Resigned), J Richard Hardcastle, Chris G Seaman, David Dalrymple

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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 1997/98

**OFFICERS**

Hon Treasurer P Varley

Hon Secretary J M English

**COMMITTEE**

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

J R Hardcastle (nominated by the Committee)

D Dalrymple (nominated by the Committee)

C G Seaman (nominated by the Committee)

Including these nominations there are a total of five 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.

Nominations 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 1997

# NEW MEDICAL PROVISION AT HAREWOOD

**J. Richard Hardcastle**

Unfortunately nothing is for nothing! You will all have noticed a fairly hefty increase in the 1997 Harewood entry fees and this is almost entirely in order to pay for the professional ambulance cover which we have decided we must provide this season.

As a regular Clerk of Course at Harewood I am very conscious of the need to provide the best possible medical cover at every event and I believe that there is a growing feeling amongst competitors that they are entitled to expect the best care available if they are unfortunate enough to sustain an injury.

Since the start of Harewood we have been fortunate to have the services of St John Ambulance. Unfortunately, because they rely on volunteer members, they were unable to provide cover for the 1996 RAC Championship Meeting and we had to find an alternative service at quite short notice. The solution which we found for at least part of the event was to employ the West Yorkshire Metropolitan Ambulance Service (WYMAS). We found that the package supplied consisted of a fully equipped accident ambulance, with full resuscitation equipment, including a defibrillator and crewed by a professional paramedic team. They also had the advantage of being in radio contact with their base. The doctor on duty that day ventured the opinion that the WYMAS crew were far better trained and equipped to deal with a possible serious accident than he was.

St John indicated that in future contracts they would not guarantee cover if they had staffing difficulties and so it did not take the committee long to decide that we should seek a contract with WYMAS for the 1997 season. This proved to be at a considerably higher cost than our donation to St John. I believe, however, that this move will significantly increase the standard of medical cover at Harewood and consider that, considering the improved level of cover, we continue to give our competitors excellent value for money.

## SNIPPETS

Peter Green has recently been seen at a Kart Racing meeting showing great interest in Pro-Karts. Could he possibly be buying one?

Malcolm Dungworth's new car is now on the road. He has built a Dax (Caterham look-alike) with Cosworth Turbo power and 4 wheel drive!!

# LETTERS TO THE EDITOR

Dear Pat

Further to your last Editorial with regard to Harewood being on a high, you are certainly correct.

I made myself somewhat unpopular a few years ago at your Annual Forum when I voiced and then put pen to paper about BARC (Yorks). I will not have the satisfaction of saying I told you so, but there has now been a total turn around in attitude and co-operation between officials and competitors. Well done.

I know it is not an easy job especially when you have members of high standing who put their own preferences before their club and it annoys me when I see these officials 'lording' it at my own club meetings.

The strange thing is that in my Editorial of the Longton DMC Bulletin, I had already made comment on the same points and congratulated BARC (Yorks) on their super 'Last Meeting of the Year' event.

The Forum held a month later was a revelation and if this team work continues then BARC can only succeed even more and from that you will be able to finish all the improvements at 'The Hill' I just wished that I lived nearer to help you all in your future plans.

The only down side is 'Where have all the 1600cc Single Seaters gone at your events?' and could we have a Portacabin for the 'Over Fifties Club' so that we can have somewhere to park our Zimmer Frames and reminisce! There would be a proviso that Barry Whitehead not be allowed to join unless the Portacabin be sound proofed!!

Jerry Hylton  
LDMC

Dear Pat

Just a wee note to help with the next issue, if you need any copy.....

I thank you for the mention in last month's magazine, and also if you see Peter Herbert before I do, would you thank him for his kind letter.

There is life in us old dogs yet.

I don't know about you (you are too young to remember!) but I still feel like a twenty year old, trouble is I can never find one willing or with the patience to allow me to remember what I am supposed to do.

Motorsport is a great focal point, and I have competed for many years all over the world. I can say that I enjoy Harewood, its atmosphere and camaraderie when out of the car, but then the competitiveness of everyone when they get behind the wheel.

You cannot ask for more.

Like the chap at the Players No6 Autocross, I want to be at it when I am 80. I'd also like to be driving.

Best regards  
Ken Murray

## COMMEMORATIVE HILLCLIMB

**Saturday 13th September 1997  
Using The Short Course**

To highlight our anniversary year, the committee have decided to hold an extra event on the Saturday before the Yorkshire Auto Trader Harewood Hillclimb Championship Final. This will be the first time the short course has been used since April 1992.

It is the committee's intention to coax as many of the 'old drivers' back out of retirement as possible. Many drivers competing at Harewood today will not have driven on the old short course so they will be keen to take up the new challenge. A word of warning to these drivers, although you will no doubt approach Country Corner a lot slower than you do on the long course, it must be remembered that your tyres will have had very little opportunity to develop any heat - maybe Country will be the place to spectate!

As a rough guide times on the short course were twenty seconds less than those on our present 1584 yard hill. As the long course could be used as a feeder to the old course start, and bearing in mind the approx. twenty second saving, it should be possible to run a considerably larger entry than we run at the present time.

After the passage of five years it will be interesting to see how today's drivers fare against the times set prior to 1992. Record plaques will not be given for this meeting, but times should theoretically be quicker, with all the tyre and car developments - or will they?

As far as I am aware the use of the short course is not scheduled to be a regular occurrence, but I would personally like to see at least one short course event per year, this need not be part of the Harewood Championship but could perhaps be dedicated to Classic and Vintage vehicles, so reviving our connection with these types of cars. In the late 60's, early 70's it was not unknown for the Vintage event to attract a couple of ERA's. Such exotica may not appear these days but nonetheless a Vintage/Classic event will add another dimension to our season. At Prescott they use the cross-over course for one event per year so why not the short course at Harewood? Maybe, if the commemorative meeting is a success, my wishes will come to fruition.

The 'knees up' that Simon mentions on the Saturday evening will rekindle many fond memories for the 'oldies' of similar occasions at Scarborough and Harrogate and will add another dimension and welcome addition to our social scene.

If, as an ex-competitor, marshal, official you have drifted away from Harewood, this may be the time to renew old acquaintances and have a damned good time. Put the date in your social diary and make it a **MUST** to be at Harewood on Saturday 13th September 1997.

*Brian Kenyon*

## A WINTER'S SCENE

**Ken Murray**

Picture the scene if you can. Along a wooded lane nestles a small cottage where live an old(ish) couple. He bald and wizened through years of hard toil, she still beautiful after almost 30 years of marriage, placid and supportive of her bread winner in this long term partnership.

On the first cold snap of the year when the temperature plunges into the minus figures, a metamorphosis takes place. The wizened old(ish) man driving the Lotus Carlton turns into the lane.

The Lotus Carlton, with its 285 section tyres and 400 BHP looks longingly at the warm secure garage tucked under the house in the shade of the hill, and the safety that waits inside from the snow and ice.

As it approaches the garage it senses a change. What's this? Is he reversing in to put me away for the winter?

HELL NO! I am off out in the snow again for another play.

There is absolutely nothing like a sideways snap at three figures on the speedo to warm the cockles and tighten the sphincter muscles for the rest of the winter.....

For metamorphosis read new lease of life brought on by the constant adrenaline rushes when driving a supercar for twenty thousand miles a year.

Just to say "I'll be back" to Harewood for a wee run up the hill in 1997, and whether it is the Lotus or the TR7 V8, I will once again look forward to meeting all the friends I made during 1996 (and adding to the profits of the tyre companies).

Congratulations must go to Dennis Crompton in the BMW for his sterling drives to secure the Championship and to Richard Hargreaves, my sometimes running mate in the same class with the Subaru Impreza for giving me a lesson in driving!

And finally Pat to all the marshals and officials who give their time and effort to make the events run smoothly on behalf of my fellow competitors, thanks and keep it up.

# BOGEY TIMES FOR HAREWOOD SPEED HILLCLIMB 1997

## 1997 CLASSES ON THE LONGER 1584 YARD HILL

CLASS	BOGEY
1 Standard Saloon & Sports Cars up to 1400cc	
2 Standard Saloon & Sports Cars 1400cc to 2000cc	
3 Standard Saloon & Sports Cars over 2000cc	
4 Road Modified Kit, Replica & Spaceframed Cars up to 1700cc	
5 Road Modified Kit, Replica & Spaceframed Cars over 1700cc	

Our five new classes, 1, 2, 3, 4 and 5 will not be included in the marking for the main Yorkshire Autotrader BARC Harewood Hillclimb Championship. This is because of the unavailability of class records on which to base the bogey times. These five classes will, however, compete for an additional souvenir award during the 1997 season. This will be marked as follows:-

The competitor finishing second in the class (whether a championship contender or not) will be deemed to have scored 10.00 points. The winner of the class will receive 10.00 points plus the time difference between themselves and the second place finisher in the class. The other championship contenders in the class will receive 10.00 points less the time difference between themselves and the second place finisher in the class. The maximum points score at any one qualifying event will be limited to 11.50 points. In the case of classes being merged the above marking will still apply in the new class.

Individual bogey times for Touring Cars and Marque Sports Cars in classes 6, 7 and 8 will be used as follows:-

6 Touring Cars up to 1400cc	83.64
6 'Marque' Sports Cars up to 1400cc	82.49

7 Touring Cars over 1400cc and up to 2000cc	82.60
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7 'Marque' Sports Cars over 1400cc and up to 2000cc	82.98
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8 Touring Cars over 2000cc	79.41
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8 'Marque' Sports Cars over 2000cc	80.81
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9 Formula Ford 1600 pre 1993	79.68
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A Modified Production Cars up to 1400cc	79.62
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B Modified production Cars over 1400cc and up to 2000cc	77.10
C Modified Production Cars over 2000cc	77.34
D Hill Climb Super Sports Cars	75.96
E Sports Libre Cars up to 1400cc	77.20
F Sports Libre Cars over 1400cc and up to 2000cc	76.57
G Sports Libre Cars over 2000cc	73.57
H Racing Cars up to 500cc	77.36
I Racing Cars over 500cc and up to 1100cc	75.39
J Racing Cars over 1100cc and up to 1600cc	73.68
K Racing Cars over 1600cc and up to 2000cc	72.18
L Racing Cars over 2000cc	70.72

Bogey Times are calculated by adding 18 seconds to the class records standing at the conclusion of the 1996 season.

### **CLASS DEFINITIONS**

#### **CLASSES 1, 2 and 3**

Standard Saloon and Sports Cars are defined as Production Cars which must be taxed, insured (no trade plates) and MoT'd where applicable. NO modifications (optional or otherwise) are permitted which are likely to increase the performance and handling of the car with the following exceptions:-

The standard wheel rim width may be increased by a maximum of 1.5 inches and fitted with tyres to suit.

Electronic ignition may be fitted as may heavy duty dampers.

The air filter may be replaced by a propriety brand (ie. K&N etc.)

In the interests of safety the front seats may be replaced by a competition version which must be fully trimmed, not just a bare shell.

No other modifications, except the fitting of a roll cage are allowed.

The only permitted tyre within these classes are those defined in the 1996 or 1997 RAC MSA Technical Regulations List 1 or any other which may be fitted by the manufacturer as standard during production.

All cars running in these classes must remain in totally road legal form at all times. If there is an unresolved eligibility problem at an event, a competitor will be required to produce a manufacturers catalogue relevant to the car in question.

Kit cars, limited production cars, any space framed road car and one-off road going cars are not permitted in Classes 1, 2 and 3.

## **CLASSES 4 and 5**

Road Modified Kit, Replica and Spaceframed Cars are defined as production cars which may be modified subject to the following:-

The main chassis structure and the suspension configuration must remain standard.

The cylinder block, cylinder head, gearbox casing and differential casing must be of the original type and material but may be modified, although they must remain in their original position.

Induction is free (forced induction equivalency applies) as are exhaust systems.

Cars must be taxed, insured (no trade plates) and MoT'd where applicable and road legal in all respects at all times.

The removal of seats and interior trim (with the exception of carpets/floor mats) is not permitted. In the interests of safety the front seats may be replaced by a competition version which must be fully trimmed (not just a bare shell) and a roll cage may be fitted.

All working equipment fitted as standard, such as operating windows, heater etc. must remain in position and be totally operable at all times. Glass may not be replaced by perspex etc.

The bonnet and boot lid may be replaced by fibreglass versions but all other bodywork must remain in the original material. Wheel arch extensions, bonnet louvres etc. may be added and bodywork may be reprofiled provided that the silhouette of the car above the centre line of the wheels remains unaltered.

Aerodynamic devices, in any material, may be utilised provided the silhouette as described above remains unchanged. Cars must be silenced to a maximum noise level of 105 DbA when measured at half a metre from the exhaust pipe at a 45 degree angle at two thirds of maximum revs.

Wheels are free but the only permitted tyres within these classes are those defined in the 1996 or 1997 RAC MSA Technical regulations, List 1 or any which have been fitted by the manufacturer as standard during production.

## **YORKSHIRE CENTRE BOOK REVIEW**

**Peter Herbert**

**'SPRITELY YEARS'**

**SPRINZEL & COULTHARD**

*Patrick Stephens Ltd £19.99p*

Whilst I cannot claim to be a Spridget enthusiast, leaving such perversions to natives of Sheffield, 'Spritely Years' was for me a most enjoyable read. The first half of the book is something of a John Sprinzel autobiography, and all the better for that, recounting

some classic moments from the days when a fairly standard sports car could be hurled over the most tortuous roads Continental Europe had to offer on such events as the Coup des Alpes, Liege - Rome - Liege and Sestriere Rallies. Sprinzel was also a circuit man and tells of his and other Sprite drivers' experiences in such races as Le Mans, Nurburgring 1000 Kms and of course Sebring, the track that gave its name to a run of very special Sprites.

The second half of the book is devoted to the Sebring Sprite and Tom Coulthard attempts to explain what exactly a Sebring Sprite is. Unfortunately, as there were so many variations this is not an easy task. However a simple definition is offered as being 'a frogeye with discs'.

This is a charismatic book that evokes the allegedly carefree motor sporting days of the sixties, when cars were tweaked in London Mews before they became fashionable places to live, Grand Prix stars would willingly slot in the odd sports car race between Grandes Epreves and a Frogeye Sprite bearing the registration number PMO 200 became British Rally Champion. I liked it.

## **THE NATIVES ARE RESTLESS**

**Brian Kenyon**

How dare the upstart Philistine Herbert, a driver of German tin tops and a collection of tubes and tin foil review a book on such a classic as the 'Sprite'.

As a connoisseur of Sprites and Midgets I enjoyed 'Spritely Years'. The section written by Tom Coulthard, which concentrates on the history of the Sebring, Speedwell and other special Sprites, has fired me with the desire to trace the history of my Speedwell GT.

Years ago I contacted Speedwell and was told it was probably one of their works cars!

## **COMMITTEE NOTES**

**4 November 1996**

Draft accounts indicate an encouraging result for the year to the end of October despite the investments in the improvements to the Hill.

Further improvements are to be made during the winter, full details to be finalised. Plus a repayment of the loan from headquarters for the track extension.

An offer of a possible replacement for the breakdown has been received which is being pursued.

The Regulations and Officials for 1997 was discussed as was the previous day's Classes Forum (see separate report).

The possibility of holding an additional meeting to celebrate the anniversary of the Club and the Hill is being investigated. This could be on the short course.

Graham Wride



*Steven Booth, Circulation Manager of the Yorkshire Auto Trader with Centre Chairman Simon Clark announcing the sponsorship at the Annual Dinner Dance.*

*Photo: Chris Seaman*

## **GREAT NEWS**

### **Brian Kenyon**

It is great news that the Centre has secured a high profile sponsor, the **Yorkshire Auto Trader**, for our Harewood Championship particularly as it is the 35th Anniversary of the opening of the Harewood course and the 75th Anniversary of the Yorkshire Centre this year.

Announced at the Dinner by our Centre Chairman Simon and the Circulation Manager of the **Yorkshire Auto Trader** Steven Booth. The sponsorship will enable the Centre to raise the profile of our already prestigious championship.

Our championship is, I believe, the most lucrative speed championship in sprinting and hillclimbing (if you know of any speed championship with a larger prize fund, no doubt you'll let me know!).

Not since the heady days of Castrol and Guyson has our championship been sponsored, individual events have attracted sponsors but the committee have, quite rightly, waited until the right sponsor has arrived. Now it is up to the Centre to ensure that we give the Yorkshire Auto Trader our full support and ensure that the on-track action in 1997 is as exciting as it has been in the past few years.

# AND THEY THINK IT'S ALL OVER

**Peter Herbert**

For all right-minded Yorkshire hillclimbers the September Harewood Finals Meeting marked the end of the 1996 season. For them it was all over, but not for me. My circuit racing season was about to begin, and on the same Saturday Damon signed with Tom to drive an Arrows, I reached a three race deal with Russ Cockburn. The novelty was that all my events would be on the same day.

Ever since attending the 1993 running with Dick Harvey during the writing of our masterpiece '750 Racer' I had wanted to compete in the Eight Clubs Silverstone race meeting. First held in 1950 at the Northamptonshire circuit, it was one of Britain's early post-war closed track events, whereby eight impoverished motor clubs pooled their slender resources to organise a day of high speed trials, handicap and scratch races. The meeting marked the maiden 750 Formula race, won by future 'Motor' editor Charles Bulmer at the wheel of Tom Lush's Austin Seven Ulster, and the racing debut of Colin Chapman, who won one of the other races in his 1172cc Ford engined Lotus MkII. The 750 Motor Club were one of the event's eight funding clubs, and their fledgling 750 Formula remains buoyant to this day, forty six years later, to make it probably the world's longest running largely unchanged motor racing formula. The club remains one of the organising Eight Clubs and it was as a proud member that I entered Russ Cockburn's BMW M3 in the high speed 20 minute trial, 7 lap all comers handicap and 10 lap all comers scratch races.

The Tuesday prior to the meeting found me at Croft, and would you believe it, the rain was there too. Only four other cars shared the windswept paddock with the M3 as I sat in it for the first time. Paula Cook's F3 Dallara, a Lotus Seven and a couple of production Porsches. My car had originally been built as a race machine for a Spanish rally driver by Prodrive in Banbury, then on its return to these shores was raced, still essentially in Group N form by Don Grice, whose Vista Labels company logo still graced the BeeEm's flanks. Third owner Russ Cockburn, BMW specialist and the preparer of my Westfield, carried out a few modifications to increase the car's competitiveness in the power to weight ratio class structure of the BMWCC Kuhmo Tyres backed race series. The 200 bhp 2.3 litre engine, save for trick management system and exhaust and gearbox, remained standard, but drove through a lower ratio diff and soft compound Korean Kuhmo V700 road tyres. However weight had been saved by a

stripped out interior and fibre glass bonnet and boot lids, complete with adjustable rear spoiler. Suspension and brakes remained Group N.

Once the Dallara and attendant plume of spray had returned to base, the closed wheel cars were allowed onto the circuit. Pinned to a body clasp Recaro bucket by a six point Sabelt harness, fingers resting gently upon the thick leather rimmed personal wheel, I cautiously guided the M3 around the track. Not having circuit raced for over a year it took a couple of laps to come to terms with what is required, one eye on the mirror watchful for faster more seasoned drivers. But gradually, even to one as ungifted as I, it dawned on me what a superbly well balanced machine the M3 is. Sitting on the left was no problem either, in fact it offered a couple of positive advantages. As most circuits contain more right hand bends than left, a driver of a left-hooker enjoys an uninterrupted view through the corner, unimpeded by a screen pillar. Also there is something rather exotic and mysterious about left hand drive, hinting at the arrival of a continental hot shoe.

Three days later I was testing again, this time at Silverstone. My first ever race had taken place at the circuit more than two years earlier. Then, at the wheel of Bob Shiell's tricky BMW 323i, a car blessed with considerably more power than ability in the handling and braking departments, I had finished last and lapped. Some months later I had again raced the 323i at the track with marginally better results, but for me 'The Home of British Motor Racing' evoked mixed emotions. As a driving challenge it was no match for Croft, a wonderfully fast flowing circuit while the tight and unsatisfying Brooklands - Luffield complex has too much in common with a Tesco car park. But at least conditions were dry and with rear wing wound off I gradually got up to speed. For some laps I trailed Tim Sugden shaking down Vauxhall's development Vectra Challenge car and despite he being on slicks I was encouraged to be able to keep him in sight.

Back in the pits, Marcus Pye, Club Autosport editor was encountered about to track test an early Formula Ford. Anticipating my question, the bold Marcus assured me he was up to page 29, nine more than he had managed of 'Sense and Sensibility', then he pulled down his visor and accelerated out of the garage. Alas a review of my book has yet to grace the pages of Autosport, and probably never will.

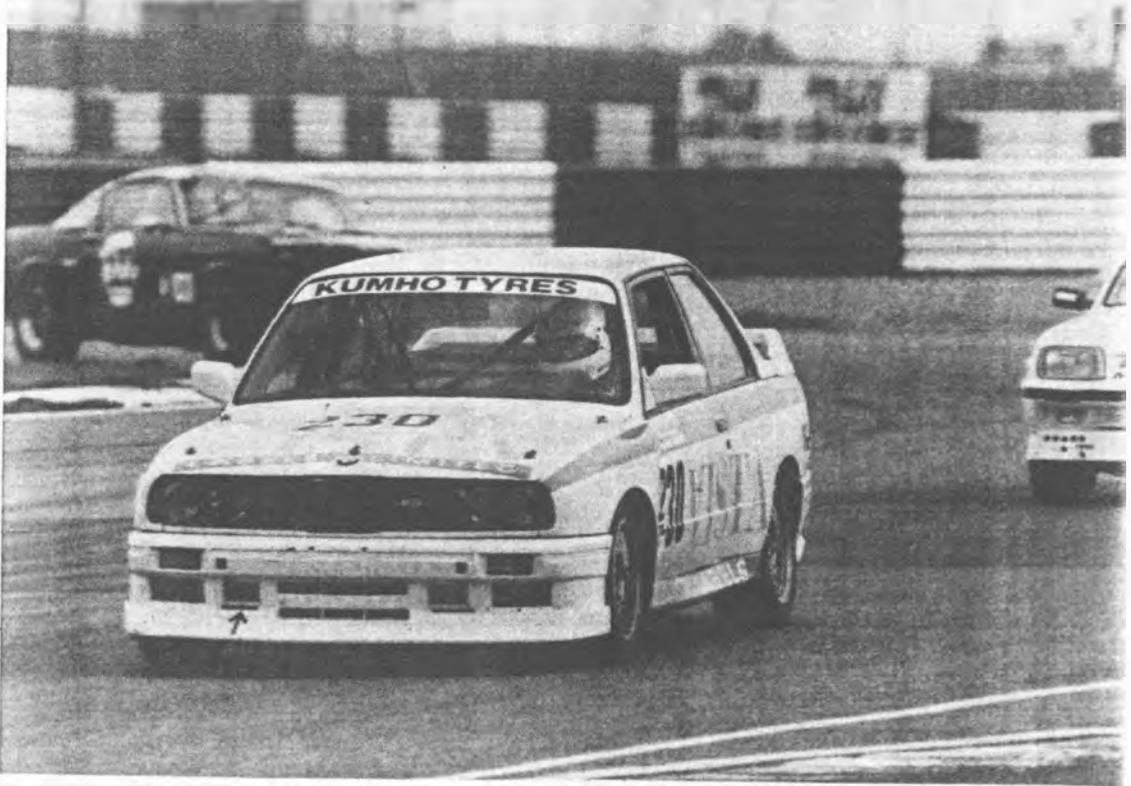
Saturday dawned bright and dry and the paddock was the scene of total chaos as more than 200 racing cars and their pilots attempted to sign on, be scrutineered and receive a briefing from the Clerk of the Course simultaneously.

In the assembly area I composed myself for

practice for the scratch race, and an amazingly varied field we were. Machinery ranged from Aston Martins, Jaguars, Camaros and Mustangs through Mallocks, Mazdas, BMWs and Lotuses to humble Sprites, Alfas and Healeys. Most were regular racing types on slick rubber, but there was the odd occasional gentleman racer like my good self.

For once I had my nerves under some sort of control, two half days of testing having settled me into the car nicely and once onto the track I quickly settled into a comfortable rhythm and went for a time. Sitting on the pit wall where Flavio Briatore sits, but with their hats turned the right way round, were my crew comprising Russ Cockburn, son John and Autosport's hillclimb and

possible out came the chequered flag. Nevertheless, five seconds off my previous best lap time was most rewarding and placed me 16th on the 32 car grid. The only incident worthy of note occurred while passing a Boss Mustang along Club Straight under braking for Brooklands. Having got into the corner ahead, the big Ford hit the BeeEm's back corner, but I will be charitable and put the incident down to Munich anchors being superior to those from Detroit. Back in the paddock I was more upset about the crease and blue paint mark on the rear wing than was the car's owner, and the pragmatic Mr Cockburn merely jumped into the boot and restyled the offending panel with his foot. Just as a BMW main dealer would.



*Through Luffield during practice, the writer tries hard to shake off a menacing Mustang.  
Photo: Steve Jones*

sprint correspondent Jerry Sturman and each time I passed them the time board came out. My best time set two years earlier on my last visit to Silverstone, prior to the post-Imola tightening of Copse, was a low 1m 19s in the 323i. On just my third lap of the National Circuit in the M3 I equalled that. Then the times came down lap by lap to 1m 18s, 17, 16, 15 and 14 but just as a 13 looked

My first event of the day was the traditional 20 minute high speed trial, whereby 32 cars are unleashed together to achieve target laps within the allotted time. My target was 16 laps and for most of the trial I dived with Chris Burnham's Mallock Mk28/30, but never quite made it by. In the closing minutes I had also to fend off Ian Fletcher's rapid Fletcher Hornet, a car against

which I drove my Westfield at Harewood in 1990 during a BARC Triple C Championship round. Alas my pace was blunted by this jousting and I narrowly missed my target. However 14th position and a second class award were acceptable consolations.

While the M3 was being refuelled and checked over prior to the handicap race I cruised the paddock looking for familiar faces. My co-author Dick Harvey and his pals were sunning themselves in deck chairs next to their 750 Formula mounts. BMWCC Champion Peter Challis expressed his bemusement at my one day racing season before he joined the fray in his M5, while former Harewood Champion Tony Mekwinski looked suitably jet-lagged after returning from a Bridgestone F1 tyre testing session in Japan. Tony would be joining me in my next race at the wheel of John Baker-Courtney's Westfield and naturally he would have to be beaten.

Contrary to popular belief, hillclimbers do not always make good race starts and mine was crappy in the extreme as the handicap got underway. The M3 was paired with former BRSCC Production Saloon Car Champion Graham Scarborough's immaculate 3 litre Capri and fooled by the dog leg box I changed from first to fourth. By the time I had sorted things out and left the line, the Capri was at Copse. But once under way the BMW flew. Young Mekwinski, having started five rows and some seconds ahead was fearlessly picked off at Becketts, and I had a good tussle with Paul Hewes' Jaguar C Type. A duel with 'Stormin Norman' Rickett's indecently quick Lotus Cortina ended with him pulling off with poorly motor, whilst a Camaro self destructed after spinning off into the cheap seats. At close of play I was 15th.

My final race was the all comers scratch and once again I took to the grid. By now I was getting quite used to sitting where Damon and Michael sit or more accurately where Pedro and Ukyo sit and for once I made a good start. But on my arrival at Copse the red flags were out as a gaggle of gyrating American muscle cars emerged from a cloud of blue tyre smoke. On the restart I found myself running behind the Fletcher Hornet and ahead of sometime hillclimber Brian Cowan's mighty Aston Martin DBS V8. This was fast company, but to my amazement I was able to hold my own. Such was my increasing confidence that into Copse it was a case of a late dab on the brakes and a down change into fourth, precise turn in, then back onto full power immediately to be held throughout the corner. At last, after sixteen races, I actually felt competitive and there was no way that Aston was coming by. Under braking and through the turns the M3 was on top but out of the turns and down the straights the big V8 was the business, and its red bonnet eased into my side window. At the flag I was still ahead, 16th place mine.

Fourteenth, fifteenth and sixteenth places may not sound much but in mixed company and 32 strong grids it was good enough for me. To say I had enjoyed racing the M3 would be like saying Hitler enjoyed visiting other countries. The car flattered my modest abilities and enabled me to concentrate upon racing people. Similarly the Eight Clubs had been a fine occasion, enabling one to share the Silverstone Circuit with some wonderful machinery. Indeed, dare I say it, the paddock atmosphere rivalled that of a hillclimb, such was the good humour and end of season camaraderie.

Should I be given the opportunity I shall be back again in '97 but in the meantime there is a little yellow Westfield that requires my attention and a Harewood Championship that needs some serious Hillclimbing.

## ANNUAL COMPETITIONS 1997

### PLEASE NOTE:

Forms for the Annual Competitions will be available at Practice Day and at the Easter Harewood. They will also be sent out to all members with the next edition of the 'Times'.

It is important that anyone wishing to enter the Annual Competitions should fill in a form, complete with their BARC Yorkshire Centre Membership number, before they either marshal or compete, as marks will not be given retrospectively.

## SNIPPETS

Sue and Pete Griffiths have bought a Formula 3000 Reynard to contest the Sprint Championship.

This is in addition to their Chevron B47 which they are to continue using on the hills.

## FOR SALE PILBEAM MP40

Historic, still competitive and cheap!  
Won 1979 Hillclimb Championship - 2nd 1994 Sprint Championship (winner of 4 rounds). Complete rolling chassis available with/without rebuilt FGA (8.31 cwp)

### No sensible offer refused.

Spare tub available separately (1981 James Thomson chassis) Also:-Adaptor plates FG - Hart FG - DFR (new) FT ratios / ignition systems / 2.25" coils etc

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## KEN BAILEY - A PROFILE

My first foray into motorsport was in 1960 at a Novice Driving Test at the wheel of a Mk1 Sprite. This car was used by my father to compete in circuit races and was soon changed for a Lotus 7, one of the original 997cc versions bought in kit form. Although we had our own garage business we used the butchers! garage to build it to avoid paying purchase tax and whilst still sharing the car with my father I made my debut in circuit racing in 1961. My father entered the car in its correct class of up to 1000cc sports cars and I entered the up to 1700cc class. When I reached the tender age of 21 my father offered to give me the Lotus as soon as I could lap Oulton Park quicker than he could. I managed this during a 5 hour relay race - father lapped in 2min 0.2sec and I managed 1min 59sec. The car was duly handed over and I promptly sold it to put down a deposit on a house as I planned to marry Ann. Not a wise move in the father/son relationship! We married in early 1965 and racing took a back seat for about 3 years.

In '68 we entered the 'new' Formula Ford 1600 category and purchased a Lotus 51. After a few races it was realised the car was uncompetitive as it had a standard Renault box with wide ratios. A Hewland was needed and I was despatched to Lotus to pick it up. When I arrived a phone call informed me that my father had struck a deal with Jim Russell to p/x the Lotus for a Russell/Alexis Mk14. This started our association with Alan Taylor and Alexis Cars. The highlight of the year was a third place in the Guards Trophy Race at Oulton.

Alan Taylor asked us in '69 to run a Mk15 Alexis - a cracking car. I won my first ever race at Oulton and on my lap of honour, with the chequered flag on board. I felt the car slow and start to splutter and discovered the flag was being digested by the carburettor. With wins at Croft and Oulton I managed to clinch the Tate Formula Ford Championship.

1970 we moved up to Formula 3, with an Alexis Mk17 fitted with a 1000cc screamer. Driving standards were worse than in Formula Ford but it was a hot bed of talent with Tony Trimmer, Bev Bond and Cyd Williams the people to beat. After a win at Oulton in a Libre race, a few more Libre races followed with a reasonable amount of success. My last event in the car was at Silverstone but was punted off and retired with a broken rear upright. The following Monday, testing at Oulton, the front stub axle sheared at Island and I flew over the bank. The car was badly bent and I was found walking around in small circles, although I was OK I had a complete blank and can remember nothing about the accident. We cut our losses and p/x'd the car against an Alexis Mk18 Formula Ford for the '71 season. The Mk18 was a bad car and was soon replaced by a Titan.

The season went well but a little frustrating with two wins but no less than seventeen 2nd places. One of the wins resulted in £100 prize, a considerable sum 25 years ago, the other was £36 and a week's holiday in Tunisia. In '72 Team Titan was born, a terrific season was enjoyed with 16 wins, 10 seconds and 3 thirds and the team finished the year with £200 profit.

In '73 we moved up to Formula Atlantic with a March 722, my highlight of the year was breaking the lap record at Oulton Park at the end of the season.

For '74 we had a March 73B and sponsorship from Quicks Ford dealer in Manchester. After only a few outings and even with the sponsorship we had attracted, we ran out of money and sold the car to Andy Rouse but kept the engine.

My father Ken spotted in Autosport that the works Lola Atlantic drive was up for grabs providing the driver could come up with an engine. The test went well enough to impress Derek Bennett of Chevron who happened to be present and a drive for him was possible but we were already committed to Lola. The Lola was the best Atlantic car I ever drove although a little fragile and after a couple of outings it was lengthened by 20ins making it 15ft 2ins long. We tested at Silverstone prior to the Brands British Grand Prix support event, I lapped just under the record but during a later check, a puncture was discovered. After this the times were disappointing. A rear anti-roll bracket had snapped and the engine frame had also severed so we headed for the Lola factory for repairs. On the way to Brands the transporter threw a wobbly around Birmingham, we limped to the circuit with little time to spare. A broken push rod was butt-welded back together by a mechanic from Embassy Team Lola. Fortunately the repair held all the way back to Manchester. In practice the clutch went, the car was repaired for the race. I found myself in fourth place trapped behind John Nicholson's Lyncar. I thought something flew off John's car and it whistled over my head, instantly my car understeered very badly and was having to throw the car into corners. At Dingle Dell I threw it too far and went off. Damage was a bent steering rack and a rather mangled rear wing. The cause of the accident was a Lola modification to the nose cone which had flown off.

The next outing was Silverstone, the clutch went again - a pipe this time, also the handling went 'queer' - the rear anti-roll bracket had sheared off again. Despite this I was on the front row. I made the fatal mistake of thinking I could win the race before it had even started and spun it in front of the pack. The resulting multiple car pile up just about wrote the car off and although Lola gave us a brand new tub it didn't have any development tweaks and was nowhere near as quick.

I was invited to test Peter Gethin's Chevron

Formula 5000 at a rather cool Oulton Park with David Purley joining us. David was first out, it was most impressive, the car looked and sounded terrific, coming up Deers Leap David was all crossed up, the cartwitching this way and that. I was wondering what I had let myself in for. The experience was awesome, it didn't matter what gear you were in, you could get wheel spin if you put your foot down. I'll never forget that day and what an amazing experience it was. I am proud to say I was quicker than David and Chevron were willing to do a deal subject to us providing an engine. Unfortunately we couldn't arrange this and headed for the 1976 season with the ex-Brett Riley Chevron B29 Atlantic car. We began the year in the ill-fated 'Indy Atlantic' Series but soon finance became tighter and it stopped being fun anymore. At the end of the year I entered my final race at Oulton (Libre race), I am pleased to say I managed a full house on my final outing, pole, fastest lap and a race win. I always said I'd pack it in if I stopped enjoying it so this seemed as good a time as any, the car was sold to Eddie Jordan who won the Irish Formula Atlantic Championship the following year.

Early in '85 David convinced me to have a go, this time in speed events with a methanol powered Mini Special Saloon but we were consistently beaten by the more powerful Stiletto of David and Lynne Whitehead. At the end of the year I destroyed the gearbox and liberally coated the Harewood track in Castrol R.

Methanol was banned the next year for anything but single seaters and after another frustrating year we decided to sell the Mini and look for pastures new. We joined the bulging ranks of the Formula Ford class and ran a Royale RP26, this car we had for 3 years and then sold it to Peter Hawkey. At this time we were up against the likes of Roger Kilty, John Bennett, Tim Mason, Ian Stringer etc and after a guest outing in John Bennett's Van Diemen RF86 we bought the ex-Tim Mason car and ran it for two years. Our fortunes took a turn for the better when we bought our current car, Reynard 89FF. All the cars were finished in the Team Titan colours of orange and white. I'd decided to call it a day (again) at the end of 95 but after a spell in hospital with cysts on my kidneys, I decided to give it a whirl for one more year in 96 which turned out to be our best year ever. Eleven wins from 12 starts and second in the Harewood Championship was a great result. I must say I have enjoyed the comradeship and friendliness of the speed event world and I have a huge list of people to thank at Harewood, competitors, officials, marshals and everyone else who makes the meeting happen. The signed photograph I received at the Dinner and Dance was a huge compliment and it means more to me than any of the silverware I have received.

What of the future? Well David has decided to

embark on his own circuit racing career. All I can say is "what took you so long?" I can assure him of my 100% support, what is it they say 'like grandfather, like father, like son!' David won't be giving up speed events completely and will be fitting in as many Harewoods as his racing commitments permit.

Thank you once again, all of you, and I look forward to seeing you in 1997.

## YORKSHIRE CENTRE BOOK REVIEW

**'JOHNNY HERBERT.**

**THE STEEL BEHIND THE SMILE'**

**CHRISTOPHER HILTON**

*Patrick Stephens Ltd. £9.99p*

Firstly allow me to come clean, I am no Christopher Hilton devotee. To my mind he churns out far too many books, too regularly, to the detriment of their subjects. His biography of Gerhard Berger was appalling and such an opportunity lost, comparing so badly with the more studied approach of say Gerald Donaldson in his works on Gilles Villeneuve and James Hunt. These are books that will bring lumps to the throat, Hilton's send pains to the opposite extremity.

Johnny Herbert is arguably one of the most talented British drivers ever to sit in a Formula One car, but sadly that talent may now never be fully realised due to the horrific injuries suffered in a Formula 3000 race at Brands Hatch in 1988. But what has endeared him to enthusiasts everywhere is his sunny disposition in adversity. When he took his first Grand Prix win at Silverstone in 1995, it was universally popular. Except perhaps for Flavio Briatore.

Despite the author's tabloid style a fascinating story is told by this book, although in common with his works on other Grand Prix drivers, there are few fresh insights into Herbert's character. What you see is what you get would seem to be the message, but little is written about his wife and her perspective on the book's subject.

This remains an interesting tale despite the style of its telling, but to my mind, Johnny Herbert, much as in his career, deserved so much better.

### BARC YORKSHIRE CENTRE

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