



YORKSHIRE CENTRE TIMES



BARC

Issue No 75

February/March 1999

CHAIRMAN'S LETTER

EDITORIAL

Dear Member

Dear Member

Happy New Year to you all. Let's hope the season at Harewood is a competitive and enjoyable one. It is my wish that we perform well enough as a Centre to win the Norrie Galbraith Trophy again in '99, but most of all we want to achieve good value, good competition and a lot of enjoyment for all the participants on the day, be they Spectator, Sponsor, Marshall or Competitor.

The season is almost upon us and you will find your 1999 Regulations Booklet and Practice Day regulations with this 'Times'. Don't forget, practice day fills up very quickly so get your entries in early. This year Practice Day is not combined with the Marshals Training Day consequently there is an earlier start. More entries are to be accepted, but you will still receive a more than adequate quota of runs. In fact if you are like a particular yellow Ferrari driver, who has been known to have as many as 13 runs in the day, you can wear out your car before the season has begun. So be warned, fill up your fuel tanks before you arrive.

The AGM is just approaching on 1st March and I hope more of you will feel the need to attend. We have a good financial year behind us but we need your input to plan for the future. Early signs suggest at least 3 people are standing for election to committee with 2 vacancies, which is a healthy situation.

This is a smaller than usual 'Times' as I have had little support from the membership. Please, please try to write something, no matter how short, for future editions. The life blood of the Centre is its magazine. Not everyone can get to the Harewood events so it is important for those people that we keep a full flow of information about Harewood happenings.

All the committee remain committed but sadly Nigel Drayton has had to step down for the year due to business commitments in London and Africa and I would like to record my personal thanks for all his efforts on the centre's behalf which have been very significant. I am pleased to say Nigel will still be a regular at Harewood meetings.

The AGM is almost upon us and a good turn out would be very satisfying. The committee aren't sure whether a poor turn out is apathy or that they are doing such a good job, members have no complaints or comments to make - hopefully the latter!

In conclusion I am delighted to say that the Driving School is already filling up nicely and we already have over 70 confirmed pupils for the year so if you fancy a great day at Harewood contact PAT.

Pat

Best Wishes,

PLEASE READ YOUR 'TIMES' CAREFULLY

Simon N Clark

I am often contacted by members, asking questions which, if they had read their previous 'Times', would have found the answer. This I find frustrating, so please endeavour to read this and future issues of the 'Times' as there are many important notices which you may find helpful.

1999 ENTRIES

Rules for the acceptance of entries for the July RAC round



Entries will now start to come in fairly quickly for all events and as always, they are accepted on a first come, first served basis, except for July. In order to have the RAC Championship at Harewood we must comply with their rules. All entrants in the RAC Hillclimb Championship and Leaders Championship must have their entries accepted automatically. All other entries are held in abeyance until the closing date and then they are accepted on a first come, first served basis.

In the past everyone has had their entries accepted, as we take a much higher entry on that weekend, but last year we reached the maximum of 180 entries.

If you are entering the July meeting, enter early and don't be alarmed if your acknowledgment says 'held in abeyance'. As for all other events, enter early, this will ensure that you are accepted.

Once again we are delighted to have the support of the Yorkshire Auto Trader for our 1999 Championship. Steven Booth announced at the Annual Dinner & Dance that they would support us for another year.

The Championship has grown in status and numbers over the past two years. In 1997 we had 50 entrants but by 1998 we had almost 100. This shows how popular the championship is and I feel this year will be just as well supported.

In addition to the £500 for the champion, Steven Booth also gave a further £500 making it one of the most valuable hillclimb championships.

The Entry Form for the Championship is in the Regulations Booklet and needs to be sent or given to Graham Wride by the start of the meeting on Sunday 9th May.



Jennie Woodfield receiving her Championship Ladies Award from Simon Clark with Yorkshire Auto Trader Distributions Manager Steven Booth

Photo: Tim Bendelow

THE BRITISH AUTOMOBILE RACING CLUB (YORKSHIRE CENTRE)
ANNUAL GENERAL MEETING
MARCH 1st 1999

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 1st March 1999 at 7.30pm.

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 4th March 1998
- 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 1998
- 4 To appoint the auditors
- 5 To elect Officers and Committee for 1999/2000:-
 - 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 1998/99

OFFICERS (Who retire)

Hon Treasurer P Varley

Hon Secretary J M English

COMMITTEE MEMBERS (Who retire by rotation)

Simon N Clark, David Naylor, Mike Shorley, Graham Wride

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 1999/2000

OFFICERS

Hon Treasurer P Varley

Hon Secretary J M English

COMMITTEE

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

Simon N Clark (nominated by the Committee)

David Naylor (nominated by the Committee)

Mike Shorley (nominated by the Committee)

Graham Wride (nominated by the Committee)

Including these nominations there are two further 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 22nd February 1999

CROFT CAPERS

Paul Pocklington

After Tim Bendelows comment in the last issue of the Times about the Marie Curie Cancer Care day at Croft in October, how could I fail to rise to the bait. The weekend got off to a pretty bad start when I decided to load up the trailer on Friday night, because of the early start next morning. A few minutes into the operation, the first of the weekend's tropical storms commenced. Hastily roping down the car and zipping up the tonneau cover, I retired indoors.

A couple of hours later when the rain ceased I went out to check the ropes etc. and found rain pouring through the zip on the tonneau cover (Technical tip:- Put a piece of wood on the transmission tunnel to form a tent to shed the water off the sides.). ('Now he tells me!). I removed the cover and pondered for a while whether to mop out or chuck in a couple of goldfish

Due to the very strong possibility of more rain, I decided to put on the full hood and side-screen. Not long afterwards, I remembered why in six years of Westfield ownership I had put up the hood only three times, this remarkable piece of kit is the biggest piece of C* *P on the entire car and about as much good as one chopstick. In fact it is probably one of the few things in life that when erect is not much more use than when folded and limp! Whilst wrestling with said piece of engineering brilliance and at the same time balancing on top of the trailer, tropical storm number two hit downtown Pontefract.

Finally satisfied all was well, and after tank taping side screens down to prevent hurricane Mitch from ripping them off altogether I once again retired indoors now wetter than the inside of the car.

Saturday morning - under heavy skies Carol and I set off up the A1 towards Croft, en route we received a toot and a wave from Andrew Stokes in the Caterham, then were passed by a very pretty Lotus Elise and blown away by a very white, very large, very gorgeous Dodge Viper.

After arriving at Croft and signing on and having coffee we had a quick walk around and

spotted several Harewood faces, both old and new. At the drivers briefing we were reminded that the days activities were entitled 'The drive of your life', and not the "Fright of your life". Also to keep to the left of the track and overtake on the right and only do so when the car being overtaken has indicated left to confirm he knows of your intentions.

After a couple of the slowest and most congested familiarization laps you have ever seen, which included a police Range Rover complete with blue flashing lights, the historic sports cars went out to entertain their paying passengers. I was surprised when the first cars came back into the pits after their three laps to see smoke coming from some of their brakes and the air heavy with the smell of hot discs and pads. I mistakenly put this down to the less efficient braking systems of the older cars; I was to learn otherwise later!

One hour later and it was our turn to go out to play, on a very damp and slippery track with what's best-termed limited grip. Up-on returning to the pits with my second passenger someone was pointing down to the front of the car so I got out to investigate, and found the same symptoms as the historic cars. Despite the cold it seems that the Clark circuit is just too short to allow the brakes to cool, but at least they didn't get to the point of not working at all. The rest of the session went without any mishaps and all the drivers and passengers appeared to enjoy themselves. During the lunch break just to prevent dust becoming a problem it started to rain again, along with a very cold wind. It continued to rain all through lunch and when the historics lined up again to go back out it was truly horrible with periods of bloody awful thrown in for good measure. Several of the cars sat for quite a while awaiting passengers with one notable exception, Tony Bancroft in an A.C. Ace probably the oldest vehicle there which never stood still. Now Croft was either full of very nostalgic people that day, or they were all raving masochists, for whilst cars with roofs and heaters were stood empty Tony, with no roof /doors, not even a windscreen was doing the business, with hardly time for his passenger to get out before the next was climbing aboard. The rain had slowed only slightly when it was our turn again and I thought if the historics could do it, so can I. However the other three

Westfields decided against going out although to be fair, two of them were on slicks and being regular sprint competitors knew better than risk it, whilst in my case ignorance was bliss.

Venturing out with my first passenger approaching Sunny Comer (not very appropriate) on the out lap down it came again with a vengeance. It is worth mentioning at this point that because of the difficulty of getting in and out of the Westfield with the hood up I had decided - upon arrival to run topless all day and despite the rain could not face another bout of hood wrestling. On the second lap going down towards Barcroft I could sense rather than see that I should soon be turning to the right or perhaps hard to starboard would be more appropriate. More by luck than judgement I appeared to turn at the right spot and successfully completed that and the next lap. Pulling into the pits I sat awaiting the next victim, after a while one of the organisers came over and said if you want to knock it on the head please feel free to do so. I said I would give it another few minutes and if no one came forward I would take him up on his offer. Just then one of the masochists came over and enquired if I was going out again, so off we went. If anything conditions had deteriorated with a strong very cold wind, lashing rain and visibility non-existent, we aquaplaned our way around the track. Going towards Barcroft again on the second lap thinking hard to starboard again soon and hoping to be as lucky as last time and stay on the black bit. I had just started to turn across the track when out of nowhere came this bloody great Viper going like a train, he obviously had not seen me in the spray and I sure as hell had not seen him. If the marshals at Sunny could see us in the gloom I am sure they have never seen two lines through a comer quite like ours, how we both made it I am not quite sure. Fully convinced I had quickly and completely parted company with the lunch provided I decided this was my last passenger for today.

Pulling into the pits my passenger dressed in a light shower-proof coat and open faced helmet, soaked to the skin, blue going on purple with cold but with the biggest grin on his face that I have ever seen. He thanked me for the ride and said he loved every minute of it. I don't think he knew how close we had come to having

snakebite as well as frostbite. The look on his face and the fact the day raised thirteen thousand pounds for a very good cause made it all worth while. I once again put the car on the trailer in the rain, and had just finished when true to sods law the rain stopped and the sun even had the nerve to show its face. On the way home a familiar white shape loomed in the offside mirror, 'blown away three times in one day' this was getting boring. The next day with a little bit of imagination and a bit of string its amazing how much of a Westfield you can get on a washing line to dry. Roll on Oulton Park in March when we can do it all again, and if there is a God please don't let it rain.

FOR SALE

Jensen Healey Mk1

1974 in yellow with hard and soft top.

MoT August '99.

This car is in superb condition

Sensible Offers to

Bobby Fryers

Telephone

H 01535 637548

B 01756 792485

B 01756 792277

DONCASTER CUSTOM CAR SHOW

April 17/18

This year the Yorkshire Auto Trader are sponsoring the Doncaster Custom Car Show and have a large display area where they are eager to show many different types of cars.

It promises to be an extremely interesting day out as the standard of preparation of many of the Custom Cars is quite breathtaking.

If anyone is interested in taking along their racing or classic car, telephone Jill Carter on 0113 243 0300 for details.

**Articles for the next edition of the 'Times' to the Editor by April 15th 1999 please.
Mrs Pat Kenyon, 'Hillside', West Lane,
Holdworth, Loxley, Sheffield, S6 6SN
Tel: (0114) 234 0478**

Letters to the Editor

Dear Pat

May I, through your columns, try and trip into the memories of some of the more mature members of the Club.

Recently I have been working on a rather nice 1954 Lister Bristol Sports racer, building up a couple of race engines for the new owner. Through various contacts and leads I have been progressively picking up information and competition history which has been quite fascinating.

I was always aware that the car (4 CNO) had been used to good effect by Jack Sears, and was owned by a number of people from the north Yorks area over the years, namely Jimmy Goddard and Frank Elliott. Other names like David Muirhead and John Bradbury have also cropped up in conversations, however the main reason for this letter was due to turning up the July 1958 BARC Newsletter. On the front cover is a picture of the car in the hands of Frank Elliott at Hudson Road Mills (sprint maybe?) with the comment "surely the noisiest sports car ever". Other members pictured on the cover include Ted Bowers in his Zephyr at Tubthorpe House, Jack Mather in a Rapier and 'Fur' Coates in what looks like a Lotus 6 at the Sprint.

I would appreciate any further information anyone might have regarding the car (photographs to copy would be even better) if anyone is interested I will bring my collected information and photographs to the next event.

I'm still working on the owner to persuade him to give the car a run up the hill sometime, but for the moment his mind is on an outing at Monaco in May. The Historic Racing weekend prior to the Grand Prix!

Thank You

Colin Stewart

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.

TIM BENDELOW PICKS UP POT

Tim Bendelow, our efficient and hard working Chief Paddock Marshal, represented the Yorkshire Centre to receive the prestigious Norrie Galbraith Trophy for the Best Organised British Hillclimb Championship round of 1998 at the HSA Annual Award Presentation.

Tim travelled down to the award ceremony with Allan Staniforth, who also had a pot to collect (could it be for the best newcomer????). Seriously though, they had a super time and Tim topped it all by winning the picture quiz.

1999 DATES

Tim Bendelow

Don't forget:

The Harewood season starts with the Training Day on Sunday 14th February. We'll have a leisurely start about 10.00am and an early finish about 3pm as we have no practice day with the training.

Practice Day is 4 weeks later on Sunday 14th March 1999. If you can help out with marshalling on any of the 1999 events, then please get in touch with me directly, as we need as many marshals as possible to adequately staff the course.

The Training Day organisers and marshals cordially invite any competitors to our 1999 Training Day at Harewood. Come and see what we get up to and take part in the day - you might even learn something and I'm sure you'll find it a useful experience. Interested? Then please talk to Don Burt (01977) 612258, Mike Shorley (01977) 780035 or Tim Bendelow (01423) 340594 for further details.

'TIMES' ARTICLES

Articles are always needed for the 'Times'. Please can some of you put pen to paper and write about your motoring experiences throughout the year?
Then send them to the editor

IMPORTANT NOTICES

Easter Event 4th April

As you will see from the Regulations Booklet, the first event on Easter Sunday is on the 4th April and NOT the 5th as stated in the MSA Fixtures List.

Unfortunately this error was also transposed into Longton & District Motor Club's regulations and maybe other clubs have also printed the wrong date.

New Road to Harewood

Competitors travelling northbound on the M1 will be able to take advantage of the new M1-A1 link road which skirts around the eastern side of Leeds. When the road joins the A1 continue north bound for about 10 miles and turn left on the A659 to Collingham, Harewood and Otley.

Entries Secretary Telephone Numbers

Unfortunately things are not going to plan with the bungalow that Brian and I are refurbishing as the noble British workman has let us down badly and we are 6 months behind schedule.

Consequently, if you have trouble obtaining me on (0114) 285 1114, please try (0114) 234 0478.

Both numbers have answer phone and fax facilities so you should be able to contact me on one or other of those numbers but PLEASE, try to make your calls before 9.00pm.

Welcome to New Members

We welcome the following new members to the Yorkshire Centre. Please make yourselves known at Harewood events and if you feel you can contribute anything to either the organisation or marshalling side, you will be welcomed with open arms.

If, on the other hand, you wish to compete and have not done so in the past, we will try to help in any way possible.

David Chambers
Simon Smith
Tony Ellis

Timothy Gill
David Boland

A new service for our members

First of all we need your help. Obviously many of the officials at Harewood live within easy driving distance of the venue, consequently they may not be aware of the best hotels, boarding houses etc within the Harewood vicinity.

If you know of a hotel or b & b that has made you welcome, has good parking facilities etc, please contact Pat on 0114 234 0478 and we will endeavour to publish a list of suitable places in future 'Times'.

Clash of Events

No doubt members wishing to do more than the Harewood championship will see that there are one or two unfortunate clashes of events. This does none of the clubs involved any good what so ever and Longton, for one, are trying to address the problem.

Club Nights and Social Events

The committee is fully stretched with the work load involved in the events at Harewood so if any member wishes to put on a social or club night, please contact any member of the committee and if it is deemed suitable, I will publish it in a future magazine.

RULE CHANGES

We wish to make competitors aware that in the 1999 Regulations Booklet, there are changes to the rules and regulations concerning dates and times of withdrawal and the return of admission tickets. These rules must be strictly adhered to for competitors to receive any refund or part refund of entry fees.

Please read the 1999 Regulations Booklet carefully so as not to fall foul of these new rules.

The 1999 Regulations Booklet and Practice Day Regulations are included with this copy of the 'Times'.

Marie Curie Cancer Care



OULTON PARK

Saturday 27th March 1999

On Saturday 27th March, Marie Curie Cancer Care are organising another 'Drive of Your Life' but this time at Oulton Park.

DESPERATELY WANTED FOR THIS EVENT

EXOTIC & HISTORIC CARS

Anyone wishing to offer their car to support this event, please contact Mrs Pat Darling at:-

Marie Curie Cancer Care
8 Ormerod Street
Burnley
Lancs
BB11 1PE
for an information pack.

1999 BARC HAREWOOD DATES

- 14 March Practice Day**
- 4 April Spring National**
- 8 May Harewood Open**
- 9 May May Championship**
- 13 June Jim Thomson Trophy**
- 3/4 July RACMSA Championship**
- 8 August Montague Burton Trophy**
- 11 Sept September Open**
- 12 Sept Championship Finals**

BARC YORKSHIRE CENTRE



HAREWOOD

SPEED HILLCLIMB

DRIVING SCHOOL

Dates for this year's schools:

Thursdays

March 25th, April 22nd

May 20th, June 24th

July 22nd

The early dates are filling up fast with only a few more places left for March so if any of you are thinking of brushing up on your hillclimbing skills or correcting any bad habits that you may have picked up in your hillclimbing career then get your entry in soon.

Anyone who thinks they may know of a company interested in a corporate day, please let Pat have details as soon as possible.

Don't forget that you can obtain two upgrade signatures for your licence by attending one of our schools.

Progress is being made on the Advanced Driving Course. Details of this will be available in the next 'Times'.

Anyone wanting a brochure should ring Pat Kenyon on (0114) 234 0478 or (0114) 285 1114 and one will be sent immediately.

BARC YORKSHIRE CENTRE COMMITTEE

1998/99

CHAIRMAN
HON SEC

Simon N Clark
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