



BARC

YORKSHIRE CENTRE

February/March 2003



CHAIRMAN'S LETTER

Issue No 94



Dear Member

Happy New Year.

I am pleased to report that meetings have taken place over the winter break and the new timing system is developing well, not being one to tempt fate I will leave it at that but there is optimism around the team that the gremlins are behind us and tests are planned before the season starts to ensure a prompt and efficient start.

The new regulations are out and I urge you all to read them thoroughly so as to avoid accidental infringements that often create unnecessary bad feeling.

The bad news is the rise in entry costs which have been brought about by MSA insurance costs and WYMAS ambulance costs which are explained in more detail in The Times.

Further improvements will be evident at Clarks and Orchard in terms of safety both for Competitors and Marshalls and the gravel on the finish straight will be replaced with tarmac to increase the stopping area before the Armco and to eliminate the risk of damage, to car and person, in the paddock from flying gravel.

As things stand we have 3 nominations to committee in Richard Spedding, Dale Cordingley and Caroline Marston and I urge as many of you as possible to attend the AGM to give your support.

My final note is one of regret and thanks. I advised the Committee in December that I would not seek re-election as Chairman for 2003-2004. I feel I have done 20 years with a couple of time-outs and it is time for a new person with fresh ideas and a new feel to take the centre forward. I will continue my involvement with committee and as Clerk of the Course and devote more time to the development of the venue in my capacity as a Director of Harewood Hill Ltd. My thanks to all of you for making the task so rewarding and enjoyable, especially to Richard Hardcastle who has been my Vice-Chairman throughout and has been a fantastic support. I have a good idea who will replace me and I know you will give him the support you have given me.

Many thanks and enjoy your season

Simon

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COMMITTEE EDITORIAL

NOTES



Dear Member

Site maintenance and improvement work is underway, including a new armco barrier to be installed in the next few weeks alongside the finish straight. A strip of tarmac will then be laid to replace the existing gravel trap and remove the risk of further damage from flying gravel.

The Regulations Booklet, which you should receive with this edition of the Times, has been compiled over several months. This involves a lot of coordination with other clubs and championships to avoid clashes and balance the entries at Harewood throughout the season.

Services, such as ambulances, recovery, scouts, etc are in the process of being booked for the year.

Timing and results (saving the best until last!) - a meeting held in the last few weeks by our technical team proved encouraging. The problems caused by the use of radio modems have been overcome by opting to use cable and modify the system slightly to transfer data in a different 'language' suitable for long distances. The full system will be field tested at the Marshals Training Day and Practice Day in March to make sure it is ready for the first event.

Harewood Entries

Anyone sending multiple entries for Harewood can do so on one cheque rather than several.

The cheques are usually banked within a couple of weeks so no advantage is gained by separate cheques

In Gear

David Coulthard has sent an email saying how good the article is, written by Peter Herbert, about Harewood and the Driving School in the new magazine 'In Gear Motorsport'. Make an effort to get one and read it.

You will see that this edition of the 'Times' is not as full as usual. I cannot stress too much how we need your input to help make this an informative magazine.

The AGM is almost upon us and we have at least four nominations for the Centre committee that I know of. If you think you can make the time to be on the committee and can give some input to the Centre (not just talking) please put your name forward and have it proposed and seconded by any Y C member.

You will see from the Chairman's Letter that Simon is retiring as Chairman of the Yorkshire Centre. He has been chairman for a number of years and has brought the Centre and Harewood into the 21st century with a lot of hard work from both himself and his committee. I have worked alongside Simon for a number of years and have always found him helpful, supportive and decisive. He will be very much missed and I hope he will stay on the committee to give his guidance to the new chairman.

The new season is almost upon us and Practice Day is at the end of March. With this edition of the 'Times' you will find your Regulations Booklet, Practice Day regs and marshals availability form. Regular competitors will know that practice day fills up very quickly so remember - enter early.

Marshals Training Day is on Sunday 9th March 2003 at Harewood. Everyone is welcome and anyone thinking of taking up marshalling should go along to find out what it is all about.

Please don't forget, write something for YOUR club magazine and help to make it the best!

Pat

THE BRITISH AUTOMOBILE RACING CLUB (YORKSHIRE CENTRE)
ANNUAL GENERAL MEETING
MARCH 3rd 2003

Notice is hereby given that the Annual General Meeting of the British Automobile Racing Club Yorkshire Centre will be held at the Ramada Jarvis House, Otley Road, Leeds on the 3rd March 2003 at 7. 30pm

By order of the Committee

Mike Shorley

Acting Hon Secretary

AGENDA

- 1 To receive and adopt the minutes of the Annual General Meeting held on 11th March 2002
- 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 2002
- 4 To appoint the auditors
- 5 To elect Officers and Committee for 2003/2004
 - 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 2002/2003

OFFICERS (Who retire)

Hon Treasurer S M Baker

Hon Secretary J M English

COMMITTEE MEMBERS (Who retire by rotation)

Chris Seaman, David Dalrymple, John Green, Richard Hooper

Tim Bendelow has also expressed a wish not to be re-elected

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 2003/2004

OFFICERS

Hon Treasurer S M Baker

Hon Secretary C L Marston

COMMITTEE

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

Chris Seaman (nominated by the Committee)

David Dalrymple (nominated by the Committee)

John Green (nominated by the Committee)

There are also other 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 Acting Hon Secretary, Mike Shorley, 20 Dulverton Rise, Pontefract, WF8 2PY to reach him by or on the morning of 21st February 2003

FOR SALE

SPA-Judd Sports Racer

The quickest Hillclimb and Sprint sports racer in the country is for sale. Fully re-engineered by Gould Engineering, this car has every conceivable go-faster bit fitted! Aluminium honeycomb SPA tub with ultra-lightweight all-carbon body. Carbon exhausts and wings.

Comes complete with large spares package, including many gear ratios, three sets of cast magnesium wheels and three further sets of split rims. Numerous tyres, including one set just one run old. Spare drive shafts, joints etc. Complete spare body and splitter plus all body moulds.

Completely re-built after last season, and in perfect condition, this car is a consistent run-off qualifier and holds numerous sportscar records.

For sale due to retirement.

£29,950 ono without engine.

Fresh Judd CV available separately.

Call Christian Mineeff on
01477 571488 (home) or
01773 835721 (office)

Judd CV 3.5

Completely stripped for inspection.
Small crack in block, Zytech management,
£6,000 ono.

Call 01477 571488 evenings for full details.

FOR SALE

PILBEAM MP47

Winner of British Hillclimb/ Sprint/Supersprint Championships, also numerous Harewood FTD'S. Between July '96 and August '98 this car won 25 ex. 29 British Sprint Rounds against tough opposition.

Available as complete rolling chassis with recent Hewland FGC. Enough spares to run this car and build a second one. Will take any engine/any size of driver! Space needed so **no reasonable offer refused.**

LOLA T91/50 (F3000)

Rolling chassis with gearbox. Built using mainly new parts. Small amount of work to finish.

£9,950

Spares available separately by negotiation.

Telephone

Roger Kilty on 07971 855742 (Mobile) or
01937 834220 (Home)

FOR SALE

Ralt RT3

2.0l Warrior, 238 bhp, 5 speed
Hewland. Many wins and
FTD's

Very good condition - will split

Pilbeam MP52

1600cc Zetec, all steel. Wide start gear, lsd
very good condition - will split

Hewland Mk9

Wide start gear
Very good condition

2.0litre Pinto

190 bhp, dry sumped. 48's, 7 1/4 clutch
Stripped ready re-build

Centre Lock Wheels

Set of 5 7" and 9"

Start gears Mk9

1st gears Mk9

Mk9 gears

Mk5 gears

LD200 gears

Fur full details phone Andrew Henson
01706 527437
07761 549454

FOR SALE

MALLOCK M20 CLUBMANS ROLLING CHASSIS

Rebuild and new bodywork at
Mallock Racing February 2002.
Prospective buyer

can contact Richard Mallock on 01604 863504.

Chassis No MK20/78/014

Fitted Quaife single rail H/C ratio gear box

4 wheels fitted with hill climb slicks

4 wheels fitted with hill climb wets

2 diffs and spare shafts

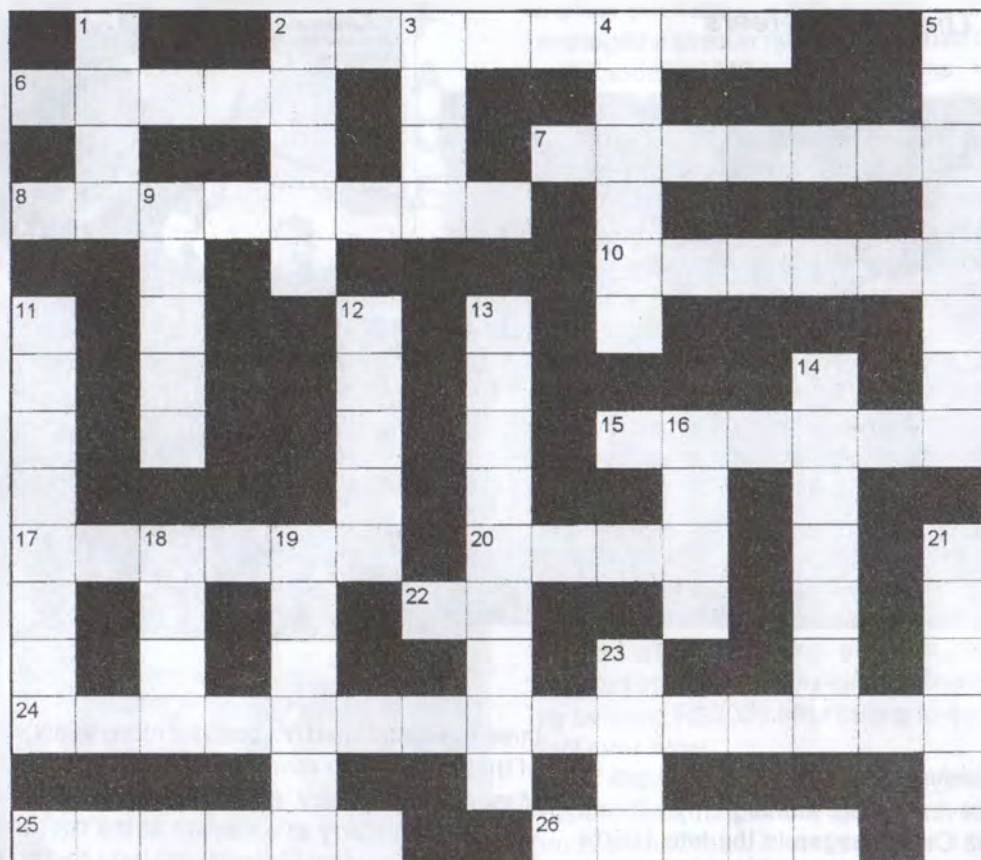
PRICE £6,000 ono

4 Wheel Box Trailer with tyre rack also for sale,
price negotiable.

Contact Alex Graham, Lanark, Scotland for
Mallock Racing Spec Sheet.

Tel: 01555 664534

e-mail ar@graham242.fsnet.co.uk



JOHN GREEN'S CROSSWORD

ACROSS

- 2 H Q
- 6 Their museum is in Romorantin
- 7 The Sorcerer
- 8 Joiner cornered at Harewood
- 10 Father & son racing drivers
- 15 Grace, pace and space
- 17 They built Phil Scraggs 'Monza'
- 20 Luigi Chinetti ran it
- 22 Cecil Kimber's company
- 24 The Italian Rolls Royce
- 25 Early 500cc special
- 26 Top Porsche

DOWN

- 1 1972 ETC Champion
- 2 Long established Czech company
- 3 3rd in March
- 4 Creator of Babs
- 5 Tamworth GT
- 9 Makers of Bearcat
- 11 The flying mantuan
- 12 American racing brothers
- 13 French Austin Seven
- 14 Le Pur Sang
- 16 Geoffrey Taylor's cars
- 18 Flying Finn, not Timo
- 19 Captain George
- 21 Supercharged Anzani engined sports car
- 23 Maserati brothers second company

'The Three Musketeers'



Grandson of Shell's J. P. Oll
Dorset's aircraft, H G Mason and
Ken Goodland.

Dear Pat,

Unfortunately I have been unable to get to Harewood for several years although my interest in the Yorkshire Centre began in the late 1950's when I attended several of the Sprint Meetings at Burton's factory in Hudson Road, Leeds.

I joined the Club in 1961 after completing my National Service and was present at the first Harewood meeting in 1962. I marshalled at Harewood, Croft and on the fabulous Dalby stages of the RAC, Seven Dales and Mintex rallies for many years and served on the Yorkshire Centre Committee for a few years.

My time is now occupied with a preserved steam railway and with the Yorkshire Air Museum at Elvington, near York. It was while I was at Elvington in October when I was amazed to see

three faces that I had not seen for many years, three of the more senior members of the Centre, Harry Mason, 'Bing' Crosby, and Allan Staniforth. In fact I had last met Harry at an event at the museum a few years ago when I learnt that Harry had served in 616 Squadron during the Second World War, a squadron that at one time was commanded by Wing Commander Douglas Bader.

I took a photograph of these "Three Musketeers" at Elvington and have attached a copy. I subsequently found a photograph of a young Harry Mason (on the left) in a book about 616 Sqn and am sending this separately. I hope that these are of interest.

With Best Wishes,

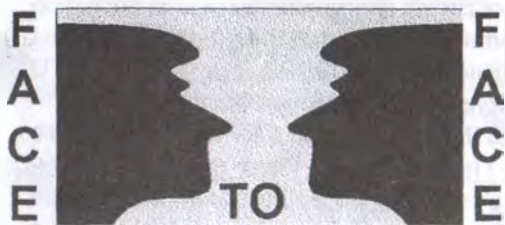
David Spark

JOHN HAIGH

We were sad to learn of the death on 25th January of John Haigh at the age of 72.

John was a long serving and well known member of the scrutineering team at Harewood for many years and recently was the Environmental Scrutineer.

Our condolences to his family and friends.



TIM WILSON



So what did I do to deserve a place on your esteemed Committee? As a relative newcomer to hillclimbing, I certainly did not expect to get so hooked on the sport when I first ventured onto Harewood's hallowed slopes in 1991.

Thirty years ago I had my first taste of motorsport when a family friend took me spectating on a road rally. Although barely in my teens, familiarity with OS maps (I must have learned something at cub scouts other than to be wary of grown men in shorts and neckties!) meant that I was soon navigating for service crews, course cars, etc. I vaguely recollect standing in for a sick navigator at the halfway halt on a road rally, but since I would have been too young to hold a competition licence, then surely not!

In 1976, now old enough to date girls, have

long hair and more crucially acquire a comp licence, I managed a season navigating a chap called Stan from Castleford MC in a Mk1 Cortina. One trophy that still escapes being boxed up in the attic is for Best Novice on the Matgrove Trophy Rally of that year.

About this time I started spectating at Harewood, usually on Saturdays since I managed to get in without paying. I remember being in awe at the fine display of cars and driving skills as Roy Lane and Chris Cramer battled for FTD. As a rally fan the saloons appealed more and I can recall George Swinbournes' RS1600, the flatnosed 911 of Josh Sadler and Leaders champion Charles Barthers' Davrian, not to mention the rapid Midgets of Chris Seaman, Brian and Pat Kenyon.

However, hillclimbing still did not attract me enough to compete, so I spent the 80's slowly coming to terms with the fact that rallying was too expensive and anti-social for my liking. Lessons learned after spending one too many nights stranded in a broken rally car and finally writing off my beloved RS2000 after failing to negotiate a 90 right over brow.

I decided autotesting had many attractions; it was cheaper, held in daylight hours and if the car broke I could stick it on the trailer and go home. Newly wed, I bought Jackie a Mini 1275GT for daily transport and ideal for autotesting! As I got more serious, I acquired a purpose-built MG Midget with Ford engine and transmission, hydraulic handbrake, etc. I never dreamed you could have so much fun in first and reverse gears.

I finally succumbed to the lure of hillclimbing in 1990 with the Midget, followed by a Westfield, which enabled me to reach the dizzy heights of 3rd overall in the ANWCC Hillclimb Championship. However, I knew that Harewood was really the place to be, I just needed a competitive car. An invitation to a Caterham driving day was initially seen as an excuse to thrash cars around an airfield with a group of mates. A week later I struck a deal on a 1400 K-series (and the 'friend' who had dragged me along bought the Westfield at a bargain price) prompting the start of a long and fruitful relationship with the well known purveyor of fine British sports cars.

After four tremendous seasons and numerous class wins I got the urge to venture further afield - but with what car and was I ready to be put in my place by the national championship boys? Another lad's day out at the Earls Court Motor Show lead to the purchase of Caterham's latest offering, an R500 - I really must stop going out with the lads! With 500bhp per tonne and staggering acceleration, it's

the best road car I've ever driven. It also gave me the most enjoyable season yet, with memorable weekends at Doune, Gurston and the rest, and the thrill of breaking the class B record at Harewood.

With the family expanding I needed some time out, so after much soul-searching R5 OOW was sold and the Caterham affair was over, soon to be replaced by membership of the 'OMS mafia'. Chassis number 96, a spaceframe single seater fitted with a Honda Blackbird engine, arrived a few weeks after Samuel John.

season of British championship events (including the Channel Islands!) and the daunting prospect of defending my 2002 Harewood FTD Championship against tough opposition.

But that only accounts for two days of each week! The rest of the week is spent at John Cotton, a family owned textile manufacturer where I work hours in excess of EU regulations as a director. Now and then I beg a day off and where better to spend it than Harewood - I have had great fun instructing at the Driving School since

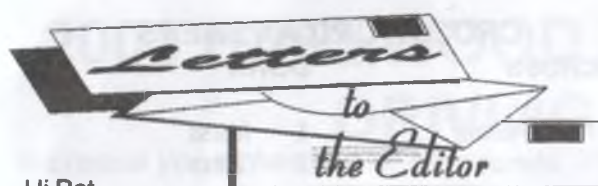


Samuel is now 18 months old, has been to 30 events around the country and jumped up and down with joy when Dad finally pulled his finger out and set new class records at Harewood and Curborough in September last year. Roll on 2003 and another

its advent. Just to make sure I get my fill of motorsport, I am Chairman of Huddersfield Motor Club (for the 18th year in succession!) and sit on the BARC Yorkshire Centre committee, a dubious privilege earned after opening my big mouth once too often!



This happy bunch consists of the paramedics and rescue team at Harewood



Hi Pat

The end of an era, I have decided to sell the Mallock after 22 years and move to the Historic Hill Climb Class in Scotland along with Kenney Allen, nothing to do with age!!

I am having a Vauxhall Droop Snoot Firenza restored and hope to still come to Harewood if you can find me the right class with the road tyres I will be using in Scotland!!

Could you therefore put my advert in the next edition of the 'Times'. (See page 4)

Many Thanks

Alex Graham

Eds Note: List 1A in a fully trimmed road car, taxed, insured Class 1 to 3. If stripped or any other tyre used it must be entered in the appropriate Modified Production Cars classes 6 to 8.

ENTRY FEES - An Explanation.

You will all have noticed that we have been compelled to increase our event entry fees by £5 this season. It may be helpful to explain why:

There has been a general increase in fees levied by the MSA - the track licence has increased by £118 (31%), the permit fee by £0.15 (6.25%) per capita and the insurance fee by £1.20 (10%); all well above the rate of inflation. At a conservative estimate our service providers charges will have increased by 2.5%. Your committee did their sums and we agreed that an increase of £3 per entry was reasonable in the circumstances.

Early in January, just as the new regulations booklet went to print, I received an apologetic phone call from WYMAS Private Ambulance, our medical services provider. I was told that, because of changes by Government in NHS funding all private services had to be seen to be self financing and that as a result of this they had to increase their charges by over £200 + vat, a day! WYMAS worked hard to mitigate the increase but we were still left with a hefty increase in charges. Quite clearly Harewood could not absorb these extra costs and remain profitable, and so Simon and I reluctantly agreed that entry fees would have to increase by a further £2.

While the current entry fees at Harewood are higher than anyone likes, we believe that an entry at Harewood still represents excellent value for money.

Richard Hardcastle

HAREWOOD ENTRIES

The Regulations Booklet has some changes this year and although I know most of you don't read the rules, please do so then you won't have to whinge when things aren't just how you thought they should be.

The important changes are:-

p03-9

2.2.2.....Full sized glass windscreens (a single windscreen the full width of the car and with a minimum glass measurement of 235mm [9 1/4"] between the top and bottom frames of the windscreen) must be used in the standard fitted position. Cars supplied without full sized windscreens are not permitted in these classes.....

p03-13

13.5.1 Entry will be accepted in the order of receipt, except 11th May and 5th/6th July when if the entry is oversubscribed, precedence will be given to MSA Championship contenders.

13.6 Entry fees may be refunded in full to those entrants who withdraw before 5.00pm on the relevant closing date. A refund of entry fee less an administration charge of £20 may be made if notification of withdrawal and return of passes are received by the Entries Secretary 10 days before the meeting. The MSA insurance and per capita fee will be refunded to entrants who withdraw and apply for a refund, before 10.00am on the day of the meeting. Failure to return passes will result in no refund.

13.8.1 Post dated cheques are not acceptable and will be returned to the entrant along with the entry form.

13.8.2 A charge of 50% of the entry fee will be made for any cheque that is returned by the bank or any credit card number that is refused for any reason whatsoever. This charge is to cover our administration costs and bank charges.

Please take note of these points, particularly 13.6, 13.8.1 and 13.8.2

GRAND PRIX DILEMMA

Brian Kenyon

My attention was recently attracted on Ceefax by a remark made by Martin Brundle stating that Grand Prix cars were too easy to drive. This, alongside the package of new regulations announced by the FIA set me thinking how to alleviate the boredom of the current Grand Prix.

I set myself a list of new proposals to enliven the current situation. This would include an immediate ban on all driver aids, launch and traction control, gear changes would have to be made by the driver physically selecting gears, no paddles and with a foot clutch. Although it would create problems with two tyre companies involved, harder tyre compounds. Reduced aerodynamic grip and perhaps smaller brakes. To reduce top speeds two and a half litre engine size could be adopted. Modifying circuits as a way to slow down the cars is not the best way forward, also Grand Prix should attend the best circuits and NOT just concentrate on the commercial side of, what has now become, a business and not a sport.

This article was written before the FIA announced their new proposals. Great minds think alike or fools seldom differ! Take your pick.

A fantastic spectacle, both live and on TV, is without a doubt the British Superbike series. They actually race each other. So my major proposal would be to immediately adopt the system run in motor cycle races. Two races and the grid for the second race forming up in the order of finishing the first. Aggregate times would decide the winner. This would stop the pussyfooting about waiting for your team-mate to take an undeserved win. By splitting the race into two sections it would alleviate the problem of having to find room for a large fuel tank which could be potentially dangerous in an accident.

Races would at last be won on driver merit and not on the sophistication of technology that the richer teams can afford. I understand that money will always be a factor but perhaps races could be won on the road by drivers or not mainly by technicians or pit crews - who knows, we might even have cars passing each other. How disgraceful.

CROSSWORD ANSWERS

ACROSS

- 2 Thruxton
- 6 Matra
- 7 Gordini
- 8 L S Stross
- 10 Ascari
- 15 Jaguar
- 17 Lister
- 20 NART
- 22 MG
- 24 Isotta Fraschini
- 25 Strang
- 26 Targa

DOWN

- 1 Mass
- 2 Tatra
- 3 Rees
- 4 Thomas
- 5 Scimitar
- 9 Stutz
- 11 Nuvolari
- 12 Unser
- 13 Rosengart
- 14 Bugatti
- 16 Alta
- 18 Simo
- 19 Eyston
- 21 Squire
- 23 Osca

BARC ARCHIVES

Hi Pat,

Happy New Year - are you ready for the new season?

The reason for the e-mail is that Tony Bancroft and I would like to thank all those members who have donated material to the Centre archive. We now have a full set of Centre Circulars from 1955 - 1977. We also have a good run of results from meetings of the same period but we are still looking for some between 1959 & 1964. Old programmes would also be gratefully received.

I now have all this material here and I hold it on behalf of the BARC YC.

There are also numerous photos and my own index of pictures taken at YC events in the late 50s - early 60s [over 1000 images]

If you could find room in a forthcoming issue of the Times to put in something on these lines we would be most grateful.

I also notice that Ann Hall has died. She was a well known member in the past.

Regards to you and Brian.

John Holroyd

2003 HAREWOOD SPEED HILLCLIMB DRIVING SCHOOL

Increase your chances of doing well in 2003 by attending the Harewood Speed Hillclimb Driving School

*By attending the School, people have gone on to:-
win championships
break class records
improve their times*



Join the winners

Fabulous Gift

or treat yourself

2003 dates are

Thursdays

<i>3rd April</i>	<i>1st May</i>
<i>29th May</i>	<i>14th August</i>

Contact Pat Kenyon on
(0114) 234 0478

e-mail: pkenyon@holdworth.fsnet.co.uk

Caption Competition

*Please send your captions to the
Editor by 4th April 2003*

*Photograph depicts young Samuel
Wilson 'reading' Autosport*



Best Caption Prize

Harewood Baseball Cap

DATES FOR YOUR DIARY

HAREWOOD SPEED

HILLCLIMB

2003 DATES

Practice Day
30th March

Spring National
13th April

Harewood Open
10th May

MSA British National
Championship
11th May

Jim Thomson Trophy
8th June

MSA British National
Championship
5th/6th July

Montague Burton
3rd August

Summer Championship
24th August

Greenwood Cup
13th September

Mike Wilson Memorial
(Finals)
14th September

**PLEASE -
NO LATE CALLS**

I would like to remind everyone
to make any phone calls
concerning the Yorkshire
Centre and Harewood
BEFORE 7.00pm please

MEMO

ADVERTS, ARTICLES, LETTERS

*are always required for the 'Times'.
If you have anything you think
suitable, please send it
immediately.*

*All articles from members are
welcome.*

*Remember - if we don't know about
it, we can't print it!*

Items for the next edition of the 'Times'
to the Editor by

4th April 2003 please

Mrs Pat Kenyon, 'Hillside',
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Sheffield, S6 6SN
Tel & Fax (0114) 234 0478
or Tel (0114) 285 1114

e-mail: pkenyon@holdworth.fsnet.co.uk

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that the Club, its Officers, its Editorial staff or any other
member shares any opinion expressed therein.



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HON TREASURER Martin Baker
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