

VOLUME 17 - FEBRUARY 1998



# STARTLINE

NEWS, VIEWS AND INFORMATION FROM THE BRITISH AUTOMOBILE RACING CLUB  
THRUXTON AND PEMBREY RACING CIRCUITS, HAREWOOD, HERTS, AND DONINGTON SPEEDWAY

ere very good.  
at the AGM in February  
laureen Stone was re-elected  
s Honorary Treasurer and I  
as elected as Honorary  
ecretary. Geoff Hunt, Tim  
itfield and Richard Slegg  
ere retiring members and  
ere re-elected. During the  
ear Duncan Barnes and Doug  
uld were co-opted onto the  
ommittee. Following the  
GM Andrew Hext was  
ected Chairman and Simon  
arratt was elected Vice-  
hairman after several years as  
hairman. During Simon's  
me in office the facilities at  
urston have been  
amatically improved and it  
largely due to his drive and  
fort that Gurston is so well  
ought of today.  
m Pitfield and John Forsyth  
rganised the annual Dinner  
d Dance in November and  
always it was a great success  
th the tickets sold out well  
advance.  
e ran our usual Test Day in  
arch, and then six one day  
ational B meetings and two  
ational A meetings, both of  
rich were two day events,  
ing rounds of the National  
ampionships. Fog at the  
ugust meeting was a problem  
both days, and although it  
ared by midday, the clerk of  
e course was kept busier  
an usual, not least by a  
splay of rocketry and an  
promptu cricket match in  
e paddock. The Committee  
uld like to extend its thanks  
all those who helped to run

member of the Association of  
Hillclimb & Sprint Schools.  
Three training days were run,  
each being oversubscribed.  
We are grateful to all those  
who helped make the days run  
so well.  
After one year as Honorary  
Secretary I shall not be  
seeking re-election, and I  
would like to thank the  
committee for allowing me to  
be part of the team.

Simon Durling  
Hon. Sec. BARC SW

## LONDON AND HOME COUNTIES

Yet another year has passed  
and I am pleased to report that  
1997 has been one of our most  
successful years; this has been  
made possible by the co-  
operation and hard work of our  
centres main committee, com-  
petition sub committee, all  
senior officials, marshal's and  
by all the competitors who  
have supported our events  
throughout the season.  
Our three racing champion-  
ships at Lydden Circuit, For-  
mula Ford, Single Seater and  
the Astra Tech/BARC Saloon  
car events, still prove success-  
ful and these together with the  
visiting championship rounds  
have provided excellent rac-  
ing enjoyed by both competi-  
tors and spectators. Our final  
race of the season which we  
co-promoted with SEMSEC  
which was also the final of all  
the Lydden Championships

at Brands Hatch and ran with  
119 entries. There was a  
fourth sprint event with a lim-  
ited entry run prior to our last  
race meeting at Lydden; al-  
though it was a non champi-  
onship event, again it was well  
supported.

The centres return to  
rallycross in 1997, run jointly  
with BRDA, proved to be a  
greater success than we  
thought was possible, with our  
five round L&HCC Champi-  
onship, the Compomotive  
Wheels Championship in-  
cluded in three of our rounds  
and a Super Prix at another  
round. Our Easter Monday  
meeting has been voted the  
best rallycross event in the  
UK. The only disappoint-  
ment was having to cancel our  
event on December 28th 1997  
due to a low entry; it is hoped  
that we may be able to re-  
schedule this rallycross in the  
near future.

Paul Butt and his crew have  
had their busiest season to  
date. You can see them at  
meetings from the Formula 1  
Grand Prix to club events at  
Lydden and Goodwood. They  
are also covering a number of  
motor cycle meetings all over  
the country and they now  
carry more specialised equip-  
ment on the rescue unit. If  
anyone would like to look over  
the rescue unit I am sure that  
Paul would be only too  
pleased to oblige.

Our annual Awards Dinner  
Dance at Reigate was a great  
success. Our Chief Executive

continued sponsorship of our  
events; also Lydden, Good-  
wood and Brands Hatch for  
the use of their circuits, for  
without them we could not  
run our successful pro-  
gramme.

Once again thank you to eve-  
ryone who has helped during  
the year, it is very much ap-  
preciated. I am looking for-  
ward to working with you all  
in 1998 to make the new sea-  
son a happy and enjoyable  
one.

John White  
Chairman

## WALES

Welsh Motor sport  
enthusiasts can look forward  
to the future with optimism  
after the completion of an  
emotional - but successful  
1997.

It was a year tinged with  
tremendous sadness following  
the sudden death of chairman  
Steve Morris after a short  
illness. As stated previously in  
the tributes paid in Startline.  
Steve was one of the driving  
forces behind the growth of  
BARC Wales since being one  
of the officials appointed  
when BARC Wales was  
launched to coincide with the  
establishment of Pembrey as  
a major circuit. His loss is still  
felt but his contribution has  
proved an inspiration to  
others.

Following his death it was  
appropriate that another of  
the original committee

# CENTRE ANNUAL REPORTS

members, Ron Edwards, was chosen to take over the duties of chairman. In difficult circumstances Ron has shown great efficiency and diligence as chairman and contributed a great deal to the development of competitions and other matters BARC Wales are involved with.

Deserving similar praise are secretary Morswyn Williams and his dedicated wife Anita, our competition secretary, for their administrative and all round efficiency in ensuring our centre runs so smoothly and successfully.

Considerable progress has been made on and off the circuit during the last twelve months with a significant increase in the social scene for members. This is thanks to the efforts of Jenny Butler who has organised quizzes and visits to factories with an enjoyable trip to Benetton being held recently.

Our top competition the P and P Supplies Sports and Saloon Championship provided tremendous excitement this year again with the title being decided in the final round for the second year running.

It produced a new champion while a Welsh made machine won it for the first time as Peter Dark of Pontryhydfendigaid in a Darrian took the title. Other class winners were Nigel Jones, Keith Butcher and Granville Williams.

Biggest disappointment was being unable to complete the Welsh series for FF1600 with the lack of entries forcing rounds to be cancelled. It clearly indicated a lack of interest from drivers in single seater racing in Wales.

The organisation of Sprint events proved another success with two meetings being held during the year and a new winner emerging during the British championship weekend in June.

After four times British champion Chris Hill had proved unbeatable in recent years, Roger Kilty produced the fastest drive on this occasion.

But Hill still made his mark on Pembrey - as in the final major meeting of the year he proceeded to record the fastest ever time in a competition on the circuit with 49.81 in a Lola in the new BARC Supersprint series.

It proved a year of significant progress and achievement for the circuit with a £135,000 grant from SPORTLOT, the Lottery Sportsfund for Wales resulting in the track being resurfaced and all round improvements being made.

When the cheque was officially handed over during the Formula 3 meeting in August, Welsh Office Minister Peter Hain, indicated more support could be forthcoming in future for the "flagship of motorsport in Wales".

It attracted a variety of major meetings during the year and for the first time internationally recognised when it was the only circuit in Britain to hold a round of the European Rallycross championship which attracted large attendances. There was also an excellent crowd for the action packed round of the British rallycross series the Compomotive Championship.

Encouragingly more Welsh drivers are being attracted to the circuit to compete, particularly during the winter tri-oval series. It is hoped it will encourage them to return to race on the bigger circuit in the summer, although clearly much depends on their limited budget.

The Formula 3 double header was incident packed with the honours taken by Brian Smith and Nicolas Minassian.

The spectacular and well supported Truck racing,

Eurocars, rally meetings, karting and frequent motor bike racing action combined to provide a varied and thoroughly entertaining menu of motor sport.

Marshals and volunteers ensured all meetings run smoothly for the benefit of competitors and spectators.

Hard working manager Phil Davies, Tina and his staff deserve the highest praise for ensuring the Home of Welsh Motor Sport maintains an image it can be proud of.

Barrie Thomas  
Press Officer

Metropolitan Ambulance Services. Whilst forcing an increase in entry fees, the higher level of cover was appreciated by competitors. In March we held our Marshals Training Day with support from the RACMSA Training Trust. The competition year started with a new sponsor Yorkshire Auto Trader for the Centre's Harewood Championships. The first round at Easter was down on entries, no doubt due to the early date. There were five new Classes for Standard Saloon and Sports Cars, and Road Modified Kit, Replica and



## YORKSHIRE

1997 was the 75th Anniversary of the Yorkshire Centre and also the 35th year of events at Harewood. Over the winter new tarmac roads had been laid and the new paddock area improved, with funding provided by the RACMSA Development Fund. One setback was the refusal of Planning Permission for the Portacabins which were being used as a Paddock Office - these will be replaced with a mobile unit for 1998. Also new for 1997 was the use of professional Paramedic Services of the West Yorkshire

*Steven Booth (right) of Yorkshire Auto Trader presenting the Glen Garnett Trophy and cheque for £500 to Peter Herbert, winner of the Yorkshire Auto Trade BARC Harewood Hillclimb Championship. In addition, Peter also received a 'sponsors bonus' cheque for £500*