

START LINE

NEWS, VIEWS AND INFORMATION FROM
THE BRITISH AUTOMOBILE RACING CLUB

HRUXTON MOTOR RACING CIRCUIT · HAREWOOD AND GURSTON DOWN SPEED HILL CLIMBS

FORMULA E – THE FACTS



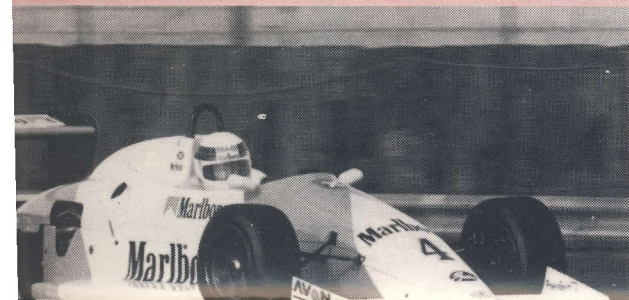
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clubs as yet have not been advised which engines are declared ineligible or what action they should take if an engine is ineligible – again nothing to do with the clubs.

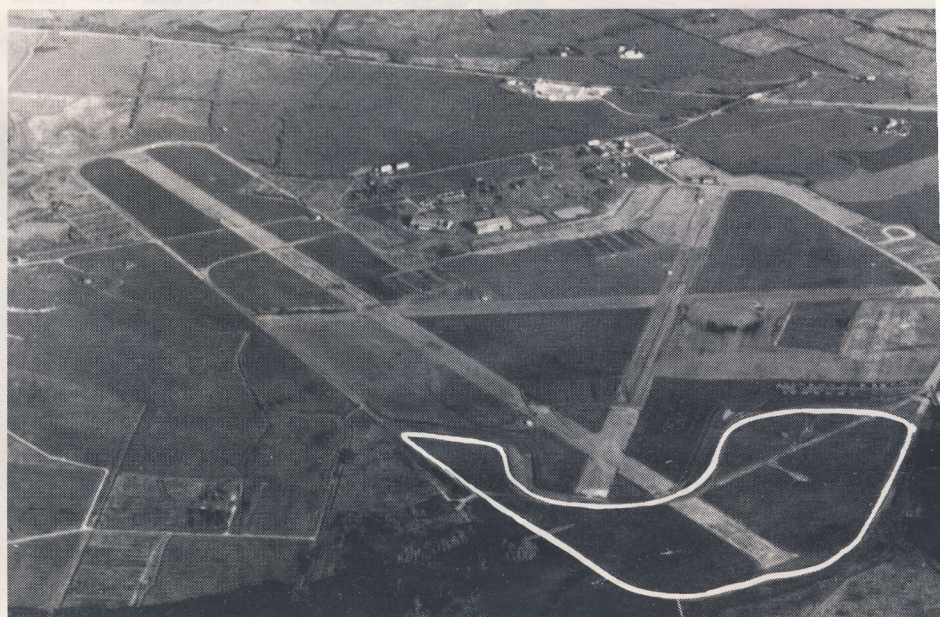
At all times the clubs have been urging the various controllers of our sport to make decisions, which have not been forthcoming.

engines which, as we went to press, were due to be examined on October 17th, and the RAC's finding as to whether or not these engines are legal, and for what period, could, of course, have an influence on the outcome of the championship.

It seems to us to be a great pity that a) the RAC could not have arranged for the appeal, which was lodged at the July Grand Prix round, to be heard before November, and b) that engines which were sealed at their instigation on the 5th August could not be examined before the final round, and thus allowed the championship to be resolved in a clear-cut manner. Formula Three is, after all, the premier single-seater formula in Britain.



PEMBREY TO BRITISH AUTOMOBILE RACING CLUB



The British Automobile Racing Club is proud to announce that at a meeting of the Llanelli Borough Council General Purposes Committee on the 25th September 1989, and later ratified by the full Council on 16th October, it was agreed that, subject to a satisfactory 50 year lease being agreed between the British Automobile Racing Club and Llanelli Borough Council, the Club would have control of the Welsh Motor Sports Circuit for that period of time. This

includes not only the Pembrey Circuit but a Rally Cross course, Kart track and a Rally Stage area.

The circuit, which is 1½ miles long and situated in 400 acres of land, will it is hoped, under the direction of the Club, become one of the finest circuits in the country.

The club's first priority will be to obtain planning permission for various buildings to include restaurants, race control, garages, scrutineering bay etc, and of course to

appoint a suitable track manager.

The Club has this year held the licence for motor racing and motor cycle racing and has been operating these activities on the circuit on behalf of Llanelli Borough Council, with whom they have had the friendliest relations and a long and fruitful relationship with the Council is looked forward to.

**THANK YOU FOR THE
CONFIDENCE YOU
HAVE PLACED IN US,
LLANELLI.**