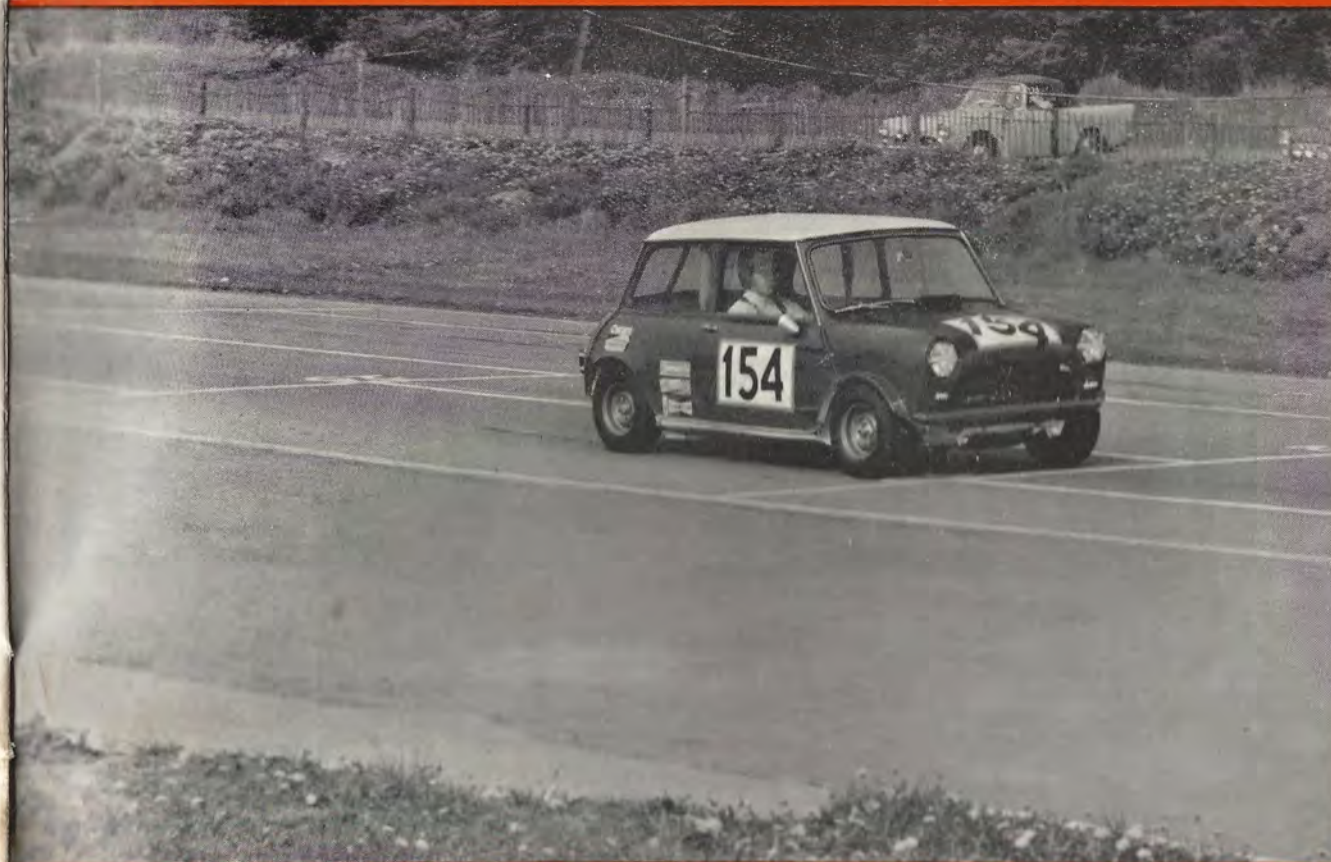




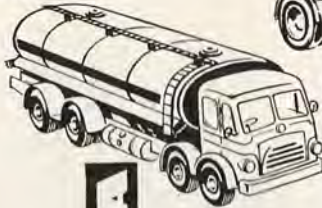
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Townsend.

In the correspondence column this month is a letter from a member who claims to be on the 'fringe' and is trying to break into the so called 'clique' that runs the B.A.R.C. Whilst the gist of the letter is directed at me and the editorial policy of this magazine it also hints at faults in the system. I do not attempt to defend my position as editor for I fully agree with the sentiment expressed. Of course mention should have been made of the Seven Dales Rally and it would have been had I known the facts. Of course I should know the Christian names of every member who does well but all I was given was a list of results on press closing day out of which to sift an interesting report. There was just no time to ponder who had the entry forms or signing-on sheets to make certain of someone's Christian name. One of the first rules of journalism is to play safe and just put the initial if there is any doubt who it is.

As I said last month, and I make no apology for repeating it, if any member is ignored in this magazine when he has done something worthy of note then it is for the one and only reason that I knew nothing about it. The writing of this magazine is purely voluntary and takes a great deal of valuable time just in the physical act of writing without spending nearly every weekend in the summer reporting on some event. Every month it is more and more difficult to write BARCounter for the information is just not forthcoming. The attitude of some members — particularly in the racing field is most astonishing. When asked early in the season for details of their plans, they coyly adopt a "mind your own business" attitude and then moan that I don't dash out and buy every expensive weekly magazine to see whether they finished a race that weekend.

The whole point of this is that this magazine needs information and contributed articles and

COVER PICTURE

Graham Gerrard in his £150 850 c.c. Mini seen on the pits straight at Croft. See article in BARCounter.
(Photo Bob Soper)

unfortunately your editor just has to put his bread and butter before all else. If you or a friend have anything that you think may be of interest then either get on the telephone or drop a line to me or Linda at the office and it will be welcomed. What will not be welcomed is a moan afterwards that I didn't see Joe Soap's engagement in the Jump Journal when everybody locally knew all about it. In fact I think I will take a leaf out of the scrutineers book and charge a protest fee of one large whisky in the future.

As for the 'clique', this is an old thorn which I personally do not agree with. Of course there are individual groups of friends within the club who like to meet for a drink together but I wouldn't have said they were cliques. The other Friday night in one pub which shall be nameless there were a group of racing competitors and their wives, another group of committee types, whilst in the passage was the drinking set. If this is what is meant by three cliques then fair enough. I would sooner say that these were just normal groups of friends typical of many others throughout the club and I would suggest to anyone on the 'fringe' to be like the Tetley Bittermen — find a group of similar minded members and join 'em. By the time the season is half way through there shouldn't be many left out.

SCARBOROUGH WEEKEND — 5th/6th June

By now everyone intending to have a go at Scarborough this year should have sent in their entries and be all ready for action this weekend. At the time of writing we still need quite a few more marshals and anyone willing to help would they please get in touch with the Chief Marshal, David Easthope, at Leeds 73155 (day) or Otley 3964 (evenings) as soon as possible.

The secretary of the meeting has asked that we apologise for the mistake in the regs where it said that admission to the dance would be free. Unfortunately we have to make the small charge (30p) to help pay for the group and discotheque that are booked for this year. It is one of the sad facts of life that events like the Scarborough cannot possibly pay their way with the large number of awards given away each year and so the committee felt justified in asking a pittance to attend what is probably one of the best dances of the year.

YORK 1900 FESTIVAL - JOUSTING TOURNAMENT 16th, 17th, 18th and 19th June

The organisers of the York 1900 Festival have asked us to supply marshals for various events in

conjunction with the 900th anniversary celebrations of the City of York. The first and most intriguing function is the Jousting Tournament on the Knavesmire for which they could also do with a few more competitors. There must be great scope for some knight, knave or mere peasant from the B.A.R.C. who can ride a horse and fancy his chances of medieval glory by having a go. All offers to Chippy Stross at Leeds 682870.

Later on in the year there are other similar events and we will keep you up to date a bit nearer the time.

Banger and Beans Bonanza — 18th June

On Friday evening, 18th June at the Linton Village Hall we are holding a 'Banger and Beans Bonanza' alias the Summer Danco. Tickets this time are a little dearer at 60p each but this does include the food. Dancing is to the 'El Tico' discotheque and the Constors Group starting at 9:00 p.m. until 1:00 a.m. whilst the bar will stay open until midnight. Dress is informal and tickets will be on sale at Scarborough, from Chippy or Linda at the Centre Office.

Montague Burton Trophy Hill Climb — 26/27th June

Another round of the Castrol/BARC Hill Climb Championship, our June meeting at Harewood is now almost the biggest of the year and we hope that, given some fine weather, this will be no exception. Competitively there should be no doubt about its success for all the Castrol loaders will be there together with a good selection of the big names from the Shell/RAC Hill Climb Championship. If the weather is dry it would be safe to predict that several records will fall as the quicker lads try to secure maximum points towards the title.

We are trying to make this more of a Gala occasion than the usual hill climbs and to that end have booked some interesting attractions. As we go to press we are endeavouring to secure the services of a well known T.V. and radio celebrity to come along and do a demonstration run in his chariot but we do know for certain that there will be an aerobatic display by Neville Browning and his Zlynn during the afternoon. In the car park will be a Gavioli organ, a Punch and Judy show, various roundabouts and swings and some side shows. Full details will appear on our T.V. adverts which will go out during the week beforehand. Do look out for these and tell all your friends to do the same.

Continued on page 14

David James

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EASTER CADWELL AND THRUXTON TRIP

It was about 7-30 on Thursday April 8th when the blue Transit Savannah (must not call it a Dormobile) put in an appearance at Ennerdale Road, Dewsbury to collect the author. The passengers amassed so far were a bearded gentleman, a rough quantity surveyor from West Ardsley and a large gentleman (from 'Rentatent', one good lady said) together with his similar luggage in the shapes of Cadwell's C of C and duplicator. This left us to collect a plumber of disrepute from Lofthouse Gate (er, sorry Outwood). When this gentleman filled the bus with Sch . . . you know who's liquid refreshment, his father was heard to retort, "You deserve all you get when you drink that stuff".

After an uneventful trip to Horncastle to disgorge part of our contents at the Rodney Hotel and a few drinks with B.A.R.C. residents therein, we managed to fit 16 miles between Horncastle and Cadwell, our first nights stop (it should be 8 miles).

By morning they discovered the author had a bad cough, it was also discovered the plumber slept in his boots, overalls and a trilby as well as a sleeping bag, the bearded guy seemed to have strong religious beliefs judging by what he said in the night and by the time breakfast was over we learned that quantity surveyors made good cooks.

After an eventful day's racing, which included 4 F3's doing what seemed to be a 'Red Devils' act at the Gooseneck and other such incidents we finally got away by 8-30 p.m. only to be severely frightened by a gentleman in a blue Fiat going at one helluva rate. This was pointed out to H.Q. Comp. Sec. the following morning who replied 'So was I'.

Anyhow, having got Saturdays practice over we emerged on Sunday morning with a full debate in session as to where to spend the day. A run in the New Forest was the order of the day, after having a jar or two in a decent little village pub (well it was before we arrived) and supped what was aboard the Transit. We then arrived upon a bird plus bloke and M.G. Midget bogged up to the differential, in a clearing at the side of the road. Recollections recall the said young lady shouting "Your towel didn't do any good". To which the retort was "Nor did your scarf". So four B.A.R.C. (Yorkshire) members removed the driver of the M.G., the bearded member saying that he (the M.G. owner) would never get it out that way, picked up the M.G. and carried it back to the road. After which the young lady asked, "Could I repay you in any way". A voice from under a now bristling beard, hinted that we had arrived in a motor caravan. I believe she declined.

After an amusing dinner hour spent watching people set light to the New Forest by lighting picnic fires, we continued on our way along the forest drives. One of our number remarking that the hot pants in the New Forest were nearly as good as those at Cadwell, amongst other remarks.

We then proceeded to the City of New Sarum, Salisbury to you, for a meal. It was whilst walking round the town, that we came upon Julie Ege "starkers". Well, the moral of this story is if you want to do trade with us, you have to have a poster of Julie outside your newsagents shop saying "There's more in the Sunday M. . . .", so not only was said publication purchased but also other literature (not as good as we saw in Amsterdam) and a few tons of chocolates for someone's beloved who got left at home.

It was then 7 p.m. so we disappeared to Bernis for a meal, but were most disappointed when a mother and father removed their innocent looking but rather nice daughter from our gaze as we supped our sherry. The meal was good but the No. 1 (wine) was not up to Beryl's standard in York. Then back to Thrupton for a good nights sleep before racing on the Monday.

Monday provided some good racing and seeing Graham Hill return to form pleased us all, the worst part of the day being that dreadful "Yellow Pages" jingle to the tune of "Yellow River". The weather was good and the 'Transit Supervan' no not ours, but the GT40 type one was terrific, it could go well up Harewood.

We got away from Thrupton and pulled into the roadside for a meal which resembled Pal meat for dogs, grass clippings and Polyfilla, it was in fact, green beans, tinned steak and 10-12 helping of dried potato, at least thats what the packets (2) said, there was about enough for four of us.

The bearded one drove and the author navigated back to the M.1, where the quantity surveyor took the helm. It may be noted that the bearded guy has a peculiar habit of calling everyone, who got in his way on the road, after parts of the anatomy.

Acknowledgements: Allied Breweries, Viennese Co-operative Retail Society, Inde Coope, Uncle Gerry of Blydenstein Viva fame for 1 gallon of petrol at Cadwell, he too was unavoidably detained. The Beard for not putting the whole show into a 15 ft. deep rubbish pit when he moved the van to another pitch at Thrupton, we woke up the following morning only a few feet from the edge, and also for arranging for the hire of the Transit from Peter Craven of Bardsey Caravans.

Continued on page 18

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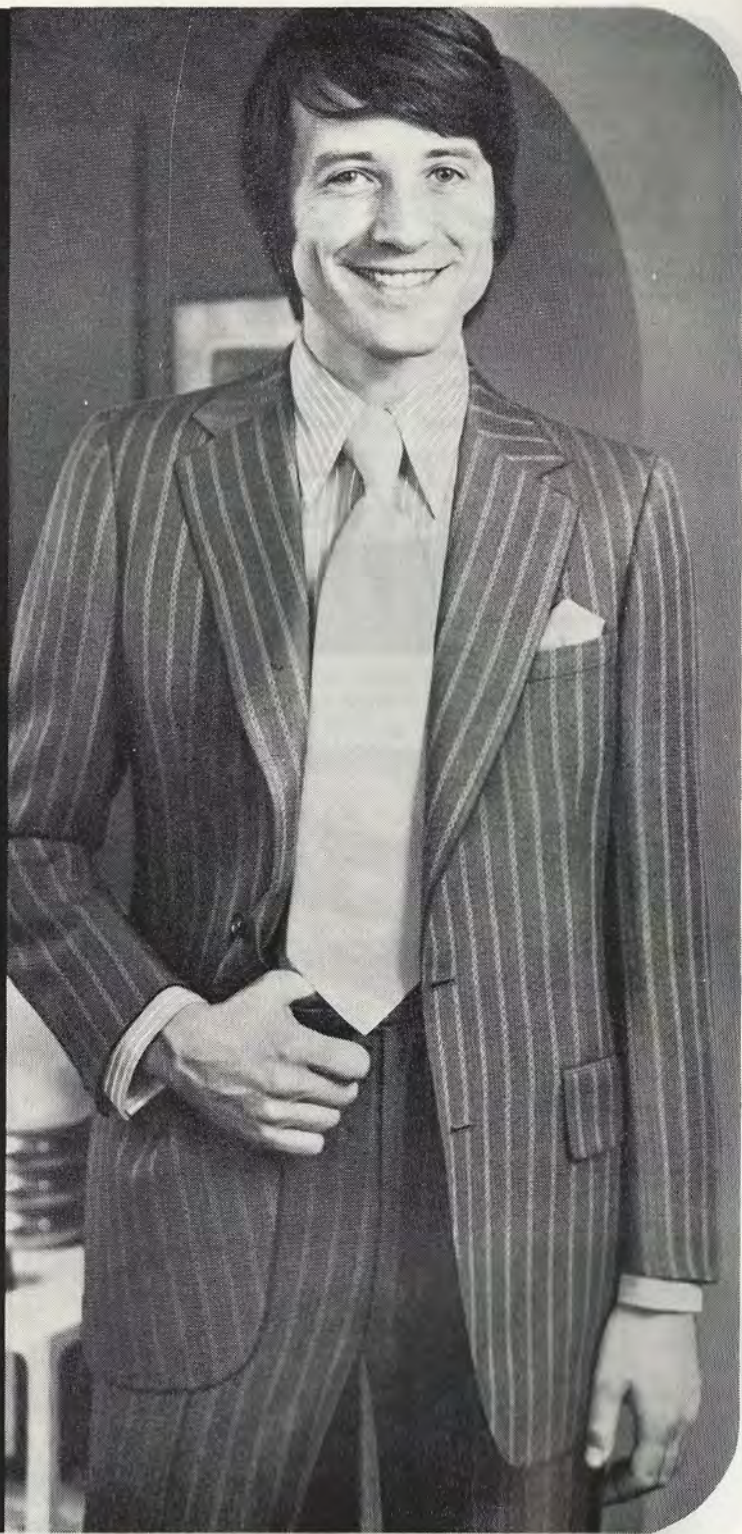


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HAREWOOD - 24th April 1971

By the end of the Castrol/B.A.R.C. 3rd round, Chris Seaman had still maintained his lead. Although the margin had been reduced by Robert Speak, who in the Championship fastest ten runs had broken the 1:3 touring car class record. Their cars are the Towmaster Towing Equipe, sponsored Midget which Chris campaigned last year and Robert's Ford Escort which seems to be about the fastest thing the touring class has seen for some time.

Of course David Hepworth and Roy Lane were at it again — battling for the fastest time of the day that is, whilst Mike MacDowel was running the Palliser with a full tank to stop fuel surge. Whilst the Hepworth Oldsmobile would just about appear to be as its previous equipe the steed of Roy's this year is an extremely neat Orange McLaren M10B which he has built up himself. These three finishing with the top honours respectively first, second and third.

Second to Robert Speak in the small tourers class was Graham Brooks who kept his Escort GT comfortably in front of Ian Hardy's Mini. Similarly Jim Thomson thrashed the larger tourers class with the Blydenstein Viva, eventually leaving Richard White's record wiser by a good half second. Understandably Richard wasn't happy about this as he was defending with his Cortina and could do nothing to stop Jim. For anyone who enjoys watching Minis must have had a field day watching the Special Series Tourer class for it had one of the

largest Mini entries seen for some time. In fact the first ten places were taken by a Mini of one sort or another. The first six of these being respectively taken by Nicky Porter, Mike Flather, Clive Harrison, Alex Boyle, Henry Blackledge, John Pascoe.

Both the winners of the two lightweight classes had cars that were not really pulling their best. In the smaller class Peter Beadman's Mini had not been set up fully. Whilst Chris Cramer felt his car had not quite got the edge he is used to. In fact he claimed he found it really hard work getting down to 47 secs. even. It's alright being enthusiastic but to spin after the finish line is a waste of good all round entertainment. So next time lets hope Chris Seaman brings his Towmaster Midget straight into the paddock and go to the scrutineering bay afterwards. Following in second place in this small Marque class was Peter Davey as he made it Midgets one and two. Richard Gray had it all his own way in the middle sized class with his Europa. The only other entrant being Loll Ryan with the Morgan Family Four. However, Spotty Smith and John Lambert were having a good old battle with their Tuscans. With spinning wheels and smoking tyres as they scorched through the corners finally separated by something like 100th second in Johns favour.

John Netherwood wanting a plug change on the start line — wonder what he will have in store for us at the next Harewood. But he still couldn't



Chris Seaman slides through Quarry on his way to another class win in his Midget.

stop John Hollingsworth and Peter Ripley taking the first two places making it Sprite, Midget and Midget, in the Modsports class. After Ted Worswick's first run ended gently at Willow, he wasn't being left out with his 'E' Type and thus tied with Chippy Stross for the class. However, as Chippy had arrived at the finish twice as often as Ted, Chippy's Elan got the Over 1.3 Modsports class.

Warren Booth snatched another last run win in the 1.3 GT class. His Minisprint had been dualling with Mike Thomas's Poala GT which took second from Tim Hayton's Mini Marcos. The only entrants in the 1300 c.c. Sports Racers class were Frank Aston—Landar R7 and John Barratt's Merlyn Mk. 6. But the Merlyn was no match for the Landar. It is a long time since Mervyn Bartram was beaten. Yet this happened in the Clubmans class, when the Moss Chevron was pipped by Richard Jones U2 with a well judged last run. David Morris had a classic win by almost 3 seconds as his Mallock U2 led the 1.3 — 1.6 GT and Sports Racers class. After adopting a midfield position Tony Lambert got to grips with the Ginetta to dislodge Trevor Smith. His Lotus also was unable to keep out Richard Evans U2. So then the largest sized GT and Sports Racers class was decided on the last run. Reg Phillips in front with the re-styled Chevron BMW — now it's a Fairley BMW — stayed there from Jim Thomson's Chevron B8, Brian Alexander's Ginetta G16 and George Tatham's Brabham BT17. The order not changing with each driver's last run being the faster.

With his first run Mike Allan, the Halifax Chemist flyer, was fast enough with the Eccosse Imp to clinch the 1100 c.c. Racing class. Just over a second behind came the do-it-yourself Horsforth Author and scribe, Allan Staniforth in the Mk. 1 Terrapin. The class became much a follow my leader, George Valante — Mamba, and Graham Ashley-Smith assisting with his Terrapin 1a, to keep the Cooper and Lotus variants down the field.

Bob Prest's second run was a good improvement which gave his Ford powered Dulon LD4 the 1101—1600 c.c. class. This was from John McCartney's four wheel drive Techcraft BRM now sporting new livery of White with Blue stripe. Paul Hargreaves managed to elevate his Lotus 31 into third, his first run being the slowest recorded in the class.

Out then came the heavy machinery of the over 1600 c.c. class. Quickly they settled down to a chase behind David Hepworth's Hepworth Oldsmobile FF. The order after the first runs being David from Roy Lane's McLaren, Mike MacDowel's

Cusmac Palliser, Tony Griffiths' Brabham and Richard Thwaites' McLaren. Things looked pretty set but then Malcolm Eaves put one over on Richard Thwaites, the nippier Brabham going that little bit quicker.

The Top Ten runs did not affect the FTD positions which had been established in the late class runs. So then the order was the same although the times were becoming faster. Hence the four fastest being David Hepworth, Roy Lane, Mike MacDowel, Tony Griffiths.

KEITH HELLIWELL.

Castrol/BARC Hill Climb Championship

After four rounds of the Championship things at the top are really hotting up. As many as seven competitors managed to score a maximum at Loton Park — Chris Seaman, Robert Speak, Mervyn Bartram, Richard Jones, Spotty Smith, Frank Aston and Jim Thomson whilst another seven scored over 8 points by beating the existing class record. 92 of the record 146 entries have now scored in at least one round and we are pleased to see that Yorkshire Centre members have a firm grip on the lead. Chris Seaman, Robert Speak and Nicky Porter are gradually pulling away from the field but Jim Thomson in tenth place is only nine points behind with a 'match' in hand, only having done three events.

Positions after Loton Park are as follows :

1.	Chris Seaman	35.42
2.	Robert Speak	33.84
3.	Nicky Porter	32.82
4.	Mike Flather	30.54
5.	Mervyn Bartram	30.43
6.	Richard Jones	30.00
7.	Chris Cramer	28.96
8.	Spotty Smith	27.56
9.	Frank Aston	26.99
10.	Jim Thomson	26.63
11.	Trevor Smith	26.35
12.	Alex Boyle	22.11
13.	John Pascoe	21.71
16.	Graham Brooks	20.60
18.	Edward Spencer	18.57
21.	Richard Thwaites	15.37
22.	Richard White	14.63
24.	Alex Jackson	13.84
25.	Mike Allan	13.83
26.	David Hepworth	13.25
29.	Jim Thomson	12.29
30.	Clive Harrison	11.92
35.	Brian Preston	10.26
38.	Peter Ripley	9.05
40.	Pat Hopkinson	9.82
43.	Chippy Stross	8.53

(1-MINUTE FROM M.1)

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The TR6 - A HAIRY SPORTS CAR

One of the perks of taking on the task of being editor (and writer) of the Yorkshire Centre Circular is that one can occasionally con people into lending an interesting motor car for the weekend. The May 9th Meeting at Croft was an opportunity to try out something sporty and an unsuspecting Marie Whaley was persuaded to part with her shopping T.R.6 for the weekend by husband Morris who sells them at Guiseley Garages.

It has long been my contention that it is quite ridiculous to have a sports car that will not go faster than the average saloon so that one can be bombing up the motorway flat out with hood down looking every inch the boy racer when Granny comes sailing past in her standard Minx with all the family on board. I am happy to say that the T.R.6 does not come into this category. There is little that a gentle squirt with the right foot will not blow off comfortably for this is quite a hairy machine. The engine is the well tried and very smooth straight six 2498 c.c. petrol injected unit as used in the 2.5PI saloon and this delivers 150 b.h.p. at 5500 r.p.m. with a considerable amount of torque throughout the range.

The gearbox is a very pleasant four speed unit with overdrive on the top three ratios and so, for what it's worth, there are seven effective forward speeds. In practice first is hardly necessary except

on a steep hill, the acceleration in second is so good that one is into third and pulling away easily to make overdrive on second superfluous. It is only when in a hurry on narrow winding roads that overdrive third is preferable to direct top but I have always found it a lot smoother to use the clutch and gearbox than to be continually flicking in and out of overdrive. It is only in top on a motorway that one really uses the overdrive and in the highest gear one is only pulling 2600 r.p.m. at the legal maximum, gearing being 26 m.p.h. per 1000 revs. In direct top the gearing is just over 20 m.p.h. per 1000 revs and this is one of my few criticisms of the car. Better acceleration could be obtained by opening up the gap between the direct gear and the overdrive and using a lower final drive. As it is there is now only about 5 m.p.h. between each stage in the gearbox.

Not that many people will complain with a 0—60 time of 8.8 secs. and max. speed of 120 m.p.h. from a car costing just over £1600. There are few on the market with this sort of performance, in fact the only ones faster to sixty are the Aston Martin, Ferrari, Jensen and 'E' type although in the smaller cars the Elan and Morgan Plus 8 are quite a bit quicker.

Speed is not everything but it is nice when driving a car like the T.R.6 which looks powerful



A really hairy sports car in the traditional manner — the T.R.6.

(Photo Bob Soper)

to find that there is plenty there should it be needed. Equally important in this sort of car is the way it handles for the early T.R.'s were very exciting to say the least. The handling characteristics of this car on Michelin XAS tyres is very good indeed. There is little suspicion of either understeer or oversteer and the car goes exactly where it is placed with no fuss or bother. It is very difficult to make a chassis for an open two seater rigid enough these days with all independent suspensions and big wheels and there is just the suspicion of flexing when cornering hard which suggests that this design must now be at the ultimate stage of development. I would think that the T.R.7, if there is to be one, will have to have an entirely new chassis and body unit.

Aesthetically the T.R.6 is one of the better looking sports cars on the market and from the front it would be difficult to find a car which looks more fitting to its characteristics than this one. Probably the best styling of any car of the post war era was the Lotus Elite which looked every inch a thoroughbred. Its performance was that of a highly stressed racing engine and could be compared to the stand-off half in rugby who is always a small man but very quick. If the Elite was the Barry John of motor cars then the T.R.6 must be the big, burly centre like John Spencer who has speed and power.

Inside the car, particularly at speed there was a considerable amount of wind noise which rendered the radio inaudible at around 70 m.p.h. but this is one of the crosses one has to bear with any car with a soft top. There is just no answer to this problem except to get well wrapped up and drive around with the hood down or to buy a hard top and do away with the whole object of the exercise. The driving position is quite good but the reclining seats are far from comfortable and I had some back ache on the short journey to Croft and back. It is really amazing that British car manufacturers pay such small attention to driver comfort as compared to the foreigners because, when all is said and done, the driving seat is the one part of the car used 100% of the time. Similarly the passenger is thrown about having no grab handle and the floor is too far away to support the feet. Another thing about the inside was that there is nowhere to put the left foot which has to be left riding on the clutch pedal and is hardly satisfactory. I was surprised at the comparatively narrow driving compartment in quite a big car. There is little room in the boot which did lock, as did the glove pocket, but there was room for two midgets or one suitcase behind the seats.

All in all an enjoyable car to drive and at 24 m.p.g. with some decent seats it would be ideal for a quick run down to the Riviera for the weekend.



Another hairy motor car but a little dearer than a TR.6. The 250LM Ferrari seen at Harewood.

(Photo Jeff Binns)

FORTHCOMING EVENTS—continued

E. A. DENNY PROD. CAR TRIAL

By Linda Thornton

Right, let's get one thing sorted from the start, this is not going to be a plug for SKODA or any other such make of car, it's not even going to be a "On the 15th May 32 members of the B.A.R.C. and Y.S.C.C. met at the Kings Head, Masham to take part in the 16th E. A. Denny Prod. Car Trial type of report". I have decided it is going to be 'Production Car Trials' from a woman's point of view, or "How to win the booby prize without even trying".

Watching Messrs. Hinde, Mason, Chippindale, etc. on P.C.T. is enough to bring out the woman's lib in any self-respecting woman, if they can do it so can I! (At least that's what I thought). It started off to be a good day when not five minutes from home my petrol pump packed up on the way down the grass back to the first test. I thought my engine was falling out, only to find instead my number plate was falling off and catching on the ground, and lo and behold after the fourth test I was informed that me, of all people, had forgotten to get myself scrutineered.!

Now for once no one can blame me for the jaunts round the countryside that occurred from following the typed instructions, I had nothing to do with them. Whether we have to blame 30 or more mileometers, or some one pressing an 0 instead of a 2 whilst typing the 'destruction' has yet to be decided. Still we did see a great deal of the Masham countryside, which is very pretty and much thanks should be given to convoy leaders who with great shouts of "I know where we are going" set off at a hell of a lick to be followed by everyone else.

The tests were as usual well set out, and although I cannot vouch personally for the top of the hills the bottom's were very interesting. All the usual band of marshals were out in full force, Easthope with his walkie-talkies, Rent-a-Tent, Josephine + hot pants, Henry Holliday doing a grand Sec. of the meeting job, Rowland Wilson buzzing about looking very busy and all the many others who stood around looking efficient.

Altogether it was a jolly good day out, the dinner break at the Nosterfield was much enjoyed by all, and equally well enjoyed were the High Teas served at the Kings Head afterwards. Our thanks go to all officials who did a lot of hard work into making the event as big a success as ever, and of course M.S.W. for working out his results in double quick time at the end. I leave you with just one thought. Did Derek Haynes think this was a rally or were his service crew there to turn his car back if he rolled it!!

July Jaunts Evening Production Car Trial 6th July

The first competitive Club night of the season is a production car trial organised by Denys Townsend and David Pick in the Dewsbury area. The start, is at map ref. 96/290180 which is at the 'Quarry', Horbury. Full directions will be given in the next 'Circular' and will be sent to all competitors. Refreshments will be available from 5-30 p.m. There will be seven sections on two sites and all will be non-car damaging. Any type of car is suitable for this event and to enter you do not need a competition licence.

The finish is at the 'Pentagon Nightscene' which is a discotheque adjacent to the finish sections where a cover charge of 15p will cover a meal voucher.

Entry forms are enclosed with this 'Circular' and the entry fee is 50p as usual.

Continued on page 18



Chris Tipping will be driving the turntable at the summer dance with his 'El Tico' discotheque.

(Photo Bob Soper)

BRISTOL BOATS

AMSTERDAM 3 hrs.	—	2nd Overall
LEIGE 6 hrs.	—	2nd O.N. Class
PARIS 6 hrs.	—	1st O.I. Class
		S.B.B.N.F. TROPHY
GENEVA INTERNATIONAL	—	1st Overall
BRITISH DRIVERS CHAMPIONSHIP		
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2nd T. Williams	—	Bristol 14' E.U.
3rd R. Clark	—	Bristol 14' E.U.

—:o:—

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BARCounter

After travelling half way round the world, "E" type driver **DAVID WALKER** and his fiancé, **SUSAN BENNETT** were married last month in her home town of Adelaide, New South Wales, Australia.

The honeymoon was spent touring Australia and on the way back they called at Bali and Bangkok. We wish them every happiness in the future and were glad to see David back competing at Harewood on 23rd May.

The happy looking couple on the right are that well known plumber from Outwood near Wakefield, **MARTIN FROST** and the young lady who has hitherto been known only as 'Frost's Bird'. She is in fact **JANET MARY ELLIOTT**, a solicitor's secretary from Barnsley who shattered the peace of Saturday practice at Harewood by announcing that they were engaged to be married. Martin and Janet have only been courting for five years but one week's holiday together in Scarborough convinced them that the time had come to take the plunge and the wedding will be in the next six months. They have got a house in Leeds Road, Outwood and we wish them every happiness in the future.

Congratulations to **MORRIS and MARIE WHALEY** who celebrated their silver wedding anniversary during the month. We wish them all the very best for the next 25 years and hope that if the Golden wedding party is as swinging as this one was then the daughters of those who came in such fabulous low cut dresses will realise that mine host is not as young as he was in 1971 — you never know though, he might be.

More congratulations. First to **IAN APPLEYARD** on being elected President of the Motor Agents Association and secondly to **ERIC SMITH** who was elected to the Skipton Rural District Council by the slender margin of 4 votes.

Those members who like to wander round the stately homes on a weekend may be interested to learn that on 4th July, under the 'National Gardens Scheme', the grounds of **KEITH CHIPPINDALES'S** house will be open to the public. The address is 'The Old Rectory, Bilborough, York', Bilborough being well signposted from the A.64 Tadcaster/York road. There will be a small admission charge for charity.

It seems that your editor has been found guilty of printing a serious error (yes, another one) in his report in the Soapbox Derby last month. Apparently it was Messrs. Cockayne and Armitage who finished in front of the Ditchburn/Crowther entry and not the other way round. It is difficult to find suitable words of apology for such a grave mistake except to say that these things do tend to bounce back at one eventually.



Mr. and the future Mrs. Martin Frost.

(Photo Bob Soper)

The picture on the front page this month shows a young man who, having seen motor racing from the sidelines for a few seasons, decided to have a go himself. **GRAHAM GERRARD** was one of the regular marshals at Croft for some time before he decided that the time had come to see what is was all about on the track. The only problem was the old one of money. Motor racing these days is quite expensive but, undeterred, Graham set off to the scrap yards and found a Mini with the front end stoved in but otherwise in fair order. A new subframe was bought, a large hammer put to useful work and a fibreglass bonnet obtained. The interior was stripped and the engine fettled so that an instant racer was there for a total price of £150. Of course it isn't quite competitive with Andy Barton yet but as funds permit the suspension will be stiffened and a little more power sought. In the meantime Graham is having great fun learning the circuits and the best of luck to him.

The Hill Climb at Barbon has always been an opportunity for Yorkshire Centre Members to let their hair down a bit and this year's was no exception. Two of our lady members, who had better be nameless, were there staying in a single story cottage with some of the rougher element when they decided to have a bath. The one had just finished her bath and was getting dressed whilst the other had just hopped in when suddenly the window was flung open and a jet of cold water from a hose pipe issued in. It was a rather wet and bedraggled pair who finally emerged swearing revenge and unprintable oaths at a local McLaren driver.

Also at Barbon **DAVID HEPWORTH** found that an engine mounting had broken during practice and so, in the true Hepworth tradition, a couple of hose clips were used in just the right place to such good effect that he knocked $1\frac{1}{2}$ seconds off the course record. Whilst waiting to go down for a practice run, **MIKE MACDOWELL** found a small boy wandering round his car. The little lad looked first at the front and then the back before addressing the driver.

"Are you going to drive this mister," he asked.

"Yes, why?" enquired Mike.

"I wouldn't if it were mine," he replied. "You're back wishbone's bust".

Sure enough, the bottom wishbone was being held together by its chrome plate and a not too happy Mike loaded the car on to the trailer and took it home.

Queenie and Marge were discussing Queenie's next client due within the hour.

"You'll have to watch him luv" said Marge. "I had ever such a lot of trouble with him last week — he's really kinky".

"Oh, why's that?" asked Queenie.

"Well, it's like this, when you've finished with him he's got this big leather belt that he beats you with".

"How long does it go on for".

"Oh, just until he gets his fiver back".

CORRESPONDENCE

Stenmalveien 13,
3100 Tonsberg,
Norway.
23/4/71

I am a boy at the age of fourteen, and I live in a town called Tonsberg, which is the oldest town in Norway. In 1921 it have 1100 years Jubilee.

My hobby is to collekt stickers and pictures of racing cars, and I will be very glad if you can send me some. I am sorry that my English is not so good.

Yours sincerely,

Jon. P. Andersen.

(Perhaps one of our Junior members would like to correspond with this young man and send him a few pictures. Ed.)

Dear Sir,

I have been intending to write for a while but I have just not had time.

It was very upsetting, to keep the best "B.A.R.C. member" award on the 7 Dales Rally 1971, within the Yorkshire Centre, especially as it was in such an important field of competitors and in a (perfectly standard) Group 1 car which I hope to use on the "R.A.C. Rally" — and not even have it mentioned in the Circular. Also it is a shame that the B.A.R.C. only present the award to the driver, the navigator is nearly always a member of the club and is perhaps an even more important part of the "crew" than the driver, no matter how quick he is, it is no good if he is not kept on route.

I would also like to add that the person who wrote the article on the Sleuth's Mug, should really have looked at the entry sheets and found out who A. Jackson was. After all "Jacky & Alex" Jackson were only 1 error behind the winners and we intend being near the top in all the main competitions.

It would be nice to see all members welcomed equally throughout the year instead of the regular "Clique". This is the opinion of many members who are on the fringe.

Yours sincerely,

Leeds.

Alex G. Jackson.

FORTHCOMING EVENTS—continued

GOLF COMPETITION — July

Advance notice is given that there will be a revival of the Centre Golf Competition at Scarcroft Golf Course one Wednesday afternoon in July. Derek Clark and David Stead have got things in hand which means that we are not likely to have final details until the last minute but we hope that they will be available for the next Circular.

EASTER TRIP—continued

Apologies to anyone who may be offended by the above, and also to the Honeymoon couple who hired the Transit the following day. To the beard for not ensuring there was enough petrol in the tank, so that he didn't get stranded in Hunslet at 3 a.m. and have to walk 2 miles to get some.

The other members of the party who prefer to remain anonymous were Boris Hardcastle, Martin Frost and John English. **DAVID R. SCATCHARD.**

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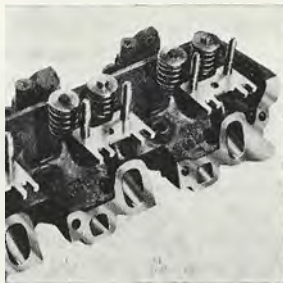
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JUNE CIRCULAR

All copy, advertisements, etc. for publication in the June Circular must be received by

WEDNESDAY 16th JUNE

otherwise publication in that issue cannot be guaranteed.

Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date 1971	Event	Status	Centre Annual Competitions
5 June	Scarborough Dance	—	—
5/6 June	Scarborough Weekend	Closed Jt.	NCKA
25 June	Barn Dance	—	—
27 June	Montague Burton Trophy Hill Climb	Nat. Brit.	NKAB
6 July	Production Car Trial	Closed	CK
10 July	Guards International Race Meeting, Croft	International	—
18 July	Cadwell Park Race Meeting	Restricted	—
25 July	Vintage and Novice Hill Climb	Restricted	NKB
3 August	Autotests	Closed	K
8 August	Championship Race Meeting, Croft	Restricted	NK
22 August	Joint Autotests	Closed	NK
12 September	Shell Championship Hill Climb	Nat. Brit.	NKB
19 September	Stone Trough Sporting Trial	Restricted	NK
25 September	Scarborough Dance	—	—
26 September	Castrol Trophy Hill Climb, Scarborough	Nat. Brit.	NKAB
17 October	Croft Race Meeting	Restricted	NK
31 October	Greenwood Cup Trial	Closed Jt.	NKCA
20 November	Annual Dinner Dance	—	—

CENTRE ANNUAL COMPETITIONS

Events marked "N" must be entered under B.A.R.C. to qualify for marking.
 Events marked "C" qualify for the Chippy-lola Vase competition.
 Events marked "K" qualify for the Ken Lee Trophy competition.
 Events marked "A" qualify for the Arnold Burton Trophy competition.
 Events marked "B" qualify for the John Bindloss Memorial Trophy Competition.
 All competitive events qualify for the Pearce Trophy/Firth Bowl competition.

Regulations for all events will be automatically distributed to Yorkshire Centre members as published.

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