



YORKSHIRE CENTRE CIRCULAR



SEPTEMBER **71**

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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—:o:—

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YORKSHIRE CENTRE CIRCULAR

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Lincoln, R. A. Riall, R. Soper, D. P. Stead, D. N.
Townsend.

In the correspondence column this month is a letter signed by many of our active non-speed event competitors asking for the return of the club nights during the summer. Fortunately this letter arrived before the last committee meeting when the 1972 programme was being discussed and so it was possible to raise the matter.

It has always been a source of concern to the committee that the Yorkshire Centre programme was far too large and, whilst we can always count on good marshalling support on the day, the number of people who can afford the time to do the extensive preliminary work involved beforehand are very few indeed. There are dozens of people who will happily come along to sub-committee meetings and take a job when the event happens but they are pityfully few who will take on the responsibility of actually organising an event of any size. Consequently those few, last year, said that they could do it no longer and so the programme was cut to ease their burden. There was a certain outcry from the membership about this and so the committee agreed last month to bow to your opinion and re-introduce the club nights in full, including the Harewood Practice Evening, for 1972.

So far all that has been decided has been that there will be a Club Night in May, June, July, August and September. What we want now is to hear from you just what sort of events you want putting on, whether any of you have a suitable midden for Autotests or a Production Car Trial and, most of all, whether anyone is prepared to have a go at organising an event themselves. If you haven't done this sort of thing before, our Competitions Secretary, Tony Hodgetts, will be only too pleased to give any guidance necessary, so don't let this put you off nor the fact that successful organisers may find themselves nominated for the committee in the future.

The ball is now in your court so if you have any offers or suggestions have a word with any committee member — their names are printed in the column on the left.

COVER PICTURE

Jim Thomson takes a slight excursion into the gravel at the Shell Speedclimb.

(Photo. Bob Soper)

Forthcoming Events

Speed Events Forum — 14th October

At the end of each season it is our policy to invite all those with an interest, vested or otherwise, in the construction of the classes at our hill climbs and, incidentally, at most of the other hills in the country, to come along and grind their axes at an open forum. This year we are returning to the Hotel Metropole in King Street, Leeds where proceedings should get under way about 8 p.m. The object of this forum is to let competitors give their views on the way this season has gone and to take opinion votes on the various issues raised so that they can guide the committee when firm decisions are made in the final classes for next year. It may seem a little bit dictatorial that the committee do not feel bound to accept any majority opinions expressed at this meeting, for it is well known that a well organised pressure group can easily sway a meeting like this to accept a car into a particular class which would result in unfair competition. Consequently, your committee likes to feel free to consider all opinions away from the crowded atmosphere of an open meeting.

End of Season Race Meeting, Croft — 17th October

Our last speed event of the season is the October meeting at Croft where there will be eight races including two for saloons, a Clubmans, a G.T. and Sports Racing race, each over ten laps followed by three championship 15 lappers and a Formula Libre race over ten laps again. The Championship races are all final rounds which means that we will see three new champions crowned at the end of the day. They will be the Northern Clubs Modsports Champion who will take home the Northern Sports Cars Trophy, The Northern Clubs Formula Ford Champion who will hold the Tate Trophy for a year and the Volkswagen Motors Super Vee Champion who wins a Silver cup.

Practice starts at noon and the first race is at 2-45 p.m.

Greenwood Cup — 31st October

The very last competitive event on the Yorkshire Centre calendar for 1971 is the Greenwood Cup Production Car Trial. Unfortunately last year's event was rained off after the morning session, but we have high hopes that we will be able to use the full potential of Peter Lawson's Quarry at the top of Greenhow Hill if the weather is kind this year. Regs are included with this 'Circular' and with the organisation in the capable hands of

David Easthope and Denys Townsend, those wanting an entry should send their forms back as quickly as possible because it is likely to be a sell out this time.

There will be the usual ten sections before and after lunch which will be at the Miners Arms who have applied for an early extension so that the early numbers will not have to wait ages for a drink. Food will be available both at lunchtime and after the event.

As usual we need an army of marshals from about 10 a.m. to 4 p.m. and all offers to help should be sent to Tony Hodgetts, "East Fold", Eastgate, Bramhope, Leeds, Tel. Home — Arthington 2375, Work — Leeds 32731 Ext. 315. Don't forget that husbands and wives marshalling together qualify for marks in the Chippy lola Vase Competition.

R.A.C. Rally — 19th/24th November

As you are probably aware, this year's R.A.C. International Rally is based on Harrogate which means that the Yorkshire Centre is going to be in the thick of the organising arrangements. Tony Hodgetts has taken a week of his holidays to look after the start, scrutineering, parc ferme and finish and is looking for a few people to help him. The official B.A.R.C. stage is Dalby on the Saturday afternoon for which David Easthope requires an army of men, whilst Mike Wilson has somehow got involved with the first stage round Harewood Park and needs some helpers there. We have about 1200 members and it looks as though most of you are going to be needed during that weekend. Those who can help please get in touch with the organisers involved at the following numbers: Tony Hodgetts — Arthington 2375; David Easthope — Otley 3964; Mike Wilson — Leeds 638392.

More details will appear in next month's 'Circular'.

Annual Dinner Dance — 4th December

Somehow or other an error appeared in Dates for Your Diary at the beginning of the season which has gone unnoticed until now and that is the date of the Annual Dance. It will not be on 20th of November but will definitely be on Saturday, 4th December, at the Queens Hotel. As we go to press we have no details of price, etc., but these will appear in our next issue when you will get your invitations and ticket application forms. We do hope that this error hasn't caused anyone any inconvenience.

JOINT AUTOTESTS

It was the turn of the Yorkshire Sports Car Club to organise this year's Joint Autotests which they did at the Mintex Factory at Cleckheaton. Two features of the rather disappointing entry of only 21 were the lack of a single entrant from the North Humberside Motor Club and, possibly for the first time ever in a Yorkshire Centre Autotest meeting, there was only one sports car present — George Asquith's M.G. 12 of the entry were driving Mini's, there was one Imp two each of Escorts, 1600E's and B.L. 1300's, the odd one being the Opel Manta of Alan Vickers. This all must prove something, but just what is in doubt.

The event itself consisted of 12 tests, the morning ones being done once only whilst the first four after lunch were repeated so that in fact 16 tests counted for the results. At the lunch halt Gordon Chippindale was having things his own way in Class 1 with a good thirty second lead over Gerald Taylor. In Class 2 things were very much closer with John Richardson just 5 seconds quicker than Ian Hardy who in turn was but ten seconds in front of Alan Vickers. After lunch all changed in the last two classes but Gordon Chippindale ran away with his class by nearly 40 seconds. In Class 2 John Richardson made a couple of mistakes which let Ian Hardy into first place whilst Brian Kitching improved to take third place from Denys Townsend by five seconds. The close battle in Class 3 was resolved when Ian Dunford made a bigger hash of test 11 than Alan Vickers did of test 8 and so Alan emerged nearly five seconds quicker overall.

Results :

Class 1.

1. G. Chippindale	715.4
2. G. D. Taylor	754.0
3. G. W. Asquith	819.4
4. P. Cartwright	847.5
5. R. Bean	849.6
6. H. C. Mason	895.4

Class 2.

1. I. Hardy	721.6
2. J. S. Richardson	741.3
3. B. Kitching	777.7
4. D. N. Townsend	782.0
5. C. Davis	812.6
6. B. Edwards	815.6
7. M. S. Jennings	902.6
8. D. Scatchard	995.6
9. J. R. Coupe	999.0

Class 3.

1. A. Vickers	835.9
2. I. Dunford	840.6
3. P. Hargreaves	903.5
4. R. Ellis	905.0
5. M. M. Rogerson	942.5
6. H. A. Pickard	1054.6

Awards :

F.T.D.	G. F. Chippindale
1st Class	I. K. Hardy, A. K. Vickers
2nd Class	J. S. Richardson
Team	G. Chippindale, I. Hardy

Correspondence

Dear Sir,

You ask for suggestions for next year's programme. Could we please have the Club Nights and Harewood Practice back again. Without them the club loses a tremendous amount of the social spirit which it can ill afford to do at the moment. If, as was said last year, the reason that these events were abandoned because of the strain on the organisers, why did the club get involved with running an extra hill climb at Cadwell? We have plenty of speed events on the calendar at the moment, let's replace some of them with Autotests and Production Car Trials.

Yours etc.,

Gordon Chippindale,
Ian Hardy,
Dennis Herbert.

Ed. No sooner said than done — See lead article.

Dear Sir,

Would the Editor please confirm or deny the rumour that the DBS Aston used in the new series 'The Persuaders' was lent by him. The reason for the rumour is that the registration number is BS 1.

Yours etc.,

Stutton.

R. A. Riall.

Ed. Whilst, in all modesty of course, I do feel that I have what it takes to live that type of life, unfortunately I don't have what it needs for that type of life — the necessary million. The answer is no.

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BARCounter

Everyone in the Yorkshire Centre will be delighted to know that, after the Championship round on September 12th, those two well known Tykes **DAVID HEPWORTH** and **TONY BANCROFT** (alias **SPOTTY SMITH**) were confirmed as Shell/R.A.C. Hill Climb Champion and Shell Leaders Champion respectively. David won his championship convincingly with his home brewed Hepworth four wheel drive special powered by a five litre Chevrolet engine. During the season he had five firsts, two seconds and four thirds on the championship runs and in the process broke the record at Barbon, Shelsley, Bouley Bay and then Shelsley again. He also achieved a unique double when he became the first man to ascend Shelsley in under 30 seconds and the first under 40 seconds at Harewood. Tony won his title with his familiar T.V.R. Tuscan which is now on the market since he is considering going for something a little hairier for next season.



*The Shell/R.A.C. Hill Climb Champion
— David Hepworth. (Photo. Bob Soper)*



*The Shell Leaders Champion — Tony Bancroft.
(Photo. Bob Soper)*

As we go to press the outcome of the other major hill climb championship is still in doubt. The one thing that is certain though is that it must be a Yorkshire Centre man again as no one can catch **BOB SPEAK** or **JIM THOMSON** with just Scarborough to go. One of them will now be the Castrol/B.A.R.C. Hill Climb Champion and we offer to our three winners our congratulations.

Congratulations now to **Mr. & Mrs. NICK PORTER** on the safe arrival of their son **JULIAN**. Nick is one of our North East members coming down each time from West Auckland to win Class 3 with almost monotonous regularity. He is seen in the photograph receiving his Harewood award from Katy Manning after breaking the record once again.

After the Hill Climb on the Sunday evening the bulk of the entry and a lot of marshals descended on the Wetherby Grill for a meal, during which the unmistakable laughter of our Chairman caused the manager to request a little more decorum. The reason for the mirth was that we were being enter-

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tained to some very good stories from our London guests. One particular one that Jon Pertwee told is certainly worth repeating. It happened that a wealthy American, when in London, made up a small party of six for dinner. The restaurant was recommended to him by his guests and, since he was a man who was, out to impress everyone, they chose a good one. When the meal was over he asked for the bill (from a previously briefed head waiter) who presented him with an account for £322. He never flinched at the amount but asked the waiter discreetly whether he would accept a Diners Club card, to which the reply was that they would prefer a personal cheque. By this time the assembled company could contain themselves no longer and told him that they had put a three on front of the amount.

Another true story now, this time from our Vice-Chairman, **BRUCE MOSS** who is an optician in Bradford. The other week a client came in for a new pair of glasses but, on checking his records, Bruce found that he had only just had a new pair five weeks previously. "I know that Mr. Moss", he said, "but they were so good that I sent them home to my father in Pakistan, so now I want some more".

Recently **PETER SCOTT** had to call on a client in Wigan who asked him whether he had travelled on the M62. "No", he replied, "I came on that new motorway over the top".

Red Face Department

One of our members is a director of a company which has a factory in Belfast. During the troubles head office in Leeds kept getting reports from the local manager in Ireland that windows were being smashed and production was very difficult because of the continued vandalism. The Company Chairman went over to give a personal inspection of the damage and on his return sent round a circular to the board that the whole thing was a complete fabrication and that there was nothing wrong at all over there. In his opinion there was no reason why production should not go on at full speed. Within an hour of his circular being distributed came a phone call to say that a petrol bomb had come through the roof and that the building was gutted.

An advert in the Wetherby and Boston Spa News announced that that a house was being offered for sale 'on the instructions of R. J. Burridge, deceased'. Some people have contacts everywhere.

What's all this about David Stead being marooned at Harewood ?

STOP PRESS.

Congratulations to Jim Thomson who was confirmed as the Castrol/B.A.R.C. Hill Climb Champion at Scarborough. Full report and pictures next month.



Nicky Porter receiving his cheque from Katy Manning.

(Photo. Josephine Lee)

COMPETITION CHATTER

● There are only two invitations to hand which can be included in this screed with any hope that you will read it in time to do anything about it.

Sept. 26 Selby and District Motor Club's Lordship Autocross, to be held at Lodge Farm, Wistow Lordship, Selby, at 1-00 p.m.

Oct. 10 Yorkshire Sports Car Club Hill Cilmb at Castle Howard, Near Malton.

There has been a noticeable reduction in the number of invitations this year which have been sent to me in time to publicise; the reasons for this seem to be connected with the cost of promoting a restricted event. These days it seems to be fashionable to either co-promote a closed event with an associated club, or to invite the whole of the Association of Northern Car Clubs. In the latter event, we are invited, but probably don't know until a batch of Regulations plops through the letter-box some time after the closing date for insertion in the Centre Circular.

Not all Clubs do this, and I recently received a nice letter from the 62 Motor Club of Scarborough, thanking our members for their part in a successful event; this was an event for which we had plenty of notice, and were thus able to publicise properly. If other organisers will do likewise, I will be delighted to give them plenty of space also.

For you, the member, there are regulations at the Centre Office, and quite often there will be events represented which it has not been possible to publicise. So a visit, or a call to Linda, may well provide you with a selection of busy weekends.

● You probably already know that we have a stage on the R.A.C. Rally, and your presence is earnestly requested in the Dalby Forest on Saturday, 20th November, and also on the day before if you can get away to help set the stage up. For the really dedicated enthusiast, there is also a little matter of the arrangements for the return of the cars to Harrogate on Monday evening, the parc ferme, during Monday night, the re-start on the morning of Tuesday, and the finish on Wednesday evening, all of which will require a fair volume of manpower to keep things moving along. The details of how to volunteer for work on the Dalby stage will be given elsewhere; any volunteers for the rest can contact me at Leeds 32731 Extension 315 during the day, and Arthington 23E5 in the evening; or

if you contact the office, Linda will pass on details of any volunteer to me.

● From the latest "R.A.C. Motor Sport News", a reminder that all racing licences must bear the photograph of the holder, and its absence gives grounds for the exclusion of the competitor from the results of the meeting. Also that a navigator on a closed event is covered for licence requirement by his club membership card, on a restricted or national rally whose time schedule does not require the navigator to drive by an entrant/non-driver licence issued by the RAC, and that on an international rally all members of the crew must hold a drivers competition licence.

Also from the same source, a further note on the "rear-lights for racing cars" experiment; competitors are reminded that Formula 1, 2, and 3 cars taking part in a circuit race must carry a single 15 watt red tail light carried on the centre line of the vehicle. Competitors will not be penalised should the light fail during an event, and the requirement is experimental until 31st December, 1971. Cars built to Group 5, 6 and 7 specification must carry two such lights mounted at the rear.

● Further invitations, arrived after I started these notes :

Nov. 7 North Midland Motor Club's Production Car Trial, at Elton, Derbyshire (Sheet 111; ref. 207625). This is a qualifying event for the B.T.&R.D.A. Championship.

1972

May 14 Information well in advance that the 62 Car Club hope to promote another autocross at the same venue at Stockhill, which seems to be an interesting course.

● Don't forget, I want lots of willing volunteers to help with the Greenwood Trophy marshalling, please; it's our final fling of the year, so let's make it a great success.

Tony Hodgetts.

Competitors who were persuaded by Sid Hanson to put money in the little blue box in the scrutineers tent at Harewood will be pleased to know that the £15.31 collected did not go to a scrutineers drinking fund, but was in aid of the Royal Force's Association. Sid thanks all those who made a donation.

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A NEW RECORD TO ROY LANE AT THE SHELL SPEED CLIMB

The main event of the September hill climb at Harewood was the Shell Speed climb on the Sunday, but on the Saturday, in between practice sessions, there was a round of the Castrol/B.A.R.C. hill climb championship. Next month we will devote a lot of space to the Castrol Championship when we know the final result but this time will restrict ourselves to the fact that David Hopworth set a new outright course record during the afternoon.

After the disappointing weather throughout the year at all our meetings it was a pleasant change to wake up to a glorious autumn morning which developed into a pleasantly warm afternoon. Television advertising brought in a record crowd, most of whom stayed to the end for the prize giving and to see the exciting top ten run off during which the 40 second barrier was broken on four occasions. David Hepworth was the first to do so, quickly followed by Mike McDowell and then Roy Lane who finished with a new record of 39.57 secs. Once again we had a timing light on the straight and another round farmhouse bend for the benefit of the purists who like to work things out, and these showed that Roy Lane was the quickest on the straight with exactly 100 m.p.h., whilst Mike McDowell was fastest on Farmhouse

with 6.233 seconds. The quickest Mini was over a second slower on this part of the hill.

Class 1 was won by Bob Speak who just kept in front of Graham Brooks despite the fact that Graham was considerably faster on the straight. In third place was Keith Hardy three and a half seconds behind, whilst in fourth was Ian Hardy in the Mini 1000. Class 2 saw a very easy win for James Farquar Thomson who's very expensive Viva was the only one in the class; not so Class 3 however for Nicky Porter had nine others to beat in his record breaking run which was a clear second in front of Clive Harrison. John Pascoe, Mike Flather and Howard White filled the next three places. The two remaining saloon classes — those for the noisy Minis — were won by Alex Boyle from London and our very own Edward Spencer in the ex Peter Kaye Mini. It is interesting to note that the fastest saloon on the straight was the Blydenstien Viva at 73½ m.p.h. which was also the quickest round Farmhouse.

Needless to say, Chris Seaman won the combined Sprite classes in his Midget, but Pat Hopkinson was less than a second behind in taking the Ladies award. Class 7 for Marque Sports Cars between 1301 c.c. and 2600 c.c. was a close duel between Charles Dracup in the T.V.R. Vixen and



A final fettle for the Seaman Spridget before setting off to another Class win.

(Photo Bob Soper)



Roy Lane talking to Katy Manning, Joe Broadhurst (Shell) Jon Pertwee and Bill Halls (Shell) after the prize-giving. (Photo John)

John Ashcrofts Elan, Charles finally getting the decision by less than half a second. Not far behind in third place was Richard Shardlow's sexy 911S Porche, but all three were well outside Jeff Goodliff's class record. Classes 8 and 10 were merged and here Spotty Smith got a surprise when he found that Fred Cliffe's very quick 'E' type was leading after the first runs. Things were reversed on the second runs when Spotty took the class by a mere .05 sec. Classes 11 and 12 were both very thinly supported with 11 going to Jim Bunney just in front of Tim Hayton — both in Mini Marcos' — and 12 to Sandy Hutcheon's Landar from John Barratt's Merlyn.

Richard Jones was well under his own Clubmans record to beat Mervyn Bartram and Joe Ward, whilst Trevor Smith was a good second under David Morris's small G.T. record in beating David into second place. The large G.T. class — the one for veteran drivers — was won by Reg Phillips whose B19 Chevron was just outside the very old Lawson record. In second place was newcomer to the hill, Tony Harrison with his McLaren M12C combine whilst in third was George Tatham's Brabham BT17.

There were six 500's entered of which the quickest was John Turner's Cooper Norton in 50.20 secs. and the slowest Bob Dover's Cooper Triumph in 66.74 Peter Voigt was again well under his own Class 16 record, winning comfortably from Roger Willoughby's BT15 Brabham and Alex Brown's Ginetta Imp — the best Terrapin being that of Allan Staniforth relegated to sixth place.

Class 17 saw that Mike Hawley had not lost his touch for he knocked nearly two seconds off Spencer Elton's record to get in with the very fast men at 41.72 secs. Second man was Ted Dzeirek two seconds behind and the next places were taken by John McCartney and Peter Varley.

The heavy metal attracted 18 entries one of which was the ex Lance Macklin H.W.M. of Richard Chichester and Charles Lambton and, by an amazing coincidence, was the actual car that Jon Pertwee used to drive in his hill climbing days just after the war. There was never any doubt that someone during the day was going to break the 40 second barrier — it was just a case of who. After the first runs David Hepworth was just outside the record he had set the day before with the pack close on his heels and on the second runs he made history by being the first man under the magic barrier. The first of the championship runs saw six cars under 41 seconds with Mike McDowell setting the pace at 39.78 — a new course record. In second place was Sir Nick, closely followed by David and Roy Lane. On the second runs Roy Lane pulled out every stop to take his big McLaren up in a near perfect run to set another new record at 39.57 secs. and then had to wait at the top until the other three had their second goes. First was Sir Nick Williamson who could not improve and had to settle for fourth with 40.16 secs; next up was Mike McDowell who also could not improve, but put in a second successive run under 40 secs. and so all depended on David's last run. He took his time before setting off and before



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a hushed crowd completed another near perfect run but just not fast enough to beat Roy. It was another sub 40 time but only good enough for third F.T.D.

And so to the prize giving where the Annual trophies were presented by Jon Pertwee and Katy Manning of the Dr. Who team. The Yorkshire Post Trophy went to Roy Lane, the Jack Farrar to David Hepworth, the Appleyard Group to Spotty Smith, and the Wallace Arnold and Total to Jim Thomson. The large crowd and gala atmosphere made a fitting climax to a wonderful season's hill climbing for the Yorkshire Centre.

R.S.

THE DR. WHO STUNT

During the meeting on the Sunday as part of a major fund raising scheme we ventured into the realms of show business with our version of a Dr. Who episode. Whilst away on holiday your editor was voted into the job of organising the whole thing to be assisted by Tony Riall — also away on holiday. When we returned we were presented with a *fait accompli*, as everyone else had cleverly arranged to do something else on the day and there was no one else left. As it turned out they were all the losers for, once we had arranged everything with the T.A. in the shape of Mike Viney, Reg Villa and Tony Robson of 217 (Yorks.) Squadron R.C.T. (V), Mr. Long of Standard Fireworks, Mrs. Williams at Steyr-Puch and John Bosomworth who lent the Beach Buggy,

all we had to do was to liaise with the people in London and have a few hairy rehearsals of the stunt.

It is unbelievable how helpful Jon Pertwee's press agents — John Stanley and Ian Farrell — were in making all the necessary arrangements to ensure that everything went as smoothly as possible. On the day Jon arrived bang on time at the Harewood Arms and brought with him as a bonus his leading lady in the series, the delightful Katy Manning. Our friends from Shell — Bill Halls, Joe Broadhurst and Dennis Budd (Terry Rundle was left to stock the caravan at Harewood) — entertained us to lunch before we all returned to the hill. Jon and Katy were smuggled down to the start in Tony's car about half an hour before the stunt was due to start and when it got under way, with Chris Riall giving an excellently disguised Boris Hardcastle (the Master) the ride of his life, our two guests stars treated us to a truly professional display, improvising where necessary so that it looked as though the whole thing had been rehearsed many times over. Afterwards they sportingly agreed to sign autographs for which a charge (5p) was made in aid of the St. John's Ambulance. Over ten pounds was taken, which is quite a lot of autographs, before Jon and Katy went along to present the prizes. After the prize giving and the dozens of photographs, the entire hill climb circus including Mike with the bus, all descended on the Wetherby Grill for a meal and

Continued on page 20



Bob Speak gets the Class One prize from Jon Pertwee.

(Photo Josephine Lee)

David James

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THE DAF MARATHON AND THE HAFLINGER

They always say that variety is the spice of life and the two cars that I have been testing this month are certainly different — both from each other and from everything else on the road. The first was the fully automatic Daf Marathon which is the rally version of the Daf 55 and the second was the Haflinger used on the Dr. Who stunt.

If you are used to driving cars with normal transmissions, automatics take a little time to get used to and the Daf, with its ingenious variable speed belt transmission, even more so for there is no obvious moment when you change up. Once you are used to this and realise that the car goes quicker if you keep lifting a little so that it can change up a bit, rather than holding the throttle on the floor, then it is not unpleasant and, around town, is a distinct advantage. Unfortunately the test car — loaned by Stubbs of Stourton — had only done 800 miles when I collected it and must have been very stiff for I could only get 25 m.p.g. instead of the claimed 30 and the performance was nowhere near that that the 'Motor' got from the one they tested. My best 0—60 time was only 15.8 secs. whilst others claim just over 13 secs. This probably accounts for the reason that I was so disappointed with the performance for this, after all, is the quick Daf.

The difference between the Marathon and the 55 is that the former is powered by an 1100 c.c.

Renault engine giving 63 b.h.p. which is a big increase on the standard Daf unit. Other differences are the cloth upholstery, full carpeting, wide wheels and radial tyres. A vacuum servo is standard but the radio and sun roof on the test car were extra. To compensate for this there is a wide go-faster stripe down the side and an exhaust pipe that sounds like a TR6.

The car started easily from cold and is designed to start in gear. The centrifugal clutch doesn't come in until 1200 revs are showing — no, there's no rev counter — and this could be embarrassing if the throttle were inadvertently blipped in the pub park on a cold night. In traffic there is no sign of creep at tick-over and the drive is taken up very smoothly everytime so that it is a very easy car to drive. Whilst there is a surprising amount of very good engine braking it was a little disconcerting the way that the engine kept on racing when the throttle was eased. In fact road speed and engine speed bore little relation to each other on the overrun and I would think that this must waste an awful lot of petrol. As I said before the performance was very disappointing and so I wont dwell on this aspect of the car except to say that I would like to try one with a few thousand miles on the clock and will be pleased to comment on the difference. On the motorway, apart from the unpleasant exhaust boom, the car buzzed happily



The Haflinger is an ideal vehicle for carrying Boris Hardcastle and his armed escort about the farm. In fact it is good for any cross country work.

(Photo John)

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along at the legal limit and I see no reason to doubt that the claimed maximum of 91 m.p.h. should be attainable.

Most of the test was done in the Dales where the light, precise handling and powerful brakes were most welcome and the automatic transmission really came into its own both uphill and down dale. It is sold as a rally car and so I didn't think it unreasonable to try an interesting white road flat to see what happened. This it took in its stride without noticing the odd pothole and I would think that a well tuned Marathon with a lot more steam could be a very good rally car. The interior is a little bit spartan although the seats are very comfortable indeed. The brake over where the clutch usually is took a bit of getting used to and I did not like having to fumble for the lights and wiper switches.

The crunch comes when you consider what the Daf Marathon is to be sold against. It is a lot of money — £1106 on the road without the radio and with the sun roof as tested it is over £1200. Assuming that they are aiming at the sporting market then it has to compete with the Sprite, Fiat 128, Escort GT and Mexico, Avenger GT, M.G. 1300 and Midget, all the Mini range including the 'S' and to which it could not hold a candle except in comfort, all the Marinas, the Spitfire, Vitesse and the Firenza. A rather tall order. It is an interesting car to buy for the wife if you want something different.

The Hafflinger is a different kettle of fish altogether but once again I was given a 'quick' one that had only done 800 miles. Let us say from the start that the Hafflinger is not sold as the latest thing for a burn up and down the motorway. In fact its motorway performance is its least endearing feature. This, being a quick one, would cruise at 45 m.p.h. and if you could get in the slipstream of a furniture van on a downhill bit then it would do 50 m.p.h. but that was all. I had an interesting dice with a fully laden coal lorry all the way up from Nottingham. I had him on the hills but going down the other side he could use Scotsmans Top (getting up to maximum speed and then dropping it out of gear — the cause of most jack-knives in articulateds). On the inevitable part that was only single carriageway it was pleasant to think that after all the cursing that I have done about slow moving traffic, here was I cruising happily along, the Jaguars that had gone past earlier and finished in the wrong lane now having to wait for me.

The fact was that the Hafflinger was lent for the Dr. Who stunt which entailed driving at high speed over some very doubtful terrain, and Hafflingers are

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sold to drive at a moderate speed over very doubtful terrain and for this purpose it is ideal. It scores over all other overland vehicles in that it not only has four wheel drive but that the two diffs will lock as well so that it needs grip on only one wheel to drive. At Harewood it was taken on to the wet grass on the steepest part of the hillside car park which is easily 1:1. There it was stopped, four wheel drive engaged, the diffs locked and first gear (3 m.p.h. max.) engaged. With a few revs on, it just crept to the top when the clutch was engaged without the slightest difficulty. Using only 3rd and fourth gears it coped with all we asked of it during the stunt and proved to be a good fun car around the paddock. Jon Pertwee used one throughout one series and he told us that it was incredible the places that they took it to without getting stuck.

It certainly isn't a cheap vehicle at just over £1,000 but if you own enough land to be thinking of buying one then you certainly wont need to worry about the odd quid and this shouldn't put you off. Our thanks are due to Steyr-Daimler-Puch (Great Britain) Ltd. for all their help in making the vehicle available to us.

DR. WHO STUNT—continued.

where the four of us fortunate enough to be at the same table as Jon and Katy enjoyed one of our most pleasant meals for a long time.

I would just like to say how much I appreciated the way that everyone mentioned above and the others that space does not permit me to mention, helped to make this part of our hill climb so successful.

R.S.

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YORKSHIRE CENTRE PROGRAMME

Date	Event	Status	Centre Annual Competitions
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14 October	Speed Events Open Forum		
17 October	Croft Race Meeting	Restricted	NK
31 October	Greenwood Cup Trial	Closed Jt.	NKCA
4 December	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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