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MAY **72**

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MAY **72**



A feature of our race meetings these days is that whilst our entries are continually rising the conduct and general behaviour of some, and here we emphasise that it is only some, of the the competitors is falling to the lowest standards possible. At Croft we are governed by a planning restriction that states that the locals must be allowed at least Sunday morning in peace so that we cannot start practice before mid-day. We have to accept as many entries as possible to be fair to Championship entrants which means that the timetable, particularly during practice, has to be strictly adhered to.

Unfortunately, there is just a small number of competitors, usually driving bangers, who think that they can come round and demand that the whole meeting be run for their benefit with no thought for anyone else, least of all the marshals and officials. Usually they have started preparation when they have unloaded the car in the paddock and after it has broken down a few times during their practice session they cannot understand why they are not allowed any more time. It usually starts with a tirade about the parentage of the B.A.R.C. and how every other club lets them do just as they like before they get into a slanging match in the paddock office.

We in the B.A.R.C. are most anxious that everyone enjoys their motor sport in Yorkshire and reasonable requests, reasonably requested, are

COVER PICTURE

A real racing car at Croft. Michael Smith's 5 litre Cobra going into Sunny Sunny Corner at our May Meeting. A full report on this meeting will appear in next month's Jubilee Circular.

(Photo. Bob Soper)

always considered with the interests of the competitor as the prime importance. An instance of this was one chap at Croft who had come from London and had a lot of trouble with his transporter and the car. He had missed the first race and was very disappointed at having to go home without even having had a go. His request to the Stewards for a late entry in the not full Libre race was carefully considered and granted so that he went home a happy man.

Please competitors, we put on race meetings for your benefit alone; try to go along with us when we try to keep things going smoothly; that way we'll all enjoy it.

Forthcoming Events

Scarborough Weekend — 3/4 June

This coming weekend is the big weekend of the year when we make our annual pilgrimage to Scarborough for the major Autotest meeting of the season. Starting at Tockwith Airfield on Saturday morning, there are ten tests at various sites on the way to Scarborough. After an overnight stop at Scarborough there are ten more tests on Sunday afternoon and the results are then read out at the hotel on Sunday evening.

The chances are that the entry list will be full by now but the last minute brigade may like to ring John English at Morley 4617 to see if anyone has had to withdraw.

As we said last month, the club has a block booking at the Prince of Wales Hotel where most of the entry and marshals will be stopping for the night, the excellent meal and the swinging dance on Saturday night. Again there may have been a cancellation and you may just get a room by ringing Scarborough 66601 mentioning the B.A.R.C.

Whether you have entered or not, do come along to the dance which is always one of the best of the season.

Midnight Film Matinee — 24th June

The Airedale and Pennine Motor Club are holding a film show at the Odeon Cinema, Bradford in June when the feature film will be 'Le Mans'. It starts at 11-00 p.m. and tickets, price 50p, are available from Miss S. Hutt, Rossfield Motor Co. Ltd., Emm Lane, Heaton, Bradford.

The Castrol/B.A.R.C. Golden Jubilee National Speed Hill Climb for the Montague Burton Trophy 25th June

To those who have been before, this rather long winded title means that the Montague Burton Hill

Climb is on June 25th. We are making it a special Gala occasion to celebrate the Golden Jubilee of the Yorkshire Centre and apart from the full Championship entry, there will be dozens of side shows and trade tents for the spectators. For this meeting we don't have to appeal for either marshals or entrants, there being so many who want to come, but we do hope that you will all come along and watch and bring a friend.

We do rely on these big Harewood meetings to bring in the revenue to finance our club nights, non-speed events and the Circular and we would ask you to pass the word round at work and amongst your friends to get as many people as possible to attend.

This is the sixth round of the Castrol/B.A.R.C. Hill Climb Championship this year and with seven Centre members in the first ten and five in the next ten there is plenty of local interest to keep the spectators on their toes. There will be a full Castrol championship entry and the prize money for a National event means that most of the Shell/R.A.C. entrants will be tempted to have a go. With this type of entry some of the best hillclimbing to be seen anywhere in the world will be held at Harewood on the 25th.

Club Night — 4th July

The July club night this year will take the form of the Birds Event and will be organised by Josephine Lee. This is an annual event open only to drivers of the fairer sex who may be accompanied by their husbands or boy friends. Normally the Birds Event is a simple series of Autotests with no solid barriers to hit and suitable for both the highly proficient as well as the not so good lady drivers amongst us. More details next month.

Jubilee Barbecue — 21st July

As we said at the beginning of the season, there will be a major Barbecue at Harewood on Friday night, 21st July to celebrate the start of our Golden Jubilee weekend. This will be held in a large marquee alongside the paddock where a dance floor will be put down. Tickets are priced at £1 each which is very modest when you think that for this you get lots of free food — chicken legs, bacon sandwiches, coffee, soup — two live bands including a steel one, a licensed bar and a champagne bar.

The size of the tent limits us to 500 people and tickets are already being sold through the Centre office. They will be available at Scarborough and at Harewood so do make sure that you get your party together and the tickets ordered as soon as possible to avoid disappointment.

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MAY CLUB NIGHT

If only to give the others a chance, Gordon Chippindale and Ian Hardy organised a first class club night in May. Starting at Stockton Farm it consisted of three autotests and two observed sections at sites between Harewood and the finish at the Greyhound Inn, Tong. Unfortunately the evening was rather overcast with some drizzle making the observed sections in the Hillside car park at Harewood very difficult as well as putting a dampener on what was otherwise an excellent evening. In the dry the marking of five seconds per point on the sections would have been reasonable but in the wet this put too much premium on getting some lucky grip early on. However, this didn't materially affect the results and Michael Jordan, John Busfield and Bob Moorhouse all won their classes easily. Second class awards went to David Naylor and Alan Vickers, third class ones going to Norman Umpleby and Paul Hargreaves who just kept off the leader board Tony Lanfranchi making a welcome return to Yorkshire Centre Club nights. Janet Kitching won the Ladies award and Michael Wylie was the best Novice.

Our thanks go to Ian and Gordon for putting on an excellent club night and also the many marshals who turned out in the wet.

Results

Class 1.

1. M. Jordan	153.2
2. D. Naylor	159.4
3. A. N. Umpleby	160.8
4. B. Kitching	174.4
5. H. C. Mason	178.8
6. G. Taylor	181.0
7. G. Stuart	196.0
8. J. Sparling	199.0
9. I. Dunford	199.2
10. H. B. Barton	203.2
P. Herbert	203.2
12. M. Wylie	207.8
13. Mrs. J. Kitching	209.6
14. A. Page	215.4
15. Mrs. J. Sparling	238.0

Class 2.

1. J. M. Busfield	167.2
2. A. K. Vickers	198.0
3. P. Hargreaves	201.0
4. A. Lanfranchi	209.6
5. M. Lanfranchi	213.8
6. C. Davis	218.4
8. J. Richardson	223.0

8. J. Richardson	223.0
9. P. Craven	226.4
10. A. Forrest	228.8
11. D. Townsend	229.4
12. S. Fox	231.0

Class 3.

1. R. Moorhouse	151.0
2. R. Mann	209.4
3. F. Bryant	226.6
4. C. Thompson	236.0

Awards

First Class: M. Jordan, J. Busfield, R. Moorhouse.

2nd Class: D. Taylor, A. Vickers.

3rd Class: A. N. Umpleby, P. Hargreaves.

Ladies Award: Mrs. J. Kitching.

Novice Award: M. Wylie.

ANNUAL COMPETITIONS

PEARCE TROPHY

	A	B	C	D	E	Total
1. M. S. Wilson	—	7	3	3	7	20
2. G. Chippindale	3	6	3	7	—	19
3. H. C. Mason	4	3	3	3	3	16
4. J. M. English	—	3	7	3	3	16
5. Miss J. Lee	3	3	3	3	3	15
P. Hargreaves	3	7	—	5	—	15
7. D. N. Townsend	5	3	3	3	—	14
8. J. R. Hardcastle	—	3	3	3	3	12
9. J. M. Busfield	4	—	—	7	—	11
10. B. A. Kitching	7	—	—	4	—	11
11. D. Easthope	4	—	3	—	4	10
12. M. J. Frost	—	—	3	3	3	9
13. G. D. Taylor	5	—	—	3	—	8
14. D. M. Gledhill	—	—	3	—	3	6
D. R. Scatchard	—	—	3	—	3	6
R. G. Moorhouse	—	—	—	6	—	6
B. Watson	—	—	3	—	3	6
G. K. Rothwell	—	—	3	—	3	6
T. M. Wood	—	—	3	—	3	6
20. E. Spencer	—	—	5	—	—	5

A — Sleuth's Mug

B — Club Night 4th April

C — Harewood 23rd April

D — Club Night 2nd May

E — Croft 7th May

KEN LEE TROPHY

1. P. Hargreaves	12
2. G. Chippindale	9
3. J. Busfield	7
R. Moorhouse	7
5. H. C. Mason	6
6. E. Spencer	5
7. B. Kitching	4

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		S.B.B.N.F. TROPHY
GENEVA INTERNATIONAL	—	1st Overall
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2nd T. Williams	—	Bristol 14' E.U.
3rd R. Clark	—	Bristol 14' E.U.

—:O:—

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BARCounter

The big news this month amongst the birds and the bees is that our Staff Secretary, **LINDA THORNTON** has become engaged to **PHILIP KNIGHT** who hails from London. Linda has worked for us now for three years during which time she has made a lot of friends (as well as falling out with the odd awkward competitor at Croft) and we feel sure that they will all want to join with us in wishing her and Phil every happiness in the future. Phil is an oil man — no, not the Texas variety but one of the competition men from Castrol and when they are married in December they will live for a time in London. Soon Castrol are moving their head office to Swindon and so Linda and Phil will have to live there in due course.



Linda and Phil — to be married in December.

(Photo, Bob Soper)

Our Hon. Secretary, **HARRY MASON** has done a lot of things in his lifetime just for the fun of it including a parachute jump from a great height. Having a pilots licence, for years he has cherished one ambition and that was to fly a real live World War II Spitfire. Unfortunately there are not many about and those that are still able to go up are so rare and only single seaters that their owners are naturally rather reluctant to lend them out. However, it transpired that lurking down in London there was one still in good working order that had been converted to two seats and a little bit of the Mason charm was enough to persuade the man to let Harry have a go.

After being used to Cessnas, the Spitfire was a real ball of fire handling like the thoroughbred that

it is. Harry was reluctant to write an air test of the machine for us but he came back full of enthusiasm for the way that it would climb so easily. His one big disappointment was that there were no Meschersmitts about especially as the trigger for the machine guns was still on the joy stick.

Coming home from London the other day in the editorial Spitfire — definitely not a flyer — we had a bit of trouble when the head gasket blew, followed by a piston crown. This resulted in some horrible noises which made us potter up the motorway quite gently. Nearly home, at Ferrybridge, we past a Land Rover which had on its side eblazoned the words 'Rescue Vehicle' accompanied by the name of a well known motor club that organises race meetings up and down the country. "What a good thing" we thought, "that if our vehicle should expire now there is an experienced rescue crew behind, even though they are from the opposition". The next moment there was a loud bang and the silencer fell off.

Sure enough, the rescue vehicle pulled in behind us which was a relief as your editor was somewhat incapacitated with a broken arm in pot and not really in a fit state to crawl under motor cars. Two eager young men leapt out to inform us that the silencer had dropped off to which we replied that we had already deduced that fact but the loan of a couple of spanners to remove it would be appreciated. This took them aback for it transpired that their vehicle didn't carry such things as tools or string or wire or anything for that matter. However, they did stop and watch as I tied the remnants of the silencer up to the chassis with a bit of wire we found in our boot before thanking them for their help and setting off again for home, wondering whether their journey to Cadwell had been really necessary.

Good news and bad news section. First the good news. A well known garage was asked to demonstrate a new B.M.W. 2002 to a potential customer. He was most impressed with the performance when the salesman was driving and, out in the country, asked if he could drive.

Now the bad news. The salesman got out so that the man could slide over into the driving seat which he did promptly and set off leaving the poor chap stranded miles from anywhere. Neither the car nor customer have been seen since.

Several of our members entered the recent International Caravan Rally of Great Britain which was a similar sort of affair over forest stages to the R.A.C. rally — a bit like running the marathon with a wardrobe on your back. Being a three day event it attracted some of our regular Monte men

Continued on page 18

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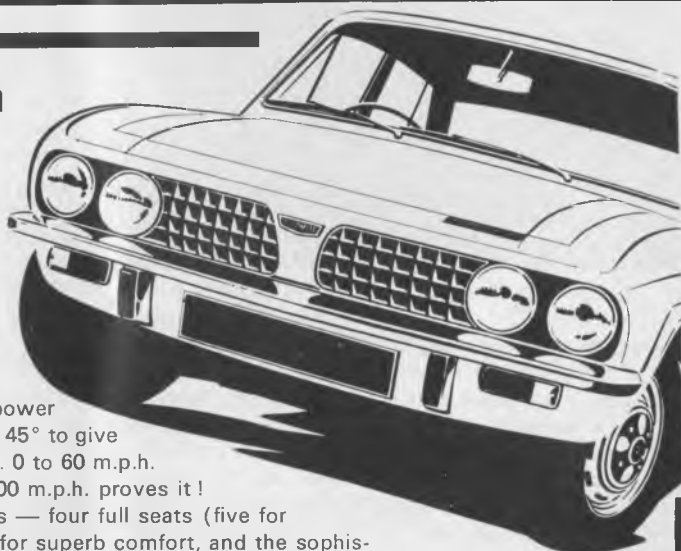
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A DALES DRIVE IN THE DASHING DOLOMITE

In our quest for a motor car suitable for business travel, pleasure motoring and motor sport, we borrowed one of the new Triumph Dolomites from Arnold G. Wilson Ltd. the other week. This is the third Dolomite to appear in the Triumph range, the first was a disastrous copy of the blown straight eight Alfa Romeo, the second a rather distinctive saloon of the mid thirties and now this one which is a permutation of the somewhat outdated Triumph 1300 but with an interesting technical specification.

This is one of the rear wheel drive versions with normal in line engine and transmission driving the rear wheels through a live rear axle. The engine itself is a straight four cylinder unit with single overhead camshaft of 1854 c.c. capacity and built so that it sits in the car at an angle of 45 degrees. The cylinder head is made of light alloy as is the water heated inlet manifold on which sit two Stromberg side draught 150 CDS (E) V carburettors. The camshaft is driven by a chain from the crankshaft instead of the now trendy cog belt used on many engines. Power output from the engine is a useful 91 b.h.p. at 5200 r.p.m. and the maximum torque is 105 lbs. ft. at 3500 r.p.m.

The gearbox has four forward speeds, all with synchromesh, and reverse, the changing lever being on a remote control. The drive then goes by way of a two-piece prop shaft to the live axle. The rear axle location and rear suspension are one of the best of the type that we have ever tested. It comprises two lower links which carry the coil

springs and telescopic dampers whilst the upper ones locate the axle in the correct place. A stiff anti roll bar completes the suspension. At the front the coil spring and damper units operate on the upper wishbone whilst the lower ones are located by a trailing link. Again there is a stiff anti roll bar.

The steering is high geared with rack and pinion box turning the 4½J thirteen inch wheels on which are 155x13 Dunlop SP68 tyres. The brakes at the front are 8¾ inch discs and at the rear 8 inch drums, all helped by a vacuum servo.

You will never believe this but at last here is a car which is geared realistically for modern motoring so that it is very quick in traffic without being undergeared on the motorways. The tachometer goes up to 7000 r.p.m. but the safe revs are 6000 at which in top the car is doing 108 m.p.h. In actual fact the maximum speed is just 100 m.p.h. at which the engine is pulling 5500 r.p.m. but the body shape would need a very big increase in power to push it at much over this. So, in top gear, there are very few wasted revs and at the legal limit it is turning over at only 3900 r.p.m. and its most efficient speed is 63 m.p.h. The other three forward speeds are very high, it being possible to pull 86 m.p.h. in third, 61 in second and 41 in first. With the car weighing only 19 cwt. the engine copes with these high gears easily with the third and second gears making it a delightful car on Dales type roads and in traffic.

Continued on page 20



Is it better to go like a sports car and not look like one, than to look like one and not go? The Dolomite certainly does not look like one. (Photo. Bob Soper)

HAREWOOD SPRING NATIONAL

By KEITH HELLIWELL

The Harewood season got off to a cold start on April 23rd when competitors pitched into battle for the fourth round of the Castrol/Club Championship.

Still in the lead of the Championship is Brian Kenyon, well supported by Pat Hopkinson. Nick Porter is again well placed third, whilst Chris Seaman is decreasing the odds and still has a round up his sleeve. First of the big bangers is Richard Thwaites, local hero from Dewsbury who will have to work hard to make it to the top. Top Clubman is George Whittingham, holding a slender lead of 0.02 secs. over Richard White. Respectively in eight, ninth and tenth places are Alex Boyle, Jim Robinson and John Davies.

Records which fell at this meeting were Jim Thomson's 1500 c.c. and over Touring Cars class, to Richard White. Chris Seaman's 1300 c.c. Marque class, to Brian Kenyon whilst Chris knocked the Mod. and Ltd. Prod. Sports Cars 1300 c.c. class record of John Northcroft which was set up in 1969. The two latter record breakers improving further during the Championship run offs.

Lancastrians Graham Brooks and Roy Greenwood had a good grip of the 1150 c.c. Touring Cars class. Graham finally getting his Escort to go a bit quicker than Roy's Mini. Ian Hardy, whose Mini has had a few well earned pots in this class, was

relegated to third. But Ian is a driver with plenty of resolves so the other two can watch out. Nicky Porter was again well in charge of the 1151—1500 c.c. class and later in the season could well be expected to improve his Cooper S class record. Both Mike Flather and John Casey were pressing on hard for second and third places with little separating them. The third Touring Car class — 1501 c.c. and over — was Richard White's record breaker. His Escort RS1600 receiving a thorough suspension work out as he sped to victory. Stranger in the camp was the Bond Equipe of John Reeve, which claimed a well earned second from the Escort TC's of Richard Jackson and Norman Lewtas.

Alex Boyles trip north from the smoke was well worth while, for he won the one litre Special Saloon class from Dave Abram. Dave's Sunbeam Imp Sport splitting the Cooper S's of Alex Boyle and Pete Beadman, who is ever improving as the meetings go by. It was a pleased John Davies whose Mini Cooper S won the larger Special Series class, for his rival was none other than reigning Champion Jim Thomson and his Guyson Sandblaster Vauxhall Firenza. This Blydenstein prepared car still appears to need a little sorting gripwise or something and so had to remain content with



"The Harewood Bus crowd". From left to right — Paul Ashford (Incident Officer), Tony Hodgetts (Chief Observer), Boris Hardcastle (Deputy Chief Observer), Denis Townsend (Chief Admission), David Easthope (Incident Officer), Mike Wilson (Clerk of Course), John English (Chief Marshal), Linda Thornton (Secretary of Meeting), Ted Booth and Allan Roddis (Commentators), Harry Mason (Steward). Kneeling in front — Martin 'Bonepart' Frost (Drain Brain and Troubleshooter), David Scatchard (Chief Timekeeper). (Photo. Bob Soper).

GOLDEN JUBILEE

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HAREWOOD—continued

second place. Ed Spencer was hard after the leaders and had his Mini mightily tweaked on three wheels as he took to the corners.

Brian Kenyon and Pat Hopkinson used their Sprite most efficiently in the 1·3 Marque Sports class, Brian taking the class with a new record. Third was Peter Davey with a sprited drive from his Mk. 1 Sprite. Not forgetting that his power unit is a shade under 1 litre, although well tweaked! John Ashcroft is the man to beat in the 1·3—2·6 Marque class. He set a fair pace with his Elan from Richard Shardlow's Yellow Porsche 911S, which was ever waving an inside front wheel through the bends. At last Jim Thomson claimed an outright win, in the last of the Marque classes. His road-going "E" Type taking the class over Jim Johnstone's and Lowell Smith's Sunbeam Tiger's.

So the last record to fall was to Chris Seaman in the 1·3 Modified and Limited Production Sports class. His first run did it and a good job too. For exciting Willow in his second run he kicked up the dust and his Midget promptly took to the grass on the infield. No excuse, just a flash of inspiration (that'll cost me a pint!!). Going better than ever in the Mini Marcos was Tim Hayton who surely deserves credit for his performances. Not far behind him was John Houghton in the Mk. 1 B.L. Biota which was the only other car to beat fifty seconds in this class. Of course in the larger of the two classes, cousins John and David Walker have the class sewn up to their liking. They are going to take some catching in this "E" Type which is resplendent in its new Service Garage livery. Newcomers to Harewood, Dave Ham and Steve Mills seemed satisfied with their performance in the M.G. B, which is Dave's inspiration. But Steve will have to watch out if he keeps beating the cars creator.

When you have a club Championship under your belt then you just keep on winning, which seems so from the performance of George Whittingham, Sprint Champion of the Lancashire A.C. Making a return to Harewood after several years, he promptly stirred things up with the DMW in the Clubmans 1·6 class, which he won without any messing. This was from Jim Robinson, whose Mallock U2 had the edge over Mervyn Bartram's Moss Chevron. This class should get hotter as the season rolls on which will make interesting watching. Further to the DMW's performance, its fastest run was in the run offs at 46·1 secs., after which it was discovered that an engine mounting had expired its life!

The 1·3 GT and Sports/Racers record stands at 44·34 secs. For a short while longer that is. A new Mallock U2 took Chris Cramer to within

1·3 secs. on his only completed class run, but during the run offs Chris had the U2 motoring to within 0·25 secs. of this record. It could well be at the next Harewood that Frank Aston's record will have its tail shaken. This class was poorly supported, the other entrants being Terry Sims, who has the Terrapin Mk. 5 — the car Chris Cramer had last season — and Don Turner whose Coldwell GT didn't quite match the Terrapin. The 1·3 to 1·6 class had even less support, the only entrant being Trevor Smith the class record holder. This class was merged with the over 1·6 class but the faster of the two records stood to Trevor who looked well favoured. However this was not to be, for all was not well with the Daren. So it was that Reg Phillips went out in front with his Chevron B19 returning 43·25 secs. on its first run, from Phil Scragg's Lola and Spotty Smith's GT40. On his second run Reg again made it a quick one. That is when a double spin on Quarry Straight, after touching oil on the track, is taken into consideration and his recorded time still under the minute!

Twenty-two drivers entered and started in the 1000 c.c. Racing car class. Bob Prest put in a good first run with his Dulon which was extremely useful, having to retire on his second. But he was out in front of George Valante who eventually closed to within a second in the Mamba. Don Robinson lost ground to George and so kept the Lotus 69Novamotor in third place. This car having been used by Ken Mather on the circuits last season — if my memory still works properly! Another well placed Mamba was that of John Croft who made it to fourth, ahead of Richard Courtney's Vixen VB1, John Noble's Vixen VB4 and John Buck's Winged Terrapin. Way out from his normal placing was Allan Staniforth, probably not expecting a mention in this Harewood saga and I will not pursue the point.

At Farmhouse Bend, Phil Cheek broke the Lotus 18 when he joined someone on the banking. This robbed him of a placing in the 1·1 to 1·6 class and left Bob Dover in last place with his one run. In case you haven't guessed, these two share the Lotus, which in the past was pioneered by Jim Johnstone. Having for a change mentioned the tail enders the leaders in this class were none other than Gray and Agnes Mickel. Their BT35 Brabham resplendent in White with Blue wings, not unlike the Team Cusmac Brabham. The second four-wheel drive car around the hills is the Techcraft BRM of John McCartney. Always giving good account for himself he took third place, ahead of David Hamer's L.B. Vauxhall which is sporting a new colour scheme.

Continued on page 18

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COMPETITION CHATTER

- First, the invitations.

- June 3 A Sprint is being held at Lydden, organised by the A.C. Owners Club and Morgan S.C.C.
- 11 Darlington & D.M.C. have a Croft Race Meeting. Midland Automobile Club are promoting a National Hill Climb at Shelsley Walsh.
- July 1 Aintree Circuit Club have a Race Meeting at Aintree.
- 2 Longton & District M.C. are promoting a Sprint at Longridge, Nr. Preston. Airedale & Pennine M.C. are staging their S. Rodney Whiteley Trophy Production Car Trial at Rose Farm, Burley Woodhead.

We also have an invitation from Coventry Round Table for any of our members with vintage, veteran or "interesting" cars (that sounds like Peter Scott) to take part in a Concours d'Elegance at a National Transport Carnival on 26th and 27th August.

● The suggestion was made to me recently that marshalling at some of our events is a "closed shop" and that many members want to come to marshal at Harewood and are prevented from doing so. Now from the occasions on which I've been seeking marshals for the events, the reverse has seemed to be the case, and a small number of stalwarts has turned up as usual but the response from the rest of the membership who are not competing is a deafening silence.

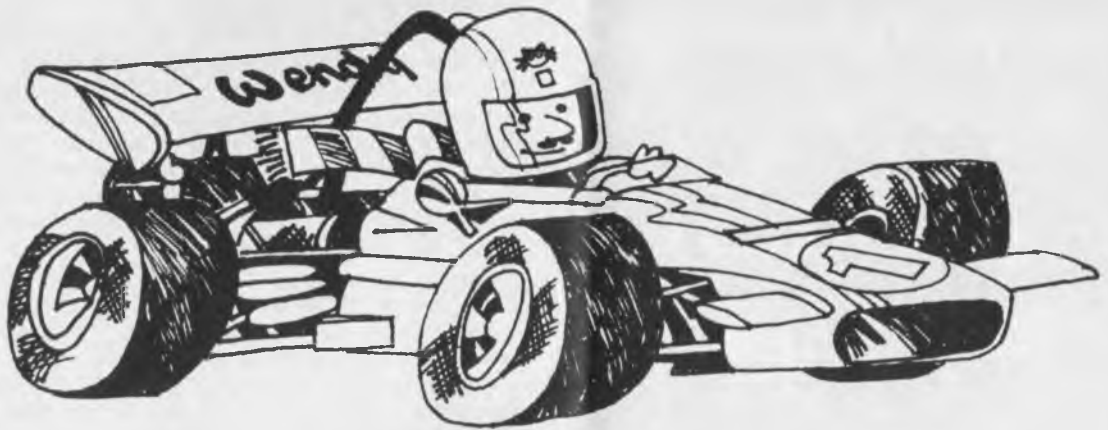
It may be that it's only Harewood that would-be marshals are clamouring to get into; of so, then the simplest thing to do would seem to be to ask to be placed on the list of marshals. I would add the caveat that marshals are expected to work, and that anyone who just wants to get in free, or get close to take photographs is not likely to be asked again. The closed shop accusation is just another version of the "clique" complaint that rises from time to time, and the best advice to anyone who feels an outsider is first to be civil and second to get stuck in to some hard work, whether as a competitor, an organiser or a marshal. It doesn't take long to be accepted then. But you've got to volunteer first.

● Those members who were kind enough to help at the start of the R.A.C. Rally in 1971 will be disappointed to hear that the start has been moved from Harrogate, and I understand that another club will be in charge of the arrangements. One thing that seems rather fraught with uncertainty is the accommodation situation; York is not so well endowed with hotel beds as in Harrogate, and with our entry of two hundred, plus wives, girlfriends and service crews there isn't going to be much space in and around York that week. I doubt whether the buildings of the horse-course at Knavesmire will be as convenient as the halls at Harrogate, but it seems as though financial considerations have weighed very heavily in the decision.

● Talking of financial considerations, who pays for safety? Hundreds of yards of Armco barriers at £10 per yard, motor-cycle combinations with crews and tanks of foam scattered around the circuits, professional crews of marshals — these are all suggestions which I've seen within the past few days. Nobody goes so far as to suggest where the money is to come from, but it boils down to higher admission charges for spectators and higher entry fees for competitors. And in the main the bills are to satisfy the requirements of professional drivers whose pay for taking the risks ranks them in the world class of top earners. Safety we must have, but at times the solutions propounded bear a suggestion of financial interest or of covering up for other failures. I still feel that the answer lies within the constructors, to build cars that a driver can get out of quickly after being protected by their strength in an accident, and with a reduction in the quantity of fuel to be carried. Not merely would this reduce the hazard of fire but also the hazard of handling alterations between loaded and empty conditions. There is always an element of risk in pit stops, but it is much easier to control than an accident at an unexpected place on a circuit.

Handling — that reminds me of another recent remark where a journalist was praising a racing car designer for getting all his weight concentrated in the centre "to improve the handling response by lowering the polar moment of inertia". I wonder if he remembered the classic low p-m-i design of the past which responded so fast that hardly anyone could ever drive it; the G.P. Auto-Union which owed its successes to drivers with extra-rapid reflexes — Nuvolari and Rosemeyer. That seems an appropriately historic note on which to finish, in this Jubilee Year!

A.J.H.



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HAREWOOD—continued

Long overdue, has been the numbering system now handed out to the Shell/RAC competitors. The class, Racing Cars over 1601 c.c., always providing an appetizer for the Top Ten runs, was no exception. For Mike MacDowel had the BT36X Brabham in front at 41:40 with Roy Lane right down his exhaust pipes, as it were, with his new McLaren M14D Chevvy and David . . . can't remember his name, but he runs number one and drives a Hepworth FF — you know who I mean, he was third anyway. Waiting for the dust to settle, with more firsts so far this season than fingers on a hand, Richard Thwaites was getting all poised to make it six FTD's with the McLaren M10B. But take a look at Richard Shardlow's performance in in the McLaren M10B which Roy Lane campaigned last year. At the end of the class runs he was within a second of the leader and running Richard Thwaites fairly close. Malcolm Dungworth used the Harris Traco Chevvy effectively as he intervened between Alex Brown and David Fyfe in the shared Brabham BT30X.

All the runners in the last class plus Gray Mickel and Spotty Smith made up the Top Ten feature. Straightaway Richard Thwaites improved into the 41 secs. market only to be passed by David Hepworth, who in turn was passed by Roy Lane, returned 41:00 secs. Mike MacDowel recorded 41:57 secs and later was to improve only to 41:52 secs. which left him with 4th FTD. So the FTD battle was still on with Roy Lane the man to beat. Richard set about this with a determined 40:87 secs. a time which David was unable to beat and then it was Roy to make his lastrun. Being the course record holder naturally he should want to start the 1972 Harewood season where he left off last season — out in front, which he did at 40:57 secs., showing at Harewood he is still the man to beat.

BARCounter—continued

of a year or two ago including **PHIL COOPER**, **ERIC JACKSON**, **NORMAN BAGULEY** and **PETER BOLTON**. The event started at 9 o'clock in the evening but the Baguley/Bolton entry didn't get very far even though it was works supported. They were disqualified at ten past for going too quickly through a speed trap.

As well as being our Hon. Treasurer, **MORRIS WHALEY** is also keeper of the Club's conscience and because of this we were surprised when he suggested this little story for publication.

Little Johnny was asked by teacher in the spelling lesson how to spell king. "But we haven't got a King miss" he replied.

"I know we haven't got a King" she told him, "I just want you to spell it".

Continued on page 20



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The suspension on this model is very good indeed and, whilst one would have sworn that the f.w.d Volkswagen K70 had conventional rear wheel drive, this one was at first thought to have front wheel drive, the handling was so good. It was only after we had checked that we were surprised to find that it had the live rear axle. On the motorways its directional stability could not be faulted but on the fast winding roads and the hilly twisting ones it really came into its own, going round corners better than anything since the Cooper 'S' and certainly as well as the RS1600 or Mexico. The disc brakes are excellent in complete contrast to the hand brake which, after 75 years of steady development, is still useless. One of these days someone will explain to British Leyland the elementary principles of the Law of the Lever.

The test car had only done 7800 miles but we were disappointed at the large number of body squeaks and rattles as well as the high degree of wind noise. As we were thinking what a good rally car it would make, we went over a pot hole quickly and the bonnet flew open which made us think again. This would obviously need to be looked at before any competition work is undertaken. Another thing that would need changing is the electric windscreen washer which was on a par with the handbrake and at anything like a speed hadn't the guts to get the jet on to the windscreen.

Inside the car there is a psuedo wooden dash panel into which is fitted a variety of instruments. From the left there is an electric clock, the heater controls, a voltmeter, a temperature gauge, speedometer, a round dial with warning lights for oil pressure, main beam, fuel, ignition, choke, handbrake and direction indicators. Under this is the switch for the heated rear window and to the right a tachometer followed by a fuel gauge and a dimmer switch for the panel lights. Under the dash is a cigar lighter and the test car had a radio which is an extra. All the doors have arm rests which is ideal in both summer and winter.

The steering wheel is three spoked and leather rimmed whilst the column is adjustable both vertically and axially. The gear lever is in just the right position and all the other controls are stalk operated from the steering column. On the test car the steering wheel was off centre which was very irritating and the upholstery under the glove pocket had started to disintegrate already. The glove pocket itself was very small, not big enough for our camera and if four people decided to tour the Continent they would find that the boot is far from adequate.

Under the bonnet everything is well laid out and easy to get to except the plugs which would be difficult if the engine was hot and one was in a hurry.

Having said all this about the Dolomite there is just one big question to ask. That is Why? Just what is the object of producing a car with such good performance and handling in the depressing body shape of the Toledo and 1500. To the man in the street there is no difference between the Toledo at £923 and the Dolomite at £1352. In every one the customer will have to be persuaded to take a test run and really be convinced. Whilst we appreciate that body pressings cost a lot of money, a chinzy G.T. shape like the little Alfa, the Fiat 124 or the Toyota Celicia with a name like the M.G. Magnette or even sold as a small Jaguar would have resulted in an all time winner. As it is they will appeal to those who already own a 1500 and are loath to change, or to a keen sporting man who wants a 'Q' car that is suitable for Auto-tests, Production car trials and a bit of Rallying as well as his business if he doesn't want his customers to think he's making too much money.

BARCounter continued

Johnny persisted, "We've only got a Queen miss, there's no King".

"Just spell king" she told him, losing her patience, and eventually he relented — "K...I...N...F...G".

"No, Johnny" she said. "There's no F in king!" He looked at her scornfully. "That's what I've been trying to tell you".

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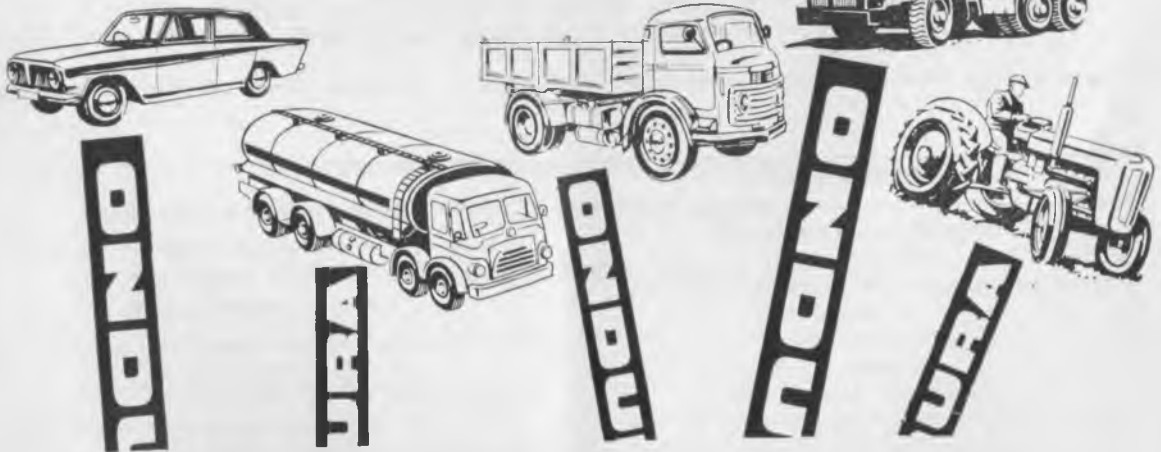
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Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date 1972	Event	Status	Centre Annual Competitions
3 June	Scarborough Dance, Prince of Wales.	—	—
3/4 June	Scarborough Weekend.	Closed	CNKAE
16 June	Summer Dance.	—	—
25 June	Montague Burton Hill Climb, Harewood.	National	CKA
4 July	Club Night Evening Event.	Closed	KE
16 July	Europe Cup Race Meeting, Cadwell.	International	—
18 July	Golf Competition, Alwoodley.	—	—
21 July	Jubilee Barbecue, Harewood.	—	—
23 July	Shell Vintage and Novice Hill Climb.	Rest	NK
1 August	Club Night Evening Event.	Closed	KE
6 August	Midsummer Race Meeting, Croft.	Rest	NK
27 August	Castrol Hill Climb, Cadwell.	Closed	—
5 September	Club Night Evening Event.	Closed	KE
10 September	Shell Speedclimb, Harewood.	National	NK
17 September	Stone Trough Sporting Trial.	Rest	NK
23 September	Scarborough Dance, Prince of Wales.	—	—
24 September	Castrol Hill Climb, Scarborough.	National	NK
3 October	Social Club Night.	—	—
29 October	Greenwood Cup Production Car Trial.	Closed	CNKAE
7 November	Social Club Night.	—	—
18 November	Jubilee Ball, Queens Hotel, Leeds.	—	—
5 December	Social Club Night.	—	—

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 "E" qualify for the Esso Uniflow 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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