



# YORKSHIRE CENTRE CIRCULAR



JANUARY **71**

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# YORKSHIRE CENTRE CIRCULAR

PUBLISHED MONTHLY

SEVENTEENTH YEAR No. 186

JANUARY

# 71

## BIG CHANGES IN CENTRE PROGRAMME

As has been said many times in this column by myself and my two predecessors it is always a great source of concern to the committee that certain of our events don't get the support that the effort of the organisers feel is justified. This state of affairs is certainly not unique to the B.A.R.C. or, in fact, to motor clubs in general — most organisations have the same complaint. In the past we have just printed a general moan and left it at that but this year your committee convened a special meeting to try to get to the root of the problem and really do something about it.

The first and most important thing to come out of the meeting was that membership of the Yorkshire Centre in no way obligates anyone to attend all the events run by the Yorkshire Centre. This fact is easily lost site of when you are flogging yourself to death to put on a club night that no one supports. Obviously we would like to see as many of you as possible at our functions but, with one event per week from the middle of April to the end of September, this is just not feasible. Membership of this club gives one the right to enter or marshal at all our events and the more you attend, the better value you get from your subscription but if you decide to stay away it is your decision and we respect it.

Having said that, we got down to some serious discussions on what could be done to make things more satisfactory and the second thing to emerge was that we felt that there were just too many events in our calendar. The problem then was what to cut out.

First to get the chop was the club night programme. No one would dispute that the social

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### COVER PICTURE

We make no apology for reprinting this superb picture of what must be one of the most desirable road cars ever produced — the GT40 seen here in the hands of John Macklin at Harewood.

Photo. John Newton.

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### COMMITTEE

J. M. Busfield, D. Easthope, P. J. C. Griffin, J. R. Hardcastle, J. M. Holroyd, J. Johnstone, J. D. Lincoln, B. W. Moss, R. A. Riall, R. Soper, D. P. Stead, D. N. Townsend.

club nights — particularly the southern ones — have been a dead loss. Whilst they don't take a lot of organising, it is plain to see that members just don't want them. We increased the number of club nights in the hope that by spreading them about the county more people would attend but this has merely meant that the dozen or so regulars just had to travel further for a drink. The competitive club nights need just as much organisational effort as the Scarborough or the Greenwood and, despite the efforts of those concerned entries over the past few years have dwindled so that most are hardly worth putting on — especially from the financial point of view. What we decided to do was to scrub the traditional club night programme completely and replace it with fewer but better events so that a good talk similar to the one by Mike Wood would be introduced into the programme as and when it became available but, if there was nothing worth putting on that month, then it would be left bare. In this way members can be certain that if there is a club night then it will be a good one.

The hill climbs and race meetings have got to remain if only from a purely revenue point of view but these are always well supported with both entries and marshals and are therefore completely justified on all accounts. The Scarborough and Greenwood both lose money but are popular traditional Yorkshire Centre events and it was unanimous that we keep them and try to improve on them still further. To augment these two events there will be two major club nights in July and August for a production car trial and some Autotests so that with the Denny (which is Y.S.C.C. organised) there will still be three production car trials and three Autotest meetings in the year. It was felt that the Novice Hill Climb was an adequate substitute for the Harewood Practice Night and the latter was axed so giving the overworked marshals, who would be at Croft two days earlier, a bit of a break over the holiday.

The social programme of dances came under close scrutiny, particularly the Summer Dance and the Barc-BQ dance at Harewood. It was decided that both of these should go and be replaced by either a Barn Dance or Barbecue in the Harewood area to coincide with the Montague Burton Hill Climb in June. The two Scarborough dances remain as does the Annual Dinner Dance in December.

So there it is — for better or worse. We have tried to give you a more balanced programme than before and do hope that you will give us your support during 1971. If you have any suggestions for further improvements by either additions or by

chopping out don't hesitate to have a word with any committee member. Remember, this is your club and we are all working to try to make it an even better one for you.

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#### Midnight Film Show — 6th February

Do not forget that on Saturday evening 6th February there will be the Midnight Film Show at the Odeon, Merrion Centre where Mike Wilson has managed to secure that splendid film — 'THE ITALIAN JOB' starring Michael Cain, sundry Minis and a Lamborghini which gets written off in a big way. Also on the film is the fantastic chase scene from 'BULLITT' and the Castrol film of the Peruvian Rally/Grand Prix — 'INCA ROAD'.

As we said last month, tickets have been kept down to 10/- again and you should apply to Linda NOW if you want to bring a party and all sit together.

#### Film Show, Bramley — 16th February

The second of our winter film shows is once again at the Bramley Liberal Club starting at 7-30 p.m. The Liberal Club is on Hough Lane just off Bramley Town Street and once again Mike Wilson has laid on an excellent selection of films including the following:

- 'Five for the Fiesta' — the Ford film of the World Cup Rally.
  - 'Indianapolis 1970' — the S.T.P. film of last year's Memorial Day race.
  - 'The Wildest Sport' — an S.T.P. film on American Racing.
- Plus a full supporting programme.

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#### Season Tickets at Harewood for 1971

So that Yorkshire Centre Members can see some tangible benefit for their Annual Subscription, the committee have once again decided to offer Season Tickets for all the Hill Climbs at Harewood at a very considerable saving. They cover all five meetings at Stockton Farm and cover admission to the Hillside enclosures as well as the paddock.

- They cost:
- |   |      |
|---|------|
| Double season ticket (Member and lady)          | 25/- |
| Double Children Season Ticket<br>(Two children) | 15/- |
| Hillside Car Park Season Ticket                 | 10/- |

For obvious reasons issue is limited to one ticket per member. Applications as soon as possible to Linda at the Centre Office with the appropriate remittance.

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—:o:—

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# MINI-CRUISE TO ROTTERDAM

3rd/6th DECEMBER

After preliminary correspondence by our Chairman with Associated Humber Lines, our Hon. Social Secretary, Chippy Stross, took over the organisational details and, by dint of much telephoning and memo-writing, succeeded in getting 16 Yorkshire Centre members and friends to Alexandra Dock, Hull, by 4-30 p.m. on the Thursday. Late arrivals were in doubt about the location of the M.V. 'Bolton Abbey', when they were greeted by jeers and shouts from a row of familiar faces along the rail.

We soon discovered that, although basically a cargo ship, the 'Bolton Abbey' has passenger accommodation for about 80 people, comfortable two-berth cabins, a well stocked bar, and a friendly crew.

Sharp on 5 p.m. she was cast off, and, simultaneously the bar opened. It was cold on deck, and soon the whole party was assembled in the warm saloon, getting off to a good start, in fact two "rounds" had been ordered before the ship was through the lock and into the River Humber. After a break for dinner and a quick look at the receding lights of the estuary, everyone settled down again in the saloon to what turned out to be a very lively party and lasted until some time around 1-30 a.m. when people began to drift off to their bunks, no doubt thinking of the early call to come.

There was a very strong wind but a reasonably flat sea, so all slept comfortably and sound, only to be aroused by the steward at 6-30 a.m. We stumbled into the dining room slightly paler of face than a few hours beforehand and by the time breakfast was over we were docking at Rotterdam and quickly ashore in Holland.

Three of the party, who wanted to make a lightning trip to Germany leapt into a hired V.W. Beetle and disappeared rapidly in that direction. Another small group had decided in advance that the delights of Amsterdam might be preferable to those of Rotterdam, and, through the good offices of David Easthope's Dutch agent, a V.W. Mini-Bus had been organised and was waiting on the dock. It then became apparent that **everyone** wanted to get to Amsterdam, so an 8-seater suddenly had to become a 13-seater. Packed like sardines, with David at the wheel, in pouring rain, we set off for Amsterdam.

Apart from cramp, fumes, and Chippy's cigarette smoke, the 60-mile journey out of Rotterdam and along the three-lane motorway was no problem. It was Amsterdam itself that caused the trouble. Somehow we got off route and all attempts to get back only seemed to get us in a worse mess. Picture the scene. Heavy traffic, pouring rain, V.W. Minibus with windows all steamed up, one driver and twelve navigators. Every false turn caused abuse to be heaped on to the two unfortunates in the front seat (your scribe being one of them) as we swanned around the back streets of Amsterdam. Through it all, and despite a recalcitrant third gear, David did a marvellous job at the wheel. His stunning retort, when Paul Ashford suggested that he should turn left at the entrance to an anti-clockwise roundabout, though unfortunately unprintable, will remain a happy memory for a long time.

Suddenly, after going through one set of traffic lights for the third time, we were back on route and David managed to conduct us to the Museum Hotel where he had thoughtfully reserved four single rooms, in case anyone should want to stop overnight. After that journey nobody fancied a return trip so we all marched in. The receptionist's face at the sight of 13 men for 4 single rooms was quite a picture, but she quite quickly recovered and, with great efficiency, found accommodation for all of us.

Food was the next pressing need, so after a coffee in the American Hotel, and a few beers in a bar round the corner we went off in small groups. Several of us had a light but pleasant lunch at one of the 'broodjeswinkels' starting with the famous Dutch Peasoup called 'ertwensoep', and very good it was too. The rain discouraged us from the traditional barge trip on the canals and we spent an hour or so getting utterly soaked as we window-shopped along the 'Calverstraat', bought a few presents, took a quick look at Dam Square and other local sights before returning to the Hotel to dry out.

The evening was passed in various ways. Some were content to spend it drinking English beer in a typically English bar, others went to night clubs, and some went to an Indo-Chinese restaurant where a magnificent 'rijstafel' meal was greatly enjoyed. A good party developed later in a small bar in the Voorburgwal district and went on until

Continued on page 15.

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## BARCounter

Congratulations to **PETER HANSON** and **YVONNE HARRISON** who tied the knot at a ceremony in the Priory Church, Bolton Abbey just before Christmas. The reception was at the Craighlands and then the happy couple dashed off to a honeymoon in South America where Peter has been driving in the Temporada Series. We wish them both every happiness in the future. As we go to press we learn that Peter is making a slow but steady recovery from his unfortunate accident in South America. He should be flown home some time during the month and as soon as we have more news of which hospital he will be in we will let you all know. In the meantime we wish him a good and speedy recovery.

Having acquired a cottage in Sicklinghall the next obvious thing to do was to acquire a wife and to this end **JOHN MASON** has got engaged to **SUZANNE WALMSLEY**. John, who has an uncle none other than our worthy Hon. Sec. **HARRY MASON**, is in the process of converting his cottage and will no doubt be glad to return to the peace and serenity of insurance broking when he has finished with chipping off old plaster and used a few gallons of emulsion. All the best to both of them in 1971.

Among the New Year engagements was that of the former R.A.C. Hill Climb Champion, **PETER LAWSON** who succumbed to the charms of **DIANE TRIGG** during the festive season. The name Lawson has appeared in this magazine at odd times in the past and so we won't dwell on the lad's motoring career in this occasion, suffice to say that we all wish both Peter and Diane, who has her own Ladies hairdressing salon in Boston Spa, every happiness in the future. Where they are going to live is in some doubt at the moment but Peter is looking in the Pateley Bridge area where, of course, the quarry is situated.

News is beginning to filter in of what various folks are doing during the coming season. The 1970 R.A.C. Sports Car Champion, **TREVOR THWAITES** has joined up with Lord Clydesdale to drive a Chevron B16 in 2 litre events and not to be outdone, **DAVID FARNELL** has sold his B8 Chevron and bought a Lola 210 for the same class. This could be the really hot class for 1971.

On his way to a cocktail party on Christmas morning, **MIKE WILSON** decided that, as his car was filthy, he should take it into one of the coin operated car washes. In this particular type one parks the car and a series of large revolving brushes moves first from front to back and then back

again whilst water is deluged all around. All went well until the brushes reversed and one caught the handle of the boot lid. An alarmed Mike heard a tearing sound and looked in the mirror to see the back of his car being peeled off like a sardine tin. Fortunately he had the presence of mind to let the brake off so that the brushes pushed him forward to safety where he could survey the damage which was restricted to a ripped off boot lid and a boot full of water.

Late for the same party was **HARRY MASON** who took advantage of the white Christmas to get a bit of skiing practice in on the lawn.

The party was fishing in tropical waters when the motor trader fell in. Immediately a huge shark appeared and, to the horror of his companions, made straight for him, but before it took a bite, it looked at him and then made off. His friends quickly got him back on to the boat.

"That was a lucky escape" said one of them "I wonder why it didn't attack?"

The Motor trader wasn't a bit surprised, "Professional etiquette of course" he replied.

Gillian, aged four, was taken to church for the first time to the Carol service. When she returned she was full of enthusiasm for the singing.

"Did you pray", asked Grandma.

Yes, but I didn't like it" replied Gillian.

"Why ever not?" said Grandma, surprised.

Gillian looked as only four year olds can look "Because it hurts my neck".

Out in Africa on a mission the news correspondent

had trouble at his hotel with a beaming black face that would wake him up at the crack of dawn with a cup of tea. Finally in desperation he got a huge 'Do not Disturb' notice and pinned it on his door. Next morning he was awakened at the usual time but with two cups of tea.

Following our story last month of Paddy and the height of his pole comes the one from San Francisco about the owner of the tallest building in town.

He was discussing insurance with his broker following the latest earthquake scare.

"It's designed to withstand a tremor of such and such intensity" he assured the broker.

"But what if the tremor is just a little bit bigger than that?" asked the worried insurer.

"If it's any bigger than that then I guess we have the longest building in town".

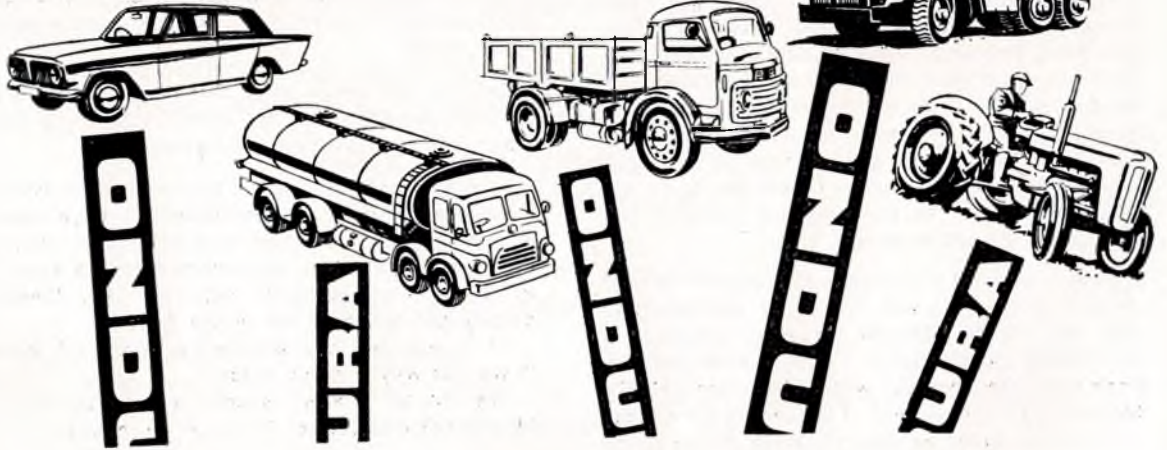
Quote from Linda Thornton "Morris Whaley keeps on changing his mind half way through the job".

What job is Morris doing? Turn to page 15 for the intriguing answer.

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# THE COST OF MOTORING

The cost of motoring today is rising at an alarming rate, so quickly in fact that it is very difficult to find out just how much your car is costing and, more important still, whether or not you are getting value for your money. When selling cars, the motor trade will tell you how many miles you will get on a gallon of petrol but never how many miles you will get per pound spent in the year. This is allowing for depreciation in the first year, tax, insurance, routine service, oil, and garaging as well as the petrol.

These expenses must vary a great deal depending on the use of the car and rise very steeply as the mileage drops but for the purpose of this survey — which is only random selection of cars on the market and by no means complete — a standard set of circumstances was used so as to get an accurate comparison. It was assumed that the car was bought for cash at full retail price, depreciation was put at 20%, mileage at 10,000 and insurance was for the driver over 30 with a full no claim bonus on Class A i.e. social, domestic and pleasure only. A fixed amount was charged for each car to allow for tax, servicing, garage and oils which obviously must have favoured the larger cars. Anyone doing a greater mileage than 10,000 in the year would get more miles per pound but against this is that the car will quickly be out of guarantee and therefore repairs will start to cost money, the insurance will be heavier since it will be used for business and the depreciation greater.

As would be expected from the chart the smaller, cheaper cars come out by far the best as far as running costs are concerned and there is little to choose between the various competitive cars — the Imp and 850 Mini, Midget and Spitfire, GT6, M.G. B. G.T. and Capri 3000 G.T. and the Aston Martin DBS and Jensen.

Having recovered from the heart attack at finding out the cost of popping out for a pint or visiting the wife's mother, the problem is trying to decide which car gives the best value. It is fine to say that a Fiat 500 does 36 miles per £ but most people want more than 59 m.p.h. and a tiny box whereas on the other hand if you have spent a few thousand and it is costing you a pound note for every ten miles then you must be certain that you have got the best value for money possible. The only fair comparison is in performance and therefore a performance factor must be derived which gives a fair indication of what one is getting in actual performance. For this purpose a standard

set of figures must be fixed arbitrarily. It was decided to use a 1500 c.c. car with 0—50 time of 11 secs., max speed 100 m.p.h. and doing 25 m.p.g. It doesn't really matter where the origin is set since the differential between any two cars will always be the same — it just makes for higher or lower final figures. The capacity, acceleration, maximum speed and fuel consumption of any given car are expressed as a ratio of the standard and when multiplied give a performance factor which is then equated to the miles per pound figure to give a final figure for the value.

$$\text{Miles/£} = \frac{10,000}{a+b+c+d} \text{ where } a = \text{depreciation}$$

$$b = \text{cost of petrol}$$

$$c = \text{Insurance}$$

$$d = \text{fixed amount} = \text{£88}$$

$$\text{Performance factor} = w \times x \times y \times z \text{ where } w = \text{max speed}$$

$$x = \text{capacity}$$

$$y = \text{acceleration}$$

$$z = \text{petrol cons'n}$$

Value factor = Miles/£ x performance factor.  
For example: Rover 3500 V8.

Capacity 3529 c.c.	= 2.34
Max speed 108 mph	= 1.08
0—50 7.0 secs	= 1.57
Petrol 20 mpg	= .80

$$\text{Performance factor} = 2.34 \times 1.08 \times 1.57 \times .8 = 4.28$$

Basic Cost price	£1944
Depreciation	390
525 galls @ 6/8	175
Insurance	39
Fixed sum	88

Cost for 10,000 miles	£692
Miles per £	13.3

$$\text{Value factor } 13.3 \times 4.28 = 43.6$$

Table 2 gives value factors for most of the cars in table 1 and, as you will see is very illuminating. However one juggles the figures, the 'E' type remains firmly on top well above anything else including the Stag which is its nearest viable competitor. It wouldn't be unfair to either Morgan or T.V.R. to say that they were hardly competitive with the Jaguar on production capacity alone. The Capri 3000 G.T. is well clear of its two competitors although the G.T.6 is a long way above the M.G. B which is really quite poor value. Of course the M.G. B is now more or less obsolete and no doubt British Leyland have ideas for its replacement. In the same way the Spitfire is a lot better value than

the Midget. Both the Rover 3500 and the Triumph 2.5PI come out well when compared with the XJ6 but the Rover 2000 and Triumph 2000 are disappointing against the 1800, Toyota 1900 and Ford 1600E. The Alfa 1750 saloon is dearer but you get a lot for your money. One surprise was the Viva G.T. which is in the same league as the Alfa for value.

The small cars don't come out at all well in this survey since they now cost so much to buy, have a comparatively poor performance and are not particularly economical. The trend in buying cars is moving away from the smaller to the medium sized ones and these figures show why. The only hope for the smaller car is better economy and to be competitive, an 850 c.c. vehicle should do at least 50 m.p.g. overall.

There are other factors to be taken into account when buying a new car and these should be equated to the value factor before making your final choice. For instance a V8 engine is better than a six which in turn is better than a four. Overhead cams must be worth something as must independent rear suspension. Radio and reclining seats as standard must save money, so does an overdrive whilst sports cars available as a fixed head are preferable to those which only open. There is leather upholstery to think about and it should really be available as either a 2 or 4 door car. A list of these factors is printed after the tables so that you can work out for yourself whether or not you have been robbed.

One final word — what is the 'prestige' factor that makes the Rolls sell so well?

N.B.—All these figures were taken on the pre-increase BL and petrol prices.

**Miles/£**

1. Fiat 500	36.0
2. 850 Mini	32.0
Imp	32.0
4. Mini 1000	30.1
5. Rebel Estate	29.2
6. VW 1200	28.7
7. Daf 44	28.4
8. Viva	27.0
9. B.M.C. 1300	26.6
10. Escort	26.4
11. 1275 G.T.	25.9
12. Spitfire	25.5
13. Midget	25.0
Escort G.T.	25.0
15. Maxi	23.4

16. 1275S	22.4
17. Honda S800	22.1
18. Fiat 124S	21.5
19. 1800	21.4
20. 1600E	20.6
21. Toyota 1900	20.4
Viva G.T.	20.4
23. G.T.6 Triumph	20.0
24. VX 4/90	19.2
25. M.G. B G.T.	19.0
26. Alfa 1750	18.9
27. Capri 3000 G.T.	18.0
28. Rover 2000	17.8
29. Triumph 2000	17.6
30. Triumph 2.5PI	16.8
Tuscan V6	16.8
32. Morgan plus 8	15.6
33. B.M.W. 2000	14.9
Stag	14.9
35. Rover 3500	14.4
36. Jaguar 'E'	13.0
37. Jaguar XJ6	11.4
38. Porsche 911T	9.6
39. Jensen	6.4
40. Aston Martin DBS	6.1
41. Rolls Royce	4.4

**Value = Miles/£ x Performance factor.**

1. Jaguar 'E'	85.0
2. Morgan plus 8	82.0
3. T. V. R. Tuscan	81.5
4. Capri 3000 G.T.	53.2
5. Stag	52.2
6. Triumph G.T. 6	48.0
7. Rover 3500	43.6
8. Triumph 2.5PI	42.5
9. Alfa 1750	40.8
10. Jensen	40.0
Viva G.T.	40.0
12. S4 Elan	39.5
13. 1300	38.4
14. Jaguar XJ6	38.0
15. 1800	36.0
16. Toyota 1900	33.6
17. Spitfire	32.5
18. 1275 G.T.	31.6
19. RS1600	31.4
20. B.M.W. 2000	30.6
VX 4/90	30.6
22. Escort G.T.	30.4
1600 E	30.4
24. M.G. B G.T.	29.5
25. Rover 2000	26.6
26. Midget	26.0

27. Triumph 2000 .....	23.8
28. Fiat 124S .....	23.7
29. Aston Martin D.B.S. ....	23.0
30. Maxi .....	22.5
31. Mini 1000 .....	18.8
32. Imp .....	17.9
33. Viva .....	17.2
34. Rolls Royce .....	17.0
35. Rebel .....	9.3

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8 cyls. —	1.06	
6 cyls. —	1.00	
4 cyls. —	.96	
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Double o.h.c. —	1.06	
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Radio —	1.05	
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2 door only (Except sports) —	.97	
Tinted Glass —	1.03	
Power Brakes —	1.05	
Power Steering —	1.02	
Prestige —	?????	

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### COMPETITION CHATTER

There's not much competition information at this time of year, and the only major event forthcoming is the Seven Dales Rally on 27-28th February. This will be run this year on a National permit, and entries are to be sent to Mrs. S. Pyke, 28 Woolgreaves Garth, Sandal, Wakefield. Only a limited number of sets of regulations are available, but entry applications are available at the office, and the regulations will be sent to any intending entrant who sends in an application. Marshalling assistance for this, the Association of Northern Car Clubs' forest stage rally is requested, and the Chief Marshal is Norman Gundill, who can be contacted at Pontefract 3224 during working hours and Wentbridge 649 in evenings.

Two 1971 events have been cancelled; there will not be a Y.S.C.C. hill-climb at Shibden Park on 19th June, and the Lancashire Automobile Club's Woodvale Sprint on 30th May has also been cancelled.

A.J.H.

### FUN IN THE FOREST ON THE R.A.C.

Once again the Yorkshire Centre had the honour of being in charge of the longest, toughest and most car breaking section of this year's R.A.C. Rally — Dalby South, 21 miles of forest track just south of the North Yorkshire Moors.

As usual we used a local pub for our base. Being very condescending we even allowed John Sharp (Area H.Q. Commander) the use of his headquarters, on the understanding that he and his mob didn't get in the way of our 200 and odd marshals. Things seemed to go off as planned during the day, with our 'route setting out team' headed by Sid Mayor making an excellent job of brushing and laying out the track. 'Frost incorporated' made a network of ropes round the start. (To keep marshals in or spectators out) and ably controlled the flow of cars all evening with the help of his king sized megaphone, which someone poured beer down, mistaking it for his mouth.

Hot coffee and soup provided by our very good friends with their caravans kept the start line team, which consisted of 'Magaphone Martin', Window Wiper Webster', 'Exuberant Easthope' and many others, going all evening. As usual, snow descended on the forest around the early hours of Sunday morning, but then it wouldn't be the R.A.C. without snow.

The Clubs thanks must go to Robson Power Tools in the shape of Peter Ditchburn helped or hindered by the team who provided constant light throughout the evening, Ron Varley our worthy stage commander, David Easthope who somehow managed to organise and distribute our best turnout of marshals ever, throughout the forest, our Caravan friends, Gordon Forster and of course all the marshals who turned out to man the forest throughout that long cold evening.

If you have enjoyed this rally why not help us on the Seven Dales Rally on February 27th/28th. We're in the same forest being commanded by Ron Varley who would like to hear from any interested marshals. You can contact him at home, Tel. No. Huddersfield 55524. Once again thanks go to all marshals who assisted us, because after all, without marshals motor sport couldn't be carried out.

L.A.T.

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### 7 Dales Rally — 27/28th February

Members competing on this, the major forest rally in Yorkshire run by our friends the De Lacy Motor Club, are reminded to enter under the B.A.R.C., for this year we are presenting a trophy for the best Yorkshire Centre entrant. Claims for this award should be made to the Competition Secretary as soon after the event as possible.

# ARE YOU MADE OF THE RIGHT STUFF FOR THIS MOTOR SPORT BUSINESS

Well, are you? It's all right talking in the pub about how good you are but given the chance would you know what to do? To help you find out here is a quiz which gives you a light hearted and just possibly, slightly cynical look at what you may be up against when you go motor racing. With apologies to Robert Glenton here we go.

1. Do you honestly think you have it in you to be World Champion? (a) Yes, (b) No.
2. If you answered yes to (1) you must buy a new car. Do you (a) Mortgage your house and buy the latest F.2 car. (b) Pawn the wife's rings and buy the latest F.3 car. (c) Look round for a sponsor. (d) Buy a clapped out Clubmans.
3. It is your first race at Croft and you have pole position. The flag drops and you are first into Tower where you spin in front of the the pack. Do you (a) Swear and blame your mechanic. (b) Shake your fist and blame the man behind. (c) Pray and hope. (d) Curse and blame your own lousy driving.
4. You are now at the back of the field and in front of you is the bloke who spilled some gear oil into your cockpit just before the race. It's filtering through your pants. He won't let you through. Do you (a) Wait for the chicane and nip through on the short cut. (b) Wait for the Esses to give him a nudge. (c) Wait for the straight on the next lap.
5. Coming out of Sunny there wasn't enough room for you both and, accidentally, 'Tail end Charlie' finished up in the commentary box. You won the race and at the prize giving he rams the trophy complete with champagne over your head. Do you (a) Thump him back hard. (b) Laugh it off as 'Latin temperament'. (c) Smile and plan revenge. (d) Accept that you got what was coming.
6. Your wildest dreams have come true. After that first season you are World Champion, you have won 9 Grand Prix's, 11 Can Am rounds, Le Mans and Indianapolis. Do you (a) Go and live in the Bahamas. (b) Repay the mortgage. (c) Buy 'Tail end Charlie' a new car. (d) Make a mental note to buy a round of drinks in the pub.
7. You have entered the Novices Hill Climb at Harewood in the wife's Mini. Do you (a) Put the numbers on the side at home and borrow a trailer so that the neighbours will think you are a racing driver. (b) Nip out to the Harewood Arms at lunchtime with your numbers on so that the police will see that you are a racing driver. (c) Drive there and back normally.
8. At scrutineering you are thrown out when Sid finds an inch of play on your king pins. Do you (a) Thank him for saving your life. (b) Curse him for finding it. (c) Take it to be weighed for scrap.
9. You stall on the start line with a flat battery and binding brakes. The marshals push you for half an hour in the blazing sun. Do you (a) Curse them for not pushing hard enough. (b) Thank them and ask them for a tow. (c) Send a crate of ale down as soon as you get to the paddock. (d) Ask Frost to push you up to the paddock.
10. You have spun and stalled your expensive new racing car without any damage. The Incident Officer arrives sideways to finish up upside down on top of it so writing it off. What do say to him?
11. The Deputy Chief Observer arrives and starts to laugh. What do you say to him?
12. You have bought an expensive new engine and have strict instructions that the rev limit is 6000. Chasing a new record you use 6500 and a rod pops out of the side. Do you (a) Put it down to experience. (b) Serve a writ on the tuners. (c) Forget to pay the bill.
13. You are on the R.A.C. Rally navigating the hot favourite. You have missed a page in the pace notes and at the first corner of the first stage you tell your driver that it is flat out left when in fact it is a hairpin right. When you emerge from the wreckage do you (a) Tell him that you are sorry. (b) Suggest that 'That's how the cookie crumbles'. (c) Beat it into the forest before he finds a large stick to brain you.
14. You are Co-driver to the hot favourite on the Monte and after the last stage you are miles in front. Your driver is very tired and asks you to take it for the run in to the finish. On the way you see a flash bird in a mini and run into the back of a cattle truck. Do you (a) Tell him that you are sorry. (b) Suggest that 'That's how the cookie crumbles'. (c) Beat it into the forest before he finds a large stick to brain you.
15. You are the driver of (13) above. Do you (a) Find the stick and make chase. (b) Sit down and weep. (c) Forgive him and say 'That's how the cookie crumbles'.

16. You are the driver of (14) above. Do you (a) Find the stick and make chase. (b) Sit down and weep. (c) Cut your losses and get after the flash bird.
17. You are marshalling on the Scarborough Rally. Your brand new 1971 Whatsit is parked by the finishing line and a very tatty old sports car slides out of control into its side. Do you (a) Give him 10 penalties for not stopping astride the finishing line. (b) Give him a washout. (c) Give him a black eye.
18. You are No. 1 on the Greenwood. The section leads into a watersplash. There are no tyre marks on the other side. The Clerk of the Course is smiling. Do you (a) Ask him if he has tried it first. (b) Take your shoes and socks off to find how deep it is. (c) Check to see whether it has been put in for a laugh.
19. Driving between sections you have become spragged on a large boulder which has torn the gearbox off, broken the propshaft and bent the chassis. The Clerk of the Course says that it is only the sections that are non-car damaging. Do you (a) Sit down and weep. (b) Give him a black eye. (c) Take it to be weighed for scrap.
20. You have won your class in an 'E' type and are bombing home down the motorway without a care in the world minus silencers but complete with racing numbers. You become aware of a police siren alongside you. Do you (a) Use your speed and blow him off in the next few miles. (b) Let him pass you at the next junction and then slip up the escape road before he can stop. (c) Stop and plead insanity.

**HOW WELL DID YOU DO ?** Here are the marks that will help you learn just how suited you are to motor sport.

1. (a) —10 (Big head). (b) —5 (No confidence)
2. (a) —5 (Buy a P.A. policy as well so that your wife can repay the mortgage before the end of the season. (b) —5 (Buy the P.A. policy so that she can redeem them before the middle of the season). (c) —5 (Big head). (d) 5.
3. (a) 0 (Do you always blame someone ? (b) 0 (Do.) (c) 5. (d) 10.
4. (a) —5 (Nit—it'll push you another minute behind). (b) —15 (Would you really ?) (c) 10.
5. (a) —5. (b) 0. (c) —5. (d) 10.
6. (a) 0 (The best of British to you). (b) 5. (c) 5. (d) —5 (Is it so long since you bought a round ?)
7. (a) —5 (Boy racer). (b) —5 (Boy racer). (c) 5.

8. (a) 5. (b) 0. (c) 10.
9. (a) —5 (You are not alone). (b) 5. (c) 10. (d) 0.
10. 15 if it was printable otherwise —15.
11. 15 if it was printable otherwise —15.
12. (a) 10. (b) 0. (c) —10 (Most do this).
13. (a) 0. (b) 0. (c) 5.
14. (a) 0. (b) 0. (c) 5.
15. (a) 5 (Get it out of your system). (b) 0. (c) 0.
16. (a) 5. (b) 0. (c) 10 (You're a realist).
17. (a) 10. (b) 0. (c) —5. (If you gave (a) as well take 10 points).
18. (a) 5. (b) 0. (c) 5.
19. (a) 0. (b) 5. (c) 5.
20. (a) 0. (b) 5 (Quick thinking). (c) —10 (You must have been to there in first place).

#### **WELL, HOW WELL DID YOU DO ?**

—80 — —50. Oh dear, you're an accident looking for somewhere to happen. Forget it and buy a bike.

—50 — +140. You are a typical motor club type.  
+140 — +150. No one is that perfect.

#### **ROTTERDAM—continued**

the early hours. Derek Clark, David Stead and Mervyn Oldham must have had a good night out, because they slept soundly in their ground floor room whilst an intruder helped himself via the window to some of their personal belongings.

The inevitable police enquiries the following morning delayed departure but the sun was shining and there was time for a short walk along the canals. David then conducted us safely back to Rotterdam where a late lunch was taken in a large modern shopping complex, then back on board the 'Bolton Abbey' for 5 p.m.

By good fortune, for we were all feeling rather delicate, the return crossing was smooth. A pleasant but quiet evening as passed in the saloon, enlivened by a hilarious game of 'Snap' played with two identical packs of very unorthodox playing cards purchased in Holland!

On the whole, most enjoyable, and good value at £11 per head. As one member said, coming down the gangplank at Hull, 'When's the next trip ?'

The party consisted of :-

Chippy Stross, Derek Clark, Harry Mason, Peter Scott, David Scatchard, Paul Ashford, Boris Hardcastle, David Easthope, Dennis Townsend, Martin Frost, David Stead, Mervyn Oldham, Percy Wetherald, Paul Hargreaves, Ken Hartley, David Naylor.

H.C.M.

#### **WHAT WAS MORRIS WHALEY DOING ?**

He was signing cheques and had made some alterations which Harry Mason had to endorse.

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**ODEON MERRION CENTRE — 11-15 p.m**

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69 Oct. TRIUMPH 2.5 P.I.	17,000 miles	£1,300
68 ROVER 2000 T.C.	one owner	£1,150
69 M.G. B G.T.	12,000 miles	£1,150
67 Dec. TRIUMPH 2000	30,000 miles	£850
69 VITESSE	sun roof Saloon	£795
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AT ...

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# CORRESPONDENCE

Dear Sir,

My attention has been drawn to your November Editorial where you say "... Mr. John Peyton went back on one of Edward Heath's election pledges and kept the 70 limit in being".

A great strength of the Conservative Party is its reputation for keeping its word. Indeed, of the 92 pledges in the 1959 Election Manifesto, 91 were fulfilled, the remaining one, the promise of support to Cunard, being impossible to honour in the life of the Government owing to Cunard's own change of plans regarding the new Queen.

I do therefore regard it as very serious when you suggest that Mr. Peyton has already reneged as I cannot recall — and nor do my researches show — that any such undertaking ever was an election pledge.

If you will be good enough to help me by quoting chapter and verse I will look into it.

If, on the other hand, you find with me that there was no such promise, I am sure you would wish to repair the damage by publishing this letter and giving an equally prominent correction in your next Editorial.

Yours sincerely,

John A. Taylor,

Chairman, Yorkshire Provincial Area,  
National Union of Conservative and Unionist  
Associations.

Ed.—Thank you for your letter of the 9th which was received too late for inclusion in the December issue of the Yorkshire Centre Circular.

I am very surprised that you should have taken exception to my comments on the seventy limit since I and a good number of my readers have been led to assume that the Conservative party opposed it from the moment it was introduced. Between then and the election I cannot recall any occasion when they have publicly stated a change of heart. I don't read every paper that is printed nor do I have the time to study Hansard daily and therefore I am open to correction on this point — perhaps you could enlighten my readers of any speech that they have missed?

Some of us have long memories — a good deal longer than Harold Wilson's proverbial week — and we remember when the 'Motor Sport' petition was presented at the Ministry of Transport it was none other than the Shadow Minister of Transport who was instrumental in the handing over. I, and the

other 280,000 people who signed the petition, must be very naive in the intrigues of politics if we wrongly assumed that the presence of the Shadow Minister at the ceremony meant that he represented the future policy of the next government. If we were all wrong then what was he doing getting mixed up in the affair?

Our next issue closes for press on the 13th January and I will be pleased to print your letter in full together with this reply and, I hope, your further comments on the matter.

Dear Sir,

Thank you for your letter of 21st December 1970.

The act of presenting a petition to a Minister does not commit a Member of Parliament to its support. It can be a Member's duty to present one from his constituents even though he personally may be opposed to it. I imagine it was thought appropriate for the Shadow Minister of Transport to present a petition coming from all over the country and not merely from one constituency.

The point is that at no time did the Conservative Opposition pledge themselves to repeal the Limit nor did they give any such pledge in their Election Manifesto. That is why I take exception to the suggestion that Mr. John Peyton went back on one of Edward Heath's election pledges. It is simply not true, and when the day comes for General Elections the public are very interested in whether promises have been kept.

Indeed on a subject such as this where conditions on taking office may be so different from a few years ago any party is likely only to undertake to review the situation as they find it after election.

Incidentally, as a motorist with a big annual mileage I am glad that for the first time for six years we have a Minister for Transport who himself motors a great deal and is prepared to act from his own practical experience — for example the provision of motorway barriers.

Yours sincerely,

John A. Taylor.

Ed. Further comment from me would be superfluous. I am sure readers can come to their own conclusions from this correspondence.

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## FEBRUARY CIRCULAR

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

**WEDNESDAY 10th FEBRUARY**

otherwise publication in that issue cannot be guaranteed.

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# Dates for your diary

## YORKSHIRE CENTRE PROGRAMME

Date 1971	Event	Status	Centre Annual Competitions
6 February	Midnight Film Show	—	—
16 February	Film Show — Bramley	—	—
7 March	Sleuth's Mug	Closed	CK
16 March	Film Show — Bramley	—	—
9 April	Cadwell Park Race Meeting	Restricted	—
25 April	Harewood Spring National	Nat. Brit.	NKB
9 May	Croft Spring Race Meeting	Restricted	NK
16 May	E. A. Denny Rally	Closed Jt.	NCK
23 May	Harewood Members Meeting	Closed	KB
30 May	Croft Spring Bank Holiday Race Meeting	Restricted	NK
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
12 September	Shell Championship Hill Climb	Nat. Brit.	NKB
19 September	Stone Trough Sporting Trial	Restricted	NKC
25 September	Scarborough Dance	—	—
26 September	Castrol Trophy Hill Climb, Scarborough	Nat. Brit.	NK
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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