



# YORKSHIRE CENTRE CIRCULAR



JUNE

71

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Townsend.

I wonder how many members saw the disturbing programme on B.B.C. television the other week entitled People v's The Motor Car. Whilst some of the programme was unnecessarily gory and others in sheer bad taste, the rest did pose some very interesting problems for the future. The sight of the traffic in Los Angeles was staggering but what did amaze me was that a census had shown that on one particular busy road in that city over half the traffic was made up of people who had to be re-housed to make way for the new road. So that in building the road the planners have in fact doubled the necessity for it. This is happening in London today where the new Western Avenue has created another 60,000 commuters.

The commentator mentioned that the Americans were thinking of charging a premium on anyone using the car for just one person, but look what happens when this is taken to its logical conclusion. In Upper Nidderdale there was a good bus service until recently when it was withdrawn altogether. The reason for this is simple. In the Dale everyone knew everyone else so that car drivers on their own driving into Pateley would see a friend at the bus stop and give him a lift so that the service bus would literally be following a line of cars picking up its customers. Sooner or later the bus company had lost too much money and the service was withdrawn. So now more cars are needed in the Dale. The answer here is that bus companies must be subsidised on this type of route.

There is talk that the M1 will soon be inadequate for the needs of the future, but are more motorways of this type going to be the answer. I would doubt it for Parkinson's Law seems to apply here in that the more roads provided, the quicker that they fill up. Surely the time has come to look towards the railways as the easy and quick transport of the future. The present Government policy of making them pay at all costs should be carefully looked at

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## COVER PICTURE

Bob Bean's rather battered Escort TC on its victory in the Scarborough Rally against a very high quality entry. The weather on Olivers Mount was not very good.  
(Photo Bob Soper)

by the Department of the Environment. Everyone seems to think that the only way to cure financial troubles is to put up the price. Economists these days conveniently ignore that well known law of diminishing returns.

If I want to go to London for the day then I go on the Cheap Day excursion from York which is now £4.10. If I went by car it would cost about £5.50 and so I always opt for the train. If my business takes two days in London then the train fare is another three pounds on top of the hotel bill which makes it far more economical to take the car thus adding to the congestion. I used to take the 7-30 from Leeds but now I take the 8-00 from York. Why? Because it is always empty, and why is it empty? Because most people go for more than one day and so it is far too expensive, particularly if there is more than one travelling. Why not bring the day excursion fare down so that it is as economical for two to travel by rail as by car and then have two, three and four day excursion prices gradually going up until they reach the maximum at seven days. This would certainly encourage people spending a couple of days at an exhibition to think about the train and leave the roads to those who HAVE to use them.

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#### **July Jaunts Evening Production Car Trial 6th July**

The first of our new style competitive club nights of the season will be a Production Car Trial in the Dewsbury area organised by Denys Townsend and David Pick. There will be seven sections, all non car damaging as would be expected with these organisers, and they will be suitable for any type of car. You do NOT need a competition licence to enter but must be a member of the B.A.R.C. Scrutineering starts at 6-30 p.m. with the first car off at 6-35 whilst signing-on ends at a quarter to eight. Food will be available at the start which is The Quarry, Horbury, (map ref. 96/290181) and the finish is at the Pentagon Nightscene, a discotheque adjacent to the finish where more scoff will be on hand.

Two things different on this event are that there will be a separate class for ladies worked on a figure of merit basis so that they are only up against other birds and, for those with something to get out of their systems, there will be a hairy driving test on a convenient site which was too good to miss. This is entirely optional, the only award being a half bottle of champers for FTD. It sounds like a first rate evening and being in easy reach of Leeds as well as Sheffield and the Woollen District there should be a big entry.

Needless to say a load of marshals are required and all offers to help should go to Chief Marshal Boris Hardcastle at Oaklea, Wetherby Road, Bardsey Tel. Tadcaster 3242 (day) Collingham Bridge 3205 (evenings) or sign-on from 6-15 on the night at the first section (96/263179). Please let Boris know beforehand that you are coming.

#### **Guards Trophy International Meeting, Croft 10th July**

Not a Yorkshire Centre Event but one organised by Headquarters is the International meeting at Croft where we normally supply all the marshals. This is one of the few opportunities that we in the north get of seeing some of the big names in motor racing for the main event is the fifth round of the Forward Trust Formula 3 Championship whilst supporting races are for the R.A.C. 2 litre Championship which should include entries from the new B19 Chevron and Lola 210, and a saloon car race for the British Saloon Car Championship. This is the big one of the season and is well worth going to watch.

#### **Golf Competition — 20th July**

After many years and mainly because we had lost the pot and have just got paid out by the insurance, it has been decided to re-introduce the Annual Golf Competition into the Centre programme. Having so many members who are also members at Scarcroft this was the obvious venue and Derek Clark, who is the master mind, has arranged for us to use the Course on Tuesday afternoon, 20th July. First man should be on the tee by 2-30 p.m. and, as it takes from 3 to 3½ hours it has been decided not to accept any more entries after 4-30 p.m. This will give the last ones off chance to get round and have a drink before the meal which will be laid on at around 8-00 p.m. Do not forget to wear jackets and ties in the club house.

Non-competitors are invited to come along and watch but if they want to use the clubhouse they must get a member to sign them in. For competitors there is a green fee of 50p and an entry fee of 75p to pay as shown on the entry form enclosed with this 'Circular'. Anyone wanting the meal, please indicate on the entry form. There will be a brand new cup for the outright winner and other awards depending on the number of entries received. We do hope that as many as possible will have a go and so re-establish this once very popular Yorkshire Centre Event.

#### **Vintage and Novices Hill Climb — 25th July**

Regs are enclosed with this 'Circular' for the Vintage and Novices Hill Climb which is in fact two separate events, one for Vintage Cars which

Continued on page 19

## MORRIS MARINA 1800 TC

When I first started motoring my big ambition in life was to own an M.G. TC which, to me, represented the ultimate in motoring at that time. Other cars were recommended by friends but it had to be a TC or nothing. Eventually I got one and was terribly disappointed with it for it was not a bit as I had imagined and I soon got rid of it. The same thing happened but the other way round when I was offered a Morris Marina 1800 TC Coupe for the Scarborough Weekend.

Frankly, when British Leyland announced this model I, and many other motoring enthusiasts dismissed it as just another company type car not to be considered by anyone who enjoys motoring. It didn't take very long to discover that I was wrong to make this assumption for it is really a very good car. There are ten versions of the Marina ranging from the standard 1.3 litre (now called the de luxe as opposed to the slightly plusher super de luxe rather than standard and de luxe) at £922 up to the 1.8 litre T.C. four door saloon at £1,177. The car tested was the two door 1.8 T.C. Coupe at £1,138.

The power unit of the T.C. is the same as in the M.G. B with twin S.U. H.S.4 carburettors giving 94.5 b.h.p. at 5,500 r.p.m. with maximum torque of 105 lb. ft. at the very low revs of 2,500. The M.G. B GT gives 95 b.h.p. at 5,400 r.p.m. with maximum torque of 110 lb ft. at 3,000 r.p.m. which indicates that a different camshaft is used. The weight of

the T.C. is 2,070 lb. as against 2,260 for the M.G. B G.T. which indicates a good performance in standard trim. I was able to try this performance on some of the airfields used on the way to Scarborough and found that the car would pull over 5,000 in top with ease and at 18 m.p.h. per 1,000 revs this is 90—95 m.p.h. For once a manufacturer has not been tempted to overgear the car and, whilst it tends to run out of revs round about 5,500 (the tachometer goes up to 8,000 with no red line!) the very shape of the body would preclude speeds of over 100 m.p.h. without a big increase in power. At the legal maximum the engine is perfectly happy at 3,900 in top with a lot left for an emergency whilst at the bottom end it will pull easily away from as low as 1,500 revs in top. Third gear is spaced just right to give 75 m.p.h. at 5,500 which means that all the revs are usable in all the gears. The one part about the gearing that I didn't like was that reverse was very difficult to find and would have lost a lot of time had I been competing on the event.

If I had been blindfolded and not told which car I was in it would only have taken a few yards in reverse to be able to say that it was not only a British Leyland but that it would have one of the Nuffield names. Why? Simply because of the traditional Riley 1.5 tappet rattle and Morris 1000 and Riley axle tramp. It is incredible that after all this time Nuffield products still have these two



*The Morris Marina 1800 TC — the successor to the Riley 1.5 and ZB Magnette?*

*(Photo Bob Soper)*

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not very desirable characteristics — there must be something in heredity. On the road and particularly at low speeds there is quite a lot of engine noise but this one quickly gets used to when one realises that £1,138 these days is at the cheaper end of the price range and if one wants a reasonable degree of silence then nearer £2,000 will have to be found.

Whilst the performance is good, the same cannot be said for the road holding which left something to be desired if the car is to be used for any type of club event. The tyres are Dunlop SP68s as standard but the suspension is very soft for a car capable of nearly 100 m.p.h. and this would have to be altered for an event similar to the Scarborough Weekend. Apparently B.L. are aware of this for they have one with a full tweak engine with properly set up suspension which really does corner well. The approximate price of the conversion is only about £40 and so this should not put people off buying one for the engine mods are well tried and have been on the market for a long time.

One thing about British manufacturers which puts me off is the number of extras needed to make the car civilised. The reclining seats are very comfortable but they cost another £17. The heated rear window is very useful but that is another £13. Even the alternator is an extra £6 whilst the seat belts are nearly £16 and the radio is another £50 so that what started out as a comparatively reasonable £1,138 is in fact £1,240 or over £1,300 by the time it is taxed and insured. I am fully aware that the object is to keep the basic price as low as possible but sooner or later the industry will wake up to the fact that its principle competitors, particularly in the U.S.A. send out cars complete with all these things included in the standard specification.

With the extra seats which are very comfortable but may need an adjustable squab for a taller driver, the interior of the car is quite pleasant without

being at all ostentatious. The leather wheel is just the right size and the instruments — speedometer, tachometer, fuel and water gauges — are easily seen as are all the warning lights. The light on the radio I found very distracting and the ashtray caught the knuckles in first and third. There is a good parcels shelf and the glove pocket which does lock is quite big but shallow so that it will only hold a small camera. There is plenty of room in the rear for the passengers and the boot is huge as I found when several competitors asked me to take their luggage through to Scarborough. The weekend was very cold and wet which gave ample opportunity to try the efficient wipers and heated rear screen as well as the heating system. I was not able to try the cool air ventilation system which one would hope is very efficient. It will need to be if the rear seat passengers are not to suffocate on a hot day for only two windows open. Neither the rear ones nor the quarter lights do which must be a retrograde step.

The Marina compares favourably with its competitors as the table shows. The only doubts that I have in these figures are the petrol consumption ones which are always taken from the road tests of a well known weekly. They got 33 m.p.g. It may be that this car was still a bit stiff but I had difficulty in getting more than 25 m.p.g.

To sum up, the Marina TC Coupe could fill the gap left in the B.L. range that has never been filled since the Riley 1.5 and, earlier, the ZB Magnette were withdrawn. It should certainly appeal to the M.G. B driver who wants four seats but can't afford a 2.5 PI or a B.M.W. With different suspension and the full tweak it would be a fabulous rally car and may even be competitive in Class 2 at Harewood. I have deliberately refrained from commenting on the styling because this is so much a matter for personal preference. Some think that it very good whilst others are not so sure. For what it's worth I am inclined towards the latter.

	Capacity	Basic price	Miles per £	Value factor
Marina	1798 c.c.	£1138	21.8	41.4
Firenza	1975 c.c.	£1282	19.8	40.5
Hillman GT	1725 c.c.	£1160	21.0	30.6
Avenger GT	1498 c.c.	£1137	21.3	27.0
Fiat 124S	1438 c.c.	£1150	21.3	26.5

*(For those who did not read the January 'Circular' these figures are based on a mileage of 10,000 per year for the Miles per £ spent in the year whilst the Value Factor is obtained by equating this to a performance factor obtained from the engine capacity, max. speed, acceleration and fuel consumption).*

*I am indebted to Jim McLaren of Appleyard of Leeds Ltd. who made the car available for test.*

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# THE YOUNG PERSON'S GUIDE TO MOTOR-RACE MARSHALLING

By TONY HODGETTS

We left our tour of the racing circuit having examined several of the strange and wonderful characters who may be found standing around it, drawn from their lairs by the mellifluous song of the FVA. Let us now turn our attention to some of the more specialised functions, to see what eccentricities are necessary.

Most spectators will have seen the **Incident Officer** in his hectic flight around the course; a more specialised form of inspiration is necessary for this job than most others. He is inevitably rushed off his feet, and may be required at any moment to leap into his car to go to the scene of an accident — irrespective of the fact that a race is still going on — or to supervise the sweeping up of the debris. He requires the agility of a mountain goat, the mechanical expertise of a trained engineer, the nerve of a rock-climber and the strength and stamina of a stud bull. The main compensation is that he builds up a wonderful thirst. The disadvantages include the strong probability that he will be unpopular with some competitors who cannot see why he wants to hitch a ruddy great hook to what's left of his motor car and tow it away, when the required procedure is to handle the wreckage slowly and gently — and take the rest of the afternoon to do it. So the other necessary qualification is a powerful command of invective. Having scraped up the wreckage, he will probably consign it for examination by . . .

The **Scrutineers** who probably, for most competitors, represent the arm and majesty of the Law as applied to motor racing. Not all scrutineers are roaring extroverts, but it probably helps, for any scrutineer who allows the cares of his high office to oppress him will probably be driven to Drink as a refuge. The scrutineers are expected to know all about any car which might be presented to them, with particular reference to what may go wrong and cause a mishap; and also when scrutineering for eligibility must be fully briefed on such matters as the thickness of the piece of hardboard which separates the seat back from the boot for the results of International races can be decided on such weighty matters. They need skins as thick as rhinoceros hide for dealing with competitors who cannot or will not see why their cherished car, on which they have lavished so much midnight oil, is rejected as unsafe merely because the tyres are bald, or it hasn't got a catch tank.

One consolation; many, though not all, scrutineers are remunerated for their work as

officials of the R.A.C. — which is not regarded as much compensation when they have to work without accommodation in a downpour of rain.

The other paid officials of the R.A.C. are the **Timekeepers**, who probably are, in contrast to the scrutineers, the least-known bunch of people at the race meeting, for they sit in lofty seclusion in their glass-fronted eyrie, and communicate with lesser mortals only by official sheets of times. To be a Timekeeper you need a set of chronographs which cost a small fortune, complete with split second hands and test certificates, but that is only the start. It helps if your eyes are on stalks so that, like a crab, you can look in two directions at once, and you must also have keen vision to read the rapidly approaching numbers (a good imagination helps, for those occasions when one number blows off, or was never put on, or those times when a shared car bears a number that suggests that we were lucky enough to get an entry of one thousand one hundred and twelve cars). Having recognised the car and noted its time, no mean feat in itself in the opening laps of a closely contested race, you must record the facts with a celerity that would make a shorthand writer dizzy, and after the race is over, sort out the results from an enormous mass of figures to provide the official time and speed of winners and class winners, with fastest laps, records and so on.

While the complicated figure work is going on, the **Race Controller** is jumping up and down because the Race Control staff have disappeared round the course to collect reports, tidy up the wrecks, track test their probable next car and generally have fun. While they are out, and the timekeepers are still figuring, the poor Race Controller is trying to think of a way of getting twenty-odd cars round the circuit and assembled on the grid in the two and a half minutes left before the next race is due to start. He probably also has a lurking suspicion that the grid has been prepared back to front, and without any indication of a man on the rear rank with a ten-second delay penalty. All this strain makes him choleric of aspect and trenchant of manner, but he can be mollified by the news that there are no wrecks to collect and the cars for the next race are being sent round "under a white flag" to frighten the Chief Observer as he goes on his rounds.

**Pit Marshals** and **Paddock Marshals** see more of the competitors than most, and are thus highly  
Continued on page 21

(1-MINUTE FROM M.1)

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# SCARBOROUGH WEEKEND

Appalling weather on the Sunday when visibility on some tests was down to a few yards did nothing to dampen the enthusiasm of the 56 competitors on this year's Scarborough. Bob Bean driving his twin cam Escort with the same verve that he uses on the forest stages joined the select few who have scored 100%, which means that he put up fastest time in his class on every single test on both days. Second overall was Jim Johnstone in his wife's Fiat 128 who just pipped Ian Hardy who was driving the familiar Mini 1000. F.T.D. was put up by last year's winner Bob Moorhouse who was driving his usual Lotus 7 but stern competition from Gordon Chippindale kept him out of the first three but did not deprive him of his fourth Scarborough Cup in a row. This was a vintage year for Scarborough Cups, no fewer than 12 in all being given of which four were the Silver Gilt ones for winning three in a row.

The event started on a dull Saturday at Rufforth with two tests and here Tim Bennett in a Cooper and Jim Johnstone were the fastest. Tests 3 and 4 were at Strensall, 4 being a diabolical blind over the loose, very similar to a forest stage and at this stage Bob Bean and Phil Cooper (Midget) were level on 100% whilst Bob Moorhouse had only dropped .85 sec. by reason of his 2½% penalty and Jim Johnstone had dropped two seconds in class three. Ian Hardy was just in front of David Pearson in class two whilst Alan Vickers (Opel Manta) was leading the very open class five. After Wombelton Phil Cooper had a 10 second penalty which he repeated at the Filey Road car park which dropped him out of the running leaving only Bob Moorhouse with any chance of beating Bob Bean who was having one of those days when everything goes right. Jim Johnstone was finding some stiff opposition from Ian Walker (Fiat 128), Denys Townsend and Barry Edwards both in Minis whilst there was nothing to choose between Ian Hardy and David Pearson who were some way ahead of Alex Jackson (Mini 1000).

The last three tests were at Filey Road car park and Olivers Mount where Denys Townsend was eliminated from the awards but not the competition by a faulty clutch. When the overnight results were announced it was clear that, barring accidents, no one was going to stop Bob Bean for he could afford two washouts and still win his class and Phil Cooper was certainly going to win the sports car class for his nearest rival, Tony Raylor (Gilbern), was only 5 seconds ahead with no penalties. In the other classes things were far evened with two or three possible winners each.

Sunday morning was very miserable and wet and by one o'clock by the time the first competitors were ready to start the mists were thick around the Mount. Of the 56 original starters only Chris Shaw and Helen Kaye had retired — Helen had to go to a christening when in the lead for the Ladies award — and the entry got under way in class order so that now people could see just what the opposition was doing. Bob Bean carried on where he had left off and didn't put a wheel wrong to secure another ten fastest times to win the Wilson Trophy. Bob Moorhouse had two penalties which dropped him to seventh place overall whilst Phil Cooper fought back with nine fastest times to win his cup and take sixth overall. Jim Johnstone drove a penalty free run picking up just enough time on his rivals to take second place and Ian Hardy just got his nose in front of David Pearson by 1.6 secs. to settle third and fourth. Fifth overall was Ian Walker after a steady and consistent drive. In the wet conditions the bigger sports cars found that they could not match the manoeuvrability of the Midget and the Ladies Award went to Pauline Cooper from Josephine Lee (M.G.B.).

Socially this really was just like old times with an excellent hotel, first class meal at a very reasonable price then a good dance afterwards. The party went on into the early hours — some didn't go to bed until after five — and was enlivened by what promised to be an interesting punch-up between one of our number and the guitarist. Unfortunately the management intervened before it really got going.

The organisers, Derek Clark, David Stead and David Easthope would like to thank everyone who turned out to help particularly those from the Ripon Motor Sports Club who helped to man Low North on the Sunday.

## Results

	%
1. R. M. Bean (Escort T.C.) .....	100.00
2. J. Johnstone (Fiat 128) .....	98.50
3. I. K. Hardy (Mini) .....	98.34
4. D. Pearson (Cooper) .....	98.16
5. I. Walker (Fiat 128) .....	97.34
6. P. Cooper (Midget) .....	97.08
7. R. G. Moorhouse (Lotus 7) .....	96.95
8. G. Chippindale (Mini GT) .....	96.75
9. A. Vickers (Manta) .....	96.60
10. J. P. Wheatley (Capri) .....	96.21
11. A. G. Jackson (Mini) .....	96.12
12. B. B. Edwards (Mini) .....	95.31
13. G. D. Taylor (Cooper S) .....	94.63
14. J. C. England (Cooper S) .....	94.39



Read down from left to right — 1. Mike Myerscough sets off on the steady drive to 45th place overall. 2. David Pearson at Strensall. 3. The Jacksons playing Bingo. 4. Alan Vickers flat out at Strensall. 5. A neat handbrake from Helen Kaye. 6. Breakfast for the organiser. 7. Bob Bean at Low North. 8. Barry Edwards in trouble at Strensall.

15. S. J. Reed (Cooper) .....	93-96
16. A. W. Raylor (Gilbern) .....	93-79
17. C. M. Lord (Cortina) .....	93-29
18. T. Norton (1800) .....	93-02
19. M. M. Rogerson (Cortina) .....	92-98
20. P. Hargreaves (Cortina) .....	92-76
21. J. Beadle (Mini) .....	92-55
22. R. M. Webster (Cortina) .....	91.83
23. C. L. Townsend (Fiat 128) .....	91.39
24. H. C. Mason (Cooper S) .....	91-01
25. J. B. Beadle (Escort) .....	90-83
26. P. Ashford (M.G. B) .....	90.44
27. T. M. Bennett (Cooper) .....	90-38
28. P. Heron (Escort TC) .....	90-16
29. C. B. Wilson (Escort) .....	89-80
30. J. R. Mann (Mini) .....	89-76
31. C. R. Jackson (Imp) .....	89-50
32. D. R. Firth (Escort) .....	89-50
33. P. M. Rogerson (Capri) .....	88-53
34. B. P. Mason (Cooper) .....	88-43
35. D. N. Townsend (Mini) .....	88-31
36. P. Bryant (Mini) .....	87-95
37. K. Furguson (Manta) .....	87-52
38. P. Norman (Cooper) .....	87-36
39. J. Thomson (Sprite) .....	87-29
40. M. Williams (TR3a) .....	86-78
41. B. Shaw (Viva) .....	86-63
42. H. Bennett (M.G. B) .....	86-63
43. M. Lanfranchi (Escort) .....	86-84
44. F. Gibson (M.G. B) .....	85-70
45. M. Myerscough (Jaguar) .....	85-50
46. D. Webster (Cooper) .....	84-60
47. J. Heavyside (Cooper) .....	84-55
48. D. K. Haigh (Aston Martin) .....	84-36
49. D. Langson (Cortina) .....	84-28
50. Mrs. P. Cooper (Midget) .....	83-11
51. C. Fewlass (Cooper) .....	83-03
52. E. Craven (Cooper S) .....	82-06
53. Miss J. Lee (M.G. B) .....	81-94
54. G. M. Webster (TR3) .....	80-05
C. J. Shaw and Mrs. H. Kaye did not finish.	

#### Awards

The Wilson Trophy .....	R. M. Bean
The Wood Cup .....	J. Johnstone
The Wilson Opp. Class Cup .....	I. K. Hardy
Ladies Award .....	Mrs. P. Cooper
Silver Gilt Scarborough Cups :	
I. K. Hardy, D. G. Pearson, G. F. Chippindale, J. P. Wheatley.	
Scarborough Cups :	
R. M. Bean, J. Johnstone, I. Walker, P. Cooper, R. G. Moorhouse, A. K. Vickers, A. G. Jackson, B. B. Edwards.	
Scarborough Plates :	
G. D. Taylor, S. J. Reed, C. M. Lord.	

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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

DEREK CLARK

It has been the feeling of many committee members for some time that we should have some office in the Yorkshire Centre to which we can appoint long standing members when they stand down from office. We have at the moment many committee members who have given years of service to the Centre and who, whilst wanting to keep a very keen interest in what they have helped to build up, have felt that they cannot give quite the time that they used to to Centre affairs. In the past this has meant resignation and a big loss to the Centre of a valued committee member. Your committee decided recently to create the position of Life Member of the Committee for such members and you will all be pleased to know that the first person to be elected to this office is **DEREK CLARK**.

Derek has been a B.A.R.C. member for 21 years and has been on the committee for 14. For 4½ years he was Hon. Competition Secretary which was followed by two years as Chairman of the now defunct Events Committee before taking over as Vice-Chairman of the Centre for the last three years. Since he joined he has been a very active and successful competitor having won well over 100 awards in all types of competition. Recently Derek took over the organisation of the Scarborough Weekend and the last two year's successful events have been under his direct control. The committee feel that you will all agree that we have created a very desirable precedent here and that the first recipient is a very worthy one.

At the Spring Bank Holiday Croft Meeting **PETER RIPLEY** achieved a unique record whilst driving his Sprite in the Modsports race. On the first lap of his very first race he managed to spin off at every corner on the circuit. This must prove something — only time will tell what.

Congratulations to **BILL HOWARTH** who, after many years as Hon. Sec. of the Leeds Branch of the Pharmaceutical Society has now been elected an Hon. Fellow of the Society. This is the highest award in the profession which is given to very few people and it is good to see one of our members so honoured.

Many members will remember **JOHN BEER** who was an active member up to a couple of years ago when he moved down to Cambridge to study for Holy Orders. You will be pleased to know that John has now been ordained and is to take up the appointment as Curate in Knaresborough and will

shortly be rejoining the Yorkshire Centre. With Sunday being his busy day so to speak, we won't see much of him at our events but he hopes to come to as many of the social functions as possible.

We send our best wishes to **TONY DEAN** who is slowly recovering from the serious neck injuries he sustained in a crash at Castle Combe last month. He is still in a very uncomfortable straight jacket but fortunately it looks as though he will make a full and complete recovery.

Following the sale of his Fiat agency to Bristol Street Motors, **PETER BOLTON** tells us that he has not severed all his connections with the motor trade. He has retained his Ford agency at Otley Motors and intends expanding his interests in Car Auctions with a new one at Ferrybridge to supplement the one at Pannal. Along with his property business in Spain it doesn't look as though Peter will be able to put his feet up for a while yet for he is still very much in business.

We wish every success to **ARTHUR SLATER** in his efforts to secure a place in that most exclusive of teams — the Admirals Cup. The Admirals Cup is an International Series of races for ocean going yachts fought between many Nations and there are nearly thirty yachts all fighting for one of the three places. It is almost certain that a big yacht will be chosen which leaves Arthur with his 33 ft. 'Prospect of Whitby' to battle for a place with twenty-two other yachts which include 'Morning Cloud' skippered by a chap called Heath. As we go to press the selection trials are in progress and we feel confident that if Arthur can reproduce the form which gave him second overall to Ted Heath in the Sydney/Hobart race last year, then he stands an excellent chance of selection.

## ON WITH THE MOTLEY ?

(Taken from the Personal Column of the "Yorkshire Post")

"The King and I auditions at Morley, June 28th. Applications for King, Luntha, Louis, Sir Edward Ramsey to P. Broadley, Secretary, Motley Operatic Society Pudsey 5117".

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## JULY CIRCULAR

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

**WEDNESDAY 14th JULY**

otherwise publication in that issue cannot be guaranteed.

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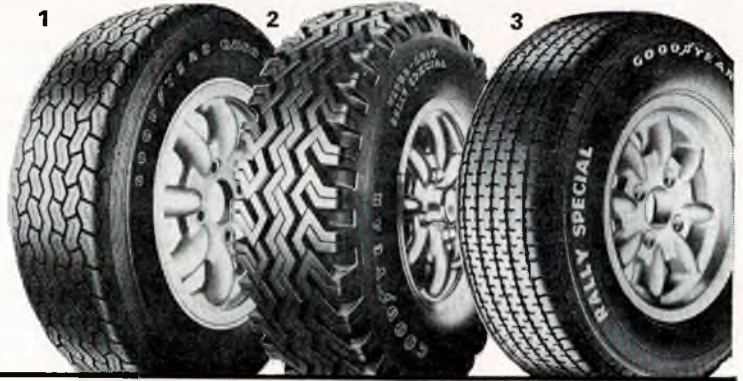
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# HAREWOOD MEMBERS' MEETING

By KEITH HELLIWELL

John Lambert's latest acquisition, the Cooper T86 F5000 Ford powered single seater, gave him a good FTD at an extremely wet and miserable Shell sponsored Harewood on 23rd May. His main opposition came from Bob Prest's Dulon LD4 which in turn was being pressed by John McCartney in the four wheel drive Techcraft BRM.

Visibility during practice was poor — the farm buildings hardly visible from the paddock, so the Marshals and spectators received a 'thank you' from the Yorkshire Centre for sticking it out and they deserved it! As Robert Speak took charge of the 1.3 Touring Class it was obvious that reasonable grip was available. 53 secs. in the wet isn't hanging around at any time but in the wet that's moving. Following Robert's Escort with another quick one was the Escort GT of Graham Brooks who was looking pleased with his efforts. The Mexico of Bob Bingly and Maggie Chadwick was conducted with great effect. Bob's 4,000 rev starts had that winners look, but alas on the last runs he couldn't hold off Gerrald Gardners challenge. For Gerald's 1600 Cortina was quick to snatch the class as was Maggie Chadwick in taking the Ladies award. There were familiar faces missing in the Special Series class. This left Clive Harrison to take over here, which he did by a long way. His Cooper S being some 5 secs. ahead of the Clubman GT of Gordon Chippindale. Both Brian Bettridge and Brian Frank had their own way in the 1.0 Special Saloons class. Their shared Cooper S holding off the challenge of the other shared Cooper driven by Stuart and Christine Sutcliffe. History was made in the over 1,000 c.c. class, when both John Davies and John Pascoe were disqualified after Harewood's only protest. Agreed Regs. are Regs. and the shared Cooper had inoperative stop lights, but did it make the car go faster? So with the demise of the top pair in the class George Beever's Escort and Wilf Beaty's tramping Anglia were declared first and second.

Unable to get entry at Gurston Down the Yellow Towmaster Midget of Chris Seaman was the top entry in the 1.3 Marque Sports class. The way he threw the Midget around it might have been dry, but too much power at Orchard cost him valuable seconds on his last run. The following three places were taken by the Sprites of Peter Davey, Mick Merrills and Pat Hopkinson who again spent half practice and competitive runs practicing her spins! Loll Ryan, who in style leans out of the Morgan on right handers, lost his lead in the 1300—2600 c.c. class to Charles Dracup. It was a last run win for the TVR Vixen driver by a couple

of seconds. Only David Jackson's Marcos and Spotty Smith's TVR Tuscan were entered in the largest Marque class. Obviously the Tuscan and Spotty were the fastest combination, which eventually made the fourth fastest run of the day.

Both Modsports classes were lacking in entry. In the 1.3 class John Hollingsworth was quicker than Peter Ripley. The count was settled with their first runs for during the second runs, John lodged his Sprite in the ground outside of Farmhouse Bend whilst Peter sort of spun his Midget well off on the other side of the bend. Cousins John and David Walker kept the larger class to themselves with the 'E' Type. Each had a go at being fastest but it was John who finally stayed ahead.

Warren Booth now knows how Tim Hayton has been feeling for some time at Harewood. For here Tim gently put one over on the Minisprint man, as the Marcos took a well earned 1.3 GT class win. The 1.3—1.6 GT and Sports Racers were merged and with non-starters still produced a runner. This was Don Robinson's Landar and after making a lonesome first run was withdrawn from battle. Although well down in time behind the winners, John Kitchen and Andrew Wareing took the next places with their first runs, their Lotus Sevens being retired, this gave both Hugh Denholm and Tom Smith a chance with similar cars, but they didn't quite make it. With Jim Thomson and David Farnell missing from the GT & Sports over 1601 c.c. class. George Tatham tucked the class under the Brabham's wheels from John Kirkup's Walton Bristol.

At Barbon the day before, Allan Staniforth had found his more familiar form with the Terrapin. So he continued with this in the 1100 c.c. Racing class, George Tatham tucked the class under the Mamba driver but was not quite fast enough to catch Allan. Making a tremendous improvement, Alan Panton snatched third for his Vixen F4 from John Nobles Vixen VB4. With what seemed an effortless run John McCartney put his Techcraft BRM amongst the FTD awards. But John, fastest at this time was unable to hold on to his lead as Bob Prest proved even faster in his Dulon Ford LD4. In this 1101—1600 c.c. class, Ian Fishwick was easily in third place with his Lotus 61 from the only other runner in the class, which was the LB Vauxhall of David Hamer.

Not even bothering to unload, Tony Griffiths, David Hepworth and Roy Lane retired early in the morning and with Jack Maurice non-starting this

Continued on page 19

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# ANNUAL COMPETITIONS

## PEARCE TROPHY

	A	B	C	D	E	F	Total
1. D. Easthope .....	8	12	12	9	9	8	58
2. A. Hodgetts .....	11	8	9	9	8	12	57
3. H. C. Mason .....	12	8	8	8	8	8	52
4. J. M. English .....	—	12	9	12	9	8	50
J. R. Hardcastle .....	—	9	12	9	12	8	50
6. Miss L. Thornton .....	8	8	8	8	8	8	48
7. A. G. Jackson .....	10	8	—	8	8	9	43
8. P. Griffin .....	8	8	8	8	8	—	40
D. Dalrymple .....	8	—	8	8	8	8	40
10. D. Townsend .....	9	8	8	8	—	6	39
11. I. K. Hardy .....	8	9	—	9	—	11	37
12. G. Chippindale .....	8	—	8	10	—	10	36
13. T. Wood .....	—	8	8	8	8	—	32
A. Pickard .....	8	8	8	—	8	—	32
15. C. R. Jackson .....	—	8	—	8	6	8	30
16. B. A. Kitching .....	13	8	—	8	—	—	29
17. D. G. Gledhill .....	—	8	—	8	8	—	24
Mrs. J. Jackson .....	—	8	—	8	8	—	24
A. E. Spencer .....	8	10	—	6	—	—	24
B. Marsden .....	8	8	—	8	—	—	24
21. D. Haigh .....	11	—	—	—	—	8	19
22. P. Hargreaves .....	—	9	—	—	—	8	17
23. Miss J. S. Lee .....	—	—	—	—	8	8	16
M. Rogerson .....	8	—	—	—	—	8	16

## KEN LEE TROPHY

1. I. K. Hardy .....	8
2. G. Chippindale .....	7
3. A. Jackson .....	4
L. S. Stross .....	4
5. P. Hargreaves .....	3
C. R. Jackson .....	3
A. E. Spencer .....	3
8. Mrs. M. Chadwick .....	2
Mrs. J. Jackson .....	2
B. A. Kitching .....	2

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2. Mr. & Mrs. I. K. Hardy .....	21
3. Mr. & Mrs. G. Chippindale .....	20
Mr. & Mrs. D. K. Haigh .....	20
5. Mr. & Mrs. M. Rogerson .....	18
6. Mr. & Mrs. H. C. Mason .....	17
7. Mr. & Mrs. B. Kitching .....	13
8. Mr. & Mrs. J. M. Busfield .....	10
9. Mr. & Mrs. A. J. Hodgetts .....	8

## FORTHCOMING EVENTS—cont.

now attract some of the cream of the historic racing cars in the country, and one for 'Novice' drivers. To qualify as a 'Novice' a driver must not have won an award on a speed event for the last three years which means that newcomers who are normally up against quicker machinery are in with a chance and older drivers who have retired but like to keep their hand in can have a go. The whole atmosphere at this meeting is different, with drivers there just for a good day's sport although there are some needle matches going on as the quicker ones seek a moment of glory. If you have always fancied your chances of beating the 40 second barrier, why not have a go this time and see how easy it is!

## HAREWOOD MEMBERS' MEETING—cont.

left Richard Thwaites, John Lambert and Malcolm Dungworth to sort out the over 1601 racing car class. But retirements had not finished yet, when arriving at the start line for his first run, a suspected dropped valve robbed the Packmail McLaren of its runs, so Richard Thwaites, thankful that things were no worse, sat out the meeting. Thus Malcolm and John went into battle and it was pretty competitive too. After the first runs the Brabham and Cooper were under four tenths seconds apart. Then before their final battle the rain increased its power after which the Brabham lost ground. Not so the Cooper for John must have kept his foot down hard all the way as almost disappearing in spray along Quarry Straight he returned the only sub fifty-second time which gave him FTD from Bob Prest.

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## MARSHALLING—cont.

trained in tact and diplomacy. To hear a seasoned pit marshal in full cry as he invites pit crews to extinguish their cigarettes and refrain from dangling their legs over the pit counter, is surpassed only by the dulcet tone of a paddock marshal who can in no way persuade a driver to report to his car after the last call has been given for the assembly of the next batch for dispatch. Further diplomacy is required when deciding how many blondes in hot pants really are attending to the mechanical needs of a car as their tickets suggest.

Let us touch briefly on the work of the **Judges**. These gentlemen provide an invaluable guide to the progress of the race, for when the leading car enters his last lap (according to the unfortunate one of their number who lost the toss and keeps the lap chart) the judges reluctantly withdraw their gaze from the dolly-birds and troop in solemn procession to the finishing line, there to pronounce upon any dead-heats or "photo finishes".

Finally we come to the **Clerk of the Course** and his deputies and assistants. Usually they have less idea of what is happening than anyone else around the circuit, as their day is spent in constant battle with various elements. The day starts with missing equipment and marshals giving backward, progresses through telephones that don't work, gates that weren't manned, people who won't do what they are told, or who obviously haven't read the rules, delays, alarms and excursions, snatched snacks of hot dogs and grotty coffee, panics, chuckles and protests until the last discussion with the **Stewards** is over and all the duplicating done. Then the work starts over again, getting sponsors and entries to make the next meeting a success. Life's much simpler out on the circuit!

---

## COMPETITION CHATTER

● It is necessary again to report very little in the way of invitation events. The only invitation to hand for the near future is:

July 11 Lancashire Automobile Club — Baitings Dam Hill Climb.

The lack of invitations is very noticeable at the moment; it may be caused in part by the current trend to co-promotion, or maybe we just don't respond enough to invitations.

⊕ The Scammonden Dam Hill-climb course seems to be taking longer than anticipated to grow a surface, and the current prediction is that it's unlikely to be ready for use this year. Any further information will be published as it comes to hand.

A.J.H.

# Dates for your diary

## YORKSHIRE CENTRE PROGRAMME

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

### CENTRE ANNUAL COMPETITIONS

Events marked "N" must be entered under B.A.R.C. to qualify for marking.

Events marked "C" qualify for the Chippy-lola Vase competition.

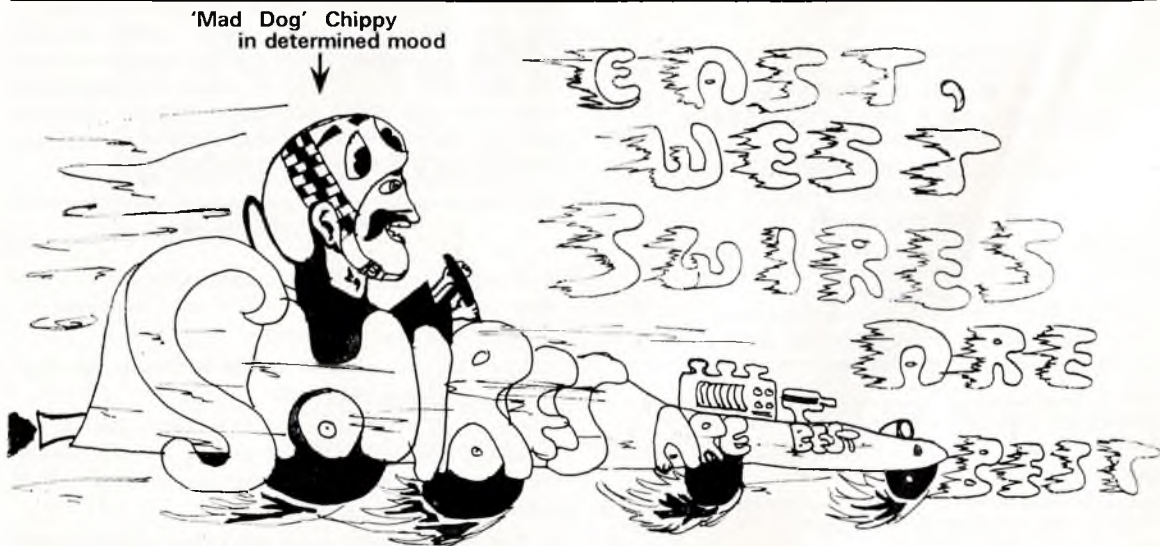
Events marked "K" qualify for the Ken Lee Trophy competition.

Events marked "A" qualify for the Arnold Burton Trophy competition.

Events marked "B" qualify for the John Bindloss Memorial Trophy Competition.

All competitive events qualify for the Pearce Trophy/Firth Bowl competition.

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



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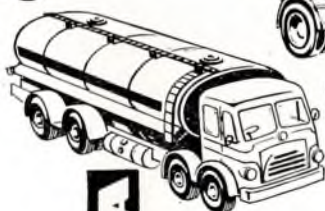
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