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JULY

71

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YORKSHIRE CENTRE CIRCULAR

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Townsend.

Half way through the 1971 season it is good to see the way that everyone is supporting our events these days. Both Harewood and Croft are now always oversubscribed and we are slowly returning to the days when our non-speed events are approaching maximum entries. Gone, we hope, are the days when club nights, Autotests and production car trials had to be 'sold'.

All this is very encouraging to the committee who hope that this indicates that we are putting on the right type of event and also justifies our rather drastic alteration of the programme at the beginning of the season. There are more entries for the Annual Competitions this year and our social events have all gone very well. At this time of the year when we are in the thick of it with events just about every weekend, we have to sit down and consider next year's programme. This is to secure the dates we want in a very crowded calendar. This makes life a little difficult as we have to decide whether to repeat an event next year without knowing how this year's one has gone. At this stage we would welcome suggestions from members of any alteration that they think would improve the programme and particularly any offers to help in the organisation. The correspondence column of this magazine is always open for suggestions (printable ones, that is) or have a word with any committee member.

Following the editorial comments of a couple of months ago, it has been very gratifying to see the response to my appeal for tittle tattle. Instead of the usual page for BARCounter scraped up at the last minute, this month there is hardly enough room for all that came in. Please do keep this up for the whole success of a 'parish pump' type journal like this is to have lots of interesting anecdotes about members everywhere and not just a small group.

COVER PICTURE

The return of Peter Scott to motor sport in the Imp that he shares with Harry Mason. Here it is getting a few cryptic words of encouragement as it stops on the first section of the July Club Night.

(Photo. Bob Soper)

FORTHCOMING EVENTS

Evening Autotests — 3rd August

The second of our competitive clubnights will be an Autotest meeting in the car park at Stockton Farm, Harewood where David Lincoln and Bruce Moss have laid out an interesting series of tests on grass. There will be four classes — one each for small, medium and large cars and a separate one for ladies marked on a figure of merit basis.

Being on grass there will be nothing solid to hit and so the chances of damaging the car are slight. All the tests will be open ones that don't favour any particular type of car which means that everyone has a chance, no matter which car they own. The Ladies class will be scored separately from the others and, if we find that there is sufficient interest, will put on a 'Birds Event' in September as usual, as an extra club night. The start is at 6-30 p.m. and the entry fee will be 50p. The finish will be at the Windmill in Linton which is between Collingham and Wetherby, where results will be announced.

Needless to say we need a large army of marshals and all offers to assist should be sent to Bruce Moss at 'Ryecroft', Wakefield Road, Lightcliffe, Nr. Halifax. Tel. Halifax 21212.

Championship Race Meeting, Croft — 8th August

Our August race meeting at Croft promises to be one of the best of the season for most of the races are qualifying rounds for various Championships being held this year. By this time in the season things begin to hot up as drivers try to amass as many points as possible before their motors start to get tired towards the end of the season, and so most of the top names in club racing should be there.

Practice starts at mid-day and the first race at 2-45 p.m. is a lapper for F3 cars, being a round of the Forward Trust Championship. The next two races are rounds of the Osram/BARC Saloon Car Championship and these are followed by a race for Modified Sports Cars which qualifies for both the Chevron Oil and Northern Sports Cars Championships. Then there is a round of the Tate Trophy for Formula Ford followed by ten laps of the hairy GT cars competing for the Motoring News/Castrol GT Championship. The day ends when we put them all in together for a non-championship Formulè Libre race.

This must be one of the best race programmes that we have ever put on and can recommend it to you all to come and watch. For those who have

not been before, Croft Autodrome is near Darlington and is well signposted from the roundabout at the start of the Catterick By Pass on the A1.

Joint Autotests — 22nd August

This year it is the turn of the Y.S.C.C. to organise the joint autotest meeting and so it will all take place in the Cleckheaton area. The start will be around 10-30 a.m. at the Mintex factory where there will be a series of tests before moving on to the factory of R. T. Haley and Co. Ltd. who are opposite. The lunch stop and the finish are both at the Brown Cow, Scholes, Nr. Cleckheaton. Fuller details are in the regs which are included with this issue.

Club Night — Spencers Arms, Cawthorne 7th September

There will be a social club night at the Spencers Arms, Cawthorne on the first Tuesday in September for the benefit of the large number of keen members in the area. Cawthorne is just off the M1 near Barnsley and these club nights can be recommended to anyone who likes to drink in pleasant surroundings amongst motoring types. Serious supping starts around nine.

Shell/R.A.C. Championship Hill Climb, Harewood 12th September

Advance notice of the Shell Championship Hill Climb in September which is, of course, our last one at Harewood this season. There is a difference this year in that on the Saturday there will be an extra hill climb which will be a round of the Castrol/BARC Hill Climb Championship. This is in place of the one that was to be held at Scammonden which will not be ready until next year. This means that we will see the penultimate rounds of both the major hill climb championships in one weekend which must be a good thing. More details next month.

AUGUST CIRCULAR

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

WEDNESDAY 11th AUGUST

otherwise publication in that issue cannot be guaranteed.

(1-MINUTE FROM M.1)

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3rd R. Clark	—	Bristol 14' E.U.

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EVENING PRODUCTION CAR TRIAL

A really superb evening greeted almost 40 entrants who made their way to Horbury for the start of the Evening Production Car Trial. The first sections were in a field some way from the 'Quarry' where signing on took place and it was some rather merry competitors who lined up to attempt number 1. This was a grassy bank with lots of reverse camber and early on it was very slippery, catching out the early numbers. The latter ones found the top had been taken off, making it a lot easier. The second hill was similar and when they all moved off, Gordon Chippindale was clean, Ian Hardy had dropped 1, whilst Henry Holliday, making a welcome return to Yorkshire Centre events, had dropped two.

The last four sections were at Hanging Heaton up a very steep bank where one got a lovely view of Dewsbury and the gas works. Here there was more scope for really long ones and some of the older competitors found it an effort to inspect the sections properly. An interesting entry was the Imp driven by our worthy Hon. Secretary, Harry Mason and Peter Scott, also making a return to competition after many years. At the start of the Hanging Heaton sections Harry had only dropped 4 and, with the ground drying all the time, he was in with a chance of beating Henry and Brian Kitching who had both finished with six. Unfortunately he touched a four marker on the third

which dropped him back to finish level with Howard Wadsworth's Morgan.

In the meantime Paul Hargreaves was going great guns in his 1600E beating Peter Millman who was also being shown the way by his wife, fortunately in the different Ladies Class and therefore not eligible to win class 2. Others having trouble with their wives were Jimmy Johnstone who just managed to edge in front of Sue at the end whilst further down the field there was but one point between Alex and Jacky Jackson. Gordon Chippindale proved that he was human after all by dropping ones at 3, 4 and 5 and Bob Bean, whose car was not eligible through having nobblies on the back, demonstrated there is no substitute for steam on the straight ones by storming up the last as if it were any old forest stage. By the way, the appalling noise coming from Bob's engine was not a big end but the crankshaft touching a badly battered sump after the weekend's rallying.

The driving test champs were won by John Busfield who was easily fastest, egged on somewhat with good advice from his bouncer Tony Fall. The finish was at the 'Pentagon Nightscape', a discotheque near a disused railway station in Batley where the results were announced.

Our thanks go to Dennys Townsend and David Pick for putting on a first class event enjoyed by all.
continued on page 8



Peter Ripley finds that wheels as well as cars spin as his Volvo stops on one of the Hanging Heaton sections.

(Photo. Bob Soper)

EVENING PROD. CAR TRIAL—cont.

Class 1.

1. G. Chippindale (Mini Clubman)	3
2. I. K. Hardy (Mini)	7
3. J. Busfield (B.L.1300)	12
F. Davis (Mini)	12
5. B. Edwards (Mini)	15
D. Naylor (Mini)	15
7. D. Scatchard (Mini)	16
J. Johnstone (Fiat 128)	16
9. A. Pickard (B.L.1300)	18
10. P. Thwaites (Maxi)	19
A. J. Hodgetts (1800)	19
12. G. Taylor (Mini)	24

Class 2.

1. P. Hargreaves (1600E)	10
2. P. Millman (DAF)	11
3. A. Vickers (Manta)	15
4. J. Cockayne (Cortina GT)	19
5. M. Wylie (Avenger)	21
6. R. Thwaites (Triumph)	20
7. A. Jackson (Manta)	26
8. P. Ripley (Volvo)	26
9. M. Rogerson (1600E)	27
10. A. Armitage (Cortina)	30
11. D. Cunningham (1300)	31

Class 3 & 4.

1. H. Holliday (Fiat 500)	6
B. Kitching (Imp)	6
3. H. C. Mason (Imp)	9
H. Wadsworth (Morgan)	9
5. D. Easthope (Imp)	11
6. P. Bird (Morgan)	15
P. Scott (Imp)	15
8. J. Suttenthal (N.S.U.)	21

Class 5. — Ladies

(Awards given on figure of merit marking)

1. Mrs. Kitching (Imp)	9
2. Mrs. Millman (Daf)	10
3. Mrs. Johnstone (Fiat 128)	18
4. Miss J. Wilton (Morgan)	23
5. Mrs. Jackson (Opel)	27

First Class Awards :

G. Chippindale, P. Hargreaves, H. Holliday,
B. Kitching.

Second Class Awards :

I. K. Hardy, P. Millman.

Ladies Award :

Mrs. Millman.

Novice Award :

D. Scatchard.

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TOYOTA 1900

When I traded in my long suffering Cooper 'S' at the end of last year and bought a Toyota 1900 the reaction from friends and acquaintances varied from hostile derision to utter astonishment. The derision came from older people who considered that the most unpatriotic act anyone can make is to buy a Japanese car. Their reasons varying from memories of the war to the belief that the Japanese subsidise their exports heavily and are therefore unfair competition to our own inefficient Motor Industry — 'not cricket' and all that. My answer to the first ones are fair enough so long as they are consistent and feel the same way about buying a VW or Mercedes, or anything else made in Germany.

To the others I say "So what, it's my money I'm spending and I want the best value for it". Why is it the best value? Well I would doubt that it is because of a heavy subsidy for the simple reason that if Toyota were to subsidise exports then they would be bankrupt in no time at all. It is a fact that outside North America they have over 10% of the total world market and are now third behind General Motors and Ford in actual production. In North America they are just second to V.W. in imported cars and will soon take over as number one. The attitude of the average British industrialist is that the rest must be idiots if they don't buy British but all I would say to them is watch out when we go into the Common Market. Either they are very good con men or they make very good cars.

Forgetting the politics, what about the car itself? I was after something which was quiet, fairly quick, a bit different and with four doors. I didn't really consider the Cortina, Capri, Viva or Avenger range because these cars are quite openly designed for the fleet user and hire car market and I had no desire to let the neighbours have a guessing game as to whether I was the junior rep or area sales manager just because it said SB or GTX on the boot lid. The alternative was something in the Rover 2000 TC or 2.5PI lines which were around £1,650 basic. Of course if I wanted things like a radio or tinted glass this was extra so that on the road they would have been about £1,800. According to the 'Motor' road tests the Toyota has a performance somewhere between that of the single and twin carburettor Rovers and the price was only £1,236 or £1,300 on the road. This seemed very promising especially when the brochure listed the optional extras — two headrests. Everything else was standard. Self seeking radio with pop-up aerial, fully reclining seats with

adjustable squabs, tinted glass, clock, cigar lighter, etc. So I bought one.

Having been used to a rather noisy Cooper 'S' engine the difference of a superbly smooth single overhead cam power unit was immediately noticeable. The alternator certainly helps here as does the thermostatically controlled fan which only operates when needed in hot weather. The engine has always started from cold first time but when hot, full throttle is needed to avoid flooding. This is due to the peculiar Japanese twin choke carburettor, with which I am not in love, for it gives the car some odd characteristics. The idea is that the first choke is in operation most of the time but, for the last half inch of throttle travel, the second and bigger choke comes into use and then it all happens. The result is that on the road throttle response is very lethargic and, whilst the car is actually going very quickly, it feels slow and only when you remember to really stamp on the accelerator does any feeling of power come in. This one quickly gets used to when driving every day, but on changing to something like the Marina which is on S.U.s, then that immediately feels very lively and light when, in fact, it is only doing 55. The Toyota is slightly overgeared which doesn't help matters but it is designed to cruise all day at 85 m.p.h and at the legal maximum for motorway driving hardly any throttle is needed at all. In an emergency there is another 30 m.p.h. left and the aforesaid stamp on the throttle will soon take the car above 90 m.p.h. The other thing about the engine that puzzles me is that it is designed to pink at low speeds. This only happens at about quarter throttle at very low speed in top and third and soon goes when the throttle is opened, but can be very irritating in a line of traffic. Apart from these two criticisms, the engine and transmission are excellent, the gearbox is light and easy to use and there is not a mechanical sound from anything when on the road.

The road holding is not bad but would be a lot better if it weren't for the diabolical cross ply tyres that are fitted as standard. They are supposed to last a long time but I would sooner sacrifice a little wear for just the slightest grip in the wet. As it is on just a damp day the back end slides on any corner which does not inspire confidence. Owners who have fitted radials say that the whole car is transformed and I await with interest to see just how mine will behave when I fit them. In the dry the handling is quite good with a reasonable degree of understeer which is just balanced by the amount

Continued on page 17

BARCounter

The birds and the bees are back again this month and we start straight away by offering our heartiest congratulations to **GEORGE TATHAM** who was married last month to **LOUIDA CRADDOCK** who hails from London. George is a trout farmer by trade and he is one of the best known and most popular members of the hill climb circus, always driving a big hairy motor car just for the fun of it. He used to have a vast Lister-Chevrolet which was always driven on the road to events up and down the country but now has one of the rare two-seater Braham B17s also fitted with a Chevrolet engine. This is not taxed for the road and is transported in a fully equipped converted bus.

Also married last month were **DAVID TAYLOR** and **JENNIFER BEAVAN** just too late for mention in the June 'Circular'. Again we offer our congratulations and hope to see David on the rest of our non-speed events in his Sprite.

Not content with one daughter in the family, **JOHN** and **SUSAN JOLLEY** went the whole way this time and came up with twins — **CAROLINE** and **LOUISE**. We send John and Susan our best wishes for the future and trust that they will be able to find time to come to our events again next season.

Last month we mentioned that **ARTHUR SLATER** was competing in the trials for a place in the

Admirals Cup Team for Ocean going yachts, and we are pleased to hear that he was selected, the team captain being Ted Heath. We wish them every success in their attempt to wrest the trophy from the defending American team in the forthcoming 15 nation series.

Pictured here is that other well known driver-for-the-fun-of-it **SPOTTY SMITH**, alias **TONY BANCROFT**, seen with his familiar T.V.R. Tuscan together with his latest acquisition, a G.T.40 Ford. Also in the picture is Tony's partner in the G.T.40 venture, **ROBERT SUNDERLAND** who is the chief mechanic of the two. The car is the ex Liddel and Cuthbert one with the full race engine which is set up for circuit racing rather than the hills. Tony and Robert have started to work on it to bring it up to the same high standard as the T.V.R. when they will be able to have a go at Peter Lawson's long standing Class 15 record.

Another one to change mounts half way through the season is our Social Secretary, **CHIPPY STROSS** who has changed his Elan for the ex-Trevor Twaites Chevron B8. Again when this is set up properly it should prove very competitive in Class 15.

Once again this column is in trouble with someone who has been left out. This time our apologies to **MARTIN FROST** who would like putting on record that he has acquired an Escort Estate Car.

Continued on page 15



Tony Bancroft and Robert Sunderland with their two hairy motor cars.

(Photo. Bob Soper)

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MONTAGUE BURTON TROPHY HILL CLIMB

by KEITH HELLIWELL

Once again David Hepworth won the Montague Burton Trophy Meeting on 26th June. His car had been entered under the Guyson Sandblaster label of Jim Thomson and so the new David "Slimline" Hepworth protégé soon got down to a cracking 40.82 secs. F.T.D. In all, five new records were established during the class runs.

Great foresight paid off by advertising on Yorks TV which pulled in most of the estimated 10,000 spectators — it pays to advertise! The crowd also got their brass' worth from the side-line entertainment of Neville Browning — the upside, low down, flying rancher and Chris Riddell whose soaring sail-plane took our attention from the rain as it swept down the valley. The veteran line-up, Concours and side-shows, all provided good attractions which meant everyone had a good day.

No one stands a chance against Robert Speak's Escort and Jim Thomson's Guyson/Blydenstein Viva in the two Touring car classes. Again, both broke their own class records, with Robert making a 2 sec. improvement to 48.39 secs. and Jim setting his at 47.95 secs. Given the right conditions, these two could well further improve these records. Graham Brooks was well in second place in the 1300 c.c. class, despite an excursion with his Escort GT on his second run. Unfortunately for Ian Hardy he failed to get his Mini ahead of Keith

Hardy's quick 998 c.c. Cooper, who finished well placed in 3rd. Nearest to Jim Thomson was Richard White, who almost got his Mexico down to the record with 48.62 secs., whilst Bob Bingley and Maggie Chadwick make 3rd and 4th with their Mexico. John Pascoe made up for his previous trip to Harewood as he beat Nicky Porter in the Special Series class. As so often happens, Mini Cooper 'S's take control and also finishing in the first six places were Clive Harrison, Mike Flather, Andrew Frost and Bobby Fryers.

The Special Saloon classes saw Peter Beadman's Mini ahead of Brian Frank and Brian Bettridge in their shared car, for the 1000 c.c. class. With John Davies and Edward Spencer — both Cooper 'S' — taking 1st and 2nd in the largest class left Mike Beckett's Anglia TC chasing hard in 3rd.

Both the 1300 c.c. Marque and Modified Sports classes were merged, which produced a healthy Sprite Midget class with the M.G. T.C. of Alastair Naylor and the Spitfire of Dennis Liversidge. Set with the Towmaster Towing Equipment Midget of Chris Seaman the inevitable happened and Chris again improved the Marque class record. Although well tweaked up, he played it straight this time and made the best use of both runs, Pat Hopkinson had a well-earned 2nd to herself — she has stopped spinning — finishing a couple of



Prize giving after the rain. John Lambert happily receiving his £20 cheque and glass of champers for 3rd F.T.D.

(Photo. Bob Soper)

seconds behind the TTE car which must have been well satisfying. Behind, came the battling pair of Midgets of Bob Cartledge and John Baker-Courtenay, the latter making 54.19 secs. on both runs — that's getting close.

The remaining Marque and Modified Sports classes were not too well supported but still provided good wins for Richard Shardlow's Porsche 911S in the 1.3 — 2.6 and Spotty Smith's TVR Tuscan in the over 2.6 Marque class. But hang on a bit, this Spottie Smith chap — alias one Tony Bancroft — set off with such a roar and puff of smoke he clobbered the class record and to make sure, he improved further with his second run. This wasn't quite the same in the over 1.3 Mod. class as Fred Cliff swept up the class with his 'E' type.

Jim Bunney was motoring his Mini Marcos in the 1300 c.c. GT class. This was down in entry but Jim set a cracking 47.83 secs. Likewise for support was the 1300 c.c. Sports/Racers class in which Frank Aston broke Peter Voigts old record. Frank has been working hard in his 1275 c.c. Landar and on his last run scored a well earned record.

Richard Jones was the pace setter in the 1600 c.c. Clubmens class. Leading with his Mallock U.2 he kept Mervyn Bartram's Moss Chevron at bay, who was working hard ahead of Jim Robinson's U.2. Jim having ousted Joe Ward from 3rd in his Mk. 4 Wardford. With his FVA engined Lotus 47 Trevor Smith had the 1.3—1.6 Sports/Racers and GT class neatly wrapped up with his first run, whilst Peter Varley split the Mallock U.2's of John Stewart and Richard Evans, all finishing under 47 secs. Peter commenting he'd made a darned good run with the Ginetta in practice too! Before leaving the glossary of this class, Chris Cramer at last gave the Mk. 5 Terrapin its debut. This is a Sports/Racer two seat version of the original Terrapins with a 1328 c.c. transverse mounted engine, the car designed to the R.A.C. regulations. Prior to the W21 Terrapin, Mike Allen—Ecosse Imp third, John at Littleborough that morning. Notably the fastest run made was 47.02 secs.

Driving his second car and winning into the bargain was Jim Thomson, this time in the Chevron B8 and in the over 1.6 GT and Sports/Racers class. Not much chance of Peter Lawson's record being broken, but Jim had both Brian Alexander and George Tatham working enjoyably hard to stay close. Which proved well worthwhile for George who improved the Brabham BT17 from 48.81 to 46.39 secs to take 2nd from Brian's Ginetta Oldsmobile.

Peter Voigt looked set to have a go at his 1100 c.c. Racing class record but prior to the second

runs the rain came and so the Ginetta had made its fastest run, which turned out to be fourth FTD. Due to the wet, first run times became the finished result which placed Allan Staniforth second in the W21 Terrapin, Mike Allen—Ecosse Imp thir, John Croft—Mamba fourth, Graham Ashley-Smith—Mk. 1a Terrapin fifth, and Mike Brooks—Auto Tune Sprint sixth, these competitors beating 50 secs. The remaining classes suffered similarly and in the 1.1—1.6 class, John McCartney scored a first-rate win for his Techcraft BRM., beating Bob Prest's 1.6 Dulon Ford and Ted Dzierzek's Lola T5 which finished third.

Jack Maurice caused a hold up in the over 1600 c.c. all comer's class, when he tried to demolish the hedge after Willow Bend, but this withstood the impact and instantly reduced the 4-wheel drive Marsh Special to 3-wheel drive, with an obvious amount of damage. After this John Lambert got the Cooper 786 cracking at 42.95 secs. to which Richard Thwaites replied with 42.03 secs. from the Packmail McLaren. Then came David Hepworth, sandblasting his way to the top with 40.82 secs., but before improvements could be made the rain poured and so the fastest times had been recorded.

Eventually the Castrol/B.A.R.C. Championship Top Ten runs got underway but in the wet there was little chance for improvement. Unfortunately, Peter Voigt arrived with too much power at Willow and the Ginetta slid along the grass at full chat into the hedge. Amazingly the car seemed to have suffered little with Peter rather embarrassed. The main Top Ten came next, improvement in the course was only slight, the fastest runs coming from Jim Thomson 46.26, Richard Thwaites 45.23 and David Hepworth 44.17. So, the FTD positions had been made during the class runs which were Peter Voigt 44.17s., 4th; John Lambert 42.95s., 3rd; Richard Thwaites 42.03s., 2nd; and David Hepworth 40.82s., FTD.

Castrol/B.A.R.C. Hill Climb Championship

By the time you read this there will have been seven rounds of the Championship which means that those who have competed in every one will now have to drop their lowest score each time. After six rounds the leaders are clearly emerging and it looks as though at the finish it will be a close thing between Chris Seaman and Robert Speak who have both only done five events at an average of 8.77 per meeting, Chris Cramer who averages 8.23 for five and Jim Thomson who averages 8.97 for four. Prize money goes down to number 10 and at the moment most of the top twenty have a chance which augurs well for the rest of the season.

Continued on page 20

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BARCounter—continued

Having put the record straight we must bring to Martin's notice the comments made in the Editorial of the May issue which announced the protest fee of one large whisky per protest. At the latest count your Editor has six owing to him so he looks forward to seeing Martin in the beer tent at the next meeting.

We send our good wishes to **NICKY STEAD** who has now left Park Motors in Halifax and joined Camden Motors Ltd. of Leighton Buzzard as advertising manager. Nicky has been a keen Yorkshire Centre Member for a good number of years now, being one of the doubtful characters who made up the Halifax crowd of the early sixties. It will be a loss to the area when he and his charming wife Patsy leave for the 'Smoke'. However, we wish them every success in this new appointment.

Earlier this month the Bugatti Owners Club held their Annual Team Hill Climb competition which was won by a team made up of four of our Sheffield members. The unfortunate thing was that they were not entered under the B.A.R.C. banner but under that of the North Midlands Motor Club. Be that as it may the team which consisted of **MALCOLM DUNGWORTH** (TVR Griffith), **CHRIS SEAMAN** (Midget) and **STEVE SIMPSON** (TVR 1800) with **PETER SCOTT WALTER** (Brabham) as reserve, did extremely well for there were 40 other teams taking part. Second were the Bentley Drivers Club who also won the vintage award and third were the Bugatti Owners Club. Apparently the classes were not too well balanced for the B.O.C. had grouped all the saloons, sports and GT cars into one class, making a total of 61 cars, and in which, incidentally, Malcolm was either first or second depending on whether the scrutineers decide that a Dino Ferrari is more akin to a B8 Chevron or a T.V.R. Griffith. Other classes were not quite so well supported for Peter won his as he was the only entrant.

Malcolm tells us that his T.V.R. will shortly be on the market for he has just bought a Harris F5000 powered by a large Chevrolet engine. These cars are built at Eastleigh near Southampton by Ron Harris and seem to be quite hairy for Malcolm is having difficulty finding somewhere suitable for testing at weekends. When he has got it sorted and is used to the power he hopes to have a go at a few race meetings as well as the hills.

Following the encouraging class win at the Montague Burton Hill Climb, **FRED CLIFFE** from Selby and his mechanic **GERRY GARTON** have now done more work on the car in the suspension

department to try to cope with the 300 plus b.h.p. that they are now getting from their 'E' type. Fred got down to just over 47 secs and Gerry was to drive it in the Novices event (held since we went to press) and, whilst this is the quickest 'E' type time so far, they hope that the weather will be kind in September so that they can have a real go at Richard Stross' record set up in the Elan last season.

Class 17 should soon be enlarged by yet another Terrapin whose owner should be made an Honorary Yorkshireman judging by the determination he has shown to get it finished. **ED PRAXEL** is an American school-teacher who started to build his car soon after Allan Stanniforth's book came out. The problem was that he was building it in Panama where the heat and humidity are considerable and materials non-existent. All his tubing was sent out from England and, clad in loin cloth and leather smock, he set to and built a chassis. This was O.K. until he happened to tap one of the wishbones which promptly fell apart. Inspection of the other welds showed that each one had cracks and it turned out that the metal available over there was not suitable for welding. A flying visit from Allan en route for Mexico on the World Cup Rally confirmed this and so work had to start all over again. Conditions were quite hopeless as even a thumb print made bare metal go rusty in a matter of hours and Ed had to build an air conditioned workshop before he could get going again. When the chassis was completed the chance of a lifetime came for him when he was offered an exchange job, not only in England, but in Leeds and so, with no more ado, half a Terrapin was packed up and shipped together with wife and small child across the Atlantic in time to see all the real live Terrapins at the Montague Burton Meeting at Harewood.

Welcome to the Yorkshire Centre of the B.A.R.C. Ed, we could do with a few more like you.

On the subject of Terrapins, Alan tells us that there is now a Terrapin register for owners, builders, prospective builders and those who think that it is a good idea. So far, membership is 65 of whom 9 have cars actually running, a further 5 or 6 are nearing completion and several more are in the pipeline. It seems that the idea has caught on far more abroad than in the U.K. for most interest is in Australia and New Zealand, whilst there may be one in Barbados soon.

Coming home from the Hill Climb at Doune the other week **EDWARD SPENCER** stopped at a garage to refuel. Seeing the ex Peter Kaye Mini on the trailer, the pump attendant enquired, "Been stock car racing, have you?"

Continued on page 20

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TOYOTA 1900—continued

of power available so that it is possible to drive quite quickly on country lanes. If the car was to be used regularly for this type of work then some stiffer shock absorbers and a roll bar would certainly help. As it is, it is not designed for rallying and for the ordinary driver just the radials should suffice.

The interior is well laid out and the standard reclining seats are very comfortable with a high back and deep adjustable squab so that they can be set to suit all but a giant or a midget. The instruments are easily read without taking the hands from the wheel and consist of a speedometer, water temperature and fuel gauges, warning lights being used for the battery charge, oil pressure and hand-brake. The radio is the push button, self seeking type which is very good and clear but has only the medium waveband which means that it is not possible to get Radio 2. There is no warning light to distract but there is no danger of it being left on and running down the battery for it switches off automatically when the ignition is cut. There is also an accurate clock and a cigar lighter. Apart from a large parcel shelf there is a good glove pocket which locks (as does the petrol filler cap) and this will hold a decent sized camera. Between the seats there is a consol with a small pocket, ideal for storing sun glasses, and one thing that I do like is that there is a strap for each passenger, including the front one, to hang on to if the car is being driven fast. The boot is huge and the standard tool kit includes an inspection lamp which plugs into a socket in the glove pocket.

So far I have done just over 6,000 miles at exactly 30 miles per gallon, which is not bad for a big car, and the only thing to go wrong has been a broken windscreen. The crunch always comes with a new model of a foreign car when some vital bit is needed in a hurry, and when my screen broke coming back from Cadwell on Good Friday I must admit that my heart sank somewhat. It was no trouble though for Senior's in Wakefield had one in stock and I was on the road again by 11 a.m. next morning.

One word about the guarantee. Toyota give the usual 12 months warranty that most others give but, if the car is registered from new with the Valvoline Oil Company, all the moving mechanical parts are further guaranteed up to three years or 50,000 miles which is not bad at all. In the last few weeks the price of this model has gone up by £75 but now the new models are coming in with radial tyres as standard and a heated rear screen.

I will give a further report on the car when it has done some more miles and on different tyres — that is of course if I haven't traded it in for one of the super new Celica Coupes which do 110 m.p.h. and are several hundred pounds under the equivalent Alfa.

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Correspondence

PROTESTS

Sir,

It would seem that the incidence of official protests after, and in some cases during, events seems to be becoming much more frequent.

Perhaps one can understand this in the case of circuit racing where extensive sponsorship results in most drivers adopting professional attitudes. However, the spread of protests to purely amateur events is disturbing.

I can recall one competitor who, when told that a close rival had been using a car which did not comply with the regulations, commented "Oh, I've known that all season. It gives me extra satisfaction when I beat him".

I hasten to add that I agree that regulations must be complied with, but I would suggest that the attitude expressed by this competitor is much more akin to the true spirit of Motor Sport.

Surely there is a lesson to be learnt from the recent Scarborough Week End. Numerous queries raised by competitors were ironed out quite amicably by the organisers without recourse to official protests.

Most organisers, and certainly ours within the Yorkshire Centre, are aware that mistakes do occur, both by official "Judges of Fact", and sometimes by competitors. The sensible way to correct these mistakes is by discussion, not by impetuous action.

How about putting the protest fee up to £10? Perhaps that would make those tempted think twice. In the meantime they are hardly likely to endear themselves to fellow competitors and officials if they continue with these hasty protests.

Yours etc.,

Masham.

P. Ashford.

Dear Sir,

We were interested to read the article in last month's 'Circular' about the duties of officials at race meetings but were surprised to see that one office was left out. It was that of Chief Observer (and his assistant) and we feel that members should know just how arduous this duty is.

The first and most difficult part of this job is to decide which car he is going to use on his next trip round the circuit and to make sure that he gets it before the Incident Officer does. The purpose of this trip is not, as everyone thinks, to collect slips of paper from Observers round the course, but to make sure that the Incident Officer hasn't had an incident before the next race starts. His other

duty, which is the most important one, is to make sure that he is never very far from the black flag so that he can wave it violently at the race leader and so spoil a good dice.

Yours etc.,

J. Johnstone, R. B. Holroyd and
H. Wilkinson.

TRIP TO HOLLAND — OCTOBER 1971

Last October there was a semi-official Yorkshire Centre trip to Holland from Hull which, although not very well supported, was certainly enjoyed by all those who went, and there have been requests for a repeat this year. Most of last year's trippers felt that the outing would have been improved with an extra day in Amsterdam — someone said something about soaking up the culture — and so enquiries have been made about a Midi-weekend on these lines.

A tentative booking has been made with North Sea Ferries to leave King George Dock in Hull at 18:00 hrs. on Thursday, October 21st and arrive in Rotterdam next morning at 8:00 a.m. The return would be on Sunday, October 24th leaving at 18:00 hours and arriving in Hull on Monday morning at eight o'clock, all ready to start the week's work.

The fare is a very reasonable £13—£14 for the trip over, including all meals on board but it does not include transport from Rotterdam to Amsterdam nor meals and accommodation in Amsterdam.

The organiser (David Easthope) will arrange all accommodation in Amsterdam, but it is essential that he knows the numbers as soon as possible as the shipping line will not hold the accommodation for very long without a firm booking. If you would like to go, please notify Linda Thornton at the Centre Office as soon as possible so that she can pass on all the names to David.

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ANNUAL COMPETITIONS

PEARCE TROPHY

	PCT	G	H	Total
1. J. M. English	58	8	8	74
J. R. Hardcastle	58	8	8	74
A. J. Hodgetts	58	8	8	74
4. D. Easthope	57	8	8	73
5. Miss L. Thornton	48	9	12	69
H. C. Mason	52	8	9	69
7. M. S. Wilson	50	8	8	64
8. D. N. Townsend	39	8	12	59
A. G. Jackson	43	8	8	59
Mrs. J. Jackson	43	8	8	59
11. D. M. Dalrymple	40	8	8	56
12. G. F. Chippindale	36	8	11	55
I. K. Hardy	37	8	10	55
14. P. J. Griffin	40	8	—	48
T. M. Wood	32	8	8	48
16. D. M. Gledhill	24	8	8	40
H. A. Pickard	32	—	8	40
18. B. A. Kitching	29	—	10	39
19. P. Hargreaves	17	8	11	36
C. R. Jackson	30	—	6	36
21. A. E. Spencer	24	10	—	34
22. M. M. Rogerson	16	8	8	32
Miss J. Lee	16	8	8	32
B. Marsden	24	8	—	32
25. J. M. Busfield	9	8	8	25
26. D. K. Haigh	19	—	—	19
T. Smith	8	11	—	19
L. S. Stross	11	8	—	19
29. R. G. Moorhouse	10	8	—	18
30. Mrs. M. Chadwick	9	8	—	17
31. G. D. Taylor	8	—	8	16
R. Hudson Evans	8	8	—	16
R. W. Fryers	8	8	—	16

P.C.T. Previous corrected total.

G Harewood 27th June

H Club Night 6th July

(As we go to press there are still no final results for the Denny).

BARCounter—continued

it will come as no surprise to those who know her that **CHRIS RIALI** is now a beauty queen. Whilst on holiday recently in Majorca she had one more than usual to drink and allowed her husband, Tony, and your editor to put her name on the entry list. Needless to say she won and was presented with her prize by a gentleman named Banks who apparently kicks a ball for a living. 'Miss Coral Playa' then celebrated her victory by emptying a soda siphon over your editor.

CHIPPY IOLA VASE

1. Mr. & Mrs. G. Chippindale	33
2. Mr. & Mrs. I. K. Hardy	32
3. Mr. & Mrs. A. G. Jackson	31
4. Mr. & Mrs. H. C. Mason	27
5. Mr. & Mrs. M. M. Rogerson	26
6. Mr. & Mrs. B. A. Kitching	25
7. Mr. & Mrs. D. K. Haigh	20
8. Mr. & Mrs. A. J. Hodgetts	16
9. Mr. & Mrs. J. M. Busfield	10

KEN LEE TROPHY

1. I. K. Hardy	12
G. F. Chippindale	12
3. P. R. Hargreaves	8
4. A. E. Spencer	6
B. A. Kitching	6
A. G. Jackson	6
7. L. S. Stross	5
T. Smith	5
9. R. G. Moorhouse	4
Mrs. J. Jackson	4
11. Mrs. M. Chadwick	3
C. R. Jackson	3
13. R. W. Fryers	2
R. H. Evans	2
H. C. Mason	2
16. D. N. Townsend	1
J. M. Busfield	1

CASTROL/BARC HAREWOOD CHAMP.—cont.

Position after 6 rounds :

1. M. Bartram	45:20
2. R. Jones	45:04
3. C. Seaman	43:84
R. Speak	43:84
5. C. Cramer	42:16
6. F. Aston	41:78
7. T. Smith	41:22
8. N. Porter	40:24
9. S. Smith	36:82
10. M. Flather	36:70
11. J. Thomson	35:88
12. J. Robinson	34:87
13. J. Pascoe	29:17
14. R. White	28:70
15. G. Brooks	28:33
16. A. Boyle	27:72
17. J. Meredith	25:56
18. E. Spencer	23:42
19. J. Davies	22:47
20. P. Voigt	21:83
21. R. Thwaites	21:59
24. D. Hepworth	20:68
25. M. Allan	18:98
26. A. Jackson	18:86

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Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date	Event	Status	Centre Annual Competitions
1971			
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.

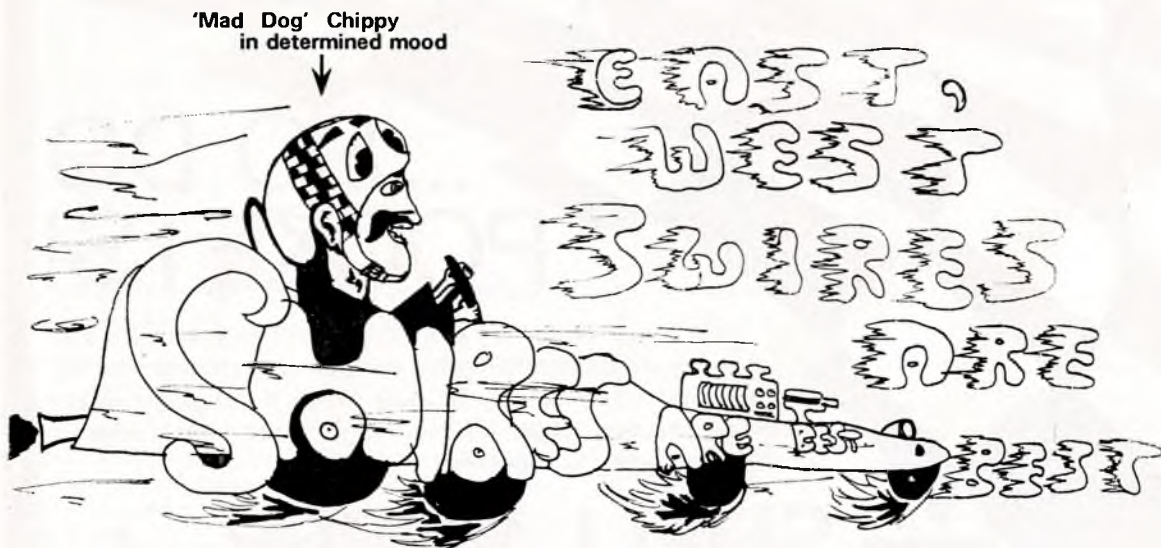
Events marked "K" qualify for the Ken Lee Trophy competition.

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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