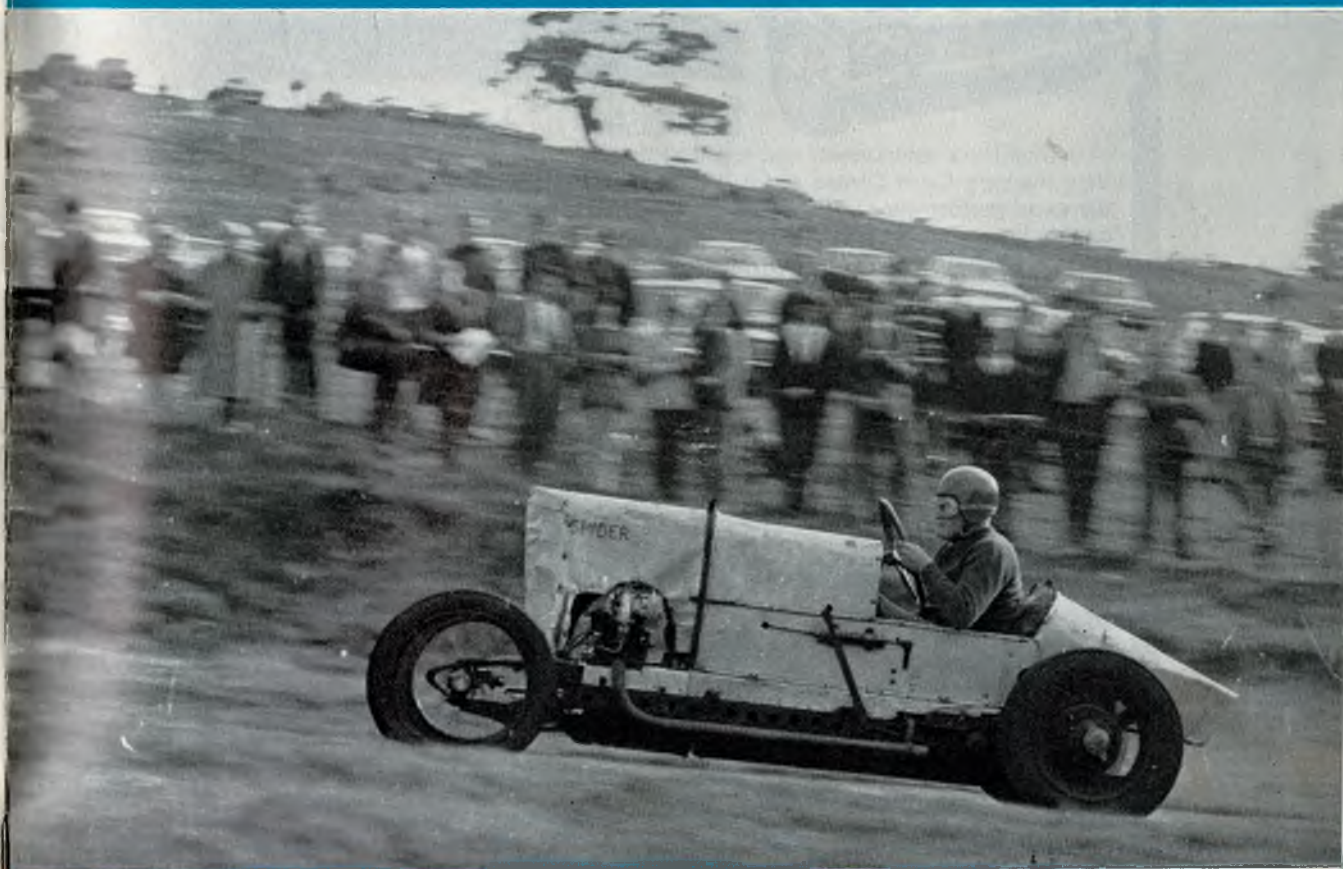




# YORKSHIRE CENTRE CIRCULAR



GOLDEN JUBILEE 1922 - 1972

JANUARY **72**

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# YORKSHIRE CENTRE CIRCULAR

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JANUARY **72**

EIGHTEENTH YEAR No. 198

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D. P. Stead, D. N. Townsend.

1972 is now upon us and with it our Golden Jubilee year. The Yorkshire Centre of the Junior Car Club was formed in March 1922 and its first event was a Hill climb at Greenhow in July of that year. Needless to say your committee has made plans for celebrating this occasion and full details appear later in this issue.

With this being such an important year in the history of the club it is up to us all to make a big effort to ensure that all the events are run properly and are well supported. At the moment we have well over 1200 members of whom only a quarter are active. If possible we would like to see the other three-quarters of our membership come along and either help or compete on at least one of our events during the year. This is your club and we try to put on a balanced programme so that every one has a few events that suit them.

As you will see in dates for your diary and the Jubilee details the existing organising teams as well as the committee are going to be very fully stretched during the season. From the beginning of May to the end of September there are 22 events in as many weeks, each one of which requires a separate organising team. The committee is now only 15 strong which means we need a lot of help from the membership at large. We still want a few volunteers to run club nights and need lots of people to help with the big Jubilee attractions. If you feel that you would like to have a go at this side of the sport then do have a word with any committee member or the Competitions Secretary who will add your name to the list.

For those of you who feel that you would rather compete than organise we have a very varied programme with, at one end of the scale, an International race meeting which gives you the chance to take on Jackie Stewart, National race

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## COVER PICTURE

Spanning almost fifty years of hillclimbing with his same GN, Basil Davenport is one of the last remaining links with motor sport of the early twenties.

(Photo Jeff Binns)

meetings and hill climbs, closed to club members only race meetings and hill climbs, autotest meetings, production car trials, a sporting trial, a treasure hunt, a cricket match and for those who say they are too old for motor sport, a golf competition. Truly all things for all men and if there is nothing there to tempt you, then you must have joined to come to our excellent social club nights and dances. There must surely be one event that you would like to have a go at, so make it your resolution this year to really make the effort.

The observant amongst you may have noticed that your magazine last month and this, has been reduced to twenty pages and you may be wondering why. The reason is purely economic and during the winter season, to save costs, we have taken four pages out. Unfortunately our printers F. Youngman Ltd. — who do such a wonderful job with the Harewood programme and the regulations as well as the 'Circular' each month just have to pass on the ever increasing paper and wage costs that they incur. The only way that we can recoup the now annual increase is to sell more advertising. Fortunately a lot of our members are realising just what a bargain a series of advertisements is in the 'Circular' and Harewood programme going as they do to every motoring enthusiast in the county. For the price of just one advert in one of the big evening papers you can buy 12 insertions in the Yorkshire Centre Circular which can, if you wish, be changed every month. Our advertising pages are open to non-members as well as members and anyone who thinks that they or their firm have got goods or services which would interest our members then do get in touch with either the editor or Mike Wilson.

One thing that would help to make the magazine a lot better would be more contributions from members by way of articles, photographs, cartoons or controversial letters. These pages are not a closed shop and we would welcome contributions from any one of you who cares to send copy in.

Fifty years ago a far sighted body of men gathered to start the Yorkshire Centre. Most of them are now gone and the responsibility for the next fifty years is in the hands of the younger, active members of today. Let us all try to make the special effort to ensure that in the centenary year they will be able to look back to our era with pride.

---

## **Forthcoming Events**

### **Club Night — 1st February**

With the winter still upon us our social club nights continue with a return to the Nouveau Discotheque, East Parade, Leeds. At the last

Nouveau club night in November a good crowd assembled from all over Yorkshire and the evening soon developed into a swinging party.

For those who have not been before, the Nouveau is on the corner of East Parade, Infirmary Street and King Street on the opposite side of the road to the Metropole Hotel. Things usually get under way around 9 p.m.

### **Midnight Matinee Film Show — 12th February**

For our Annual Midnight film show this year we will not, as reported last month, be showing 'LE MANS' or 'VANISHING POINT' for various reasons, the main one being that most people have seen them both very recently. Instead we will show the whole of 'BULLITT' starring Steve McQueen and this time we will be able to see the airport chase scene as well as the one through San Francisco. As usual the films will start at 11-15 p.m., the price is 50p and there will be a full supporting programme of motoring films and cartoons.

Booking has already begun and we would urge you to make your seat reservations as soon as possible because it was a sell-out last year. Tickets are now available either by post or to personal callers at the Centre Office, Sidney Street, Leeds 2. If you are writing for them don't forget to include a stamped addressed envelope.

### **Club Night — 22nd February**

When Bill Robertson gave his very interesting film show of Harewood and Croft at the Clap Gate in December it was mainly seen by members living in the 'North of the River' districts. By popular demand from our Sheffield members Bill has agreed to put on another show as an extra Southern club night which will take place at the Millstone Inn, Hathersage, Nr. Sheffield. The show starts at 8 p.m. and we hope to see a big turn out from South Yorkshire to make Bill's long journey worth while.

### **Club Night — 6th March**

Another social club night this time for our South Riding members at that ever popular pub, the Spencers Arms, Cawthorne, near Barnsley. As usual this will be of the Noggin and Natter type of event and serious supping gets under way about nine. More details next month.

### **Sleuth's Mug — 12th March**

Our first competitive event of the season is the Sleuth's Mug which always takes the form of a treasure hunt and is organised by last year's winners — Brian and Janet Kitching. We have no details as yet but these will be printed in next month's magazine.

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# David James

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CONCESSIONS TO B.A.R.C. CLUB MEMBERS

AT . . .

**DAVID JAMES**

AUTO · EXTRAS

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# BARCounter

We start the year with two engagements. First of all our congratulations to **BARRY EDWARDS** who is to marry **DARRELL MASON** later on in the year. For many years now Barry has been one of our regular competitors on the non-speed events using a well hammered 850 Mini, the condition and reliability of which befitted his calling as a motor trader. His impending nuptials will not stop him entering our events in the future although he has sold the garage recently.

The other member announcing his intention to 'get wed' is **KEITH CHIPPINDALE** who is marrying **Dr. WENDY JONES** in the near future. We wish both couples every happiness in the future.

Congratulations to **FRED CLIFFE** and **JACKIE MELODY** who were married just before Christmas. Fred tells us that they are now living in Sherburn-in-Elmet where he recently took over another garage. We wish them all the best in the future.

We can't say whether this is an omen or not but, fifty years to the day since a waiting world greeted the arrival of our worthy chairman, **ERIC** and **LIZ BRYDEN** produced a son — **JAMES**. We offer our congratulations to the proud parents and wait to see whether the little lad goes in for sailing or motoring in a couple of decades time.

1972 has got off to a good start as far as our International competitors are concerned. Our members have literally been to the far corners of the earth in search of glory and they have not come back empty handed. **TONY FALL** departed to the mountains of darkest Africa in a Datsun and returned as the outright winner of the Ethiopian Rally against some very stiff opposition. Since then he has returned to Europe and at the time of writing is dashing about the Massiff Central in his well used 240Z doing a recce for the Monte in anticipation of a bright new one for the event.

**BRIAN REDMAN** went further, to South America for the Ferrari team to drive a 312P in the Buenos Aires 100 Km Sports car race. The race was won by Ronnie Peterson in a Ferrari but Brian came second in the car he shared with Clay Reggazoni.

Going further away still, **ARTHUR SLATER** took his yacht 'Prospect of Whitby' across to Australia as a member of the British team in the Southern Cross series — the Australian equivalent of the Admirals Cup. The British team came second overall and Arthur was robbed of a certain win on the Sidney/Hobart race when some very peculiar winds left the bigger boats becalmed and

allowed the very small New Zealand craft to catch up and win on handicap. It is good to see some Yorkshire Centre members at the top end of international sport and we hope that others will join them during the coming year.

In the small ads column this month is a Mini advertised as a shopping car which the Sherlock Holmes' amongst you will have deduced to be the very same vehicle that **IAN HARDY** won a few pots with over the last season or two. This is the time of the year when a lot of competitors are counting pennies to see whether they can afford something different for the coming season and consequently they are a good few cars on the market. As soon as a buyer for the Mini is found, Ian will be looking round for something different but exactly what, he is not saying. However, little birds whisper that Bob Moorhouse may not find things at all that easy in the sports car class this season.

The large sports car class on the hills should be enlivened by the appearance of **DAVID FARNELL** in a hairy Ford GT40. Last year David did most of the rounds of the 2ltr. sports car championship both in England and on the Continent in his Lola 210 but business commitments now make it necessary for him to stay nearer home. This should be a very competitive class for it includes the B19 Chevron and, with **SPOTTY SMITH** putting a rather bigger engine in his G.T.40 anything could happen.

The first of our three birthday boys who are fifty this year was **MIKE WILSON** who celebrated his anniversary by chairing the Castrol Quiz round between the North Midland Motor Club and the Sheffield and Hallamshire Motor Club. After declaring North Midland the winners Mike thought he would just sink a quick pint before setting off back to Leeds, but this was not to be. At that moment the doors were opened and, to a tuneless rendering of 'Happy Birthday to You' the landlord entered with a large birthday cake with five candles and a huge birthday card signed by all those present. After that a good party developed and it was not until 4-00 a.m. that Mike finally staggered into bed.

For the January Club night we were fortunate to have **RIVERS FLETCHER**, who, for twenty years was P.R.O. for the Owen Organisation, in Leeds to give us a talk and film show on Motor Racing in General and the B.R.M. in particular. Rivers arrived early and set up his projector before going off to the Parkway for a meal. On returning just before 8 p.m. he asked Mike which was the best place to park near the Metropole. He was told to go round York Place and park in a narrow lane

just opposite. This he set out to do but returned to say that the lane was full of fire engines and a warehouse was well alight. Everyone went outside to have a look but it was some time before it registered that both Boris Hardcastle and Mike Wilson had parked their cars on either side of the building in question. Unfortunately there was no photographer present to record the site of our Chairman disappearing into the smoke and then reappearing on half a cylinder from amongst the turntables and pipes. Afterwards when looking at his hastily retrieved chariot he remarked 'Aren't I a fool, I should have left the b . . . . thing there'.

During the talk, Rivers entertained us with some very amusing anecdotes of the early years of motor racing including one about the day he went round Brooklands as a schoolboy as the riding mechanic for Sir Malcolm Campbell. The one I like best was the time that they all went along to what must have been the first racing driver school ever at Brooklands. All those present were novices and after the briefing they set off in turn to have a go. Most of them were typical motor racing types in casual clothes except for one who was the ultimate in City gents with his bowler hat, umbrella and the Times. Everyone thought he was a real nit to come dressed like that, particularly the performance of carefully handing over the bowler and broly as he entered the car. The smiles soon went as he went round faster and faster until he was within an ace of the lap record when he came in again. He jumped out of the car, grabbed his bowler and umbrella and said 'I don't think I like it, I didn't enjoy that a bit, and I don't think I will do it again'. With that he departed and they never saw him again.

We can't vouch for the accuracy of this story but it came from a very good and reliable source. You may remember that last autumn a group of members had a trip over to Amsterdam in search of culture. Well, this time **CHIPPY STROSS** decided to take his car over to get from Rotterdam to Amsterdam. All went well until they had to go through the customs in Hull on the way back. Here the Customs men went through the car with a fine tooth comb and when asked why, they asked whether Chippy had brought back any pornography. 'How could I' he replied 'I didn't even take my pornograph over with me'.

**PETER HANSON** tells us that the Racing Drivers School at Croft was quite a success last year and it looks as though it will be repeated during next season. If they do get going again it will be in March and we will give you more details then.

When the winter season is upon us, many members set to and prepare a new car for the following summer. One of our members is doing this but found that he was hampered by lack of a pit in his garage. Looking round the drive a most ingenious solution became apparent. In just the right spot was a manhole which, on inspection, proved to be deep enough to give proper working height. Our friend soon put his new discovery to work but he had the presence of mind to tell the rest of the household what they must not pull, lest he should find himself paddling or worse.

David Scatchard has sent the following in as a possible solution to the spelling problems in the Centre office.

### FINE SPELL

In a letter to The Economist, London, M. J. Shields points out that George Bernard Shaw, among others, urged spelling reform, suggesting that one letter be altered or deleted each year, thus giving the populace time to absorb the change. Shields writes:

For example in Year 1 that useless letter "c" would be dropped to be replased by either "k" or "s", and likewise "x" would no longer be part of the alphabet. The only kase in which "c" would be retained would be the "ch" formation, which will be dealt with later. Year 2 might well reform "w" spelling, so that "which" and "one" would take the same konsonant, wile Year 3 might well abolish "y" replasing it with "i", and lear 4 might fiks the "g-j" anomali wonse and for all.

Jenerally, then, the improvement would kontinue iear bai iear, with lear 5 doing awei with useless double konsonants, and lears 6-12 or so modifaiing vowlz and the rimeining voist and unvoist konsonants. Bai ler 15 or sou, it wud fainali bi posibl tu meik ius ov thi ridandant letez 'c', 'y' and 'x' — bai now jast a memori in the maindz ov ould doderez — tu ripleis "oh", "sh" and "th" rispektivili.

Fainail, xen, aafte sam 20 iers ov orxogrefkl riform, wi wud hev a lojikl, kohirnt speling in ius xrewawt xe Ingliy-spiking werld. Haweve, sins xe Wely, xe Airiy, and xe Skots du not spik Ingliy, xei wud hev to hev a speling siutd tu xer oun Lengwij. Xei kud, haweve, orlweiz lern Ingliy az a sekonf lengwij et skuul!

Jorz feixfuli,

M. J. Yilz.



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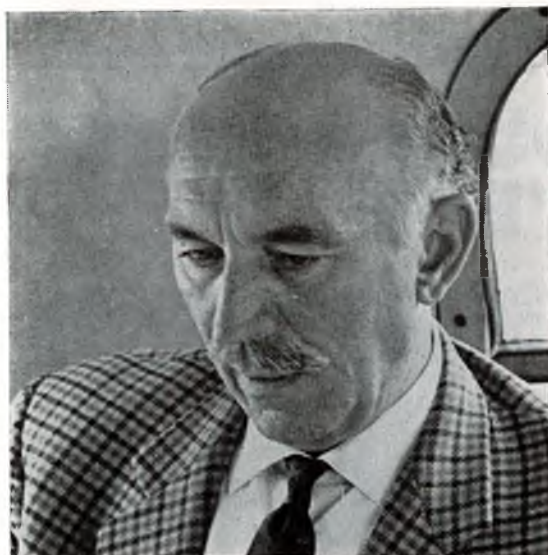


## H. G. A. MAUDLIN

It is with the deepest regret that we have to announce the death on December 29th of Tony Maudlin.

Tony's father was General Manager of the Great Eastern Railway and when he left school he entered railway service. By 1939 he had risen to Locomotive Superintendent on the L.N.E.R. at York where he first met Joan. They subsequently married during the war in the Middle East where Tony was playing trains all over North Africa and Joan was disrupting the R.A.F. in Cairo.

After the war Tony did not fancy nationalised railways and they came to Huddersfield where he became transport manager for I.C.I. presiding over some fifteen locomotives and umpteen waggons. Around 1950 Tony joined the B.A.R.C. where he and Joan rapidly became well liked members, always ready to help, whilst at suitable bibulous after-event parties Tony's impression of Frankie Vaughan had to be seen to be believed.



Tony and Joan found their niche in timekeeping and through the years he "drove the clocks" at our sprints and autocross, then at Castle Howard, Scarborough and finally at Harewood. As Sue, their very attractive daughter, entered her teens, Tony and Joan came irreverently to be known as "Grannie and Grandpa" and to those who worked with them these nicknames stuck thereafter.

Always subject to attacks of asthma, Tony's health slowly deteriorated and the Huddersfield

winters became harder and harder to bear. This culminated in a serious illness over Christmas 1969 and after convalescence, medical banishment to the softer climate of the South.

Tony and Joan took over a small retail business near Guildford from whence came an encouraging series of reports of improving health until finally, just before last Christmas we heard that he had been allowed, to his great delight, to drive a little. Sadly he suffered a relapse on Christmas eve from which he never recovered.

Anyone who knew Tony must be a little the richer from the experience. His kindness, cheerfulness and devotion, unflinching even when his health was deteriorating were an example to all. To Joan and Sue we offer our deepest sympathy, to have known Tony is to appreciate the depth of their loss.

M.S.W.

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## DOGS AT THRUXTON

In the interests of safety for all concerned at meetings at Thrupton, DOGS WILL NOT BE ADMITTED UNDER ANY CIRCUMSTANCES in the future. It will be greatly appreciated if everyone concerned adheres to this, as race day staff have been instructed that anyone with a dog will be refused admission whether they be Competitors, Officials, Guests or Spectators.

Arrangements have been made with local Dog Kennels for accommodation of animals during meetings. Details of this may be obtained from the circuit by phone (Weyhill 2607) or writing.

It is hoped that everyone will take notice of this warning in order to avoid any unnecessary arguments at the entrance gates.

## Northern Race and Rally Rescue Marshals Club

The N.R.R.R.M.C. are holding their Annual Dinner Dance at the Astoria Banqueting suite, Roundhay Road, Leeds 8 on February 18th next. All B.A.R.C. members are welcome and the price of tickets is £2.25 each from John Fox, 16 Nidd Approach, Deighton Bar, Wetherby.

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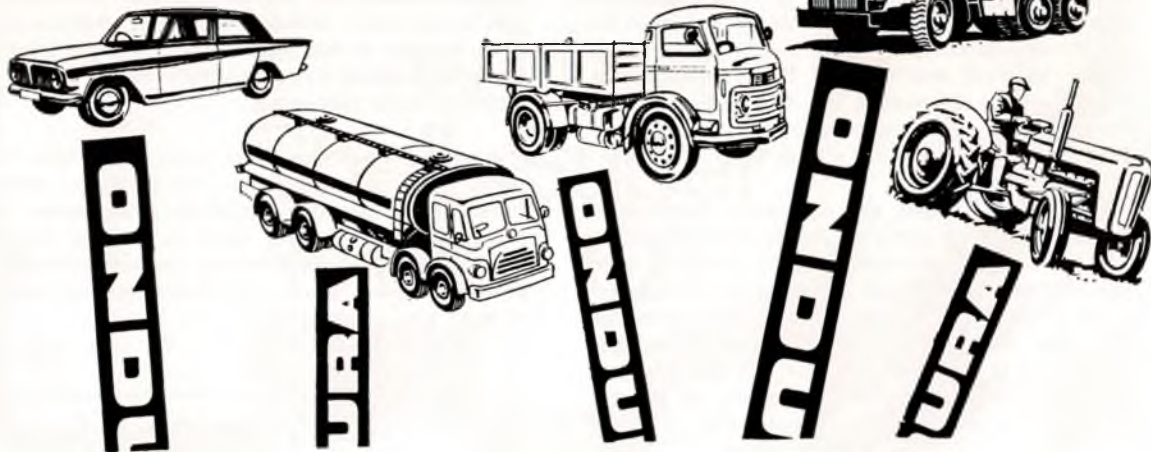
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See page 13 for details.

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## Correspondence

Dear Sir,

Mr. Bettridge's points of view, expressed in his letter which appeared in the October Circular, have my sympathy, but I can offer no solution.

I have always felt that Officers and Committee Members of the Centre should be barred from the annual competitions. The exceptions I would make would be those dependent upon driving. This however is not a view held by the majority of committee members. I do feel it is important that Mr. Bettridge and other Centre members should know that this matter has been discussed in committee.

Turning to the old favourite of "road cars" and motor sport, I am sure that Mr. Bettridge realises that the introduction of a regulation requiring cars to be taxed and insured would change nothing. This, together with banning the use of trailers in certain classes, has been tried before. After all, if a certain Mr. Scragg from Macclesfield can tax and insure such devices as HWM Jaguars, Lister Jaguars, and Lola T70's, what will we achieve in the classes which concern Mr. Bettridge?

I think we should remember one very important thing about hill climbing. The public come along to see cars, of every type, ascending the course in the shortest possible time, i.e. they want to see them travelling quickly. To try to restrict tuning and modifications would not only rob the public of some of the spectacle, but it would make the job even more expensive for enthusiasts like Mr. Bettridge. If he doubts this, I suggest he has a word with someone experienced in Formula Ford engine tuning, or in making Group 1 cars motor more quickly.

Yours etc.

Collingham.

Jim Johnstone.

Dear Sir,

I seem to have drawn a strong reaction from Brian Bettridge; the only trouble is, he's got his facts wrong.

First, check back, Brian, on the markings of the 1971 Pearce Trophy, with particular reference to the award winners on the Sleuth's Mug, and you'll find the bit of successful competing which brought one of our regular officials on to the winner's rostrum for the Trophy. One class win at an evening driving test gets the same points in the marking as the Clerk of the Course at a National Hill Climb, remember.

Second, the reason for not counting all events has nothing to do with people "not pulling their

weight" but to prevent the annual trophies becoming a test of endurance rather than of skill and enthusiasm. Even then, there are usually a few who go to everything, just because they want to.

From the facts, I turn to the opinions. In spite of the heavy type, capitals, and other methods of emphasis, I probably still can tell Brian a little about amassing points and discarding them. I marked the Pearce Trophy for five seasons, and during that time found one or two interesting quirks in the rules that can still be played to effect by anyone who takes the trouble to read them. As for sniping letters, the man from B.R.M., and one or two others from the safe seats who have rushed into print during 1971 qualify as snipers. The opinions of one of our regular competitors and marshals carry more weight, whether I share them or not. But I don't think the fact that there are seven "officials" sufficiently keen to finish in the top ten of the club's premier award (when they know there's hardly a chance of their winning it) is any cause for distress. Rather the reverse, I would have thought. If there is a cause for concern, it is that so few club members support the annual competitions, which cost nothing to enter, and which can provide a most interesting competition for the enthusiast. If the "officials" refrained from entering the Pearce Trophy, there'd be precious few entries left!

Yours etc.,

Bramhope.

Tony Hodgetts.

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## FEBRUARY CIRCULAR

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

**WEDNESDAY 9th FEBRUARY**

otherwise publication in that issue cannot be guaranteed.



# JUBILEE YEAR

A small sub-committee has been formed to look after the arrangements for the extra attractions which we are putting on during our Golden Jubilee year. It consists of eight committee members together with Josephine Lee, Peter Scott and David Easthope who have been co-opted. That they have put in some good work so far will be seen in the details below. The Jubilee year starts with a dance in March and finishes with the Jubilee Ball in December.

## JUBILEE JUMP DANCE — 17th MARCH

With apologies to the Ilkley Club who first coined the phrase, we are holding a dance in Collingham Village Hall. This will be on the same lines as the Summer Dance with a discotheque providing the music and some eats laid on, the cost of which will be included in the ticket. Village Hall 'do's' always seem to go down well and Collingham is a very popular venue which means that we should be able to get the season going with a real swing. More details next month.

## Montague Burton Hill Climb — 25th June

Not only is this the 50th anniversary of the Yorkshire Centre but during the year we will have the 50th Hill Climb at Harewood. To celebrate this we are making the Montague Burton Trophy hill climb a Gala one and are trying to obtain even

more attractions than we had last year. There will be a fair again for the children and a Gavioli organ in the hillside car park together with a large number of trade stands. At the time of writing we are hoping to get some other form of attraction of either an air display or balloon going up but these are still being negotiated.

The hill climb itself will be a National one and, being a round of the Castrol/B.A.R.C. Championship should attract all the star names in hill climbing today.

In conjunction with this event a special Jubilee issue of the 'Circular' will be printed giving a full history of the Centre and will be packed with interesting articles on Race meetings, hill climbs, rallies and all the other events that will be of interest to Yorkshire people. For the first time ever the Yorkshire Centre Circular will be on sale to the general public for we feel that many other people will be interested in the history of our sport in the area.

## JUBILEE BARBECUE — 21st JULY

On the Friday before the Vintage and Novices Meeting there will be a major barbecue in the Hillside car park at Harewood. This will be the biggest outside dance that we have ever put on and will have a champagne bar, piles of eats, live band, etc., and it should make the other similar



*In the early days of the Yorkshire Centre you had to spend a lot of money on cars such as this Bugatti if you wanted FTD. Only the names have changed for David Good's McLaren is now just as expensive and interesting as those wonderful cars of the Vintage era.*

# 1922 - 1972

barbecues in the area look like church fetes. We will need lots of assistance for this and any offers will be gladly accepted.

## JUBILEE RUN TO PATELEY — 22nd JULY

The first event of the Yorkshire Centre of the Junior Car Club was a timed climb of Greenhow Hill on the 22nd July, 1922. To commemorate this we propose to have a run to Pateley Bridge on the Saturday afternoon but just exactly what form this will take depends on the outcome of our discussions with the local council and the police force. More details when they become available.

## GOLF COMPETITION — JULY

One of our very first events was the Golf competition and to celebrate this we will be holding this year's event at Ganton near Scarborough. At the moment Derek Clark is trying to fix up a suitable date which we will let you know as soon as it is arranged.

## GREENWOOD CUP — 29th OCTOBER

Another event of 1922 was the Greenwood Cup Production Car Trial and to commemorate this we are including a class for Vintage cars in the hope that some of the cars of the early twenties era will come along and have a go. Again more details later on in the season.

## JUBILEE BALL — 25th NOVEMBER

During the season we will be holding a raffle with a very valuable first prize which will be drawn as one of the main attractions of the Jubilee Ball which rounds off the season.

One tentative suggestion about the Jubilee year is to make a cine film of the year's events. This would have to be in Super 8 and we would be interested to hear from any members who are keen amateur cine enthusiasts with this type of camera who would like to help. The club will provide all the material and at the end of the season it will be properly edited and made into one long film. Ideally, we could do with about four or five cameramen so that everyone would not have to go to every meeting. Anyone interested get in touch with Mike Wilson, the Editor or any committee member.

If any members have any old pictures of the Centre, particularly of the pre war days, we would be very interested to see them for possible inclusion in the Jubilee issue of the 'Circular'. We are very keen to find some shots of the Greenhow Hill Climb, Wetherby Sprint and any other early course in Yorkshire. If you have anything at all that you may think is interesting about the early days of the Centre, do get in touch with either the editor or Mike Wilson as soon as possible.





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# ON SHOPPING FOR A CLASSIC MOTOR CAR

Readers may remember that last year we published an article on the values of certain cars which may, in the future, become Classics in the same way that cars of the vintage era are considered today. We picked out then, five vehicles: the M.G. A, Austin Healey 3000 and the XK range of Jaguars — the 120, 140 and 150.

Since then 16 months have passed and from the time we chose as a starting base, just over two years have gone by. During that time the M.G. A increased from £305 average to £364 and then dropped back a bit to £358. The Big Healey started at £758, went up to £804 and is now at £960 whilst the XK 150 could be bought for around £480 in 1969, in 1970 the same car would have cost £688 and now you would have to find £904 — almost double the price two years ago. In each case mint examples were far above the average price and were not included for the purpose of the survey. There are not enough XK 120's and 140's on the market to be able to give any sort of guide as to value except to say that the ones on offer are a lot dearer than they were a year ago.

As you see, there is a trend with these cars for the mint examples to increase in price as time goes on so that they could be considered to be good potential investments. The problem with motor vehicles as investments is that one has to have somewhere to keep them and, with garage space at a premium, this can be very difficult. If the car is to be kept solely as an investment then the garage must be heated, it must be insured against fire and theft and a hefty sum of capital is going to lie idle. This means that a big Healey bought for say £1000 must appreciate to £1150 in the year just to break even. This is not really on for the small investor and so must be only of interest to the man paying heavy surtax.

This does not mean that the small investor or ordinary motorist cannot consider a different type of car to the run of the mill stuff sold new today. It all depends on mileage and, more so, whether the car is bought by a company or a private individual. Most private motorists do not realise that they in fact pay far more for their cars than do companies for the simple reason that they cannot claim depreciation against tax. In simple terms a company can claim all the depreciation before tax is calculated whilst the man in the street has to stand his out of his take home pay from which tax has already been deducted. At standard rate he is actually paying nearly 30%

more in real terms. If he does little mileage into the bargain then he pays very dearly for the privilege of owning a new car. This is particularly the case where a second car is bought for the wife who only does 4—5000 miles per year.

Of course, it all depends on how much you have to spend on a car. Classic cars by definition are going to be those which were beyond the means of all but the wealthy when they were new and this means that some of them are only comparatively cheap. There are some which were superbly engineered but dreadful to look at. These just have to be of low mileage and in mint condition if one is not to be considered somewhat eccentric, and into this category come the Alvis range, the Armstrong Siddleys, Bristols and Daimlers. Another category are those exotic sports cars that only do about 10 m.p.g., 150 m.p.h. and were very, very expensive when built. They are wonderful when they are going, but heaven help you if something goes wrong. These include such makes as Aston Martin, Ferrari, Maserati, Porsche and Lamborghini. These have to be absolutely mint to be any sort of proposition and a very careful study should be made of the market if fingers are not going to be burnt.

What then, is a proposition for the family man? The answer is precious little if more than two seats are required, for the manufacturers plan obsolescence into all saloons. This they do very well indeed. On many of the sports cars they slip up. There are few sports cars on the market under £1000 — only two in fact, the Midget and the Spitfire, which is saying very little. On the other hand there is a very large number of very good used vehicles at this figure. In the M.G. range are some very good 'A's, 69 'B's and quite a few of the M.G. C which is really appreciating now. In the Sunbeam range there is the Tiger which was one of the hairiest sports cars ever made. You can still get a good one for around £600 but how long this will last is open to doubt. The object is to buy a car that looks modern which, with a distinctive number, would pass for a recent model. This is a disadvantage with the M.G. A and the big Healey, but the Elan, which suffers two tremendous drops in the first two years can be done up to look like the latest model and still be cheaper than a new Spitfire.

It is doubtful whether any of the present Alfa, Fiat or Lancia models will ever be in the Classic

Continued on page 20



# POWER

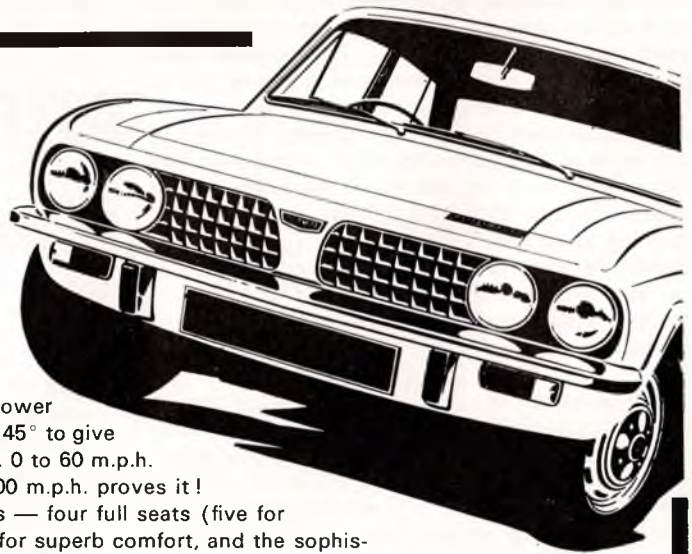
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## COMPETITION CHATTER

● The R.A.C. Motor Sport News is full of alterations published in the November/December issue, and whilst most serious competitors will have noted the salient points already, I will outline the more notable matters.

National and International licences are more expensive.

A new system of permit fees based on a per capita fee for every starter in an event replaces the previous scale fees. The overall effect of this will be that small, closed events will be cheap to run, large, restricted events will cost a fortune to run. This means events like our Harewood and Croft meetings, which are going to be caned by the new fees.

Competitors in Sprint or Hill Climb Championships will be required to fit a vertical strut or vertical face at the front of the vehicle, measuring from 8 to 18 inches from the ground, to actuate the timing apparatus.

Start timing apparatus will require to be so arranged that the front of the car or vertical timing strut is 10 centimetres behind the start line.

A number of changes in Vehicle Regulations are forecast, the most important seeming to be in respect of:

Aerofoils [AA.2 (a)].

Rear mudguards [AA.3 (c)] which seems a lot stricter than previously, and does not come into force until 1st July 1972.

Catch Tanks [BB.1 (n)].

Differentials on front wheel drive cars [CC.2 (n)].

[CC.2 (W)].

Definitions concerning "Convertibles" [EE.1].  
Definition of "Original Equipment" [EE.1 (p)].

No significant changes in approved formulae for 1972.

● A few dates were mentioned at the recent meeting of the Association of Northern Car Clubs which may be of interest to members.

February 19	Furness & District Car Club's Festival Rally.
February 26	Seven Dales Rally — De Lacy M.C.
March 25	Clitheroe & District Car Club's Hall Trophy Rally.
April 16	M.G. Car Club Topcliffe Sprint.
May 14	" "
July 16	" "
September 3	" "
December 2—7	R.A.C. Rally, again starting from Harrogate.

● Anyone interested in Autocross might be interested to know that the Championship will change to the same format as the Hill Climb Championship, with a Top Ten run-off.

● Through the A.N.C.C., a small representative Committee is being formed to discuss common problems and possible solutions in the organisation of Trials, both sporting and production car. The link man is Brian Midgley, 6 Ashfurlong Close, Dore, Sheffield who is collecting ideas on land availability, vehicle eligibility, course layout, competitor attitudes and marshalling standards.

● Finally, it seems to me that in all the discussions about safety precautions which has been ringing round the motoring press of late, one factor has been ignored. Cockpit dimensions are such that drivers have to slide into the average single seater with their arms held aloft, and have quite a task climbing out. What is difficult when the car is stationary in the paddock is much more difficult after an accident, and if a driver is unconscious his extraction is a major task. Surely a material factor in reducing serious accidents would be to enlarge the minimum cockpit dimensions. Any views on the matter?

A.J.H.

---

**Bruce Moss. John Holroyd. David Lincoln.  
David Easthope.**

At the December committee meeting an issue was raised which required a unanimous vote for it to be resolved. As this was not forthcoming David Easthope felt it necessary to offer his resignation from the committee.

After further discussion, where a matter of principle was raised, Bruce Moss, John Holroyd and David Lincoln also asked the committee to accept their resignations. With regret and reluctance this was done.

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## Christmas Quiz Results

Unfortunately, the editorial address was given as Bramhope instead of Bramham and so all your entries have gone astray in the Christmas post. However, for interest, we publish below the answers to the questions.

1. Registration numbers.
  - a. WAT 4 — Ted Booth.
  - b. 1155 WF — Josephine Lee.
  - c. SUB 333 — Chippy Stross.
  - d. 1000 UP — Derek Clark.
  - e. 5 HOT — Jim Hall.
  - f. KU 1 — Bruce Moss.
  - g. TCP 25 — Harry Mason.
  - h. IBDN — David Stead.
  - i. U 18 — Deliberate mistake.
  - j. 2 JUG — Malcolm Rogerson.
  - k. NUB 120 — Ian Appleyard.
  - l. 552 JKB — Linda Thornton.
  
2. From left to right the shower at the start were Peter Wheeler, Keith Helliwell, Mike Broadhead, Brian Frank, John English, Brian Bettridge, Martin Frost, Barry Watson and John Prosser.
  
3. Trevor Twaites.
  
4. David Lincoln.
  
5. Gordon Haithwaite.
  
6. Maggie Cooper is now Mrs. David Blankstone.
  
7. 100S Healey.
  
8. 1967 — Tony Marsh.  
1968 — Peter Lawson.  
1969 — David Hepworth.
  
9. The reason for some of the team names is not printable but here are some of the members of the ones mentioned.
  - a. Team Alecart — Owen Akroyd.
  - b. The I told em Stable — Mervyn  
and Ken Oldham.
  - c. Team Lazarus — Barry Green.
  - d. F.A.R.T. — The Fargus Automobile Racing  
Team — Henry Fargus.
  - e. Team Speedwell Yorkshire —  
Jim Johnstone, Mike Wheatley, Pete Smith.
  - f. Team Triple S — Mike Kellet.
  - g. Team Elite — David Hobbs.
  - h. Scuderia Delta D — Derek Clark.

Continued on page 20



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#### CHRISTMAS QUIZ RESULTS—continued

10. The Wilson Trophy for the best performance on the Scarborough Rally was won by Bob Moorhouse in 1969 and 1970 and Bob Bean in 1971.
11. The four competitors were a. Ken Lee; b. John Macklin; c. Gray Mickel; d. Peter Boshier Jones.
12. The searcher was Jim Johnstone.
13. The circuit record holder at Croft is Tony Dean.
14. The course record holder at Harewood is  
Roy Lane.
15. The Yorkshire Post Trophy for 1970 was  
won by Sir Nick Williamson.
16. The two faces were of Brian Eccles who drove a Brabham Oldsmobile and Phil Chapman who drove the Chapman Mercury.

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#### CLASSIC CARS—continued

category. They have a certain mystery over here, mainly because they are overpriced, but in Italy they are ten a penny and the advent of the Common Market must make them doubtful starters. Whether the two seater Mercedes range falls into this category is difficult to say. The 280 and 250 SL's are both still dropping at the rate of 10% per annum, but the earlier 230SL seems to be holding its value now.

It is an interesting thought, that a man who has bought a new 1600 Capri and Mini Clubman for his wife, both depreciating together at about £400 per annum could run a Sunbeam Tiger and a fixed head M.G. A which are both appreciating and have £1000 in the bank. That is if he wanted to and wasn't bothered about having a 'K' registration. It's something to think about.

---

#### Castrol Motor Club Quiz

Following their success last year when they were once again the area winners, two of our team decided to give things a rest and for this year we have two new members in the team. David Scatchard has taken over as the captain and he is assisted by Paul Hargreaves and Roger Ellis. The first round match was played at Lightcliffe Conservative Club earlier in the month against the David Brown Motor Club and this we won by the considerable margin of 1000 points against 125. The second round match was played against the Wakefield Motor Sport Club and this we won by 1255 points to 300.

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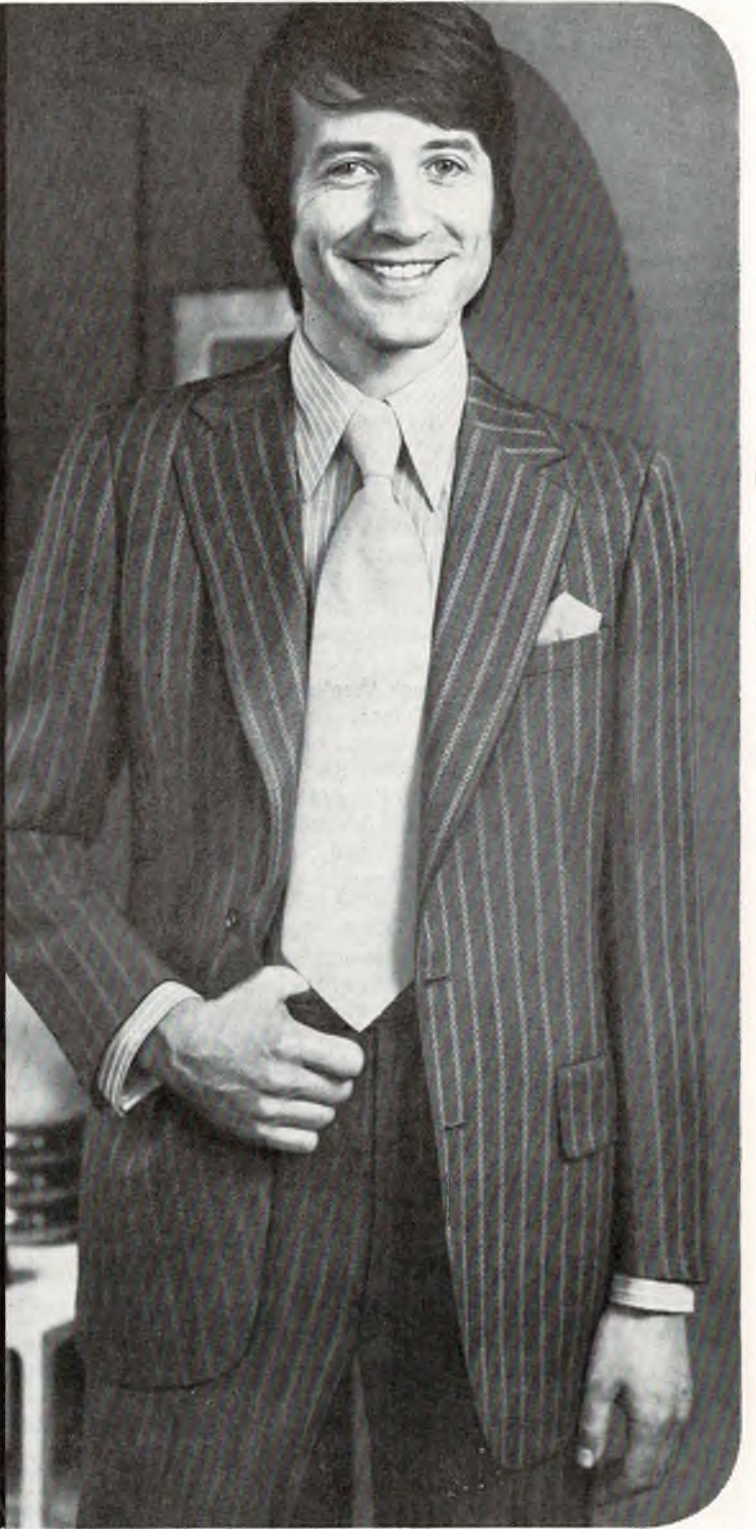
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# Dates for your diary

## YORKSHIRE CENTRE PROGRAMME

Date 1972	Event	Status	Centre Annual Competitions
1 February	Social Club Night. Nouveau.	—	—
12 February	Midnight Matinee Film Show.	—	—
22 February	Social Club Night — Sheffield Area.	—	—
6 March	Social Club Night. Cawthorne.	—	—
12 March	Sleuth's Mug.	Closed	CK
17 March	Jubilee Jump Dance.	—	—
21 March	Film Show. Bramley Liberal Club.	—	—
28 March	Annual General Meeting.	—	—
4 April	Club Night Evening Event.	Closed	K
23 April	Spring National Hill Climb, Harewood.	National	NK
2 May	Club Night Evening Event.	Closed	K
7 May	Championships Race Meeting, Croft.	Rest	NK
14 May	'E. A. Denny' Production Car Trial.	Closed	CNKA
21 May	Shell Members' Meeting, Harewood.	Closed	K
28 May	Spring Bank Holiday Meeting, Croft.	Rest	NK
30 May	Harewood Practice Evening.	—	—
3 June	Scarborough Dance, Prince of Wales.	—	—
3/4 June	Scarborough Weekend.	Closed	CNKA
16 June	Summer Dance.	—	—
25 June	Montague Burton Hill Climb, Harewood.	National	CKA
4 July	Club Night Evening Event.	Closed	K
16 July	Europe Cup Race Meeting, Cadwell.	International	—
21 July	Jubilee Barbecue, Harewood.	—	—
23 July	Shell Vintage and Novice Hill Climb.	Rest	NK
1 August	Club Night Evening Event.	Closed	K
6 August	Midsummer Race Meeting, Croft.	Rest	NK
27 August	Castrol Hill Climb, Cadwell.	Closed	—
5 September	Club Night Evening Event.	Closed	K
10 September	Shell Speedclimb, Harewood.	National	NK
17 September	Stone Trough Sporting Trial.	Rest	NK
23 September	Scarborough Dance, Prince of Wales.	—	—
24 September	Castrol Hill Climb, Scarborough.	National	NK
3 October	Social Club Night.	—	—
29 October	Greenwood Cup Production Car Trial.	Closed	CNKA
7 November	Social Club Night.	—	—
18 November	Jubilee Ball, Queens Hotel, Leeds.	—	—
5 December	Social Club Night.	—	—

### CENTRE ANNUAL COMPETITIONS

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

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

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

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

Events marked "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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