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MARCH **72**

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# YORKSHIRE CENTRE CIRCULAR

PUBLISHED MONTHLY

EIGHTEENTH YEAR No. 200.

MARCH **72**

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Not only is 1972 our Golden Jubilee year in the Yorkshire Centre but this month marks the 200th issue of The Yorkshire Centre Circular. It was way back in 1954 that Mike Wilson first produced a properly printed magazine instead of a duplicated sheet and it has continued in the same form ever since. It is remarkable that when most other Clubs that have had magazines of their own are finding it necessary to economise and revert to the duplicated sheet, ours seems to go from strength to strength and the problem is to keep it down to size.

During the past eighteen years, the 'Circular' has seen many ups and downs but it has always been there to, we hope, brighten your breakfast table at the beginning of every month. It could not have got off to a better start than to have Mike as its first editor and he really got it established during his twelve years at the helm. When, in 1966 he found that pressure of work made it increasingly difficult for him to guarantee a magazine on the first of every month, we were fortunate to have John Stroud ready to step into the breach and take over just where Mike had left off. John kept it going strongly for the next four years before he found himself suddenly whisked off to the South with his work. The present editor took over in March, 1970 and so now has completed two years in the chair. We are probably lucky that we have only had to call on three editors in two hundred issues

## COVER PICTURE

The subject of our road test this month is the interesting new Volkswagen K70 front wheel drive car. In this picture it is seen parked in Leyburn market place in the winter sunshine.

(Photo. Bob Soper)

(the equivalent amount of writing to about 20 full length novels!) which has helped to maintain continuity of the magazine and, more important, the Centre as a whole.

As the present editor I would like to thank all those who have helped me so much during my two years. I include both Mike and John for their help in getting out my early issues, Tony Hodgetts for his regular monthly column Competition Chatter, Jeff Binns for photographs, everyone who has submitted an article for publication, all you letter writers — let's have some more and as contentious as possible, and most of all, our advertisers. Without our advertisers we could not possibly produce this magazine and we really do thank them for their long and continued support. We cannot end our tributes without one to Harry Munroe whose job of getting the magazine out on time is not helped by getting most of the copy just that odd day later each time. Somehow he always manages, no matter what obstacles seem to be in the way.

By the time issue 300 comes along there will, no doubt, be another editor in this chair but in the meantime I do hope that you will all continue to send in your articles and letters so that I can try to keep the magazine up to standard.

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## Forthcoming Events

### Club Night — Underground Autotests — 4th April

We are starting our competitive club night season one month earlier this year with an Auto-test meeting in the underground car park at Montague Burton's Hudson Road Factory.

Mike Wilson and Arnold Burton are the organisers and they have laid out a series of interesting tests which are not too difficult for the beginners but still give scope for the quick boys to show their skills. As with all our club nights, you do not need a competition licence to enter this event, nor do you need a crash helmet. Our usual classes will be used and so any type of car will be suitable to enter in and will only be competing against similar cars. On this type of event there will be no outright winner, only four class winners to make things a lot fairer on the Annual competitions and so now the driver of a Zodiac has as much chance as a Mini Cooper man of getting maximum points.

It is a long time since the days of the 'Burtons Sprint' and for those who have not been before, we will be using the Hudson Road entrance after which arrows will show the way. Unfortunately Hudson Road is not the easiest place to find for it runs off Stoney Rock Lane. For those who do not know the area it is best to make your way to the

Woodpecker cross roads at the bottom of York Road, Leeds. Coming off the Inner Ring Road turn left and coming from York turn right at the lights. After about 100 yards keep right so that the open space is on your left and you are now on Stoney Rock Lane. Hudson Road is on your right about half a mile up the road.

The event starts at 7 p.m., the entry fee is the usual 50p and the finish will be at the Nouveau Disco on East Parade, Leeds 1, from about 9-30. There will be a route card to get you from Hudson Road to the Nouveau.

### Castrol Motor Clubs Quiz Finals — 8th April

Our team being in the Inter Area Finals, there is a good chance that they could now be in the National finals. Unfortunately we have to go to press before we know this and so can only say that if we have got this far the finals are at the Savoy Hotel, Birmingham, on Saturday, 8th April and full details will be on a duplicated insert.

### Harewood 'Spring National' Hill Climb — 23rd April

Our hill climb this season opens as usual with the Spring National at Harewood which is an early round of the Castrol/BARC Hill Climb Championship. It is early yet to see just what the form is but from the number who have been fettling furiously over the winter, there should be some quick motors about and well worth coming to see.

If you have not yet sent in your marshalling form, do so as soon as possible or you may not get the job that you want at Harewood. This year the response has been very good but there is still room for a few more volunteers to help do the hundred and one jobs needed to make the hill climb a success.

Regs are enclosed with this 'Circular' and, being a Championship event, it is certain to be over subscribed. Intending competitors should make sure that their entry goes off by return of post to be certain of an entry. Read the regulations carefully and if there is anything that you are in doubt about, ring Mike Wilson at Leeds 638392 or Tony Hodgetts at Arthington 2375 who will be able to put you in the picture.

**Stop Press.** They lost the inter-area final and so are not now in the National final.

### Club Night — 2nd May

Make a note in your diary that there will be a Club night of a competitive nature on the first Tuesday in May organised by Gordon Chippindale and Ian Hardy. With two such experienced competitors it should be a very good do and, if nothing else, should see a different name in the lead of the Mini class. More details next month.

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## BARCounter

Those of you who have VHF on their car radios will be able to hear a new programme soon on Radio Leeds. It is called *Wheels and Water*, but more to the point, the two people presenting it are **JOHN TOOTH** and our own **LINDA THORNTON**. The programme is aimed at all types of motoring and will give a good coverage of our sport in the area. It will be on the air live at 7 p.m. on Thursday evening, so make a note to listen in. Apart from getting through quite a few books in the office over the winter, Linda found time to enter a beauty competition as well. This was the Miss Croft Autodrome 1972 competition and out of 52 entries she came fourth which was a good effort. We wish her all the best on her new radio career which she will be able to run in conjunction with her job with the club.

Congratulations department. First to **MARTIN SMITH** and **MARYLIN MANN** who were married earlier in the month. Secondly to **PETER** and **HELEN KAY** who produced yet another son, **CHARLES**. They have now three as well as one daughter, and rumour has it that they are determined to outdo the Procters and the Woods who are five strong each.

Now down to Sheffield where **PETER VARLEY**, **DAVID ELLIOTT** and **JANE BEARDSLEY** all celebrated their birthdays on the 18th. Apparently there was quite a party where some of them got drunk.

We offer our congratulations to **PETER GRIFFIN** who has been elected to the development committee of the B.A.R.C. in London.

Next a couple who have announced their engagement this month. They are **STUART ADAMSON** and **NORMA TATHAM**. Stuart and Norma come to most of our social and evening events but find things difficult at weekends as Stuart is in the newspaper business distributing Sunday papers from a very early hour when he should really be enjoying himself at Harewood. We wish them all the very best in the future.

Another of our committee members to do this thing next month is **JOHN BUSFIELD** who, with **GEOFF WINDER**, is going to attempt to drive from Lands End to John O'Groats in a day at an average speed of 50 miles per hour in a 1928 Austin 7 Chummy open tourer. This epic drive will take place on Sunday, 2nd April and we wish them both the very best of luck for, despite the M6, it will still be a long and exhausting ride.



*Peter Kaye is a dad again.*

Once again it looks as though the up to 2 litre Sports car class is going to be tough this year for two of our members have bought new Chevron B21's. They are **PETER SMITH** and **TREVOR TWAITES** who will be doing the full season of British events as well as a fair sprinkling of Continental ones as well. The Chevron is one of the best 2 litre cars in the world at the moment and we wish both Peter and Trevor every success with their's on the circuits. It seems a pity sometimes that these cars are only used in race meetings, some of them very minor ones, when they are probably the most competitive car around for the European Mountain Championship which must be a gift for someone prepared to have a go. What about it lads, we've never had a European Hill Climb Champion from the Centre.

In the small ads column this month is one that may surprise the competitors amongst you. Yes, **SID HANSON** is actually selling his Z car, without which he has not been seen for a very long time. It is remarkable to think that this car has probably been to more different motoring events than any other in the country and has seen almost a generation of racing drivers come and go. It is being replaced by a Reliant Scimitar and it will be interesting to see whether this lasts as long as the

Continued on page 18

# POWER

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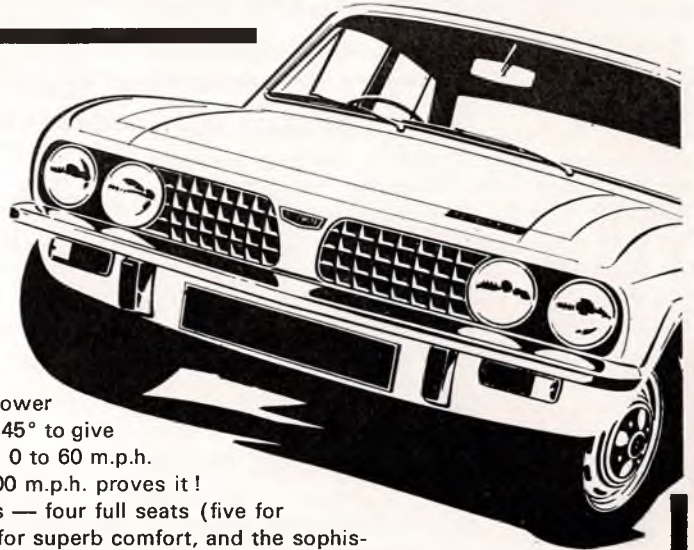
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# SLEUTH'S MUG

Each year we give husbands and wives the opportunity to exercise their lungs in the fresh air by having a shouting match on the Sleuth's Mug. This year was no exception for the route, in the form of a poem interspersed with subtle clues, was sufficiently difficult to tax even the brightest navigator. Brian and Janet Kitching did a good job in producing an event sufficiently difficult so that the winner lost quite a lot of marks but not so bad that the not so bright got lost.

The event started at the Wharfedale Inn, Arthington and then led through Pool where the organisers showed how their minds were working by producing an odd anagram about mints. From there we went through Washburndale up into Nidderdale and then over into Wensleydale before finishing at the Drovers Inn, Bishop Thornton. Some of the clues were very difficult and people had to make detours to try to solve them. The actual route was just over 50 miles but some people managed to drive nearly 70 whilst some actually went off the route in search of inspiration. Your editor denies all the accusations made as to why he was pushed out of a field and is issuing writs against those who made such slanderous accusations when he came in so late.

There were twenty-seven entries altogether and David Naylor emerged as the clear winner navigated by George Asquith. Thirty points behind came John and Margaret Suttinstall whose secret weapon was young Michael in the back seat and in third place was committee member, Denys Townsend with the same marks as the Suttinstalls but more miles. Linda Thornton was the best bird but it makes one wonder what having John Cockayne, Ian Hardy, Richard Austin, Jacky Jackson and Gordon Chippindale as the last five proves. Perhaps they were all worried about organising next years event. That doubtful privilege goes to David Naylor but as a consolation it does put him in the lead of the Esso Trophy which you can read more about later on in this 'Circular'.

We thank Brian and Janet for putting on such a good event to start our Jubilee year and we hope that the rest of the season goes as well.

## Results

1. D. C. Naylor .....	230
2. J. C. Suttinstall .....	200
D. N. Townsend .....	200

4. R. D. Smith .....	185
G. D. Taylor .....	185
6. H. C. Mason .....	180
7. D. Easthope .....	175
8. J. M. Busfield .....	170
Miss L. Thornton .....	170
10. Miss S.T. Haigh .....	165
M. J. Frost .....	165
W. R. Varley .....	165
13. P. Hargreaves .....	155
14. M. Lanfranchi .....	150
15. D. W. Taylor .....	140
J. Johnstone .....	140
17. Miss J. Marden .....	130
18. M. M. Rogerson .....	115
19. K. Hodgson .....	110
20. D. K. Haigh .....	105
21. J. S. Cockayne .....	95
I. K. Hardy .....	95
23. R. K. Austin .....	85
Mrs. J. Jackson .....	85
25. G. Chippindale .....	80
R. G. Hooper retired and H. White is still out on the course.	

## ESSO UNIFLOW GOLDEN JUBILEE TROPHY

As a once and for all donation towards our Golden Jubilee year, Esso have kindly donated an award of a Trophy and twenty-five pounds in cash to be awarded at the Jubilee Dinner.

This is to be awarded on a points system marked the same way as the Pearce Trophy and marks can be gained on four out of five different types of event. The qualifying events are :

- The Sleuth's Mug
- The Scarborough Rally
- The Golf Competition
- The Greenwood Cup
- One Club Night

The last one may take a bit of explaining. Marks will be awarded on the basis of the best performance that a competitor puts up on any club night so that he can win just one and come last on the rest to get maximum points. In this way one can drop one of the other qualifying rounds and keep doing club nights until one gets a class win. This will be a very worthwhile award to win and Pearce Trophy entrants will automatically be entered. Why don't you enter and try to win — it is wide open to everyone.



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## VOLKSWAGEN K70

Whilst the Toyota was being repaired after last month's shunt I had the opportunity to try one of the new Volkswagen K70 front wheel drive saloons. The interest in the K70 is that Volkswagen, of all people, have finally brought out a car with the engine at the front, front wheel drive, overhead camshaft and, wait for it, water cooling. It is as well that they are going for the Rover 2000, Triumph 2000 and Volvo market for all this revolution in one go must be too much for the 'dyed in the wool' Beetle devotee to stomach all at once. The fact of the matter is that this isn't really a Volkswagen but one that came as part of the N.S.U. package deal. The power unit was already fully developed and all V.W. had to do was to pop it into a car.

The car that they put it into which they call the K70 is certainly one of the most attractive on the market as far as looks are concerned, having the best shape of any of the Continentals in its price range. The bodywork is well up to the previous standard of Volkswagen with all the brightwork in stainless steel except for the bumpers which have rubber inserts to guard against scratches in the car park. The front grille is a moulded plastic which will clean very easily and there is a very large amount of glass for excellent all round vision. Following extensive research with their Experimental Safety Vehicle V.W. have designed the

body to have five distinct zones in the event of an accident. In front of the engine and at the rear of the boot are the two primary crunch zones which absorb the first part of any impact. The second part of the impact is taken by the secondary zones which extend to the scuttle at the front and the rear squab at the rear. All these are designed to fold up gradually, leaving the reinforced passenger shell in one piece. An additional safety feature is the fuel tank which is now under the floor at the rear whilst ZX tyres as standard equipment are a good idea.

Inside the car one immediately thinks in terms of Teutonic efficiency rather than luxury. It is amazing how National characteristics come out in the design of car interiors. The French always concentrate on making sure that the seats are the most comfortable possible no matter how dreadful the rest of the car is. They obviously have as their priority the thought that their customers may want to stay the night in the car and so comfort is the main requisite. Most Americans are Walter Mittys who feel the need to prove something and so their driving compartments — cockpits — are a mixture of a Formula 1 and a 747 but somewhere along the line they tend to miss out. The English rely on the 'Old school tie' image of as much polished wood (now plastic) on the dashboard to preserve at least an image of the



*This view of the K70 shows the excellent ground clearance and clean lines. Fortunately the one that you buy does not have the large letters on the side.*

*Photo. Bob Soper*

# Meet Mr Burt—a bold new character at Burton

Mr Burt is a whole new range of younger, trendier made-to-measure suits from Burton.  
This one is Mr Burt in geometric stripe.



## K.70—continued.

Vintage era and so keep their outlook firmly looking backwards whilst the Germans are always quite impersonal with the whole layout. All that is needed is there but one never gets into a German car and thinks 'What a good interior'. The front seats are very comfortable although I would have liked a higher back rest. At the rear there is plenty of leg room but my rear seat passenger did complain when we went round corners quickly and found no support from the rear squab.

The instrumentation is adequate without being excessive, there being a speedometer up to 120 m.p.h., a tachometer up to 7000 r.p.m. — the safe revs are 6500 — a petrol gauge, a water temperature gauge), a clock and a warning light for everything else. One warning light that I did like was the one to show that the fuel was down to the reserve level. With this, one can check fuel consumption very accurately. All the controls are on two stalks from the steering column and these one quickly gets used to after a few miles on the road. The heating and ventilation system takes somewhat longer to fathom out but once I got the hang of it, it seemed to be quite efficient. This car has a very high sill and my passenger complained bitterly when she caught her head three times climbing in — this is something I have never come across before.

The power unit is a conventional four-in-line single overhead camshaft engine mounted fore and aft in the chassis. This drives a countershaft under which is a conventional four speed gearbox. The output shaft then goes forward to drive the crown wheel and pinion located under the crankshaft. At the front the brakes are inboard discs which makes a very compact power transmission/braking unit. For the size of car the engine is quite small at 1605 c.c. but its ultimate power output is quite high at 105 b.h.p. at 5500 r.p.m. As would be expected the torque is not quite so good being 110 lbs. ft. at 3500 r.p.m. and this is reflected in the performance. The cylinder head is of alloy construction and the carburation is by a single twin choke Solex. The radiator is in the conventional place but I did not like having to fish down between it and the engine to find the dipstick. As is normal practice these days, an alternator is fitted as standard. The gear linkage operates alongside the box and feels just like a normal rear engined Beetle.

The suspension is fully independent all round with McPherson struts at the front and spring damper units at the rear attached to a very complex trailing link system. There is a roll bar at the rear

but not at the front. Steering is by rack and pinion and foldaway column in the event of an accident.

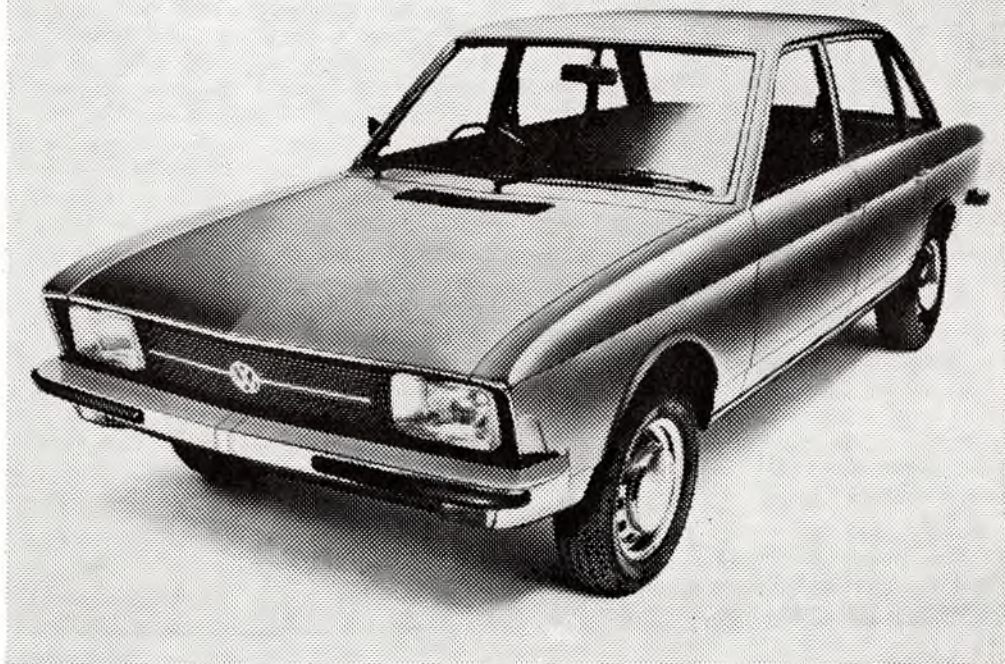
The first thing one notices when starting the car is that it is quite noisy and that the engine sounds very much like an air cooled Beetle only now the sound is at the front instead of being behind the driver. Once the engine has warmed up and one can put the choke in, it is a little quieter and runs very smoothly. Using the gears it soon gets up to the claimed 0—50 figure of 8.9 secs. and will then cruise at the legal limit all day with no effort. On the motorway it handles very well and at the top end there is ample power to accelerate out of trouble. The test car had only done 1200 miles and we were unable to test the car for top speed but see no reason why it shouldn't do the claimed 98 m.p.h. Off the motorways it was good on really fast winding roads where the front wheel drive enabled us to take quite sharp corners very quickly. It was on the tighter parts that the car was not so good and the size of the engine became apparent. To be fair, V.W. do not sell this as a rally car and so one must not expect too much in the way of performance but I did find it tiring to have to keep changing down to third and second on only slight gradients on the twisty Dales roads. When one looks at the cars that V.W. consider to be the opposition and sees their relative power outputs, one realises that the Rover 112 lbs. ft. at 2700 r.p.m. against 110 lbs. ft. at 3500 r.p.m. is worth more than the W.W.'s 105 B.H.P. against 90 B.H.P. at 5500 r.p.m. in a car geared at 19 m.p.h. per 1000 revs in top. These days with traffic so congested and our speed limits as they are, I have always believed in good acceleration from low speeds in top rather than a high top speed that can never be used. My feeling was that the K70 could have used a slightly lower gear or another 300 c.c. to advantage.

Being a disciple of front wheel drive as in the Cooper 'S' I was interested to see the difference with this car. As it was there was no feel whatsoever to make one think that the drive was at the front. It could be the double jointed steering column but there was none of that get up and go feeling that one gets when the Mini sets off quickly. The feel of the car on the road was not unlike my Toyota and I would certainly have put money on the drive being at the back if I had not known.

Whilst feeling very much like the old V.W. the gearchange is very light and positive and, for driving test enthusiasts, the change from first to reverse is very quick and easy. The gears are well

Continued on page 16

**Volkswagen have done some  
odd things in their time,  
but never anything quite like this.**



After all Volkswagen's little eccentricities, they've finally come up with something closely resembling a normal, civilised car:

The K70.

Water-cooled. Front-wheel drive. Front engine. Fast. Roomy. And not at all bad looking.

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It's the one that looks as if it doesn't belong here.



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Ingleby Road, Bradford 8. Tel: Bradford 491414.

## AND WE CALL THIS A SPORT

For anyone who has ever ski'd I do not have to explain the difficulties in controlling two pieces of wood attached to your feet. Unlike that nice safe metal box with four wheels and a pair of brakes, skis are lethal. As far as I can see the only satisfactory way to stop is fall over. When you have done this a few times on the same place you have very wet trousers and a rather sore part of the anatomy.

A car has a steering wheel that when turned to the left turns the wheels in the appropriate direction and round the corner you go. Not so skis. These are controlled by sheer force, brute ignorance and a sinking feeling that although you are doing your best to turn a corner they are still going straight on, heading for another poor mortal who's skis are acting like magnets to yours. Here again the only way to stop is fall over or come into contact with the other skier. Unlike cars, skis never become damaged only the person driving them.

Never before have I met anything with a mind of its own to equal the two pieces of wood known as skis. Whatever you want to do they want to do something different. They take a malicious delight in behaving themselves until you are passing your old ski class — and then — with a great deal of cunning they cross themselves at the front and there you are in a great pile in front of your old ski-instructor. This I think is your most embarrassing moment.

Mind you skis are not always classed as a nuisance. For instance, they can help a friendship by leaps and bounds. Behind you ski-ing down the slope you can see that rather nice bloke from the next hotel. What better excuse for a chat can you have than when he comes to pick you up out of a snow drift that your skis have driven you into. With a bit of prompting they can get you into any situation that needs the aid of a second party to help you out.

Oh yes, and then there's the two skier aids the 'T.Bar' and the 'Batton'. Whether they are aids to the top of the hill, getting to know the lift operator having fallen off for the third time and had to come back to the start again, or aids to the hospital when the contraption has come up behind you and hit you on the head for the second time I will never know, but there they are and if you want to ski down the hill, short of walking all the way to the top, you have to master them.

Well having watched people trying to control their new attachments to their feet, having tried it myself, and been semi successful, I would say that Fred Bloggs in his 850 c.c. banger or the local

club rally has more chance of staying on the road with two foot of snow beneath him, than the average person has of standing upright on his or her ski's for more than 5 minutes at a time. Still, as I say, it all experience. I think I shall be sky diving next. At least you only have to hit the floor once!

L.A.T.

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## CASTROL QUIZ

Once again our quiz team has emerged as the Area Winners of the Castrol Motor Club Quiz. Captained by David Scatchard with Paul Hargreaves and Roger Ellis as the other team members, they never failed to get a four figure score in any round. In fact they seemed to get better as each round come along to finish the quiz with two all time record scores. By the time you read this they will have been to the National quarter finals in Derby on March 25th from where, if they are successful, they will be going to the National Semi-finals and Finals in Birmingham on 8th April. If the team do get to the finals, we would like as many of you as possible to go along and give your support. Mike Wilson will have all the details as will Linda in the office.

The path to the finals was as follows :

- 1st round v. David Brown M.C. 1000 — 125.
- 2nd round v. Wakefield M.S.C. 1255 — 300
- 3rd round v. Lincoln Light Car Club 1210 — 210
- Semi-final v. North Midland M.C. 1555 — 140
- Final v. Castleford Motor Club 1765 — 410

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## COMPETITION CHATTER

### Invitation Events

- April 15/16 North Humberside Motor Club.  
Holderness Rally. Start 10-30 p.m. in Hull.
- April 16 Longton & District Motor Club. Sprint at Longridge Circuit, Preston.
- May 6/7 David Brown Sports and Social Club  
'Elcar Trophy Rally'.  
Starts at 102/194087½.
- May 20/21 Shipley & District Motor Club. C. D.  
Bramall Trophy Rally.
- May 20
- July 1 Aintree Circuit Club Race Meetings.
- Sept. 9

Regulations for all the above events are available from the Centre Office.

A.J.H.

# BRISTOL BOATS

AMSTERDAM 3 hrs.	—	2nd Overall
LEIGE 6 hrs.	—	2nd O.N. Class
PARIS 6 hrs.	—	1st O.I. Class
		<b>S.B.B.N.F. TROPHY</b>
GENEVA INTERNATIONAL	—	1st Overall
<b>BRITISH DRIVERS CHAMPIONSHIP</b>		
1st G. Norton	—	Bristol 14' E.U.
2nd T. Williams	—	Bristol 14' E.U.
3rd R. Clark	—	Bristol 14' E.U.

—:O:—

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—:O:—

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# Correspondence

Dear Sir,

I am writing this letter as a warning to your readers not to expect too much from misleading adverts in the press.

It all started you see when I met this blonde. Someone said something about her coming from Bristol but she told me she lived in Barnsley. Anyway, I asked her for a date and she said "Yes". Well, I hadn't taken a bird out before, not a big one like this anyway, so I thought I'd make sure I did everything right and started to read the adverts.

The first thing was to get a decent car and looking through the ads I saw one for the Lotus Europa — 'The Gentlemanly Beast'. "That's it", I thought, "that's my image; real 'he' man stuff here". So I went out and bought one. No sooner had I got it built and running than I saw a Lucas ad saying that if it was going to break down, it was bound to be a Lucas bit at fault, and I should know all about B90. Well, I couldn't risk it, could I, so I swapped the whole electric system after the first 50 miles. Just to be safe, I put a complete set of spare electrics in the boot and some spanners for when they broke on the road. Another ad said that the headlights were useless, so I changed them for a set of Lucas Brighteyes units. Surprisingly, the standard ones were made by the firm that said that they were no good.

I felt better now that the car was O.K. and set about getting some with it gear to go with my new image. Where to start was the problem. I was taking her to the seaside, so I thought "Casual gear to go with my new image — that's the thing". A pair of skin tight Levis and a Wolsey skinnyrib polo neck in loganberry, together with some coloured socks to put me on the same footing as Tony Jacklin were a good start. A Jackie Stewart hat was a must, as were my coloured Y fronts and with-it boots.

Sartorially sound, I set about the other essentials like the bottle of Courvoisier alongside the bed for when we got back to my pad that night. Of course, I'd already bought my Grandee cigars and bottle of whisky. In fact I bought two — one of Black and White and one of Johnnie Walker since both seemed to be the answer to instant success. Having done this I set about getting ready.

I started with a Badedas bath after which I dashed to the window but instead of the bird on a horse, all I saw was the window cleaner falling backwards off his ladder with the shock. This was my first set back although I didn't know it at

the time. I used a Gillette blade for my shave before using lashings of Brut aftershave, talc and sun tan lotion. My teeth I cleaned with Colgates to give me a ring of confidence — after using Lifebuoy soap no one was going to say that I had a problem — and to make doubly certain, I took some Amplex tablets. To finish the job off I sprayed my hair with Cossack and was ready for action.

I set off for Barnsley to pick her up and then we made for Bridlington where we stopped on the front. "Better make a move", I thought, and so I leaned over to give her a kiss. Just as our lips were about to meet, she pushed me off and said "You don't 'alf pong". With that she jumped out of the car and ran over to a Reliant three wheeler van and drove off with a scruffy looking chap in his overalls.

Where did I go wrong ?

Yours etc.,

Ossett.

Ernest Youngman.

---

## K.70—continued

spaced out for normal road work, it being possible to pull 70 m.p.h. in third without much effort. The steering is light and precise despite the radials, but the lock of 35 ft. for a 14' 4" long car does not compare favourably with the Rover which is 15 ft. long and will turn round in 31 ft. 6ins. This is due to the front wheel drive and could be a disadvantage on driving test and production car trials. One thing that would be good on trials is the extremely good ground clearance for there is nothing projecting underneath.

The tank holds 11.9 gallons and V.W. claim 27 m.p.g., a figure which I would not dispute for I seemed to get over 30 on the test run. The boot is very large and sensible shape with the added bonus of having the rear squab folding forward for long parcels.

The price of the K70 is £1,625 ex-works including purchase tax but by the time one has fitted seat belts, paid for delivery, the mettalic paint, tax and insurance this is over £1,700 and with a radio it is nearly £1,750. Price-wise this certainly puts the car into the Rover and Triumph bracket and should appeal to those who want a different car from the common herd. Whilst this is undoubtedly the best Volkswagen ever made, it will be interesting to see whether they come up against the same problem as Jowett did when they brought out the Javelin and tried to sell a luxury car under a peoples car name.

I am indebted to B. Waterhouse & Son Ltd. for making this car available for test.

R.S.





## FOR LOTUS OWNERS EVERYWHERE

Rowley now has a C.O.D. service for their new comprehensive range of Lotus parts.

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**R**  
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## MISCELLANEOUS

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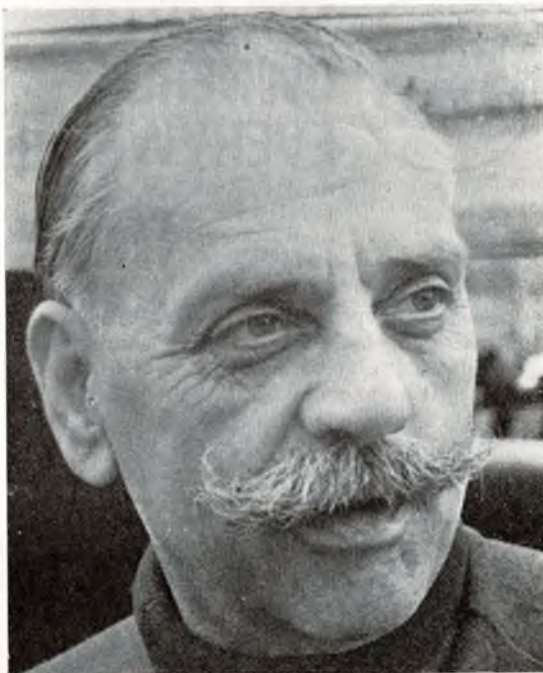
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Mk. 2 ZEPHYR for sale. This is a 100 m.p.h. car and has been with the owner from new. 100% mechanically sound. £200 worth of extra equipment including twin choke Weber & 6 branch exhaust, spare gear box with Laycock overdrive, new Diff in original packing and other items too numerous to mention. Price £295. Apply Flt./Lt. S. H. Hanson, 26 Greyshields Avenue, Leeds LS6 3DR or Tel. Pudsey 71892 (Day only).

---

4 Goodyear G.P. tyres to fit T.R. 6.90x15. 3000 miles. Flawless £9. Also one new spare if required. Mr. Rice, 15 Preston Parade, Leeds 11. Tel. Leeds 705602.

BARCounter—continued.



*Sid Hanson*

faithful Zephyr. Those who knew him will be aware that Sid is quite a character and it would be possible to fill a book with his exploits. One that springs to mind was an occasion some years ago at Castle Howard when a group of competitors had just entered the local pub and ordered their drinks. Sid walked in and told them that he was just checking to see that no one was taking alcohol before they drove on the hill as required in the Blue Book. The assembled company all told him that they were not drinking and that the pints were not theirs at which Sid picked up the nearest freshly poured pint and said "We can't waste these then can we"? and proceeded to drink it whilst its astonished owner looked on in amazement.

### Good News and Bad News Section

First the good news. As reported before, the Harewood practice evening is back in our calendar again so that everyone can have a go up the hill in their standard wotsits to prove how easy it all is.

Now for the bad news. Unfortunately you will need a Competition licence before you can enter which rather defeats the whole object. It is possible to get a temporary licence for one event and we will give full details next month of how to go about this.

Continued on page 20

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BARCounter—continued.

Last year we had quite a few showbiz types at our events including a certain pop star who sent flutters through the hearts of some of our lady members at Scarborough. In fact **JOSEPHINE LEE** was so astonished to discover her idol outside the Castrol caravan that she nearly poured some Castrol coffee over him as the picture shows.



An item we nearly missed. Your editor and **STEPHANIE HAIGH** announced their engagement during the month.

#### Ford Rally School

Late details have just come in about the Ford Rally School to be held at Service Garage, Dodworth Road, Barnsley on 4th May, 1972. This is a whole day do on a Thursday starting at 9-30 a.m. with films and lectures by works drivers and technicians finishing about 5 p.m. In the evening from 7-30 p.m. there will be an 'Autosport' forum in conjunction with the magazine and some more films. Details from T. C. Watkins at Barnsley 5471.

## APRIL CIRCULAR

All copy, advertisements, etc. for publication in the April Circular must be received by  
**WEDNESDAY 12th APRIL**  
otherwise publication in that issue cannot be guaranteed.

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# Dates for your diary

## YORKSHIRE CENTRE PROGRAMME

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

### CENTRE ANNUAL COMPETITIONS

Events marked "N" must be entered under B.A.R.C. to qualify for marking.  
 Events marked "C" qualify for the Chippy-lola Vase competition.  
 Events marked "K" qualify for the Ken Lee Trophy competition.  
 Events marked "A" qualify for the Arnold Burton Trophy competition.  
 Events marked "E" qualify for the Esso Uniflow Trophy Competition.  
 All competitive events qualify for the Pearce Trophy/Firth Bowl competition.

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

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