



YORKSHIRE CENTRE CIRCULAR



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EDITOR

R. SOPER
Bramham, Yorks.
Tel. Boston Spa 84 3772

ADVERTISEMENT MANAGER

M. S. WILSON
Silver Royd House, Leeds 12
Tel. Leeds 630944/638392

YORKSHIRE CENTRE

B.A.R.C. YORKSHIRE OFFICE
6 Sidney Street, Vicar Lane, Leeds 2
Tel. Leeds 38972

VICE-PRESIDENT

A. J. Burton
Carlshead House, Sicklinghall
Tel. Wetherby 2861

CHAIRMAN

M. S. Wilson
Silver Royd House, Leeds 12. Tel. Leeds 630944/638392

VICE-CHAIRMAN & SECRETARY

H. C. Mason
4 South Parade, Leeds 1. Tel. Leeds 20756

TREASURER

M. H. Whaley
Guiseley Garages Ltd., Otley Road, Guiseley
Tel. Guiseley 2244

COMPETITION SECRETARY

A. J. Hodgetts.
"East Fold", 17a Eastgate, Bramhope, Leeds
Tel. Arthington 2375

SOCIAL SECRETARY

L. S. Stross
"The Coppice", 276 Alwoodley Lane, Leeds 17
Tel. Leeds 682870

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THE TWO-EDGED SWORD

The entries coming in for our first race meeting of the season at Croft reveal a remarkable state of affairs. In the Formula Ford race there are over one hundred applicants for only twenty-four grid positions. The reason for this is that from a drivers point of view Formula Ford gives them an inexpensive — if you can call around £2000 per car inexpensive — way into motor racing. These are brand new single seaters and the winners are then well up the rungs of the ladder to becoming noticed by team managers.

Many young men now feel that it is worth while plunging everything in to make the effort rather than scratching around with an obsolete motor car as a permanent also ran. This is highly commendable and augurs well for the sport in the future. To help things along many commercial firms are putting money into the sport at this level by sponsoring championships rather than giving it all to the Jackie Stewarts and Colin Chapmans as before. By doing this, it ensures that motor racing will carry on as the fastest growing sport in the country.

The problem is what to do with all the entrants. Motor racing needs spectators otherwise it would fold up overnight, and spectators demand variety and spectacle. They want to see Minis, Escorts, Camaros, Chevrons, Cobras as well as Formula 3 and Formulé Libre races, and so it is just not on

COVER PICTURE

The reigning Shell/R.A.C. Hillclimb Champion David Hepworth seen at the Shell meeting at Harewood last September.

(Photo. John)

to put more than one Formula Ford race on per meeting. For 100 entries one would need three heats and a final and still be left with some reserves which would take up half the meeting. This would hardly be fair to the saloon and sports car drivers and would quickly drive the spectators away.

There are now too many race meetings every weekend for the number of spectators who want to watch, so that most hardly break even, and so the answer is definitely not to put on more.

What then is the answer? Unless one is found there is going to be some drivers who have put their life savings into a car or who have spent long hours building one from scratch, going the whole season without being accepted for a single race. The early leaders in the various championships will feel that they have earned the right to compete, but there could easily be someone waiting about all season who could beat them but whose car is going out of date in the garage.

For people like this, this wonderful racing formula could prove to be very much a two-edged sword.

Forthcoming Events

Club Night — 2nd May

The May Club night this season is a combined Autotest/Production Car Trial type of event organised by Gordon Chippindale and Ian Hardy. The start will be at Harewood where they have laid out some sections and the route will then meander through Leeds and Bradford calling at various interesting sites on the way to finish at the Greyhound Inn, Tong. Gordon emphasises that this event will be definitely suitable for any type of car and is non car damaging.

The start is from 6-30 p.m. and the entry fee is 50p. Don't forget that this event counts for the Pearce Trophy, the Ken Lee Trophy and Esso Uniflo Competitions and so we look forward to seeing a full entry from people totting up points. We also need some more marshals and anyone who would like to turn out should get in touch with Linda at the Centre office who will make sure that their name goes to the right spot.

Everyone should know that the start is half way along Harewood Avenue between Harewood and Collingham on the A659 at Stockton Farm but the finish may take a little finding. Competitors will be given map references and so need Sheet 96, but the drinking set may like to know that Tong is on a yellow road which runs off the A650 Wakefield/Bradford Road about a mile west of Drighlington, Ref. 96/221305.

Croft Championships Race Meeting — 7th May

Our first race meeting of the season at Croft is the one where we run our rounds of the various championships being competed for during the season. Every race is for one championship or other but the interest competitively is now so great that the entries are becoming somewhat of an embarrassment to organisers. As we go to press (April 12th) there are over 100 Formula Ford entries for 24 grid positions. The other side of the coin is that there should be some good racing for the spectators and marshals to watch.

Owing to planning permission practice cannot start before noon which means that the first race is at 3.05 p.m. This will be a ten lap race for saloons in three classes qualifying for the 'Wendy Wools' Northern Special Saloon Championship. Races two and three are also for quick saloons sponsored by Forward Trust and then there is a Modified Sports Car race for the Chevron Oil Championship. The fifth race is the Formula Ford one qualifying for both the British Oxygen and Tate Trophies and this is followed by a Motoring News/Castrol Sports GT race in three classes. There is then a Formula Libre race and the meeting ends with a fifteen lap race for Formula Super Vee cars sponsored by Volkswagen Motors.

E. A. Denny Trial — 14th May

After the noise and smells of Croft we can recommend to you the peace and quiet of the Wensleydale countryside and the E. A. Denny Trial. This is a joint promotion between ourselves and the Yorkshire Sports Car Club and will be organised as usual by Roland Wilson of the Y.S.C.C. Why more people don't have a go at this event has always been a mystery for it is usually the best day out of the season. The start is in the morning at the Kings Head, Masham and then the route takes in some of the best scenery in Yorkshire before the lunch halt at Nosterfield. Some more really good sections follow before the finish and high tea back at Masham.

The whole atmosphere of the Denny is one of friendly rivalry and we would urge anyone thinking of starting in motor sport to use this as the way in. You will enjoy it and will not regret it. Regulations are enclosed with this 'Circular' so do make sure you send in your entry form as soon as possible.

Harewood Hill Climb — 21st May

The second hill climb at Stockton Farm this season is the Shell members meeting qualifying for no championships but just intended as a good day out for local members. The day before is the

Continued on page 6

POWER

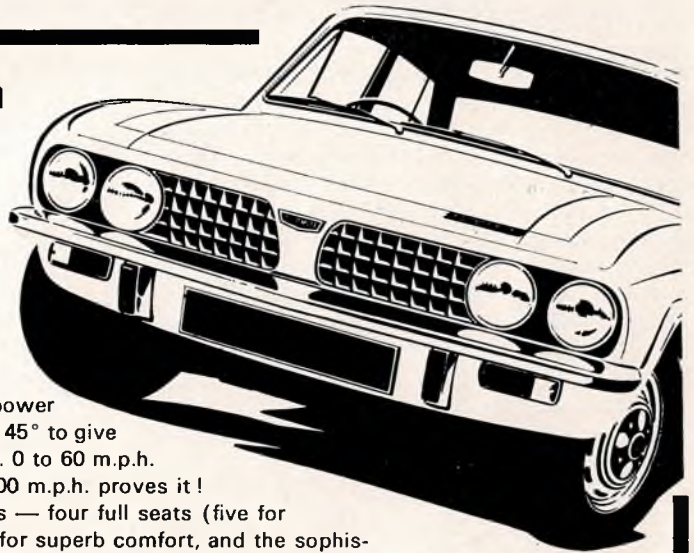
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FORTHCOMING EVENTS—continued.

Barbon round of the Shell/R.A.C. Championship and so a few of the big names should be competing but there is a round of the Castrol/BARC Championship at Guston on the same day keeping a lot of the keener types away. This means that our local members are in with a chance of picking up some winnings as well as giving the spectators some interesting cars to watch. Regs are enclosed with this 'Circular' and intending competitors should get their entries in as soon as possible.

Croft Spring Bank Holiday Race Meeting - 28th May

Three weeks after our first Croft meeting we have our second one which once again has qualifying events for umpteen championships. There are nine events with races for production saloons, special saloons, Modified sports cars, Formula Ford, Formula Vee and Formula Libre single seaters and Sports G.T. cars. As before the practice starts at noon and the first race is at 3.05 p.m.

For those who have not been to Croft before, the Autodrome is just off the A1 at Catterick. Coming from either the north or the south you should leave the A1 at the Catterick by-pass and then follow the signs.

Harewood Practice Evening — 30th May

On Bank Holiday Tuesday afternoon and evening there will be the annual Practice event at Harewood where all the marshals and generally non-competing members can have a run up the hill in their road cars or, if they are lucky, in a quick car that they have conned out of a regular competitor. Scrutineering starts at 4.00 p.m. and the first car up the hill is at 4.15 p.m. Runs will then continue with short breaks until 8.00 p.m. when the last man will go up. There will definitely be no more runs after this time to give the organisers time to clear up and make their way to the Windmill at Linton for a drink before closing time.

Entry fees are £1.00 but the nigger in the pile is that competition licences are now needed for this type of event though there are no classes or awards. Fortunately it is a comparatively painless operation obtaining one of these. One merely goes along to the nearest R.A.C. office and asks for form 7201 which should then be filled in so that the licence runs for one week from 29th May. You then send it off with 50p to Belgrave Square and it should come back by return. We must emphasise that without one, you cannot run.

Scarborough Weekend — 3/4 June

Regs are enclosed with this 'Circular' for our major non speed event of the season — the

Scarborough Weekend. As before, this will be an Autotest event with a start near the West Riding, ten tests on the way to Scarborough including the ones on the Marine Drive followed by a dance at the Prince of Wales Hotel in the evening. On the Sunday there are a further ten tests in and around Scarborough with the results being read out on Sunday evening back at the hotel.

Marking on the Scarborough is by figure of merit and, as everyone runs in their own class, this is the one event in our calendar where everyone is in with the chance of an outright win. For those who get a figure of merit over 95% there are Scarborough Cups and Scarborough Plates go to the three best Novices .

Denys Townsend, John English and Boris Hardcastle are the main organisers and they are hoping for a big turnout of entries and marshals. If you find that you cannot enter, please turn out and marshal so that you will help to make the event its usual big success.

Socially, we have booked a block of rooms at the Prince of Wales and members wishing to stay the night should reserve accommodation direct with the hotel mentioning the B.A.R.C. Last year surprisingly few people availed themselves of the excellent meal which was offered to us at an all in price well below the normal charged by the hotel. This year they have kept the cost as low as possible and we do hope that as many as possible will book the full dinner, bed and breakfast terms.

The dance will be the usual swinging affair with music by Simon Peters Bee Line Discotheque, tickets being available in advance from the Centre Office or at the door price 30p.

The cost of the rooms is as follows :-

Dinner, Bed and Breakfast	£4.10
Bed and Breakfast	£2.90
Private bathroom	each £0.50
Service charge	10%

Book direct with the Prince of Wales Hotel, Scarborough, Tel. Scarborough 66601.

Inter-Area Autotests — 30th July

On the 30th July there will be an Autotest meeting of teams of three cars from the various Associations of Car Clubs. Previously the North East has not bothered to send a team but our Competition Secretary thought that it might not be difficult to raise one from the Centre. The classes are for Minis, Large Saloons and Sports Cars and the event will be held in the Aldermaston area near London. Anyone interested contact Tony Hodgetts.

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1960	379,686	£291,627,600	£37,536,000
1970	892,633	£1,509,004,444	£116,470,496
1971	1,047,073	£1,768,273,165	£134,476,968

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BARCounter

First of all our congratulations to **BRIAN KENYON** and **PAT HOPKINSON** who announced their engagement during the month. Pat is the current holder of the ladies award on the Castrol/B.A.R.C. Hill Climb Championship which she won last year driving Brian's car, he being off the road for a season. This year Brian is back again with Pat and himself sharing the car on the full championship. They aren't doing too badly either for as we go to press Brian is leading and Pat is in third place overall. At the first event of the season — Castle Howard — Pat put the whole engagement in serious jeopardy by beating Brian and setting up a new class record but things are better now with Brian winning on the last two times out.



PAT HOPKINSON

(Photo. Josephine Lee)

One of our members works in the clinic at Huddersfield and was walking through the building the other day when she found a mother and young son obviously lost. When she asked if she could help, the mother said "Yes love, can you tell me where to take my little lad. He's got a bazooka on his foot".

Another member booked in at the Banksome Towers Hotel, Bournemouth over Easter and, walking over to the window in his first floor bedroom, read this startling notice typewritten and stuck on it.

"As the balcony has now been removed, please do not use the french window".

At the Annual General Meeting in March the new committee was elected and for the 1972-73 season is as follows :

Vice-President : Arnold Burton
 Chairman : Mike Wilson
 Vice-Chairman & Hon. Sec. : Harry Mason
 Hon. Treasurer : Morris Whaley
 Hon. Comp. Secretary : Tony Hodgetts
 Hon. Social Secretary : Chippy Stross
 Hon. Life Member of Committee : Derek Clark

Committee :

Tony Bancroft	Jim Johnstone
John Busfield	Tony Riall
John Cockayne	Chris Seaman
John English	Bob Soper
Peter Griffin	David Stead
Boris Hardcastle	Denys Townsend

We welcome on to the committee this year Tony Bancroft, John Cockayne, John English and Chris Seaman.

On the 23rd of April the fourth round of the Castrol/BARC Hillclimb championship was run at Harewood and by now the front runners for this season are beginning to emerge. As we go to press there have been two rounds at Loton Park and Prescott and once more the Yorkshire Centre is right there at the top of the leader board with Sheffield really showing the way. Brian Kenyon has celebrated his return to driving by taking an early lead closely followed by Nicky Porter and Brian's fiancée, Pat Hopkinson. It is early days yet, no one managing to score very much at Prescott it being so wet and so many people will be discarding these marks later on. There are only eleven rounds this year of which five will count and so the regulars will start to discard points after Gurston in May.

As we go to press the top ten are as follows :-

1. Brian Kenyon (Sprite) 15-65
2. Nicky Porter (Cooper S) 14-78
3. Pat Hopkinson (Sprite) 14-03
4. Richard White (RS1600) 13-18
5. Richard Shardlow (Porsche) ... 13-03
6. John Meredith (Cooper) 10-55
7. Richard Thwaites (McLaren) ... 10-50
8. David Franklin (Vixen Imp) ... 10-44
9. Bob Cartledge (Midget) 10-16
10. Mike Hawley (Brabham) 10-06

By the time you read this, these marks will be somewhat out of date, particularly if it has been dry at Pontypool and Harewood so that the quick lads will have been able to put some power on the road.

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.



Esso Uniflo "PIT STOP" Competition

Following the success of the Castrol Quiz, oil company competitions for motor clubs are coming in thick and fast, the latest one being the "Uniflo" Pit Stop competition. We have entered a team for this competition and have competed in the first round but whether we are through to the second or not is somewhat vague.

The object of the exercise is for a club team of a minimum of two and maximum of five to dismember an Escort and then rebuild it again in the shortest possible time. Only the shortest possible time was given us to get a team together and have a brief practice on one of Morris Whaley's hire cars before assembling in Ringways workshops on Whitehall Road.

Our team was made up of Jim Johnstone, Peter Kaye, Richard Sutherland, Ted Gledhill and Frank Goode and, batting first, they set to and fairly rived the poor thing apart before putting it back together again in the record time of 17:01 minutes. Afterwards the Airedale and Pennine Motor Club had a go and when the sponsors wouldn't let them bodily lift the car on to the stands, nearly had a go at the poor chap from Esso. After much argument they were allowed to start again and managed to knock three minutes off our time. As we say, we don't know whether we are in the

next round or not as the organisers were a little bit vague about who goes through, but no doubt we will hear in due course. That is of course if there is still a car there to pull about and no one has decided to go out gloriously by getting disqualified for starting the engine without filling it with oil.

Castrol Quiz

As we reported last month our quiz team of David Scatchard, Paul Hargreaves and Roger Ellis won the Area finals of Castrol Motor Club Quiz and went forward to the Inter-area finals in Derby. Here there was a three-cornered contest between Birmingham University, Bala Motor Club and ourselves. In the first round we played Birmingham and were beaten by 520 points to 330 — the first time in the season that we failed to score 1000 — and then in the second we beat Bala by 1065 to 215. Birmingham then went in and beat Bala to emerge Inter-Area winners from where they went to the National finals and beat three other clubs to win outright.

We do thank our team for upholding the prestige of the Yorkshire Centre so well once again in this competition and hope that they will be able to represent us again in the future and achieve the outright win they richly deserve.



It's all go as our team disembowel the Esso Escort in the 'Uniflo' Pit Stop Competition.

(Photo. John)

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MAY CIRCULAR

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

WEDNESDAY 17th MAY

otherwise publication in that issue cannot be guaranteed.

INDOOR AUTOTESTS

Our first competitive club night of the season was in Montague Burton's indoor car park where Mike Wilson laid out six interesting but tight tests. 31 competitors entered and all went well until Paul Hargreaves lost it and hit the main fire hydrant. This promptly fractured, flooding the place as well as bringing out the local police force so that the meeting ended on rather a damp note. Unfortunately there was no photographer present to witness our host, Arnold Burton, trying to stop the deluge and then in a bedraggled state explain to the police who he was.

Results

Class 1.

1.	I. K. Hardy (Mini)	299.2
2.	G. F. Chippindale (Cooper S)	302.8
3.	F. C. Davies (Cooper S)	313.8
4.	J. Sparling (Mini Trav.)	319.8
5.	D. N. Townsend (Cooper S)	320.2
6.	A. N. Umpleby (Cooper S)	323.0
7.	R. A. Riall (Mini)	336.4
8.	D. C. Naylor (Mini)	344.0
9.	M. P. Smith (Mini)	361.2
10.	M. G. Rogers (Mini)	362.4
11.	H. C. Mason (Cooper S)	364.4
12.	D. W. Taylor (Mini)	377.8
13.	R. H. Gibbs (Imp)	388.0

Class 2.

1.	J. Johnstone (Fiat)	334.4
2.	E. D. Clark (Escort)	412.6
3.	T. M. C. Wise (Renault)	420.0
4.	T. M. Webster (BMW)	420.4
5.	P. M. Rogerson (Capri)	421.6
6.	M. M. Rogerson (Cortina)	422.0
7.	M. A. Lanfranchi (Escort)	427.0
8.	D. Butterwick (Ford)	446.8
9.	H. D. Kennedy (Minor)	452.6
10.	S. N. Clark (Escort)	453.6
11.	J. S. Cockayne ()	468.6

Class 3.

1.	P. R. W. Hargreaves (Special)	362.4
2.	C. J. Tipping (TR6)	396.8
3.	A. J. Armitage (GT6)	399.2

Retired:

A. Forrest, A. K. Vickers, R. G. Moorhouse,
R. K. Austin.

Awards:

1st in Class: J. K. Hardy, J. Johnstone,
P. R. W. Hargreaves.

Class Awards: G. F. Chippindale, E. D. Clrk.

Novice Award: H. D. Kennedy.

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GENEVA INTERNATIONAL	—	1st Overall
BRITISH DRIVERS CHAMPIONSHIP		
1st G. Norton	—	Bristol 14' E.U.
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3rd R. Clark	—	Bristol 14' E.U.

—:O:—

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COMPETITION CHATTER

- The FIA have issued a bulletin countermanding the earlier introduction banning the "oil" flag from circuits, as a result of "strong protests raised by organisers, race officials and drivers". It is a relief to see that reason has prevailed, but somewhat disturbing, when reading the press release to learn that the proposal was "reluctantly accepted" by the C.S.I. after once refusing it. One wonders what pressure was brought to make the commission act apparently against its better judgement, and what interests were at stake, for safety certainly wasn't one of them. Rumour has it that the installation of light signals at the Paul Ricard circuit figured largely in the reason for the proposal, as they don't include striped lights.

- Another press release indicates that the Thruxton circuit enquiry has been resolved in favour of the race promoters, so the B.A.R.C. headquarters meeting will still have a home. There is of course a fringe benefit to Yorkshire centre members in that our small band of regular Thruxton visitors usually return from their forays so pleased with their harrying of Southern officials that they are quite benevolent to the locals.

- A few invitations which may be of interest.

Longton & District Motor Club, Sprint will be held at the Longbridge Circuit near Preston on May 21st, July 2nd, August 27th and September 10th.

Darlington & District Motor Club have a race meeting on 11th June, which has rounds of three championships — Reliant 750 Formula, Formula 1200, and "Wendy Wool" Northern Saloon Car Championships.

Aintree Circuit Club, race meetings will be held on May 20th, July 1st, September 9th.

Whitby Motor Club, Semperit Tyres, North Yorkshire Rally, 13th/14th May.

ShIPLEY & District Motor Club, C. D. Bramall Trophy Rally, 20th/21st May.

M.G. Car Club, North-Eastern Centre. May 14th, July 16th, September 3rd. Sprints.

Scarborough 62 Car Club, Autocross, May 14th.

Regulations available from the office.

A.J.H.

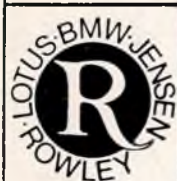


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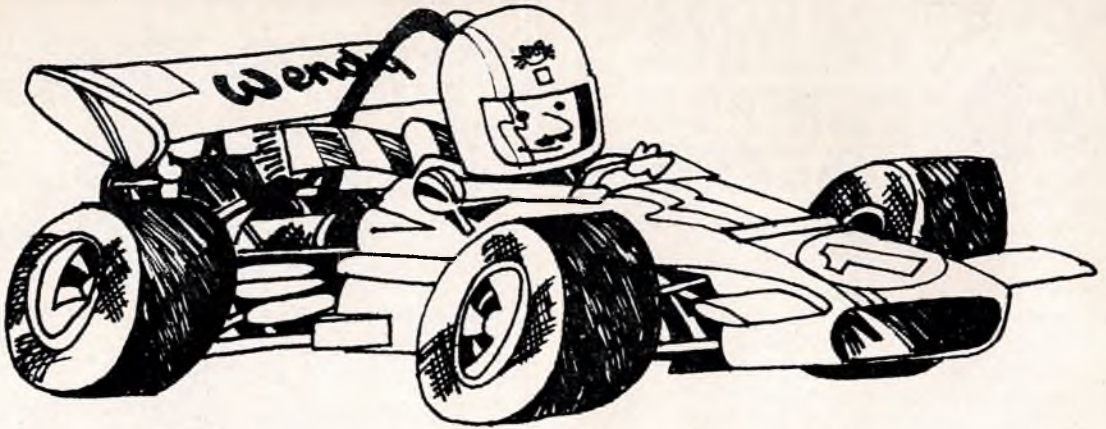
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Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date 1972	Event	Status	Centre Annual Competitions
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	CNKAE
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	CNKAE
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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