



YORKSHIRE CENTRE CIRCULAR



MARCH **73**

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YORKSHIRE CENTRE CIRCULAR

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MARCH **73**

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Published on the last Wednesday of each month.
Last day for copy is the second Wednesday of each month.

COVER PICTURE

Phil Cooper flings his 1300 round a pylon on the first test after lunch. A wash-out on this test in the morning eliminated him from the awards.

Photo Bob Soper.

Circular Advertising

If you look on the title page of this month's 'Circular' you will see that it is in its nineteenth year and that this is issue number 211. What is remarkable and indeed unique about this is that for eighteen years the Yorkshire Centre Circular has been losing money and yet, paradoxically, it has gone from strength to strength.

The reason that we have not followed other businesses that consistently lose money into Carey Street is that we have been able to make enough money from our events to absorb these losses. Now, however, with rapidly increasing costs everywhere else and our total dependence on the weather for income, the time has come for the 'Circular' to stand on its own feet.

There are two ways it can do this. One is to retract from its present professionally printed and produced form using letterpress and to go the whole hog and revert to a duplicated sheet. This would save a great deal on the cost of printing but would take just as much trouble to produce. It would still need the same postage stamp and envelope but would lose all the advertising and so the net saving would only be about £40 per month. Going half way as has been suggested in committee would be to have a glossy cover and a duplicated inside as is popular with a lot of the smaller clubs but again we would lose a lot of advertising and the net saving would be only about £30 a month. As Editor I think that both of these would be retrograde steps.

The other way is to expand both our editorial content and our advertising. Editorially we are always trying to make the magazine more interesting for more people and this month have started a new regular feature on Hillclimbing by John English which will give all the news on this neglected branch of the sport and we have other bright ideas for the future. Advertising has always been the problem for us, mainly because we have never had a live wire advertising manager to push this side of things.

However, we are now going to make a determined effort to secure good advertising from people who will benefit from using our space. We are not looking for charity advertising, only that which is commercially viable to our advertisers. I know that our circulation is not very high for we only print 1,150 copies per month but our readership is at least twice this and probably three times as many. This means that your advert will be read by 2,500 people ALL of whom are interested in cars and a very large proportion of whom actually buy their own cars as opposed to running company

cars. In fact a lot of our readers are the people who BUY the company cars. I am not theorising here because I used the Yorkshire Centre Circular for advertising for nine years and found it to be by far the best that there was for my particular field — specialised motor accessories. In fact I built up the business on the strength of my Yorkshire Centre clientele. How? Simply by making sure that my advert each month was interesting to read and making sure that the copy was changed without fail. During that time one item of copy was never repeated more than twice and I found that the advert paid for itself many times over.

This is why I am so surprised that all you motor traders are quite happy to spend vast sums of money in the daily papers on expensive panels that will be scanned through in seconds and then thrown away when for a fraction of the cost you can book a whole page in this magazine which is referred to for at least a whole month. Our press days are very near to the end of the month which allows you to give very up-to-date lists of cars for sale. Editorially we are only too anxious to give you follow-ups with advertising features and road tests of your products if you let us know in advance. The important thing is that a block advertisement in any periodical is wasted money if it is left unchanged month after month. An interesting list of cars changed each month as in most of the National monthlies must bring results. Our rates are only £20 per page which means that for the cost of one evening's advert in the local paper you can have twelve months in the Yorkshire Centre Circular. Why not give it a try?

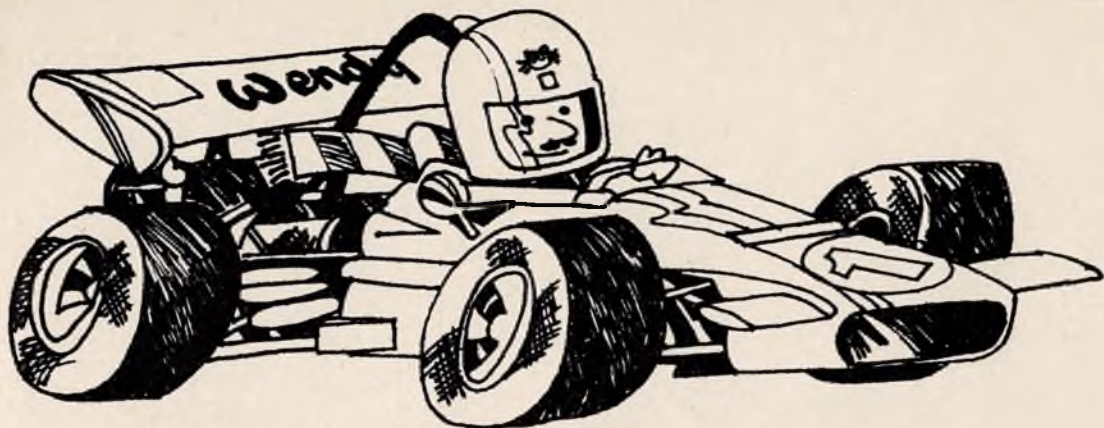
Forthcoming Events

Club Night — 3rd April

Following last month's editorial comments it has been decided to have the April Club Night in the form of a working party at Harewood to get the course in tip top condition for the first meeting on Easter Sunday. Tony Bancroft will act as shop steward and be in charge of making sure that all the grass along the edge of the course is cut back, a new marshals post is built and various fences secured after the winter.

Last year we held a similar evening which was a great success as a large number of competitors all came along with brushes, shovels, edge cutters and Flymos and did a great job in a very short time. We hope to see a similar large number of competitors, for after all, it is for their direct benefit to have the course right, come along and put in a

Continued on page 6



**For speedy knits...
for great knits...**



for little knits.



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The greatest knit.

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FORTHCOMING EVENTS—continued

couple of hours to help. Bring along whatever tools you think you might need but do make sure there are plenty of brushes and shovels and some large hammers.

Things should start around 6-30 p.m. and after dark those present should have worked up enough thirst to make a visit to the Travellers Rest, Harewood Avenue, worth while.

All Clubs Marshals Training Day — Croft 14th April

Conscious of the very high standard demanded of today's marshal, all the clubs who organise race meetings at Croft have got together to provide a day of intensive training for marshals and intending marshals of all grades. At the moment we (the BARC Yorkshire Centre) have been invited to nominate about thirty people to take part in this scheme and although volunteers are rolling in we still have room for one or two more.

The basic programme for the day is as follows and starting at 9-45 with signing-on. After a general introduction the morning will be filled by discussions and practical training on flag wagging and rescue work led by experienced instructors.

After a lunch break (with subsidised catering from the Autodrome Clubhouse) there will be a practical fire-fighting demonstration using the equivalent to normal circuit equipment. From about 1-30 p.m. there will be simulated racing on the Circuit with the marshals under training manning posts and being called upon to deal with simulated incident situations under the guidance of experienced instructors.

At about 5 p.m. there will be a general discussion about the day in the clubhouse where constructive criticism will be welcomed.

If any marshal, or anyone who feels he would like to know a bit more about this side of motor racing would like to contact me, Boris Hardcastle at "Oaklea", Wetherby Road, Bardsey, Leeds LS17 9BB or telephone Collingham Bridge 3205 in the evening I will make sure that he (or she) is included in our party.

Harewood National Hillclimb — 22nd April

For the first time in ten years the anniversary date of our Spring National Hill Climb falls on Easter Sunday and so we can expect a large number of supporters to see our season get under way. This time the event is being sponsored by

Andrews Brothers of Bradford, the BMW people and there will be a big display of BMW cars in the Hillside car park. Another novel feature of the meeting is that we are negotiating with BMW for the provision of a very quick lightweight 3 litre Coupe which will be made available for about six of the top drivers to drive. This will give a very interesting comparison between the quick single seater men and those more used to a roof over their head.

The classes are as before and we hope to see some of the more exotic machinery that has been acquired during the winter given an airing. Practice is on Saturday and the first runs start at 12-30 p.m. on Sunday.

Club Night Production Car Trial — 1st May

Advance notice that the May club night will be organised by Paul Hargreaves and will be a production car trial held in the Norwood Green area, near Halifax. More details next month.

Medical Caravan Appeal

Since this appeal was announced last month the response from our competing members has been very good indeed and with very little arm twisting, the fund now stands at £415. This is still £585 short of the target but with the season nearly upon us we have high hopes that it will be reached in a very short time. We cannot overstate the importance of getting this equipment assembled together in the shortest possible time so that it is available at all our speed events. If you have not sent in your donation yet, please do so as soon as possible for you may be the first one to need it.

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INDUSTRIAL AUTOTESTS

Our competitive season got off to a good start with some Industrial Autotests around the sunshine city of Morley early in February. This was our qualifying event for this year's Shell Motor Club League and consequently the majority of the fifty-five entries were from other clubs, some of whom are taking the League very seriously. Our team was depleted when Harry Mason managed to roll Barbara's Cooper S on the way to the pub the night before but we did manage to field a strong selection in Mike Allan, Phil Cooper, Jim Johnstone, Malcolm Lanfranchi and John Busfield. They finished in fourth place behind the Y.S.C.C., 111 Car Club and Ilkley and District Motor Club and are just over 100 points behind the leaders.

Most of the classes were large and very closely contested so that a ten second penalty could mean as many as seven places in the class and 35 points in the League. One good thing about the League is that it has made the competition on these events just that bit keener which must raise the standard of driving and be good for the sport.

They really should give Gordon Chippindale a 5% penalty now that he is driving for the Y.S.C.C. He won Class 1 very easily in his 1275GT Mini Clubman beating Francis Tindall of Ilkley by nearly 20 seconds whilst another 20 seconds separated the next eight drivers.

Again in Class 2, twenty seconds separated the first seven drivers with our trio of Jim Johnstone, Mike Allan and Phil Cooper in third, fourth and fifth places only four seconds apart. Alan Forrest and Brian Kitching tied for first place in Class 4 whilst things were very close at the top of Class 5. Here our man was Malcolm Lanfranchi who had an off day and could only manage seventh place. In the Sports car class our man was John Busfield whose M.G. B managed to beat Ian Hardy who was in the Y.S.C.C. team to give us 70 points for second place.

Altogether a very good, if cold day out, in a place which has been very aptly described in the past as 't oil.

Results

Class 1.

1. G. F. Chippindale (1275 GT)	397.2
2. F. J. Tindall (Cooper)	416.8
3. F. C. Davis (Mini)	420.6
4. J. C. Staves (Cooper)	420.8
5. R. Stark (Cooper S)	421.7
6. R. Thomson (Cooper S)	421.8
7. G. D. Taylor (Mini)	423.2
8. Y. Hodgson (Mini)	427.4

9. D. W. Taylor (Mini)	432.8
10. T. Wheeler (Mini)	442.8
11. S. Lloyd (Cooper)	444.6
12. G. Sykes (Cooper S)	477.0
13. C. J. Morton (Mini)	501.6
14. R. Windress (Mini)	523.6

Class 2.

1. M. G. Stewart (Mini)	411.6
2. D. Roberts (Clubman)	425.6
3. J. Johnstone (Datsun)	428.6
4. M. C. Allan (Datsun)	431.6
5. P. Cooper (1300)	432.6
6. R. E. Needham (Elf)	433.8
7. C. M. Leeper (Cooper)	438.4
8. R. J. Ineson (Cooper)	463.2
9. A. G. Jackson (Mini)	478.4
10. C. G. Gibson (Simca)	542.6

Class 3.

1. J. L. Pape (Mini)	490.0
2. P. Screeton (Hornet)	422.4
3. K. L. Crook (1800)	602.4

Class 4.

1. A. Forrest (Mexico)	433.4
2. B. A. Kitching (Imp)	433.4
3. D. Bott (Imp)	484.5
4. M. Taylor (Firenza)	548.6
5. A. Dixon (Firenza)	577.6

Class 5.

1. G. N. Milligan (Imp)	453.8
2. J. S. Richardson (Marina)	463.6
3. P. Adelman (Escort)	473.0
4. J. R. Purford (Anglia)	474.8
5. C. W. Stacey (V.W.)	478.6
6. E. J. Myers (Imp)	500.6
7. M. A. Lanfranchi (Escort)	502.6
8. R. Ellis (Escort)	518.8
9. P. Howard (Escort)	535.0

Class 6.

1. W. Doughty (Cortina GT)	442.0
2. P. Hargreaves (Capri)	466.8
3. M. Dale (Capri)	488.8
4. B. R. Preston (Rover)	491.0

Class 7.

1. M. Moore (Spitfire)	426.0
2. J. M. Busfield (M.G. B)	441.4
3. I. K. Hardy (M.G. B)	452.6

Continued on page 13

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BRADFORD - PRESTON - MIDDLESBROUGH - WIGAN - CHESTER - DARLINGTON
LANCASTER - NEWCASTLE UPON TYNE - YORK - STOCKPORT - HALIFAX - BOLTON
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B.A.R.C. CLUBHOUSE

Every time our members visit the De Lacy Motor Club Clubhouse, one of them always asks the same question "Why can't we have one"? Well, the time has come when there is just the slightest glimmer of a possibility that we may be able to have one. There is a lot to be done before such a thing could be aquired and some big, far reaching decisions must be made about the future of the centre.

First we must look at what sort of motor club we are. Going back ten years you could put a compass point down at Drighlington and draw a circle of about fifteen miles radius into which the vast majority of our members lived. There were a few in York, Hull and Sheffield but most lived in the Leeds, Bradford, Halifax and Huddersfield areas. In those days one could look forward to an entry of forty or fifty to our club nights and events like the Sleuth's Mug, Denny and Greenwood always had entries over the fifty mark. At that time the Government brought in its anti-rally legislation and so we opted out of running "on the road" events. Whether we were right to do this is open to debate for we lost most of our rallying members in the years that followed and these were the bulk of the people who lived in that circle.

At the same time we took to organising speed events in quite a big way and so the members that left for rallying were more than made up for with those who joined for the hill climbs and races. The difference being that they tended to live in the outlying parts of the county and a large number actually live many miles away in London, Scotland and Wales. These people attend all our speed events and are consequently active members of the Centre but it is obviously out of the question to expect them to be able to attend our smaller social events. And so now our membership is very widespread with only a small minority living in the said circle.

All this has a lot to do with a projected club house for we are a great deal different to a rugby or cricket club which may only have 100 members all of whom live within a mile of the club house. First we must decide whether in fact we do both want and need such an headquarters. Obviously it would be nice to be able to hold our film shows and social evenings at our own place but it would have to be supported by a large number of people very regularly if it was to be a paying proposition. This means that a lot of people would have to attend on a Saturday evening and a few nights a week to make it a viable proposition. A house committee would be formed which would look after

the day to day running of the place and a full time steward would need to be appointed to look after the bar.

Assuming that a large majority decide that we want to proceed with the venture we must then decide just what sort of place we need. The first suggestion put to the committee was to have it on rented premises in the centre of Leeds to provide a first class luncheon service for members working in the city. Unfortunately, like most big provincial cities, Leeds is quite dead at night and unless it was done on the lines of the Nouveau or Cinderellas then the chances of an evening trade are not very good. It is fair to say that most of our members prefer to do their regular drinking in a country pub with an occasional trip to a night spot than the other way round. The danger here is that it could easily develop into just another Leeds Business Men's Luncheon Club probably making a profit for the Centre but not necessarily being of any direct benefit to the average member.

Another thought is to move out of Leeds altogether and try to buy a small farm, preferably in hill country. This would mean sacrificing the lunch time trade but this should be more than made up for in evening business with dinners and drinks. The attraction of an agricultural holding is that it could provide us with a permanent centre for our off the road events like production car trials and autotests. One of the barns could be turned into a clubroom, we would have adequate accommodation for a steward and we may even be able to find enough space for a workshop where members could look after their cars. Other clubs could be invited to share our facilities and so help with bar takings whilst the membership must increase as more people want to come along.

This brings us to the final point to consider at this stage. Do we in fact want a big increase in membership? It is incredible that out of the money that you pay to the club in Annual Subscriptions, only a very small amount actually finds its way back to the Centre. Last year the Circular, the Office and insurance cost us £2,559 yet the actual subscription income of the Centre was only £800 plus a donation from London of £500 towards the office. This means that our thousand or so members actually cost us £1,200 to service with essential information and this has to come from the profit from events. Before we go out on a big recruiting drive we must make sure that each new member is financially worthwhile to us. London

Continued on page 13

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SLEUTH'S MUG

Last year's winners, David Naylor and George Asquith, laid on an interesting if somewhat long treasure hunt for the annual Sleuth's Mug. The route was in fact only 52 miles but most people covered over 60 and one crew managed to clock as many as 80 as they tried to decipher the clues set to rhyme. The tulip arrows may have confused some crews at first but they were straight forward until Luddendon where something went wrong and they led one back in a circle to the bottom of a very steep hill.

Starting from the Old White Bear at Norwood Green, the course took competitors along some pleasant Penine roads above Halifax which, despite the miserable weather conditions, were full of the local peasantry taking the air. This made life difficult for those who had to keep retracting their steps to sort out elusive clues. From Halifax the route went westwards towards Ripponden and Krumlin before coming back by way of the outskirts of Huddersfield to finish at the Armytage Arms, Clifton, near Brighouse where a welcome high tea was waiting.

Unfortunately there were a few typing errors in the route card which left crews looking for the wrong answers and this tended to take up a lot of time so that the later starters found that they were finishing in the dark, but apart from this everyone who took part enjoyed the afternoon out. When the results were announced, a recount showed that David Scatchard navigated by June Marsden and Boris Hardcastle had tied with John and Wendy Busfield but, as David had covered one mile fewer, he was declared the winner and so will organise next year's event. In third place came Jim Johnstone just in front of R. G. Smith and Paul Hargreaves whilst David Easthope navigated by Mike Wilson were just two points further behind.

Results :

1. D. Scatchard	82
2. J. Busfield	82
3. J. Johnstone	79
4. R. G. Smith	77
P. R. Hargreaves	77
7. M. Frost	74
8. J. C. Sutenstall	71
B. Kitching	71
P. Smith	71
11. J. Jackson	69
D. K. Haigh	69
13. Mrs. S. Soper	66
14. M. Wood	65
15. Miss J. Lee	64

16. D. L. Smith	59
17. P. A. Lister	59
18. G. Chippindale	45
19. R. G. Hooper	41
20. D. Smith	32
21. J. Rawlings	26
22. A. Seckell	22

CLUBHOUSE—continued

maintain that they need the extra money to maintain their considerable expenses in the West End and at Thrupton but with due respect to them, the average Yorkshire Centre (and, for that matter, the average Centre member from the rest of the country) gets very little more from being attached to headquarters than the monthly B.A.R.C. News. Not that we are suggesting breaking away or anything like that, but the Yorkshire Centre member gets more benefit from the Yorkshire Centre as the North Western Centre member gets more benefit from the North Western Centre than either gets from London. Consequently the membership subscription should be weighed more towards the Centres than to headquarters and it is they who should cut their coat according to its cost rather than us. Having said that we must make sure at the start that any big recruiting drive must be beneficial to both London and ourselves and it is important that both fully understand this.

Well, there are some thoughts for you to mull over when enjoying your pint. What do YOU think about a clubhouse? If you have any ideas, let any committee member know, or preferably write to the 'Circular' and state your point of view. Both your committee in Yorkshire and the Council in London want to know what you think, so whether you think that it is a brilliant idea or that it is not, do let us know.

INDUSTRIAL AUTOTESTS—continued

4. J. F. Wylie (Lotus 7)	484.4
5. J. N. Solk (Spitfire)	521.4

Teams.

1. Yorkshire Sports Car Club	419.1
2. 111 Car Club	342.9
3. Ilkley	340.0
4. BARC	312.2
5. Huddersfield Motor Club	311.1
6. York	285.8
7. Trackrod	182.3
8. Sheffield and Hallamshire	169.6
9. David Brown	87.6
10. Northallerton	77.1
11. North Humberside	30.0

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HILLCLIMB HAPPENINGS

by J. M. ENGLISH

With the hillclimb season nearly upon us, starting on the 1st April with round one of the Castrol BARC Championship at Loton Park and the first round of the RAC Championship also at Loton Park on the 23rd of April, March sees most of the hillclimb "circus" preparing for the coming season.

Joining the ranks of Sir Nick Williamson (March) and Tony Griffiths (Brabham) with Ford 3 litre DFV power is David Good in the new Lynca. Changing from Chevrolet to Repco power is Malcolm Dungworth who will be driving the ex-Tony Griffiths Brabham BT35X Repco owned by John Cussins. Malcolm is at present re-building the chassis whilst the engine is at Engine Developments of Rugby being prepared for the coming season, negotiations are in hand for sponsorship for the car. David Hepworth is reported to be building a bigger and better four wheel drive machine for hillclimbing as well as a hitherto unseen BRM Can-Am device for Inter-series racing, big things indeed from Brighouse, including rumour has it, something else very interesting!

Meanwhile down in Sheffield Pat and Brian Kenyon are preparing last years Sprite for another attack on the Castrol BARC Championship title. "It beats digging the garden on Sunday afternoon" says Brian, whether the neighbours think so is another matter, which only they can decide. Across town Chris Seaman, current Castrol/BARC champion, is now almost fully recovered from his recent illness and is re-building his Class 9 Midget, but it

seems likely he will miss the opening rounds due to non-delivery of body parts (car that is!!).

A change of car for Bob Speak who is joining the Elan clan in Class 7 in his wife's shopping car.

Missing from the hillclimb scene this year will be John Houghton, designer and driver of the incredible Biota, who is retiring from hillclimbing due to pressure of family business. I think we all wish John well in his new venture and hope to see him again in the future.

Congratulations to John Atkins on his appointment as Chief Executive of the Castrol Clubs Support Department. We look forward to seeing John in his new capacity at Harewood on April 22nd.

News on the RAC Championship, now without the benefits of sponsorship, is the addition of one round at Les Val des Terres, Guernsey on July 28th two days after Bouley Bay. To offset this gain there is the loss of the bonus mark given for improving upon the fastest time for the course whilst making a championship run. This seems a rather strange decision, taken without reference to any of the competitors and unannounced apart from in the 1973 Motor Sport Year Book. It always seemed that the battle for bonus marks improved the championship runs at any hillclimb. Also under the RAC's wing this year is the "Leaders" Championship which seems to have its own particular set of Classes.



The Kenyons



David Good

POWER

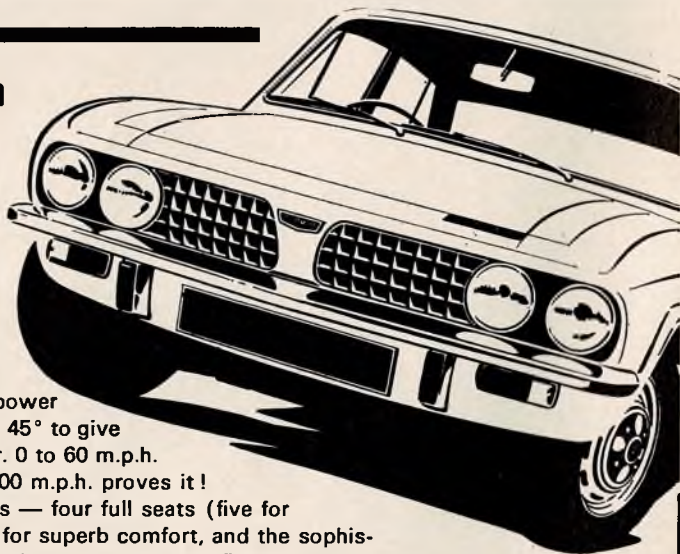
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Events in April

APRIL 3rd

CLUB NIGHT AT HAREWOOD

APRIL 14th

MARSHALS' TRAINING DAY
CROFT

APRIL 22nd (EASTER SUNDAY)

NATIONAL HILL CLIMB
HAREWOOD

Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date 1973	Event	Status	Centre Annual Competitions
3 April	Club Night	Closed	K
14 April	Marshals' Training Day, Croft	_____	_____
22 April	Spring National Hill Climb, Harewood	National	NK
1 May	Club Night	Closed	K
13 May	E.A. Denny Trial	Closed	CNKA
20 May	Shell Members' Hill Climb, Harewood	Closed	K
28 May	Race Meeting, Croft	Restricted	NK
29 May	Club Night, Harewood Practice	Closed	_____
2/3 June	Scarborough Weekend	Closed	CNKA
5 June	Club Night	Closed	K
24 June	Montague Burton Trophy Hill Climb, Harewood	National	NKA
3 July	Club Night	Closed	K
18 July	Centre Golf Competition, Howley Hall	_____	_____
22 July	Vintage and Novices' Hill Climb, Harewood	Restricted	NK
5 August	H.Q. Race Meeting, Thrupton	International	_____
7 August	Club Night	Closed	K
12 August	Race Meeting, Croft	Restricted	NK
4 September	Club Night	Closed	K
9 September	R.A.C. Championship Hill Climb, Harewood	National	CK
23 September	Race Meeting, Croft	Restricted	NK
30 September	Castrol Trophy Hill Climb	National	NK
7 October	Greenwood Cup Trial	Closed	CNKA
2 October	Club Night	_____	_____
21 October	H.Q. Race Meeting, Brands Hatch	International	_____
6 November	Club Night	_____	_____
16 November	R.A.C. Rally	International	_____
1 December	Annual Ball	_____	_____
4 December	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.
 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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