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# YORKSHIRE CENTRE CIRCULAR

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JULY **73**

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Published on the last Wednesday of each month.  
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## COVER PICTURE

Kathleen Holdsworth throws her big Healey round a pylon on the Bird's Event. A full report of this event will appear next month.

Photo : Bob Soper.

## The Editorial Chair

It doesn't seem possible but it is now three and a half years since my seat was thrust into the editorial chair to do a caretaker job until a permanent editor could be found. At the time I said that I would do it for no more than six issues but, as no one else was forthcoming, I agreed to do another six and then another six and so it went on until I now have done over forty 'Circulars'. Unfortunately the time has come when business commitments make it very difficult to continue and consequently I have given the committee due notice that I intend to resign at Christmas.

This gives us about five months to find a suitable successor. Searching through the committee the obvious person who is most gifted with the pen is our Chairman Mike Wilson who started the 'Circular' many years ago. But, before we go any further, I think that it would be most unfair to ask Mike to do it again for he is very fully committed with other Centre work as well as having to spend a great deal of time abroad filming. To ask him to take on the 'Circular' again is just not on and it would not be fair of any of us to ask him.

After Mike, who have we? Well the committee en bloc pleaded illiteracy, but this I would dispute, for more than one of them has sent me in a lucid and well written article, but unfortunately most members are in similar straights to myself in that they have a business to run or have a responsible and time consuming job which means that a lot could not consider taking on the job whether they could do it or not. So who is going to take our magazine into its third decade?

The object of writing this leader is to invite members of the club to either come forward themselves or to suggest someone who they think is suitable. The basic requirements are a reasonable command of English, a typewriter and the time to attend most of our events during the season. The actual writing and putting together takes only two to three days per month — it is the attention at events that is the problem for me. There is a small honorarium which covers travelling expenses and films but I would warn anyone contemplating the job that he (or she) must be prepared to write most of it himself and take all his own pictures. This follows that we need a keen enthusiast who is prepared to get to know a lot of people and will either marshal or compete on most of our events. He must not be afraid of saying what he thinks and (obviously, within reason) will be given complete editorial freedom.

Surely, there must be a budding journalist amongst you all, who would like to take on what

I and my two predecessors have found to be probably the most worthwhile and certainly the most satisfying job in any motor club. If you are interested, do get in touch with me at Tadcaster 2579 and I will put you in the picture. The one thing that you can be assured of is that I will do everything possible to help with the first few issues.

Bob Soper.

## Forthcoming Events

### Club Night — 7th August

As promised last month, the August Club Night will be a rather special Autotest meeting in the Barnsley area. North of the river types should not be put off by the thought of travelling down to the South Riding, for your editor and Tony Riall have secured one of the best sites that we have ever used. It is a 100 acre industrial site made up of very hard packed coal slag with some roads and ideal for laying out some excellent fast, open tests. The surface is smooth with ample grip but loose enough for the handbrake to be used with confidence.

Some of the tests may be more suited to the Bean, Cooper or Fall style whilst others are tighter and will appeal to the perfectionists. All the tests are non-damaging and suitable for any type of car. There will be awards for both experts and novices and we confidently anticipate a large entry from each running in our usual Scarborough classes.

Signing-on starts at 6-45 p.m. with the first man off at 7-00 p.m. The very last time for signing-on is 8-00 p.m. The entry fee is the usual 50p payable at signing-on.

The location of the site is a painless operation even for those who cannot read a map. From the North it is best to go down the M1 from Leeds and look out for the Wooley Edge Services. At the next exit after Wooley Edge leave the Motorway and follow the signposts to Barnsley. In the village of Darton look out for a large bedding factory which is located just before the start. About two-hundred yards further on, on the left, is the forecourt of O'Rorke's of Barnsley, where the event is being held. Coming from the south, one can either go through the centre of Barnsley and follow the Huddersfield Road, or else carry on up the Motorway to the aforesaid junction number.

After the event the results will be read out at the Spencer's Arms, Cawthorne, which is very conveniently situated close by. For those who can read a map, the appropriate map references are for the site 102/319080 and the pub 102/286080. See you next Tuesday.

Continued on page 15

# HOT CARS FROM HUNSLET

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Reprinted from "Motor" 9th December, 1972

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Citroen SM*	5342	17.2	8.0	8.2	7.9	5.6	5.5
Datsun 240Z*	2309	25.7	6.9	7.4	8.1	5.3	5.3
Ford Capri 3000	1654	19.4	7.7	8.1	9.9	5.1	5.4
Ford RS1600	1788	25.3	8.8	9.7	11.8	5.5	5.9
Jensen-Healey	1959	21.0	7.7	8.3	9.6	5.6	5.7
Rover 3500S	2207	19.3	8.1	8.3	10.2	5.3	5.9
Triumph Stag	2570	20.9	7.6	7.7	10.0	5.1	5.7

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## SHELL SUPER MULTIGRADE

# HILLCLIMB HAPPENINGS

by J. M. ENGLISH

On the 10th of June the R.A.C. Championship moved to Shelsley Walsh. Mike MacDowel using slick tyres for the first time took F.T.D., a new course record of 28.82 seconds and ten points in the R.A.C. Championship runs to give him 44 points and the lead in the Championship from Richard Thwaites' 40 points.

On the way back from Shelsley Walsh a well known Northern competitor who perhaps should remain nameless, brought the Northbound lane of the M5 to a standstill, with a slight problem with his two wheeled trailer, which, after overtaking a large wagon, suddenly decided that it would be better if it was in the slow lane. However, the driver wanted to remain in the middle lane. In the following battle for control, the trailer "fish tailed" from slow lane to fast lane several times. The wagon driver not wishing to be involved in what to him must have looked like an enormous accident which was just about to happen, slammed on his brakes, bringing the rest of the vehicles following him to a standstill. Meanwhile, our anonymous competitor bringing car and trailer under control, continued on his way home. The wagon driver was then seen to make several gestures, indicating our intrepid pilot was a bit mad. I understand that this problem has now been solved by the acquisition of a more stable four wheeled trailer.

The following week the R.A.C. Championship went North to Doune and again Mike MacDowel showed the rest the way home with another F.T.D., new course record and another ten points in the Championship. Mike now on 54 points and second place man Richard Thwaites with 47 points and Sir Nick Williamson pressing Richard hard with 45 points, having broken the course record with a time of 44.65, only to see next man up the hill, Mike MacDowel, stop the clock with 44.63. On the same weekend as Doune, the Castrol B.A.R.C. contenders were down in Wales at Pontypool. John Atkins of Castrol brought along Clubs Departments new addition in the shape of Ian Manners and John's new transport, a Range Rover in Castrol livery, and very nice it is too, as John Pascoe and the writer can testify.

In the Castrol/B.A.R.C. Championship it was the same old story, with Mike Flather taking 10 points, giving him a total of 58.53 marks against John Meredith in second place with 43.83, Jim Thomson, third with 34.16 and Bob Speak, fourth with 33.93. Highlight of the day was David Morris who took

F.T.D. in his Mallock U.2 from Peter Boshier-Jones and Geoff Rollason. Another highlight, though I am not too sure about whether it was or not was my spectacular fall down the bank near the start line. This ended up with me in a heap in the road at the bottom with my left wrist broken in three places. Hopefully, the plaster should be off by the end of July. I would like to include here a personal thank you to the two marshals from the South Wales Centre who took me to the hospital at Pontypool, and particularly to one of them who went down to Newport with me, which must have been some miles out of his way. Thank you very much. Talking to John Pascoe at Harewood, it would seem this bank is a bit dangerous, John also falling down it sometime ago, breaking his fingers.

The next round of the Castrol B.A.R.C. Championship was at Harewood, when yet again, the weather was a little unkind. With the track starting to get dry towards the end of the meeting, Mike MacDowel got his Brabham BT36X up the hill in a time of 38.52, just outside Richard Thwaite's hill record. Just for a change Mike Flather only scored 9.36 marks and in the Castrol/B.A.R.C. F.T.D. Awards, Richard Thwaites in the Eastern Carpet Stores McLaren retained his lead with 22 marks from Roy Lane's Manpower McLaren with 20 marks.

The following week it was over to sunny Scammonden for the next round in the Castrol/B.A.R.C. Championship. Saturday was practice day and the place was inundated with stickers and T-shirts proclaiming "Eastern Carpet Stores McLaren driver Richard Thwaites". Even Mike Wilson astounded us all by managing to get one of the T-shirts on after Richard had produced an extra large one. The journey home was broken at Outlane, where we came upon Tony Bancroft and a broken down 'E' type. Tony of course picked a good spot to break down, right opposite the Waggon and Horses pub. He admitted later he had done a bit of solo pushing to get the car in that position. In the space of a few minutes Outlane began to look like a cross between a major traffic accident and a rally service point as one after another, people returning from Scammonden stopped to find out what was happening. The local populace simply could not believe its eyes as car after car, transporter after transporter stopped. Amongst those present were Mr. & Mrs. Ian Beardsley and Family, Paul Elliott, Richard Thwaites,





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# MONTAGUE BURTON TROPHY



*Instead of a report some pictures this time. Taken mainly by Haydn Spedding with the odd one or two by Bob Soper, they show, reading from left to right down the page: (1) Tony Bancroft finishing his run in his McLaren, (2) Graham Brooks lifts a wheel at Farmhouse, (3) Trouble for Fred Whitaker's U.2., (4) Nick Porter at speed, (5) Tom McCallum's SK120, (6) Alex Boyle coming out of Farmhouse, (7) Brian Alderton drifting*

# HILL CLIMB AT HAREWOOD



round Quarry. (8) John Walker on the straight. (9) Richard Jones at Farmhouse. (10) Wheel-spin for Liz Thomson. (11) Grip for Nigel Row. (12) Plenty of understeer for Chris Cramer. (13) Ken McMaster taking a tight line through Quarry. (14) John Lambert slowing down at the finish. (15) Don Robinson's Lotus taking a wider line through Quarry. (16) Plenty of opposite lock for Gordon Bolam's Abarth.



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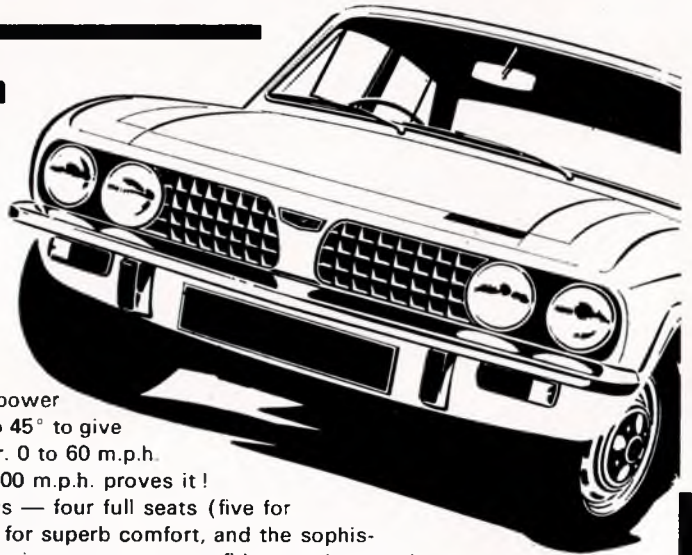
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## Clubhouse

As we said a couple of months ago, a small working committee was set up to look into the possibility of a Yorkshire Centre Clubhouse and all that it would entail. Well, the committee has met and looked at various propositions with but one result. It is not on at all.

As we have said before, most of your Annual Subscription goes to London, so that, in fact, every one of our members actually costs the Centre money to service, and this has to come from profits at Harewood and Croft. Consequently, whilst 2000 members paying £5 per year would give us sufficient income to carry a top class establishment, those same two thousand would be a major problem unless the clubhouse could be made to run at a colossal profit. To buy freehold property with any sort of land is now very difficult except at very high prices and the income required to repay loans and interest charges on such a place would run into five figures very quickly.

We looked at it from all angles, from rented property in Leeds as a luncheon club, to small farms suitable for use as motor sport centres. Each time we just could not see how such a venture could be made to pay, for this it must do, at all cost. A Leeds Businessmen's Luncheon Club was not thought to be the wishes of most of our members, whilst there was no hope of any of the country propositions doing other than lose a great deal of money. The obvious place to everyone but its owner, who is not in favour at all, is the Hill climb course at Harewood. But even with Arnold's full support this would not be easy. For one thing, there is no mains water or sewage, and the chances of getting planning permission for other than a very expensive building is remote, even if there was a chance of getting permission at all. Consequently, Harewood is a non-starter at present.

So, where do we go from here? Well, the idea has not been abandoned, but merely shelved until the right property comes along. All the committee are constantly keeping a look out and we would ask members to do the same. We have a completely open mind as to what we want, and will look at any reasonable proposition whether the property is for sale or to let. If you do see anything that you think may be suitable, tell any committee member and the appropriate people will have a look.

## Competition Chatter

I'm sorry there was no collection of invitations, competition information and miscellaneous moans and misanthropy last month, but I had a pressing appointment with a surgeon, and my normally scattered wits were even more scrambled than usual when press closing date came round. It must be the after-effects of the Scarborough Weekend — more drastic than the Clerk of the Course's hang-over, though.

- First among the invitations I must mention this one, which sounds rather exciting.

Longton & District Motor Club are organising a Sprint on part of the T.T. Course on 22nd September 1973 — A package deal includes Boat Fare, 2 nights bed and breakfast, entry fee and a dance ticket for £6.50. Contact J. G. Malcolm, Longton and District Motor Club, 15 Kilworth Height, Fulwood, Preston, for further details.

- Now, the invitations to other Clubs' events in August:

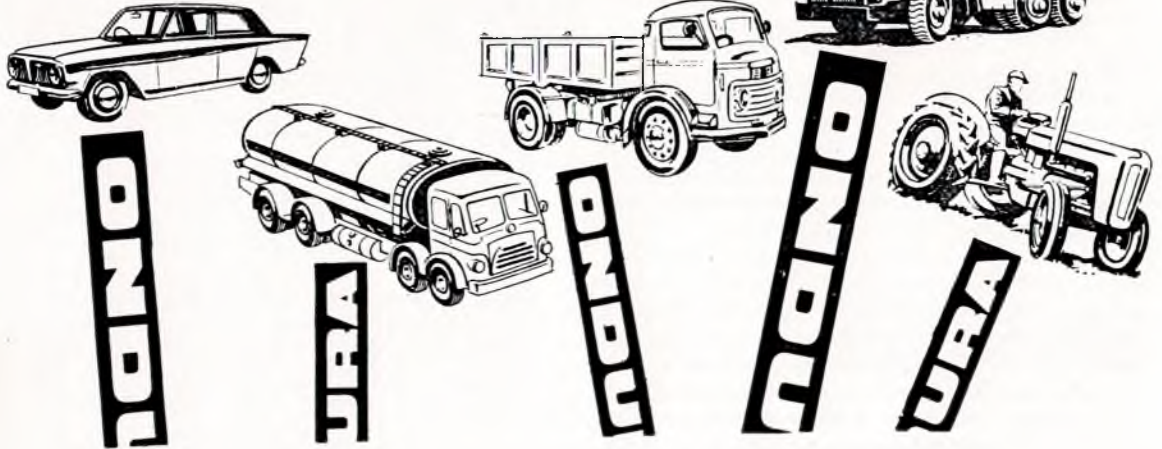
- |            |                                                                                                                                                                      |
|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| August 5th | Y.S.C.C. Production Car Trial in the Brighthouse Area — described as "non-damaging".                                                                                 |
| 12th       | Trackrod Motor Club Autotests at Full Sutton Airfield (M.R. 97/744553½) Scrutineering 1 p.m. Start 2 p.m.                                                            |
| 11/12th    | Ripon Motor Sport Club's "Moss Tyres St. Wilfred Rally". Starts from Ripon at 23.01, route 150 miles on 91, 92 and 96.                                               |
| 12th       | Knowl Dale Car Club have a Hill Climb at Baitings Dam. Contact Roger Riley, 6 Woodgate Avenue, Rochdale, OL11 4DW, or the Centre Office for regulations.             |
| 25th       | Lincoln Motor Cycle and Car Club are holding a Sprint at Cadwell Park (the day before the Sheffield & Hallamshire Hill Climbs, if you want to make a weekend of it). |

A.J.H.

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## HILLCLIMB HAPPENINGS—continued

Mike Wood, Robert Sunderland, Ian Manners (of Castrol), David Hamer, Chris Shaw, Gary Whitehead, Miss Josephine Lee, "Boris" Hardcastle, Mike Wilson and the writer. Quote from Paul Elliott "all we need now is Maggie Chadwick to direct the traffic". The trouble was traced to a faulty petrol pump and Paul Elliott and Mike Wood being the spanner men fixed it, with lots of "helpful" advice from the "experts" present. Eventually all was fixed and Tony was able to get on his way.

On the Sunday the sun was still shining and Roy Lane, having completed a head re-build on his car after gasket trouble at Harewood, fitted Goodyear slicks on the back wheels and went out and left a new course record of 22'56 secs. in the F.T.D. run-offs. For two minutes, just before Roy's run, Tony Bancroft in the Pennine Group McLaren held the course record with a time of 23'06, but nothing could stop the flying Roy Lane, whose car sounded magnificent on his record breaking run. Just for once, Mike Flather was beaten into second place in Class One by Graham Brookes, and the Mayor of Huddersfield even got into the act with a run up the hill in his Rolls. The evenings entertainment was provided by Richard Thwaites doing hand-brake turns in a pub car park with his Transit transporter with McLaren on the back, Ripponden will never be the same again. After Scammonden, the positions in the Castrol/B.A.R.C. Championship were, Mike Flather 67'89, (a maximum score would be 70'00), John Meredith 54'21, David Franklin 51'29 and Alex Boyle 45'51. Moving up to eleventh place is Roy Lane — who was it said "Single seaters don't stand a chance"? In the Castrol/B.A.R.C. F.T.D. awards, Roy Lane and Richard Thwaites share first place with 26 marks, with Mike MacDowel next with 15 marks.

Non-starting at Scammonden was Jim Thomson, who had an unfortunate accident returning home the previous day from York, rolling his "E" type, and luckily only sustaining superficial injuries.

The previous Friday, "Spotty Smith's Disco" was held at Hathersage, with proceeds to the Centre's Medical Appeal Fund a goodly number of hillclimb types were present, but the prize of the week must go to Radio Leeds, who, as well as giving the Disco a plug (thank you), dedicated a record to Tony Bancroft and announced that the D.J. for the night would be Spotty Smith!!

---

## FORTHCOMING EVENTS—continued

### Croft Race Meeting — 12th August

Our other event in the otherwise quiet month of August is a restricted Race Meeting at the ever

popular Croft Racing Circuit or Autodrome as they prefer to call it. This will have all the usual races with classes for Sports cars, Formula Ford, Formule Libré and Special Saloons so that an interesting afternoons club racing should be had by all.

Unfortunately, and as always at Croft, owing to planning restrictions practice cannot begin before mid-day and so the first race will start around three o'clock. If you have not been before, this is your last chance this season of seeing a B.A.R.C. race meeting at Croft and it is worth making the effort to attend. The circuit is a few miles off the A1 and is well signposted from either end of the Catterick By-pass.

### Club Night Production Car Trial — 4th September

Advance notice that John Busfield and David Easthope are putting on a production car trial in Washburndale for the September Club Night. The whole event will take place on land near the Sun Inn at Norwood, where the results will be announced afterwards. Make a note in your diary to attend our last competitive club night of the season.

### R.A.C. Championship Hill Climb — 9th September

Again advance notice of our big R.A.C. Championship round hillclimb at Harewood in September. Things should really be at a boil by the time that this comes along with our very own Richard Thwaites fighting it out at the top with Mike MacDowel and Sir Nick Williamson. This is one date not to be missed.

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## Correspondence

### Sheffield Motorweek

#### Shellsport Speed Hill Climb — June 10th, 1973

Dear Sir,

Please convey to the Council and Members of B.A.R.C. (Yorks.), "the sincere thanks" of the North Midland Motor Club, for all their help and guidance, on staging the above event in Sheffield on June 10th. Also for the loan of their "Hardware" to run the event. I will refrain from giving a list of people we would like to personally thank, because I know that the people involved will certainly remember the experience!! I only hope that the event can be used as a lever on other City Councils in the country to provide suitable venues under their control, and to take a more tolerant attitude to motor sport in or near Cities.

Yours sincerely,

Sheffield.

Mick Watkinson,

Secretary, N.M.M.C.

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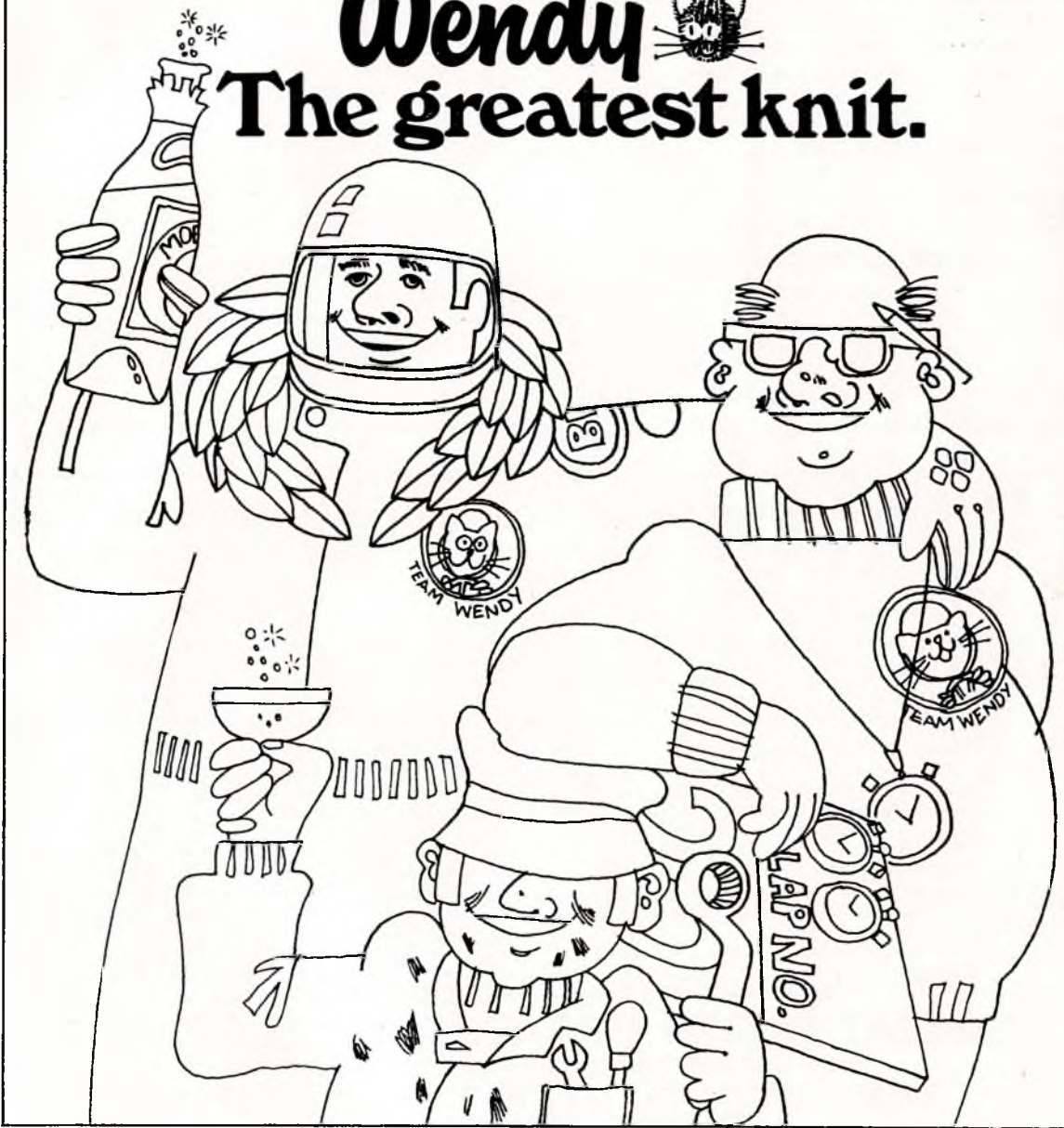
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# Dates for your diary

## YORKSHIRE CENTRE PROGRAMME

Date 1973	Event	Status	Centre Annual Competitions
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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