



# YORKSHIRE CENTRE CIRCULAR



AUGUST **73**

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			s	s	s	s	s
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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
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# YORKSHIRE CENTRE CIRCULAR

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AUGUST **73**

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## COVER PICTURE

Mike Flather, the new Castrol/B.A.R.C. Hillclimb champion in action earlier this year at Harewood. The interest in the competition is now whether Mike can get those extra 79 marks necessary for him to become the first man ever to win with a maximum possible score of 70 marks in the season.

Photo : Haydn Spedding.

## A Better Magazine

Although I say it myself, this issue is a better "Circular" than you have seen for quite a long time. Why? Because this time your editor has been editing and others have been writing. Apart from our two regular contributors, John English and Tony Hodgetts, two of our ladies, Hazel Marsden and Josephine Lee have sent in excellent articles which I am delighted to publish. To them both I say a big thank you for this both eases my task and, most important of all, makes the magazine far better reading for the members. No matter who does the writing of this type of magazine, if it is all done by one man for several years then it is bound to go stale and the whole production suffers.

Following the announcement last month that I was having difficulty attending events and so could not write them up as they should be done, with the result that I felt that I should have to resign as editor, the committee have voted a bigger budget for the "Circular" so that now we can pay freelance writers a proper rate for the job on similar lines to Autosport and Motoring News. Anyone who is a competent reporter of motoring events who would like to cover our hillclimbs and race meetings should get in touch with me at Tadcaster 2579 and I will be only too pleased to discuss it with them. I do stipulate however that if articles are going to be paid for then they must be sent in the correct length ready for publication and not, as happens in many cases, needing completely re-writing to put them into readable English.

Club Nights now and why you don't all rush to enter them. Yes, why are there not more entries for what used to be the most popular part of our programme? So far this year we have had one Production Car Trial, an Autotest meeting, a Gymkhana and a Birds event and on not one have we had more than twenty entries. Yet the Scarborough Weekend had an almost full entry and our speed events are still going from strength to strength.

Could it be that people are now getting conditioned to the idea that we are just a speed event club or is it the general way of things that we have such a big programme that something has to be given up and it just happens to be our club nights? Whatever it is, club nights will still go on, for those who do enter will all agree that they still represent by far the best value for both entertainment and good motor sport. There are over 1100 members in the Yorkshire Centre and 1080 of you are missing out every month.

## Forthcoming Events

### Club Night — 4th September

A production car trial amongst some of Yorkshire's most beautiful scenery in Washburndale. What more could anyone ask for for our last competitive club night of the season? John Busfield and David Easthope have laid on some really first class sections on land near the Old Sun Inn at Norwood which will be used for the Greenwood Cup trial in October. There will be five or six sections depending on the weather, entry and available light and all will be of a non car damaging variety — the Clerk of the Course will be testing them with his own M.G. B.

For those unfamiliar with the area, the site is just alongside the B6451 Otley/Summerbridge road some distance from the top of Norwood Edge, Map ref. 96/206538. From the north it is better to go along the A59, Skipton/Harrogate Road and head towards Otley at Dangerous Corner. Signing on starts at 6-15 p.m. with the last man definitely off at 7-30 p.m. It promises to be an excellent event so we hope to see you next Tuesday. By the way, snacks will be available at the finish.

### Shell Speedclimb — 9th September

Our major hill climb of the season at Harewood is upon us with the Shell Speedclimb which is our round of the R.A.C. Hillclimb Championship. As we go to press there is still a chance that Richard Thwaites could be the third champion from these Broad Acres following in the footsteps of Peter Lawson and David Hepworth. He will have to go a bit to catch Mike MacDowell but anything is possible in hillclimbing. Also running but out of the hunt will be Tony Bancroft and Richard Shardlow from the county whilst most of the other top contenders from far and wide who are also Centre members will be there.

Apart from the main hillclimbing interest, as a special attraction we are having a class for caravans which will be towed by various individuals who tow caravans on special stage rallies at speeds quicker than most people would drive their normal car. Apparently it has to be seen to be believed, to witness a caravan being towed in anger and the thought of them going round Farmhouse and Quarry on one wheel makes the mind boggle. Other attractions for the family will be a full fairground with lots of sideshows and plenty of interesting trade stands.

Practice is on Saturday and the event proper starts at 12-30 on Sunday afternoon.

Continued on page 19

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# THE BIRD'S EVENT

This year the Bird's Event surprisingly attracted only six entries for it was an excellent event held on a variety of good, new sites in Leeds. Malcolm Rogerson had laid out some good, long open tests on not one of which did anyone have either a wash-out or even a penalty. The event started in South Leeds and used supermarket car parks for the first three tests on which Janet Kitching showed her experience by taking the fastest time on each. The fourth test was one on the forecourt of Appleyard Ripon Ltd. and here Josephine Lee took over followed by Carol Hardy driving the family M.G. B with dignity and decorum. For the last test of all the entourage went to the Corporation bus park at Roundhay Park for a really good long test where they were greeted by photographers from not only the "Yorkshire Centre Circular" but also the "Topic" and the "Yorkshire Post". Here Janet got right back into the groove by taking fastest time to consolidate her position of leader throughout. In second place came Josephine Lee giving her new GT6 its

competition airing with Malcolm's wife Joan in third. They were followed by Carol Hardy, Christine Smith and Kathleen Holdsworth who found the big Healey quite a handful but drove it extremely well anyway.

After the event everyone retired to the Mansion where the results were announced and the evening ended with a typical BARC sup-in.

## Results :

1. Janet Kitching (Imp) .....	219.0
2. Josephine Lee (GT6) .....	229.4
3. Joan Rogerson (Spitfire) .....	234.0
4. Carol Hardy (M.G. B) .....	242.6
5. Christine Smith (Mini) .....	286.0
6. Kathleen Holdsworth (Healey 3000) ...	294.8



*On her way to an outright win is Janet Kitching throwing the Imp round Appleyard's forecourt with gay abandon.*

*(Bob Soper)*

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# HILLCLIMB HAPPENINGS

by John English

A first for the Centre, September 9th is the first ever Caravan Speed Hillclimb!!! with entries promised from such notable pilots as Colin Grewer and John Heppenstall there should be thrills and spills aplenty. There is a full "Fair Ground" as well as a full entry of the top hillclimb drivers in the R.A.C. Championship, something for all the family in fact.

In preparation for the RAC Championship "Shell Speedclimb", on the 5th September, Tony Bancroft is again organising a hillclimb competitors working party to get the track into prime condition. Last year's working party was a great success, with a lot of work being done and a highly entertaining evening in the Traveller's Rest afterwards. All offers of help to Tony please.

1974's hillclimb calendar looks like giving some people a busy time from April to September with either a Castrol B.A.R.C. or R.A.C. Championship round each weekend.

Guston Down on July 22nd had glorious sunny weather (what has Mike Norris-Hill got that Mike Wilson hasn't? to get the good weather which we could do with at Harewood). Mike Flather lost his regular income from Team Castrol when Richard Jones took home the cash for most points scored, but Mike still managed to increase his lead in the

championship from John Meredith. Richard Thwaites was still leading Roy Lane in the F.T.D. Award after Gurston.

The R.A.C. Championship "Circus" made its annual journey to the Channel Isles and Mike MacDowel took F.T.D. at Bouley Bay with Chris Cramer in second place. Val Des Terres saw Chris in the Grunhalla Lager Special in the F.T.D. spot after a re-run on his last run of the day. Local results in the championship runs, at Bouley Bay, fourth, Richard Thwaites in the Eastern Carpet Stores McLaren, sixth, Tony Bancroft in the Pennine Motor Group McLaren and eighth Richard Shardlow in his Brabham BT38. At Val Des Terres it was all change with Richard Shardlow fourth, Tony Bancroft eighth and Richard Thwaites down in tenth spot.

Chris Cramer continued on form at Great Auclum by taking F.T.D. and a new course record with a time of 17.65 seconds for the 440 yard hill and no-one else was in the same ball park (as our friends in the U.S.A. would say) second fastest being David Good in 18.03 seconds.

It was Castrol B.A.R.C. Championship time at Loton Park on the 12th August. Mike Flather is still showing the way with yet again another new Class record to increase his Championship lead with a

Continued on page 13



*The "Flather for President" movement is getting underway with supporters Micky Porter and Alex Boyle demonstrating the campaign Tee shirts. Any offers to compose a campaign song?*

*(Josephine Lee)*



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# BARCounter

First of all congratulations to **JOHN** and **SUE BEER** who announced the arrival of their first son last week. We understand he is to be named **BENJAMIN CHARLES**.

## Motorway blues

Following Linda's inspired forays into the spelling of the English language, it has been a change to have our new staff secretary **JAN WALKER** doing things which could not raise much comment at committee meetings. However, coming home from holiday in Ibiza recently she proved that she can be less than perfect, particularly in the realms of navigation. On landing at Ringway she made her way to her car still covered in sun oil from the Mediterranean. Unfortunately, Jan wears contact lenses and as she set off she gave her eyes a rub which made vision a little difficult. Undaunted she set off into the maze of motorways in the hope of finding the unmarked M62 and when she saw the large M and equally large six decided that she must be right and carried happily on the road. Sometime later she thought it rather odd that the towns off did not have a familiar ring to them but it was only when she saw the signs indicating that she was approaching Birmingham that she knew that something was very wrong.

## We all live in a . . .

Reports from the South tell us that expatriate Loiners, **JOHN** and **KATY CUSSINS** have bought a new house, his time from a singer called **RINGO STARR**. Unconfirmed reports state that in future all Cusmac cars will be painted yellow and entered under the yellow submarine banner.

## Gastronomy gone wrong

One should be very careful how one orders in a restaurant these days as two of our ladies recently found out. First of all **CHRIS RIAL** went into a well known house in South Yorkshire and ordered Avocado Pear and Prawns. The waiter took the order and then came back to make sure that madam had ordered correctly as they never supplied the dish that way normally. On being told that that was the normal way that she had her avocado he went away and the head waiter came along to say that it was most unusual but, if she insisted, he

would serve it. She did insist and was presented with an avocado pear smothered in prunes.

Following this debacle, against his better judgement, your editor took his wife **STEPHANIE** into a Chinese restaurant. Here the order was chicken and chips and plaice and chips. The chicken and chips came along with no trouble but Stephanie was presented with a large plate of chips. On enquiring about the fish, the waiter who both looked and spoke remarkably like Benny Hill said "Solly madam, I thought you said a plaze of chips".

## Ask a silly question

Recently I was told a story about our Chairman **MIKE WILSON** which I am assured is true. Never the one to put discretion before valour when handling a motor car, Mike, over the years has gathered quite a reputation for pressing on despite the objections of his passengers. Some years ago he was driving through Leeds when he went through an S bend on two wheels. His rather disturbed passenger asked. "Michael, what do you think you are doing ?" to which he replied concisely "Driving mother" and continued with unabated speed.

## To be, or not to be

Now comes another story about two very well known actors and film stars who had better remain nameless. They were doing Richard III in a provincial theatre and just before the matinee they went out for a drink. Time went on and they got merrier and merrier until by the time of the performance they were well away. The one who was playing a Duke came on first and proceeded to make a complete mess of his speech when a voice came down from the Gods "You're pissed". The actor stopped in mid speech, walked to the front of the stage and addressed the voice. "If you think I'm pissed, wait until Bolingbroke comes on" and then carried on as if nothing had happened.

## Name dropping

Mrs. Murphy was looking at the new baby fondly. "And what" she asked the proud mother "will you be calling her then ?"

"Hazel".

"What, with forty good saints to choose from you have to go and name her after a bloody nut".





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# THE CHANNEL ISLAND HILLCLIMBS

by Josephine S. Lee

This was the first time that I had visited the Channel Islands, so it was with interest that I peered out of a very crowded aeroplane as we flew from Yeadon, skirting Guernsey, to land in Jersey. From the air, the islands look incredibly small and I began to wonder how there would be enough room for the hillclimb contingent, never mind an actual hillclimb. But of course, appearances are deceptive as I found out as I made my way from the airport in my rented Mini 1000 Clubman (purple), through St. Hellier to Gorey Bay. I had booked to stay in a small hotel called the Moorings which is reputed to have some of the best food on the island — bang went my diet! There were eleven of us in all staying there, amongst whom were Tony Bancroft, Richard Thwaites, Mike Wood, and from Scotland, David Fyfe and Alec Brown. The first night which was Monday developed into quite a party, and nobody looked particularly well at breakfast the next day.

Tuesday was spent collecting the cars from the docks and transporting them to a garage on the South coast where the proprietor had kindly offered to house them. Four of us found time to visit the German Military Underground Hospital which was partially built during the war, it was very interesting though rather eerie — I felt very cold when we finally emerged into the daylight. It was well worth the visit.

Wednesday brought the sun, though in the nine days I was away, we only had  $2\frac{1}{2}$  days of sunshine, but luckily it was warm most of the time. The afternoon was spent with the boys tuning their cars at the bottom of the hill at Bouley Bay, and the girls sunbathing by the pool at the Water's Edge Hotel, where by good fortune, Robert and Sheila Sunderland were staying — the hotel not really approving of hillclimb types! Practice took place in the early evening, and then we all dashed back to our hotel for dinner, Richard Thwaites and I had difficulty in finding parking places, so we had to double park, making the road a little narrow. Whilst we were changing, a terrible din of hooting horns started up outside, and most of us dashed out on to the balcony in various stages of undress to see what was the matter. We found the road blocked with cars, all refusing to give way and the drivers shouting loudly. Later we discovered it was none other than Messieurs Willie Green, Chris Tipping and John DeStephano who had decided to spend the evening with us — result: another hilarious evening.

The hillclimb day arrived with fabulous weather. Unfortunately it is very difficult to get either up or

down the hill once the meeting has started unless one is prepared to scale a wooded cliff on hands and knees, so I spent the whole day in the paddock at the bottom, sitting in the sun. There is no scoreboard, so the only way to get the times is to sit under a loudspeaker. The commentary was very good, each car being described as it climbed the hill. The result was that Mike MacDowel won with Chris Cramer second and Roy Lane third. Richard Thwaites was fourth but unfortunately he was not feeling too good, having an upset stomach. He had drunk a pint of milk to try and calm it, but with the Jersey milk being so rich and creamy, it had only succeeded in making matters worse.

The prize-giving took place that evening in the Mechanics Institute Hall in St. Hellier — an establishment remarkably similar to an English Working Men's Club! The prize money which was very generous, had been put up by Grunhalla Lager. Various parties took place afterwards with no-one looking particularly well again at breakfast the next day.

As I have already mentioned, the food was very good at the Moorings, with seafood dishes being their speciality. One particular dish they did was a very large cold platter of a great variety of shellfish, all arranged on a bed of seaweed. Richard Thwaites managed to make himself a very fine wig out of this, until it was all removed by the not quite so amused waiter. A lot of the hotel staff came to the hillclimb, in particular the chief bartender, a small Spaniard, who amused us by strutting round the paddock looking very important in his Eastern Carpet Stores MacLaren T Shirt.

On Friday we flew from Jersey to Guernsey by way of the local Air Service, a small plane which held 10 passengers including the pilot. The interior of the plane was not much bigger than the inside of a Rolls Royce, and I found myself sitting next to Tony Bancroft near the back of the plane. As we raced down the runway to take off, the wind kept catching the plane and causing it to veer a little, and had it not been for Captain Bancroft shouting "left hand down a bit, right hand down a bit,, I don't know how we should ever have got off the ground!! The journey took about 15 minutes, and I was very thankful when we landed safely in Guernsey. The island is rather overpopulated and as we came to land, all we could see were masses of houses and greenhouses where of course they grow the Guernsey Toms. Tomatoes were quite cheap, but I found most of the other fruits and vegetables rather expensive.



Once more I hired a Mini, just an ordinary one this time, and set off for St. Peter Port with Mike Wood navigating. There are no sign posts on the island, and it wasn't until we were nearly on the West Coast that we realised that we should have turned left out of the Airport instead of right. We eventually made it to St. Peter Port, driving in down the hillclimb road which all looked very exciting. The cars came over by boat and were collected and taken by the Guernsey Motor Cycle and Car Club to a compound and then delivered to the hill the next day, and afterwards taken back to the compound and then to the boats — all very efficient.

The hillclimb was on the Saturday and unfortunately it was rather a dull day and we were cold for the first time. Practice took place in the morning and the event in the afternoon. The hillclimb was run extremely efficiently, the drivers all getting three timed runs. The commentary was fantastic, there were three commentators spaced at intervals up the hill, and to listen to them it sounded as exciting as a horse race meeting. Every move the cars took was relayed and one could stand in the paddock and listen to the loudspeaker and visualise exactly how each competitor was driving up the hill. Alec Brown's girl friend, Lesley, and I went up to the top of the hill for the last runs in the course car — and we were commented up the hill too! The viewing for the spectators was excellent and they were a very enthusiastic crowd, clapping and cheering where due. The top ten run off was exciting with people breaking records time and again. This time Chris Cramer had his first F.T.D. with Sir Nicholas Williamson second and Roy Lane third. Unfortunately Roy ran into the bank after crossing the finishing line and made a mess of the nose of his car. Richard Thwaites and Mike MacDowel both had mishaps and didn't manage to finish their runs. As it was a long way back down the hill, Lesley and I were offered a lift on the back of the Fyfe/Brown Ginetta. David Fyfe drove with Alec Brown sitting on the roll-bar facing the rear, and Lesley and I somehow managed to cling on to the back somewhere near the exhaust pipe. As we approached the track from the sliproad, we drove over a large bump and grounded abruptly. Alec finished up sitting on David's head and Lesley and I fell off. Not to be defeated, we climbed on again and had a very interesting ride down to the bottom to the amusement of the spectators.

Prize-giving again took place that evening — this time in a hotel, and Chris Cramer became very jovial, obviously delighted with his win, and was in fact seen to be throwing his silver cup around as though it were made from silver paper!

On Sunday we visited the local Go-kart track but it was all a bit tame. The proprietor had found in the past that fast go-karts cost quite a bit in repairs, so the maximum speed was incredibly slow. Things livened up somewhat when our team got going, though managed not to do any damage. Peter and Maggie Blankstone joined us though they had not been able to compete in the hillclimbs as their car was not ready.

Monday was also a dull day, so we set out to look around the island. Eleven of us piled into my Mini and Alec Brown's Mercedes. I was in the Merc which was following the Mini being driven by Tony Bancroft, who spent most of the time leaning out of the window from the waist upwards much to the horror of the rest of the traffic. Later on, Robert Sunderland took over the controls and Tony stood up out of the sunshine roof and carried on a running commentary to the world in general. It was really very, very funny watching the expressions of the populus in general. I was expecting police cars to appear on the scene at any moment. Unfortunately we couldn't hear exactly what he was saying, but he certainly didn't run out of words!

All except four of us left on the Tuesday morning which turned out to be the hottest day of the holiday. We spent the day soaking up the sun and trying not to burn ourselves at the same time.

I felt very sad when the time came on Wednesday for me to catch my plane home. It had certainly been one of the best holidays that I have had, and so you had better watch out chaps, because I shall be back there again next year!

---

#### HILLCLIMB HAPPENINGS—continued

total of 69.21 marks. If this goes on Mike is going to end up with a maximum 70 marks. Bob Speak moved up into second place with 62.98 marks, also with a new class record. Best result of the day must be Mike Beckett in his "flaming" Ford Anglia taking "F.T.D. Special Saloons" from Jim Thomson, with new Centre member Peter Davy (No not that one! this one's from Sheffield) in third position in only his second ever hillclimb in the ex Ed Spenser Mini.

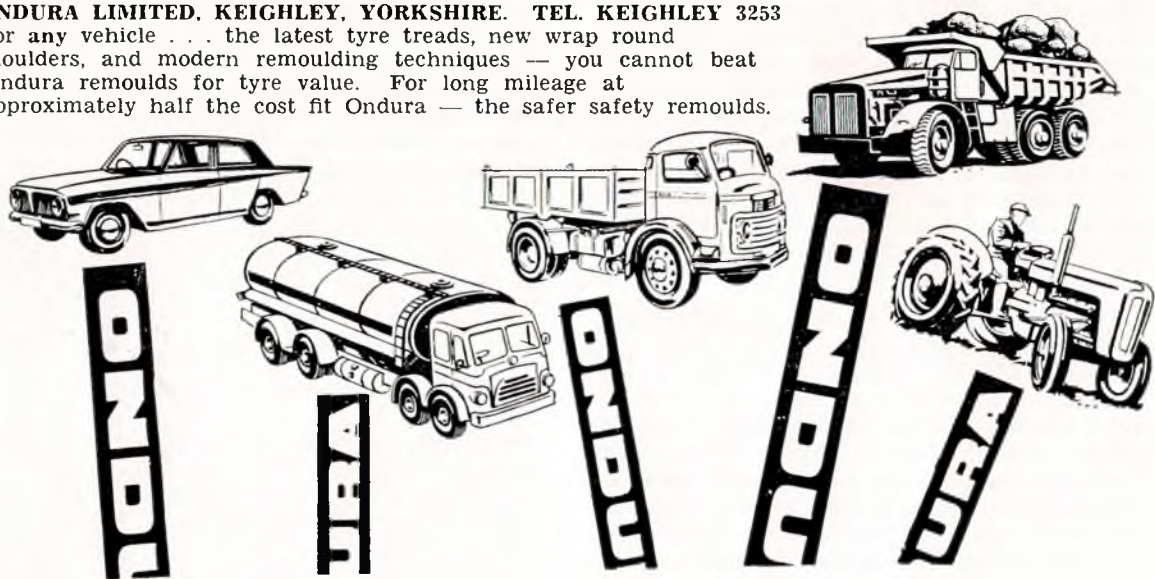
In the McLaren battle for the Castrol B.A.R.C. F.T.D. Awards after Loton, Eastern Carpet Stores are leading Manpower with Richard Thwaites having 33 points and Roy Lane 31. These two being way ahead of the rest, next up being Mike MacDowel with 15 points. Cadwell Park here we come for next weeks thrilling episode.

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# The August Club Night

A new venue in darkest South Yorkshire was found for the August Club Night when Tony Riall and your Editor put on an Autotest meeting of the fast, open variety. By kind permission of Hugh Rorke we had at our disposal 150 acres of flat open land recently cleared of a pit heap and ready to develop into an industrial estate. With so much land to go at, it was possible for once to draw out ideal tests and then find a suitable spot to put them on.

Doing it this way it is possible to almost eliminate the advantage of one type of car owner over another and on this occasion no one could have complained if everyone had run in just one class. Things evened out so well that a Mexico came in first and also second to the last overall whilst Bob Bean, in taking F.T.D., had in fact only one individual fastest time and that was on the last test of all which was more of a glorious blind than an autotest but still within the regulations.

The first test was a good longish one which required some careful use of the handbrake around pylons to put up a good time and here Paul Hargreaves showed everyone how to do it in his Capri by being far faster than the entire field. John Busfield was the next fastest followed by Bob Bean and David Naylor. The second test relied on the ability to change from forward to reverse and back again several times to get a good time and here John Busfield was a second quicker than Bob Bean. Test three was a straight 100 yards dash to a pylon with a free turn and back again which saw Malcolm Lanfranchi, David Naylor, Paul Hargreaves and the magic carpet man, Richard Thwaites in his Volvo all sharing a moment of glory until John Busfield, running with the sun in his eyes clipped 6 second off their times.

Test four was run at the far side of the site around the old weighbridge and in and out of various bits of derelict drag lines and earth-moving machinery. Here one needed a bit of everything to do well and the flying Busfield once again stole fastest time from a very consistent Paul Adelman and closely followed by Bob Bean and David Naylor. The last test of all involved a water splash, several reverses and the need for some very quick and precise driving where Bob Bean pulled out all the stops with a time of seven seconds quicker than Ian Hardy who was having an off day in his MG B.

The results were ready soon after the last car finished and were announced to the large crowd who had gathered in the Spencers Arms at Cawthorne. A great deal of work went into organis-

ing this club night, as does in all of them, and it was a pity that only seventeen members could attend the event (apart from the excellent and ever willing marshals) whilst more than a double that number saw fit to come along for a drink at the finish.

## Class 1. RESULTS

- |                             |       |
|-----------------------------|-------|
| 1. J. Love (Mini) .....     | 290.0 |
| 2. H. Spedding (Mini) ..... | 316.4 |

## Class 2.

- |                                    |       |
|------------------------------------|-------|
| 1. R. Bean (Mexico) .....          | 250.4 |
| 2. P. Adelman (Escort Sport) ..... | 269.8 |
| 3. H. C. Mason (1300 GT) .....     | 280.2 |
| 4. M. Lanfranchi (Escort GT) ..... | 281.4 |
| 5. A. Page (1300) .....            | 304.0 |
| 6. C. Fowler (DAF) .....           | 308.8 |
| 7. J. Walker (Mexico) .....        | 315.0 |

## Class 3.

- |                                 |       |
|---------------------------------|-------|
| 1. D. Naylor (Cortina) .....    | 261.4 |
| 2. P. Hargreaves (Capri) .....  | 263.8 |
| 3. R. Thwaites (Volvo) .....    | 278.4 |
| 4. M. M. Rogerson (Rover) ..... | 280.4 |
| 5. T. Smith (Volvo) .....       | 283.2 |

## Class 4.

- |                             |       |
|-----------------------------|-------|
| 1. J. Busfield (MG B) ..... | 254.4 |
| 2. D. Townsend (MG B) ..... | 280.0 |
| 3. I. Hardy (MG B) .....    | 280.4 |

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# UP AND DOWN YET ANOTHER HILL

by Hazel Marsden

A visit to Gurston Down seen through the eyes of a mere "Wife and Mother" of a family of Marshals was a very pleasing experience.

Whilst on holiday in Bournemouth in July I spotted the notice in the local evening paper of the Speed Climb for the following day, rather foolishly I read it out to Doug!! The next morning found us hurtling up through the pleasant countryside going through Hampshire and Wiltshire to Broad Chalke where the Gurston Down Climb is situated.

It was a fine, warm blustery day and on our arrival we chatted to two Marshals on the gate who welcomed us as visitors from the North and made us feel "at home". We later found out one was Secretary of the Meeting, Mike Norris-Hill.

Like Harewood a farm is the venue, but, unlike Harewood the farm-yard and outbuildings are used as the Paddock. McLaren's, Brabham's, etc. with Combine Harvesters and Tractors for stablemates, a most interesting sight. On entering, our eyes immediately focussed on the familiar faces of Messrs. Thwaites, Bancroft and Chippy Stross plus many other faces that regularly turn up at Harewood. Although recognition was mutual in most cases, I think if Doug had worn his rust and yellow bobble cap which he normally wears as Observer at Orchard, recognition would have been complete.

May I say here that before our return to Yorkshire exactly five years ago we lived in a village named Chandler's Ford in Hampshire for four years. During those years we knew Ted Britten (South Western Centre Hon. Sec.) and his wife Mary who have a business in the village. Unfortunately in those days we hadn't become involved with Motor Sport other than visiting local Grass Track events.

After a natter with Mary who informed us Ted was Course Controller for the day we decided to find ourselves a good spectators vantage point. (I know Harewood has its water problems but I must add that at this point I decided to investigate the 'Loo' situation and was delighted to find FLUSH Loo's in a small modern building).

For the many who have not been to Gurston Down, the Start is a fast straight down hill into Hollow Bend 35 ft. below the Start Line, into Karousel Hairpin 8 ft. above the start, through Bure's Rise to the finish 140 ft. above Start. Course length 1,160 yards.

The Spectators have to walk (no Hillside Car Park or equivalent) uphill through the Oats (or maybe it was Barley) and through a wood avoiding the nettles and brambles and picking the sticky burrs off your backside as you go. We reached The

Ashes and decided that was the best spot for us. Friendly, cheerful Marshals and Ambulance and a breakdown wagon for company.

We trekked back down through the sticky burrs, nettles, brambles and 'oats' to the Paddock for Lunch break. This was so peaceful it couldn't be true, strains of quiet music from the Loudspeakers, "Always", and "If You Were The Only Girl In The World" — Fascinating.

After another quick visit to those fabulous Loo's we again trekked back up through the 'oats', etc., etc. to The Ashes to settle down to the afternoon's meeting. The Commentator started by apologizing for the Programme which unfortunately had been stapled together out of sequence and as the pages were not numbered he had somewhat of a problem sorting out the running alterations.

As stated at the beginning, I am only a wife and mother and all I intend to say about the event itself was that I thoroughly enjoyed it. The most spectacular incident of the afternoon at The Ashes was John Hitching (owner of the farm) who got a bit crossed up and stuffed his Mallock Jeram into the hedge. A Marshal nearby said "he shouldn't do things like that when it was his own hill".

Back down once more to the car park to find Tony Bancroft looking for a lost trailer clamp, did you find it? Then to help Chippy Stross push a foreign registered Mini out of the way to release his car and trailer. Not knowing quite where to push the Mini to for convenience it was left a bit in the middle of the 'fairway', Ah well!

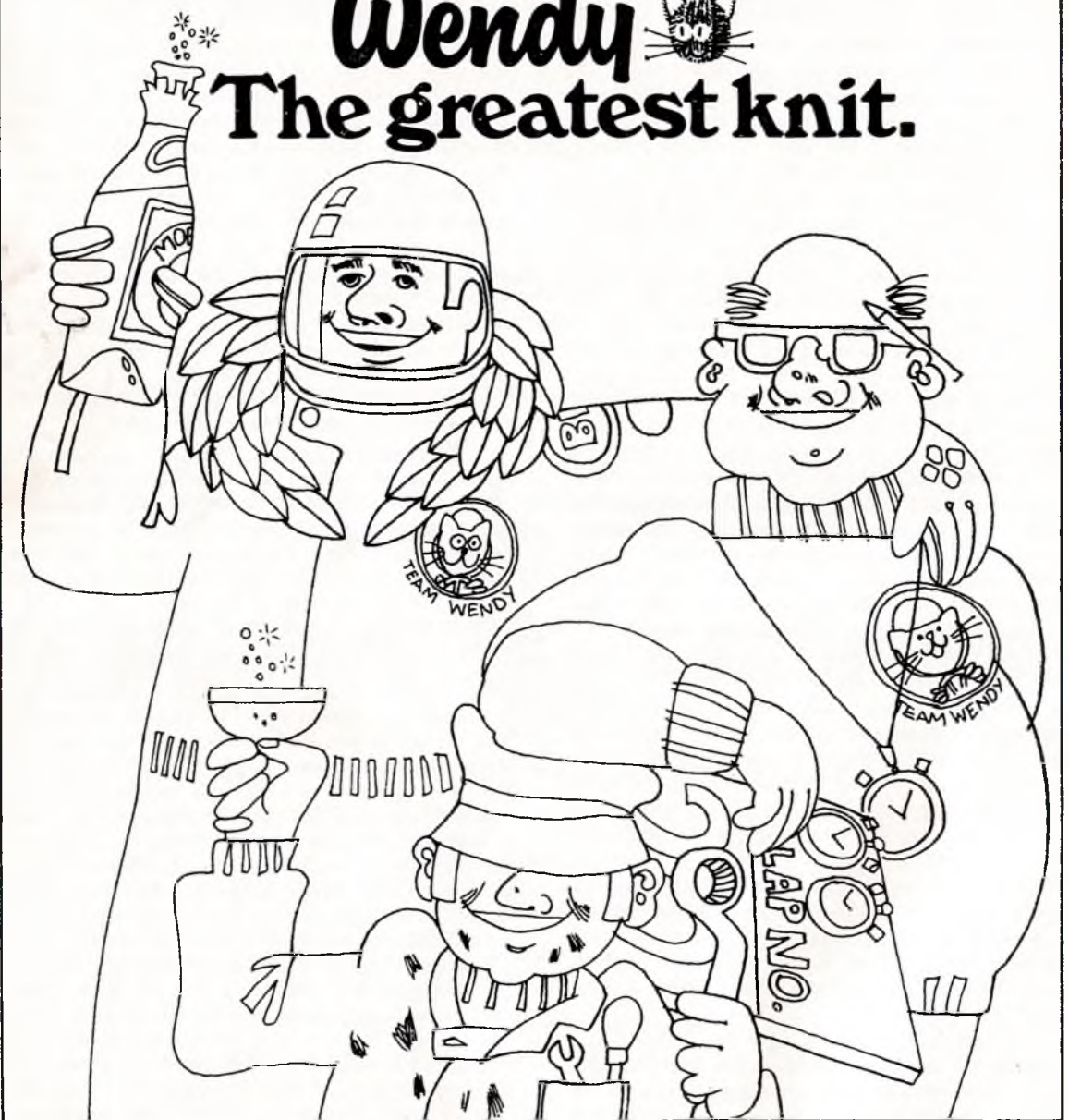
Back to Bournemouth. Hazel Marsden.

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2 Alpine/Tiger standard wheels (1 with SP Sport), Fiat 128 wheel with Cinturato, Alpine/Tiger tow-bar, Black headrest, Ex Lotus-Ford 18 exhaust system, Imp steering wheel, 2 x 600 L-13 Dunlop R6 Racing tyres, Rover 3500 Radiator, Oil cooler kit for Ford (ex Mk. 2 Lotus-Cortina), Bob Soper Ram-pipe kit for 850 Mini, 2 stick-on demister/defroster units, universal-fitting badge bar, 9½" dia. diaphragm-spring clutch with friction plate (unused), Girling master cylinder (unused), Lucas lamp brackets for Mk. 2 Cortina, BMC 1800 Mk. 1 Triumph 2000, and Imp Hewland Mk. 4 Ratios 22/28, 22/30 and two odd gears (all unused), 4 Pathé photofloods complete with extension bars, mounting bracket and reflectors, 2 Single-bed head boards (white). — NO REASONABLE OFFER REFUSED FOR ANY OF THE ABOVE, TRY ME! 'Phone Jim Johnstone, Collingham Bridge 2730, evenings.

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# COMPETITION CHATTER

The following invitations have come to hand recently, and for a change, we start with an invitation to both marshals and competitors.

Sept. 15 York Motor Club's Moss Tyres Rally starts in York at 9-00 a.m. and finishes back in York at 6-00 p.m. There are 7 stages in the morning on airfields and tracks, and in the afternoon 12 forest stages; in all a total stage mileage of about 70 miles.

Marshals are required for the stages, and anyone who wants to get into the winter rallying frame of mind at the end of the speed season should write to Roland Cariss, 12 Melton Drive, Bishopthorpe, York, or telephone Mr. Cariss at York 65742. Marshals are invited to the "disco" and prize-presentation on Saturday evening — other organisers please copy!

Sept. 16 On the following day the Airedale and Pennine Motor Car Clubs are holding their Hapolite/Glacier Autotests at the Tockwith Driving Centre, starting at 11-00 a.m. This is a Restricted event, qualifying for the R.A.C. and B.T.R.D.A. Championships.

Sept. 16 Also on the same day The Huddersfield M.C. are holding a restricted hillclimb at Scammonden where sponsorship brings the first prize up to £30. Our usual classes are in force and we all know that Huddersfield can be relied on to put on a good meeting.

Sept. 30 The Lancashire Automobile Club are promoting their "Sandypanels" Race Meeting at the Longridge circuit (Map Ref. 95/616382).

Oct. 6/7 Shipley & District Motor Club are running their Vincent Ferrand Rally, to which all A.N.C.C. members are invited. The start is from Keighley, with a route of 190 miles on sheets 90, 91 and 96 — all the old favourites, although some new "whites" are promised (I didn't think there could be any, unless someone's had a bulldozer out).

Oct. 7 Lancashire Automobile Club again, this time with a Restricted Sprint Meeting at Longridge.

Oct. 21 Owen Organisation Motor Club are organising a Production car trial near Burton-on-Trent.

● Well in advance, for intending competitors or marshals, the Mintex Dales Rally is scheduled for 23/24th February 1974. Once again we shall be running a stage as our contribution toward helping De Lacy Motor Club organise the ANCC's forest rally, and any would-be helpers should contact Peter Griffin to join the eager queue.

● Now a very pleasant duty — formally to thank on behalf of the committee and the organising team, all the marshals and officials of the 12th August Croft Race Meeting. We set a very tight schedule, and managed to keep it by dint of continuous non-stop action by all concerned. Thanks also to the competitors for some of the closest and most exciting racing we've seen for some time. But the award for the most spectacular sight of the day must go to Roger Bell, who appeared through the Chicane at a respectable speed but travelling on the roof of goodness knows how many pounds-worth of B.M.W., until then immaculate in the brown and gold livery of his fragrant sponsor. Sad to relate, the sponsor's sales manager had driven the car up from London, and had expected that it would be his transport back that night. The "Motor" report of the incident is awaited with interest.

A.J.H.

---

## FORTHCOMING EVENTS—continued

### Croft Race Meeting — 23rd September

Despite what we said last month, this is quite definitely the last meeting at Croft this season: run by the B.A.R.C. In fact it could be your very last chance for a very long time to see a race meeting in Yorkshire run by the Centre if the reports in the press are true and the Croft owners have in fact applied for residential planning permission for the circuit. It is not certain that this will happen but it may be worthwhile to make the journey north just in case.

As always at Croft and one of its main disadvantages is that it is not possible to start practice before mid-day which means that it will be about three in the afternoon before the actual racing gets under way. However, there will be a full programme of races as usual which, with the various championships coming to a climax should see some full grids and some very close racing.

Continued on page 21

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# VINTAGE AND NOVICE HILL CLIMB

Whatever the excitement of the really quick cars at our big meetings, somehow they never quite seem to catch the atmosphere of the Vintage and Novices event. Obviously the times are very much slower than the quick boys but this doesn't seem to matter as one wanders through the paddock to look at such sights as Hamish Mofatt warming the axle of his superb R3A ERA to the aroma of Methanol or witness the keen battle between Hayden Lyles and Chris Winder as they fight for the class whilst sharing Chris' s Lea Francis.

In class 15 it was a pleasant change to see a Terrapin, ably driven by Brian Alderton, win the class after a gap of many years whilst Alan Mountain made a brave return to driving to take a well deserved F.T.D. in his Leda that is normally driven by John Lambert. Further down the field there were other even keener little competitions going on with Derek and Simon Clark sharing Derek's V12 'E' Type taking on Mike Myerscough's Targa Porsche and David Stead's Dino Ferrari. Not surprisingly, no one could touch the Ferrari but Derek was only a second behind followed by Simon who did not risk bending dad's car with the Porsche six seconds behind. Mike says that it was definitely the car and not the driver this time.

Amongst the class winners, Tim Wise went well to win Class 2 well ahead of wife Anne, whilst in Class 5 Peter Davy, on his very first hillclimb in the ex Ed Spencer ex Peter Kaye Mini scored a very easy and convincing win from a varied opposition.

Whilst the TC MG class seems to dwindle, all of a sudden there are hoards of Jowett Jupiters, including one of the Le Mans ones, about. Geoff McAuley was the quickest in 62.16 seconds followed by Don Griffiths driving the R1 model. Photographer Haydn Spedding left his camera behind to borrow the Walker cousins Lightweight 'E' type and give himself a pot for the mantlepiece when winning Class 14. Someone noticed that Ian Beardsley was kneeling in a corner of the beer tent and it turned out that he was offering a short prayer before lending his BT15 Brabham to his wife Jane and Maggie Chadwick. The prayers were answered and they finished with it in one piece for Jane to take the ladies award.

The vintage boys fall into two categories. There are those who think that pre war cars are better than today's pressings and run them all day and every day for work and play, enjoying their motoring in the process but with little regard for the car so

long as it keeps going, whilst others lavish care on their charges so that they become museum pieces which must be cherished and driven very carefully. So long as they hit some sort of balance, both must be right for we can see immaculate examples in the museums and Hamish Moffatt really throwing his ERA around the corners as the great drivers of the past will have done. What a pity our event clashes with Vintage Silverstone lest we could see some of the other superb cars being similarly handled.

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## FORTHCOMING EVENTS—continued

### Castrol Trophy Hill Climb — 30th September

Since the unfortunate demise of the Scarborough Hill Climb, we must once again hold the final round of the Castrol/B.A.R.C. Hillclimb Championship at Harewood. There is no doubt at all about the overall winner for Mike Flather cannot now be beaten but there is still plenty of interest in the placings for the top ten whilst in the F.T.D. awards both Richard Thwaites and Roy Lane have left the field well behind and are now neck and neck for first place.

This will not be a big Gala affair like the Shell Speedclimb for on this occasion the main accent will be on hillclimbing as a sport with all the competitors there because they enjoy it. Again Saturday practice with the event starting around noon on Sunday.

### Greenwood Cup — 7th October

Our main production car trial for which the regs are enclosed with this Circular, is the Greenwood Cup Trial for normal production cars. Earlier this year than before, the Greenwood will be held in Washburndale near the Old Sun Inn at Norwood at the same spot as the September Club Night. It is a whole day event with ten sections in the morning followed by another ten in the afternoon with the lunch stop at the Old Sun.

Full details of the event are on the regs and will appear next month but in the meantime, anyone who thinks that they would like to have a go at one of the most enjoyable forms of motor sport but is a little wary of a big event, come along to the club night and see for yourself. Any type of car is suitable and the chances of doing any damage are very slight indeed.

# Dates for your diary

## YORKSHIRE CENTRE PROGRAMME

Date 1973	Event	Status	Centre Annual Competitions
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.

### ANNUAL COMPETITIONS

THE PEARCE TROPHY	PCT	L	M	N	O	
1. Miss J. S. Lee	38	3	6	3	3	53
2. J. R. Hardcastle	41	3	3	3	—	50
3. G. F. Chippindale	33	3	—	3	—	42
4. D. R. Scatchard	37	3	—	—	—	41
5. M. S. Wilson	28	4	3	4	—	39
6. J. M. English	27	4	3	3	—	37
7. J. M. Busfield	23	3	—	3	7	36
8. H. C. Mason	21	3	—	3	5	32
9. C. G. Seaman	15	7	—	4	3	29
10. P. R. W. Hargreaves	22	—	—	—	5	27
11. T. M. Wood	15	—	—	3	—	18
12. B. A. Kitching	17	—	—	—	—	17
13. D. W. Taylor	9	3	—	3	—	15
M. A. White	3	5	—	7	—	15
14. Mrs. J. Kitching	3	—	7	—	—	10
L. S. Stross	5	3	—	—	—	10
15. R. G. Moorhouse	7	—	—	—	—	7
16. P. A. Lister	6	—	—	—	—	6
G. D. Taylor	6	—	—	—	—	6
H. Wadsworth	6	—	—	—	—	6

THE ARNOLD BURTON TROPHY	
1. G. Chippindale	16
2. J. Busfield	11
3. H. Mason	9
4. R. Moorhouse	7
5. P. Hargreaves	6
6. B. Kitching	5
C. Stross	5
M. A. White	5
7. H. White	3

### THE KEN LEE TROPHY

1. G. F. Chippindale	38
2. J. Busfield	36
3. H. Mason	32
4. P. Hargreaves	27
5. C. Seaman	26
6. B. Kitching	17
7. M. White	15
8. D. Taylor	12
9. Mrs. J. Kitching	10
10. Chippy Stross	10
11. Bob Moorhouse	7
12. P. Lister	6
13. G. D. Taylor	6

### CODE

L — Harewood 24/6/73  
M — Club Night 3/7/73  
N — Harewood 22/7/73  
O — Club Night 7/8/73



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