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SEPTEMBER **73**

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YORKSHIRE CENTRE CIRCULAR

PUBLISHED MONTHLY

NINETEENTH YEAR No. 217

SEPTEMBER

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

Dr. Tom Dowell stands alongside our new medical unit. Paid for entirely by voluntary subscription from members and competitors it represents a great achievement for the Yorkshire Centre for 1973.

(Photo : Bob Soper)

It is now the end of yet another excellent season and, as we go to press, most of the loose ends are being tied up. Jackie Stewart is the new World Champion, Mike MacDowel is the R.A.C. Hill Climb Champion and Mike Flather has won our own Castrol/B.A.R.C. Championship. The various racing titles are still being keenly fought but, in a few weeks, the season will be all over and we, in the B.A.R.C., can rest for a few brief months before it all starts all over again.

This is a fitting moment for me to lay down my pen as only the third editor of this magazine in twenty years and reflect on the pleasure that it has given me to write it during the past four years. A lot of things have happened during that time, members have come and gone, our committee has altered considerably but the Yorkshire Centre continues to go from strength to strength. I would like to think that the Yorkshire Centre Circular has helped to keep the club together as much during my period as editor as it did when it was so ably written by Mike Wilson and John Stroud. The magazine is an essential part of any club's life and I am pleased that this one is being taken over by someone far better qualified to write it than I am. I would like to thank all those who have contributed over the last four years and also to all of you who have read it — that is all any journalist asks for — thanks a lot.

Forthcoming Events

Hill Climb Dance — 29th September

Last minute news of a Scarborough type shindig to round off the season at the Post House, Bramhope just before the final round of the Castrol/B.A.R.C. Hillclimb Championship. Tickets are 50p each on sale at the door or at the hillclimb itself during Saturday practice and all members, competitors, marshals and friends are welcome to come along. Things should get under way about 9-00 p.m.

Castrol Trophy Hill Climb — 30th September

The final round of the Castrol/B.A.R.C. Hillclimb Championship is once again to be held at Harewood since we can no longer use Olivers Mount at Scarborough. This is your last chance to see the quick cars this season and with Mike Flather safely installed as Champion this year the main interest is in the top ten placings and the battle between Richard Thwaites and Roy Lane for the FTD awards. It was at this meeting last year that Richard set the present course record and it will be interesting to see whether he can repeat the feat on this occasion.

October Club Night — 2nd October

Now that the nights are drawing in we have completed our season of competitive club nights for 1973 and are reverting to the more social type of evening. This month we are holding a "Noggin and Natter" type of evening at the Bingley Arms, Bardsey where we hope to see the usual crowd of socialites gather to talk usually about anything but motor sport.

For those unfamiliar with the north of the river the Bingley, reputed to be one of Englands oldest pubs dating back to before the conquest, is very easy to find. Coming out of Leeds on the A58 Wetherby Road, take the first turning left at the signpost to Bardsey after going through Scarcroft. The Bingley is then about a quarter of a mile along on the left hand side. Serious supping starts about 9-00 p.m.

Greenwood Cup Trial — 7th October

Our main production car trial of the season for which regs are quite definitely enclosed with this Circular, is the Greenwood Cup Trial for normal production cars. As we said last month it will be held in Washburndale with the first sections at the same spot as the September Club Night. The start will be at 10-30 a.m. at the Sun Inn, Norwood (map ref. 96/206538) and all the sections will be in that area with the lunch and finish at the same spot.

Our usual production car trial classes will be used which means that everyone is in with a chance of a class win although the Greenwood Cup goes to the best performance overall. This is our last competitive event of the season and we look forward to the usual big entry. Food will be available at the lunch halt and finish for those who need it.

Midnight Film Show — 27th October

The Airedale and Pennine Motor Club are holding a film show at the Odeon 1 Cinema, Bradford, on Saturday, October 27th, starting at 11-00 p.m. The programme includes two motoring films, some cartoons and the main feature film "Monte Carlo or Bust". Tickets, available at the Centre Office, are 55p each and all our members are welcome to attend.

Buxton Weekend — March 1974

Plans are already well advanced for a Scarborough type weekend in Buxton in March next year. It will be a two-day event with, it is hoped, a production car trial on one day and an autotest on the other with a headquarters hotel and Saturday night dance. More details of this early next year.

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Cowboys and Vauxhalls. It's all part of Vauxhalls biggest ever sales promotion coming to Leeds and Bradford in October, November. BARC members and friends are all invited to our Car B Q and Bonfire at Hunslet Road on 5th November. Whilst you're there take a spin in our Blydenstein Viva — some rocket. Maybe a good time to trade in your banger.

D.T.V. SPORT DEALER

Reprinted from
"Motor"
9th December, 1972

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			30-50	50-70	70-90	30-50	50-70
			s	s	s	s	s
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Firenza Sport SL	1554	22.0	6.3	6.9	9.4	4.4	5.2
BMW 2002 Tii	2499	24.0	7.8	8.4	10.8	5.4	5.7
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	5.4	5.7

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SEPTEMBER CLUB NIGHT

A superb summer evening greeted an excellent entry of 32 members who assembled for our last competitive club night of the season in Washburndale. The event was held in two fields alongside the Sun Inn at Norwood where John Busfield had laid out five tests of which three had to be done twice to make eight in all — the last one being done in the dark. Unfortunately it rained during the preceding night and this left the track very slippery making two sections virtually impossible to get to whilst the others proved equally difficult once on the starting line. The rear engined cars were in their element on this occasion, particularly the Fiats which performed far better than any other although the Imp was rather disappointing. In Class 1, after a bad start, Harry Mason soon got Barbara's 1300GT Morris into its stride and managed to give it its first win whilst in Class 2 Howard Wadsworth easily beat a variety of opposition to win from Stan Peel's Escort. David Naylor had no difficulty winning the other class in the Fiat 850 that he shared with Paul Hargreaves, finishing up nine points ahead of Les Bentley's Fiat 500. Sue Johnstone took the Ladies award and Brian Kitching found far less grip with the Avenger than his normal Imp to finish an unfamiliar last overall.

Altogether an excellent event to finish off the season and a good curtain raiser for the forthcoming Greenwood Cup. Our thanks to John and Wendy Busfield for their efforts with the organisation.

Results :

Class 1.

1. H. C. Mason (1300GT)	37
2. J. Spencer (Mini)	38
3. J. Stott (Mini)	39
J. Johnstone (Datsun)	39
5. Mrs. S. Johnstone (Datsun)	43
6. B. N. Marsden (Cooper)	52

Class 2.

1. H. Wadsworth (Sprite)	38
2. S. Peel (Escort)	44
3. P. J. Wilson (Datsun)	44
4. Mrs. J. Corner (Avenger)	45
5. D. Townsend (Midget)	49
6. R. Bean (Toyota)	50
7. M. A. White (Escort Sport)	51

8. M. Rogerson (Rover)	53
9. I. K. Hardy (M.G. B)	54
10. Mrs. M. Bean (Toyota)	56
11. Mrs. C. Hardy (M.G. B)	57
T. Smith (Volvo)	57
13. A. Vickers (Opel)	60
14. J. Cockayne (Capri)	61
15. G. Chippindale (Daimler)	67
16. C. J. Tipping (Capri)	69
17. Mrs. J. Kitching (Avenger)	71
18. B. Kitching (Avenger)	73

Class 3.

1. D. Naylor (Fiat 850)	21
2. P. Hargreaves (Fiat 850)	25
3. L. Bentley (Fiat 500)	30
4. G. Sheard (Imp)	46

Awards :

1st in Class :

H. C. Mason, H. Wadsworth, D. Naylor.
2nd Class : S. Peel.

Ladies : Mrs. S. Johnstone.

MAGGIE and JOSEPHINE

ARE PLANNING A WEEKEND
HOLIDAY IN FEB/MARCH 1974.
IT COULD BE IN SUN OR SNOW.
WHO, FROM B.A.R.C. WOULD
LIKE TO JOIN US ?
ANY SUGGESTIONS ?

REPLIES TO :-

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OR

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You may not be aware of it, but for some time now Bob and Stephanie Soper have been in the "Antique Business". Working from home we specialise in Oriental porcelain and good, high quality furniture. We exhibit at the high quality Fairs in the district., our next one being at Keighley from 10th—13th October.

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TWELVE MONTHS WITH A MERC.

It has long been my contention that motor cars are far too dear and that, whilst it is fine for companies to be able to write down the depreciation, the private buyer needs to have a lot of spare cash if he is to run other than the very mundane. However, depending just where the level has to be, it is still possible to run very interesting cars for a fraction of the cost of a new one. It all depends on your attitude to motoring and, if your cup ranneth over when you had two 'M' registered cars parked in the drive at eight o'clock on the morning of August 1st, even though they were a Viva for you and a Basic Mini for your wife, then read no further, this is not for you.

Those who prefer to drive motor cars rather than registration numbers and who do not feel justified in losing £2000 in the first year on their new B.M.W. may be interested in my experience of twelve months with two different type of cars. I was running a Toyota Corona with which I was quite happy but it did lack character and the road holding was somewhat suspect whilst my wife had an almost new Triumph Spitfire which was suspect in every way and quite the worst car that I have ever driven. I decided that I wanted two better cars with a maximum budget of £2000 with my personal requirement being a slightly older quality car. After much searching I finally came upon a Mercedes Benz 230SL for myself and an Alfa Romeo

1300GT for my wife, being an ideal combination of GT car for long distances and a 2+2 for shopping and town work.

When purchased the Mercedes had perfect bodywork but needed one or two things mechanically to bring it up to scratch. It had done 68,000 miles in eight years and the original tyres were getting a bit thin, the brakes were relined as a precaution and two new rear shock absorbers were fitted. The water pump leaked due to an over tight fan belt and an annoying misfire was traced to a dud coil. The headlamp reflectors needed resilvering and that was about it. Well under £100 plus the tyres brought the car up to scratch and it has run perfectly ever since. It had to be resprayed when a woman driver parked her Zephyr on a hill in front of it without the brake on, which made a mess of the front end, but this would not have been done otherwise.

The Alfa needed a small amount of bodywork around the rear wings which is apparently a weakness, two new tyres on the front caused when the front wheels were run for a long period out of track, the brakes relining and a good service and tune-up to make it fit for the road. Just what the mileage was is unknown for a new speedometer had been fitted but so far we have done about

Continued on page 10



After nine years the line of the 230SL Mercedes Benz is still very much up-to-date and should emerge as one of the great classic designs. (Bob Soper)



Plant Hire could save you a visit to this gentleman!

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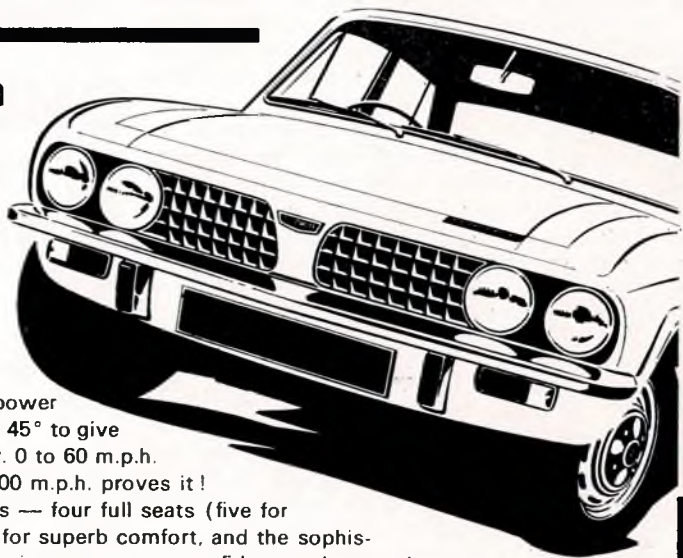
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TWELVE MONTHS WITH A MERC.—cont.

6,000 miles in it whilst the Merc has since done another 18,000.

Everyone told me how painfully slow the Mercedes would be and that I should have bought a 911S or 30CSL B.M.W. instead, but I was agreeably surprised that it turned out to be a lot quicker than even I had expected, for it has a comparatively small engine in a very big car and it is very high geared with wide spaced ratios. Obviously it was designed not with the average boy racer in mind, but to travel effortlessly at well over 100 m.p.h. for long distances. It has a maximum speed of 126 m.p.h. which means that it is just ticking over on British Motorways whilst in third and second there is sufficient speed for most emergencies. It isn't as fast as an 'E' type by any means but nobody ever said that is was and it is more than adequate for British roads at the moment.

The engine is a superbly smooth straight six which revs without any effort, due no doubt to the ever efficient Bosch Fuel Injection system that has not been touched since the day I bought it. The Achilles heel of the car is the manual gearbox which at best is not positive and at its worst the whole linkage came adrift making it impossible to select second or top. With thoughts of huge bills for removing the gearbox I investigated the trouble and found a superbly engineered linkage secured, to the gearbox at one end and the chassis at the other, by clevis pins through rubber grommets to stop vibration. Oil had rotted the rubber and one had come adrift. Anticipating this would happen, Mercedes have left little inspection covers alongside each grommet so that they can be replaced easily with the result that it is a half-hour job with materials under £1.

No one can deny that the shape is probably one of the finest classic designs of all time and it is very much admired everywhere I go, with those who do not know, thinking that it must have cost over £3,000. It is not at its best on the narrow country lanes but on the open road it is superb. Now over nine years old, I use it every day and it gives me more pleasure to drive than any other car that I have driven. If I were to sell it now I would make money and there is no doubt that if it is kept for a few years then it can do no other than appreciate in value.

The Alfa is an entirely different type of car being of obviously lower quality than the Mercedes but

in a different world to the Spitfire. Whilst the Merc is built with Teutonic efficiency, the Alfa seems to possess that spark of genius that is difficult to define but is peculiar to the Latin temperament. Whether it is the excellent little engine, the uncanny roadholding, the comfortable seats, the delightful gearbox with its five forward speeds at just the right ratios or the clean, simple lines of the bodywork that make it stand out is difficult to say. The fact is that there is no other car on the road that one could say "It's just like an Alfa". We don't like the way that the gearbox whines or the ludicrously large turning circle for such a small car but on the whole it is a very pleasant little car to have in the garage.

Both cars have been bought by answering advertisements in the paper and not as a result of silly part exchange prices by the motor trade and we have found that it is possible to run two economically priced quality cars as everyday transport without reliability problems and without breaking the bank in the process.

R.S.

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HILLCLIMB HAPPENINGS

by John English

There are two rounds of the Castrol B.A.R.C. Hillclimb Championship left and Mike Flather with yet another maximum score at Cadwell Park has clinched the Championship with a total score of 69.66. Second place is held by Bob Speak with 62.98 and moving up from fourth to third place is Richard Jones with 61.84. Bob has to drop 7.70 and Richard 6.16 at the next round at Pontypool, so the fight for second place should be quite interesting. In seventh place is Nicky Porter who must by now hold some kind of record for always finishing in the top ten since the start of the Championship.

At Cadwell David Morris hammered his own class record leaving it at 49.37 to win the Team Castrol Award of £10. Unfortunately Ian Manners of Castrol was unable to present the award after the meeting as David and Bill Morris were confident that their first run times were good enough to take first and second in the class and had already left to go to Gurston. Richard Thwaites set a new course record of 45.61 in the Castrol FTD Award run offs and with Roy Lane saving his engine for the following days RAC Round, Richard extended his lead in the Castrol BARC FTD Awards in his Eastern Carpet Stores McLaren.

The Cadwell social scene was quite lively with two Centre members cunningly disguised as Jim

Thomson and Chippy Stross attempting to buy the Rodney Hotel out of champagne. The star turn was Jim Thomson demonstrating one hundred and one different ways to open a bottle of champagne.

John Cussins returned to hillclimb driving at Cadwell in the Saxon Hawk Special. John nearly gave regular driver Malcolm Dungworth heart failure by making a full throttle start on his first run, unfortunately John had selected reverse gear.

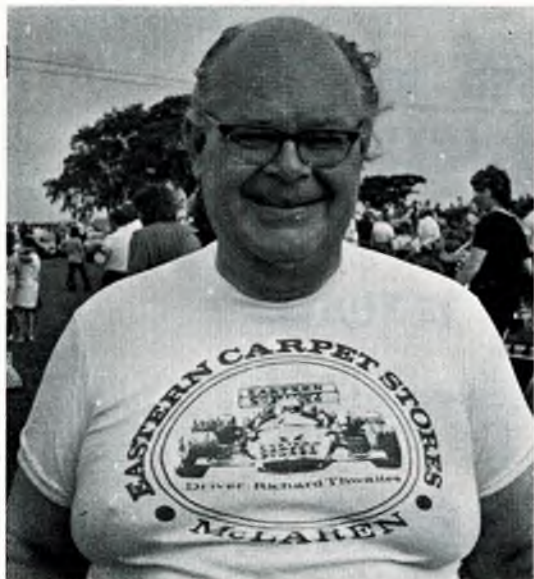
The following day the RAC Championship moved to Gurston, one or two competitors having a late night drive down from Cadwell. Mike MacDowel set a new hill record with Richard Thwaites second on his flying carpet. Sir Nick Williamson was third and Tony Bancroft fourth keeping the Pennine Motors flag flying high.

The following week Mike MacDowel put his name on the RAC Championship at Prescott in his Brabham Repco BT36X. Mike winning the Championship title with his sixth victory of the year. The battle again was for second spot this time between Richard Thwaites and Sir Nick Williamson in the Marlyn DFV both with 77 points after Prescott and both with a 7 to drop. Hard luck stories of the weekend were Tony Bancroft having been asked to leave his hotel in the early hours of the morning went on to break a drive shaft. The other was Chris Cramer who had a



The Formula 1 DFV Ford engine tucks nicely into Sir Nick Williamson's Marlyn chassis.

(Bob Soper)



**Yes, they do make Tee shirts in the extra large size.
(Bob Soper)**

broken camshaft in his Grunhalla Lager Special. In the other championship, the Woking Motors Leaders Championship Alistair Douglas-Osborn was leading Phil Scragg and Alex Brown with 70, 69 and 67 points respectively.

Harewood on the 9th September was the next RAC Championship round and Mike MacDowel confirmed his Championship winning form by leading the championship runs, but it was Roy Lane who took FTD and the Double Twelve Trophy. Roy was last seen reinforcing the floor of his transporter in order to get the trophy home to Warwick.

Peter Voigt made another of his rare trips North to take Roger Willoughby's Brabham to a new record for Class 15 of 41.76. Peter is now getting his T-shirt lettering changed from "Grumpy Fiddler" to "Happy Fiddler".

Speaking of T-shirts thanks to Richard Thwaites the "bus" staff were all in their new uniform of Eastern Carpet Stores T-Shirts. A smaller group were decked out in shirts proclaiming "Tony Fall's For Guyson". Contrary to the reports in the previous Friday's Yorkshire Post these referred to Jim Thomson's new sponsorship of Tony Fall and not Tony Bancroft.

And now the social news. On the 10th June, Motoring News hillclimb reporter Robin Boucher announced his engagement to Rosemary Fletcher

from Kidderminster. Rosemary is no stranger to hillclimbing, her father was C.A.N May's mechanic in the Cooper 500 days and brother Tony can be seen timekeeping at Prescott and Loton Park. Not to be left out, Autosport's Ian Wagstaff announced his engagement to Gillian Seldon on the 1st September. Harewood was Gillian's third hillclimb though she did say she might get to like it.

End of Season Rumours Department

First retirements, rumoured as thinking of retiring is Peter Boshier-Jones, another rumoured to retire is Richard Thwaites, this time to go hysteric racing . . . that is historic racing, but there again. Another piece of jungle telegraph is that Chippy Stross may be changing his chassis. Another rumoured retirement was new champion Mike MacDowel but Mike says he is going to continue because "I have always wanted to run as number one". Final rumour, will Jim Thomson be entering class 6 again

Finally a silly story from Somerset, a well known hillclimb competitor presented his B8 to the scrutineers.

Chief Scrutineer : "Excuse me sir, but your strut is dropping".

Competitor : "Yes I know, it's been like that for ten years".



**Mike MacDowel, the 1973 R.A.C. Hillclimb Champion
(Bob Soper)**

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BARCounter

New Editor

I am very pleased to announce that at the last Committee meeting **TONY HODGETTS** offered to take over as Editor of The Yorkshire Centre Circular. Tony has been a regular contributor during my four years as editor with his Competition Chatter column and I have long considered that he is one of the very few club members and probably the only one on the committee to whom I would be happy to hand over. He has been a club member for a great number of years and has served as secretary of the now defunct Events Committee before taking over from David Lincoln as Hon. Competition Secretary.

Tony has concentrated mainly on our speed events and it is mainly due to the small team of which he is a member that the Yorkshire Centre stands so high in the world of hillclimbing. He used to be a regular competitor, but now prefers to spend his time organising events, usually in the role of Chief Observer at Croft and Harewood.

Having taken on the not inconsiderable task of editor, Tony has stood down from being Hon. Competition Secretary and his place has been taken by **JIM JOHNSTONE**, another long standing committee member. In contrast to Tony, Jim is very much a regular competitor having been one of the chief contenders for top honours at Harewood until business pressures made him retire to the comparative quiet of the non-speed events. Things are returning to normal now and he hopes to be back into a single seater next year.

More Gastronomy

Following our reports of the gastronomic problems of two of our ladies last month, a similar incident has been reported to us. Whilst on holiday in Scandinavia **BRYAN** and **JANET KITCHING** ordered an aperitif before the meal, Janet's being a Sweet Sherry. A disbelieving waiter went away and returned some time later with a huge bowl of cherries.

Manhana

Once again **BRIAN KENYON** has asked that we print his picture on the front page but, once again we must tell him that we do not have a picture of



TONY HODGETTS

him doing anything that merits that honour. If he has a suitable photograph and cares to send it to the new editor, no doubt it will be given due consideration during the winter.

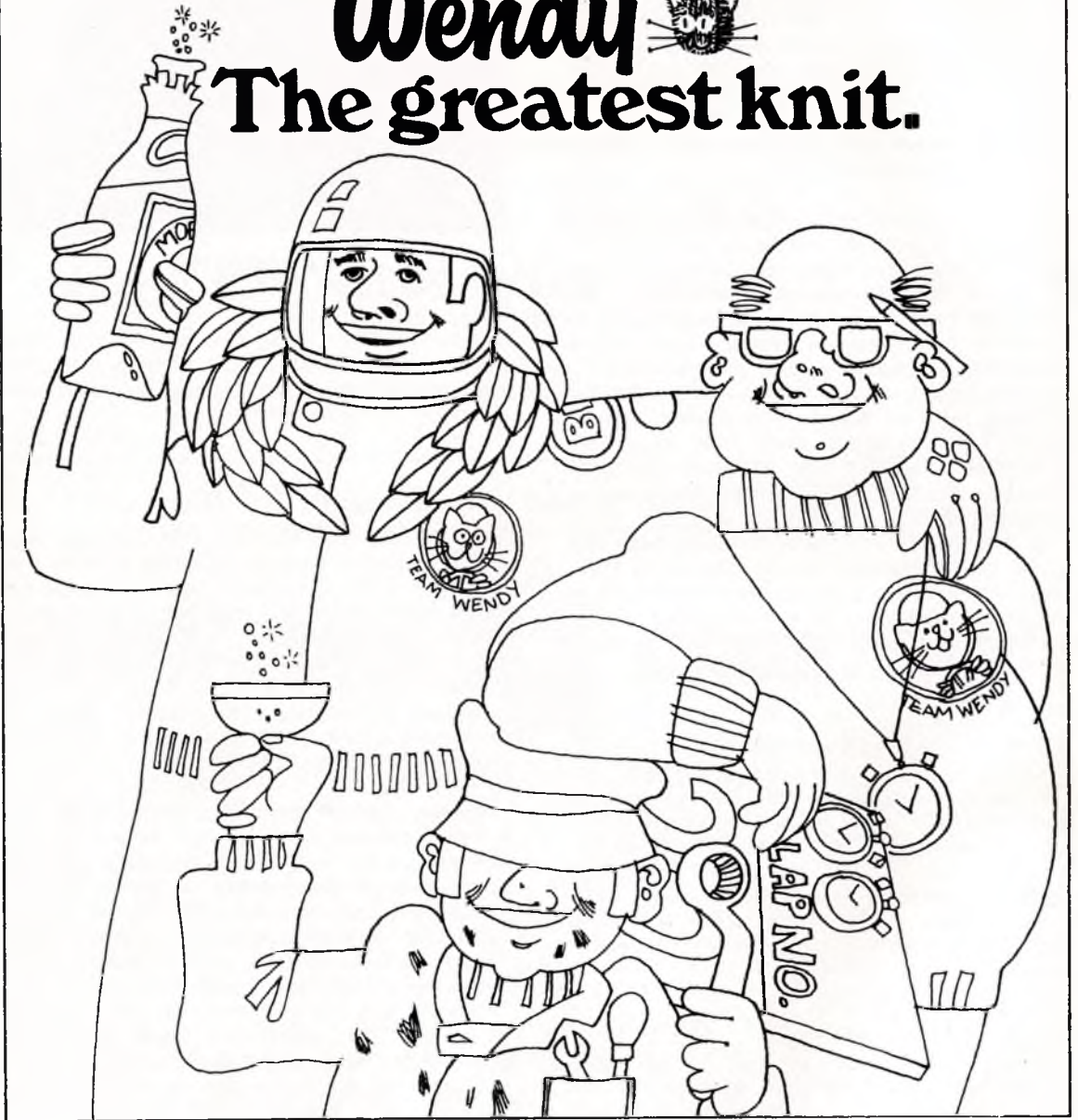
Piston Broke

Many readers will remember Phil Chapman who used to drive his fearsome Chapman Mercury's at Harewood. Phil has always had a fondness for songs and stories of the music hall, or gentlemen's smoking concert type and, in particular, the tale about the couple whose car was stranded by the roadside when a passing motorist stopped to see what was the trouble. "Piston broke" came the explanation. "Ah well", replied the samaritan, "So am I, let's all go home".

It seems that for about thirty years Phil has had a secret ambition to be involved in such a conversation in real life. At Harewood during the R.A.C. Championship meeting he felt that at last his moment had come when he fell into conversation with Loll Ryan in the ale tent. "Why", asked Phil, had Loll non-started? "Piston Broke" replied the cheerful demolition contractor from York. "Ah well", said Phil in triumph, "So am I, let's all go home". "Yes", replied Loll, "It split right around the crown on the line of the top ring and I haven't been able to get a replacement as they are a non-standard size". Collapse of Phil, one of his most cherished ambitions destroyed.

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COMPETITION CHATTER

● Salute J. Y. Stewart, once again World Champion. No doubt the outcome of the 1973 Grand Prix series will be greeted with the usual crop of anti-Stewart letters in the motor sporting press, but it always seems to be a pity that such an achievement should rouse such passions. In other sports a world champion is received with adulation, but for some reason the self-styled amateur experts of motor racing always seem to know better than the men who do the work. At the moment, most of the cars are so similar in potential that any winner must be on the merit of the car/driver combination, and no second-rate driver can win by virtue of a wonder car. Whether they drive a cigarette packet, a scent bottle, or a petrol pump I doubt whether any race this year has been a foregone conclusion for any driver.

I suppose part of the reason for the outbursts of venom is that Stewart holds strong views and voices them freely. Anyone who has anything worth saying on any topic is bound to offend some of his audience, so our admiration of his skill should not be tempered either by any disagreement with his views or by laboured comparisons between past and present champions, which latter is a particularly sterile discussion topic. We all have our favourites, I have my own; but a current champion is the man who has made the best available combination of car and driver, and must take all the credit that is due to a winner.

● Salutations also to Mike MacDowel on his Championship. The hill-climb scene still manages to combine skill and dedication with the ability to enjoy the sport, and we are the richer for the splendid attitude of the top hill climb drivers. They set an example which some other branches of motor sport would do well to copy. Their skill is apparent to the least-informed spectator, the presentation of their cars is always immaculate, and they seem all to be blessed with the ability to make any criticism constructive. Gentlemen, you are a pleasure to work with and for!

● This is the time of the year when invitation to the events organised by other clubs start to dwindle as the Speed event season draws to a close. The only invitation which has been received over the past few weeks is to a rally in November. Nov. 3/4 North Humberside Motor Club Moon-maker Rally — no further details given, but prospective entrants can contact Bernard Graybine at 80 Boothferry Road, Hull, Yorks. for details.

There are also a few general invitations issued to all member clubs of the A.N.C.C.

Oct. 7 Airedale & Pennine M.C. Autocross (Restricted).

Oct. 13/14 Airedale & Pennine M.C. Dalesman Rally.

Oct. 21 Ill Motor Club Autotest — a qualifying event for the Shell League.

Nov. 4 Trackrod M.C. Restricted Production Car Trial — another Shell League qualifier.

Nov. 10/11 Matlock & District M.C. Restricted Rally.

1974

Jan. 5/6 Airedale & Pennine M.C. Snowdrop Rally.

I think that's all, but as the A.N.C.C. meetings are largely composed of rally boys who are used to staying up all night, I may have missed something when I started to flag a little as the night wore on.

A.J.H.

Shell Motor League Club

After five rounds of this year's Shell Motor Club League competition we, as defending champions, are creeping back up the leader board and are now lying third behind the Y.S.C.C. and Huddersfield Motor Club. We are still nearly three hundred points behind the Y.S.C.C. but there is no reason why a good effort in the Curborough Sprint and the other remaining events should not see another very close finish. At the last round before we went to press at Cadwell Park, our team scored three firsts, a second and a third for us to win the round and ten pounds for the club. It is interesting to note that of the thirty-two entrants for other clubs in this occasion, twenty-two were Yorkshire Centre members including three committee members, and we made up the entire team for five other clubs. The top ten teams at the moment are as follows:

1. Y.S.C.C.	1633-17
2. Huddersfield M.C.	1524-59
3. B.A.R.C.	1337-04
4. Ilkley D.M.C.	1312-94
5. Sheffield H.M.C.	1211-63
6. Trackrod M.C.	993-50
7. 111 C.C.	676-19
8. York M.C.	674-05
9. David Brown M.C.	527-67
10. M.G.C.C.	461-32

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Rescue Caravan

In March this year a movement started the outcome of which has been a superb mobile medical unit fit to grace any Grand Prix circuit. Also it has shown that the hillclimbing fraternity can rise to the occasion and by their own efforts, completely outside any committees, carry this scheme through from the first idea to the actual finished article with so little fuss that no one knew it was happening.

Our cover picture this month shows the finished caravan with Chief Medical Officer, Dr. Dowell alongside. It should also have shown Tony Bancroft whose untiring efforts throughout the season have resulted in so many people giving donations. Below we print the complete list of people who have given so generously for the project. It is in no particular order but represents all that is best in hillclimbing, both past and present.

Chippy Stross
Richard Shardlow
Chris Seaman
Peter Varley
Hugh Last
Chris Cramer
Allan Forrest
Phil Scragg
John Davies
Carol Davies
Phil Bennett
David Stead
Mr. Thwaites, Snr.
Brian Kenyon
Pat Kenyon
Joe Ward
J. S. D. Lawton
Robert Sunderland
David Hepworth
Nick Lewtas
Tommy Clapham
David Hamer
George Tatham
Ken MacMaster
Nick Porter
Alex Boyle

Guyson International
Peter Grimshawe
Ian Wagstaff
Josephine Lee
Peter Lawson
Malcolm Eaves
Jim Hall
Derek Clark
Richard Thwaites
Tony Bancroft
Norman Lewtas
Tim Hayton
Colin Rennie Fowler
Mervyn Bertram
Don Grey
Mike Flather
Jim Thomson
Alan Mountain
Jim Johnstone
John McCartney
Robert Speak
Tom Christie
Alan Padgett
Malcolm Dungworth
Alan Pauvan

Plus an anonymous donor who gave £150 and the proceeds of the Sheffield Disco £64. The total received now amounts to £1,113 and it is still coming in.

Golf Competition

For the record we publish the results of the Golf Competition held in July at Howley Hall. Apparently no one present could summon up the energy to send in a report but they all said that they enjoyed it.

Members :

1. J. N. Rhodes	31
2. P. G. Lawson	29
3. F. H. Roberts	29
4. D. P. Stead	27
5. P. M. Rogerson	19
E. D. Clark	19
7. R. A. Riall	17
8. E. Bryden	16
9. M. Myerscough	11
10. M. M. Rogerson	9
S. N. Clark	9
H. C. Mason	9

Guests :

1. G. T. Crowther	31
2. D. Roberts	30
3. D. Sherwin	28
4. P. Brigham	27
5. S. Wyatt	19
6. A. E. Oxley	15

SMALL ADVERTISEMENTS

Rates for Small Advertisements are 10p per line to members and 20p per line trade if prepaid. All non-prepaid advertisements are charged at 10p per line. Copy for small advertisements should be sent to the Editor by the 14th of each month.

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OCTOBER EVENTS

●

CLUB NIGHT

BINGLEY ARMS, BARDSEY
2nd OCTOBER

●

GREENWOOD CUP TRIAL

WASHBURNDALE
7th OCTOBER

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Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date 1973	Event	Status	Centre Annual Competitions
2 October	Club Night	_____	_____
7 October	Greenwood Cup Trial	Closed	CNKA
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	P	Q	R	Tot.
1. Miss J. S. Lee	54	3	3	3	63
2. J. R. Hardcastle	50	3	—	3	56
3. D. R. Scatchard	41	3	—	3	47
4. J. M. Busfield	36	—	7	3	46
5. M. S. Wilson	39	3	—	3	45
G. F. Chippindale	42	—	3	—	45
H. C. Mason	32	3	7	3	45
6. J. M. English	37	3	—	3	43
7. C. G. Seaman	29	3	—	7	39
8. P. R. W. Hargreaves	27	—	5	—	32
9. T. M. Wood	18	—	3	3	24
10. M. A. White	15	—	3	3	21
11. B. A. Kitching	17	—	3	—	20
12. D. W. Taylor	15	—	—	3	18
13. L. S. Stross	10	—	—	3	13
Mrs. J. Kitching	10	—	3	—	13
H. Wadsworth	6	—	7	—	13
14. R. G. Moorhouse	7	—	—	—	7
15. P. A. Lister	6	—	—	—	6
G. D. Taylor	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

THE KEN LEE TROPHY	
1. J. Busfield	46
2. H. Mason	45
3. G. Chippindale	41
4. P. Hargreaves	32
C. Seaman	32
5. M. White	21
6. B. Kitching	20
7. D. Taylor	15
8. Mrs. J. Kitching	13
Chippy Stross	13
9. Bob Moorhouse	7
10. P. Lister	6
G. D. Taylor	6

CODE P — Croft, 12/8/73
 Q — Club Night, 4/9/73
 R — Harewod, 9/9/73

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