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NOVEMBER/DECEMBER

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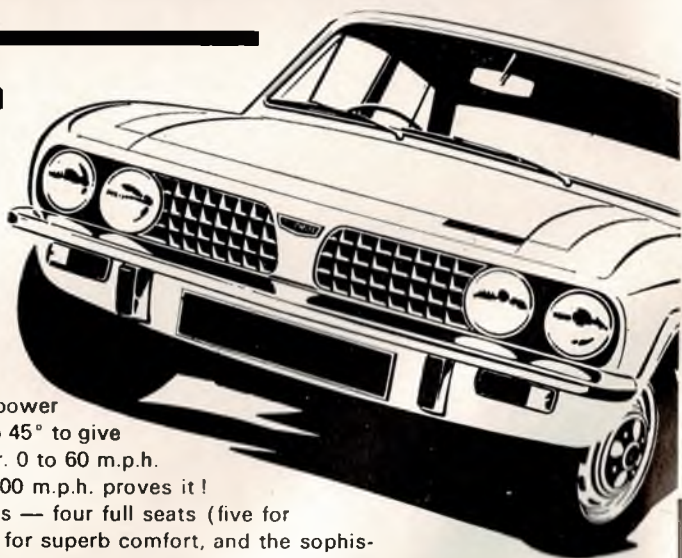
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73

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each month.

COVER PICTURE

"One-three, unlucky for some" — but not for
Timo Makinen and Henry Liddon, seen here at the
start of the Dalby South Special Stage.

(Photo : Tony Hodgetts)

"Now is the Winter of our discontent . . ."

No sooner do I take up the Editorial pen than first of all the price of paper goes up, and then we have ponderous warnings in the Sunday papers that if petrol becomes short in supply the banning of motor sport will be high on the list of restrictive rules. These two may seem to be only tenuously connected, but from the point of view of your scribe, they mean that it may be necessary on one hand to make alterations to the format of the Circular in the interests of economy, and on the other to fill an "off season" for rather longer than usual.

Let us hope that the latter can be avoided, for it's beyond our control. The former is already the subject of planning, and a number of alternatives are at the discussion stage to ensure that we can continue to produce a magazine of a quality comparable to past standards.

One thing is absolutely certain; were it not for the support of our advertisers, we could not afford to print the present Circular. They support us; please help make it worth their while to continue, and try to let them know if it is the Circular which has led you to them.

If there is a single message to sum up at the close of 1973, it is one of deep gratitude to our sponsors and advertisers, for without them we could not continue in the style to which you have grown accustomed.

STOP PRESS

Motor Sport and the Fuel Crisis

The R.A.C. have issued a statement giving their views on the effect of the current fuel shortage on Motor Sport. They point out that all major forms of sport involve the use of fuel to a greater or lesser degree, be it transporting football teams, race horses or just crowds of spectators. They do not intend to issue any overall ban on motor sport, and await further official guidance or edict as regards sport in general.

All existing Rally permits have been revoked and none are being processed by the R.A.C.'s Rally Authorisation department, at the behest of the Department of the Environment; for of course, rallies are subject to specific legislation already. The situation is under constant review, and further statements will be issued as appropriate; in the mean time, clubs are asked to exercise discretion.

May we urge all our members to set an example of responsibility both in their everyday motoring and in any competition they may enjoy, for by so doing they will be helping to keep the dead hand of bureaucracy off our chosen sport.

Forthcoming Events

Club Night Film Show — 3rd January 1974

Unfortunately, we shall have to postpone this film show, as Mike Wilson has to go to America on business. As he arranges the films, and does all the projection operation, it would be a poor show without him. Further details when we have re-arranged this show.

1974 Calendar

We hope to publish a full list of events for the 1974 season in the January issue.

Winter Break

Maggie and Josephine regret to announce that the Majorca trip has had to be cancelled — the travel agents have been compelled by the fuel crisis to cancel a number of planned holidays.

This is a very disappointing end to a promising project; but the response suggests that, when conditions are more favourable, it will be worth another try.

Club Night — 7th February 1974

Details will be given in an additional slip when the arrangements have been finalised.

Midnight Film Matinee — 9th February 1974

Again full details will be given when the arrangements are complete; the show will be at the Odeon, Merrion Centre again, and tickets will be available from the office.

Morley Rave-up

Following the successful disco dance at Morley Rugby Club, another such function will take place early in 1974. The date is still being negotiated with the club.

STOP PRESS —

This has been arranged for 2nd February, 1974.

Buxton Weekend — 9th/10th March 1974

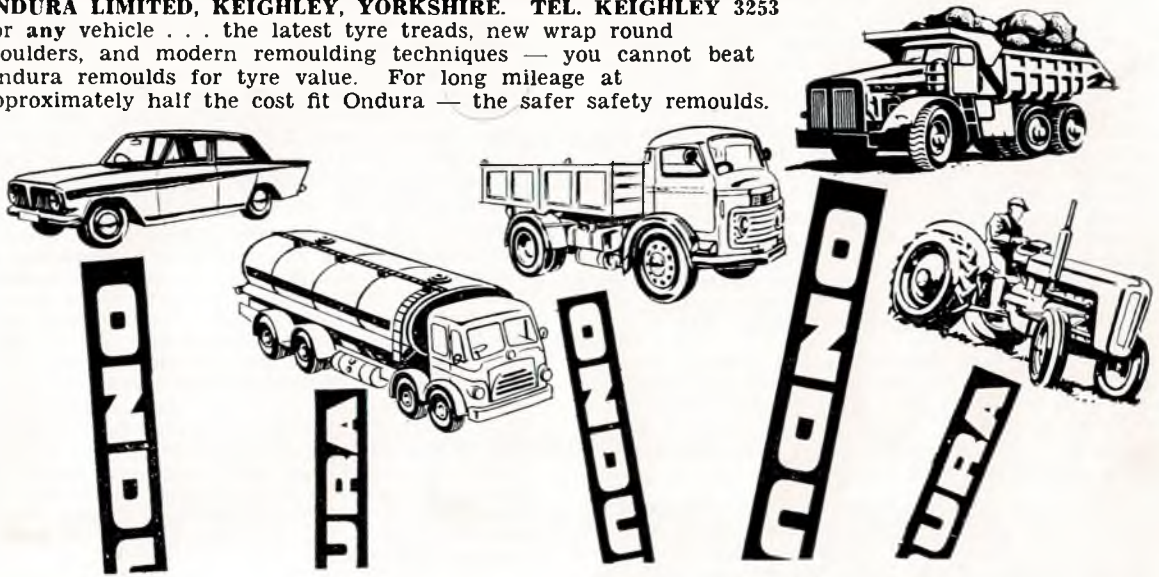
Well in advance, we give details of the plan for the Buxton weekend. We will try to keep all interested parties posted with developments as the fuel situation evolves; this event in particular will have to be "played by ear" for some time.

The start will be at the Albany Hotel, Ossett, which is just off the M1 on the Wakefield road, A638. The route goes via a number of tests of varied character in the traditional "Scarborough" pattern to The Palace Hotel, Buxton. Here a block booking has been made for bed & breakfast at £4.25 per person, with dinner available at £2 per head; tables can be booked in sixes, eights, tens and twelves. A dinner-dance will take place during the evening, for which there will be a charge of 50p each to cover the cost of a group. There is a swimming pool for residents; those who prefer to perform their ablutions in private may note that rooms with a bath carry a 50p surcharge. All prices are subject to VAT.

Next day, the route retraces the course to finish at the Albany. Make a note of the date now — 9th/10th March, 1974.

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A VERY HAPPY CHRISTMAS**



THE CASTROL/BARC CHAMPIONSHIP FINAL

HAREWOOD — 30th SEPTEMBER 1973

Returning to Harewood after a break of only two weeks, the hill-climb "circus" and the somewhat weary organising team prepared to set the stage for the final of the Castrol/BARC championship, which had, in fact, already been won by Mike Flather in his supercharged Mini. This last meeting of the year takes place of the ever-to-be-lamented Scarborough hill-climb, which for many years provided a glorious finish to our season; even though the facilities of Harewood are much more geared to efficiency there was a delightful "end of term" atmosphere about Scarborough which is hard to replace. Also, the sun seemed always to bless our meetings, which it most certainly did not on the last weekend of September 1973.

In response to popular demand, practice started earlier than at the RAC Championship meeting. Perhaps it was as well, for it finished earlier too, thanks to an evil torrent of rain which put six inches of water on the road at Willow and sent all and sundry scurrying for cover.

The main interest of the day was centred on all the new motors that were appearing; new, that is to their owners, for most had been familiar in other hands. Peter Voigt turned up with the beautiful B.R.M. P153 c of John McCartney, who was driving instead the Lotus 25 B.R.M. which he is renovating. Chippy Stross was giving his new Chevron (ex-Reg. Phillips) its first outing after being fitted with a handbrake to avoid any repetition of the near disaster of the last time Chippy brought a new Chevron to Harewood. So slippery was the course that the additional power of the new motor was more of an embarrassment than an assistance. Even more embarrassed with horsepower was George Tatham, who produced the ex-Tony Harrison McLaren M 12 C, with some 70 b.h.p. more to tame than his previous Brabham. Roy Lane appeared with nothing but a broad smile, having sold his McLaren to the "King of Curborough", who must have thought his crown was in danger.

The other item of interest was the endeavours of the "Look North" team to shoot a film of the climb for B.B.C. Television, for Barry Chambers was one of the journalists who had been invited to drive in the special journalists' class in one of the B.M.W. 2002 Ti's which Andrews Bros. had procured for the occasion. (A very handsome gesture, which was topped off by the appearance of a delectable 3-0 Csi as a course car on Sunday). Apparently the camera crew had some difficulty in moderating Barry's enthusiasm, which necessitated several cuts in the sound-track at exciting moments. Also involved was Chris Seaman, who filled the role of instructor with great aplomb, despite his voice going rather squeaky at one point when the B.M.W. had a wheel in the grass at a fairly acute angle.

Sunday dawned dry but cold and windy, with a sky which promised rain; the effect on the potential spectators was drastic, and only a few hardy enthusiasts braved the bitter wind to watch.

Times were not very quick in the unfavourable conditions, and at the end of the first runs most of the saloon car classes were securely in the hands of their usual masters. In class 5, Richard White had slipped his Escort quietly into first place, nearly a second ahead of his old rival Jim Thomson's Fireza, but the first touch of real drama waited until the small G.T. class when Nigel Newton's Diva left the line.

Piecing together the various accounts, it seems that as the Diva set off, a universal joint parted at the rear of the car, and the flying pieces cut, among other useful bits, the fuel line and brake pipes, and shorted the battery lead. The escaping fuel caught fire, the flames worked their way up the pipe towards the tank, and the car started to run backwards down the hill with no brakes, no drive, and a sizeable fire brewing up. Fortunately, Chief Start Marshal Chris Hobson had seen the fire begin, and, seizing a 30-pound extinguisher (which for the benefit of anyone who hasn't tried one weighs a great deal more than thirty pounds) he chased the car up the hill, to such effect that he caught it and got to work on the blaze just before the flames reached the tank.

That excitement had barely died down when Maurice Starbuck lost command of his Chrysler Special and took to the grass just by the paddock exit, sliding for a very long way and coming dangerously close to the telegraph pole on the straight. George Tatham, following him up the hill, was red-flagged to a halt at Farmhouse, and was unable to re-start for some time. Philip Scragg only managed one run in this class, but it was sufficient to secure the first place by over a second from runner-up John Cleland.

The small racing car class was as usual closely contested, but David Franklin took no part in the proceedings, as he had the misfortune to suffer engine maladies on his first run which resulted in his retirement. In his absence, Alex Brown took the lead on the first run from Douglas Thompson by 1.23 seconds. Geoff Rollason settled himself at the head of the 1600 c.c. racing car class, with David Betts and Peter Varley in close attendance.

The 'big bangers' of class 17 were notably more reliable than at some earlier meetings, and both Chris Cramer and Tony Bancroft in particular demonstrated what they can do if their motors let them, by landing themselves comfortably in second and third places on the first class runs behind Mike MacDowel. The first runs then wound up with the invitation class for journalists, in which Gordon Bruce of "Motor" took a narrow lead from John Atkins of "Castrol News", who must have been hard pressed to find the time in between dispensing hospitality and advice to all and sundry.

The second runs began in fine style with Mike Flather rounding off his season with a new class record in class 1 — just to make it that little bit more difficult for anyone to follow him next season. Nicky Porter made sure of class 2 and Peter Ormerod took the large Touring class by a com-

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"What on earth am I going to do about the Birds?" Chris Tipping
"If we had a B.A.R.C. Dinner Dance every weekend my mileage
would be halved — I can never find my car till Monday!" Chippy Stross
"I really must get a map, a compass, a sextant or even a navigator" Jan Walker
"How can I possibly get to Committee Meetings?" John Cockayne
"For greater economy I'm having my head polished" Tony Bancroft
"Six gallons of what a week?" Tony Lanfranchi

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comfortable margin from Victor Mills. Alex Boyle consolidated his lead in class 4 to put his Cooper S over two seconds in front of Peter Riley's Imp; and in the class for Special Saloons over 1001 c.c., Richard White held on to his lead with another deceptively fast run despite a very hard-working climb by Jim Thomson. The class for M.G. T.C.'s went to Dave Clewley, though Alastair Naylor pulled up to 0.16 sec. of him on his second run. The Kenyon Family dominated the small "Marque" class, though Mike Gleave just managed to sneak between Brian and Pat to take second place by two tenths of a second. This was sufficient to give Pat the "Fast Lady" trophy for the third time running (so her publicity agent tells me, and I believe him). Robert Speak again put a long distance between himself and the opposition, to lead the middle "Marque" class from Guy Brooker by nearly four seconds, and Malcolm Trewitt came from nowhere to take the large "Marque" class.

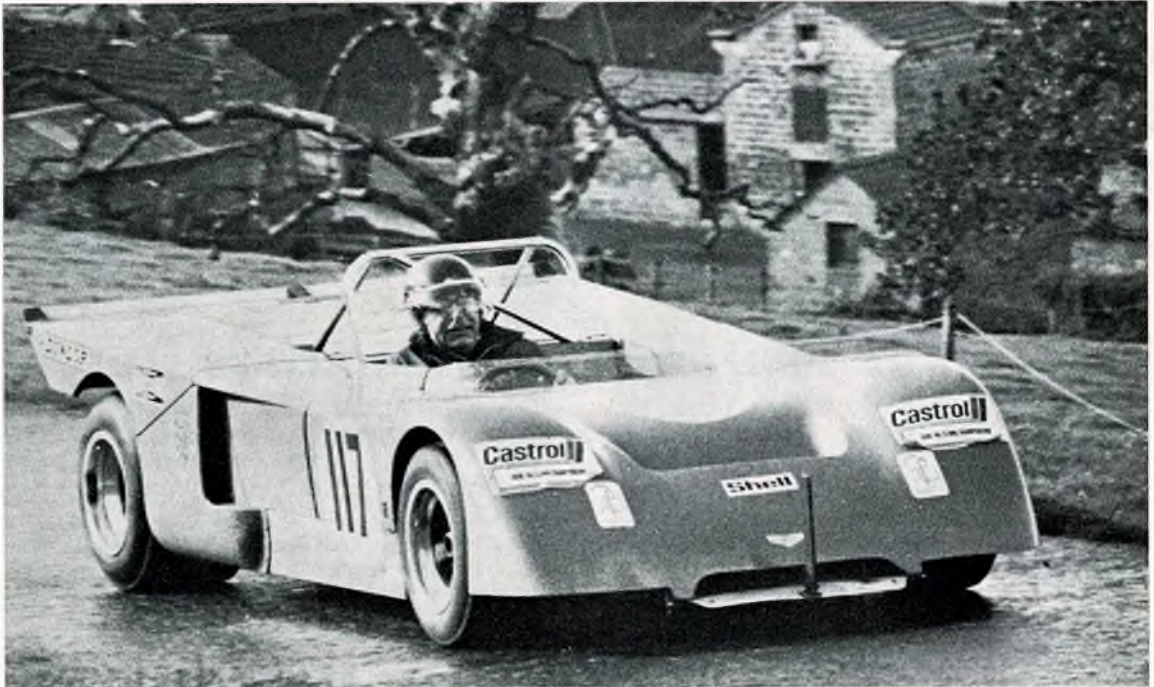
Chris Seaman retained a two-second lead to take class 9, which was swelled by the unexpected sight of Ken MacMaster in his wife's Clan Crusader, as his GRD was out of action. Phil Bennett was coasting home to a comfortable win in his "E-type" Jaguar, when various things fell apart in his front suspension; which caused the steering to lock just as he set up the car at a fair angle of drift at the apex of Quarry. The resulting meeting with the bank did not do a great deal of further damage; but moving a large, heavy, smooth car with locked steering takes quite a bit of time and muscle power. Further down the class, John Berry's Morgan 4/4 just got the better of John Walker's Jaguar by

0.05 sec. Class 11 produced a surprise, for on the second run, George Whittingham's D.M.W. came past both Jeremy Hunt and Barry Joell to take first place from the ubiquitous Mallocks.

Terry Sims held on to his lead in Class 12 with the blown "2-seater" Terrapin, and David Morris kept sufficiently in front of Richard Jones in another Mallock U2 to take class 13. As already mentioned, Philip Scragg only needed one run to tie up class 14; and the Pink Mouse Ginetta of Alex Brown and David Fyfe was well in command at the top of class 15. Peter Varley made a great effort in the Brabham and succeeded in dislodging David Bett's Royal from second place behind Geoff Rollason's Lotus 69; in the course of the battle behind them Peter Stahl spun his March over the finishing line, but managed to stop the clock in the process with a time nearly two seconds better than his first run.

Most of Class 17 managed to improve their times on their second runs, especially John Lambert, who had spun the Leda at Quarry on his first attempt, but only Chris Cramer managed to get near to the 40.08 which the MacDowel Brabham had set as the target, and even he fell short by one tenth of a second. So it made a slight anti-climax when the Brabham toured gently to the top of the hill with fuel injection metering troubles.

The journalists then took over again, which gave Gordon Bruce another chance to prove that there is no substitute for experience. In the "Top Ten" run-off, only Roy Greenwood, Jim Thomson and Alex Boyle managed to improve on their class markings, which meant that Richard Jones and Dave Morris improved on their overall placings to second and fourth respectively.



"Chippy" Stross concentrating hard on the entrance to Quarry Corner as he brings his new Chevron up the hill for his first practice run.

(Photo : Tony Hodgetts)

The final "Top Five" run-off left Mike MacDowel even more firmly in command, though after clipping the bank at Orchard on the first run, Chris Cramer managed to force the Grunhalle Lager Special up in 40:11 sec. to keep Richard Thwaites' Eastern Carpets McLaren in third place at 40:41 sec.

At the prize-giving, Mike Dixon of Castrol dispensed rewards and good cheer, with the news that Castrol will be repeating their sponsorship of the Championship next year. Chris Hobson received a crate of champagne to quench the thirst that putting out fires gives one (which was greeted with great enthusiasm by competitors and marshals alike); and our worthy Chairman promised before witnesses that we will have a new telephone switchboard for the control bus next year. But that one we have heard before!

One could say that the meeting closed on an optimistic and forward-looking note; the last car up the hill was Richard Shardlow's Brabham, but driven by potential new owner Alistair Douglas-Osborne on a trial run which must make it, in the best motor trade terms "as seen, tried and approved".

And that, I would say, would make a suitable epitaph for the 1973 hill-climb season at Harewood.

Awards

| | | |
|-------------------------------------|------------------|-------|
| F.T.D. | Mike MacDowel | 39:50 |
| 2nd F.T.D. | Chris Cramer | 40:11 |
| 3rd F.T.D. | Richard Thwaites | 40:41 |
| 4th F.T.D. | Tony Bancroft | 41:10 |
| Ladies' Award | Mrs. Pat Kenyori | |
| B.M.W. Man of the Meeting Award ... | Chris Hobson | |

Class

1. 1. M. Flather, 2. R. D. Greenwood.
2. 1. R. N. Porter, 2. H. E. White.
3. 1. P. Ormerod.
4. 1. A. P. Boyle, 2. P. Riley.
5. 1. R. White, 2. J. Thomson, 3. M. Newman.
- 6a. 1. D. Clewley, 2. A. Naylor.
6. 1. B. Kenyon, 2. M. Gleave.
7. 1. R. Speak, 2. G. G. Brocker.
8. 1. M. Trehwitt.
9. 1. C. Seaman.
10. 1. P. Bennett, 2. J. Berry.
11. 1. G. Whittingham, 2. B. Joell.
12. 1. T. Sims
13. 1. D. Morris.
14. 1. P. Scragg, 2. J. Cleland.
15. 1. A. Brown, 2. D. Fyfe, 3. R. Courtney, 4. D. Thomson.
16. 1. G. Rollason, 2. P. Varley, 3. D. Betts.
17. 1. M. MacDowel, 2. C. Cramer, 3. J. A. Bancroft.
18. (Journalists) 1. G. Bruce, 2. J. Atkins.

ANNUAL TROPHIES

| | |
|-----------------------------------|---------------|
| The Yorkshire Post Trophy | M. MacDowel |
| The Jack Farrar Trophy | R. Thwaites |
| The Appleyard Group Trophy | R. Speak |
| The Wallace Arnold Trophy | R. N. Porter |
| The Guyson Sandblast Trophy | N. W. Pow |
| The Total Trophy | M. R. Flather |

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THE R.A.C. RALLY OF GREAT BRITAIN 1973

DALBY SOUTH SPECIAL STAGE — 21st NOVEMBER

THE R.A.C. RALLY OF GREAT BRITAIN 1973

Britain's major rally has a rather special appeal all of its own; for some reason it seems to draw from their lairs a selection of regular attenders who turn out each year even though they appear for nothing else, so that signing-on looks like a regimental reunion. Perhaps the location of the main Yorkshire special stages in the forests of the north east has something to do with it, and surely the prospect of seeing the world's top rally drivers in action amid scenery like that should be satisfactory for the most critical of enthusiasts.

This year for reasons which are too complex, not to say devious, to discuss in detail, we were not as heavily involved in the organisation of the rally as in the past two events; one stage only was our lot, but as that was our old friend the Dalby South marathon, we had still a task calling for a great deal of effort. With his usual smooth efficiency, Stage Commander Peter Griffin set in motion the well tried team who have worked together for some years now, and the lists of equipment, marshals and procedures began to mount up.

On Tuesday, November 20th, while the competitors were working their way back into Yorkshire from Scotland, a small party of workers was preparing the stage by "arrowing" the corners, closing off the roads which were not to be used by piling brushwood across the track, setting up radio aeriels, installing caravans and erecting signs and banners. This done, the party dispersed to various points for the night, the warmth and comfort ranging from a frostbound caravan in the woods to the luxury of a good hotel. It should be said that the experience seems to have been enjoyable for spartans and sybarites alike.

In the icy fog of the Wednesday morning the roads were full of marshals travelling out to the forests, for the stages were to commence operation almost at first light. Over two hundred marshals were inserted into the Dalby North Stage, which was then closed to await the arrival of the rally. First through were two course cars driven by Brian Culcheth and Eric Jackson, then at last the first car, the Volvo of Walfridsson/Jensen, appeared rather later than expected, and set things in motion. He was quickly followed by the leader, Timo Makinen, who had been taking a service break to let someone else be first man through to sort out the organisation; Timo and Henry Liddon departed on their way to first place with the Escort sounding as crisp as a brand-new car. As Ford competitions supremo Stuart Turner had chosen the start of our stage to keep an eye on his charges, he must have been well pleased to see Roger Clark and Marku Alen also going well on their way to second and third places respectively. At our stage, Bjorn Waldegaard was holding second place in the works B.M.W., but he was destined for retirement before the finish, with the rally nearly over.

The last thrash was having a considerable effect on the results; several well-placed entrants came to grief, among them Jack Tordoff's Porsche

which stopped with differential trouble on Staindale, and Marie-Claude Beaumont, who lost the lead in the Ladies' Award and caused a considerable delay to following cars when she went off the road. Her obvious annoyance on reaching our stage was in sharp contrast to the unconcealed delight of Eeva Heinonen and Selia Saaristo who, having just passed into the lead, were beaming and chatting to all around (of whom, be it said, there were plenty). Bob Bean, Phil Cooper and Alex Jackson all came through in good order, though Phillip's purported "Marina" owed more to Dagenham than to Longbridge. Not so composed was Rosemary Smith, who arrived in great distress begging for petrol; she was in luck, as our well-prepared caravanner was carrying a gallon in the back of his Land-Rover, and she went away happy.

The closing-up of the entry meant that there was not a great deal of lonely waiting, in fact cars arrived at regular intervals until the last man appeared, followed by the closing car. As usual, one marshal took it into his head to depart before the course was re-opened. One of these days he will find himself mixed up with an irate late competitor, who may shove him off into the bushes; and I don't think anyone will tow him out, after the shocks he's given us in the past.

The cars had all been checked through by radio from start to finish, and only one remained in the section, the Mullenger/Barlow Escort, which had shed a wheel, so it was possible to clear up the stage quite quickly, and return it to its normal role of Christmas-tree factory. Thanks to all who gave so much time and effort, the Dalby South stage once again ran according to plan; we look forward to meeting again in the windy woods next year.



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(Photo : Tony Hodgetts)

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Club Night

6th NOVEMBER 1973

In spite of the unintentional sabotage which appeared in the guise of a duplicated slip in the last Circular, a goodly crowd assembled at the Clap Gate on the first Tuesday in November to converse, imbibe, and test their wits to see whether any straws could be culled from the wind to help Harry Mason pick a team for the Castrol Quiz. Apparently only one couple went to the Bingley Arms to have the December club night a month early, so we hope they weren't too lonely by themselves.

After slaking thirsts and waiting for the finish of a rival meeting on the R.A.C. Rally, the contest started with a team of volunteers comprising Brian Marsden, Andy Nicholls and Tim Smith playing a rather scratch crew consisting of Neil Padgett and your past and present Editors. Somewhat to the surprise of all, and particularly the winners, the press-ganged crew of Messrs. Padgett, Soper and Hodgetts won by 190 points to 10, which can only be attributed to the fact that it helps to be a little older when you get questions about Brooklands.

For the second round, Malcolm Rogerson replaced Andy Nicholls, and a new team of Alwyn Pritchard, Wally Edwards and Doug Marsden took the floor. This proved to be a closer battle, but again experience triumphed, and Alwyn, Doug and Wally beat Tim, Brian and Malcolm by 120 points to 75.

Whether the result was of any assistance to Harry is open to question; but it was a pleasant social occasion in its own right, and worth repeating. Our thanks are due to Mike Wilson for providing the questions, John English for keeping the score, and Harry Mason for laying on the organisation.

THE SHELL LEAGUE

The final placings were :

| | |
|--------------------------------------|---------|
| 1. Y.S.C.C. | 3065-27 |
| 2. Huddersfield M.C. | 2723-99 |
| 3. Ilkley & District M.C. | 2565-04 |
| 4. Trackrod M.C. | 2220-10 |
| 5. B.A.R.C. | 2130-34 |
| 6. Sheffield & Hallamshire M.C. | 1954-53 |
| 7. One-Eleven M.C. | 1338-29 |
| 8. David Brown M.C. | 975-27 |
| 9. North Humberside M.C. | 909-62 |
| 10. York M.C. | 907-45 |

A full report on the 1973 Shell League competition will appear in the January 1974 Circular.



Mike Flather — Castrol/BARC Champion 1973
(Photo : Josephine Lee)

THE CASTROL/BARC HILL CLIMB CHAMPIONSHIP

for the Archie Frazer-Nash Trophy

Final Placings

| | |
|-----------------------------|-------|
| 1. Mike Flather | 69-66 |
| 2. Richard Jones | 63-43 |
| 3. Bob Speak | 62-98 |
| 4. David Morris | 59-54 |
| 5. John Meredith | 58-17 |
| 6. David Franklin | 57-76 |
| 7. Alex Boyle | 57-66 |
| 8. Brian Kenyon | 57-64 |
| 9. Nicky Porter | 55-34 |
| 10. Robert Sunderland | 54-07 |

LADIES' AWARD — The Andreason Trophy

Mrs. Pat Kenyon.

CASTROL/BARC F.T.D. AWARDS

for the Castrol Trophy

| | |
|-------------------------------|----|
| 1. Richard Thwaites | 35 |
| 2. Roy Lane | 32 |
| 3. Mike MacDowel | 25 |
| 4. Chris Cramer | 18 |
| 5. Tony Bancroft | 15 |
| 6. Ken MacMaster | 8 |
| 7. Richard Jones | 7 |
| 8. Geoff Rollason | 6 |
| 9. Peter Boshier-Jones | 5 |
| 10. Sir Nick Williamson | 5 |

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THE GREENWOOD CUP PRODUCTION CAR TRIAL

6th OCTOBER 1973

About a month before the date of the "Greenwood", all the preparations were in order and running smoothly. A first-class site was promised (the same as last year's event) the start and finish venue were arranged, and it looked as though a real "vintage" production car trial was in store.

Unfortunately, when the time came for the permission to use the site to be put in writing, the owner changed his mind. This was apparently due mainly to his having found that some person had, at the time of last year's event, stolen a stone trough from the field. So one of the best trial sites we have ever found is now denied to us because of a stupid piece of vandalism. If the perpetrator is reading this, I trust he has the grace to feel ashamed, though I would sincerely hope it was not one of our members.

This left Clerk of the Course David Easthope with the task of reconstructing the whole event at the time when his worries should have been confined to matters of detail like staffing and final paperwork. In the end he succeeded in finding an alternative site, but it was one which needed a fair amount of work to make it accessible, and lacked the character and versatility of the Dob Park slopes. It had, however, the advantage of being very close to the start and lunch venue at the Sun Inn at Norwood, which made a contribution both to the duration of the event and to the social gathering at lunch time.

A great deal of work was done on the Saturday preceding the trial, and Martin Frost claims to have lowered the water level in the stream below the main field by several inches; he still managed to get stuck in the ford on the day, so perhaps it's as well! Overnight on the Saturday it rained in torrents, and when the first competitor came to the line on a misty Sunday morning it was obvious to all that the going was very slippery indeed.

The first test of the morning produced varied results, with quite a number of cars reaching 3 and several barely getting away from the line, particularly in the rear-engined class; best performance came from Jim Johnstone in the family shopping Datsun, who led off in fine style to be the only one to reach the 1 marker. Through the gate into the next field for Test 2 sounds simple enough, but the unwary few who tried to take the direct route found themselves in trouble very quickly, and Derek Clark in particular looked likely to sink out of sight altogether until a concerted effort by every helper in sight managed to heave the Jaguar clear of the clinging mud.

Once through the gate, and the full impact of the previous night's rain began to show; test 2 was fairly reasonable, and most of the competitors managed to make a showing, but test 3 was a real "stopper", which let no-one score better than 9 penalties. Already the early numbers were pulling well away from the rest, and nearly everyone was experiencing difficulty in getting from test to test on the slippery surface. The only answer seemed to be to take a run from the far side of the field,

and then be manhandled for the last climb to test 4. Even when Tim Smith's Volvo was found to have Safari-type footholds on its ample rear bumpers for two hefty marshals to stand and bounce, this was no solution; brute force and shoulder power eventually triumphed. The whole business became very hazardous, with cars sliding in all directions up and down the field.

After this somewhat depressing start, the cars moved down the road to the main field, where the first car, the Mini of John Spencer, started in fine style by climbing to 1. He did it alone though, and only Paul Adelman's Escort got within sight of him with an excellent climb to 2. That was the last anyone saw of the upper reaches of the hills that morning. The lowest score anywhere else was 5, which was achieved by Harry Mason (Morris 1300 GT) and Sue Johnstone in the shared Datsun on test 9. So it was a rather dejected bunch of frustrated drivers, dirty cars and exhausted marshals which gathered for lunch.

While they all sought sustenance, the organising team were hard at work rearranging the tests to take account of the changed conditions, the results team were computing the marks — and the sun was finally breaking through the mists.

Emerging from the Sun, the competitors found awaiting them a pleasant afternoon, some greatly altered tests, and the news that the overall leader was John Spencer (Mini) closely followed by Jim Johnstone (Datsun), with Paul Adelman leading Class 2, John Kelly's Austin 7 class 3 and Richard Thwaites heading class 4 on a belt-driven Benelux rug as a contrast to his more usual form of sporting transport.

While the class 1 cars continued to dominate the event, the competition became much keener, particularly in the two later classes, where the issue was in doubt until the final few tests. John Busfield pulled back to within two marks of the Kelly "Bathtub" and in class four Trevor Corner's Imp gradually overhauled Richard Thwaites to take the class from him on test 20. But the success of the day was undoubtedly the Johnstone family, for Jim and Sue only dropped four marks between them in the whole afternoon, which left Jim secure in the lead for the Greenwood Cup and Sue with a firm hold on the Ladies' award. Further down the field, Derek Clark demonstrated to son Simon that he can still teach him a thing or two even with a Jaguar/Escort Mexico handicap, and the closely matched M.G.'s of John Busfield, Dennis Townsend and Ian Hardy finished in that order. Richard Clark's nostalgic H.R.G. was having an off day, and finished well down in that class.

One of the pleasant features of the day was the sight of several familiar faces in unfamiliar surroundings, and among these was a crew from Sheffield, under the command of Maggie Chadwick, running a Section. Whether hill-climb drivers are always production car trial enthusiasts is uncertain, but the reaction to the "Bouncing" of the all-female crew of Jo Bentley and Kath Hobson left one in no doubt of their favourite entertainment.

All completed, the gathering moved on to the Harrogate Arms at Harlow Car, to be regaled with steak pie and chat, which rounded the day off nicely. One thing about the "Greenwood" is that it's a relic of the days when motor sport was for fun, and for the family, and it was very pleasant to see how many families came to the social part of the event, and how keen the various offsprings were after taking part. It also gave Harry Mason a chance to put in some practice in child-entertaining; and he was seen striding out into the dusk followed by a line of assorted infants, one of whom was heard to reassure another in confident tones "Don't worry, Uncle Harry's bound to find us lots of conkers".

It's a pity that other events drew away so many competitors and marshals, but the 1973 Greenwood Cup trial proved, after a difficult start, to be still one of the events which one can relax and enjoy, rather than being harder work than working.

Class 1. RESULTS

| Pos'n | | Marks |
|-------|---------------------------------|-------|
| 1. | J. Johnstone (Datsun 100A) | 70 |
| 2. | J. R. Spencer (Mini 1000) | 73 |
| 3. | Mrs. S. Johnstone (Datsun 100A) | 82 |
| 4. | H. C. Mason (Morris 1300 GT) | 92 |

Class 2.

| | | |
|----|------------------------------|-----|
| 1. | D. Metcalfe (Anglia 1200) | 105 |
| 2. | S. Peel (Anglia 1200) | 109 |
| 3. | J. King (Viva HD) | 120 |
| 4. | T. M. C. Wise (Escort GT) | 125 |
| 5. | I. D. Kennedy (Anglia 1200) | 146 |
| 6. | P. S. Adelman (Escort Sport) | 156 |
| 7. | T. D. C. Smith (Volvo 122) | 157 |
| 8. | E. D. Clark (Jaguar XJ6) | 167 |

| | | |
|-----|------------------------------|-----|
| 9. | S. Clark (Escort Mexico) | 180 |
| 10. | P. J. Wilson (Datsun 1800) | 183 |
| 11. | M. M. Rogerson (Rover 3500S) | 192 |

Class 3.

| | | |
|----|------------------------------|-----|
| 1. | J. W. Kelly (Austin 7) | 127 |
| 2. | J. M. Busfield (M.G. MGB GT) | 129 |
| 3. | D. N. Townsend (M.G. Midget) | 138 |
| 4. | I. K. Hardy (M.G. MGB) | 149 |
| 5. | R. J. Clark (H.R.G.) | 162 |

Class 4.

| | | |
|-----|---------------------------------|-----|
| 1. | T. Corner (Hillman Imp) | 137 |
| 2. | R. Thwaites (DAF 44) | 141 |
| 3. | C. Naylor (Hillman Imp) | 150 |
| 4. | G. Haigh (DAF 55 M) | 171 |
| 5. | D. Haigh (DAF 33) | 171 |
| 6. | E. B. Wadsworth (Fiat 500) | 172 |
| 7. | D. M. Chandler (Renault R 10) | 172 |
| 8. | J. R. R. Latimer (Renault R 10) | 176 |
| 9. | J. W. Waddington (Fiat 500) | 178 |
| 10. | Mrs. J. Bentley (Fiat 500) | 185 |

Awards

| | |
|-------------------|--------------|
| The Greenwood Cup | J. Johnstone |
| 1st in Class 2 | D. Metcalfe |
| 1st in Class 3 | J. W. Kelly |
| 1st in Class 4 | T. Corner |

First Class Awards :

| | |
|---------|------------------|
| Class 1 | J. R. Spencer |
| Class 2 | S. Peel, J. King |
| Class 3 | J. M. Busfield |
| Class 4 | R. Thwaites |

| | |
|---------------|--|
| Ladies' Award | Mrs. S. Johnstone |
| Novice Award | T. Corner |
| Team Award | Ilkley "A" J. R. Spencer, P. S. Adelman, S. Peel. |



Jim and Sue Johnstone concentrating hard on the task of polishing off the Greenwood Cup.
(Photo : Tony Hodgetts)

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SHELL SUPER MULTIGRADE

Marshals' Training Day

11th NOVEMBER 1973

We think highly of our marshals in the Yorkshire Centre; they turn out in all weathers and keep a wide variety of events ticking over smoothly, and when necessary they take some rather unpleasant duties in their stride. For some time we have been seeking ways of fostering the spirit of comradeship among the marshals, and at the same time encouraging and training all from the newest recruit to the oldest stalwart. Earlier this season we jointly organised a training day at Croft, and on November 11th we followed this up with a further session of practical and theoretical training at the Yorkshire Aero Club's clubhouse at Yeadon.

After a speech of welcome and explanation from Peter Griffin, and a preliminary conference among the training officers, the seventy or so marshals who had come from as far afield as Hull and Barnoldswick split up into parties to start the day's work. While one party discussed "Trackcraft" and the best methods of dealing with accidents, with the aid of a large Scalextric set, a group of novice marshals received a general talk on circuit procedure from Boris Hardcastle and John English. This included such titbits as what really goes in Race Control, and various ad hoc contributions from passing members of the organising team which contributed more hilarity than elucidation. Outside in the sunshine, which looked quite summery until one ventured out into the biting wind that accompanied it, other parties were at work extracting limp bodies from various different types of motor car, with varying degrees of success. One team managed to extract their "trapped" driver with great care and skill, but then gently and thoughtfully laid him down in a convenient puddle by mistake; it was taken in extraordinarily good humour by the victim, fortunately.

A great deal of very expert tuition was on hand, with two doctors, Tom Dowell and Andrew Marsden, in attendance; and the combined experience of the training officers added up to several lifetimes. Careful instructions were given on the way to ease a driver out of the cramped cockpit of a racing car, how to right the car, and what to do once the driver was free.

After two hours' concentrated work, broken only by a pause to observe the two minutes' silence, it being Remembrance Day, everyone congregated inside for lunch. A welcome repast of sandwiches and drinks were provided by Shell (thanks once again, Terry!) which set everyone up for further endeavours, and after consuming all before them and "nattering" to some considerable tune, the practical work resumed.

Half-way through the afternoon the party moved indoors to hear a talk on Communications, the highlight of which was a demonstration of practical repair techniques for the correction of faults on field telephones. The burden of Mike's advice was that if the thing didn't work, it should be dropped from a great height: if it still failed to function, it should be dropped from a greater height! Following this the use of two-way radio was explained by resident expert Hardcastle, assisted by Yorkshire's answer to Tony Blackburn, Martin "Hopalong" Frost.

Then for light relief a film was shown, and finally Chief Training Officer Alwyn Pritchard summed up the day and invited any "comments" to be sent to the Centre Office for consideration. A large number of people gave time and effort to the day, for which we thank them most sincerely; it would be right to mention specifically those who so kindly lent their cars to be used — Tony Bancroft, who also volunteered as a victim, Chris Hobson and Brian Marsden, and Les Bentley who provided the space-frame; also to the other "victim", Ken Martin. And we thank particularly John Fenton and the Aero Club for allowing us the use of a superb venue for such an event.

The Speed Events Classes Forum

11th OCTOBER 1973

On the evening of Thursday 11th October some forty drivers gathered at the Queens Hotel in Leeds, to take part in the annual blood-letting session which gets the accumulated poisons out of the system — much in the way that mediaeval doctors used to prescribe leeches. Many more who were unable to attend had written beforehand, to give their views and make constructive (or not in some cases) suggestions for the improvement of the class structure or the regulations governing eligibility.

After a brief preliminary skirmish on the operation of classes and bogey times at certain venues, the debate launched into the real meat of the evening, the case for and against supercharging. The discussion raged long and loud from various quarters, and spanned the gamut from highly technical and closely reasoned discourse to an abysmal "Mike Flather's quick, let's ban him" standard of unenlightened self-interest. This was neatly summed up by Peter Davey, who pointed out that the meeting seemed to be moving towards banning all the fast men on principle. This brought forth one or two suggestions of such blatant bigotry that all present seemed to see the folly of the argument at once, and the view was voiced that any branch of motor racing could become money-racing, and there was little one could do to prevent the trend. After a great deal of further discussion, and two conflicting votes, Phil Bennett proposed that things should be left as they were; and this proposition was carried by a majority whose size suggested that the audience was punch-drunk after two hours of heated contention.

After that, the proposition to leave all classes as they were for 1973 went through in a flash, and the question of allowed modifications in the Touring and "Marque" classes also took little time and resulted in general agreement. The present lax attitude to Modsports regulations (in certain quarters) was next aired; and after careful discussion it was agreed that the classes sub-committee would draft an interpretation of the Modsports rules which could be circulated to competitors and scrutineers for comment before being considered further by a special meeting of interested parties.

Continued on page 25

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Competition Chatter

The Hill Climb Competitors amongst the Centre, and indeed throughout the B.A.R.C., will already know that the Drivers Forum on Speed Event Classes and the Castrol/B.A.R.C. Championship was held in October. After a great deal of discussion it was recorded that the view of those present was that the present classes were satisfactory and that they should be left as they are. I might say that this vote was not taken before a great deal of hot air had been generated in an attempt to knock an old friend of mine — the supercharger. However, common sense prevailed and this relatively simple and inexpensive means of tuning came out of the meeting unscathed.

On the question of the Championship, the matter of Prescott and its classes was raised. The competitors obviously welcome the inclusion of Prescott in the Championship, but the B.O.C. Classes are completely different to those operated by other organisers running championship rounds. It was therefore suggested that the B.O.C. be informed of the desire of the Competitors to continue with a round at Prescott, but that they be asked to consider a move towards the B.A.R.C. classes. At the subsequent meeting of the Speed Event Classes Sub-Committee a letter from the B.O.C. was circulated. In a typical B.O.C. manner they explained that as the Championship is incidental to their meetings there could be no compromise. So you will have to get one of those funny light blue cars if you want to fit into their classes chaps!

The Speed Events Classes Sub Committee, comprising Mike Wilson, Alan Staniforth, Tony Bancroft, Chris Seaman, Brian Kenyon, and yours truly met primarily for the purpose of considering the Classes, although a certain form of entertainment involving the opposite sex caused a photographer from Sheffield some distraction! The outcome of the meeting was that there would be no changes to the class structure, but a careful examination of the "small print" took place. The Classes leaflet for 1974 will be available soon for interested people to study, but one change made will interest quite a few touring and production sports car drivers. There will no longer be the same freedom to change the design and layout of the suspension. From now on it must be left to operate in exactly the same way as it leaves the factory, and be of the original construction. Shock absorbers and springs may be changed, and anti-roll bars, anti-tramp brackets, panhard rods, etc. may be added. However, independent rear suspension and beam axle conversions are out!

The following vehicles were added to the list of eligibility for Marque Sports Cars:- Clan Crusader 875 c.c., Ginetta G15 875 c.c., M.G. B G.T. V8, T.V.R. and 3000 ML and M. However you can all start burning the midnight oil shortly, when the leaflet is circulated.

An interesting innovation was the decision to nominate each member of the Speed Events Classes Sub-Committee, named above, to be available on questions of interpretation of the Class and

Eligibility regulations, in the event of any misunderstandings which may arise at the meetings. At least one of the people mentioned will be at each of the Championship rounds, either competing, officiating or spectating, and the Organisers of the meetings are to be advised of this facility now available to them.

Congratulations to Yorkshire Sports Car Club's team, led by Centre member Gordon Chippindale, on their excellent performance in winning the 1973 Shell League Championship. Huddersfield Motor Club were runners-up, followed by Ilkley and D.M.C. and Trackrod M.C. The Centre finished in fifth position this year after winning in 1972. We must thank Malcolm Rogerson for acting as our team captain and for putting a lot of effort into getting the teams together for each round; which brings me to another point. I competed in several rounds of the League Championship and I was very disturbed to find what a difficult job Malcolm has been having in getting a team together on each occasion. We have a Centre Membership of approximate 1,200, and the best we could manage at the final round was two, YES TWO, competitors entered in the name of the Centre. The fact that one of these came from Manchester, and the other was an officer of the Centre really depicts a deplorable lack of interest by Centre Members in what is undoubtedly an interesting and now important local competition. The League takes in Hill Climbs, Rallies, Autotests, Production Car Trials and Autocrosses, and so there is something for every type of competitor.

If anyone is interested in running in the Centre Team in 1974 please drop me a line, letting me know which type of event interests you, and I will pass the information to our Team Captain. We only need 5 competitors at each event. In view of the lack of interest shown this year, your committee will no doubt be considering whether to enter at all in 1974. An announcement at the prize-giving after the final round by Championship Organiser Paul Hargreaves, revealed that Shell are increasing their sponsorship for next year, and Terry Rundle, for Shell, said he looked forward to an even better series. So how about it — are we interested or not? It is up to you competitors.

J.J.

Correspondence

To The Editor

Dear Sir,

Congratulations on your first issue of the "Yorkshire Centre Circular" which I found to contain some excellent reading this month. It is, for me, a pleasure once again to receive the 'Circular' fresh through the post after having read each issue so many times over the last four years.

I feel that, now that you know something about the writing and publication of our magazine, a few words of warning about future articles may not go amiss. These comments apply to every Motor Club magazine, not just the 'Circular' and help to

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illustrate some of the pitfalls an editor can innocently come across.

First of all you must realise that every single competitor is a brilliant driver. This is, or should be, common knowledge but so many journalists fail to acknowledge the fact. No driver should ever be criticised because he is never at fault. By all means call their mechanics incompetent fools but not the man who does the driving. So he doesn't win every time or just a few times or, for that matter, ever, but we all know that he would do if the plugs were right or the tyres or the carburettors or if the beer was draught or the petrol or the car but never because he is incapable of driving. You must realise that next year's World Championship would be wide open but for the plugs and tyres — well, you know what I mean. Fittipaldi, Peterson and Co. just happen to be the lucky ones.

The second area where you are on the thinnest ice of all is if you decide to carry out any road tests. From the outset you will have to realise that any car made by British Leyland need not even be driven for you to be able to say how dreadful it is. Particularly note that if you comment on the car which you happen to be driving for personal transport at the time then you must say nothing good about it, for you will be in serious trouble if you do. In fact, it is safe to say that, for every particular car on the road, a majority of your readers will not own one and therefore, to appease them all, you must not praise anything.

There is, however, every now and again, a cult car that must be revered. In the same way that every freedom loving and individualistic student yobbo would not be seen dead without an individual beard and long hair, every freedom loving and individualistic motorist must have one of the latest cult cars just to show that no one pushes him around. At one time it was the ZB Magnette, then the Cortina G.T. and now it is the B.M.W.

These cars must not, under any circumstances, be criticised. You must know that every B.M.W. owner is an expert and can be told little about motoring. You may look at the 2002 model and not care for its shape. Whatever you do, do not say so. You may think that the interior is similar to a Transit van — keep it to yourself. And if you think, as well you may, that the whole thing is an old man's Escort, then keep quiet about it for the freedom loving individualistic owners will not agree.

I know that it is like walking through a minefield trying to please everyone, but I am sure you will succeed.

Yours etc.,
Bob Soper.

Ivyholme, Inholmes Lane, Tadcaster.

P.S. I nearly forgot. Brian Kenyon does like a mention every month. Why?

Thanks, Bob, for the sage advice. Stand by for brickbats from Bardsey. — Ed.

Dear Sir,

"The arrowing was immaculate, the brushing fine and the marshals keen and on the ball", these words from the RAC Area Coordinators describe Dalby South, the B.A.R.C. Stage on the RAC International Rally.

Despite the signing-on time of 7-30, early fog and black ice, a veritable army of B.A.R.C. members together with the Leeds University, M.A.S.S.A.C.,

Wakefield Motor Club and Lincoln and District members joined Chief Marshal Don Stavely and moved into the forest under the eager camera of editor Tony Hodgetts. First job to remove the polythene covers that, this year, kept the arrows virile. No so virile were some officials who had stayed overnight in in Pickering; could be that the RAC will soon need a Social Sub-Committee.

My job of Stage Commander was made easy by the help I received from what is now a very experienced team; my first thanks to all the marshals down on the Stage, to Dr. Andrew Marsden and Dr. Tom Dowell and particularly to Peter Lown and the Caravan Club, to timekeepers David Scatchard, Keith Chippendale and Ray Crossland, and of course to Joan, June, and Ann for help and comforts.

Particular thanks to Alwyn, Doug, Boris and Martin (40 ft. mast) Frost and in fact all those who would have Leather Armbands if we used them; and again to Alwyn Pritchard and Don Stavely who, apart from ensuring the staffing, stopped me from twitching. Apologies to anyone whose head I bit off on Tuesday or forgot to thank on Wednesday.

A great Rally, superbly communicated by Boris & Claire, and not forgetting Chairman Mike; and to the driver of the Volvo who put me off on the straight, "I'll get you next year". Pity, he won't read this, he's not a Member.

I hope that the fuel crisis will enable us all to be in action on the Seven Dales.

Yours etc.,
Peter Griffin,
Stage Commander S.S. 78

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BARCounter

Pride of place this month must go to our indefatigable plumbing Incident Officer, Martin Frost, who recently contrived to have a nasty accident all to himself. The official version of what happened is that he dropped a 5-cwt. radiator on his toe, sustaining a nasty fracture and cuts; there are a number of more interesting explanations current, but they range from the slanderous to the anatomically impossible.

Also in the wars is Sonia Barnes, who was involved in a collision on the way to Castle Howard, from which she suffered a broken leg and jaw, and other injuries. We send our hopes for a speedy recovery, in good time for the start of the next hill-climb season.

Our former Chief Medical Officer, Dr. Peter Smith-Moorhouse recently figured in the news, with the Yorkshire Post covering his retirement from the Home Office service at Wakefield to become a country G.P. at Hunmanby. Quite apart from his reputation as the country's leading expert on criminal alcoholics, Peter is also an expert on Motor Sport medicine, and we hope that his retirement will not mean that he can no longer join us at Harewood on occasion. We wish him success in his new career.

Two of our regular marshals, Brian Marsden and Andy Nicholls, tried the competitor's view for a change and entered their first Rally on November 3rd. The route of the "Dalesman" rally was almost completely fogbound, but with Andy driving (his car, his privilege) and Brian navigating, they managed to finish and stay on speaking terms. They discovered the rougher side of rallying by drowning the car in Caydale Ford, and lost twenty minutes drying out the electrics after being towed out by a tractor that just "happened" to be there. But they did finish, which nearly half the entry didn't, so they can consider that they've started on the right road.

Friends of Jack Farrar will be sad to hear of the death of his wife "Buddy". We send our sincere sympathy to Jack.

Jim Hall, who a few years ago was the man to beat in G.T. racing in the area must have been in an acquisitive mood of late. In a fairly short space of time he has become the proud possessor of a new wife and an old Porsche. Jim's marriage to Beryl Ritchie was recently announced, and we send our best wishes and congratulations. The Porsche is apparently an early 911, and when its renovation is complete, we hope to see its proud owner rather more often than of late.

The news from the North-Western Centre is that Jock Sinclair is continuing as Chairman "for another year" and that Arthur Keane has followed Harry Mason's example and changed his Secretary's hat for the Vice-Chairman's ceremonial headgear.

More changes at Headquarters, and major ones this time. The club's head office is moving to

Thruxton with effect from December 17th. The new address is c/o Thruxton Motor Racing Circuit, Thruxton, Andover, Hants.; the telephone number is Weyhill 2607. John Wickham has rejoined the club as Assistant General Manager, and is moving along with Sidney Offord and Sue Berry to the new abode. The rest of the present staff are dispersing; the regular race marshalling crowd will want to wish Gaye Bland in particular "all the best", for headquarters race meetings will not be the same without her.

Finally, to finish on a high note, we're delighted to announce the engagement of Dick Hardcastle (better known as "Boris") to Claire Grice. This no doubt explains the geniality which has been apparent in our hitherto fierce Chief Observer over the past few months.

Jackie Stewart

With his customary perspicacity, the 1973 World Champion has chosen to "quit while he's ahead". His talents will be missed from the circuits, but it must be the right decision for him. There are many statistics of his successes, but three relatively minor incidents stand out in my memory, and span his career from beginning to end.

First, I remember a small figure lost in a borrowed red E-Type Jaguar taking the lead at a race at Rufforth from Brian Waddilove (who was then just about unbeatable on that circuit) and hanging on to it in spite of all that his pursuers tried to do about it. Even then he was just Jimmy Stewart's little brother who looked as though he might be worth watching in future.

Then, some time later, I recall his driving the Ecurie Ecosse Cooper Monaco at Oulton Park, when he had what looked like a monstrous accident at Druids, in which he took off over the bank, narrowly missing the marshals as they fell flat on their faces, and disappeared. When the shaken marshals went in search of him they found a completely unhurt driver climbing down from the car, which had come to rest high in a clump of large bushes (better than Armco any day). The Observer's report was a literary masterpiece, and culminated in the subscription "I am, by the grace of God, K. Gibson, Observer". I reckon that went for all of them.

Finally, last year we watched him at the Nurburgring playing a tactical waiting game against the Ferraris, which were on form that day in the hands of Ickx and Reggazzoni; and we saw his wife's stunned solitude when the news came through of his collision with Reggazzoni while trying to take second place on the last lap. Retirement for family reasons is no surprise after that.

His career has been remarkable for consistency and safety, both personal and in his concern for safety for others. Long may he enjoy the rewards of his efforts; our thanks are due to him for many demonstrations of superlative skill.

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SPEED EVENTS FORUM—(continued from page 17)

A new championship class for 500 c.c. racing cars was accepted by the meeting; I have subsequently heard from the secretary of the 500 Association that he feels that his members are too fully committed to existing events to give it proper support, but no doubt that problem will be worked out with the drivers who requested the inclusion of the class.

After a sharp enquiry, prompted by Brian Kenyon, into the practice of entering cars known to be ineligible for a class, the meeting agreed to the addition of several vehicles to the list of "Marque" cars. The additions, subject to anyone thinking of any new candidates, included the M.G. B G.T. V8, T.V.R. 3000 M and 3000 ML, the Clan Crusader 875 c.c. with standard body, and Ginetta G.15 875 c.c. with standard body and chassis tubes.

After a relatively brief discussion of the basis of assessment of bogey times, the majority present recorded the opinion that the marking system should be left unchanged for 1974. The Chairman then drew the meeting to a close, not without some relief on the part of much of the congregation, and in particular John English, who had been taking minutes for about four hours. Even though one or two present looked all set to go on for the rest of the night, the majority departed feeling that

they had thoroughly ventilated all their views, and satisfied to leave the rest to the appointed sub-committee.

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The next Circular will contain amongst
other items:

THE SHELL LEAGUE 1973

THE 1974 CALENDAR

and

LINDA'S LOVE AFFAIR WITH A FROG



The all-ladies crew of Jo Bentley and Kath Hobson brought a new meaning to the term "bouncing" on the Greenwood Cup. They didn't get very far on this section, but seem to be enjoying it none the less.

(Photo : Tony Hodgetts)

ANNUAL COMPETITIONS

PEARCE TROPHY

| | P.C.T. | U | Points Ded. | TOT. |
|-------------------------|--------|---|----------------|------|
| 1. Miss J. S. Lee | 66 | 3 | 6 | 63 |
| 2. J. R. Hardcastle | 62 | 3 | 6 | 59 |
| 3. D. R. Scatchard | 53 | 3 | 3 | 53 |
| 4. J. M. Busfield | 46 | 6 | 3 | 49 |
| 5. J. M. English | 49 | 3 | 6 | 46 |
| 6. M. S. Wilson | 48 | 3 | 6 | 45 |
| H. C. Mason | 48 | 3 | 6 | 45 |
| G. F. Chippindale | 45 | — | — | 45 |
| 9. C. G. Seaman | 46 | 3 | 6 | 43 |
| 10. P. R. W. Hargreaves | 32 | — | — | 32 |
| 11. T. M. Wood | 27 | 3 | — | 30 |
| 12. M. A. White | 21 | — | — | 21 |
| 13. B. A. Kitching | 20 | — | — | 20 |
| 14. D. W. Taylor | 18 | — | — | 18 |
| 15. L. S. Stross | 16 | — | — | 16 |
| 16. Mrs. J. Kitching | 13 | — | — | 13 |
| H. Wadsworth | 13 | — | — | 13 |
| 18. R. G. Moorhouse | 7 | — | — | 7 |
| 19. P. A. Lister | 6 | — | — | 6 |
| G. D. Taylor | 6 | — | — | 6 |

CODE: U — Greenwood Cup P.C.T.

THE CHIPPY-IOLA VASE

| | |
|------------------------------|----|
| 1. Mr. & Mrs. J. Busfield | 23 |
| 2. Mr. & Mrs. G. Chippindale | 17 |
| 3. Mr. & Mrs. H. C. Mason | 13 |
| 4. Mr. & Mrs. P. Hargreaves | 11 |
| 5. Mr. & Mrs. B. Kitching | 9 |
| 6. Mr. & Mrs. L. S. Stross | 3 |
| Mr. & Mrs. D. Taylor | 3 |
| Mr. & Mrs. M. White | 3 |

THE KEN LEE TROPHY

| | |
|------------------------|----|
| 1. D. R. Scatchard | 56 |
| 2. J. M. Busfield | 52 |
| 3. H. C. Mason | 51 |
| 4. C. G. Seaman | 42 |
| 5. G. F. Chippindale | 41 |
| 6. P. R. W. Hargreaves | 32 |
| 7. M. A. White | 21 |
| 8. B. Kitching | 20 |
| 9. L. S. Stross | 16 |
| 10. D. Taylor | 15 |
| 11. Mrs. J. Kitching | 13 |
| 12. R. G. Moorhouse | 7 |
| 13. G. D. Taylor | 6 |
| P. Lister | 6 |

THE ARNOLD BURTON TROPHY

| | |
|----------------------|----|
| 1. J. M. Busfield | 17 |
| 2. G. F. Chippindale | 16 |
| 3. H. C. Mason | 12 |
| 4. R. G. Moorhouse | 7 |
| 5. P. Hargreaves | 6 |
| 6. B. Kitching | 5 |
| L. S. Stross | 5 |
| M. A. White | 5 |

THE FIRTH BOWL

| | |
|---------------------|----|
| 1. Miss J. S. Lee | 69 |
| 2. Mrs. J. Kitching | 13 |

AWARD WINNERS — SEASON 1973

Annual Trophies :

| | |
|-----------------------------------|---------------------------|
| The Pearce Trophy | Miss J. S. Lee |
| Runner-up Award | J. R. Hardcastle |
| Consolation Award | J. M. English |
| The Ken Lee Trophy | D. R. Scatchard |
| The Chippy-Iola Vase | Mr. & Mrs. J. M. Busfield |
| The Firth Bowl | Miss J. S. Lee |
| The Arnold Burton Trophy | J. M. Busfield |
| The Scrutineers Trophy | R. W. Speak |
| The Ronald Hudson Memorial Trophy | T. C. D. Smith |
| The John Bindloss Memorial Trophy | Miss S. Barnes |
| The Yorkshire Post Trophy | M. MacDowel |
| The Jack Farrar Trophy | R. Thwaites |
| The Appleyard Group Trophy | R. W. Speak |
| The Wallace Arnold Trophy | R. N. Porter |
| The Total Trophy | M. R. Flather |
| The Ford Woodhead Trophy | R. White |
| The Woodhead Monte Trophy | J. Johnstone |
| The Guyson Sandblast | N. W. Pow |
| The Archie Fraser Nash Trophy | M. B. Flather |

Individual Event Trophies :

| | |
|-------------------------------|-------------------|
| The Sleuth's Mug | D. R. Scatchard |
| The Wilson Trophy | P. Swift |
| The Wood Cup | P. Dale |
| The Wilson Opposite Class Cup | G. F. Chippindale |
| The Montague Burton Trophy | R. T. Lane |
| The Shell Novices Trophy | A. Mountain |
| The Shell Vintage Trophy | H. Moffatt |
| The Golf Cup | J. N. Rhodes |
| The Double Twelve Trophy | R. T. Lane |
| The Castrol Trophy | M. MacDowel |
| The Greenwood Cup | J. Johnstone |

A COMPREHENSIVE LIST OF DATES
FOR 1974 WILL BE PUBLISHED IN THE
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'73 VENTORA in Silver, 4530 miles £1595.

'72 VIVA X14 in Sunspot, 15169 miles £925.

'71 FIRENZA SL 'K' Reg. in Sunspot £775.

'72 OPEL COMMODORE COUPE AUTOMATIC in Yellow, low mileage, Power Steering, Sun Roof £1895.

'72 MANTA S in Blue, £1295.

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