



YORKSHIRE CENTRE CIRCULAR



JANUARY **74**

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CONTENTS

	page
Forthcoming Events	4
Happiness is Frog-Eyed	6
Oulton Park Race Meeting	8
Shell Motor Club League	10
Mintex Dales Rally	15
BARCounter	17
Hill-Climbing 1974	18
Book Reveiw	19
Correspondence	21
Headquarters Race Meetings	21
Diary Dates	22

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each month.

COVER PICTURE

If, in the middle of all this despondency, it is in
our power to make just one person happy, we
should grasp any opportunity. So Brian Kenyon
fulfils his life's ambition, and is our cover star of
the month.

(Photo Robin Boucher)

We now have it on good authority, publicly stated, that the R.A.C. takes the view that motor sport should continue, in a responsible manner, unless further official pronouncements are received on the subject of sport in general. The Chairman of the Association of Northern Car Clubs, Gordon Forster, was recently interviewed on Yorkshire Television, and had the opportunity to explain that motor sport itself consumes a relatively small amount of fuel, and is no more wasteful of resources than any other sport to which spectators or participants travel by car. It really comes in essence to a matter of public relations and the avoidance of any arrangements which could cause antagonism among the ill-informed or the entrenched opponents of motor sport who already exist. For what it is worth, my own prediction is that it will not be necessary, in the short term anyway, to ration petrol. The exercise of issue of coupons was necessary to prepare for any contingency, and also helped to bring home the gravity of the situation to the public; but there is still a good quantity of petrol to meet the needs of the motorist, who in general is making material savings on previous consumption, and displaying commendable public spirit.

Another public relations matter concerns noise; a certain amount of opposition has been voiced to the noise from our hill-climbs at Harewood. Some of the arguments are rather overstated, and seem to stem from a very small minority, mainly from one individual who has strangely not seen fit to make any approach direct to the club; but to avoid any possibility of causing real discomfort to the local residents, your committee is considering means of imposing a requirement on competitors to use silencers when warming up in the paddock. Like Hilaire Belloc's definition of algebra, we "design to captivate and charm, much rather than to cause alarm".

Forthcoming Events

Disco Dance at Morley — 2nd February 1974

After the success of the first Morley Disco, arrangements have been made for a return visit to the Morley Rugby Club, Scatcherd Lane, Morley on Saturday, 2nd February. Again the festivities will commence at 9-30 p.m. at a price per head of 50p, tickets being obtainable from Jan Walker at the centre office (when the mess is cleared up after the fire) or from Mike Wilson. A few only will be available on the night.

Film Show at Bramley — 7th February 1974

All being well, we hope to hold the film show, which was postponed from January, as the club

night for the month of February at the previous venue of Bramley Liberal Club, which needs no introduction to most members as it has been the home of Yorkshire centre film shows for more years than some of us care to remember. For anyone who has not been before, the club is situated in Hough Lane, which is off Bramley Town Street, and is not far from the Leeds-Bradford road and the Pudsey by-pass. For experienced map-readers, the reference is 96/244350. Be there about 7-45 p.m.

The Sleuth's Mug — 17th February 1974

Tradition has it that the "Sleuth's Mug" is always organised by the previous year's winners, which tends to keep the field open and ensure a good standard of event. Last year the winning team was David Scatchard and June Marsden, who therefore form the organisers of this year's brain-teaser. In addition to the usual problems that beset organisers, they have had to be the first team to deal with the additional complications caused by the fuel crisis, and they have resolved their problems by making the event a treasure hunt on foot. So the 1974 Sleuth's Mug will start from Parliament Street car park, York, between 1230 and 1400 on Sunday, 17th February, and the principal requirements this year will be strong shoes and warm clothing. The Finish will be at the Post House, York at about 5 p.m.

Film Show at the "Millstone" at Hathersage 19th February, 1974

For the benefit of our members in the Sheffield area, there will be a film show at the Millstone, at which a good selection of films is promised, including one produced by a well known rally navigator which gives a new and exciting view of motor sport. Starts at about 8 p.m.

Disco Night at the "Millstone" — 1st March 1974

Also at the Millstone, there will be a Disco on the evening of Friday, 1st March. Full details are not yet to hand, but interested enquirers can contact the Centre Office for tickets and advice.

The Buxton Weekend — 9/10th March 1974

The regulations for the first "Buxton Weekend" should accompany this issue of the Circular if all goes well, and will give intending competitors all the information they need to know. The event has been curtailed to effect a saving in petrol, and we hope that with this voluntary restriction the rest of the plans can proceed unhindered. A large number of marshals will be needed, and any volunteers can contact the Chief Marshal, or the Centre Office or the Competition Secretary, any of whom will see that all helpers are gratefully received. Remember to mention BARC when booking rooms at the Palace.

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HAPPINESS IS FROG-EYED

By Linda Knight

"It will be fun, you know, cheap to run, it'll never go down in value . . ."; and so another bride-to-be marrying a car mad fellow was talked into a "keep me off the streets at night" motor car to renovate. A Frog-eyed Sprite! Now anyone who has taken one of these little "fun" sports cars into their family will know that once there they don't go, and ours was no exception. It followed us dutifully on its trailer while we got married, moved to Phil's flat in London, and then to our home here in Swindon where it was lodged in a garage on a farm owned by a friendly Castrol chap.

It lay down on its wheels for nearly a year, with occasional visits from its proud master to see that it was still in the land of the living; and then a friend (friend, did I say?) offered my better half a partially finished froggy. When they're put together, says hubby, what a car we'll have: we can sell our nice reliable mini and we'll have a smashing roof-off-in-the-summer fun type car. So, once again persuaded, I spent a month dutifully taking sandwiches and flasks of tea to a garage where hubby was cooing softly over his latest asset. Then the day dawned when instead of spending all day at the garage he drove our gleaming white sports car home; and so we decided our long overdue visit to Harewood would take place that weekend. We'd go to the dance, and show off our latest motor to all who wanted to and all who were dragged to see it. When I say that we set off from Swindon at 4 on the Saturday afternoon and arrived on mother's doorstep at 3 next morning, you begin to see the fun aspect of frog motoring. The cheap, economical to run bit started with a new windscreen wiper motor, which could only be sold to us if we would replace the item on the spot, and a new battery because it wouldn't start any more. We also had to borrow two pints of Castrol's gear box oil, because someone had forgotten to put any in. Maybe that explained the weird noise going up hills!

Then for nearly two months one froggy was driven all over Wiltshire at 40 m.p.h. The ends were knocking, the brakes had to be pumped to stop, the clutch had to be pumped to change gear, and an abundant supply of dusters and rugs were needed to stop draughts and water. The soft top decided to come adrift from its moorings in a rain storm, and yours truly and one labrador dog became well and truly drenched. And so came the era of the new engine, new gearbox and new clutch. Did I say new clutch? Will someone with a frog-eye please explain why when everything is

new, and yes it is put on the right way, one still has to pump like mad to get anywhere with the clutch foot. "Does wonders for the left leg dear" says hubby. I don't think this new engine likes me. As soon as I look at it, it coughs, splutters, and crunches its gears. I can see people saying "Women Motorists"!

We decided that before we made another pilgrimage up north to the Dinner Dance we would take a day off and go to Poole. All went well until on the way home one frozen labrador, sitting in a draught where the hard top doesn't seem to meet the body, decided that the place to be was by the heater under my feet. Unfortunately this is where the windscreen wiper bottle lives (you tell me why it's there). She didn't quite make it, and overturned the bottle, emptying water all over my legs and the floor. Being cowardly of cold water I volunteered to drive the rest of the way home thinking I would keep my feet dry. I spoke too soon! It started to snow, the gearbox inspection cover came off and I ended up sitting in two inches of water, very wet and crunching gears like mad.

We're making a Northern journey again this weekend. Complete with blankets, tools, hot water bottles, sandwiches and a bicycle on a rack on the back. I hope we get there!

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NORTH WESTERN CENTRE RACE MEETINGS

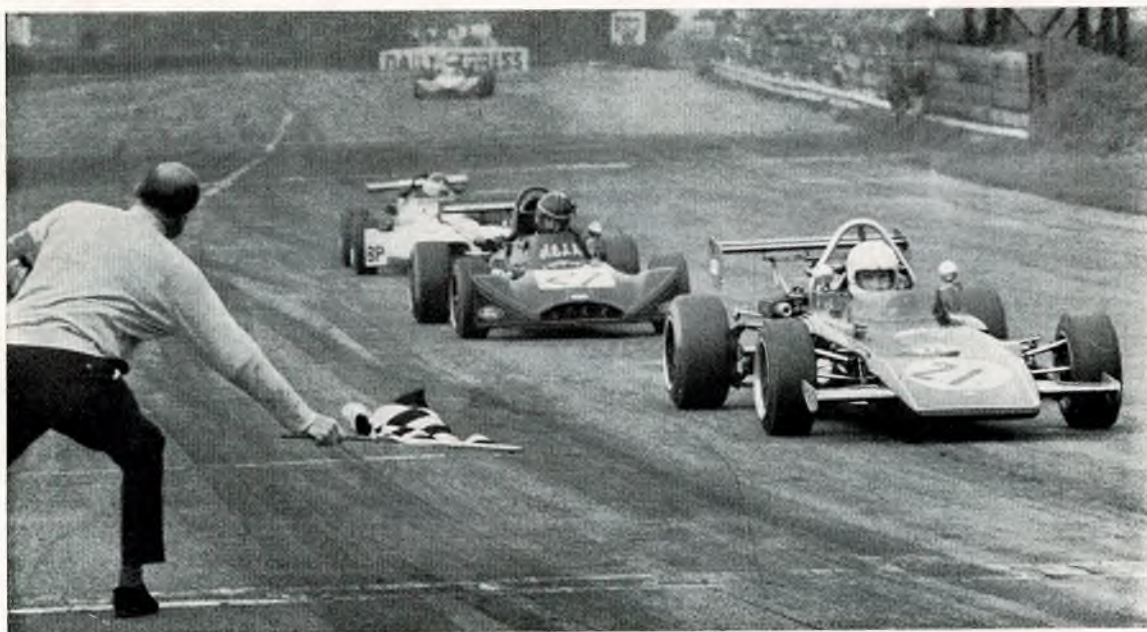
Now that the M62 has opened, the journey to Oulton Park is not much greater in terms of time than the journey to Croft, from the Leeds area, and the further west you start, the easier it becomes. A good number of Yorkshire Centre members already make regular pilgrimages to assist as marshals at the race meetings which Jock Sinclair and his able band of assistants organise with genial efficiency. Oulton Park used to be the most scenic and probably the most testing circuit in the country; since the Armco craze took hold it has lost much of its beauty (did they have to chop down the trees with such abandon, when the Armco keeps all the wrecks on the road?) but still remains a most interesting track with some of the best spectator and paddock facilities in the country. The combination always seems to attract high quality entries, and there are always a fair

number of drivers there who do not stray as far as the rugged wilds of Croft, which adds to the interest for visitors.

In 1974, the North Western Centre are promoting three race meetings :-

April 27	Restricted
July 27	Restricted
October 5/6	International (Practice on the Saturday)

The only clash with a Yorkshire Centre event is the International, which is on the same day as our "Greenwood Cup" — but you could still go to the practice day, when help is always appreciated. If you haven't been to Oulton Park yet, then it's well worth a trip. John Wickham at Headquarters has Marshal's availability forms.



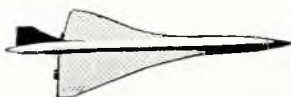
Eric Hooks drops the chequered flag on a close finish to the North-Western Centre's International Formula 3 event. (Photo Frank Hall)

On Friday, 4th January, there was a fire at the Centre Office. Fortunately no-one was hurt, but the water caused a certain amount of damage when the fire was being extinguished. We apologise to anyone who has not been able to contact Jan, who asks that unanswered messages be given to her again as many of her papers were destroyed.

Club Nights, 1974

We have a comprehensive programme of club nights planned for the summer, and the committee would be pleased to hear from anyone who would like to organise, or assist in organising, an evening driving test or production car trial. The principal requirement is enthusiasm and a willingness to listen and learn. Please contact the Competition Secretary, Jim Johnstone, to volunteer.

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THE SHELL MOTOR CLUB LEAGUE 1973

By Malcolm Rogerson

On February 18th 1973, our team of entrants assembled in very icy conditions in Morley in order to emulate our last year's performance in the Shell League. We did not get off to a very good start, as unfortunately Harry Mason had a slight accident on the way to the pub the night before; but we did manage to field a full team on the day. This put us in fourth position, the scores of the B.A.R.C. team being as follows :-

Allan	70:0	4/10
Cooper	60:0	5/10
Johnstone	80:0	3/10
Lanfranchi	32:2	7/9
Busfield	70:0	2/5

The second round took place at Topcliffe, where the M.G. Car Club were the organisers of a Sprint. Malcolm Dungworth of the North Midland Motor

Club took F.T.D. in his ex-Tony Griffiths Brabham BT35X Repco; and Huddersfield Motor Club, with three class wins and two seconds to their credit, moved up from fifth place to take over the lead. Our team was made up as follows :-

J. B. Beadle	54:44	5/9
(Escort Sport)		
I. A. Curtis	82:73	3/11
(Mallock U2)		
G. A. Smith	10:00	5/5
(Terrapin)		
J. Lambert	42:33	2/3
(Leda)		
J. Ward	32:27	
(Ward-Ford)		

Our performance at Topcliffe in actual fact moved us into third position, the scores being as follows

	Previous Total	Sprint	Grand Total
1. Huddersfield	311-10	434-63	745-73
2. Y.S.C.C.	419-10	266-60	685-70
3. B.A.R.C. (Y)	312-20	227-77	539-97
4. Ilkley	340-00	128-33	468-33
5. Trackrod	182-30	208-17	390-47
6. 111 C.C.	342-90	—	342-90
7. David Brown	87-60	238-73	326-33
8. M.G.C.C. (NE)	—	321-32	321-32
9. York M.C.	285-80	10-00	295-80
10. Sheffield & Hallamshire	169-90	20-00	189-90
11. North Midland	—	97-77	97-77
12. North Humberside	30-00	67-14	97-14
13. Northallerton	77-10	—	77-10
14. Airedale & Pennine	—	52-85	52-85
15. Jowett C.C.	—	42-50	42-50
16. De Lacy M.C.	—	10-00	10-00

Rather pleased with our success in round 2 we entered what we thought was quite a good team for Round 3, this being a Production Car Trial with Ilkley & District Motor Club as the organisers. We arrived at Malham in a torrential downpour, the mud at this stage being rim deep. Our sympathies must be with the scrutineer in the rather bedraggled shape of Peter Watson. We had one near upset at this stage, when the differential of David Kennedy's 100E Anglia refused to operate, and Peter Watson took a great deal of convincing that the car did not have a limited-slip diff.

For the first time this year we were faced with having to select a team of five from seven entries. Unfortunately the selection was not done as well as it might have been. Our final team was made up of :-

Harry Mason, David Kennedy, Jim Johnstone, Malcolm Lanfranchi, Richard Clark.

The two left out were John Busfield and Malcolm Rogerson. Unfortunately Richard Clark's final score was not completed as he took away his marking card at the end of the event and was thus classified

as a retirement. John Busfield, on the other hand, managed to produce some first class driving and won his class handsomely. Had he been in the team he would have scored ten marks more than any of our official team. Malcolm Lanfranchi seemed to be having trouble under the atrocious conditions on the day and managed only eleventh out of twelve, while Malcolm Rogerson managed ninth out of twelve. All in all, a day that should have gone better but did not!

Official Team

H. C. Mason	79:50	7/23
(Mini-Cooper 'S')		
H. Kennedy	68:30	5/12
(100E Anglia)		
J. Johnstone	70:90	9/23
(Datsun)		
M. Lanfranchi	18:30	11/12
(Escort)		
R. Clark	10:00	Retired
(H.R.G.)		

Reserves

J. M. Busfield	90:00	1/5
M. Rogerson	35:00	9/12

The results of this performance moved us down one place to fourth position. Huddersfield M.C.'s lead was whittled down to less than nineteen by the Y.S.C.C., and Sheffield & Hallamshire moved up from tenth to sixth. Only seven teams contested the round which was a little disappointing after rounds one and two, when there were eleven and fourteen teams respectively.

Round Four took place on the 16th June, where the organisers were the North Humberside Motor Club and the event was an Autospeed Stage Rally. The Rally was very well supported and sixty-eight crews were involved. In the league team our only entry for the event was none other than Philip Cooper who flew the B.A.R.C. colours extremely well; he was in actual fact the highest scorer in the event with 108.07 marks.

We shall certainly be looking for any would-be rally experts for the forthcoming season. As a result of our rather poor team performance we now found ourselves in fifth position, the scores being as follows:-

	Previous Total	Round 4	Total
1. Y.S.C.C.	1001.50	370.87	1372.67
2. Huddersfield M.C.	1010.63	231.86	1242.49
3. Ilkley & D. M.C.	909.13	314.31	1223.44
4. Trackrod M.C.	598.77	351.43	950.20
5. B.A.R.C. (Y)	786.97	108.07	895.04
6. Sheffield & Hallamshire	566.10	210.13	776.23
7. York M.C.	295.80	378.25	674.05
8. 111 M.C.	342.90	296.69	639.59
9. N. Humberside M.C.	97.14	335.28	432.42
10. David Brown M.C.	346.33	83.04	429.37
11. Northallerton M.C.	77.10	328.41	405.51
12. M.G.C.C. (N.E.)	321.32	—	321.32
13. Airedale & Pennine M.C.	52.85	194.54	247.39
14. Ripon M.S.G.	—	193.45	193.45
15. Whitby & D.M.C.	—	166.94	166.94
16. 62 C.C.	—	118.26	118.26
17. De Lacy C.C.	10.00	99.23	109.23
18. North Midland M.C.	97.77	—	97.77
19. Shipley & D.M.C.	—	90.77	90.77
20. Selby M.C.	—	88.18	88.18
21. Jowett C.C.	42.50	—	42.50
22. Lindholme M.C.	—	10.00	10.00

The next event was to be organised by the 111 Car Club, and was to be a Road Rally; but unfortunately permits had not been obtained and the event was cancelled.

The next round was a Hill Climb at Cadwell Park organised by the Sheffield & Hallamshire Motor Club on the 26th August. Here we performed with great vigour and managed to come out winners of the round with a mammoth score of 442.00. This total beats our last year's winning total (for which we were awarded a trophy) and as you will see from the results was to remain unbeaten by the end of the season. For this the B.A.R.C. won £10 to spend on equipment

The scores of the B.A.R.C. Team were :

Mike Flather	93.3	1/6
Alex Boyle	95.8	1/7
Richard Jones	60.0	3/6
David Franklin	95.7	2/14
Richard Thwaites ...	97.2	1/8

It was truly a great performance to have four members of our team score more than ninety. The situation in the league, somewhat improved by this score, moved us back into third position.

1. Y.S.C.C.	1633-17
2. Huddersfield M.C.	1534-59
3. B.A.R.C. (Y)	1337-04
4. Ilkley & D.M.C.	1312-94

5. Sheffield & Hallamshire	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
11. N.H.M.C.	432-42
12. Northallerton M.C.	405-51
13. Airedale & Pennine M.C.	247-39
14. N. Midland M.C.	202-77
15. Ripon M.S.C.	193-45
16. Whitby & D. M.C.	166-94
17. 62 C.C.	118-26
18. De Lacy M.C.	109-23
19. Shipley & D. M.C.	90-77
20. Selby M.C.	88-18
21. Jowett C.C.	42-50
22. Lindholme M.C.	10-00

Round six took place on 23rd September, and Huddersfield Motor Club took the honours as well as a £10 award for the highest score. The event was organised by the North Humberside Motor Club and took place at Curborough. Unfortunately the entry was not as high as had been experienced in previous rounds. B.A.R.C. managed two entries; and P. A. Mawson, who finished last in class and scored ten points for entering, and R. Hand who scored 76.6 points. Fortunately for us the small entry and our own small score did not make any material difference to the league table.

Club	Previous Total	Round 6 Score	New Total
1. Y.S.C.C.	1633-17	93.3	1726-47
2. Huddersfield M.C.	1524-59	186.6	1711-19
3. B.A.R.C. (Y)	1337-04	86.6	1423-64
4. Ilkley & D. M.C.	1312-94	—	1312-94
5. Sheffield & Hallamshire	1211-63	70-00	1281-63
6. Trackrod M.C.	993-50	113-3	1106-80
7. 111 C.C.	676-19	—	—
8. York M.C.	674-05	—	—
9. David Brown M.C.	527-67	—	—
10. M.G.C.C. (NE)	461-32	—	—
11. N.H.M.C.	432-42	—	—
12. Northallerton M.C.	405-51	—	—
13. N.M.M.C.	202-77	90-0	272-77
14. Airedale & Pennine M.C.	247-39	—	—
15. Ripon M.S.G.	193-45	—	—
16. Whitby & D. M.C.	166-94	—	—
17. 62 C.C.	118-26	—	—
18. De Lacy M.C.	109-23	—	—
19. Shipley & D. M.C.	90-77	—	—
20. Selby M.C.	88-18	—	—
21. Jowett C.C.	42-50	—	—
22. Lindholme M.C.	10-00	—	—

Cash winners so far: Huddersfield £20; Y.S.C.C. £10; B.A.R.C. (Y) £10; York £10; Ilkley £10.

The next event was an Autocross organised by the Huddersfield Motor Club and here, unfortunately, the event clashed with our own Greenwood Cup P.C.T. and we were therefore left without a team at all. As a result of this we slipped down to fourth position.

Club	New Total	Round 7 Score	Previous Total
1. Y.S.C.C.	2113.07	386.6	1726.47
2. Huddersfield M.C.	2034.39	323.2	1711.19
3. Ilkley & D. M.C.	1572.94	260.0	1312.94
4. B.A.R.C. (Y)	1423.64	—	—
5. Trackrod M.C.	1383.40	276.6	1106.80
6. Sheffield & Hallamshire	1281.63	—	—
7. David Brown M.C.	709.27	181.6	527.67
8. 111 C.C.	676.19	—	—
9. York M.C.	674.05	—	—
10. M.G.C.C. (NE)	461.32	—	—
11. N.H.M.C.	432.42	—	—
12. Northallerton M.C.	405.51	—	—
13. N.M.M.C.	292.77	—	—
14. Airedale & Pennine M.C.	247.39	—	—
15. Ripon M.S.G.	193.45	—	—
16. Whitby & D. M.C.	166.94	—	—
17. 62 C.C.	118.26	—	—
18. De Lacy M.C.	109.23	—	—
19. Shipley & D. M.C.	90.77	—	—
21. Slaithwaite M.C.	88.18	—	—
20. Selby M.C.	60.00	60.00	—
22. Jowett C.C.	42.50	—	—
23. Lindholme M.C.	10.00	—	—

The next event was the 111 Motor Club "Re-organised Rally" which was now an Autotest; this took place on a superb site in Sheffield which we, in fact, will be using for our own Buxton Weekend in the Spring, and was made up of seven tests which were performed three times. We shall be only having two; this should give some indication of the type of tests we hope to be incorporating in the Buxton Weekend. We did have a team of five entered for this event, but unfortunately circumstances reduced this to a team of three on the day. Trevor Smith from Oxford had unfortunately had bearing trouble, and telephoned in a retirement to the organisers. Jim Johnstone's car, having performed well in previous rounds, decided it was time for a rest and enforced a weekend's work upon its owner. The trouble finally was diagnosed as a cylinder head which required to be stripped down and re-built. Our final team was now Peter Balance, Bob Bean and Malcolm Rogerson. Peter Balance was running-in a modified Mini Cooper and unfortunately was not fully aware that he was carrying a 5% penalty for modification. He did not therefore drive quite hard enough to win his class and finished fifth. Bob Bean, driving immaculately, won his class easily. Malcolm Rogerson, who was the only entry in Class 6, found that he was

merged with Class 4 and had a 5% advantage. The final scores were as follows :-

P. Balance	5/18	82.22
Bob Bean	1/15	103.33
Malcolm Rogerson	4/8	60.00

Before these results were available in detail Round 9 took place, this being a Production Car Trial organised by Trackrod Motor Club at Whin Park, Arthington. Here we managed to field a full team of five with the two reserves from the previous P.C.T., now fully entrenched in the team. We managed also to persuade Tony Fall, on a day off from rallying, to join our team. Unfortunately three members of the team, David Kennedy, Malcolm Rogerson and Tony Fall all found themselves in the same class. The organisers obviously had not allowed for such large cars being present for such an event and Malcolm Rogerson in his Rover and Tony Fall in his Peugeot did have considerable difficulty on some tests persuading the car to go through a space somewhat narrower than the width of the car. However, a good day was had by all and we turned in the best performance that we could. The scores were :

Jim Johnstone	.....	9/19	62.63
David Kennedy	.....	7/12	51.67
Malcolm Rogerson	.....	8/12	43.33
Tony Fall	.....	9/12	35.00
John Busfield	.....	1/3	76.67

The round was again won by Ilkley as was the first P.C.T.

The final round, Round 10, followed a very short while after this and here we were depleted to a team of two, in the persons of Peter Balance and Jim Johnstone. Peter was briefed before the event that he would be under a 5% penalty and that he would have to drive a little harder to win his class. He duly obliged and won his class very con-

vincingly. With one test to go, Jim Johnstone was likewise leading his class. Unfortunately, darkness was falling and having watched the performance in sunlight he found it was his turn in the dusk; in the failing light he selected the wrong pair of pylons and he was given a washout. Nevertheless he was only just beaten into second place and still had a great deal in hand on the third man in his class.

The scorers of our team were :-

Peter Balance	.....	106.2	1/27
Jim Johnstone	.....	85.0	2/8

The fact that we had only two members in our team unfortunately moved us down yet again into a final fifth position. The results are as follows :-

	Previous				Final	Total
	Total	Round 8	Round 9	Round 10	Total	Winnings
1. Y.S.C.C.	2112.07	291.40	345.90	315.90	3065.27	£70
2. Huddersfield M.C.	2044.39	191.60	151.70	336.30	2723.99	£40
3. Ilkley & D. M.C.	1572.94	206.90	433.20	352.00	2565.04	£40
4. Trackrod M.C.	1383.40	318.60	280.20	237.80	2220.01	—
5. B.A.R.C. (Y)	1423.64	246.30	269.20	191.20	2130.34	£10
6. Sheffield & Hallamshire	1181.63	292.60	297.40	182.90	1954.53	—
7. One-Eleven C.C.	676.19	377.40	—	284.70	1338.29	£10
8. David Brown M.C.	709.27	46.60	77.70	141.70	975.27	—
9. N.H.M.C.	432.42	163.70	—	313.50	909.62	—
10. York M.C.	674.05	—	—	233.40	907.45	£10
11. M.G.C.C. (NE)	461.32	—	—	—	461.32	—
12. Northallerton M.C.	405.51	—	—	—	405.51	—
13. North Midland M.C.	292.77	—	—	—	292.77	—
14. Airedale & Pennine M.C.	247.39	—	—	—	247.39	—
15. Ripon M.S.G.	193.45	—	—	—	193.45	—
16. Whitby & D. M.C.	166.94	—	—	—	166.94	—
17. 62 C.C.	118.26	—	—	—	118.26	—
18. De Lacy M.C.	109.23	—	—	—	109.23	—
19. Shipley & D. M.C.	90.77	—	—	—	90.77	—
20. Selby M.C.	88.18	—	—	—	88.18	—
21. Slaithwaite M.C.	60.00	—	—	—	60.00	—
22. Jowett C.C.	42.50	—	—	—	42.50	—
23. Lindholme M.C.	10.00	—	—	—	10.00	—

The result of the Shell Motor Club League has certainly been one of increasing enthusiasm from all clubs taking part. We, as a club, offer our congratulations to the Y.S.C.C. on winning the event in its second year.

Shell themselves were very pleased with the event, and are looking for greater things in 1974. B.A.R.C. (those members that entered anyway) enjoyed all the events that were part of the Shell League programme, but look for support from the

rest of the Club to help put us back on top, where we feel that we should be. The B.A.R.C.'s effort this year certainly fell on far too few members. The B.A.R.C. Committee has presented an award this year to the person who has secured the

greatest number of marks in this year's Shell League. The scores of those listed below not only includes the competing members on the day but those of other B.A.R.C. supporting members who were also entered in the events concerned.

LEADING SCORES

	1	2	3	4	5	6	7	8	9	10	Total
1. J. Johnstone	80-00	—	70-90	—	—	—	—	—	62-60	85-00	298-50
2. J. Busfield	70-00	—	90-00	—	—	—	—	—	76-70	—	236-70
3. P. Ballance	—	—	—	—	—	—	—	82-40	—	106-20	188-60
4. P. Cooper.....	60-00	—	—	108-07	—	—	—	—	—	—	168-07
5. M. Rogerson	—	—	35-00	—	—	—	—	60-00	43-30	—	138-30
6. I. Curtis	—	82-73	—	—	50-00	—	—	—	—	—	132-73
7. H. D. Kennedy	—	—	68-30	—	—	—	—	—	51-60	—	119-90
8. J. Ward	—	37-30	—	—	70-00	—	—	—	—	—	107-30
9. R. Bean	—	—	—	—	—	—	—	103-50	—	—	103-50
10. J. Crowson	—	—	—	—	—	—	—	—	—	—	102-85
11. D. Bray	—	—	—	—	—	—	—	—	—	—	100-90
12. R. Thwaites	—	—	—	—	97-20	—	—	—	—	—	97-20
13. P. A. Boyle	—	—	—	—	95-80	—	—	—	—	—	95-80
14. D. Franklin	—	—	—	—	95-70	—	—	—	—	—	95-70
15. K. MacMaster	—	—	—	—	—	—	—	—	—	—	95-50
16. M. Flather	—	—	—	—	93-30	—	—	—	—	—	93-30
17. L. S. Stross	—	—	—	—	—	—	—	—	—	—	93-23
18. J. Lambert	—	43-30	—	—	47-50	—	—	—	—	—	90-80
19. I. James	—	—	—	—	—	—	—	—	—	—	90-00
20. J. Davis	—	—	—	—	—	—	—	—	—	—	90-00
21. B. Alderson	—	—	—	—	—	—	—	—	—	—	88-05
22. R. Yeomans	—	—	—	—	—	—	—	—	—	—	82-70
23. P. Squires	—	—	—	—	—	—	—	—	—	—	81-42
24. M. Bartram	—	—	—	—	—	—	—	—	—	—	80-00
25. H. C. Mason	—	—	—	79-50	—	—	—	—	—	—	79-50

THE MINTEX DALES RALLY

The De Lacy Motor Club have been forced by the present embargo on road events to postpone the "Dales", which was to have been held on 23rd/24th February, 1974. A new date, 18th/19th May has been applied for, and if the restrictions are eased it looks as though the event will take place then. This will not present too serious a clash with any of our events, the scheduled event for that weekend being the Harewood Practice Day; if we are allocated a Saturday stage to run, we'll be able to do justice to both events, though the usual "Dales" results team, largely composed of our speed events organisers, may find themselves trying uncomfortably to be in two places at once!

We'll keep our fingers crossed for the organising team, and hope that circumstances move in their favour, for they put an enormous amount of work into producing the Northern Association's forest rally, and have built it up into an event of major importance. It always provides a welcome break



Nostalgia for rally fans — Marku Alen "yumping" in Finland.

(Photo John English)

in the winter lay-off for those of us who are orientated towards summer motor sporting pursuits, and also provides a touch of nostalgia for those more venerable members whose introduction to motor sport was via road events in the palmy days before rallies had an Authorisation Department.

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1971 VAUXHALL VIVA ESTATE, one owner	£810
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BARCounter

More engagement news this month, with our Harewood timekeeping team of David Scatchard and June Marsden announcing their betrothal just before Christmas. It looks as though there will be a shortage of librarians in the East Riding if we keep marrying them off at this rate. Congratulations and best wishes for their future. It seems that much thought is now being given among our recently engaged couples as to the fixing of a wedding date which does not coincide with any of the Centre's events, and it is said that a firm offer has been made to let the centre 'bus for a week, and even to provide light entertainment in the form of a little fence-repairing and cable-laying in case the various newlyweds find time on their hands.



David and Boris, obviously pleased with their good fortune.

(Photo Adelman & Marsden)

Brian Kenyon has, over the years, gained some small degree of notoriety for (among other things) collecting at Castrol-sponsored events a gallon of the aforesaid lubricant whenever he figured in the awards, and going up to collect it with the name of a rival oil company (not now quite as much in opposition as of yore) blazoned proudly across his chest for all to see. His secret has now been revealed in rather unfortunate circumstances. It seems that the Castrol was reserved for the use of a trusty but somewhat senile donkey engine which powers a steam-cleaning plant for Brian, and has managed to continue to do so for quite some time beyond its allotted span thanks to liberal libations of Brian's lubricious winnings. Not long ago, the supply came to an end, and our hero decided to give the old banger a treat, and fed it some of his precious and well-publicised competition brew. Like the Russian centenarian who

married a teenager, and found that he was stretching immortality too far, the little engine chugged on for ten minutes, and then exploded into a comprehensive collection of scrap iron. I think the phrase was "piston broke!"

Our revered chairman and vice-chairman both had cause to fly to the opposite ends of the earth recently, and, of course, both made use of a well known travel agency which specialises in moving travellers about at less cost than they've any right to expect. Now whether it was instant wit, or he was expected, is not known, but Harry reports that when he rang to enquire whether any cheap flights were available to Australia, he received the reply "I think we can help you, sir; do you mind an outside toilet?"

We recently had the pleasure of the company of General Manager Sidney Offord at the Centre's dinner dance, and for convenience he and Pam stayed at the Queen's Hotel so that it was not too far to amble when the festivities ended. The following morning, Sidney checked out of his room and arranged for his bill to be sent to BARC headquarters; judge his surprise when he received a bill for the whole affair — some £1300.00 for his one night's stay!

The following birth announcement appeared recently "EASTER. 13th December at Woden Valley Hospital, Garran, to Elizabeth (nee Mason) and Christopher, a son (Nicholas Christopher Jason). Present address 31 Tompson Street, Garran, Canberra A.C.T.2605 Australia". Congratulations to the proud parents and grandparents, from us all.

THE GRAND DICER'S DISCO

The Morley Rugby Club resounded to the festivities on the night of November 17th as a collection of members and friends took part in a fund-raising effort of a most enjoyable nature. Taking the object first, sufficient funds were raised for the purchase of six new fire extinguishers, large modern type, Harewood for the use of. Socially the evening was a great success, and is to be repeated on February 2nd, when it is hoped that some more fire extinguishers will be funded.

One feature was the appearance of a number of members who have not been in evidence for some time, among them Peter and Ann Millman, Bobby Monkman and Duncan Longbottom. Among the current crop there was a sizeable contingent from Sheffield, the local hill climb circus, and the official side of the organisation. Helen Dixon appeared with the famous bare midriff "positively the last time this season", and Jan Walker appeared eventually, having got lost and gone to the Cricket Club instead!

HILL CLIMBING IN 1974

Probably the most popular part of the Yorkshire Centre's activities is hill climbing, at Harewood and elsewhere; and the BARC is, of course, involved in the organisation of the Castrol/BARC Championship, the regulations for which should shortly be in circulation. The qualifying rounds for the 1974 Castrol championship are:

March	31	Prescott
April	14	Harewood
	21	Wiscombe Park
	28	Pontypool
May	12	Gurston Down
June	16	Loton Park
	30	Scammonden
July	21	Gurston Down
August	4	Harewood
	25	Cadwell Park
September	8	Loton Park
	15	Pontypool
	29	Harewood (Final)

The R.A.C. Hillclimb Championship rounds are:
April 15 Loton Park

May	5	Prescott
	19	Wiscombe Park
June	1	Barbon
	9	Shelsley
	23	Doone
July	7	Harewood
	14	Pontypool
	25	Bouley Bay
	27	Les Vals des Terres
August	11	Great Auclum
	18	Shelsley
	26	Gurston Down
September	1	Prescott
	14	Craigantlet
	22	Doone

Non-championship events include the A.M.O.C. "Climb of the Champions" at Wiscombe Park on 7th April, Gurston Down on 6th October and Castle Howard on 13th October, all of which, when combined, mean that if you have invested a handsome sum in a hill-climb car you can use it on every weekend from March 31st until October 13th.



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"Of course, Mr. Turner, if you join the Yorkshire Centre you can walk through our stage as often as you like!" (Photo Tony Hodgetts)

BOOK REVIEW

By John English

For those who did not receive them for Christmas here is a short review of two of the most recently published motoring books.

First, Castrols' Racing Drivers' Manual, by Frank Gardner with Doug Nye, published by Patrick Stephens Ltd. at £2.20. Most of the more colourful and colloquial "Strine" has been edited out, but there are still a vast number of the highly hilarious Frank Gardner anecdotes. These amusing stories are linked together by a wealth of practical information on every aspect of driving racing cars of all types. Frank Gardner's record as a racing driver is well known, and this book gives the impression that he has set out to impart to the reader every last tip or piece of information gathered over his long career. Everything is covered from which clothing to buy, what type of car to get and when you have got it how to set it up. Having got that far there is a full chapter on tyres, and others covering lines through various corners; and most important in this day and age, sponsorship.

There is something for everybody, from the beginner, to the most dedicated Gardner fan, like that well known "RuF" gentleman from Swindon. Even some of the racing drivers can learn something from this book and even if you don't want to be a racing driver, its worth the money just for the humour. No doubt Frank has still one or two more tricks up his sleeve to keep him ahead of the field in the European Saloon Car Championship in the S.C.A. Camaro ZLI., in 1974.

The second book is Brockbank's Grand Prix, published by Eyre Methuen Ltd. at £1.45. A superb collection of Russell Brockbank's cartoons, with additional dialogue by Henry Manney III. Brockbank at his hilarious best covering motor racing from the "Forties" to the "Seventies". "As the Commentator saw it" is classic Brockbank. A great book, it kept me laughing for hours.

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Correspondence

To The Editor

Dear Sir,

May I join the distinguished company who have written to congratulate you on your first two editions of the Yorkshire Centre Circular and to agree with Mr. Bob Soper when he sets out the pitfalls into which an Editor may stumble.

My outstanding impression is that the Circular is a true club magazine having something for every member and what is more, is wide enough in its contents to be of interest to anyone who is a motor sport supporter. We are undoubtedly going to face a difficult period for news items and whilst I personally believe in always looking ahead, I think it might well be of interest to dig into Mike Wilson's archives and reprint an article each month from 25 years back. Who knows, we may be on a similar petrol ration.

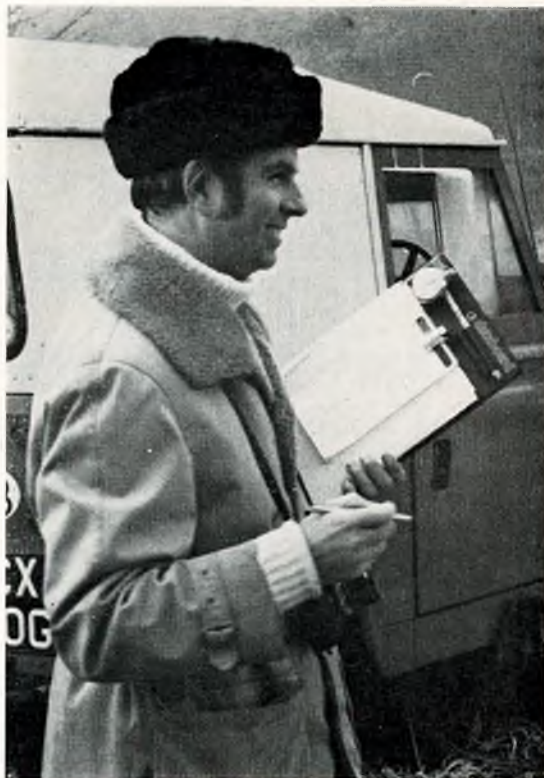
On a personal note, there is an unfortunate tendency both on the part of our rougher Marshals and now I see even by your dedicated pen, to describe me as smooth. I would ask that you publish the enclosed photograph of you, our Editor, as I have seldom seen a better example of sartorial elegance, grooming and, dare I say it, smoothness.

Strength to your pen.

Yours sincerely,

P. J. C. Griffin.

Ilkley.



All right, if you insist, but never again! Even if their is supposed to be beauty in crumbling ruins.

HEADQUARTERS RACE MEETINGS 1974

The racing programme promoted by Headquarters has been divided into Northern and Southern (or us and them) for 1974 from the point of view of marshal's availability; so we will retain the separation, although a fair number of our members stray as far as Thruxton in unguarded moments.

Northern Programme

March 10	Mallory Park*	International
April 28	Mallory Park	Restricted
May 5	Silverstone	Restricted
May 12	Snetterton*	Restricted
June 2	Cadwell Park*	Restricted
July 21	Cadwell Park	Restricted
July 28	Mallory Park	Restricted
Sept. 1	Donington	Restricted

Southern Programme

March 24	Thruxton*	Restricted
April 15	Thruxton	International
May 27	Thruxton*	International
July 7	Thruxton	International
Aug. 11	Brands Hatch*	Restricted
Aug. 18	Thruxton	International
Aug. 26	Castle Combe	Restricted
Sept. 22	Thruxton	Restricted
Oct. 20	Brands Hatch	International
	("Motor Show 200")	
Oct. 27	Thruxton	Closed

(* marks a clash with a Yorkshire Centre event)

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Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date	Events and Status	Centre Competitions
February 7	Club Night and Social Evening.	
17	✓The Sleuth's Mug (C)	PC
19	✓Film Show at the Millstone, Hathersage.	
March 1	✓Disco Night at the Millstone, Hathersage.	
7	✓Club Night.	
9/10	"The Buxton Weekend" Autotests and P.C.T. (CJ)	PKC
24	Croft Race Meeting (R)	PK
26	✓Yorkshire Centre Annual General Meeting.	
April 4	Club Night Autotests (C)	PKC
1/14	✓Andrews Bros./B.M.W. Spring National Hill Climb (N) (Castrol/B.A.R.C. Championship Event)	PK
17	Charity Economy Run to London.	
May 2	Club Night Production Car Trial (C)	PKC
12	"E. A. Denny" Production Car Trial (CJ)	PKCA
19	✓Harewood Practice Day" (C)	PK
27	"Spring Bank Holiday" Race Meeting, Croft (R)	PK
June 2	✓"Vintage and Novices" Hill Climb, Harewood (R)	PK
6	Club Night Autotests (C)	PKC
8/9	"The Scarborough Weekend" Autotests (CJ)	PKCA
8	The Scarborough Dance.	
July 4	Club Night Autotests (C)	PKC
6/7	✓"R.A.C. Championship Shell Speedclimb", Harewood (N)	PK
21	H.Q./Yorkshire Centre Race Meeting, Cadwell Park (R)	
August 1	Club Night Autotests (C)	PKC
4	✓"Harewood Members' Hill Climb" (C) (Castrol/B.A.R.C. Championship Round)	PKA
11	Croft "Midsummer" Race Meeting (R)	PK
18	✓British Heart Foundation/B.A.R.C. "Soap Box Derby" at Harewood	
September 5	Club Night Production Car Trial (C)	PKC
6	✓"BARC-B-Cue" at Harewood	
8	Croft End of Season Race Meeting (R)	PK
28/29	✓"Castrol Trophy" Hill Climb, Harewood (N)	PK
28	→Hill Climb Dance, Harewood	
October 3	Club Night Social Event	
6	"Greenwood Cup" Production Car Trial (CJ)	PKC
November 7	Club Night Social Event	
16	R.A.C. Rally starts at York; possible stage at Harewood.	
20	R.A.C. Rally finishes.	
December 5	Club Night Social Event.	
7	✓Annual Dinner Dance.	

Status: N = National; R = Restricted; C = Closed; CJ = Closed Joint Promotion.

Centre Competitions: P = Pearce Trophy; K = Ken Lee Trophy; C = Chippy-lola Vase.

A = Arnold Burton Trophy.

Entries in Restricted, National and Jointly promoted events must be made in the name of BARC to qualify for marks in annual competitions.

Regulations for all events will be distributed automatically to Yorkshire Centre members as they are published.



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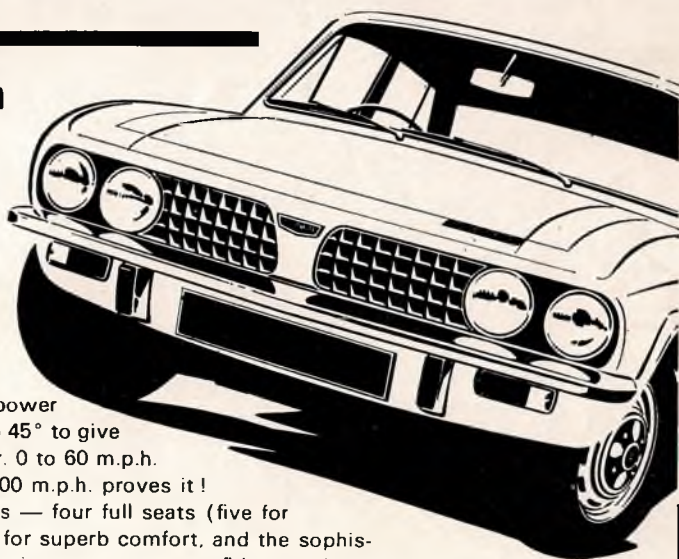
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