

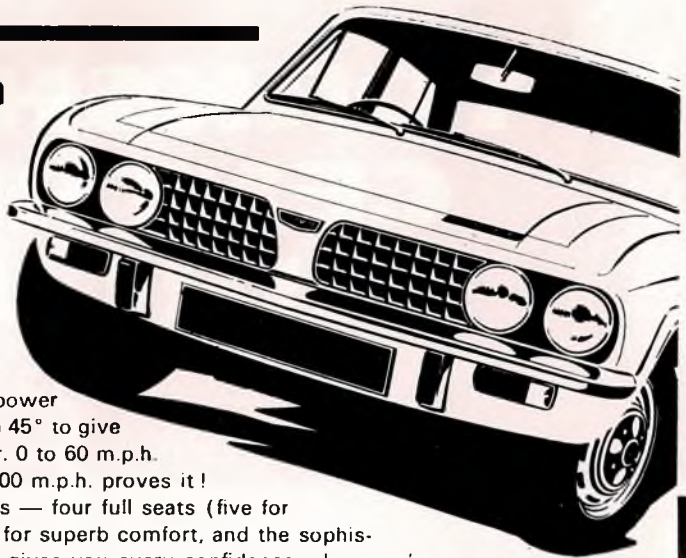


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YORKSHIRE CENTRE CIRCULAR

PUBLISHED MONTHLY

TWENTIETH YEAR No. 224

MAY **74**

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Published on the last Wednesday of each month.
Last day for copy is the second Wednesday of
each month.

COVER PICTURE

Tony Fall's Opels have started well with several
circuit successes and a place for the Rennfuehrer
himself on the Welsh Rally. Here is Peter Hanson
on his way to a class win at Silverstone.

(Photo: John English)

Forthcoming Events

Club Night Production Car Trial — 6th June, 1974

The June club night will take the form of a Production Car Trial organised by John Busfield at Thorpe Farm, Guiseley (Map Reference 96/175425). The approach is via Thorpe Lane, which leads off the roundabout by Harry Ramsden's at the junction of the Leeds-Guiseley-Ilkley road and the Otley-ShIPLEY road. The farm is on the right going up the hill above High Royds Hospital, and eight non-damaging sections have been planned.

The start control opens and closes at 7-30 p.m.; Entry Forms from John Busfield, and enquires to him at Guiseley 4887. The evening will finish with a social gathering at Dick Hudson's (another of Airedale's famous simple eating establishments from bygone days before the good food guides got into the area and pushed the price through the roof) which is to be found on top of the moors at High Eldwick, at map reference 96/125420, in the middle of what used to be the Greenwood Trophy country.

John would be glad to hear from any marshals who have not already volunteered via the Office.

The Scarborough Weekend — 8th/9th June

Regulations came out in good time for the twenty-sixth Scarborough Weekend, so anyone whose entry is not already in has no excuse! As the entry list closes on 30th May, there should just be time for anyone who has forgotten, to get in touch with John English at Morley 4617 (Evenings) to remedy their forgetfulness. The event will start from the Hazelbush Cafe on the Malton road near York, at 12-00 noon on Saturday 8th June, and tests will be held at Cottam, Full Sutton, Olivers Mount, Albert Road and Seacliffe Road car park. On Sunday the event restarts from Scarborough, with tests in the locality. The Social centre for the weekend is the Prince of Wales Hotel; as mentioned in the last Circular, we were asked by the manager to book early, but if you have not yet made your arrangements there may be a chance if you telephone right away. Marshals are also much in demand; please telephone the Centre office or direct to "Boris" Hardcastle at Collingham Bridge 3205.

The Castrol/BEN Charity Hillclimb 2nd June, 1974

Usually we run a special meeting at Harewood at this time of year to give the newcomers and "old stagers" who qualify as Novices under the rather special definition of the word a chance to compete on level terms without the certainty of being beaten out of sight by the quick boys. This year we have made a departure from the pattern, and have retained the popular Vintage section but

substituted for the novice section a small & other select event for the most competitive part of normal entry. The reason for this unique event is the combination of Castrol's 75th anniversary and the election to the presidency of the Motor Trades Benevolent Fund of the Managing Director of Burmah Oil Co. Ltd., Mr. Butterworth. To mark these occasions, Castrol are sponsoring this special charity effort for the fund, which is known as "BEN" in the motor trade.

As well as the hillclimb, which promises to be exceptionally interesting, there will be many displays and attractions for the family in the hillside car park enclosure, to make it a day for an outing for all. Regulations are already published, and entrants of Historic Racing Cars have been promised a supply of Castrol "R" which should be sufficient bait to ensure a good entry of these fascinating cars, apart from providing the probability of a paddock scented with that unique aroma which makes the years roll back almost as fast as the sight and smell of a steam train.

Practicing is on the morning of Sunday, 2nd June, and the timed runs start at 2-15 p.m., so devotees can enjoy a really full day's sport in the beautiful surroundings of Stockton Farm. Roll up and bring your friends!

Club Night — 4th July, 1974

Looking forward, there will be a Thursday evening club night on July 4th, for which a set of Autotests are planned; fuller details will be given in the next Circular; the general plot is a "thrash" near Barnsley organised by Bob Soper and Tony Riall.

R.A.C. Championship Shell Speedclimb Harewood, 7th July, 1974

Also looking well ahead, we have this year's round of the R.A.C. Championship in July instead of September; while this means that we will not have the excitement of seeing the championship decided, it also removes the chance that all will be cut and dried before the contenders come to Harewood. Regulations will be circulated, all being well, with this Circular, and the venue and admission details are "as usual".

Ford Rally Forum — 15th June, 1974

We have an invitation to a Rally School with Tony Mason as the instructor for which tickets are said to be in short supply — first come, first served — and a Rally Forum with Timo Makinen, Hannu Mikkola and Markku Alen, both of which are to be held in the Guild Hall, Preston. The school starts at 2 p.m., and the Forum at 8 p.m. If any members are interested, the man to contact is Mr. E. Parry, 32 Pennine Avenue, Euxton, Chorley, whose business telephone is Chorley 5531 Extension 76.

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CLUB NIGHT INDUSTRIAL DRIVING TESTS



John Busfield holes out in the notorious "Ginnel" under the eye of Chairman Mike and a rather apprehensive Simon Clark. (Photo Tony Hodgetts)

After a series of dramas, which continued pretty well right up to the day of the event, the club night which Tim Smith and Paul Adelman undertook to organise in a rash moment at the Clap Gate finally happened. As if to compensate for all the worries, the evening was just about perfect, and all the marshals turned up in good time, so that by the time the competitors began to appear for scrutineering the organising team were feeling quite happy with their project. By the end of the evening the whole gathering was in the same frame of mind, and the tests were rated a great success by all.

Starting from Chippindale Engineers' works at Butterbowl, on the Farnley Ring Road, the competitors went first of all to King's Mill, where under the eagle eye of Chairman Mike they were given an insight into the real meaning of the phrase "Industrial Driving Tests" as the boundaries of the test were distinctly physical, knobbly and hard; a quick blast into the yard was followed by a dive down the notorious Ginnel, out of which one then reversed to turn and finish by Mike's back door. Gerald Taylor was fastest here with Dick Hooper and Gordon Chippindale next up. Somewhat shattering was David Naylor's approach to the Ginnel in a Cortina, which he holed out at great speed. Then the action moved on to Leverton's,

where a twisty zig-zag under Bob Soper's command provided a straight-forward set of runs with Gerald Taylor again fastest from Gordon Chippindale. On the next test, it was still the two Mini G.T.'s leading, but the excitement came from Simon Clark, who lost his Mexico fairly comprehensively when reversing fast for the finishing line, braked, slid, scared the watchers half out of their wits, and finally used a spectator as a back-stop. As the spectator was father Derek who was keeping a benevolent eye on the lad's progress, perhaps it's some crafty new Clark family p'lan to lop seconds off driving test times!

The cars then moved on to Ainsworth's, where test four was conducted in clouds of dust, which made it almost impossible to see whether anyone went over lines, hit anything, or whatever; Jim Johnstone emerged as fastest from the dust cloud. Test five looked relatively simple, being a blind uphill into a box, free turn, back down the hill with a "wobble-wobble" and finish astride the line. The last bit was the tricky part, as the surface was dust on tarmac, which caught out about three-quarters of the entry; Dennis Townsend took the prize for the furthest past the line, overshooting by some five yards with eyes closed and hands shielding his head. The last test was, in the same

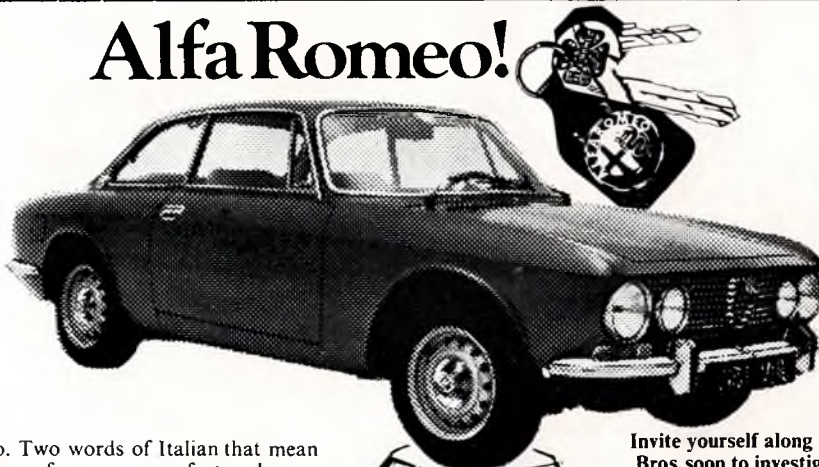
Continued on page 17

PETROL CRISIS COMMENT FROM TIPCO

- "Coupon allocation is based on size!" Mike Wilson
- "Doesn't worry me old chap, I've just bought a chain of filling stations" David Stead
- "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

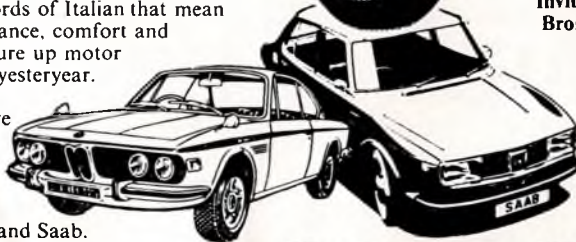
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BARCounter

John Crowson and Graham Ashley Smith seem to be seeing a new side to their motor sport this year; apart from their involvement with Whitbread's which has led to some interesting situations, they are also involved in a British Leyland Press Day at Goodwood, where the plot involves their appearance along with Denny Hulme in a McLaren. Graham commented wryly that he expects the game is to see how many laps Superbear can cover while they do one!

We send our best wishes to Roy Lane for a speedy recovery from his unfortunate injury, and

hope that the break will be mended in time for Roy to demonstrate his and his new car's ability before much of the season is past. Also recently confined to Leeds Infirmary was Harry Munroe, of our printers, F. Youngman Ltd., who has undergone a nasty operation. All our members, and particularly all who have been involved in the preparation of the Circular or of regulations, are much indebted to Harry for all the hard work he puts in on our behalf, and will be glad to know he is now back in circulation.

One of our committee members was hoping to take part in the prize draw at the recent Economy

Continued on page 17



"TRY NOT TO USE THE ARM FOR A FEW DAYS MR. LANE!"

The "B.E.A." Economy Run

A couple of months ago, you all received in your copy of the Circular a book of tickets inviting you to guess the amount of petrol a B.M.W. 2002 would consume between Leeds and London when taking part in an Economy Run, sponsored by the British Epilepsy Association, and organised as far as the motoring side went by the B.A.R.C. Yorkshire Centre (or, to be more precise, David Easthope assisted by John English). I hope you all managed to sell all your tickets, for the cause was a very worthy one, and a staggering amount of work went into the arrangements to ensure that the event gained national publicity.

Each driver was put into the care of an observer for the journey, who was charged with the duty of seeing that no infringement of the rules was allowed, and that the car kept to the approved route between controls; the observers came from the ranks of the club, the local press and the national motoring press. A fair amount of gamesmanship was in evidence, particularly by Graham Ashley Smith, whose car was barely run-in and rather tight, and by everyone who wasn't driving the only "K" registered car present. Gerry Marshall was in last minute trouble as he found he'd run out of cigars, Brian Close was in great good humour at the thought of spending the day sitting down instead of running around a cricket pitch in the chilly wind (which was turning the exposed bits of the Penthouse Pets a delicate shade of blue) and Harry Mason was trying to look as though it was by coincidence that he was observing the on'y female driver.

The event raised over £2000 towards the provision of holiday accommodation for families with epileptic children, which must have made all the hard work seem really worth while; David and the organising team can be proud of having carried a wonderful idea through to a splendid conclusion. To all who contributed we raise the editorial hat, and especially to the sponsors. To B.M.W. and their dealers, many thanks; to all the sponsors whom we list below along with the results, our gratitude; and to the drivers, well done, all!

Results :

1. Tony Lanfranchi (Observer Josephine Lee)
(Sponsor : Music Hire Group) 3 gals 7 $\frac{3}{4}$ pts.
2. Brian Close (Observer Ray Hutton)
(Sponsor : Tor Line) 4 gal. 00 pts.
3. Robin Stewart (Observer Sydney Burton)
(Sponsor : Rank Hotels) 4 gal. $\frac{1}{2}$ pt.
4. Gerry Marshall (Observer Gordon Bruce)
(Sponsor : Penthouse) 4 gal. $\frac{3}{4}$ pt.
5. Tony Dean (Observer Mike Doodson)
(Sponsor : Rothmans) 4 gal. 1 $\frac{1}{4}$ pts.

6. Ann Richardson (Observer Harry Mason)
(Sponsor : Woolferace) 4 gal. 4 pts.
7. Tony Bancroft (Observer Jan Walker)
(Sponsor : Goldwell) 4 gal. 5 $\frac{1}{4}$ pts.
8. Graham Ashley Smith (Obs. Malcolm Toes)
(Sponsor : Whitbread) 6 gal. 1 $\frac{3}{4}$ pts.

Annual Competitions

This year everyone will be marked up to and including the Scarborough Weekend, after which the top thirty in the Pearce Trophy and the top fifteen in the Ken Lee and Chippy-lola competitions only will receive marks. There are bound to be disputes about marks credited and many will cry "we wuz robbed" but anyone feeling hard done by should contact Bob Soper at Tadcaster 2579 with proof and he promises to listen sympathetically. Bob has produced a first list of placings, up to the May Club Night Autotests, which appears below.

- A Sleuth's Mug.
- B Croft.
- C Harewood — Easter.
- D April Club Night Quiz.
- E May Club Night Autotests.

	A	B	C	D	E	Tot.
1. A. J. Hodgetts	5	8	3	6	3	25
2. D. R. Scatchard	8	3	3	8	-	22
3. J. Johnstone	3	-	3	7	6	19
4. M. S. Wilson	3	4	8	-	3	18
5. J. R. Hardcastle	3	4	4	3	3	17
T. D. C. Smith	-	3	3	3	8	17
7. J. M. English	7	3	3	-	3	16
8. H. C. Mason	3	-	3	5	4	15
A. Forrest	-	-	8	-	7	15
10. N. Higgins	5	3	3	-	3	14
B. R. Marsden	8	3	3	-	-	14
12. D. Marsden	3	3	4	3	-	13
Miss J. S. Lee	-	3	3	4	3	13
P. Adelman	-	3	3	3	4	13
15. P. J. C. Griffin	5	3	3	-	-	11
R. Soper	-	-	-	8	3	11
17. C. G. Seaman	-	3	7	-	-	10
18. S. H. Hanson	-	3	3	-	3	9
Miss H. Dixon	-	3	3	-	3	9
J. M. Busfield	3	-	-	-	6	9
21. P. Hargreaves	-	-	-	-	8	8
N. Porter	-	-	8	-	-	8
R. Hand	-	-	8	-	-	8
B. Baldwin	-	-	8	-	-	8
P. Bennett	-	-	8	-	-	8
M. Bartram	-	-	8	-	-	8
P. Scragg	-	-	8	-	-	8
J. Crowson	-	-	8	-	-	8
D. Betts	-	-	8	-	-	8
C. Cramer	-	-	8	-	-	8

Plus 112 others with 7 or less marks.

OBSERVER'S OBSERVATIONS

by Josephine Lee

As you will have already read in your previous circulars, the B.A.R.C. got together with the British Epilepsy Association to organise an economy run to help to raise money for the charity. The idea of the run was to have notable celebrities using as little petrol as possible. All the cars were sponsored by well-known firms (Whitbreads, Music Hire Group, Penthouse Club, Goldwell Limited, Wolfrace Wheels, Rothmans, Tor Line and Rank Hotels) and lettered A—H, and tickets were sold where people had to guess which cars would be the first and second to use least petrol, and estimate to the nearest quarter pint, what would be the least petrol.

On Friday, 19th April, a cocktail party was held

at the Merrion Hotel, Leeds to start off the weekend. I arrived at the hotel to find quite a mixture of people present, B.A.R.C. members, representatives from the B.E.A., members of the Council, the Chief Constable and his wife, various reporters and journalists, and lots of other people I didn't know. There was a very good buffet, an extremely loud group and a discotheque, and everyone appeared to have an enjoyable evening. There was also a large raffle which was run on our pound-note-in-the-drum system, and most of our B.A.R.C. members won something — apart from me, though I was quite relieved when I saw what some of the others had won. I had to smile when I saw Chris Seaman walking back with an enormous



The Scrutineers look judicial, Tony Bancroft Looks skeptical, and David Easthope looks happy that it's all happening. (Photo : Tony Hodgetts)

picture depicting a typical chocolate box scene of a small child with tears running down its face!

David Easthope and John English were the B.A.R.C. team who were organising our side of the run, and at about midnight, I asked if there was anything I could do to help the next day, at which I was asked if I would mind being an observer in Tony Lanfranchi's car as someone hadn't appeared who was supposed to have. Great, I thought, and dashed home to do some ironing and packing in order to be back there for breakfast the next morning.

Appearing the next morning, looking rather smart I thought in my large brimmed black hat, I was greeted with a shout from Gerry Marshall from across the dining room, asking me where my broomstick was! All the drivers and observers were then briefed by David Easthope and we all set out for the park opposite the hotel where the eight cars were lined up, covered with stickers. Tony and I found our car which was letter 'B' and sponsored by the Music Hire Group, and discovered it had done over 20,000 miles, whereas everyone else's had only done the odd hundred miles. In front of us was Graham Ashley-Smith who drives a Terrapin, with Malcolm Toes from the Leeds Graphic, and behind us was Gerry Marshall — that notable Vauxhall driver — with Gordon Bruce from Motor Magazine. Other drivers and observers were Brian Close the cricketer with Ray Hutton from Autocar, Robin Stewart the actor with Sidney Burton from the Yorkshire Post. Tony Dean with Mike Doodson, also from Motor, Tony Bancroft (need I say more) with our secretary, Jan Walker, and Ann Richardson from Rank Hotels with Harry Mason.

With David Easthope in the lead and John English at the rear, ten B.M.W.'s with headlights on and hazard warning lights flashing set off in convoy to parade up the Headrow and out to Seacroft Motors. Driving up the Headrow was great, Police-men and Traffic Wardens were at all the lights stopping all the traffic while we drove through though there was nearly a nasty moment at Vicar Lane when a Traffic Warden who didn't know what he was doing, nearly let a large lorry and double-decker bus descend on to the two cars behind us, luckily they stopped in time. At Seacroft Motors all the cars were topped up with petrol and all the caps locked, photographers took photographs, on-lookers looked on, and I went in search of a can of Anti-freeze to put behind the throttle pedal and some cardboard to put in front of the radiator to help to keep the engine warm. We also pumped the tyres up rather high, and tucked the wing mirrors flat against the car, and then at 10:59 exactly we were off, heading towards the A1.

Our route took us down the A1 to the Normanton Inn near Worksop where we stopped for coffee. Tony kept driving as evenly as possible, doing practically no braking, which meant driving round roundabouts at the same speed as driving on straight open roads. After coffee we set off for Leicester. On one bit of dual carriageway, Gerry Marshall caught up with us and we had what one can only be described as a 'dice'. It was hilarious, driving bumper to bumper, door-handle to door-handle, on to the hard shoulder, half way on to the central reservation, and at one point we were actually pushing Mr. Marshall along! Glancing over my right shoulder, I espied Ann Richardson and Harry Mason approaching with Harry hardly able to believe his eyes — they drove past with Harry chuckling away but obviously worried in case they somehow got entangled with us. Afterwards, Tony Bancroft told me he had also had a dice with Gerry, which just goes to show folks, the man is not fit to be on the roads, so if you ever see him driving along, take care or you may find yourself forced off it!

At 1:55 we rolled into Lazenby Motors, B.M.W. agents, on the outskirts of Leicester where there was a buffet luncheon, and bar provided by Whitbreads. They very kindly gave me some chicken legs and sandwiches wrapped in a napkin to take with us to munch on the way.

At 2:27 we set out again and I then showed my superb skill at navigating by somehow getting us lost in the depths of a housing estate! I would like to point out that we were not the only ones, Tony Bancroft and Jan also took the same route. Eventually we managed to get back on the right road, and wound our way on to the M1. As we approached the first bridge, I looked up in horror to see what I thought was somebody just about to commit suicide by throwing themselves over the parapet, when I perceived it was none other than David Easthope waving us on. Apparently everyone made the appropriate signs as they passed underneath. By this time the engine was getting well and truly warm, in fact the pointer was right on boiling point, so Tony turned on the heater and booster at full blast to cool the water down a bit. It was stifling, and as we couldn't have the windows open either, it was like being in a sauna bath — I must have lost about half-a-stone! The sixty miles down the M1 to Dunstable was pretty boring, sitting there on the inside lane being overtaken by everything, but we did manage to get in behind a large B.B.C. van which was doing about the same speed as us, and we slipstreamed him for quite a long way. We shot off the motorway at the Dunstable turn and managed to make our tea-time stop at the Halfway House in Dunstable

without braking. By this time we were all running a bit behind time, so we had only a short stop where I emptied the now full ashtray, and stocked up with some more cigarettes.

With only another thirty-five miles to go, we set off again to make our way across to Beaconsfield. The road was pretty well built-up all the way and pedestrians took it upon themselves to leap out on to zebra-crossings just as we were approaching them, which was very inconsiderate of them — in fact a few of them had to cross a little more rapidly than they had been intending to.

At last at 5:43 we pulled into Haymill Motors in Beaconsfield to find we were about the third car in. Mr. Marshall was suspiciously late in arriving, and he was so confident he had used the least petrol, I was quite sure he had been up to no good somewhere along the way. I am happy to say he had a feasible excuse for his lateness. The atmosphere was quite exciting and tense as each petrol tank was topped up and measured — everyone was sure they had done better than anyone else. I rather feared that our excursion round the housing estate in Leicester had not done us any good, but no — it appeared we had not done so badly after all, in fact it looked as though we might have done better than everyone else, although we were not sure for definite.



Winner Tony Lanfranchi fills up under the eagle eye of his observer, Josephine Lee.

(Photo : Tony Hodgetts)

Once more we lined up, with David Easthope at the front and John English bringing up the rear, and we set off in convoy for the Gloucester Hotel in London. Having driven so slowly for so long, it was a delight for the drivers to put their clogs down and give the cars some stick, although Tony found the car wouldn't pull over 5,000 revs now. The trip to London was quite eventful, there was one moment when a large Rolls Royce nearly caused the largest B.M.W. concertina in the world — luckily it didn't happen. Mr. Marshall played silly b's hopping from lane to lane, and we sat and laughed off all the tenseness and boredom that had built up over the journey. We all lined up at the Hotel and had our photographs taken, then we went in to a reception to greet our arrival. Speeches were made by the German Charge d'affaires, Herr von Schmidt-Pauli, and the president of the British Epilepsy Association, Lord Hastings, and we were told that over £2,000 had been raised for the association. Tony Lanfranchi was announced the 'winner' and we were told that our 207.4 mile journey, using 4.2 $\frac{3}{4}$ gallons had given an average of 47.88 miles to the gallon! Incredible, in fact I believe B.M.W. are going to use this figure in their future advertising. Second was Brian Close who used a $\frac{1}{4}$ pint more, and third was Robin Stewart with a $\frac{1}{4}$ pint behind that. Gerry Marshall was fourth — he used a whole pint more than us, then came Tony Dean, Ann Richardson, Tony Bancroft and poor Graham Ashley-Smith who must have had a leaky tank as he had used over six gallons of petrol!

After the reception, a large group of us went off to a pub called the Victoria — nice typical type of London pub. Five of us piled into our B.M.W. to get there, Tony Lanfranchi driving with Tony Bancroft, a friend of his called Peter Scott (no, not that one), Sydney Burton and myself, and there we were, driving along merrily, when suddenly, one of the tyres which were still blown up rather high, went bang. Out we all piled, and Tony Bancroft changed the wheel while Tony Lanfranchi, Peter Scott and myself hoisted the car into the air — Sydney Burton stood on the pavement and observed. After that we carried on more carefully and made the pub without any further mishaps. Later on, seven of us went to an Italian Bistro called La Lupa (or something) and had quite an eventful meal. Perhaps I had better not go into too much detail, but the sweets trolley had quite a nasty accident when it fell down a flight of steps (there were plates, trifle and strawberries bouncing around all over the place) and I managed to throw half my spaghetti on the floor after telling someone how skilful I was at eating it. Anyway,

Continued on page 17

HAREWOOD SPRING NATIONAL HILLCLIMB

This Easter, our first event of the year at Harewood was sponsored by Andrews Bros. of Bradford, and on this occasion the Alfa-Romeo side of their interests was to the fore. This resulted in a well supported class 5, with some new names and shapes to add to the interest. Also generating attention were the new cars of various entrants, making their first appearance at Harewood; while much comment was excited by the unveiling of the new safety barriers on the top straight, round Quarry, and along the finishing straight. These certainly alter the appearance of the course, and the finish is now no longer visible to the timekeepers; after all that money has been spent we hope that the wretched thing will make a useful contribution to the safety of the course.

However, we digress. The hardy souls who braved the biting wind on Saturday found that the course was in good condition, and bearing very little trace of the attentions of the cows. No-one seemed to be in the mood for record breaking, and the interest centred round the technical examination of the new machinery. An early arrival was Peter Voigt's Voigt-Renwick "Toric" Special, which looks the smallest thing since Tico Martini's kart hit the hills; closer inspection revealed that it was water-cooled, had a Norton Commando gearbox and no differential, and didn't need the now-obligatory silencers because it was fitted with elegant expansion boxes on the two exhaust pipes as standard. All was not well with the little car, which was showing an unhealthy appetite for rubber drive-belts, and it did not appear until Sunday's practice session; when it finally came out the wait was worth-while, for the noise is absolutely marvellous, like four angry bees in a milk bottle! The handling still looks rather fidgety, but no doubt that will be sorted out. Roy Lane's new McRae was as immaculate as we have come to expect Roy's cars to be, though it too was requiring some attention with subtle handling problems; and Chris Cramer, after spending a long time meticulously fitting small aerodynamic modifications to the nose, found himself with much more basic problem after his early runs, with oil blowing out of the catch-tank on to the brake discs.

Among the Alfas, Leo Bertorelli was particularly noticeable with a very spirited first run, smoke pouring from locked wheels at Farmhouse, and the car pointing in all directions; and Jim Thomson, entered in his Alfa-Romeo Montreal in place of the Firenze, was going quickly after a major moment at Willow on his first practice run, which took him on a brief one-lap autocross in the field.

When the meeting started in earnest, with the sun shining and a good crowd gathering, Mike

Flather gave notice that he intends to hang on to the Castrol/BARC championship by producing a lead in class 1 of nearly two seconds, and Nicky Porter was in even more devastating form with a lead of no less than 7.68 secs over second man David Hanley. In class 3 Alan Forrest demonstrated that his beautifully prepared car is more than just pretty by leading the next man up, Jim Thomson, by 1.7 secs; undoubtedly the most spectacular performance in this class came from Ian Grassick, who was using both grass verges at once at Quarry in his Jaguar XJ 12, in complete silence apart from the tyre noise. Class 4 was much closer, and half a second covered the leading four cars, with Peter Riley's Imp just ahead of Alan Cox's Cooper "S". Similarly close was the placing in Class 4, with Brian Whiting barely in the lead from Rowland Hand's Anglia, after a run which looked rather "eleven-tenths" at times; Leo Bertorelli and John Colley lay third and fourth — four different types of car in the first four places, which is welcome variety for the saloon classes. In the "T-type" M.G. class, the Clewley family made it quite obvious that no-one else was to have a look in by establishing themselves firmly in first and second place, ahead of "Le Patron" Alastair Naylor's beautifully restored specimen; and in the more modern small sports or "Spridget" class Mick Merrills led from Mike Gleave. Guy Brooker headed the larger 'Marque' sports class from Richard Baldwin, and Norman Lewtas quietly and smoothly put over 7 seconds between himself and Michael Wilkinson.

Chris Seaman produced a tidy, quick run to lead the Modified Sports class from the neat yellow Ginetta of Norman Galbraith, and Phil Bennett, with a relatively "mild" engine installed in place of the temperamental V 12 which will either stay together or produce lots of power but not both, comfortably led class 10. Class 11 started somewhat sadly, with Bob Bingley breaking a wishbone (sounds like a new kind of duck's disease) and Bill Hull also expiring, and requiring an ignominious tow backwards up the hill. Mervyn Bartram, George Whittingham and Bob Prest were all well placed within half-a-second of one another at the head of the class. Philip Scragg led class 14 from Chippy Stross by a margin sufficient to make it unnecessary for him to look so thoughtfully at the induction system of the B.M.W. "Turbo" when he paid it a visit later on. Class 15 was led by John Crowson, whose Terrapin was masquerading as a "Rawlings Chasers B.L.", with Don Robinson's Lotus 69 and Graham Ashley Smith's Rawlings Chasers Terrapin close in attendance. In the small racing car class, David Betts established himself in command of the situation; then the large racing cars appeared, and

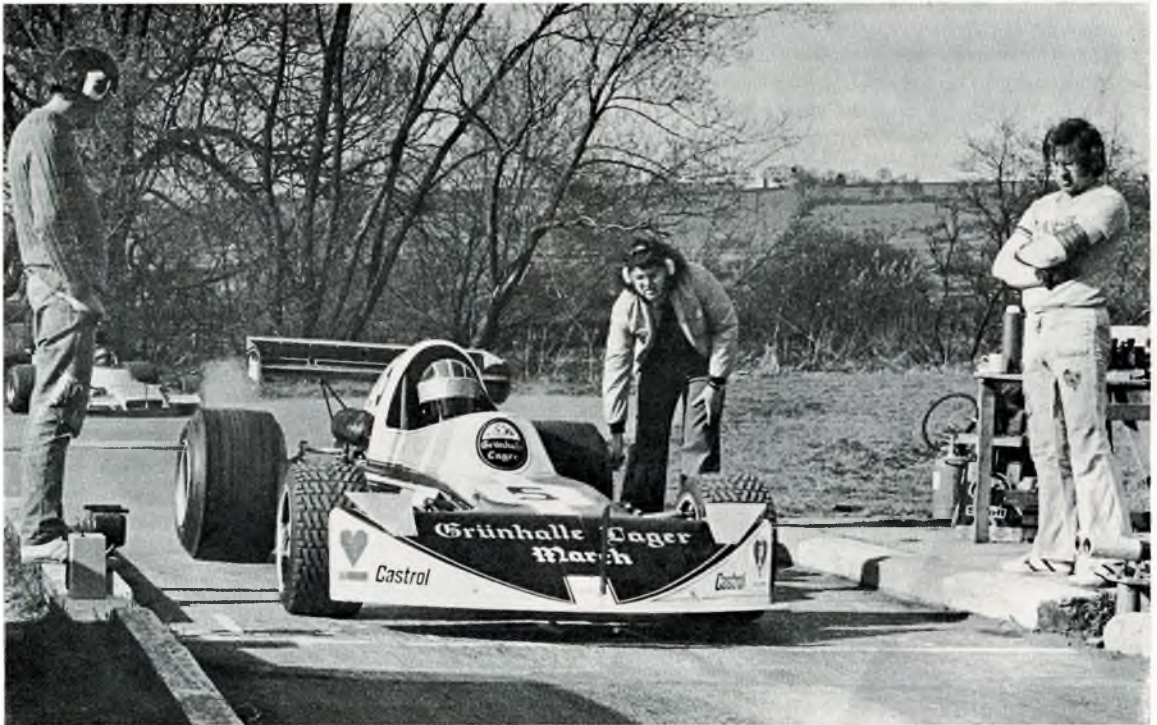
Chris Cramer quickly showed that he had mastered his practice troubles and led Roy Lane by one tenth of a second, with Malcolm Dungworth lying close behind.

In the interval between the runs, a parade of various types of Alfa Romeos ascended the hill; there was a rumour circulating that the timekeepers had been asked to keep the clocks going, and the fastest man up the hill would get his cards on Monday morning! Then the class runs started again, with Mike Flather, Nicky Porter and Alan Forrest all consolidating their leads; David Armstrong improved sufficiently to take second place in Class 2 from David Hanley. In class 4 Alan Cox took over a second off his first time and found himself in the lead, and in class 5 Rowland Hand improved by two-tenths of a second, which was enough to take the class from Brian Whiting, who in his efforts to keep in front went up to about twelve-tenths and had a very hairy moment by the paddock exit, which ended with the bright green Escort firmly stuffed into the bank. Dave Clewley put up a time of 50.93, less than one-tenth of a second outside the record, to dominate the "T-type" class, and Richard Baldwin took the middle Marque class from Guy Brooker's grasp with a time of 48.13 secs., 0.05 sec. in front. Class 9 provided an upset of form,

when Russ Ward clipped over two seconds from his previous best time to jump from fourth place to the lead and pushed former champion Chris Seaman out of the Top Ten.

In the Top Ten runs, the honours must go to the incredible Mike Flather, who, having already set a new class record, set a further new one on each of his later runs — when does he reach the ultimate?

The run-off for the F.T.D. awards secured Chris Cramer at the top, but it was Malcolm Dungworth who provided the excitement with a climb of 41.15 secs. which put him into second place overall by just one-hundredth of a second from Roy Lane. The coveted B.M.W. Man of the Meeting award went to Peter Voigt, who was really trying in the little 500, and the Alfa Romeo special award went to Peter Hilliard. Chris Seaman got a special Triers' Award (surely someone could persuade that well-known car hire firm to sponsor a "We try harder" trophy); various other people went home with a distinct rosy glow from the wine-tasting which formed part of the ancillary entertainment, and it is rumoured that there was even a "streak", without which no gathering is complete these days, though your Editor has to confess that he was down the hill at the time, taking pictures of cars — the man must have his priorities wrong somehow!



Chris Cramer takes off to record the Fastest Time of Day.

(Photo : Tony Hodgetts)

Motor Books

We're indebted to June Marsden for this list of books on motoring subjects which covers books just published or about to be produced in the near future, complete with notes on the contents. The Author's name, the title, price, publisher and date of publication are included.

CARRICK P. "Silverstone: the story of Britain's fastest circuit" £3.00. Pelham, June 1974.

PRITCHARD A. "Lotus" £1.95. Vantage Books (Robert Hale). July 1974.

The first in a new series on the world's most successful and famous motor racing marques, the book traces the development of Colin Chapman's cars from his first Austin Seven based Special of 1947 to the current Grand Prix cars.

MACBETH G. H. (formerly of the B.A.R.C.) "The Observers Book of Motor Sport". 60p Wame, May 1974.

SEDGWICK M. "Fiat" £5.00. Batsford. 1974.

CASTROL RALLY MANUAL (3rd Edition) £2.00. Patrick Stephens. August 1974.

JOHNSON Alan. "Driving in Competition". £3.15. April, 1974.

FITZGERALD & MERRITT. "Ferrari: the Sports and Gran Turismo Cars". £10.95. Patrick Stephens. April, 1974.

CALVIN Jean. "Rallying to Win". £3.15. Patrick Stephens. June, 1974.

"The Story of the Car". £2.95. Hamlyn 1974.

"From Brands Hatch to Indianapolis". £3.95. Hamlyn, 1974. The book describes the principal racing circuits of the world, and is illustrated with numerous pictures of races in progress.

GEORGANO G. N. "A Source Book of Veteran Cars" and "A Source Book of Vintage and Post-Vintage Cars". £1.10 each. Ward Locke, July 1974. Companion volumes presenting a compact picture history of cars made between 1895-1918 and 1919-1939 respectively.

CULSHAW D. J. & HORROBIN P. J. "The Complete Catalogue of British Cars". £5.95. Macmillan. June, 1974.

WATKINS M. "British Sports Cars since the War". £2.50. March, 1974.

COSTIN M. & PHIPPS D. "Racing and Sports Car Chassis Design". £3.00. Batsford. 1974.

which the heavens opened, and not only was the family day out ruined, but of course the results were affected dramatically. The event was marred by a protest jointly made by three of the Club teams, including the B.A.R.C. and this is an occurrence which could have been rendered unnecessary. Unfortunately two competitors got past the usually very keen eye of the scrutineer (he even made your's truly get out the car's instruction book to check that the correct size of tyre was fitted!) wearing knobly tyres, very clearly labelled "Kleber-Neige". Perhaps he doesn't understand French tread patterns! The organisers, who were informed about this by several competitors before the event started, instead of 'nipping it in the bud', announced that they were allowing the two cars to run and it would be up to the rest of the entry to protest at the end of the meeting. This was a most unfortunate course of action, because most people go out to enjoy their motorsport, and no one in this kind of event likes to put in protests. At the time of writing the outcome of the protest has not been announced and so I can only report the provisional results.

The Centre team was made up of: Harry Mason — B.M.C. 1300 GT, John Busfield — M.G. B GT, Henry Holliday — Fiat 500, David Kennedy — Fairthorpe, and your's truly — Datsun 100A. The best performance in the team was put up by John Busfield who won his class. The team finished second overall to Ilkley and D.M.C., and were followed by Huddersfield Motor Club, Y.S.C.C., and York Motor Club. There may, however be some changes if the protest is upheld.

The next two rounds of the Shell League Competition take place in June, both of which are Auto-tests. The York Motor Club are hosts on 16th June, while the David Brown Motor Club have their turn on 30th June. Any would-be team-members please contact Malcolm Rogerson or Jim Johnstone.

The first speed-event qualifying for points is the M.G. Car Club Sprint at Topcliffe on 14th July, and the same request for would-be team members applies.

Following on from comments in last Month's Competition Chatter, I am pleased to report on the continued success of the Tony Fall-managed Dealer Team Opel. They took the Team Award on the Welsh Rally on the 11th/12th May, with Tony himself finishing 4th overall, whilst on the racing front Centre member Peter Hanson is lying equal 1st in the CASTROL Anniversary Group 1 Touring Car Championship. Peter is of course, driving the team's Opel Commodore GS/E. Congratulations to all concerned, and after reading the feature in "AUTOSPORT" recently, I feel confident that the Team is capable of maintaining its success. How did you manage a write-up like that, Tony? — "... beautiful premises situated on the sunnyside of the cultural capital of the North..." — Really?

Any marshals who are particularly keen on Special Stage Rallies may care to note that the Wakefield and District Motor Sports Club are running their Calderford Rally on 27th/28th July, and they require assistance in the manning of Stages. Any interested parties should contact Mr. T. Orme, 37 Howard Cres., Durkar, Wakefield WF4 3AJ — Telephone Wakefield 56335.

(Continued on page 17)

Competition Chatter

The second round of the Shell Motor Club League Competition took place on Sunday 28th April, and took the form of a Production Car Trial, organised by the Ilkley and District Motor Club. This was a most enjoyable event, until the lunch halt, during

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CLUB NIGHT—continued

way as the last one in the 1973 "Scarborough", a critical one, but this time it was Gordon Chippindale who was in luck. At Test 5, Gerald Taylor held an overall lead, but he took a "washout" on the final test, to drop to ninth place overall, letting Gordon through. Dick Hooper and Malcolm Lanfranchi also lost the way, Dick managing to spin twice trying to get round the pylon on the tricky surface, and losing a pint for being slower than the course car. But of course, he was at a particularly wistful point — the last test in a trusty sports car which has been traded in for a more sedate family saloon, so perhaps he couldn't see for tears!

	Results :	Class	Cl.	P'n
1.	G. Chippindale (Mini 1275 GT)		1	1
2.	J. Johnstone (Datsun Cherry 100A)	1		2
3.	P. Hargreaves (Ford Escort RS 2000)	4		1
4.	A. Forrest (Ford Escort RS 2000)	4		2
5.	J. Busfield (M.G. B GT)	4		3
6.	I. Hardy (M.G. B)	4		4
7.	D. Naylor (Ford Cortina 16001)	4		5
8.	D. Kennedy (Fairthorpe)	4		6
9.	G. Taylor (Mini 1275 GT)	1		3
10.	M. Rogerson (Rover 3500 S)	4		7
11.	D. Townsend (M.G. B)	4		8
12.	D. Hooper (M.G. Midget)	4		9
13.	H. Mason (Morris 1300 GT)	1		4
	J. Firth (Mini 850)	1		4
15.	A. Page (Opel Kadett)	4		10
16.	S. Clark (Ford Escort Mexico)	4		11
17.	M. Lanfranchi (Ford Escort 1300 GT)	4		12

COMPETITION CHATTER—continued

Invitations

- June 16th — Restricted Autotests — British Car Auction, Brighouse (Castrol/B.T.R.D.A., Flather Star and RAC Autotest Championship Event).
- July 14th — Airedale and Pennine M.C.C. — Autotests (Castrol/BTRDA event).
- Sept. 22nd — North Midland M.C. — Sprint at Curborough.

Regulations and entry forms available from Jan Walker at Centre Office. J.J.

OBSERVERS' OBSERVATIONS—continued

eventually, back at the Gloucester Hotel, I poured myself into bed and slept like the dead until breakfast arrived the next morning.

Jan and I came back up to Yorkshire on the Sunday with John English and his girl friend in a 3 litre B.M.W., and we slept all the way.

All in all, it had been a very interesting weekend.

FOR SALE

Four Mini racing tyres for sale. Dunlop 4-50-700/10 CR81 376 compound. Cost new £85.00. Less than half worn, price £25.00. Contact Howard White Leeds 684020.

Correspondence

To the Editor

Club Night Autotests - 2nd May, 1974

Dear Sir,

We should like to take this opportunity to thank all those people — Marshals, Competitors and Advisers — who helped us to stage the May Club night.

We honestly believe that the sleepless nights (worrying about signing-on sheets and marking cards), annoyance of Employers about doing B.A.R.C. work in business hours and parents dismay at missing yet another meal were all worthwhile (we must be mad).

In fact, we have already agreed to do it all over again next year — all being well! This time we shall have 12 months in which to organise the event so there is always hope (!) that the ends may be tied up a little earlier.

We would especially like to thank all the competitors who turned up at such short notice after the unfortunate mishap over April's club night — we are led to believe that there are still some marshals lost in Leeds, searching for an autotest site!

As we shall have longer to arrange next year's event, we would welcome any comments from Marshals and Competitors alike as to any improvements or alterations that they may feel would be worthwhile — Sorry, Malcolm, we are still going to keep narrow ginnels in mind and up our sleeves.

A final word of thanks to Miss Jan Walker — she must have been fed up of Tim ringing up for 'phone numbers and other advice.

Thanks again to you all from :
Scarcroft. Tim Smith, Paul Adamson.

BARCounter—continued

Run reception, but found that he was short of a pound note. He managed to persuade a friend to lend him one, but in his haste to present it, he forgot to put his name on it, as required. When the unmarked note was drawn, he was left to reflect that his only consolation was that he has now become an anonymous donor to charity!

Our ever-efficient collector of cash and sorter of spectators, Dennis Townsend, has recently been elevated to the status of a partner in his firm. In congratulating Dennis, let us also point the moral to budding professional men that there can be no training more meticulous and effective than counting the shekels at Harewood, and if they want to be trained for success, they have only to volunteer.

Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date	Events and Status	Centre Competitions
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
19/20	"The Buxton Weekend" Autotests and P.C.T. (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.	

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

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

Tailpiece

The erection of our new fence at Harewood almost exactly coincided with the appearance of catch fences as the latest safety suggestion, so it looks as though in the fullness of time we'll have to uproot all the barriers and put catch nets in instead. It makes one wonder if someone's got shares in a firm making catch fences, though surely the outcry by M. J-P. Beltoise about the safety of British Circuits may have more to do with his reception by the Constabulary if he tries to race in England, after his performance on the M1 last year. 70 m.p.h. along the hard shoulder past a traffic jam hardly makes him a credible authority on safety!

Hillclimb Dance

28th September, 1974

The Hill-Climb social scene will now be centred on the Windmill Hotel, Mill Green View, Seacroft, Leeds LS14 5QP (just off the Ring Road junction with York road). There will be a Dinner-Dance for £2 per head, for which Chippy has guaranteed 150 for dinner, dancing to Simon Peters' disco. Single rooms are £4, twins £6, bed and breakfast, all rooms with bath and T.V. (All prices subject to VAT).

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