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JUNE **74**

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JUNE **74**

EDITOR

A. J. Hodgetts, "East Fold", Eastgate, Bramhope,
Leeds LS16 9AA
Tel. Arthington 2375

ADVERTISEMENT MANAGER

Miss J. S. Lee,
Shelley Cottage, The Paddock, Thorner, Nr. Leeds.
Tel. Leeds 892794

VICE-PRESIDENT

A. J. Burton
Carlshead House, Sicklinghall
Tel. Wetherby 2861

CHAIRMAN

M. S. Wilson
Silver Royd House, Leeds 12
Tel. Leeds 630944/638392

VICE-CHAIRMAN

H. C. Mason
4 South Parade, Leeds 1. Tel. Leeds 20756

SECRETARY

D. Easthope
5 Clifton Villas, Otley
Tel. Otley 3964, Leeds 701221

TREASURER

M. H. Whaley
Guiseley Garage Ltd., Otley Road, Guiseley
Tel. Guiseley 2244

COMPETITION SECRETARY

J. Johnstone
"The Croft", Church Lane, Bardsey, Leeds
LS17 9DN
Tel. Collingham Bridge 2730

SOCIAL SECRETARY

L. S. Stross
"The Coppice", 276 Alwoodley Lane, Leeds 17
Tel. Leeds 682870

COMMITTEE

J. A. Bancroft, J. M. Busfield, E. D. Clark,
J. M. English, P. J. C. Griffin, A. J. Hodgetts,
J. R. Hardcastle, Miss J. S. Lee, M. M. Rogerson,
D. R. Scatchard, C. G. Seaman, R. Soper,
D. N. Townsend.

YORKSHIRE CENTRE

B.A.R.C. YORKSHIRE OFFICE
6 Sidney Street, Vicar Lane, Leeds 2
Tel. Leeds 38972.

HEADQUARTERS

C/o Thrupton Motor Racing Circuit
Thrupton
Andover
Hants.
Tel. Weyhill 2607
General Manager S. Offord

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each month.

COVER PICTURE

Jill Robinson slides the Clark and Simpson Escort round the aptly (if inelegantly) named "Harpic Bend" on the Harewood Stage of the Mintex Dales Rally.

(Photo : Tony Hodgetts)

Forthcoming Events

Club Night — 4th July 1974

Bob Soper and Tony Riall have had to change the format of the club night as their chosen site has changed hands. It will now take the form of a series of driving tests, some on grass and some on tarmac, at Stockton Farm, Harewood. The start control will be open from 6-30 p.m. to 7-30 p.m., and the social gathering afterwards will be at the "Windmill" at Linton. Any willing marshals who have not yet volunteered, please ring Jan at the Centre office.

R.A.C. Championship Speedclimb

Harewood, 7th July, 1974

The Harewood round of the R.A.C. Championship is earlier than usual, and the current state of the competition promises a most exciting day. As well as the major contenders, the usual supporting classes will be continuing their battles for honours. Practice is on the Saturday, and the event starts at 12-30 p.m. on the Sunday after a short practice session for the few competitors eligible for Sunday practice.

This should be one of the most exciting events of the year for spectators; make sure you don't miss it.

Cadwell Park Race Meeting — 21st July

Headquarters are running a race meeting on Sunday, July 21st on the picturesque little circuit near Louth in Lincolnshire, and as in the past we are supplying a large proportion of the marshalling strength. The Cadwell meetings in the past have been notable for good racing in a friendly atmosphere, though they are always rather difficult to staff because of the distance from our main activities; all offers of marshalling assistance will be most welcome.

Annual Cricket Match with Y.S.C.C.

21st September, 1974

Because of a clash of dates, it has been necessary to move the date of the cricket match to Saturday, 21st September, and a venue is being arranged for the new date. Full details later.

Working Party at Harewood

There will be a working party at Harewood at the same time as the club night on 4th July, to ready the course for the championship meeting on the following Sunday; willing hands are required to assist.

THE HAREWOOD PRACTICE DAY

The practice day, by now well established in the Centre's calendar, is a difficult event to report, as it is quite specifically not a competition, and one cannot therefore publish a set of results. The one result that can be proclaimed is of an enjoyable day out in the sunshine, even though it started late after giving the organisers a series of shocks which must have rendered them nearly speechless. Competition Secretary Jim Johnstone was standing in for Mike Wilson, who was called on another continental expedition, and in the absence of its designer, creator and fettle the timing system resolutely refused to function. Already forewarned by its recalcitrance on the previous day's stage, a number of alternative plans had been prepared, and were made ready to put into effect, when at last a bit of judicious tweaking of wires revealed the cable fault which was causing the trouble, and an emergency supply line was laid which enabled the timing to operate.

After this drama, the practice runs were a relaxation, and the warm sun made the whole affair very pleasant. Several entrants were able to carry out serious testing, others just enjoyed driving up the hill at speed instead of their usual roles of spectating or marshalling, and one ambitious pair tried a tricky anatomical experiment of fitting a driver six inches taller than normal into a cockpit with a fixed bulkhead behind the seat. Sad to relate, the experiment was not a great success, and after the hairiest slow ascent on record, it was reluctantly decided that as they were unwilling either to cut the bulkhead or amputate two long legs, they had better call it a day and let the regular driver play in peace.

THE BIRD'S EVENT

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mothers and mistresses

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- "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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THE MINTEX DALES RALLY STAGES

18th MAY, 1974

Last year we very nearly had a stage of the R.A.C. Rally at Harewood, which would have been fairly ambitious, and would have necessitated a new section of road resulting in a descent and ascent of nearly double the length of the usual hill-climb course. Reluctantly, we had to abandon the idea almost at the last moment, but have since cherished the hope that we might eventually produce the plans again at a more propitious time. When we were invited to provide a stage for the postponed Mintex Dales Rally, the speed events committee lost no time in setting the wheels in motion again, and passed the organisational side of the proceedings to the Editor on the grounds that he has nothing else to do with his time, and it would keep him from getting bored. The only brief was that he was not to interfere with the running of the Dalby stage, which included not canvassing for marshals or pinching any equipment. With this brief, it was pretty well a case of "leave everything until the day and then play it by ear", which in effect is what we did.

The plot was to use the hill-climb course plus an extra section from the finish line round a corner by the Ladies' Loo and over the cattle-grid to finish half way along the access road, and the bogey time was set at one minute, which at first sight seemed pretty well impossible. The intention was also to use the normal timing equipment plus a few miles of additional cable to give electronic timing to one-hundredth of a second, which is not usually attainable on rally stage timing.

While the really keen types were out in the deep forests running Dalby III which started in the middle of the night, a small band spent Saturday morning putting up ropes to control the hordes of spectators who were expected to descend, which was the principal task, as very little "arrowing" was needed. When the communications and electronics wizards arrived from Dalby looking rather bleary, it soon became clear that all was not well with the timing, which was bad news for the rally stage, but much worse for Jim Johnstone, who had the following day's Practice Day very much on his mind; the decision was quickly made to revert to stage timing, and with the help of the experts all the communications were reversed and the arrangements made to convey results to the 'bus for the commentary; then we settled down to wait for the cars.

After a long delay the first competitors appeared, and Paul Faulkner and Colin Malkin very quickly made it clear that our estimates of the speed a tired rally car and crew could get up the hill were

very conservative. Times of just over the minute were quite normal, and when Roger Clark came on the scene he set the target to beat at exactly one minute. The regular hill-climb competitors present were beginning to look very thoughtful, and one conceded that the rally boys might have something to teach them after all; then Brian Evans took his Porsche up the hill in 58 seconds, which rubbed the demonstration in even more thoroughly. All this gave great delight to the guest commentator, Roger Willis, who contributed a non-stop string of facts, anecdotes and jibes at Yorkshiremen in general and hill-climb organisers in particular for the benefit of all who could translate from Rochdale into English!

It was noticeable that the rally drivers went much deeper into the corners before braking, and set up the cars at a much greater angle to get round, with the cars balanced in slides rather than driven round with adhesion, but they also seemed to come out of the corners fast though sideways, and the times suggest that a driver using that technique in a car set up for the purpose might spring some surprises at a normal hillclimb. One or two of the field were no strangers to Harewood, and Colin Grewer demonstrated that he is just as spectacular without a caravan behind him to slow his venerable Volvo. At one stage there was a rather long delay, and when the competitors began to filter through again the word came that the delay was caused by an accident to the Escort driven by H.R.H. Prince Michael of Kent; shortly afterwards the car appeared looking immaculate, which seemed to dispel that rumour, until one walked round to the side where Tony Mason was sitting looking rather green amid the evidence of a fairly sizeable impact with something solid.

As the afternoon wore on, the weather deteriorated from the sunshine of the morning, and at times the cars were finding the track very slippery. One or two went hedging and ditching at Willow, and a Vauxhall Firenza spun completely at Farmhouse and continued unabashed. Finally the last survivor appeared, desperately trying to stay within his allowed time, and the Course car arrived to take the results and watches away to the new results team (who seem to have had their problems as we did last year). The spectators seemed to enjoy it, so did the drivers, and the atmosphere among the workers was pleasant, though rather weary; thanks to the police, caterers, public address, and all the marshals (with my own particular thanks to the small team who helped to set the stage up), it all happened well enough to be perhaps a good omen of greater things to come.

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THE "E. A. DENNY" PRODUCTION CAR TRIAL

12th MAY, 1974

The "Denny" looked as though it might be in jeopardy a few weeks ago, with its principal organiser confined to bed and the traditional sites in the Masham area becoming the subject of a fair amount of haggling over the price the organisers were prepared to pay for the privilege of using them. Fortunately matters were resolved, Dennis Hobson took over as Clerk of the Course, the various farmers settled for a reasonable recompense, and the weather was just right for a production car trial — fine after rain enough to grow the grass and make things slippery. A total of twenty-two hills were laid out on various sites, which were old friends from past trials, but which always seem to produce some new twists to baffle the unwary. Only one hill was cleaned by sufficient entrants to rate as an easy one, and even that claimed one embarrassed victim who only just got off the line.

Class 1 was dominated by John Spencer, who led by seven marks from Gordon Chippindale's Mini at lunch time, and managed to stay just ahead in spite of Gordon's onslaught in the afternoon, which took back four points of the lead.

Class 2 saw David Metcalf leading from Stan Peel at the break, but the positions were reversed in the afternoon, when Stan hardly put a wheel out of place to take thirteen points from David to finish ten points ahead; John England also had a highly successful afternoon to narrow the gap to a point where one mistake could have given him second place. David Naylor cannot claim great success in terms of marks, but as a family outing the two chips from the old block who were bouncing vigorously in the back seat undoubtedly rated him the tops from the point of view of entertainment.

John Busfield established himself firmly at the head of Class 3 in the morning, and stayed there until the end; a rather unusual sight was the T.V.R. of Howard Wadsworth, who had left his familiar Midget in Masham, and must have regretted it for the T.V.R. was proving to be a bit of a handful and in fact finished in the most unusual position of last.

This left the Wadsworth family bracketing the entry, for Edgar Wadsworth won Class 4, and the overall award for best performance, after tying on markings in both morning and afternoon with Ron Beecroft, the tie being decided on the basis of "furthest cleanest" in Edgar's favour.

A slight shower of rain affected the last few cars on the later hills, but was not enough to change the positions, and as usual the "Denny" finished in a cheerful and friendly spirit. Rowland Wilson managed to get there, though like Agag he "came walking delicately", and I'm sure the sight of the trial alive and well in its traditional haunts must have done him good.

Results :

Points

Class 1.

1. J. Spencer 63
2. G. F. Chippindale 66
3. H. C. Mason ... 89
4. F. H. Crosby111
5. G. D. Taylor119

Class 2.

1. S. Peel 66
2. D. Metcalfe 76
3. J. England 78
4. P. Adelman 87
5. D. Easthope 96
6. P. R.W. Hargreaves 97
7. J. W. Waddington 107
8. D. Naylor118
9. H. Asquith121
10. A. Page125

Class 3.

1. J. M. Busfield ... 69
2. J. King 76
3. I. K. Hardy79
4. C. J. Hobson 98
5. J. W. Kelly110
6. C.H.B. Wadsworth 130

Class 4.

1. E. B. Wadsworth 51
2. R. Beecroft 51
3. C. Naylor 52
4. A. J. Burton 64

Awards :

Overall Winner — E. B. Wadsworth
Runner-up — R. Beecroft

1st Class Awards :

Class 1. J. Spencer
Class 2. S. Peel, D. Metcalf
Class 3. J. M. Busfield

Team Award :

G. F. Chippindale, C. Naylor,
J. M. Busfield — 187 points.

BARCounter

We start this month with an invitation, which we hope will be in time. On 29th June (which, if all is well, will be after the Circular lands on your doormat) at 11 a.m., our two timekeepers will be reduced to one when June Marsden and David Scatchard are married at Christ Church, Harrogate. Doug and Hazel say that while they would like to invite all the Centre members, space forbids, but any friends who would like to turn up at the church (which is on the Knaresborough road not far from the Prince of Wales roundabout) will be very welcome.

Phil and Pauline Cooper had a bad end to a sunshine holiday recently — after a flight which terminated in an emergency landing in high drama, being unable to find their car in the airport car park and getting home to find that the house had been burgled, they tried to relax with a cup of tea and found that they couldn't even do that as the blighters had pinched the kettle!

The Soper family have been telling tales against one another; ladies first. On a recent trip to the Western Isles, Bob found himself in a very small boat in a very high sea, dressed in a very expensive coat, which was a present from his nearest and dearest, and which got well and truly saturated with sea water. In due course, an insurance claim was lodged, which drew from the insurers the comment that the damage was due to "act of God". Stephanie, who has been trying for some time to persuade Bob to get himself christened, regards the whole matter as divine intervention on her behalf.

Bob retorts, succinctly, that on being introduced recently to an unmarried gentleman of mature years, his spouse asked innocently if the man had been a bachelor all his life.

Our congratulations go to Eric Jackson and Bob Bean on finishing the 1974 World Cup Rally after many vicissitudes, including a painful accident to Bob. Well done, both.

We append a photograph of the "Harewood Streaker", from which you will see that our version presents a much prettier picture than the species which inhabits Thruxton. It is said that the lady aspires to driving a racing car in hill-climbs, which makes one wonder whether, like the citizens of Coventry when Lady Godiva put in a few quick laps on her white horse, we shall be asked to look the other way; and whether one of us will go down in legend, like Tom, as the one who peeped.

Congratulations to Susan and Richard Stross on the arrival of Olivia Samantha, who arrived rather



"Miss Whitbread" getting ready for action: no further commentary is required!

(Photo by kind permission of the "Daily Mirror")

earlier than expected on June 14th. She must have been in a hurry to get at that train set her Grandpa has promised.

Two prominent Centre members were engaged in their customary verbal thrust and parry in a downpour at a recent club night, which, after pursuing its usual course of mutual vituperation stung our normally diplomatic Vice-Chairman to wither his opponent with the riposte: "Peter, if you stand in this rain any longer, your suit is liable to shrink until it fits you!". Collapse of damp onlookers!

Jack Maurice, well known at Harewood for his performances in a Palliser and that most delectable 250 LM Ferrari, has opened a motor-racing bar at Newcastle's Imperial Hotel, which features a decor of motor-racing pictures and appropriate furniture, with the Palliser hung from ceiling to top it off. From the pictures it looks like a very appropriate setting for a gathering of motoring enthusiasts.

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THE SPRING BANK HOLIDAY RACE MEETING

CROFT — 27th MAY, 1974

For a change, the weather smiled on one of our visits to Croft, and a very large crowd were treated to a day of close racing and plenty of excitement. Without the necessity of waiting until noon before starting which governs our Sunday race meetings, the proceedings were taken at a fairly leisurely pace throughout the day — this was fortunate, for the large number of race meetings on the Bank Holiday had meant that only a reduced number of Timekeepers were available, and Leslie Braithwaite and his team had to work like galley slaves to produce results in the time available.

John Lepp served notice of intent to paralyse the opposition by turning in a practice lap of 1:05.8, 2.6 seconds inside the lap record to secure pole position; this rather overshadowed the fact that Tony Charnell had also broken the lap record, and in an under-1600 c.c. car too. Charnell's Lola made an excellent start, but could not hold the Forge Mill Chevron, and Lepp rocketed away into the distance and won by over half a lap from Charnell. In the course of the race all the class lap records were broken, John Lepp leaving the over 1651 c.c. record at 1:04.6, Tony Charnell setting the 1301—1650 c.c. record at 1:08.6, and Mike Andrews (Alexis) lowered the up to 1300 c.c. record to 1:10.6. Charnell's spirited pursuit earned him the Tricentrol Sovereign award.

Results :

- Class A. John Lepp (Chevron B26) 93.81 m.p.h.
- Class B. Tony Charnell (Lola T212) 89.51 m.p.h.
- Class C. Lyndon Thorne (Aldon AL2) 85.71 m.p.h.

The Formula Ford race brought Pete Clark's Crossle to the line in pole position in front of a very full grid, which all managed to get round Tower on the first lap. Before long the tight racing began to result in a few retirements, and Philip Tingle and Graham Shaw removed themselves from contention by trying to get both cars through the Chicane at once, and succeeded in going through it rather too literally, in a shower of flying timber. Phil Clacher also came unstuck at Sunny and slammed the sleepers protecting the marshal's post with considerable force; happily he was found after hospital examination to be fit to be allowed home. In spite of the dramas, Pete Clark maintained a steady lead with Mick Starkey hanging on tenaciously about two seconds behind, and this they continued until the end of the race, finishing seven seconds ahead of the third place man, Stuart Lawson.

Results :

1. Pete Clark (Crossle 25F3) 12:38.0 (83.11 m.p.h.)
2. Mick Starkey (Merlyn 20A) 12:40.4.
3. Stuart Lawson (Hawke DL11) 12:47.2.

The third event was a round of the Northern Clubmans Champagne Championship, and a rather reduced field set off after non-starters had depleted the numbers down to fourteen and John Muirhead's Mallock had been removed from the remainder. Unlucky thirteen, for on the first lap Dave Rees' Mallock dropped the contents of its sump between Oxo and the Chicane, and Tim Wood and Ian Chapman found the oil the hard way and spun off. As Barry Joel suffered mechanical maladies also, after taking an early lead, and pulled into the pits at the end of the first lap, a very thin field was left to circulate amid the clouds of cement dust and the waving oil flags. Derek Cook managed to get away and extend a safe lead.

Results :

1. Derek Cook (Mallock U.2) 12:23.6 (84.73 m.p.h.)
2. John Holroyd (Mallock U.2) 12:30.2.
3. Vin Malkie (Chevron B1) 1:09.4.

Event Four, for Modified Sports Cars, brought a very small grid to the line, which in one sense was perhaps as well, for when the one-minute board went up, Pat Longhurst found himself stalled on the front row. When the flag went down, there seemed to be cars everywhere, as the rear ranks sorted themselves out, and after a brief pause, the Davrian Imp set off after the vanished competition. Bob Jarvis and Ken Allan settled themselves securely in first and second places, but no other place was secure as Longhurst fought his way back into contention, coming from nowhere to take fourth place on lap four, third place on lap eight, and to close to inches behind the second place man before the chequered flag called a halt. Stirring stuff, and when the Jarvis Davrian went off song momentarily coming out of the Chicane, it seemed as though we might even have a winner from a delayed start, but the leader's car soon picked up again and held its advantage. Pat Longhurst received, deservedly, the Man of the Meeting award for this wonderful performance.

Results :

1. Bob Jarvis (Davrian Imp) 13:9.4 (78.81 m.p.h.)
2. Ken Allan (Clark Crusader) 13:38.2.
3. Pat Longhurst (Davrian Imp) 13:38.2.

The fifth race, for saloon cars, was dominated by Keith Bowmaker, who thundered into a comfortable lead after a gentle start, and left the rest of the field to space themselves out at discreet distances. The main scrap was between Bruce McLeod and Kevin Brierley, who took it in turns to nip past when the other missed a gearchange, but that battle finally resolved itself comfortably in favour of McLeod, who headed home the field who were lapped by the first four men.

Results :

- Class A. Keith Bowmaker (Ford Escort V8)
13:26.8 (78.09 m.p.h.)
- Class B. Gerald Clark (Morris Cooper 'S')
13:37.2 (77.09 m.p.h.)
- Class C. Lionel Dickson (Mini Cooper 'S')
14:13.2 (72.40 m.p.h.)

The front row of the grid for the Modsports event contained John Absalom (Ginetta), John Pearson (Elan) and Richard Jenvey (Elan), and it was these three who eventually took the places, though Richard Jenvey had to work pretty hard to get there. At the start it was Nick Faure who sprang the surprise, as he grabbed third place in his quiet, smooth road-going car (which, said rumour, was a new model yet to be officially announced) and managed to hold on for a couple of laps and set a new class record before first Jon Fletcher and then Richard Jenvey slipped by. Behind Faure, there was a really exciting tussle between John de Stefano's Porsche and Win Percy's 240 Z Datsun; after a practice session fraught with troubles, including a complicated brake failure, the Datsun started from the back of the grid, but by lap three he was up behind the Porsche, and kept pressing until he succeeded in getting past

Continued on page 17



John and Albert must have been giving Mick Starkey some good advice as the field lined up for the Formula Ford race, as their lad held a good second place throughout the event, and finished only two seconds behind Pete Clark.

(Photo : Tony Hodgetts)

Competition Chatter

We are now well into the competitive season, and the centre has had two hill climbs, two race meetings, and one hill climb practice day. We have also had a special stage of the Mintex Dales Rally at Stockton Farm, using the Hill Climb course, plus a little more of the road with the finish about 50 yards from the main entrance gate.

The rally drivers certainly were a different matter to the hill climbers, some of them being very spectacular. The technique is of course very different, but the result in most cases was a very good time. It would have been interesting to have had the times they were taking to cover the actual hill climb course. I would hazard a guess that the fastest competitors were covering the distance in about 48 seconds. This is a very creditable time, considering the cars were rally prepared vehicles with lots of heavy equipment, carrying a navigator, and also considering that the drivers were driving up the road without having practiced beforehand.

The practice day held on the day following the stage, could not commence before the Gremlins were removed from the timing equipment, but the day was notable for its relaxed, friendly atmosphere, good weather and Tony Bancroft's self-declared disappointment at being unable to get below 41 seconds on any of his 6 runs! Still, he did manage 40.93 sec. at the Castrol/B.E.N. event on the 2nd June.

Thanks to Noel Edmunds and some of the Motor Sporting Journals most of you will have heard the results of the World Cup Rally which finished recently. Congratulations must go to Centre Members Eric Jackson and Bob Bean who were the second placed British crew in their Ford Escort RS 1600. Viewers of B.B.C. 2's 'Get-a-way' programme saw a good travelogue of the rally, during which they were treated to the sight of a sand covered Eric Jackson emerging from his car after crossing the Sahara. When asked how he was feeling, he replied "Like a Mother's Pride Flour Grader!"

On the hill climb scene there has been what could be a significant change of ownership of a highly competitive motor car. Phil Bennett has sold his beautiful 'E' type Jaguar to Phil Scragg, who has always been a keen Jag. admirer. Perhaps we shall see him out in it soon. Apparently the car was not Taxed or Insured when Phil Bennett delivered it to t'other Phil's works at Macclesfield, so the car was wheeled off the trailer and was given a few quick bursts up and down the factory

yard. According to Phil Bennett "Quick" was the appropriate word, and knowing Phil Scragg I can well believe that it was a hair raising few minutes! I have no doubt that the 'E' type will soon be continuing on its winning way with its new owner.

Last month I reported an unfortunate fracas on the Ilkley and D.M.C. which ended with the lodging of a protest. I am pleased to report that justice was done and the protest upheld. The effect will probably be that the Centre's total marks in the Shell League Competition will increase, along with several other clubs, whilst York Motor Club will probably drop down a little. The revised league table has not been circulated at the time of writing, and so I am unable to give the revised league placings.

A limited number of regulations and entry forms are available at the Centre Office for the Calderford Trophy Rally, which is being run by the Wakefield and District Motor Sports Club on the 27/28th July, 1974. As a member of the Association of Northern Car Clubs, we are invited to take part in this event which will have "not more than six stages, and 5 selective sections".

Speed Event Competitors — Don't forget the Shell Motor Club League Qualifying Sprint, being run by the M.G. Car Club at Topcliffe on the 21st July, 1974. Please contact Malcolm Rogerson or Jim Johnstone for a place in the Centre Team. Also in the Shell League, the David Brown M.C. driving tests have been moved to 11th August — team members required, please!

J.J.

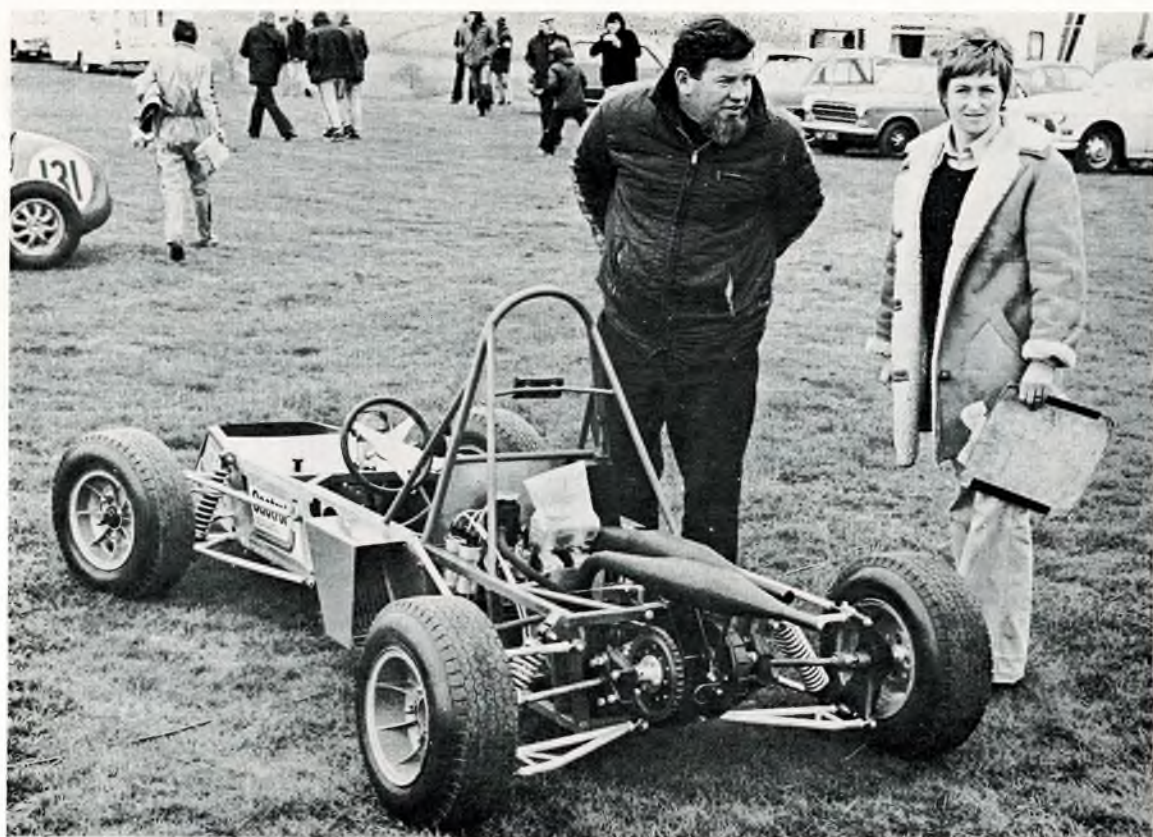
FOR THE SOCIABLE *or (ATHLETIC)* THE CRICKET MATCH B.A.R.C. (YORKS.)

v.

THE YORKSHIRE SPORTS CAR CLUB

21st September 1974

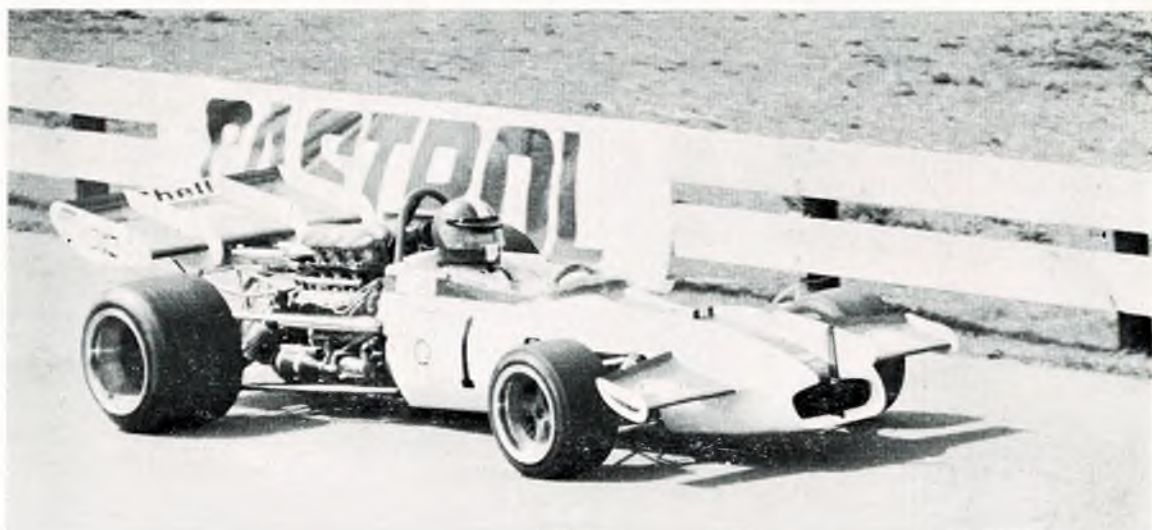
DETAILS IN NEXT CIRCULAR
or from Malcolm Rogerson.



Now, where did we put that engine . . . ?



. . . Never mind, it goes all right without one!



Mike McDowel stayed in the Number One spot at the Castrol/BEN Charity Hill Climb on June 2nd.
Full report next month.

(Photo : Tony Hodgetts)

JUNE CLUB NIGHT - Production Car Trial

John Busfield managed to find a first-class site on the outskirts of Guiseley, overlooking High Royds Hospital, to put on the production car trial which formed the June Club Night. A good entry was pulled together by some very hard selling, and after initial difficulties with a breakdown in communications with the volunteers for marshalling, the event was enjoyed by all and produced one or two unusual results.

5. J. England (Cortina GT)	27
H. D. Kennedy (Fairthorpe)	27
7. A. Forrest (Ford RS 2000)	30
8. M. M. Rogerson (Rover 3500)	33
9. T. J. Holdsworth (Anglia)	35
10. N. Hargreaves (Sprite)	38
11. M. Lanfranchi (Escort)	54
12. J. English (Marina)	61
13. R. Bean (Rover 3500)	67

Class 1

1. D. Easthope (Fiat 128)	27
2. J. Millington (Morris Cooper)	29
3. J. Spencer (Mini)	31
4. D. C. Naylor (Wolseley)	36
5. W. Milligan (Mini)	37
6. G. Chippindale (Mini 1275 GT)	38

Class 2 and 3

1. D. Metcalfe (Anglia)	5
2. J. King (Sunbeam Alpine)	21
3. P. R. W. Hargreaves (Ford RS 2000) ...	23
4. P. Adelman (Escort GT)	25

Class 4

1. R. Beecroft (Sunbeam Stiletto)	3
2. K. L. Crook (Imp)	5
3. C. Naylor (Imp)	12
4. M. Phillips (Imp)	15
5. Mrs. B. Cook (Imp)	15
6. H. C. Mason (Fiat 126)	16
L. G. Bentley (Fiat 500)	16
8. E. Wadsworth (Steyr-Puch)	17
9. B. Kitching (Imp)	19
10. P. Scott (Fiat 126)	21
11. N. Baguley (Fiat 126)	23
12. Mrs. J. Kitching (Imp)	25

ANNUAL COMPETITIONS

PEARCE TROPHY

P.C.T.	Previous Corrected Total.
F.	Denny Trial.
G.	Croft S.B.H.
H.	Harewood Practice.
J.	Harewood B.E.N.
K.	June Club Night.
L.	Scarborough Weekend.

	PCT	F	G	H	J	K	L	Tot
1. D. R. Scatchard	22	3	3	3	4	-	8	43
2. J. R. Hardcastle	17	3	8	3	3	3	4	41
3. J. M. English	16	-	8	3	8	-	4	39
4. A. Forrest	15	-	-	3	8	5	7	38
A. J. Hodgetts	25	-	4	3	3	-	3	38
6. H. C. Mason	15	5	3	-	3	7	3	36
7. P. Adelman	13	5	4	-	3	7	3	35
8. J. Johnstone	19	-	3	8	4	-	-	34
9. M. S. Wilson	18	-	8	-	3	-	3	32
T. D. C. Smith	17	3	3	3	3	-	3	32
11. J. M. Busfield	9	8	-	-	3	8	3	31
12. Miss J. Lee	13	-	3	3	3	3	4	29
13. Miss H. Dixon	9	3	3	3	3	-	3	24
14. G. F. Chippindale	7	6	-	-	-	3	7	23
D. B. Marsden	13	-	-	4	3	-	3	23
16. P. R. W. Hargreaves	8	3	-	-	-	8	3	22
17. C. Seaman	10	-	3	3	5	-	-	21
D. Easthope	3	4	3	3	3	5	-	21
S. M. Hanson	9	-	3	3	3	-	3	21
20. N. Higgins	14	-	-	3	3	-	-	20
21. J. Crowson	8	-	-	3	8	-	-	19
22. J. F. Thompson	7	-	-	3	8	-	-	18
S. Clark	6	-	-	3	6	-	3	18
W. R. Edwards	6	3	3	-	3	-	3	18
P. C. Griffin	11	3	4	-	-	-	-	18
26. B. R. Marsden	14	3	-	-	-	-	-	17
27. G. O. Taylor	5	3	-	-	-	-	8	16
M. M. Rogerson	6	-	-	-	-	4	6	16
29. Mrs. K. Hobson	6	-	3	3	3	-	-	15
Miss B. J. Marsden	3	3	-	3	3	-	-	15
C. D. H. Kitching	3	3	3	3	3	-	-	15
E. Clapperton	6	-	3	3	3	-	-	15
I. Canavan	6	-	3	3	3	-	-	15
J. J. Norbury	6	-	3	3	3	-	-	15
J. Edwards	6	3	3	-	3	-	-	15
D. Armstrong	7	-	3	-	5	-	-	15
D. Kennedy	3	-	-	3	3	6	-	15
I. K. Hardy	5	5	-	-	-	-	5	15
D. Naylor	4	3	-	-	-	4	4	15

KEN LEE TROPHY

1. A. Forrest	38
2. G. F. Chippindale	23
3. P. R. W. Hargreaves	22
4. H. C. Mason	19
J. Crowson	19
5. J. F. Thompson	18
S. Clark	18
8. J. M. Busfield	17
9. G. D. Taylor	16
10. D. Armstrong	15
H. Kennedy	15
I. K. Hardy	15
D. Naylor	15
C. Seaman	15
15. P. Adelman	14

CHIPPY-IOLA VASE

1. Mr. & Mrs. H. C. Mason	18
2. Mr. & Mrs. G. Chippindale	16
3. Mr. & Mrs. J. Busfield	14
Mr. & Mrs. P. Hargreaves	14
5. Mr. & Mrs. M. Rogerson	10
Mr. & Mrs. I. K. Hardy	10
7. Mr. & Mrs. D. Easthope	9
8. Mr. & Mrs. J. Johnstone	3

ARNOLD BURTON TROPHY

1. G. Chippindale	13
2. J. Busfield	11
G. Taylor	11
4. I. Hardy	10
5. H. C. Mason	8
6. A. Forrest	7
D. Naylor	7
8. M. Rogerson	6
P. Hargreaves	6
10. P. Adelman	5

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CROFT—continued from page 11

when de Stefano's engine lost its edge. As the Porsche driver had been using rather too much of the infield at Barcroft in his efforts to keep the Datsun at bay, to the extent of clipping the marshal's post which is several yards inside the safety kerbs, he was excluded from the results.

Results :

- Class C. John Pearson (Elan) 12:27.2 (84.32 m.p.h.)
- Class B. Nick Faure (Porsche Carrera) 12:48.8 (81.92 m.p.h.)

The final race for Formule Libre cars started with Andy Barton being left on the line as the field took off for Tower, which gave a situation rather reminiscent of the motor-cycle racing habit of putting the quick boys on the back of the grid to make it all more exciting. This it certainly proved to be, for while John Lepp was disposing of Iain McLaren's early lead, Andy was tearing through the field, managing at least one spin in the process, until on lap 8 he was through into third place ahead of Tony Charnell but too far behind Iain McLaren to make an impression in the time available. A good finish to a good day's racing, in fair weather, before a good crowd; in short, a successful day all round.

Results :

- Class A. John Lepp (Chevron) 11:10.4 (93.97 m.p.h.)
- Class B. Tony Charnell (Lola) 11:49.8 (88.76 m.p.h.)

THE GOLF MATCH

will be held at

WETHERBY GOLF CLUB

on 10th JULY

18 Holes Stableford

Entry forms enclosed

Queries to Derek Clark
at Leeds 632641 (day)

Correspondence

To the Editor

Scarborough Weekend, 1974

We would like to thank all the officials and marshals for their efforts, sometimes in very inclement weather, towards making "Scarborough" the success that it undoubtedly was. Because of the difficulty with sites this year an even greater degree of flexibility was needed to ensure that the event ran smoothly.

The magnificent response of the marshals made this a meeting to remember as one which was particularly pleasant to run. Thank you all.

Josephine Lee,
Boris Hardcastle.

BARCounter—continued from page 9

There was a story circulating at Scarborough about the father of a member who was returning from the east coast one evening, and remembered that there is short cut in Malton that avoids the traffic lights and their attendant congestion. So, when he reached the level crossing at Norton, he turned right, and at once turned left, but found the road was more bumpy than he expected. He'd barely registered this fact when the car came to a sudden violent stop as he met the motor box for the points with a resounding crunch, and there he stayed, blocking the main railway line from York to Scarborough, for quite some time!

AUGUST CIRCULAR

Our Printers are on holiday
in August, as also is your Editor.
Please have any copy for the
August issue in the Editor's
hands by 1st post on August 5th.

Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date	Events and Status	Centre Competitions
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.	

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.

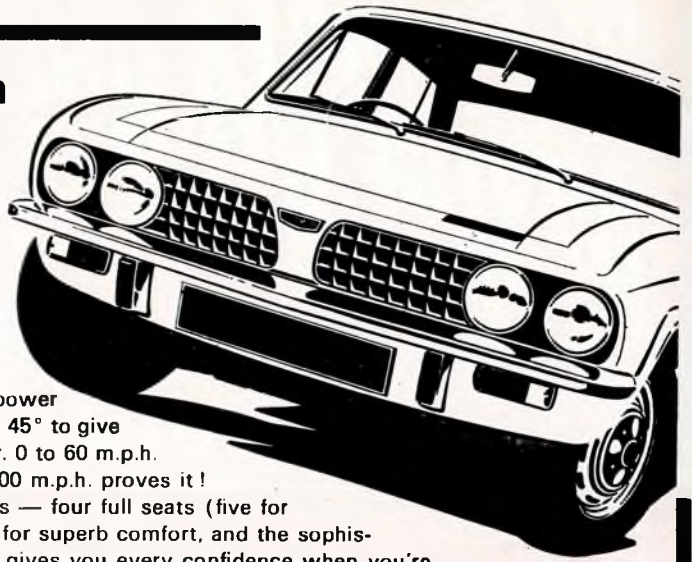
COMMENT . . .

You probably noticed that the May Circular seemed thinner than usual, and if you counted the pages you will have found that without the cover it only ran to sixteen pages. This is not due to your Editor having run out of things to write about, nor to a shortage of contributors (in fact one of our regular reporters kindly held his news over to this month) but to cold hard finance. We lost two more regular advertisers in the month, and while we are quite happy to fill up the space with pictures, or with articles which we hope are of interest, the lack of advertising revenue means that the net cost of the Circular rockets. It was going to anyway, as a result of a combination of rising paper costs and rising prices in the printing world

after a series of wage increases, but when we are squeezed from both ends, something's got to go.

In saying this, we are profoundly grateful for the advertisers who have supported us in the past, and express our appreciation to those who have felt compelled to withdraw as an economy measure in hard times. To those who are continuing their support, we send our sincere thanks for their confidence, which we hope will be rewarded by the success of their advertising messages among our readers. To all our readers we reiterate the message that has appeared on these pages on a fair number of occasions in the past — please give your support to our advertisers and sponsors, for without them we could not give you the standard of events and publications which have come to be expected of the Yorkshire Centre of the B.A.R.C.

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