



YORKSHIRE CENTRE CIRCULAR



JULY **74**

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

TOOL UP WITH TIPCO

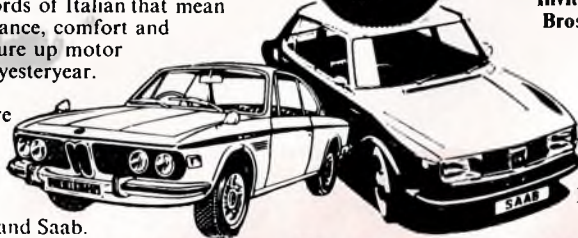
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YORKSHIRE CENTRE CIRCULAR

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JULY **74**

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each month.

COVER PICTURE

Geoff Winder's beautiful "Brescia" Bugatti was one
of the attractions of the Castrol/BEN Charity
hillclimb.

(Photo : Tony Hodgetts)

Forthcoming Events

The Bird's Event — Thursday 1st August, 1974

The August club night heralds the presentation of that annual sporting manifestation known as The Bird's Event, which as its name implies is strictly for the birds. Lest anybody gets the impression that they are to be subjected to trial by John Heppenstall's famous parrot, we hasten to add — the non-feathered variety. (I'm a bird-watcher; I'll be an ornithologist when I'm a lot older).

The event will take place on the site of what was formerly Middleton Broom Colliery, and is planned to damage neither the vehicles nor the sensibilities of the ladies taking part, whatever their previous experience. You are invited to present your bird as a competitor in her own right, and you can obtain entry forms from either Malcolm Rogerson at "Runnymede", 54 Weetwood Lane, Leeds 16 (Telephone Leeds 20871 from 9—5 or 752391 outside office hours) or from Jan Walker at the Centre office. The start will be at 7 p.m.; finish at Morley Rugby Club.

Harewood Members' Speedclimb 4th August 1974

The ninth round of this year's Castrol/B.A.R.C. Championship will be held at Stockton Farm on Sunday, 4th August. Scrutineering is at 9-00 a.m. for this one-day meeting, and practice commences at 9-30 a.m.; the meeting proper commences at 2-15 p.m. The usual classes for touring, sports, sports-racing and racing cars are planned, with Championship runs for the top ten, plus a top five run-off.

Croft Race Meeting — Sunday, 11th August, 1974

The Centre are staging another race meeting at Croft, with the usual selection of races; Formula Vee, Modsports, Special Saloons large and small, Formula Ford, Formule Libre and Clubman's Sports Cars, and qualifiers for V.W. Motors, Northern Sportscars (Scorton), Forward Trust, Wendy Wools, BARC/NSCC, and Northern Clubman's Champagne Championships.

Practicing starts at noon, as is customary at Croft, and the first race start at 3-00 p.m.

British Heart Foundation Soap Box Derby Sunday, 18th August, 1974

On August 18th we are helping the British Heart Foundation to run an event with a difference at Harewood, going down the hill instead of up it. A couple of years ago a similar event raised a

great deal of enthusiasm and a large crowd, and resulted in a considerable amount of enjoyment for competitors and crowd alike as various hill-climb experts tried their hands at gravity-powered racing for a change. This time there are two classes, one for converted cars or chassis, and the second for purpose-built soap boxes, and there are awards for fastest times, a Concours for original appearance, and a special award for the most spectacular run, which might tempt Peter Lawson and David Hepworth to repeat their last time's performance. Regs from Mrs. J. C. Bennett, 3 Dale Park View, Cookridge, Leeds 16, or from Jan Walker at the Centre office.

Further Forward

Looking into September, we have another autotest club night on 5th September, the BARC-B-Que dance at Harewood on 6th September, the Croft End of Season Race Meeting on the 8th, and the Castrol Trophy final, complete with Hill Climb Dance at the Windmill at Seacroft on 28th/29th. Quite a busy month!

Fashion Note

At the recent championship meeting at Harewood, a couple of the Hesketh Racing "T"-shirts, adorned with the little racing bear, were in evidence, one on Nicky Porter, and the other on a young lady whose bear attracted the rapt attention of a driver who'd better remain anonymous. After gazing thoughtfully at the scene for a while, he asked innocently, "Tell me, why has your bear got bigger ears than Nicky's"?

FOR THE SOCIABLE *or ATHLETIC* THE CRICKET MATCH B.A.R.C. (YORKS.) *v.* THE YORKSHIRE SPORTS CAR CLUB 21st September 1974

Contact Malcolm Rogerson,
Leeds 20871 (Work) or 752391 (home)

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THE CASTROL/BEN CHARITY HILL CLIMB

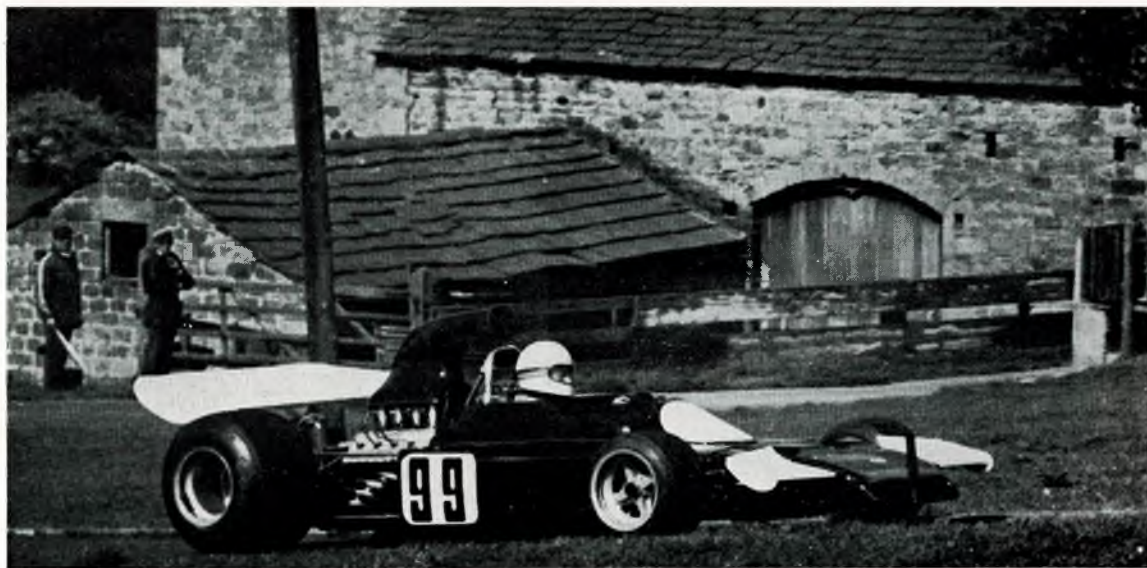
2nd JUNE, 1974

Some time ago, the idea of a special event to celebrate the election of Castrol's Mr. "Toby" Butterfield as this year's president of the Motor Trades Benevolent Fund was suggested, with the aim of coupling the celebrations with a fund-raising effort for charity. The Centre committee readily agreed, and decided that the most suitable date would be that which had been set aside for the usual "Vintage and Novices" event; at the same time it was agreed that the running of an event specially for competitors who had not figured in the awards list for a while could be given a rest for this year, and the proximity of the Barbon round of the R.A.C. Championship suggested that a number of the top drivers would be willing to stay in the area for a one-day meeting at Harewood. The popular event for Vintage cars was retained, which always provides a great attraction for spectators, though the entry for this was effected by a Vintage Sports Car Club meeting at Prescott, which took away many of the more spectacular devices of yesteryear.

As it was a one-day meeting, the paddock was a hive of activity by nine o'clock, as the course was readied to start practice in time. Chris Cramer found it a little more difficult than usual, getting

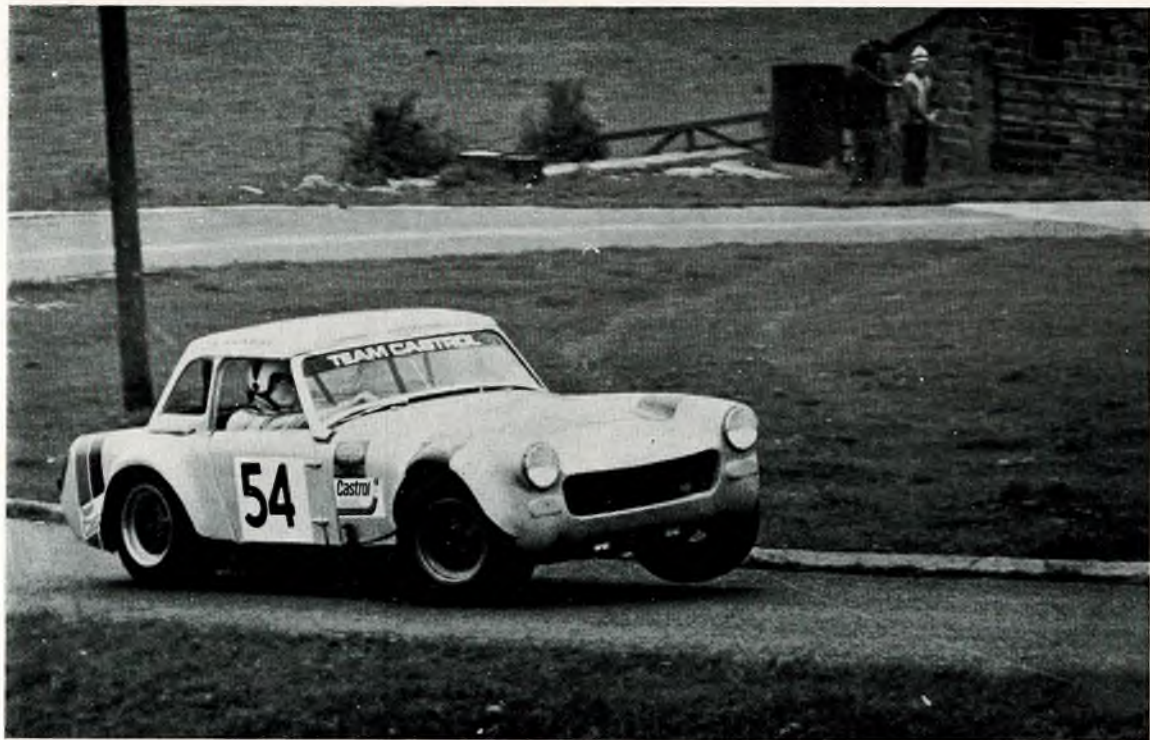
involved in a long discussion with the R.A.C. Steward on the legality of the signs which proclaim that his car is a Grunhalla Lager March, and eventually having to effect minor decorative alterations with masking tape. Roy Lane had a highly exciting practice session; on his first run he had to go straight on at Quarry, and having picked an exit route between the piles of gravel, suddenly realised that there was a large, solid tree in the middle of his chosen path. Avoiding that, his final route traversed a small but well-used midden; Roy now knows that the effect of a racing car on cow-manure is rather akin to one of Blaster Bates' charges, and his beautiful orange McRae returned to the paddock sprayed an even khaki brown, and redolent of agricultural effluent. On his second run, he discovered the maximum velocity possible round Country corner, and explored the field there, fortunately with less obvious results. Mike MacDowel was found hard at work after practice changing ratios in the gearbox, as the requirements of Harewood are not the same as the previous day's Barbon hill.

As practice drew to a close, a large crowd began to gather, for the sun had come out and promised a fine afternoon after a dull morning. Soon the hill



Geoff Rollason was out of luck — 20 yards further round Farmhouse his engine cut out, and he had to nurse the Brabham to the top of the hill.

(Photo : Tony Hodgetts)



Chris Seaman complained of understeer; we hope this picture may help find the cause. Remember that three-wheeler racing comes under the jurisdiction of the A.C.U.

(Photo : Tony Hodgetts)

side car park took in the grandstand appearance which is such a feature of a fine afternoon at Harewood, and the stalls and sideshows in the top field reported plenty of visitors and plenty of interest. The Gavioli organ was keeping scores of small children spellbound, and members of the Bradford Model Aeroplane Club were providing a spectacular display of radio-controlled model flying in spite of a gusty wind which made conditions rather perilous for their frail and valuable aircraft. The members of the BEN committee had also gathered a goodly display of trade stands to tempt any visitors who either wanted a change from racing cars, or who had been abandoned by enthusiastic relatives to wander until the excitement was over.

When the meeting began, Graham Brookes produced a most interesting device in Class 1, which must be the hottest Datsun Cherry in captivity, complete with fuel injection and other demon tweaks, and established himself in the lead; he could not hold it, however when Roy Greenwood on his second run took ten seconds from his first

time to record 49.89 secs. Class 2 was a clear victory for Nicky Porter, who led by seven seconds from David Armstrong. In Class 3, David Rowe provided some excitement by getting well and truly on to the gravel by the finish line, and the marshals had quite a struggle to get the heavy Peerless clear. Alan Forrest managed to put three seconds between his RS 2000 and the RS 1600 of Eric Craven, who snatched second place from Simon Clark by half a second on the second run.

Jim Thomson set a new Class record to dominate the merged classes four and five, with Mike Newman's Viva following the Firenza into second place, ahead of Gerald Clark's Cooper "S". The Spridget class went to Mick Merrills, and Mike Bonar's Elan took class 7, in which the sight and sound of Dave Marshall's Jowett Jupiter brought back happy memories to the enthusiasts of the early 1950's, who still regret the passing of the famous and highly individual cars from Bradford.

Class 8 was neatly sewn up by Malcolm Trewwhitt's M.G. C, and some of the best competition of the day came in class 9, which John

Bury won, with only 0.12 seconds covering the first three cars. Michael Hanson was second, and Chris Seaman third. Chris's first run was only 0.7 seconds down on the winning time after an excursion on to the grass at Farmhouse when understeer took over control. In the absence of Phil Bennett for reasons explained in last month's Competition Chatter, Paul Wilson and John Walker had a nice little battle to themselves, which was resolved in favour of the Elan driver. Barry Joell took Class 11, with Joe Ward's Ward-Ford second and Bob Prest third. Class 12 went to Dennis Pegg's handsome old Lotus 11, which could probably have taken its pick of whether to run as a Historic car by now. John Cleland's Chevron B23 headed class 14, with Philip Scragg absent, from Ian Curtis' B.M.W.-engined Mallock and George Tatham's thunderous McLaren, and the Rawlings Chasers Terrapins of John Crowson and Graham Ashley Smith came close together at the top of Class 15.

Class 16 provided the biggest drama of the afternoon, when Mike Allan, on his second run, lost control on the straight, and after fighting the car most of the way to Quarry, went down into the ditch and knocked the corners off the car pretty comprehensively, fortunately without damage to himself. Mike's first run was still good enough to give him fourth place behind Doug Thompson's G.R.D., Richard Jones' Surtees and Ken MacMaster's G.R.D.

More drama followed quickly, for Chris Cramer's first run ended in an ignominious exit straight off at Farmhouse, for no apparent reason, and without damage to either car or driver; and Geoff Rollason at first could not take his run after running out of petrol, and then, when a supply arrived and was inserted, got some air into the de-aeration pot of the ex-Carlos Reutemann Brabham BT 37. This caused a sudden fuel starvation to afflict the car as Geoff fed in the power at the exit of Farmhouse; after the expensive-sounding noise which ensued, he was very relieved to discover the cause of the failure to be something simple.

After these alarms and excursions, the first runs left Roy Lane in the lead with a splendid first run of 40.44, which proves the value of finding out your limit in practice, from Mike MacDowel's 40.58, and Tony Bancroft with 41.37. On the second runs, the first two places were reversed, for while Roy shaved just over a tenth of a second from his first time, Mike got down to 40.25, to take the class by eight hundredths of a second.

While the crowd were excited by the major competition, many of them had come specifically to see the vintage cars in action, and there was a very strong reaction as soon as they appeared;

many fathers were heard telling sons of how these splendid devices used to perform in years gone by. Martin Shaw soon demonstrated that the old cars were going faster than ever by setting up a new class record in the pretty white Fiat Ballilla, with Colin Cooper's purposeful M.G. J2 Special in hot pursuit in Class B. Jack McEwan took Class C, with Geoff Winder up in his "Brescia" Type 13 Bugatti. Guy Smith, in a very well preserved Frazer Nash B.M.W. 328, took Class D from Castrol man John Cameron's Alvis/Riley Special. The final class consisted of only one car, after non-starters had removed three others, but as that was the Vauxhall Villiers T.T. car, ex-Raymond Mays, in the hands of Tony Brooke, no other entertainment was needed. The glorious old car, now resplendent in a new coat of red paint, managed a very creditable time



Brian Kenyon is very proud of his shiny new marshal's armband, but David Gledhill looks a bit cynical — he's seen keen new marshals before! (Photo: Tony Hodgetts)

of 54.27, fittingly the fastest vintage time of the day.

Finally the quick boys appeared again for the Top Ten run-off and again it was Roy Lane who took the lead at first, with a time of 39.42, from Mike MacDowel, Chris Cramer and Richard Shardlow. Next time up first Richard managed to pull out a few more stops to move up into third place, and then Mike again found the quicker way up to take 0.82 sec. from his previous best time and take the F.T.D. award with the last run of the day.

The prizegiving provided another touch of nostalgia, as on behalf of the Benevolent Fund, the awards were presented by former Harewood class record holder Brian Waddilove, whose last appearance at a hill-climb left us with some major repairs to the fence on Quarry. All who were involved seemed satisfied that the idea had blossomed into a resounding success, and were unanimous that the work had been rewarded by a significant contribution to the charitable work of the benevolent fund. And on a more mundane level, everyone had a jolly good day's sport in convivial surroundings

Awards :

- F.T.D. — "Castrol Trophy" & £50 —
Michael MacDowel 39.23
- Second fastest time of the day — £25 —
Roy Lane 39.42
- Third fastest time of the day — £15 —
Richard Shardlow 40.92
- F.T.D. Vintage — "Castrol Trophy" & £25 —
Tony Brooke 54.86
- Second F.T.D. Vintage — £15 —
Guy Smith 58.34
- Ladies Award Diana MacMaster
- Special Castrol "Triers" Award Loll Ryan

1st in Class :

- Class 1. Roy Greenwood
- Class 2. Nicky Porter
- Class 3. Allen Forrest
- Class 4 & 5 Jim Thomson
- Class 6. Mick Merrills
- Class 7. Mike Bonar
- Class 8. Malcolm Trew hitt
- Class 9. John Bury
- Class 10. Paul Wilson
- Class 11. Barry Joel
- Class 12. Denis Pegg
- Class 14. John Cleland
- Class 15. John Crowson
- Class 16. Doug Thompson

Annual Competitions

PEARCE TROPHY

	PCT	M	N	Tot.
1. J. R. Hardcastle	41	3	8	52
2. J. M. English	42	4	3	49
3. A. Forrest	38	5	5	48
4. H. C. Mason	36	8	3	47
5. D. R. Scatchard	44	—	3	47
6. P. Adelman	38	5	3	46
7. A. J. Hodgetts	38	3	3	44
8. M. S. Wilson	32	3	4	39
9. J. Johnstone	34	—	4	38
10. T. D. C. Smith	32	3	—	35
Miss J. S. Lee	29	3	3	35
12. D. B. Marsden	23	—	8	31
J. M. Busfield	51	—	—	31
14. Miss H. Dixon	24	3	3	30
D. Easthope	21	6	3	30
16. N. Higgins	23	3	3	29
17. C. Seaman	21	—	7	28
18. J. Crowson	19	—	8	27
S. Hanson	21	3	3	27
G. F. Chippindale	23	4	—	27
21. W. R. Edwards	18	3	3	24
S. Clark	18	3	3	24
J. F. Thompson	18	—	6	24
24. B. N. Marsden	17	3	3	23
I. K. Hardy	15	8	—	23
D. Armstrong	15	5	3	23
27. P. Hargreaves	22	—	—	22
28. C. D. M. Kitching	15	3	3	21
29. M. M. Rogerson	16	3	—	19
G. D. Taylor	16	3	—	19
31. Mrs. D. R. Scatchard ...	15	—	3	18
P. Griffin	18	—	—	18
I. Canavan	15	—	3	18
J. Norbury	15	—	3	18
J. Edwards	15	—	3	18
36. D. Kennedy	15	—	—	15
D. Naylor	15	—	—	15
E. Clapperton	15	—	—	15

P.C.T. — Previous Corrected Total.
M — July Club Night.
N — R.A.C. Meeting, Harewood.

KEN LEE TROPHY

- 1. A. Forrest
- 2. H. C. Mason
- G. F. Chippindale ...
- J. Crowson
- 5. J. F. Thompson
- S. Clark
- 7. D. Armstrong
- I. K. Hardy

THE SCARBOROUGH WEEKEND

8/9th JUNE, 1974



Tony Raylor tweaks the Sprite round the pylons in the Oliver's Mount paddock on his way to victory in the 1974 "Scarborough".

(Photo : Tony Hodgetts)

The preliminary publicity for this year's "Scarborough" said that the event would follow the usual pattern; so it did, and a very good pattern it is, too! We've had better weather (or am I getting old?) and one or two traditional sites are no longer available to us, but a competitor from fifteen years ago who came back would find the event quite familiar, and would almost certainly recognise the social activities of the Saturday night. He might even think he'd recognised some of the competitors, and then find with a bit of a shock that they were the offsprings of the regulars of some years back, now competing in their own right.

David Scatchard took on the job of Clerk of the Course at fairly short notice, and found before long that the principal difficulty was going to be the test sites, one of which, Merry Lees, was lost at quite short notice. Fortunately a new site for the Saturday was found, and a good "industrial" one at that, in Tony Raylor's yard at York. Here, with the physical boundaries firmly marked by solid brick walls, and many of the turning points being marked by large lumps of rather brutal machinery or a pile of cylindrical, orange, plastic site toilets (known starkly as "Raybogs") the competitors found a

perfect surface of smooth concrete covered with enough dust to make it slippery. Gordon Chippindale found it much to his liking, and set fastest times at all three tests here, in the Mini G.T., to build up an early lead in the class from Peter McNeill and Gerald Taylor. Philip Cooper dominated the merged classes 2 and 3 to lead several much more suitable cars than what he vows was his sister-in-law's shopping car, with only David Naylor's resurrected Riley Elf within a sea mile of him. The honours in Class 4 were rather more evenly distributed, with Paul Swift, Michael Beadle and Brian Kitching putting up best time on each of the three tests. In class 5, cars as widely varied as Chris Tipping's very potent Capri, Chris Lord's 1200 Datsun and Ken Hailstone's Cortina 1600 scored fastest times but in Class 6 it was Tony Raylor all the way, his distinctly weather-beaten Midget's new coat of regulation Raylor yellow and blue blending nicely with the background.

On to Full Sutton, where the character of the tests became more agricultural than industrial, for the familiar figure-of-eight round the muck-piles where the previous fast men all shone, and where the actual physical boundary of a heap of gunge

was as nebulous as ever. This was followed by a slightly toned down version of the blind round the long barrow which led to David Naylor's involuntary slow roll last year, with one subtle difference; the first stop and reverse was in a large deep puddle which caught out one or two fancied contenders. Gordon Chippindale stalled, letting Gerald Taylor through to fastest time in Class 1. Phillip Cooper was 0.2 secs. down on Carl Davies, and Malcolm Rogerson shared fastest time in Class 5; Tony Raylor also dropped his first fraction here, as Ian Hardy found the test just right for an M.G. B to take fastest time in Class 6. Undoubtedly the most spectacular performance came from Peter Welch's Pontiac Trans-Am, which produced blood-curdling noises and enormous clouds of tyre smoke as it rumbled and bellowed alternately in efforts to get round the tight bits. Tests six and seven followed on the open section of the main runway, test six being a relatively straightforward "scissors" and pass a pylon left and right, which produced no surprises, but test seven was another matter entirely, being a series of dives into a box from all angles and directions which foxed several competitors and resulted in a crop of "washouts".

Finishing at Full Sutton, a gentle drive over the Wolds ensued in the afternoon sunshine, to reach Scarborough, where the Albert Road classic awaited. This held all its usual problems, requiring power, brakes and bravery as well as the skills of the driving test exponent, and many of the leaders preferred to take it slightly more gently on the

steep and slippery slope. Class 1's best time went to Barry Hodge (Cooper "S"), Class 2 to Gordon Thompson (Mini 1100), Class 4 to Alan Forrest and Class 5 to Malcolm Rogerson in a storming run which put up a time faster than many nimbler motor cars than the big Rover. Class 6, though, remained a Tony Raylor province, with Michael Kempley's Datsun 240 Z next up 1.6 behind. Finally, Seacliffe Road Car Park was the venue for test 9, where in the wide open spaces the cars were able to wind up to quite respectable velocities before changing direction, and many found the slope and changing cambers as tricky as the craftily placed pylons. Here Gordon Chippindale again scored fastest time in Class 1 ahead of Gerald Taylor, Philip Cooper was way out in front in Class 2, and it was Ron Beecroft's turn to set the pace in Class 3. Chris Tipping was nearly three seconds quicker than the next man, Chris Lord, the power of the special Capri showing to advantage, and in Class 6 — yes, you guessed — Tony Raylor again.

Far from exhausting the competitors, the afternoon's exertions seemed to have whetted their appetites for further activities, and the dinner dance at the Prince of Wales provided a further competition in producing the most athletic and acrobatic performance on the dance floor; there seemed also to be a determined effort by some to render their rivals physically incapacitated with slipped discs or sprung cartilages, and at least one contender appeared on the following morning with strapping



After sun, sand and dust on the World Cup Rally, Bob Bean found an English summer cloudburst much to his liking. Here he splashes round the Oliver's Mount triangle on Sunday.

(Photo: Tony Hodgetts)

to show for his endeavours. Most contented themselves with enjoying the meal, the music and the social scene, though David Naylor and Paul Adelman were working like Trojans at the filming of the party, from high and low viewpoints under the glare of a portable floodlight.

Proceedings re-started on Sunday at the relatively civilised hour of 1 p.m., which gave everyone a chance to enjoy the Scarborough air on the beach and have some lunch as well. But as the competitors assembled in the paddock of Oliver's Mount, dark clouds also began to gather, and ominous rumbles of thunder were heard from the direction of the town. The first few cars were in luck, and managed a dry run, then a cloudburst hit the Mount, and conditions became extremely slippery. In the poor visibility and with acceleration becoming a somewhat hit-and-miss affair, the consistent patterns of the previous day were lacking, save in class 6 where Tony Raylor retained his domination. Chris Leeper, Carl Davies, George Blades, Ken Hailstone and Mike Brown figured in the fastest times on the first two tests, and the spectators huddling beneath the dripping trees saw some pretty haphazard slithering on occasions. At the top of the hill, under the direction of the Treasurer, a rapid blind round the grass triangle restored the confidence of the leaders in classes 1 and 2, with Paul Swift's VW taking Class 4 and Chris Tipping Class 5, but disaster struck John Busfield, who broke his differential and retired.

On to Seacliffe, and here, as last year, the event suddenly changed. Gordon Chippindale, who had been holding a lead which looked secure, scored a washout, along with several others, which knocked him out of the running for outright honours and let Gerald Taylor through into the lead in Class 1. Chris Leeper was consolidating his second place in Class 2 with a number of fastest times, but without a major mistake, Philip Cooper was secure, and Alan Forrest was similarly securing second place in Class 4 with a neat and undramatic performance which left others to put up fastest times here and there but was always consistently among the quickest; in the end Paul Swift beat him by a figure of merit 0.4% better after 17 tests. Cass 5 fell to Chris Lord after a well judged performance, and Class 6 was Tony Raylor all the way, as the field returned first to the Oliver's Mount sites and then to Seacliffe, where Gordon Chippindale atoned for his previous lapse with a tremendous effort, over six seconds quicker than the next man in his class, which was just sufficient to lift him over the magic 95% and give him a Scarborough Cup — in gold this time.

Our thanks to all who put in so many hours on organising the event, and in particular for those gallant marshals who stayed at their post in the most horrible weather an English summer can provide. Spare also a thought for the results team, who were faced with the probability of having to disqualify a class winner for not handing in his card, who finally caught him by dint of leaping into the road as he drove past, and in spite of his denials made him turn out his car until he found the missing card under the back seat, and who did not stop twitching with tension until Monday morning; and they do it for fun!

Awards :

1st Overall Wilson Trophy — Tony Raylor 99.47
 2nd Overall Wood Cup — Philip Cooper 98.05
 3rd Overall Wilson O/C Cup—Gerald Taylor 97.57

Scarborough Cups :

Tony Raylor 99.47
 Philip Cooper 98.05
 Gerald Taylor 97.57
 Paul Swift 95.73
 Allan Forrest 95.33
 Chris Lord 95.41
 Gordon Chippindale 95.18

Ladies Cup :

Mrs. Myra Webster

Scarborough Plates :

Chris Leeper 94.50
 Carl Davis 92.84
 Peter McNeill 91.90

Team Award :

"Chips & Beans"
 Bob Bean, Gordon Chippindale,
 Philip Cooper

Club Awards :

De Lacy M.C. — P. Cooper
 N.H.M.C. — P. Swift

Navigational Exercise

There was a story going round at Harewood which sounds like one of the apocryphal Irish stories that are prevalent at the moment, but the teller vows that it is true that when the Leeds Irish club recently arranged a trip to Blackpool, the secretary carefully made the booking for a meal on the return journey — in Malton!

Competition Chatter

I have now drawn the conclusion that Centre Members are not interested in the Shell Motor Club League Competition. The effort which is always required to get a team of five people, from a membership of 1,000 was definitely proved a waste of time when we turned out a team of 2 competitors on the York Motor Club Autotests on 30th June.

This was an excellent event of the Scarborough Weekend type, with very good tests, and in very pleasant countryside. Despite the publicity given each month in this column, and the 'phone calls and chasing by Malcolm Rogerson, we were unable to field a full team. This is, therefore a final appeal to you all to contact Malcolm Rogerson or myself by writing or telephoning the Centre Office (Tel. : Leeds 38972) if you would like to be included in the Centre Team on any of the events listed below :-

August 11th	Autotests, Huddersfield.
August 25th	Hill Climb, Cadwell Park.
October 6th	Autocross, Huddersfield.
October 27th	Prod. Car Trial, Leeds Area.
November 10th	Autotests, Brighouse.

This list, plus an unspecified event during September is the remainder of the Calendar for the Shell Motor Club League this year. If the response to this appeal shows no improvement on previous efforts to raise teams, then I think we will see the regrettable state of affairs where the Premier Motor Club in the area is not represented in this very worthwhile competition.

And now for the good news! The Hill Climb at Harewood in the 7th July, saw all that is good in British Hill Climbing and saw the onward march of Mike MacDowel, who by taking F.T.D. in the Championship runs, took his points to 69 out of a possible 70. Mike and Roy Lane were in a class of their own at this meeting, and some hand timing round Farmhouse bend gave some interesting information. Consistently fastest round this corner was Mike MacDowel, with Roy equalling his time only once — on his second class run.

On the first class runs Roy was 0.7 sec. slower round Farmhouse, and according to another hand timer, 0.5 sec. slower round Quarry. His overall time for the run was however 1/100 sec. faster than Mike's. I have thought for a long time now that Roy's car is the quickest in a straight line on the hills today, and this information tends to confirm that thought. However, Harewood requires a unique combination of power, torque and handling, in addition to a top class driver, and Mike's Brabham-

Repco certainly seems to have the edge over Roy's McCrae in the handling department.

It was unfortunate that Sir Nick Williamson had his moment during the second Championship runs, as the resulting delay took the edge off Roy and Mike who were both sitting at the start all keyed-up, and ready to clobber Richard Thwaites' record. The delay had the inevitable effect however, and both drivers failed in their attempt.

ANNOUNCEMENT

Sir Nick Williamson wishes it to be known that there is no truth in the rumour that S.G.T., his entrants, are putting in a weekly standing order for a right/rear corner for the Marlyn now that it has been modified considerably on two successive weekends!

INVITATIONS

August 26th	Knowl Dale C.C. Baitings Dam Hill Climb.
August 18th	Darlington & District M.C. Croft Race Meeting.

Regulations, etc. available from Centre Office.

J.J.

BARCounter

We now have a husband and wife team of time-keepers, for June Marsden and David Scatchard spent Saturday, June 29th in getting themselves spliced in the presence of a goodly number of Centre members and managed to make the society wedding page of the Yorkshire Post with a very handsome picture. It seems as though with a bit of luck we can look forward to a continuance of the Scatchard domination of the Castrol quiz into the 21st century, now, Best wishes from us all.

Congratulations also to Peter Griffin, member of the Centre and also of the national Competition committees and gauleiter of the Dalby Forest, on his appointment as managing director of Carter and Parker, better known to saloon car racers as "Wendy Wools".

One of our members who is noted for his efforts in the cause of race relations employs as his contribution a fair number of workers from the mystic East, mostly emanating from Pakistan, but recently went all inscrutable and took on a gentleman who hailed from Japan. Very soon he was accosted by the spokesman for the regulars:

"Excuse, please, Sir, why are you employing foreigners" ?

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JULY CLUB NIGHT

4th JULY, 1974

After a most unpromising day, the combined driving test and working party were fortunate to have chosen a fine mild evening for their activities, which gave both the competitive side under the direction of Bob Soper and Tony Riall and the pick and shovel brigade under the command of Tony Bancroft a nice convivial way of working up a thirst. Both parts of the evening had a pretty good turnout of supporters, and the total gathering, added together, must have been one of the largest attendances at a club night for some time. This seems to indicate that we have some who turn out to work, and some who turn out for sport, and a few who turn out for either; but one crew doesn't come for the other's game. Be that as it may, the experiment was successful, and neither activity detracted from the other.

The driving tests were well conceived, and managed to use both smooth grass and cunningly contrived variations of the surfaced roads. The usual driving test experts demonstrated their skills, and a few unfamiliar faces appeared as well. Malcolm Rogerson's traditional cloud of burning rubber was on this occasion matched by brother Peter, who looked at one point as though he was going to be the first to sample the retaining properties of the new fence, and Tim Smith's Sunbeam Tiger looked as though it and its new master still had not come to a decision as to who was in charge ("Whose finger is on the Tigger"?) Some of the entry seemed to find the unusual combination of tests of manoeuvrability and changing gradients of some severity rather hard to master, and it would probably be true to say that the organisers managed to compress into a relatively small space a great deal more variety than is normally possible even on an event like the Scarborough which covers a lot of ground.

The less glamorous side of the evening in fact quite enjoyed themselves, and managed to dig in some new cables to the start, clear the ditch on the straight of stones, and make other small but helpful contributions towards the preparation of the course for the Championship meeting. Unfortunately, one helpful soul decided that the safest place for the cows which were wandering at the top of the hill was the paddock, and there he shepherded them; no doubt the views of the besmirched competitors will later be made known on cattle in general, and over-enthusiastic amateur cowherds in particular.

RESULTS :

Class 1.

1. G. F. Chippindale (Mini 1275 GT) 171.2
2. G. D. Taylor (Mini 1275 GT) 174.8

Class 2.

1. H. C. Mason (1300 GT) 203.8
2. A. Page (Opel Kadett) 212.0
3. D. Easthope (Escort 1100) 213.8
4. P. Adelman (Escort Sport) 217.4
5. L. G. Bentley (Fiat 500) 220.6
6. M. M. Rogerson (Rover 3500 S) 230.4

Class 3.

1. A. Forrest (Ford RS 2000) 200.4
2. D. Hanley (Escort T.C.) 205.8
3. S. Clark (Escort Mexico) 212.6

Class 4.

1. I. K. Hardy (M.G. B) 200.4
2. D. Townsend (Midget) 202.6
3. A. J. Armitage (TR 6) 210.8
4. D. Armstrong (M.G. B) 219.2
5. P. Rogerson (Reliant Scimitar) 225.6
6. S. Thomson (M.G. B) 235.4
7. T. Smith (Sunbeam Tiger) 267.2

Awards

G. F. Chippindale, H. C. Mason, A. Forrest,
I. K. Hardy.

AUGUST CIRCULAR

Our Printers are on holiday

in August, as also is your Editor.

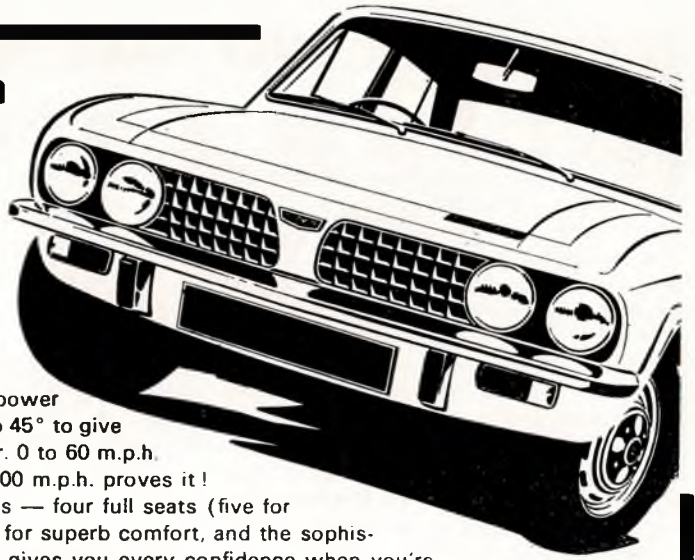
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August issue in the Editor's

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1974 CASTROL/BARC HILLCLIMB CHAMPIONSHIP

Seven rounds of the Championship are now completed and the leaders will be starting to discard marks in future rounds, so we can expect some changes in the top part of the Position Table in the future as other people catch up with their quota of scoring rounds.

After seven rounds the flying Flather still heads the table with Peter Voigt now in second spot and Alan Cox and Russ Ward in hot pursuit. Expect a big move up from fifth man Nick Porter as he still

has a round to go before he starts to drop points and a Maximum of 10 in his next round would bring him to within a mark of Mike Flather's total at present. In the F.T.D. Awards series Roy Lane, now in cracking form, takes over top spot from Chris Cramer with David Franklin shooting up into third place.

Now the current positions in the Championship :-

	Class	Home Town	Events	Marks
1. Mike Flather (B.L. Aldon Cooper)	1	Droitwich	7	62-25
Low Scores — 6-96, 8-58, 8-83, 8-20, 9-69, 10-00				
2. Peter Voigt (Voigt Renwick Special Mk. 1)	15a	Haywards Heath	7	53-09
Low Scores — 2-19, 5-08, 5-89, 9-93, 10-00, 10-00				
3. Alan Cox (B.L. Cooper S)	4	Churchdown, Glos.	7	52-06
Low Scores — 6-26, 6-52, 7-25, 7-66, 7-70, 7-70				
4. Russ Ward (Aldon Healey Sprite)	9	Cheltenham	7	51-81
Low Scores — 4-13, 5-64, 7-01, 7-97, 8-56, 9-08				
5. Nicky Porter (B.L. Cooper S)	2	West Auckland	6	52-59
Low Scores — 7-90, 8-06, 8-08, 8-36, 9-19				
6. Mervyn Bartram (Moss Tyres Special)	11	York	7	44-60
Low Scores — 3-73, 5-41, 6-05, 6-10, 6-40, 6-91				
7. David Franklin (Huntsman Ensign LNF573 Ford)	16	Portbury, Bristol	5	41-05
Low Scores — 5-81, 7-95, 8-84, 8-78				
8. Richard Fry (B.L. Cooper S)	5	Combe Down, Bath	6	36-61
Low Scores — 2-79, 5-37, 5-74, 6-78, 7-21				
9. John Barrett (Theta 002 Ford)	12	Hazel Grove, Ches.	5	34-67
Low Scores — 5-19, 5-84, 6-77, 7-21				
10. Chris Cramer (Grunhalle Lager March)	17	Pagenhill, Stroud	6	33-96
Low Scores — 4-09, 5-32, 5-06, 5-80, 5-80				

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Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date	Events and Status	Centre Competitions
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 Autotests (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, Windmill Hotel, Seacroft	
October 3	Club Night Social Event	
6	"Greenwood Cup" Production Car Trial (CJ)	PKCA
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-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.

Correspondence

To the Editor.

Dear Sir,

May I ask that through your columns, I be accorded the opportunity to express the sincere thanks of my colleagues and myself to the Yorkshire Centre members for their advice, support and help so generously given in the Leeds to London Economy Car Run (April 1974), which was a tremendous success and realised the final sum of £2,300. Together with an extra word of appreciation to David Easthope and John English, without whose help and encouragement it would have been impossible to undertake such an event.

When I first thought of a fund-raising event of this scale, the ones to whom I first turned for advice were of course my valued friends at the Yorkshire Centre (don't forget I am your Toastmaster at your Annual Dinners). Little did I realise what I was letting myself in for. David and John

entered into the spirit of the event wholeheartedly and took a terrific burden from my shoulders. Then the good natured battles and arguments really began. Eventually agreement was reached and the event became a reality. To say we did not have any worries would be the understatement of the year, and your members will notice at the dinner this year I am distinctly grey. But all's well that ends well — and the event and money realised proved its success.

I would not dare embarrass your members by mentioning by name the many acts of kindness and generosity so kindly displayed, but trust you will, ladies and gentlemen of the Yorkshire Centre, accept on behalf of the men, women and children in the North East Region who suffer from this handicap, a very sincere and grateful THANK YOU!

Yours sincerely,

Vic Haydon,

F.Inst.T.G.B., M.T.M.C.F. Appeals Officer-North, to B.E.A.

Vice President, Inst. of Toastmasters of Gt. Britain.

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