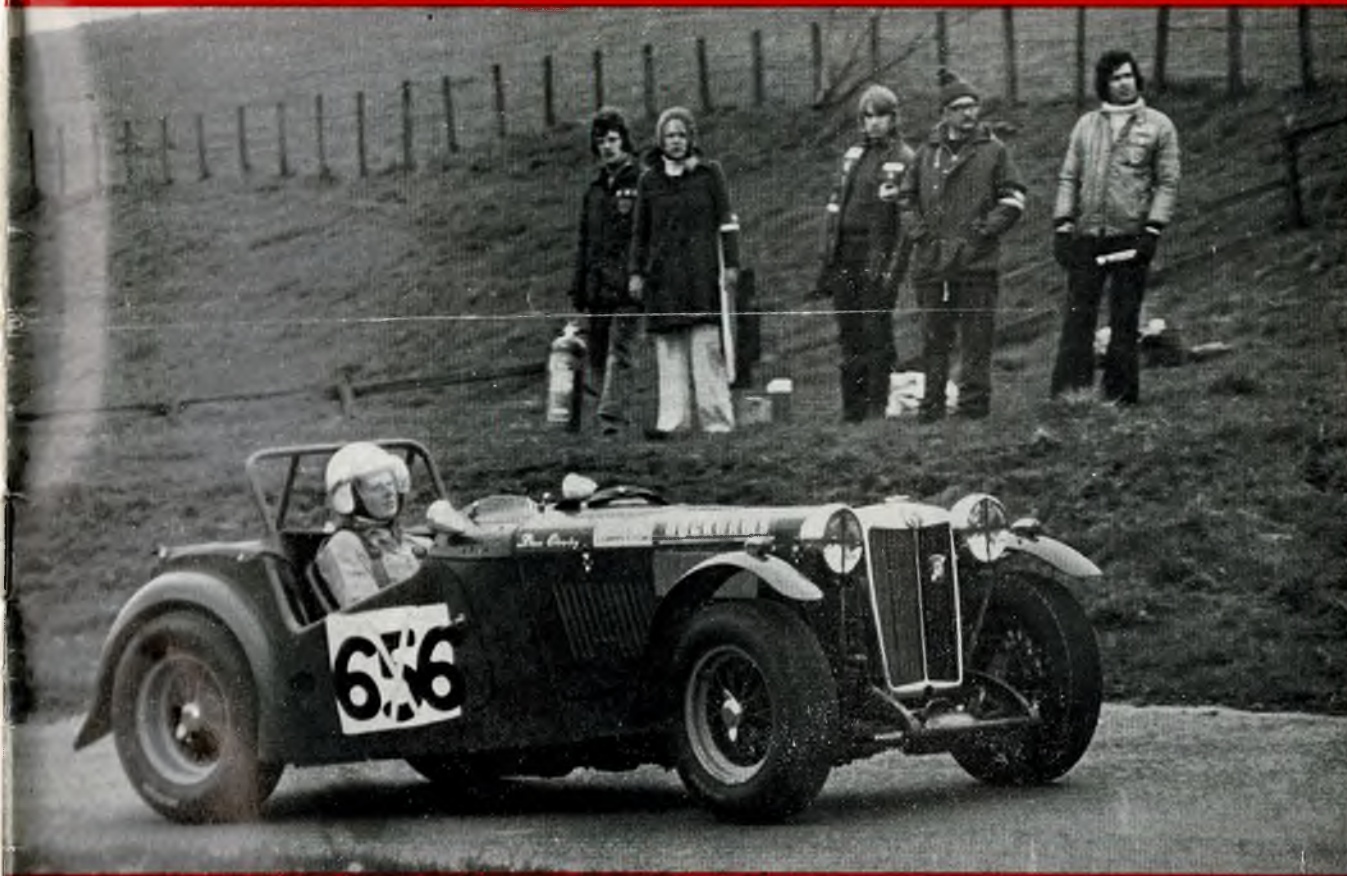




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YORKSHIRE CENTRE CIRCULAR

PUBLISHED MONTHLY

TWENTIETH YEAR No. 227

AUGUST **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

Mary Clewley brings her husband's rapid M.G.
"T.C." round Orchard Corner at Harewood.

(Photo: Tony Hodgetts)

Forthcoming Events

Club Night Grass Autotest — 5th September, 1974

After predicting last month that this was to be an autotest, I now find that the plot has changed again, by popular demand, to a Grass Autotest. Dennis Townsend is the mastermind this time, and has arranged for the start to be at 6-30 p.m., as the nights will be drawing in by then, at John Busfield's field at Wills Gill, entrance off Queensway, 50 yards from Busfield's mill in the centre of Guiseley.

A non-damaging course is promised, and the finish festivities will be at Low Hall, Horsforth (Map Reference 96/223375).

The Harewood Barbecue — 6th September, 1974

It is with regret that your committee has been obliged to cancel the Barbecue Dance that was to be held at Stockton Farm, Harewood on Friday, 6th September. Notwithstanding all the efforts of the organisers, there appears to be an air of apathy on the part of you, the members. Tickets were not selling quickly, and in view of the large cost involved in running a function of this kind it seemed that a heavy loss would be incurred by the club, which your committee felt they could not permit.

Members' attention is drawn to the Hillclimb Dinner-Dance which will take place at the Windmill Hotel, Seacroft, on Saturday, 28th September. Tickets are available at £2.50 for the Dinner-Dance, and 50p for the Dance only from Jan at the Centre Office.

Croft End of Season Race Meeting 8th September, 1974

The last of our racing season's events takes place at Croft at the usual starting time for practice of 12 noon, and contains a selection of events for all tastes with the additional attraction of a special race for "T"-type M.G.'s. A full grid for this is likely, as some hard "selling" has been done to attract a good entry, so while the lap record is unlikely to be in danger, there should be some good racing between those now historic cars. For the rest of the entry, the various championships are nearing their climaxes, and it will be about the last chance to gain points, so there should be a good turnout of the leading contenders.

The Cricket Match — 21st September, 1974

The cricket match with Y.S.C.C. will take place at Upper Rook Hall, Norwood Green, Near Halifax, at 2-00 p.m. on 21st September.

Castrol/BARC Hillclimb Championship Final 28/29th September, 1974

The championship scene moves once more to Harewood as the last round in the 1974 competition comes into sight. Practice is on the Saturday, and the event on Sunday, September 29th.

Hillclimb Dance, Windmill Hotel, Seacroft 28th September, 1974

As previously mentioned, the venue for the Hillclimb Dance, which has by now become something of an institution necessary for the proper termination of the hillclimbing season, has been changed. The social centre for the final fling will be at the Windmill Hotel, Mill Green View, Seacroft. Leeds LS14 5QP, which is at the junction of the main Leeds—York road and the Leeds Ring Road: you can't miss it, just look for the old windmill. Social Secretary Chippy Stross has arranged a dinner-dance for £2.50 plus VAT per head, with the Simon Peters Discotheque providing the music. Chippy is very anxious for a good turn-out of diners, as he has negotiated the special rates on the basis that 150 people will want to eat, and he fears for his waitline if he has to consume all those dinners.

For those who have come some distance and want to stay the night, there are single rooms for £4 and twin rooms for £6 bed and breakfast, all rooms with bath and TV.

The Greenwood Trophy Production Car Trial 6th October, 1974

Well in advance of the event, we can publish quite a few helpful details about the traditional round-off of our competitive season, the "Greenwood" (thanks to Josephine Lee for being so organised so far ahead). The start will be at the Spread Eagle in Darrington, just off the A.1, at map reference 103/484177, at 10-30 on October 6th; scrutineering will be at 10 a.m. The event will take place on a site between Darrington and Wentbridge, with a lunch halt at the Spread Eagle where sandwiches will be available, and the finish will be at the Selby Fork Motel, where catering will also be provided. The event is a closed joint promotion between ourselves and the Y.S.C.C., and the entry fee is £2.00, team entries costing a further 75p.

Somehow or other your editor has been conned into acting as chief marshal, so everyone who is not competing will be expected on parade at 9-45 at the Spread Eagle, ready to officiate in some capacity. Please let me know you're coming, preferably by letter; I look forward to hearing from you!

Additional Event

The Centre is co-promoting with the Ilkley and District M.C. on their Production Car Trial on 15th September. The start is in Ilkley at about 10-30 a.m. It is a family type of event in the Bolton Abbey area and is going to be run on standard tyre pressures.

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THE R.A.C. CHAMPIONSHIP HILLCLIMB

HAREWOOD — 7th JULY, 1974

The July hillclimb meeting at Harewood marked the return of our friends from Shell to our midst, for they have been sadly missing as part of the aftermath of last winter's fuel flap; to greet them was an even bigger entry than usual, with all the principal championship contenders on parade to try to add a few points to their total. Before the meeting, Mike MacDowel was holding on to his number one spot, with Roy Lane, Sir Nicholas Williamson and Chris Cramer chasing hard behind him.

Practice opened in dull weather with a gale force wind blowing up the straight, which is not really conducive to spectacular times. However, before very long Peter Voigt lopped two seconds from the previous record for Class 15a — up to 500 c.c. racing cars — which indicated that although the cows had been busy with the paddock the course was in fairly reasonable condition. Not everyone found it easy; Roy Greenwood and Maurice Starbuck both spun on the final part of Quarry, and Graham Ashley Smith investigated the gravel at the same point and was heard to remark that he preferred it to Armco for stopping. Simon Clark also found some difficulty with the same corner, and even Mike MacDowel was well up the flagstones by the finish line in recording his second, sub-forty second, run. Others found Orchard to be in tricky form, notably Tony Bancroft, whose McLaren went straight on, apparently affected by a bent wing which someone had leaned on at the start; Ian Curtis spun his Mallock and stalled to his obvious annoyance as he called the car one very rude word as he came to rest.

Alex Brown looked very determined as he got to grips with the Palliser, as also (as ever) did Sir Nick Williamson and David Good, whose immaculate red S.G.T. sponsored cars sounded very crisp beside the deeper-throated Repcos and Chevrolets.

At the end of the second practice runs there were two sub-40 second times on record, and Peter Voigt had taken another swipe at the 500 c.c. class record, this time trimming it by $3\frac{1}{2}$ seconds to 45.40 secs. in a run that looked really quick all the way, and sounded incredible. The yowl of the little motor prompted one small spectator to ask his dad whether Peter had put another wasp in the engine to give it more power! Roy Lane had done particularly well to record a good time, as on his first run he took a large chunk out of his third gear; which he uses for starting, and came to a halt at Country; after that the Lane corner of the

paddock became a hive of activity as the gearbox was stripped down for repair, but the efforts were obviously worth while, resulting in a good second run.

Sunday morning's practice session saw John Cussins really flying with the Repco Brabham BT 35X he was sharing with Malcolm Dungworth, producing first a 40.10 second run, then 39.86 to give him the second fastest practice time to date. Chris Seaman was also flying — up the gravel at Quarry to finish perched on the bank in a very evil frame of mind. In a different sort of trouble was Ken Ayers, who was having difficulty in starting the clocks as a result of a dragging clutch coupled with an oddly-shaped timing strut which between them ensured that he kept getting into the timing beam before the green light went on.

In spite of the predictions that the rain which was falling to both West and East of Harewood would shortly meet in the middle, the meeting started in bright sunshine, with a rather smaller crowd of spectators than we hope for, probably as a result of the coincidence of the World Cup Final on "telly". There was soon a dash of misfortune, for Peter Voigt's little special, now sleek in a coat of red paint, sheared a drive shaft and toured gently to the top of the hill. In class 1 Roy Greenwood was red-flagged on his first run, didn't start the clocks on his second, then finally got it all right to go into a commanding lead, which he later improved slightly on his second run. Class 2 was Nicky Porter all the way, with a storming second run which broke his own class record and left it at 47.06 secs.

Class 3 fell to Peter Ormerod's violent green Escort RS 1600 with a best run of 46.33 secs., which is 0.23 seconds over Richard White's class record, with Brian Walker's pale lilac Escort (colourful class this one) next up with 48.60 secs. Simon Clark seemed to have learned the way round Quarry, to record the best Mexico time. Alan Cox took Class 4 with a time of 47.24 secs, just ahead of Peter Riley's Imp with a best run of 47.61 secs. Class 5 saw Mike Newman pip Jim Thomson's Firenza, which seemed to be afflicted with a misfire at high revs, to place his Viva G.T. first with a time of 45.33 secs.

Mike Gleave's Sprite came out on top of Class 6, ahead of Mick Merrills' similar car, with the occasion also marking the return of Sonia Barnes to Harewood for the first time after her accident. Class 7 went to Guy Brooker's Elan from Ronnie Craik's Elan Sprint and Loll Ryan's Morgan Family

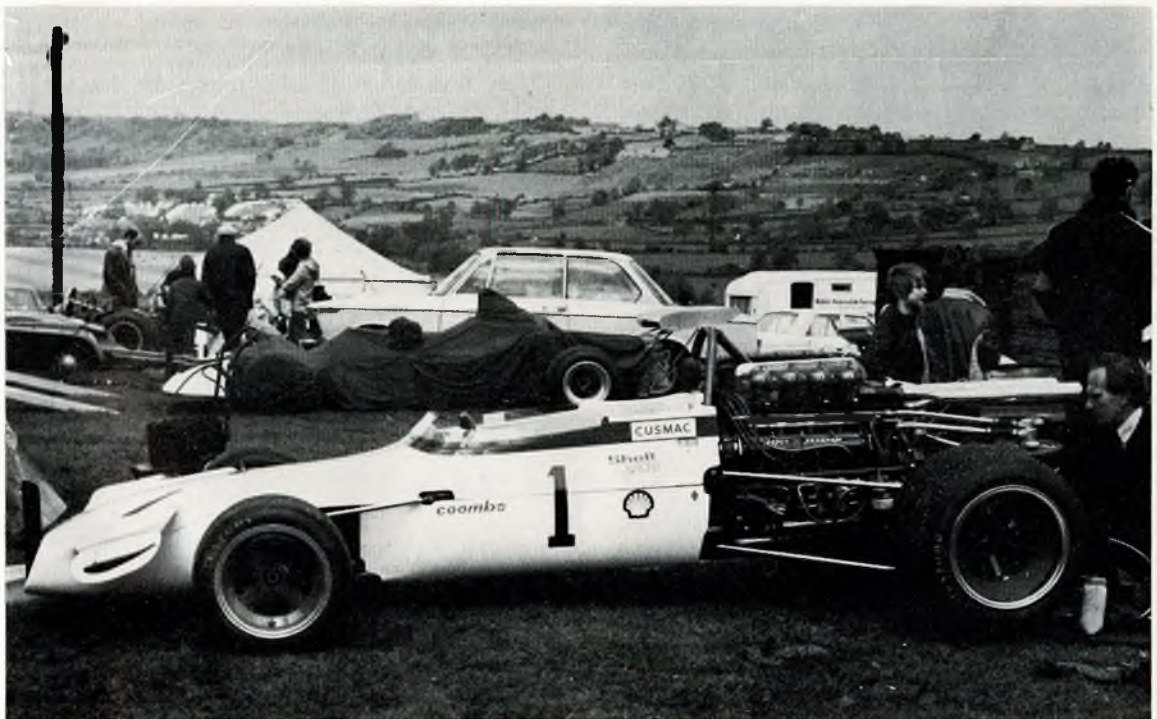
Four, and the larger Marque class fell to Malcolm Trehwitt's M.G. C by a comfortable margin from Philip Fay's Morgan plus 8. Class 9 started with a very close set of times with John Bury, Chris Seaman, Norman Galbraith and Russ Ward within 0.3 seconds of each other after Norman Galbraith had been red-flagged on his first run as a result of some gravel-spreading by Peter Davey. He couldn't push the yellow Ginetta up any faster, though, and had to leave second place to Chris Seaman in 46.38 secs, his best time of the season, behind him John Bury's Midget with 46.11 secs.

Fred Cliffe held a secure lead in Class 10 with his "E" Type Jaguar, with John Walker just managing to hold off a late challenge from Paul Wilson's Elan. After the first runs in class 11, Marvyn Bartram was in the lead from Joe Ward's mark 5 Ward-Ford by 0.3 secs. but on the second runs George Whittingham managed to knock three-quarters of a second from his first time to jump up into second place. Class 12, the first sports-racing class, featured a close competition between John Barrett's Theta, which is short, looks twitchy, but is very quick, and Terry Sims' two-seater Terrapin (ex-Chris Cramer) which looks very steady and

smooth, but wasn't quite as quick on this occasion. John took the class with a best run of 43.70 to Terry's 44.23. The second sports-racing class fell to Martyn Griffiths after a very smooth run of 42.93 secs.

Philip Scragg won the large sports-racing class, but not without a certain amount of drama, as he only led by 0.19 secs after the first runs, and had to tour gently to the top on his second; but John Cleland was unable to improve on his first time. George Tatham managed to push the big McLaren into third place on his second run, but was then displaced again by "Chippy" Stross who lopped just enough from his first time to get back into his previous place.

The 500 c.c. class fell on the first runs to Barry Brant, who broke the class record in his Triumph engined Mark 10 Cooper, but then came Peter Voigt's second run, when, with the sheared drive coupling "bodged" with a Woodruffe key he fairly hurled the little car up the hill to finish in the gravel just over the finish line, undamaged and triumphant, having taken 4.01 seconds off the class record which now stands at 44.84 seconds. Class 15 also had more than its fair share of drama, for John



A spot of fettling in the paddock for Mike MacDowel's Brabham-Repco.

(Photo : Tony Hodgetts)

Crowson, leading the class by only 0.03 secs. from Alan Richards, was first red-flagged when his mate spun on the finishing line, then on his re-run was stopped again because Alan Staniforth spun his new Terrapin at Quarry, and finally made it to secure the class from the Gryphon by 0.37 seconds.

On the first runs in class 16, Ken McMaster's G.R.D. led from Doug Thomson's similar car by 0.07 secs., both of them being inside the class records; on the second runs, Ken didn't manage to improve his time, but after failing to start the clock and taking a further run Doug fairly blasted his way to the top, to record 40.10 secs. to take the class and the class record. It was good to see Mike Allan back, looking as cheerful as ever, after his shunt at the previous meeting; I hope he noticed that the workers had cleared the ditch in case anyone else went into it!

John McCartney opened the class for big racing cars with the immaculate green Cooper 79 which has quite a history, being the car with which John Love won the 1967 South African Grand Prix; John Buck locked up his formidable Terrapin V8 and slid off at Quarry, causing the red flag to stop Reg Phillips whose later re-run was his better time. Alister Douglas Osborne managed 40.18 which was later equalled by Richard Shardlow, and Alex Brown failed to start the clock on his first run, later getting down to 40.99. Tony Bancroft went well to record 40.31, and David Good turned in 40.40 after a very determined effort which used up all the road at the exit of Farmhouse. John Cussins used even more road plus a few bits of grass, and managed the very good time of 40.02, following which Tony Griffiths looked quite sedate with his 42.95 Roy Lane then put in a really storming run, which looked as though the aerodynamic tweaking to remove a bit of understeer had really paid off, and set the target at 39.18 secs., which neither Sir Nicholas Williamson nor Mike MacDowel could quite match, with 39.47 and 39.24 respectively.

When the second runs came, the times came down with a run; Tony Bancroft made his best time ever with 39.61 secs, Richard Shardlow and David Good both got below 40 seconds as also did Chris Cramer. Then Roy Lane knocked a bit more off his time to put up a clear fastest time of day with 39.09 secs. which left him securely in the lead.

The top ten assembled at the end of the meeting with everyone's appetite whetted for some record-breaking, and sure enough all the ten were trying very hard. Alister Douglas Osborne managed to trim a little more from his previous best with 41.04, but Doug Thomson could not match his class-record run. John Cussins, getting more confident and controlled, brought his time down to 40.00,

but David Good went Autocrossing at Farmhouse. Richard Shardlow, Tony Bancroft and Nick Williamson were all a little slower, and we wondered whether the course had deteriorated in any way, but then Mike MacDowel demonstrated that it had not with an immaculate run in 38.59 seconds, only 0.12 seconds outside the course record. Roy Lane could not quite match this, and, puffing little clouds of smoke as he put the power on out of the corners, recorded 38.68.

By this time the tension was pretty high, and when John Cussins knocked over half a second from his previous best time it seemed certain that a new record was on the way. Then, on his second run, Sir Nick swung the red Marlyn into Willow very fast, and suddenly the tail flicked out, and the car shot off backwards, still rotating, into the hedge, damaging the wing and the rear suspension before demolishing the hedge and safety fence. It took ten minutes to drag the car from the hedge, and another ten minutes to repair the safety fence to protect the cars from the waiting ditch; and the "fire" went out. The two cars at the start cooled down their engines and tyres, and although Mike and Roy put all their skill to work, it was obvious that we'd see no record that day; so the first run times were quickest and Mike MacDowel added another top score to his tally, with Roy Lane 0.09 secs. behind.

Joe Broadhurst of Shell presented the prizes, and thanked everyone who had competed, marshalled, or come to watch. We in our turn thank our friends from Shell for their part in the proceedings, and look back on what, up to two minutes from the end, was the nearest thing to a perfect hill climb we have run for many a day.

AWARDS

F.T.D. "The Double Twelve Trophy" —	Mike MacDowel 38.59
2nd F.T.D.	Roy Lane 38.68
3rd F.T.D.	Sir Nick Williamson 39.47 (Ag. 119.29)
4th F.T.D.	John Cussins 39.47 (Ag. 119.49)
Ladies Award	Diana McMaster 50.24

R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP

Position after Seven Rounds

Posn.	Events	Points
1. Mike MacDowel	7	69
2. Roy Lane	7	53
3. Sir Nick Williamson	6	43
4. Chris Cramer	6	41
5. John Cussins	5	33

1975 Hill Climbs

The proposed fixture list for 1975 is just out, and may be of interest to competitors — please note that the dates are provisional.

Sun 23 Mar	Castle Howard (R) YSCC
Sun 30 Mar	Easter Sunday
Mon 31 Mar	Loton Park* (N) R H&DLCC
<u>Sun 6 Apr</u>	Prescott* (R) B BOC
Sat 12 Apr	Wiscombe (R) AMOC
Sun 13 Apr	Wiscombe (N) AMOC (Cl of Ch.)
<u>Sun 20 Apr</u>	Harewood* (N) B BARC (Y)
<u>Sun 27 Apr</u>	Pontypool (R) B BARC (SWa)
Sun 4 May	Prescott* (N) R BOC
<u>Sun 11 May</u>	Gurston Down* B BARC (SW)
Sun 18 May	Wiscombe* (N) R WH&D AMOC
Sun 25 May	S.B.H. Sunday — Clear
Sat 31 May	Barbon Manor (N) R WMC
<u>Sun 1 Jun</u>	Loton Park (R) B H&DLCC
Sun 8 Jun	Shelsley* (N) R MAC
Sun 15 Jun	Penrice* (N) SMC (Alcoa)
Sun 22 Jun	Doone* (N) R LMC
Sat 28 Jun	Shelsley (R) MAC (Vintage)
<u>Sun 29 Jul</u>	Scammonden* (N) B HMC
Sun 29 Jul	Fintray* (N) AMC
Sun 29 Jul	Shelsley (R) MAC
Sun 6 Jul	Harewood* (N) R BARC (Y)
Sun 6 Jul	Prescott* (R) BOC (Classic)
Sun 13 Jul	Pontypool* (N) R BARC (SWa)
<u>Sun 20 Jul</u>	Gurston Down* (R) B BARC (SW)
Thu 24 Jul	Bouley Bay (N) R JMC&CC
Sat 26 Jul	Val des Terres (N) R GMC
Sun 27 Jul	Vacant
<u>Sun 3 Aug</u>	Harewood (C) B BARC (Y)
Sat 9 Aug	Great Auclum (N) R H&BMC
<u>Sun 10 Aug</u>	Pontypool* (R) B BARC (SWa)
Sun 10 Aug	Prescott (C) VSCC
Sun 17 Aug	Shelsley* (N) R MAC
<u>Sun 24 Aug</u>	Cadwell Park (R) B S&HMC
Mon 25 Aug	Gurston Down* (N) R BARC (SW)
<u>Sun 31 Aug</u>	Loton Park* (R) B H&DLCC
Sun 7 Sep	Prescott* (N) R BOC
<u>Sun 14 Sep</u>	Wiscombe (R) B BARC (B&B)
Sat 13 Sep	Craigantlet (N) R UAC
Sun 21 Sep	Doone* (N) R LMC
Sun 21 Sep	Pontypool (R) BARC (SWa)
<u>Sun 28 Sep</u>	Harewood* (N) B BARC (Y)
Sun 5 Oct	Gurston Down (R) BARC (SW)
Sun 12 Oct	Castle Howard (R) YSCC

* = Practice day on day before.

B = BARC Hill Climb Championship.

R = RAC British Hill Climb Championship

The Birds' Event

At 7 p.m. on August 1st, the gypsy encampment on Middleton Broom was disturbed by the arrival of a motley collection of marshals and competitors for the annual trial of liberated strength when the female adherents (and commanders) of the Centre members show that they can do it better than the men. After a week of rain, they produced a glorious summer evening, which must prove something; and with the assistance of the local constabulary, in case the gypsies got "stroppey", and a large gathering of unruly children, the ladies showed their paces. The first test, a "wobble-wobble" and reverse, under the guidance of Harry and Barbara Mason, served to remind them that the regulars speed up the tickover for driving tests, and some frantic work with nail files on throttle stops was in evidence after a few had stalled. Carol Hardy recorded fastest time in the MG B. Further down the lane, Ian Hardy and Tim Smith presided over a "scissors" on a descent, and here, after Jan Walker had managed to overshoot the finish line by ten wheel-locked yards, Janet Kitching put up best time.

Joyce Shaw found the next test, a complicated forward and reverse on loose shale followed by a blind down a loosely-surfaced track, with a double and made fastest time. The fourth test featured a blind down a loosely-surfaced track, with a double garage entry and blind back to finish on Martin Frost's feet if you were lucky, and again Janet Kitching set fastest time. Finally, the tracks of tests three and four were combined to make test five, a long and complicated affair which would have tested the skill of the regular male competitors present, and Christine Rathmell produced a very neat run to head Janet Kitching and the potent Escort of Susan Beecroft by two whole seconds. The gathering then transferred to Morley Rugby Club to discuss how they fared; Chris Tipping took the business of being driven by a lady very seriously, and donned a crash helmet for the trip, after remarking that just finding the site was a difficult enough task for a club night. The rather unusual attire later attracted the attention of the arm and majesty of the law; fortunately they contented themselves with giving Jan some good advice as to what to do with young gentlemen who affect eccentric attire late at night. The ladies were all duly grateful to Malcolm Rogerson for the organisation of the event and to Gordon Chippindale for acting as Chief Marshal; your male chauvinist pig-type editor will try to produce a decent picture for the next issue to do them justice.

(Continued on page 18)

AN ARTICLE WORTH PRESERVING

by Alastair Naylor

I sometimes wonder what inspired me back in the mid 60's to start playing around with four-wheeled vehicles, particularly the T Series Midgets. It was supposed to be just a hobby and now look what has happened! Several years later the T Types have not only taken this country but the world by storm in all sorts of aspects and I am now brainwashed into being a dedicated T Type fanatic; and indeed I should be as it is my livelihood.

I have been asked by our dear editor to put pen to paper and generally enlighten you all a little bit about my firm's activities in maintaining these vehicles, and the other aspects of the T Type fraternity in general. The days of the T Type being regarded as an old banger have long since passed. Without much doubt they are now recognised with the earlier overhead cam Midgets as true classic cars and are now becoming a valuable collectors item which in this day and age are appreciating at an extremely fast rate. Who would have thought the TF Midget, produced in 1955 (approximately 9,600 built) for around the £600 mark, nineteen years later in pristine condition are now fetching over £3000; in fact at this present time there is one for sale at £4,500 — it makes you think doesn't it!

For some reason or another the TF seems to be the most sought after of the MG range, possibly because (in my opinion) it has the most character over and above the others — not everybody will agree. Even the earlier TC and TD models are also commanding prices in the £2000 plus region; where will it end? I cannot give an answer. Certainly the way the trend is going, if one has any aspirations to acquire a T Type or even restore one's present machine, now is the time to do something about it before prices get out of all proportions. Without doubt the asking prices of some vehicles are exorbitant in relation to the condition and the true value of the vehicle in question. Why is the T Type so popular? Forget the above points with regards to investment for a minute, what have these vehicles got in preference to the modern jalopies? There must be some fatal fascination somewhere. Could it be general nostalgia — they were the sports car of the day when some of us were at school; is it the character appeal — the way one has to fight with the steering wheel, to take a corner fast knowing one could end up in a ditch the other side of the road, the excitement of the engine fumes whirling around the cockpit, the half shafts that clunk on take off, the beautiful comforts of the interior, the windscreen wipers that only work when the sun is shining or even the

door that will decide to open when overtaking; perhaps it is in the imagination of sitting at the wheel with the windscreen flat with one's goggles and ear muffler, dreaming of racing round Brooklands? Whatever it may be there is some appeal over and above the modern comforts of today's motorcars. However, there is one disadvantage, certainly they are not a courting vehicle!

So where do we as a firm fit into the MG picture? A considerable number of people are already aware of our activities, are conversant with our finished product and are aware that our main objective is to cater for the needs of all T Type owners in assisting to keep them still running, but more so now to carry out extensive restoration work on the vehicles to bring them to superb condition; in some respects better than when they were originally produced, as the number of cars restored is minimal in comparison to the original quantity production. Apart from carrying extensive stocks of spares still available, we are becoming more and more heavily involved with regard to remanufacture of components, to original specifications I might add, such as tappets, camshafts, crown wheel and pinion sets, wire wheel hubs, to name a few major items; and of course a lot of incidental components; but our big speciality in manufacturing are new timber body frames for which a tremendous amount of development was involved and time spent in first of all making the drawings, then the jigs and then of course the components themselves. Only recently our range has been extended to cater for the earlier TA and TB models to add to the TC, TD and TF models either in individual timber form or in complete panelled form in which the only way we diversify from original is that the new frames are all skinned in aluminium, an easy material to work with and of course corrosion is cut down to the minimum. Production of these at the present time cannot keep up with the demand; approximately one frame is built per week as against two being sold in the same period. They can either be supplied in panelled form or uncovered, with or without doors, it depends on the customer's requirements but it certainly is not economical for us to recondition old frames.

Let us take an MG TF which comes into us in average condition for a major restoration and see what happens to it during the next twelve months which is the general time period allocated for the work to be carried out. First of all work normally commences after a general discussion with the

client as to whether it is to be restored as original, additional extras are to be fitted, colour schemes, external and interior trim, any information supplied which could be useful during restoration and finances available. The vehicle then is completely dismantled; invariably during this process it will be found that some of the interior trim panels which appeared to be sound, when disturbed fall apart in one's hands and it has been known that what appeared to be a reasonably sound body which underwent this process, having removed all the external wings and running boards, the body frame itself literally collapsed of its own accord on to the poor unsuspecting mechanic removing the exhaust system underneath! It is during this process that all the hidden problems, invisible to the naked eye when complete, come to light and sometimes one wonders whether the vehicle will ever go back together. When we say strip, dismantled, we mean it, right down to the last nut and bolt to absolutely a bare chassis frame (modern cars do not have chassis like TFs). The chassis is then checked for alignment (invariably there is some distortion somewhere) shot blasted thoroughly and metal sprayed, which acts as an anti-corrosive, and then painted with two coats of industrial black paint. The front and rear suspensions are completely dismantled, every component checked for wear, where possible all new parts are fitted, such as wheel cylinders, brake shoes, oil seals, all brake pipes, brake hoses, suspension rubber bushes, swivel pin heads, etc., the shock absorbers are sent away for overhauling. If a component is worn and new ones are not available, one has to turn to the local engineer to either recondition the particular component or specifically make new ones. All individual spring pans are shotblasted alike to the chassis, primed and painted accordingly, the back axle units are stripped and checked over and re-set up as necessary by a further outside organisation — hence the delays are already starting. It may be a week or two before the shock absorbers are returned, a new crown wheel and pinion may be required that is not available, so a source of supply has to be found. In other words one really has to plan in advance after dismantling the vehicle what is going to need replacing or reconditioning, what time factor will be involved for components not available, generally organise and sift over every aspect of the vehicle so that all the reconditioned and new parts required which are not in stock at the time of restoration will be available at the appropriate time of rebuilding as required. This applies to the engine and gearbox; after some weeks one will be in a position to rebuild the rolling chassis. The body frame is discarded and a new one fitted. Existing external body compo-

nents such as wings, bonnet parts, are paint stripped, corroded sections cut out, new sections let in and then they are primed, the petrol tank is reconditioned, the running boards and rear apron replaced with new which is more economical than reconditioning. The first assembly stage is then carried out with the new body frame and all the external components, appropriate new location points are drilled for the running boards, and any necessary alterations to other components rectified whilst in primer. When we are satisfied the vehicle is dismantled and all individual components painted in finished colour. The second assembly stage is then carried out fitting the appropriate wing piping between the body frame and external components; by now the TF is really taking shape.

In the meantime all the rechroming will have been carried out to components such as the radiator shell, windscreen assembly. These are refitted, a lot of incidental chrome parts are replaced, reconditioned instruments fitted in the fascia panel with appropriate new light switches, new harness fitted, lights all replaced. Having reconnected all electrics including engine and so forth, the final stages are now being reached. Incidental parts are now replaced such as running board strips, chrome door handles, the side screen plates, the stove enamelled wheels are fitted, until eventually the vehicle is complete apart from the upholstery and weather equipment. A road test is then carried out and if it is satisfactory the car is then sent to a further outside organisation to be trimmed throughout in Connolly's leather hide with appropriate weather equipment to match. It is then returned to us for final detail work, to be checked over and further road tests carried out, so that we are entirely satisfied prior to the customer taking delivery. The most satisfying aspect of a restoration, bearing in mind one needs patience (there are so many frustrations whilst building a vehicle) is the day the engine starts and the vehicle goes out on the road and then it is off to the local pub for a few pints of beer to celebrate!

Of course not all vehicles we restore are purely for road use. We are involved in engine modifications and preparing racing T Types. So having restored the vehicles let us look for a minute at what happens to them in the outside world particularly with regards to this country. Apart from the ones in daily use there are the types of events which interest the T Type owners, namely Concours d'Elegance whereby the vehicles are all lined up and judged basically on the mechanics and general presentation and of course the originality, and marks are deducted accordingly and eventually a worthy winner is found. Although

involved with this type of event it is the racing aspect which I personally find more interesting and am involved with, from which a certain Brown "Metallic Spice" TC will be known to some of you. Although T Types have been racing for years and in fact were very competitive in their day, it is during the last five years or so that they have really started to come to the foreground in their own right as quite a force to be reckoned with. In fact it was the latter end of the sixties that, with the co-operation of our competition secretary, they took to Harewood about the time I seriously took up the sport and since then have made regular appearances and put up some very reasonable times in comparison to some of the moderns with nothing like the capital expenditure. The general public, particularly the older fraternity seem to enjoy the prospect of seeing them in action; in some instances it brings back memories. With the assistance of clubs like the BARC Yorkshire Centre, our members are such that individual races are now being offered and the T Types can now be seen not only at our local circuit, Croft, but at Snetterton, Mallory Park, Brands Hatch, Silverstone let alone the numerous sprints and hill climbs. In fact this forthcoming month, on September 8th, you will see the T register championship round at Croft, and the latter end of the month a further round at the Harewood Hill Climb to which the dear lady on the front cover, Mrs. Mary Clewley, can be seen driving the TC belonging to her husband, who is an extremely well known driver. In some instances we find we have to run with some of the mod-sports and even when intermingled we are putting some of the modern machinery to shame. Unfortunately the tendency now seems to be trying to obtain far more power from the engines than they were originally designed for, and it is becoming quite common for one machine at each meeting to discard itself all over the track! Normally when one refers to an engine blowing a rod may have come through the side— this is regarded as serious. Anyone who was at Silverstone earlier this year on the day Ron Gammon's engine blew will probably never forget it, it was more harrasing for the competitors in the race — a master piece of engine failure. For no apparent reason the engine exploded into no end of bits and pieces and deposited itself over a hundred yard area of the course. Quite unbelievable!

What about the drivers who are now giving the spectators this new found enjoyment? They really are a great bunch of lads. One or two have been at it for years (racing of course). At the present time there are forty-four participants in the 1974 championship and to name them all would be a lengthy task. Probably the really ardent ones where

battle is always been done are Dave Clewley, referred to as the King — he demolishes everyone in sight; Buster Brown — he never stops working on his car, too professional; Buzz Cresswell, aptly named — heaven help you if you are in front of him; Fuhrer Gammons who has been racing for years; Mr. Nails alias Paddy Wilmer — my associate dicer; Streaker Stan alias Chris Jones; Super Scot Butler Benson who treks the country from his highland castle; Quick Nick who is always with the front runners, and a competitor who is really worth seeing if the opportunity ever arises is Essex Frank — his Y type goes better on its roof! Locally of course there is Trucking Green who has trouble with his tree trunks and Doc Prutton who unlike all the ones mentioned above driving TC's, asserts himself in a TF. Yes, I have left out my own. I too have a nickname — what could it be? Loth as I am to admit it — — — —NODDY! Apart from some unforeseen circumstance, the above named competitors will all be gracing us with their presence at the two forthcoming meetings mentioned earlier. The championship itself is being fiercely contested at present, led at the moment by the King and closely bunched behind are Mr. Nails, Doc, Streaker Stan, Noddy and Buzz. Anything could happen now and between the end of the season before the worthy winner is decided.

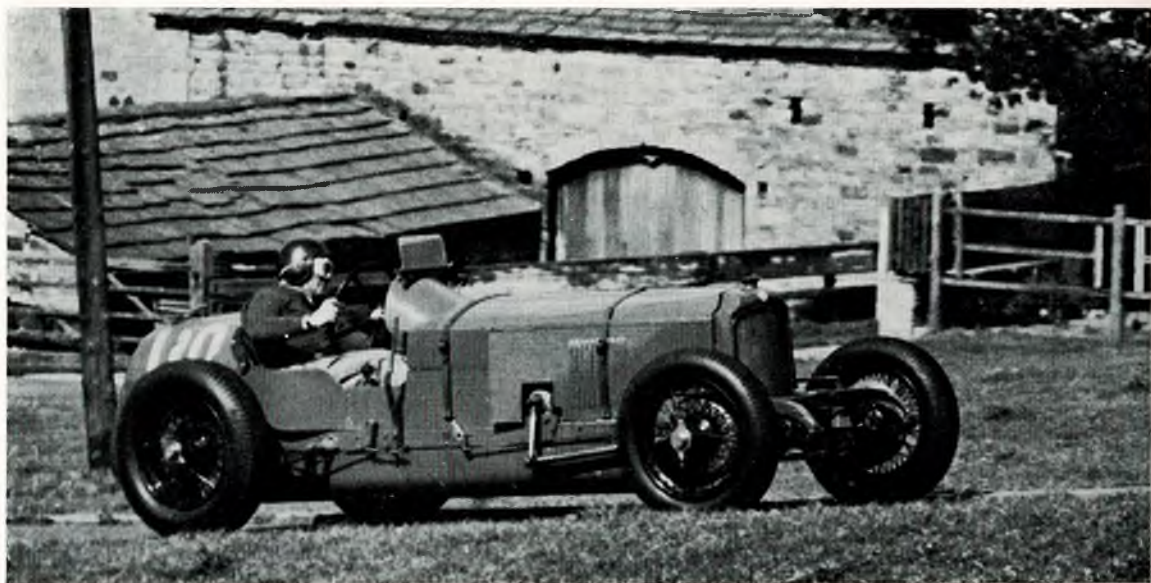
I could go on for pages talking about T Types, and I feel sure by now I have overstepped my mark; but I hope in some respects you have found the above screed interesting rather than boring. I will leave you with a little thought in mind; whilst at a car show a few weeks ago Maggie Chadwick was overheard to say 'Are you interested in MG's Alastair?!'

POWER CRISIS

No, not that one again! We are urgently in need of some 12-volt car-type accumulators for use to power the timing equipment for our speed events. If any generous soul has a useable battery he can bear to part with in a very good cause, will he contact either Mike Wilson or Jimmy Johnstone, who will be delighted to arrange the collection of the precious devices.

FOR SALE

B.M.C. 1100 Engine on Mini Box, with most accessories; will bolt straight into Mini. £15. Contact John Buck, 83 Teall Court, Ossett, Yorks. Phone 09243—70002.



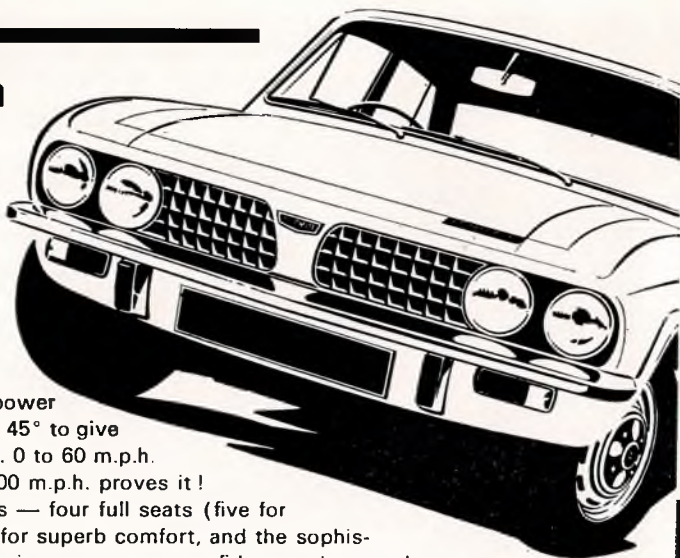
Tony Brooke's magnificent Vauxhall Villiers at Harewood.



More mundane, but still effective — John Kelly's Austin Seven on the "E. A. Denny" Trial.

(Photos: Tony Hodgetts)

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ROAD TEST - Cortina 2000E

Whilst preparing the July Circular for publication, I noticed the offer in the Guiseley Garages' advert of the loan of a Cortina 2000 E for forty-eight hours to try. This seemed like the sort of thing editors of motoring periodicals are always doing, albeit in exotic surroundings, and often in exotic vehicles, so a couple of quick telephone calls later the job was arranged. When I collected SVW 431 M from Morris Whaley, the first impression was of a pretty big car for a 2-litre; when one considers that the same basic body is also used for the 1300 c.c. "L" version at the bottom end of the scale, Ford's aim at giving you plenty of car for your money comes into perspective. All the time I was driving it I was conscious that it was wide, for the broad, flat bonnet tends to emphasize, even exaggerate the width to the driver; but the size was compensated by a good steering lock, and excellent forward visibility which made driving pleasant both in town and on the open road.

In their attempt to make the top of the range Cortina into a contender for the prestigious and lucrative "executive" market, Fords have brought in some of the more obvious additions, like real tree wood for door cappings and fascia, and also put in some neat little touches like the light in the glove locker which, though of themselves minor, add up to a well appointed interior. The seats are covered in comfortable brushed nylon which has all sorts of advantages over plastic, or even leather, and which from personal experience in the editorial Dolomite I know is cool in summer, warm in winter, and virtually child-proof. The seats are well shaped for the average shape, (though for my own use I found the seat base a little unyielding) and recline and adjust to give a driving position to suit most sizes of driver. The instrumentation is simple but clear, and one can see the justification for its Design Centre award; a sensible, comfortable steering wheel with leather-covered rim completes the driver's sphere of influence, being flanked by three levers for lights, wipers, and indicators, dip, flashers and horn. Another thoughtful touch was the use of the ignition switch to over-ride horn, headlight and flasher switches. Finally, between the seats a good meaty handbrake lever, and a T-lever for the automatic gearbox.

At this point one must declare a prejudice; I'm not an automatic fancier. Having said that, this is as good a three-speed automatic as I've tried, and is better than most. The gears are reasonably well spaced, and the kick-down is unusually sensitive and controllable, so it is only right to discuss the whole concept of the car objectively rather than

to establish points of criticism which depend on one's personal preferences. The car is intended as transport for a busy businessman who has to entertain and transport his clientele, and requires a comfortable, relaxing and reasonably impressive car for the purpose; for that the 2000 E is very well suited. If one wants a car to rush along winding moorland roads in the middle of the night, then one would pick something intended for the purpose, and certainly not an automatic. So it would be idle to seek to discuss roadholding in the concept of the requirements of the motor sporting fraternity, and more accurate to say that for all practical purposes the 2000 E goes where you aim it without effort and without drama, helped by the wide wheels and Michelin "ZX" tyres which produced no squeals of protest at reasonable treatment. The lack of fuss was part of the relaxing progression mentioned earlier, and even more important to this aspect of the car was the absence of wind noise; this was most impressive, as strong winds were prevalent throughout the time I was trying the car, and their effect on both the noise level and the handling was minimal.

Lest this article begins to sound like a eulogy, there were a couple of things which I didn't like. The visibility to the rear is nothing like as good as the forward visibility, and reversing so large a car up a steeply sloping and twisting drive was a little hair-raising; parking also revealed that there is an awful lot of invisible acreage behind you. The other complaint is of a shortage of stowage spots inside for the accretions of family rubbish which afflict anyone who has to cart a few children around with any regularity. A very minor point, probably not general, was the vibration which emanated from the king-sized ashtray (big enough even for the man from the Sunday Excess) on occasion; and there was a slight oil smell, which suggested a fault in the crankcase breathing arrangements.

That's not much to complain of, and the impression the car left was of good finish, attention to detail, a particularly smooth road performance, and a practical combination of carrying capacity and prestige presentation. The 2000 E goes, stops and handles as well as it was intended to and as well as the majority of people who want an "executive" car will ask of it, at a price which makes it very competitive and without consuming so much petrol that you'll not be able to take it out. You might have to extend your garage to get it in — it only just went in mine — but it created quite an impression in its smart bronze paintwork and vinyl roof, and my family were most impressed (status-conscious things, children) and said I could keep it! Many thanks to Morris Whaley for an interesting Executive weekend.

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Developments at Stockton Farm, Harewood



Colin Grewer sets the venerable Volvo up for Harpic Bend on the Harewood stage of the Mintex Dales Rally. (Photo : Tony Hodgetts)

Last year we nearly built a road at Stockton Farm to run a stage on the R.A.C. Rally, but the project fell through at the last minute. Now the chance has arisen again to run a stage, the road for which would also serve as a return road for our hillclimbs, enabling us to keep the meetings running more smoothly. Plans are well advanced, and a contractor is prepared to undertake the work; thanks to the generosity of several members we have guarantees of loans to cover the initial costs, and a sponsor is also prepared to support the cost of running the stage to a fairly handsome sum. It looks as though, all being well, we shall have a stage early in the rally which will be not only new and exciting, but probably the best of the whole event for spectating, with nearly the whole of the stage visible from a good vantage point.

We'll keep you posted with developments, but in the meantime, if any members or friends of the Centre are prepared to assist in the guaranteeing of the financial viability of the project by providing an interest-free loan for a period (which may be as short as three months, and is unlikely to be much

longer than six or seven months), they are warmly invited to contact Mike Wilson at Leeds 630944. We would like to thank those generous people who have contributed already, and also to thank the members of the committee who worked so hard to organise the arrangements for the contracting and financing in an incredibly short time to get the project off the ground.

We have seen the enthusiasm generated by the relatively simple stage we ran for the "Dales" Rally; if all goes well the first full international special-stage at Stockton Farm could be our event of the year.

STOP PRESS

The Harewood stage will open just after 0900 on 16th November, when lots of mature, experienced marshals will be required. The virile bunch will get their turn at about the same time in 20th November, and your editor intends to record P.J.C.G.'s performance in film, for publication in the B.A.R.C. News!

Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date	Events and Status	Centre Competitions
September 5	Club Night Autotests (C)	PKC
6	"BARC-B-Cue" at Harewood	
8	Croft End of Season Race Meeting (R)	PK
15	Production Car Trial (CJ with Ilkley & D.M.C.)	
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-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.

THE BIRDS' EVENT—continued from page 9.

Results :

1. Janet Kitching (Imp Sport)
2. Susan Beecroft (Escort Mexico)
3. Josephine Lee (Triumph GT 6)
4. Susan Green (MG B V8)
5. Christine Rathmell (Mini 1000)
6. Ann Naylor (Hornet)
7. Joyce Shaw (Mini Cooper)
8. Carol Hardy (MG B)
9. Diana White (Mini Cooper S)
10. Helen Dixon (Midget)
11. Peta Bardsley (Imp)
12. Jan Walker (Renault R5)
13. Pat Lanfranchi (Escort)
14. Shirley Baguley (Fiat 128)



Tailpiece.

TIPCO TOOLS LTD., wish to announce a new super prize competition :-

Each month until Christmas the best poem, rhyme, verse, ditty or otherwise metred prose will be printed in this circular. Anyone who has a bit in print will receive a magnificent prize in the form of a Tipco Tool. All winners will then go forward to a Grand Final to be held at the B.A.R.C. Dinner Dance in December where a super de-luxe grand prize will be presented to the winner by a famous personality.

Entries should be sent to Jan Walker at the Centre Office.

The winner will hold the title of "Bard of Tipco" for one year.

The first month's winning entry is as follows :-

Lying in the grass drinking stout,
Mary asked, "What's that bulge in your pocket" ?
"Fear not", said John pulling it out,
"Tis only a Tipco Socket".

The advertisement features a black and white illustration of two BMW cars on a winding road. The car in the foreground is a BMW 5 Series (E28) sedan, and the car in the background is a BMW 5 Series (E28) station wagon. To the right of the cars is the circular BMW logo. The text 'BMW PURE DRIVING PLEASURE AT andrews bros' is written in a bold, sans-serif font. Below this, the address 'Oak Lane Bradford 9' and the telephone number 'Tel: 48080' are listed. A stylized logo for 'andrews bros' is also present, consisting of a circle with the letters 'a' and 'b' inside, and a curved arrow pointing to the right.

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