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SEPTEMBER **74**

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Published on the last Wednesday of each month.
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each month.

COVER PICTURE

John Lepp dominated our recent Croft race meeting,
his speed through the Chicane causing great
excitement.

(Photo : Tony Hodgetts)

Forthcoming Events

Forum at De Lacy Motor Club — 2nd October, 1974

There will be a forum at the De Lacy Motor Club's Rally House at Brotherton on 2nd October, with Roger Willis in the chair, and a panel consisting of Tony Fall, Mike Broad, Tony Pond, Peter Hanson and Shekhar Mehta. There will also be films and an Opel rally car on show, and possibly even cars to test drive. The forum starts at 8 o'clock, and you should apply direct to De Lacy M.C. for tickets.

Club Night — 3rd October, 1974

The first social club night of the winter season will take the form of a film show, of a rather special nature. The majority of the films will be of events during the year, filmed by David Naylor (those of you who were at the dance on the Scarborough weekend may recall some antics of the camera crew). This promises to be a most interesting evening, so come along to "see yourselves as others see you". The venue is The Jester Hotel, Harrogate Road, Leeds 17, and the evening's entertainment starts at 8-0 p.m. The films will, of course, be followed by the usual social gathering for slaking and scandal-swapping.

The Greenwood Trophy Production Car Trial 6th October, 1974

This year's "Greenwood" is under the direction of Bob Soper and Tony Riall, with Josephine Lee doing the secretarial work. The Start is at the Spread Eagle at Darrington, just off the A.1, at map reference 103/484177, at 10-30 a.m. on Sunday, October 6th. Scrutineering is at 10 a.m. The sections, promised to be non-damaging, are situated on a site between Darrington and Wentbridge; after ten morning sections a sandwich lunch will be available at the Spread Eagle. The finish venue has been altered since the publication of the last Circular, to the Kings Croft Hotel, Wakefield Road, Pontefract, where a good choice of menus is available at £1.20. Anyone who wants to go to the finish only is asked to let Josephine Lee know so that the Hotel can be advised of numbers.

Oulton Park — 6th October 1974

For those who prefer speed events, the North-Western Centre have a race meeting at Oulton Park on Sunday, 6th October. A pity we can't be in two places at once!

The Buxton Weekend — 19th/20th October, 1974

The Buxton weekend, which was to have started our competitive season, finishes it instead after its postponement due to the crisis prevailing in the early months of 1974 (that's the last crisis but one, I reckon, unless you count them as continuous). Clerk of the Course Malcolm Rogerson has arranged some exciting new test sites, spread over a wide area, and the aim will be to produce an event of the same competitive and social calibre as the Scarborough weekend.

The social side will centre on the Palace Hotel, Buxton, where rooms are available at £8 for a twin room and £4 for a single room, bed and breakfast, subject to VAT. A dance has been arranged at a cost of 50p and dinner is £1.75 for a three course or £2.25 for a four course meal, all prices being subject to VAT. Dinner is from 6-30 to 9-0 p.m., and the dance from 9-0 p.m. to 1-0 a.m.; meals will be available after 9-0 p.m. in the grille room, a la carte. There is a swimming pool which is open from 7-0 a.m. to 10-30 p.m. both days.

The event starts from Ossett (the exact location will be notified in the final instructions) at 12-00 noon on Saturday, 19th October, and the Sunday section will start from the Palace Hotel at noon the next day.

Our serious competitors may like to know that the Buxton Weekend has been nominated as a qualifying event for the Arnold Burton Trophy.

Donington Park Race Meeting

As the circuit was not ready, the race meeting which should have been held at Donington on 1st September had to be cancelled. It is hoped that the B.A.R.C. will be organising meetings there in 1975.

R.A.C. RALLY

MARSHALS REQUIRED

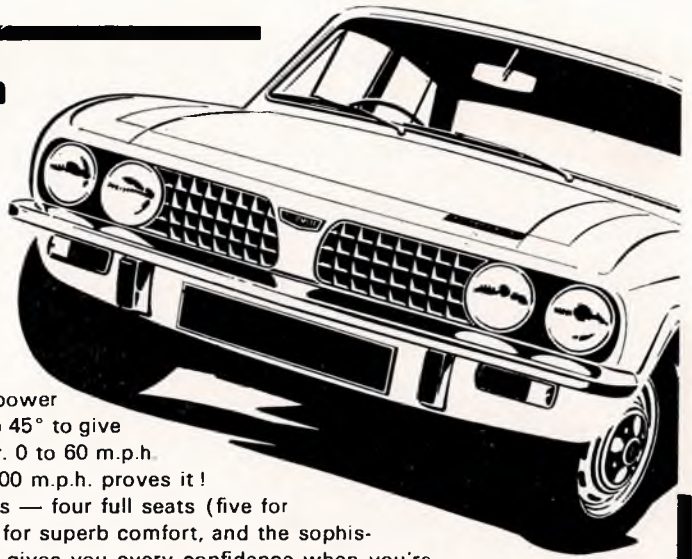
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A TALE OF TWO RACE MEETINGS

CROFT — 11th AUGUST AND 8th SEPTEMBER

Since your editor last put two fingers to his battered typewriter, we've run two race meetings at Croft; and they were very dissimilar events, though both were in fact quite enjoyable in their own way. One provided entertainment for quite a goodly crowd, the second was, frankly, ignored by the spectating public. One was well subscribed, the second was at times very thinly supported and was plagued with non-starters. Yet from both the competitors and workers went home quite satisfied with a good day's sport, without untoward incident and with flashes of excellent entertainment.

The August meeting started with a Formula Vee race, with one of the front row missing — after Ritchie Towers had achieved second fastest practice time, his mate managed to eliminate it in practice for the Formule Libre event, leaving nine cars on the grid. Malcolm Horwood jumped into an early lead; but Brian Urlwin squeezed past on lap 2, setting up a new lap record in the process, and kept his nose just in front as the cars circulated about two yards apart. Peter Wimhurst and Graham Sinclair swapped places throughout the event, all of which was too exciting for Merv Grayson, who managed to spin his Link Vee in sight of the chequered flag and stuff it into the bridge, causing his retirement at the last minute.

Results :

1st Brian Urlwin (McNamara Vee) 12:59.0 80.87
2nd Malcolm Horwood (CM Vee) 12:59.8
3rd Ian Flux (Puccen Scarab Vee) 13:13.4

The Forward Trust Special Saloon championship race was a real thriller, though the lap chart wouldn't tell you so. Doug Niven got into the lead at the start, and held it all the way with Mick Hill trying every trick in the book to get past, without success. Dave Millington hung on to third place for a while, gradually dropping back from the battling Fords in front, and then disappeared into the pits for a couple of laps, letting Phil Winter's Mini up into third place. Colin James, trying hard in the Martin engined Escort, spun on lap 2 but managed to work his way back through the field. Mick Hill, in his efforts to catch Doug Niven, set a new class record for 1300 c.c. and over Special Saloons.

Results :

D1 1st
Douglas Niven (Ford Boss Escort) 11:58.6 87.67
D2 2nd
Mick Hill (Tricentrol Capri) 11:59.0

C1 3rd
Phil Winter (B.L. Cooper S) 12:16.0 85.60
B1 4th
Ray Payne (Chrysler Hartwell Imp) 11:58.6 78.90
C2 5th
Ralph Bryans (Ford Escort BDA) 12:02.6
D3 6th
Colin James (Ford Esc't Martin V8) 12:18.6
C3 7th
Nick Wadham (B.L. Cooper S) 12:24.6
A1 8th
Richard Belcher (M'tile BL Mini) 13:08.0 71.95

The Formula Ford grid was as full as we've seen for some time (and would have been fuller, had three cars not collided in practice), with Pete Clark in pole position, and as the flag fell he got away to a good lead from the jostling mob behind him. John Simpson's Nike took up second place, and as Mick Starkey arrived at Tower from the second row of the grid, David Kerr arrived in the same place at the same time, and a sharp collision ensued, without any apparent damage to either party. Pete Clark's lead lasted as far as Spa, where he spun and dropped right down the field; John Simpson then became the man to chase, and in his efforts to stay ahead he became more and more exciting to watch. Then on lap 7 David Kerr thumped the Chicane hard, sending debris flying, and putting paid to his third place. Although the yellow flags were waving frantically, the cars were engrossed in the struggle for the lead, and continued at unabated speeds until John Simpson also spun at the exit of the Chicane, letting Mick Starkey through into the lead, and then did it again so that Kelvin Hesketh also slipped by two laps before the end. Pete Clark managed to get by the battling trio of Allan Wilson, Dave Steadman and Norman Dickson to finish in fourth place, the next three being less than a second apart as they tried to out-drag each other for the line.

After that, the Clerk of the Course called the drivers together for words of advice; one of the journalists present listened with interest, making notes, and enquired innocently of no-one in particular "How do you spell 'bollocked'?"

Results :

1st M. Starkey (Merlyn 20A Scholar) 12:44.60 82.40
2nd K. Hesketh (Merlyn 24 Rowland) 12:47.64
3rd J. Simpson (Bacal Nike 10 AVL) 12:53.0
4th P. Clark (Crossle 25F Rowland) 13:01.0
5th A. Wilson (Elden 8 Scholar) 13:02.2



Real close racing from Doug Niven and Mick Hill, seen here at Tower Bend during one of Hill's many attempts to take the lead. (Photo : Tony Hodgetts)

6th D. Stedman (Hawk DL11 Lloyd) 13:02.4
 7th N. Dickinson (Van Dieman RF 74 F.) 13:03.0

The Modsports race was reduced in interest when John McDonald's Morgan Plus 8 pulled off in practice with oil pumping out of the block; when the race started John Absalom ran away from the field, after modifications to the air dam which had been grounding in practice. Kenny Allen's crisp yellow Clan Crusader could make no impression on the leader but was in no danger from the Elan of Andy Smith.

Results :

C1 1st
 John Absalom (Ginetta G4 Ford) 12:46.6 82:18
 A1 2nd
 Kenny Allen (Clan Crusader) 13:04.4 80:32
 C2 3rd
 Andy Smith (Lotus Elan) 13:41.6
 A2 4th
 Ronnie Grice (MG Midget) 12:50.2
 (9 laps)
 B1 5th
 Hugh Colman (MG Midget) 12:55.8 73:09
 (9 laps)

John Holroyd took an early lead in the Clubman's Sports Car race, and steadily extended it, but after leading for four laps his luck expired and he coasted into the pits to leave Barry Joell in a comfortable lead from Tim Wood's Magnum, which looks as though a little careful sorting could make it a very interesting motor car indeed. The smaller class went to Ken Shipley's Mallock.

Results :

B1 1st
 Barry Joell (Mallock U2 14B Ford) 12:02.0 87:26
 B2 2nd
 Tim Wood (Magnum C 74 Holbay 12:09.0
 B3 3rd
 David Pattle (Mallock U2 14 H'bay) 12:13.2

After the tension of the earlier saloon car race, the Wendy Wools event was quite sedate. Doug Niven steadily increased his lead over Keith Bowmaker, who staved off an attempt by Phil Winter to scuttle by sideways. The up to 1000 c.c. class went to Bruce McLeod's Mini.

Results :

C1 1st
 Douglas Niven (Ford Boss Escort) 12:18.6 85:30

C2 2nd

Keith Bowmaker (Ford Escort V8) 13:08.0

B1 3rd

Phil Winter (BL Cooper S) 13:15.2 79.23

The final event, the Formule Libre race, lost Nick Wattiez, who clipped the Chicane in practice and removed a wheel, and Ian Mitchell who overturned his shared Vee near the Tunnel without undue damage either to himself or the car. Bill Wood's Trojan used all those extra litres to out-accelerate Andy Barton away from the start, and thereafter to keep just ahead in spite of all Andy's efforts to get to grips. John Holroyd's Clubman's car passed six cars on his first lap after starting from the back of the grid with a ten-second penalty, and worked up to fourth place behind two pukka single-seat racing cars and ahead of several others. Richard Sims' Chevron pursued a rather solitary course, but the Wood-Barton scrap continued right to the flag when the two were separated by only 0.4 seconds after ten laps. John Holroyd's luck momentarily deserted him when his engine went off song for a while, letting Ted Payne past into fourth place, but it returned sufficiently to let him finish in fifth place.

Results :

B1 1st

Bill Wood (Trojan 101 Chevrolet) 11:22.2 92.35

A1 2nd

Andy Barton (Lotus 69 F2 BDA) 11:22.6 92.29

B2 3rd

Richard Sims (Chevron B23 FVC) 11:46.8

Altogether a good day's racing, exciting and free from contention, keeping to its schedule and allowing everyone to enjoy their day out. Long may such meetings continue.

The End of Season Race Meeting — 8th Sept., 1974

Our last race meeting at Croft had a distinct air of end of term about it. There were not many competitors, not many marshals, and hardly any spectators. The wind blew hard, which kept the rain at bay for most of the time, but caused various difficulties with the handling of the cars.

The first event was a very thinly subscribed Modsports race, which John Absalom treated as a demonstration of superiority, to finish over a minute ahead of second place man Richard Sutherland, who in turn was fourteen seconds clear of John Bury. The principal interest for the watchers lay in speculation as to how high Mike Taylor could get the inside wheels of his Sprite at the chicane, a recent rebuild of the rear suspension having had rather different results from what was expected.

A1 1st

J. Absalom (Ginetta G.4 C'worth) 15:08.4 83.22

B1 2nd

R. Sutherland (A/H Sprite) 16:09.6 77.97

B2 3rd

J. Drury (M.G. Midget) 16:23.6

The Formula Ford was another exciting race, with the fortunes of that at our previous meeting being reversed. This time, Mick Starkey jumped into the lead when the flag dropped, and held it for a lap; but then he spun and dropped down to fourth place, letting John Simpson through into the lead, a comfortable distance ahead of Norman Dickson's Van Dieman. Starkey soon began to work his way back up the field, followed by a real tussle for places between Richard Philip and Allan Wilson. On lap 10 Norman Dickson spun away his chances, which let Mick Starkey back into second place, and when the battling pair arrived out of the chicane, Richard Philip just managed to out-drag Allan Wilson by about a yard to take third place.

1st

J. Simpson (Bacal Nike 10 AVJ) 15:16.8 82.46

2nd

M. Starkey (Merlyn 20A Scholar) 15:23.0

3rd

R. Philip (Crossle 20F Scholar) 15:38.4

4th

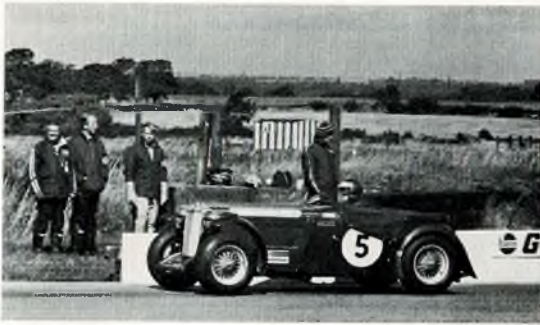
A. Wilson (Elden 8 Scholar) 15:38.6

5th

N. Dickson (Van Dieman RF74 Scholar)
15:46.0

Event three was truly refreshing in many ways. The T-type M.G.'s provided close racing, a very different sound and sight, and a breath of the atmosphere of when we went motor racing for fun. Two members of the committee who had in bygone days raced T types at Croft, when they were the last word in modernity, were quite overcome with nostalgia. What a splendid spectacle the old cars provided, and how popular they were with all who watched them.

From the start, Dave Clewley led away, followed by Gerry Brown, until lap 4 when Peter Cresswell slipped by into second place. Nick Taylor and Alastair Naylor held station in fourth and fifth places, but second place was still in dispute, as Gerry Brown got by on lap 6. Even this was not final, and on the last lap, the second spot changed hands again, and Peter Cresswell held it to the end, when three seconds covered the first three cars. As a result of this race, Dave Clewley moved up to share the lead in the T-Type championship with Alastair Naylor.



Little Noddy has a lovely brown car.
(Photo : Tony Hodgetts)

1st	Dave Clewley (M.G. T.C.)	15:13-0	69-00
2nd	P. Cresswell (M.G. T.C.)	15:14-8	
3rd	Gerry Brown (M.G. T.C.)	15:16-0	

The race for Sports/G.T. Cars, which counted for the Tricentral Championship, was enlivened by the fact that Jeremy Lord's very rapid and melodious DFV engined Lola had to start from the back row of the grid, as practice problems had forced him to practice out of session. When the field departed, after the shortest ten-second penalty on record, he tore off in pursuit to such effect that he had passed the last man before Tower bend, and came round in third place on lap 1. In the lead from John Lepp was Richard Simms, but on lap 2 Lepp was past into the lead, and that was the last the pursuit saw of him. On lap three Lord was through into second place, but Lepp began to pull away, equalling the lap record in the process and whistling through the chicane at a speed which made the marshals twitch in anticipation of disaster each time he came round, until he took the flag twenty seconds ahead of the Lola.

There was a small drama lower down the field when Mark Cole, who had rebuilt his engine between practice and the race, and was chasing Lyndon Thorne hard in the early part of the race, retired in a cloud of smoke and a flurry of fire marshals at Tower. For his efforts, Mark was awarded the Tricentral Sovereign Award.

A1 1st	John Lepp (Chevron B26 Ford)	13:19-6	94-55
A2 2nd	Jeremy Lord (Minilite Lola T280)	13:39-8	
A3 3rd	Richard Simms (Chevron B23)	14:05-8	
B15 4th	Peter Andrews (Martin BM10)	14:21-4	87-40

C1 5th
Lyndon Thorne (Aldon AL2) 14:11-0 81-43

In the fifth event, John Calvert's BDA-engined Escort marched steadily away into the distance to a lead of nearly half a minute, from Frank Gunn who looked as though he might lose his second place to Keith Bowmaker whose V8 Escort gradually closed as the race progressed, but couldn't quite make it. The principal other happening was that Ian Rogerson was excluded from the results and lost his class win for persistently crossing the safety kerbs (when, in the words of the song, will they ever learn ?)

A1 1st	John Calvert (Ford Escort B.D.A.)	12:38-8	83-03
A2 2nd	Frank Gunn (Ford Escort)	13:06-4	
A3 3rd	Keith Bowmaker (Ford Escort V8)	13:07-6	
C1 4th	Peter Pitman (Chrysler Imp)	14:01-6	74-86
B1 5th	John Travis (B.L. Cooper S)	13:13-4	71-46 (9 laps)

As usual, the final race was for Formule Libre, which brought out Bill Wood's Trojan and Andy Barton's Lotus 69 for another round of their personal championship. The sheer brute power of five litres put the Trojan in the lead, with the Barton Lotus behind him, but before the cars passed the pits at the end of lap 1, John Lepp was in second place, and striving to get past into the lead. This, though, was no easy task, and it was not until the fifth lap that the Chevron came through in the lead; soon after that the Trojan disappeared. Then the news came through that the former leader had suffered a suspension failure at the end of the straight, and had gone off at Spa, fortunately without damage to the driver. This left Lepp to continue his earlier demonstration of high speed motoring, with Andy Barton steaming along with no-one to scrap with; and so it continued to the end.

A1 1st	John Lepp (Chevron B26 Ford)	13:25-6	93-84
A2 2nd	Andy Barton (Lotus 69 Cosworth)	13:29-4	
B1 3rd	Steve Malins (Brabham BT21A)	13:36-6	84-86

It's rather a pity that more spectators didn't make the effort to come, for they would have got quite good value for their money, and it's a pity to finish
(Continued on page 18)

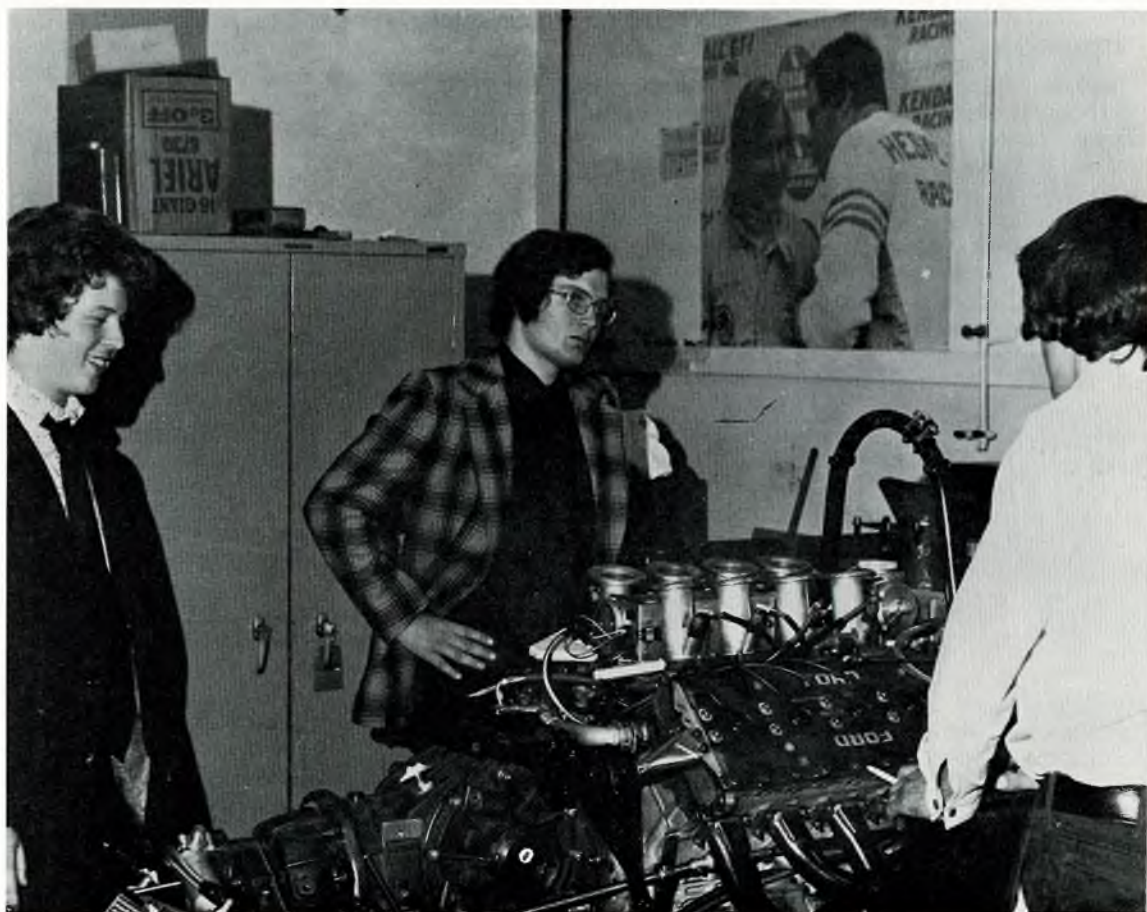
A VISIT TO HESKETH RACING

by SIMON CLARK

A note lay on my diary at work : "Ring Hesketh — John Fisher" — So I rang and arranged for three of us to meet Mr. Fisher on Thursday evening. We first went to Silverstone to watch one G. Hill finish an exclusive test session, then dined at the "Saracen's Head" in Towcester, and finally set off. We found the gate, which was in the middle of a wall about two miles long, and went through and down the little road. Eventually we drove into a courtyard with a rather elegant notice reading "HESKETH RACING"; through the arch we went and there, lo and behold, "The Works". Surrounding it were a DAF F2000 three-car transporter, a Transit van with trailer and a Ford Galaxie, all in Hesketh colours, and, nestling in the background "the

opposition" in the form of Lady Hesketh's (Mum, that is) Ferrari Daytona. Anywhere else it would have looked fantastic, but at this place it just merged into the scenery, which incidentally included some rather hairy motor cycles belonging to "Bubbles" and "The Doctor".

So we parked, and a gentleman in his early twenties (I hope) clad in jeans, clogs and tee-shirt announced himself as John. As the mechanics were working we stayed clear of the workshop and first looked at the stables which they are converting into a welding and fabricating shop so they will be able to build their own monocoques and bodywork. From here we moved into the offices and drawing office, and on to the stores, a little room about



I wonder if I could make that fit into an Escort.

(Photo : Paul Smiddy)

10 ft. x 10 ft. x 6 ft., crammed with a comprehensive collection of "stuff". Here we learned the interesting piece of information that since changing from the March to the Hesketh, the only March part still used is the front upright.

From the stores we were shown into the workshop where the two cars were being assembled on trestles, the nearest being the "Brands" car to be used at the G.P. Without wheels, airbox, wings and nose they looked tiny, but beautifully presented in the red, white and blue stripes of the Hesketh livery. We were also shown a steering wheel belonging to "J.H." which set them back £80, made by Intertech out of wood and leather, the wood being carved as a direct copy of a plasticine mould formed by James' holding it — a most beautiful piece of craftsmanship.

Plastered around the works are various posters of His Lordship and James at events and functions, with a victor's garland in the middle and a variety of humorous remarks added about the place.

On then to the transporter, which is capable of holding three cars, three engines, gearboxes, wheels, petrol and oil, as well as having its own generator and welding unit — a complete mobile workshop.

It's a DAF because no British firm would build one when it was wanted, and they now like the DAF anyway. After this we went on to the power house, where three of the five Cosworth V8 DFV's were in various states of build, one just back from Cosworth, and the others being built at Hesketh. Apparently it takes Cosworth a fortnight to rebuild a DFV, but at Hesketh they put a man to do nothing else for a week.

So much for the buildings, now on to the personnel. The total roll is thirteen, eight of whom are very devoted mechanics who were still working at 9 o'clock when we were there. All personnel are flown to all the G.P.'s except the two who take the transporter. You soon notice the surprisingly young appearance of everyone around you. This is deliberate policy on the part of His Lordship in order to keep a crew of similar age and attitude. The whole lot range from 20 to 25, with Alexander clocking in at 23. All these people, we were told, are capable of building anything; so if and when he moves into ocean racing the team will need little adjustment. I am most grateful to them for letting us see their operations, and wish them every success for the future.

BARCounter

At a recent committee meeting, Competition Secretary Jim Johnstone announced that the increasing pressure of his new business has affected his ability to carry out the duties of the post in the manner in which he wishes to do them, and that rather than allow the standard of work to decline, he would prefer to hand over to someone else and give what time is available on a less formal basis. The Committee accepted this situation with real regret, for Jim has carried out his duties with enthusiasm and with the authority which comes from long (and successful) involvement in motor sport both as a competitor and as an official; but we must agree with Jim that priorities have to be kept in perspective.

By a unanimous decision, John English was elected to fill the post of Competition Secretary for the remainder of the year, and Jim Johnstone was co-opted to fill the committee vacancy thereby caused — so the team remains the same, even though the can is carried rather differently.

While the Buxton Weekend was in course of preparation, a certain amount of filming was done for the proposed record of the Centre's activities this season. At one point, a police car was espied, and (as only Malcolm Rogerson would even have

tried to arrange) was duly roped in for a starring role. How Malcolm set it all up would fill a page, but suffice it to say that the users of a stretch of the M.1 were treated to the sight of Chippy Stross in the fast lane at about, well, the legal limit plus a bit, with a constabulary Range Rover in hot pursuit with all lights flashing and horns blaring, while the middle lane was occupied by a Rover 3500 going rather faster than the others expected with David Naylor hanging out of the back window, secured by his braces, with his cine camera turning to record the startling scene.

A careful reader of the Yorkshire Post sent a cutting of an advert headed "South Africa" asking for a chocolate foreman — he suggests that's on a par with sending coals to Newcastle!

At the recent Pontypool hill climb, our new Comps. Sec. was staying at Usk, along with many of the competitors, one of whom kindly helped to carry all his luggage up to the bedroom (including the usual voluminous file of Castrol/BARC championship tables and results). Our lad thanked his helper and made a date to meet in the bar, adding "I'll just settle down in the bedroom and work out the latest positions", which led to the total collapse of all his hearers except one very pink girl-friend!

THE SUMMER SPEEDCLIMB

HAREWOOD 4th AUGUST

The ninth round of the 1974 Castrol/BARC hill climb championship took the form of a one-day meeting at Harewood, and bright and early the course was set up and practice commenced. Very early in the proceedings it became clear what the principle interest of the day was going to be, for among the entries was Cam-Am star Tony Dean, who had decided that as the Formula 5000 race at Silverstone had been cancelled he would try his hand at hillclimbing, and brought not just one but two Chevron-Chevrolet "5000's" to with Louis Morand tuned motors to see how they compared with the specialist hillclimbing tackle. John McCartney appeared with his delectable B.R.M. P.153, now in Yardley colours, which are much kinder to photographers than the Marlborough livery; and another new apparition was the "Nicholson Special" of Stafford Nicholson, which sported a very Lotus-looking set of wheels and suspension bits, a Daimler SP 250 motor complete with a large blower, and a very short and angular body. The whole thing looked very reminiscent of one of David Harrison's devices of some years ago, and the impression was heightened when it got in motion, as it looked distinctly twitchy even in a straight line. Also appearing in the Harewood paddock for the first time for quite a while was Staff Secretary Mark One, Kath Reyner, looking in very good form as of yore.

Before practice had been under way very long, Judith Davies had a nasty "moment" at Quarry, and damaged the front end of the Cooper; fortunately the damage to Judith was confined to shock, but the Cooper was out of the reckoning. A little later an "incident" was staged at Quarry for the purpose of testing the rescue crew, who were a little shattered when they arrived to find the "injured driver" sitting in his car with a stopwatch, making notes.

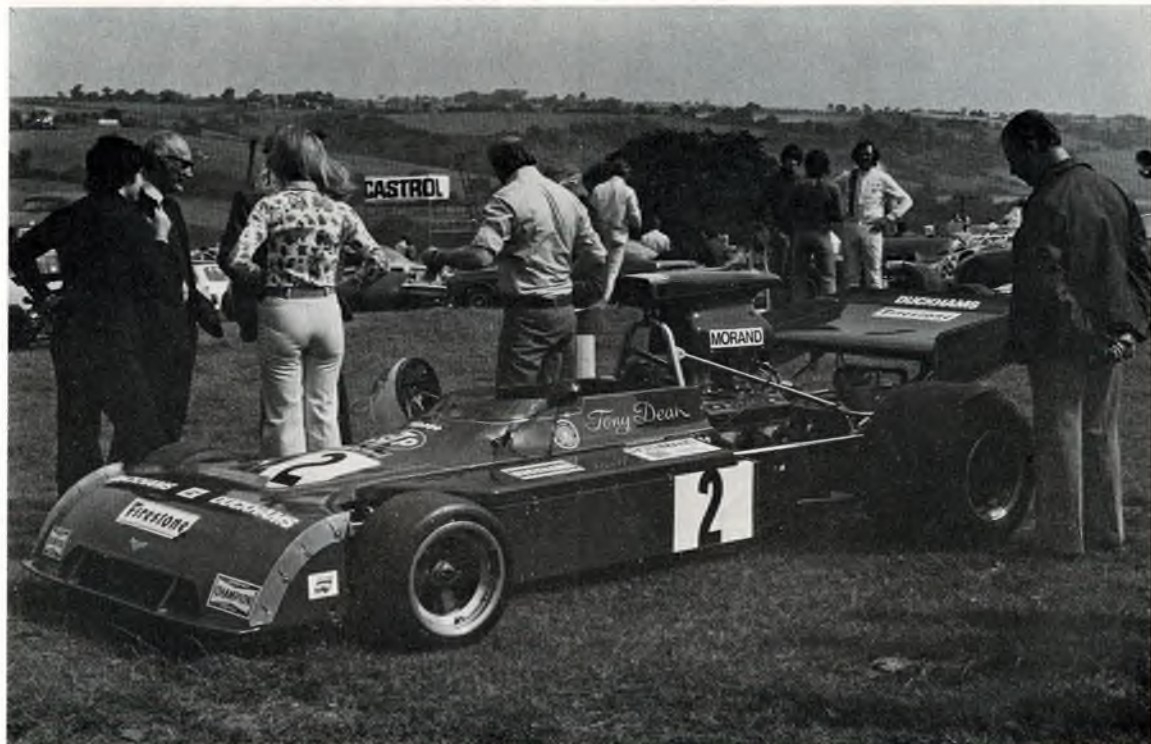
When the meeting started, Mike Flather lopped a bit more from the class 1 record to leave it at 47.85 seconds, which leaves one wondering where it's going to end — if he takes much more off, it will be below the Special Saloon record! Roy Greenwood strove valiantly, but could get no nearer than 50.14 for his second place. In class 2 it was again Nicky Porter in the lead with 47.47, over four seconds clear of Alun Morgan, who in turn led Dave Armstrong by more than two seconds.

Class 3 provided a change from the established order, when Alan Forrest suffered a mechanical derangement, probably a broken half-shaft, on his first run, leaving the way clear for Simon Clark to

score his first class win at Harewood with a time of 53.10 secs. in the Escort Mexico, from Melvyn Abson's Capri 3-litre and Bill Lord's Escort RS 2000. Class 4 was Alan Cox all the way, with a best run of 47.32 secs, hotly pursued by Don Hardman and Patrick Watts, and class 5 fell to Jim Thomson, whose misfiring first run into second place was followed by an improvement sufficient to dislodge Mike Newman's Viva G.T. from the lead. Mike Gleave secured class 6 with a couple of very spirited runs, with Mick Merrills a discreet second behind; and Guy Brooker again took the larger "Marque" class in his Elan. The combined classes 8 and 10 were led by John Walker after Fred Cliffe had come to a halt half way round Farmhouse on his first run, and class 9 fell to Chris Seaman closely followed by Norman Galbraith's neat Ginetta. In class 11, Jeremy Hunt led after the first runs from Mervyn Bartram, but then Bob Prest put in a storming run to raise himself into the lead from third place, and set up a new class record of 43.49 in the process. It was Terry Sims' turn in class 12, the Terrapin 2-seater pushing John Barratt's Theta into second place, but in the merged classes 13 and 14 the status quo was firmly established, with Philip Scragg occupying his customary place at the head with Ian Curtis following and George Tatham getting it all right to bring the big McLaren into third place.

Classes 15 and 15a were merged, and won by John Crowson with a time of 44.10 from Sandy Hutcheon; Peter Voigt repeated his earlier performance from the point of view of handicap, and put up a marking of 11.39 to show the greatest improvement factor, and to overtake Mike Flather for the lead overall in the Castrol/BARC championship table. Alan Staniforth was not having a very happy time with the latest Mark 7 Terrapin, and retired after one run. In class 16, Peter Kaye, lying in second place after the first runs, managed sufficient improvement on the second to pass Richard Jones' Surtees and put the Brabham in the lead by a mere 0.05 sec.

The big racing cars promised excitement, for after the first runs Roy Lane led with a splendid 39.15 secs from John Cussins' fierce run in 39.82, and again it looked as though Richard Thwaites' hill record was due to go; but again a car spread the contents of its sump right up the hill just before the racing cars were due to make their ascent, and the course became very slippery. In spite of this Tony Dean showed that he was really getting to grips with hillclimbing by turning in a storming



Tony Dean working, Roy Lane disapproving, Alan Mountain coveting, and Denys Townsend, Harry Mason and David Easthope reminiscing (for want of a more appropriate but allowable word)

(Photo : Tony Hodgetts)

climb in 41:25, and Malcolm Dungworth, to make amends for his first-run excursion at Orchard, climbed in 41:22 secs. Chris Cramer and Richard Shardlow both experienced trouble at Orchard, which caused Richard's retirement, and although Chris recovered he again slid wide at Farmhouse and toured gently up the hill; his second run was more in character with a time of 40:01.

Only Chris Cramer managed a significant improvement in the top ten and top five run-offs, to lift himself to third F.T.D. with a time of 39:88; and the meeting finished rather late, with most people present thinking rather hard things about drivers who don't screw their cars up tight so that oil pipes come loose and cause everyone a lot of unnecessary trouble and danger.

Awards :

F.T.D. "The Montague Burton Trophy" —	R. T. Lane	39:15
2nd F.T.D.	J. R. Cussins	39:02
3rd F.T.D.	C. F. Cramer	39:88

Class Awards :

Class 1.	1st M. R. Flather.
Class 2.	1st R. N. Porter; 2nd A. Morgan.
Class 3.	1st S. Clark; 2nd M. Abson.
Class 4.	1st A. Cox; 2nd D. Hardman.
Class 5.	1st J. F. Thomson; 2nd M. Newman.
Class 6.	1st M. Gleave; 2nd J. M. Merrills.
Class 7.	1st C. G. Brooker; 2nd R. Craik.
Class 9.	1st C. G. Seaman; 2nd N. Galbraith.
Classes 8 & 10.	1st J. Walker.
Class 11.	1st R. J. Prest; 2nd J. C. Hunt; 3rd J. Ward.
Class 12.	1st T. Sims.
Class 13 & 14	1st E.P. Scragg; 2nd I. R. Curtis.
Class 15a & 15.	1st J. Crowson; 2nd A. G. Hutcheon; 3rd R. C. Courtney
Class 16.	1st F. P. Kaye; 2nd R. Jones; 3rd D. G. Morris

Class Record Plaques

Class 1.	M. R. Flather	47:85
Class 11.	R. J. Prest	43:49

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September Club Night

As promised, Denys Townsend laid on a set of grass autotests in a field kindly supplied for the occasion by John Busfield at Guisley, and after a horrible rainy day the sun broke through to tempt out the eager competitors. Unfortunately it was obviously wasn't trying hard enough, and a very small number finally arrived in the slippery field to pit their wits against the organisation. As most of the entry had lost their way and gone down Willsgill instead of Queensway, the residents of Willsgill are probably glad of that. It was, in fact, rather an interesting night, as Denys had arranged the tests to take advantage of a number of natural features, not to say hazards, when planning the tests, and some of the markers were large, substantial trees instead of the more usual pylons, the ground was undulating and very, very slippery, and a combination of driving test and production car trial skills were called for to master the tests.

The first test was a singular affair with a loop round a pylon, two more loops round a large tree, and a stop and reverse interspersed; fastest time in class 1 went to Gerald Taylor by a comfortable margin, and in class 2 to Alan Forrest by an equally comfortable lead. Test two involved a blind into a box, handbrake and continue in reverse, twice round a pylon backwards, back to the box for another spin then sprint for the line forwards. In class 1 Carl Davis managed to beat Gerald Taylor by two seconds; in class 2 Alan Forrest was no less than fifteen seconds ahead of the next man. Mike Kempley's Datsun was a lurid sight, but Bob Bean's Toyota had to be pushed off by a truculent bearded gentleman who reckons that Japanese motor cars and slippery surfaces don't mix.

Test three was a classic wiggle-wobble, in which Carl Davis again made fastest time, and Alan Forrest increased his lead in class 2; and test four a straight blind up to a pylon, round it and back again, which was rudely christened "The Phallic Symbol" after its plans had been studied. Here Gerald Taylor made fastest time in class 1, with Alan Forrest close behind to lead class 2. Mike Kempley and Howard White both managed wash-outs on this one, but were rescued by the rule which allowed the competitors to select any two tests to do twice, and which enabled them to record a time at the second attempt. Finally test five was a garaging test, with forward runs round a pylon followed by reverses into the next slot, and here again Gerald Taylor was fastest with Alan Forrest in hot pursuit.



Mike Kempley's Datsun found the going very slippery, and had to negotiate the natural hazards with great circumspection.

(Photo: Tony Hodgetts)

At this point, Gerald Taylor occupied the lead in class 1, with Alan Forrest secure at the top of class 2; but when the second attempts were taken into account, while most drivers used the chance to wipe off washout times, or made a small improvement, Carl Davies lopped ten seconds from one test time and eight seconds from another to pinch the class 1 award from Gerald Taylor. In class 2, Les Bentley found that the adhesion and short wheelbase of the Fiat Vatmobile had enabled him to slip quietly into second place, ahead of the Datsun 24 Z of Mike Kempley.

The social side of the event then transferred to the Stanhope Arms at Rodley, where a highly convivial gathering went on for a surprisingly long time, making all present wonder why so few people had turned out for such an enjoyable evening.

Results :

Class 1.

1. Carl Davis (Mini) 165.6
2. Gerald Taylor (Mini) 169.3
3. Gordon Chippindale (Mini) 183.0
4. Harry Mason (Morris 1300 GT) 213.0
5. Paul Smiddy (Mini) 228.2
6. Howard White (Mini Cooper S) 232.2

Classes 2, 3 & 4 merged

1. Alan Forrest (Escort RS 2000) 181.4
2. Leslie Bentley (Fiat 500) 216.2
3. Mike Kempley (Datsun 240 Z) 226.0
4. Simon Clarke (Escort Mexico) 229.6
5. Bob Bean (Toyota Corolla) 255.0

THIS MONTH'S WINNER

ODE TO TIPCO — A SOUTHERNER'S APPRECIATION OF YORKSHIRE TOOLS

by Peter Armitage

I've met birds that's bright as buttons,
And them what's crazy as fools,
But I'll bet yer me Honda 50
The whole lots mad about tools.

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They've 'ad a gin at the "Peacock"
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Trade counter's swarming with dollies,
Whose men 'ave gone to cheer Giles,
It's the tools they're after at Tipco's
Nuffink like 'em for miles.

If its precision screwing yer after,
Worn nipples replacing and such
I'd recommend all ladies to Tipco's,
Cost 'em a bit, but not much.

They repair big ends in a jiffy,
Even them whats knackered as hell,
Give yer chassis an over 'aul,
And re-bore your friends as well.

It's the pride of the North is Tipco's,
Envy of all in the game,
You can search the hole world over,
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CENTRE ANNUAL COMPETITION

Pearce Trophy

	PCT	O	P	Q	R	S	Tot.
1. J. R. Hardcastle	52	3	3	3	3	3	67
2. P. Adelman	46	3	8	3	3	3	66
3. H. C. Mason	47	3	3	3	5	—	61
4. D. R. Scatchard	50	—	4	3	—	3	60
5. A. Forrest	48	—	3	—	7	—	58
J. M. English	49	3	—	3	3	—	58
7. A. J. Hodgetts	44	3	3	3	—	3	56
8. Miss J. S. Lee	35	5	3	3	3	3	52
9. T. D. C. Smith	35	3	3	—	8	3	52
10. M. S. Wilson	39	3	3	3	—	3	51
11. C. Seaman	28	—	8	3	—	3	42
Miss H. Dixon	30	3	3	3	3	—	42
D. Easthope	53	—	3	3	—	3	42
14. J. Johnstone	23	—	3	—	—	—	41
15. G. F. Chippindale	27	4	—	—	6	—	37
16. S. Clark	24	—	8	—	4	—	36
S. H. Hanson	27	—	3	3	—	3	36
18. J. Crowson	27	—	8	—	—	—	35
19. J. M. Busfield	31	—	—	—	3	—	34
D. Marsden	31	—	3	—	—	—	34

PCT = Previous Corrected Total
 O = August Club Night
 P = Harewood, 4th Aug.
 Q = Croft, 11th Aug.
 S = Croft, 8th Sept.
 R = Club Night, 5th Sept.

Ken Lee Trophy

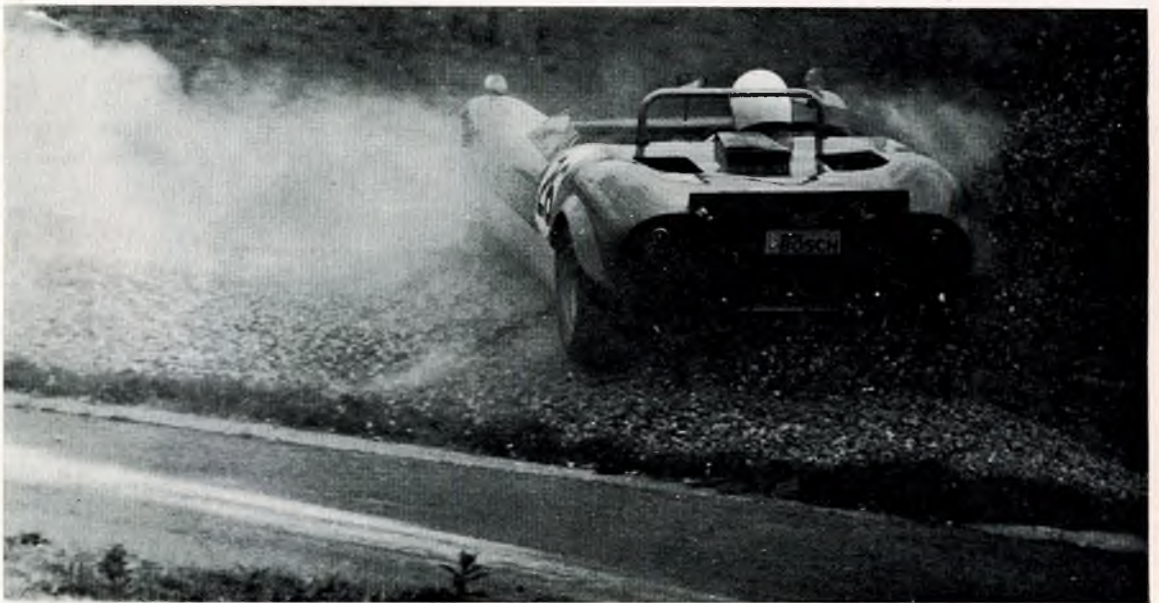
1. A. Forrest	58
2. S. Clark	36
3. J. Crowson	35
4. G. Chippindale	33
5. H. C. Mason	32
J. F. Thomson	32
7. C. Seaman	30
8. D. Armstrong	29
9. G. D. Taylor	26
10. I. K. Hardy	23

Chippy Iola Vase

1. Mr. & Mrs. D. R. Scatchard	19
2. " H. C. Mason	18
3. " G. Chippindale	16
4. " J. Busfield	14
" P. Hargreaves	14
6. " M. Rogerson	10
6. " I. K. Hardy	10

Arnold Burton Trophy

1. G. Chippindale	13
2. S. Clark	11
J. Busfield	11
G. D. Taylor	11
5. I. K. Hardy	10
A. Forrest	10
7. H. C. Mason	8
C. Seaman	8
J. Crowson	8



Tailpiece — Brian Newby's Crossle engaged in earthworks. (Photo: Paul Smiddy)

Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date	Events and Status	Centre Competitions
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)	PKCA
November 7	Club Night Social Event	
16	R.A.C. Rally starts at York; stage at Stockton Farm, Harewood.	
20	R.A.C. Rally finishes; stage at Dalby.	
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 Bird's Event — Ann Naylor adds a touch of elegance to David's disreputable Wolseley Hornet.

(Photo: Tony Hodgetts)

The Annual Dinner-Dance

1st DECEMBER

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CROFT—continued from page 9

the season on a low note. From our point of view, our season at Croft has been free from untoward events, has had a few high spots, and was financially viable. One wistful plea for a real quality field was heard, which we are in complete sympathy. The Centre, with Headquarters, did try very hard for several seasons to bring International racing to Croft. While it was great sport, it didn't pay, so it went the way of all such projects. Sadly, it's not enough that a thing is worth doing, it must prosper if it is to continue, these days. Fortunately, the promotion of club racing is still sufficiently viable to be practical; let us hope it continues to be so, and that we may still have motor racing in Yorkshire for many seasons to come.

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- 1 4 Branch Exhaust Manifold — Triumph £2
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- 4 185/13 HR S.P. Sports. Less than 100 miles £35
- 1 Wade Supercharger to suit V8 £8
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