



YORKSHIRE CENTRE CIRCULAR



OCTOBER

74

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A wench with a wrench,
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And fell on my socket and brock it.

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I said it's just above my knee
And that the length is thrice times three,
If I let you hold it, please don't knock it,
I need inserting in your socket,
It's not all "torque", but hard and strong
And tightens and slackens all day long,
So if I swing it, try to catch it
You'll love the feel — it's my Tipco ratchet.

by Peter Lawson.

Novice Award

In times of inflation,
of tyres or the nation,
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If we can't do it then,
E'en though we've the yen
We must be the safest of fools.

by G. R. Rice.



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YORKSHIRE CENTRE CIRCULAR

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OCTOBER **74**

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The next Circular will, as is now customary, be a joint November/December issue, published on 11th December.

Copy for this issue should be in the Editor's hands by 26th November.

COVER PICTURE

Maurice Starbuck brings his big Chrysler Special past the end of the safety fence — where he had a long trip on the grass last year.

(Photo : Tony Hodgetts)

Forthcoming Events

November 7th — Social Club Night

This will be a noggin and natter; the venue is the Spencer's Arms, Cawthorn, Barnsley, just off the A.635 Barnsey/Denby Dale road (O.S. sheet 102, if you want to map read).

November 10th — Shell League Final

The final round of the Shell League will take place at Ross Services, Hartshead Moor, Cleckheaton (on the M.62 Westbound) in the form of an Auto-test. Regs from the office.

November 16th

R.A.C. Rally Special Stage at Harewood

The second special stage of the rally takes place at Stockton Farm, Harewood on the morning of Saturday, November 16th; the stage will be set up for the arrival of the first car about 9.45 a.m. The course will be one of the best of the whole rally from the spectators' point of view, being almost entirely within sight of the spectator enclosures, and should provide an unparalleled opportunity to see the International stars in action — very few of them should be out of the running by then. All being well, the usual facilities for spectators should be operating to make the outing more than just a motoring event, so you are advised to come in good time to beat the crowds!

Admission 50p for adults, 10p children under 15.

November 16th — Disco Night at Morley

After the Harewood stage of the R.A.C. Rally there will be a disco dance at the Morley Rugby Union Football Club's clubhouse in Scatchard Lane, Morley, starting at 9.30 p.m. These disco dances are becoming too well-known to need any introduction, so all you need to know, apart from the time and date, is that tickets are available from Jan at the Centre office.

November 20th

R.A.C. Special Stage in Dalby Forest

For the dyed-in-the-wool enthusiast, or complete nut-case (depending on where you're standing) there is also the longest stage in the rally to man on the morning of Wednesday, November 20th, when the first car is due through at about 9.15 a.m. According to Stage Commander Peter Griffin, this is the stage for the virile and dedicated; the latter is beyond question, but where virility comes in at that time in the morning in the middle of a ruddy great wood leaves the mind boggling.

Seriously, this stage is what the "R.A.C." is all about, and by the time it is traversed the field will be whittled down to the really serious contenders; it forms an opportunity to help in the toughest

test of cars that could be devised, eighteen miles of unmade roads on which the leaders will be hitting well over 100 m.p.h. in places with slippery and tortuous, bending roads all the way.

Any would-be marshal who has not already volunteered for service is urged to telephone the Centre office right away, and say on which stage he wants to help.

December 5th — Social Club Night

The December club night will take place on the first Thursday of the month, as is now usual, but don't forget that there will not be a reminder in the shape of a Circular just before it, as the November/December Circular will be published about the 11th December. The plans for a quiz have been postponed, and no formal arrangements have yet been made, so it is suggested that the usual sociable gathering in the Windmill at Linton near Wetherby will act as the social club night for December.

December 7th

The Annual Dinner-Dance, Queen's Hotel, Leeds

The first Saturday in December, the 7th (in spite of the date which appeared in last month's Circular which came from a set of Committee minutes and was checked against a committee agenda) sees our annual gathering at the Queen's Hotel for the setting of the social seal on the season's activities. Ticket applications are enclosed with the Circular, and if the usual pattern is anything to go by, you will be well advised to put your booking and table arrangements in right away to avoid disappointment. Tickets will be allocated on a first come first served basis, so don't delay.

In Advance

The Mintex Dales Rally will be using the Harewood Rally Stage Course on Friday, 21st February and the Dalby Forest on Saturday, 22nd February, 1975. Lots of marshals are wanted for both!

There are also a number of social functions which you might like to note in advance.

Friday, 24th January, 1975 — Disco Night at the Millstone Inn, Hathersage, Derbyshire; 8.30 p.m.

Saturday, 15th March, 1975 — Disco Night at Morley R.U.F.C.; 9.30 p.m.

Friday, 7th February, 1975 — The Marshal's Dinner (Invitation only).

Date to be arranged — Racing Drivers' Forum with Messrs. Fall, Hanson, Williams, Marshall, etc.

1975 Calendar of Competitive and Social Events

The provisional calendar for 1975 has been laid out, though it is still subject to possible modifications.

- March 9th "The Sleuth's Mug".
 16th Croft Race Meeting.
 April 20th Harewood Spring National Meeting.
 May 18th Harewood Practice Day.
 11th "E. A. Denny" Production Car Trial.
 26th Spring Bank Holiday Monday
 Race Meeting — Croft.
 June 1st Harewood Vintage and Novices'
 Hill Climb.
 15th Scarborough Weekend.
 22nd Croft Race Meeting.
 July 6th Harewood R.A.C. Championship.
 Meeting.
 Aug. 3rd Harewood Members' Hill Climb.
 10th Croft Race Meeting.
 Sept. 7th Croft Race Meeting.
 28th Harewood B.A.R.C. Championship
 Final Meeting.
 Oct. 5th Greenwood Cup Production Car Trial.
 18/19th Buxton Weekend.

On the basis of using the first Thursday in each month as the standard date for club nights both social and competitive, the dates of the 1975 club nights would be :

- January 2nd; February 6th; March 6th; April 3rd;
 May 1st; June 5th; July 3rd; August 7th;
 September 4th; October 2nd; November 6th;
 December 4th.

INVITATION

Sheffield & Hallamshire Motor Club
PRODUCTION CAR TRIAL AT DRONFIELD
 22nd December 1974

Non-damaging, light-hearted
 in the festive spirit.

If wet, most of the trial will probably
 be held in the local pub!
 Regs. from the Office.

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The Greenwood Cup Production Car Trial

6th OCTOBER 1974

The "Greenwood" moved south this year from its Wharfedale haunts of recent years, and after a slow start, the entries came up to a total of 25; not up to the levels of some former years, but enough to make it worth while putting the event on. The weather was not particularly kind and deteriorated from sunshine and showers to a steady downpour, which affected almost all the competitors adversely. The only ones who seemed unaffected were Harry Mason, who turned in marks for the afternoon session nearly as good as the morning, and Stan Peel, whose performance in the afternoon cost him exactly the same number of penalties as the morning.

Some idea of how the rest of the field were affected may be gathered from the fact that the eventual overall winner lost only eight marks in the morning and 67 in the afternoon!

Results :

Class 1.

- | | | |
|----|--|-----|
| 1. | Harry Mason/Mrs. Barbara Mason
(B.L. 1300 GT) | 75 |
| 2. | John Spencer/M. A. Lee
(B.L. Mini 1000) | 124 |
| 3. | Andrew Page/John English
(B.L. Mini Clubman) | 134 |
| 4. | Neil Higgins/Brian Marsden
(B.L. 1300 Countryman) | 140 |
| 5. | Gerald Taylor/G. I. Ainley
(B.L. Mini Clubman GT) | 157 |
| 6. | Paul Smiddy/M. H. I. Brown
(B.L. Mini) | 163 |

Class 2.

- | | | |
|----|--|----|
| 1. | David Metcalf/Stan Peel
(Anglia 1200) | 97 |
|----|--|----|



"Well, they didn't do it that way when I was a lad". Derek Clark offers Simon some advice on how to get out of a sticky situation.

(Photo : John English)

2. Stan Peel/David Metcalf (Anglia 1200)	102
3. John England/J. Ramsey (Anglia 1200)	136
4. Jeff King/J. Ramsey (Capri 2000)	143
5. Simon Clark/Derek Clark (Escort Mexico)	169
6. David Easthope/Mrs. Joyce Easthope (Retired)	—

Class 3.

1. John Busfield/Mrs. Wendy Busfield (M.G. B GT)	106
2. Chris Seaman/Gill Nicholson (M.G. Midget)	140
3. Nigel Hargreaves/S. E. Hargreaves (Austin-Healey Sprite)	150
4. Chris Hobson/J. F. Holliday (M.G. B GT)	Retired —

Class 4.

1. Chris Naylor/Jim Bunney (Chrysler Imp)	75
2. Paul Adelman/Tim Smith (Chrysler Imp)	76
3. Edgar Wadsworth/J. Holmes (Steyr-Puch 650 TR)	82
4. Colin Wild/Robert Nixon (Chrysler Imp)	88
5. Henry Holliday/Mike Wilson (Chrysler Imp)	152

Awards :

The Greenwood Cup : Chris Naylor.
 Special Awards : Harry Mason, David Metcalf,
 John Busfield.
 First Class Award : Stan Peel.
 Novice Award : Colin Wild.
 Team Award : "Ilkley 'A'" —
 John Spencer, Stan Peel, Paul Adelman.

R.A.C. RALLY

MARSHALS REQUIRED

FOR

HAREWOOD 16th November

DALBY 20th November

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THE CASTROL TROPHY HILL CLIMB

29th SEPTEMBER 1974

All good things, they say, must come to an end. The 1974 speed events season, which was much better than we ever dared hope it would be, is over, and our closing event marked the end of Castrol's sponsorship of the B.A.R.C. handicap championship after six seasons in which it has risen from a good idea for the club to the position of the most popular and best supported championship for hillclimbers, attracting entries from the length and breadth of the country by its combination of keen, balanced competition and social camaraderie. Also closed is the hillclimbing career of Spotty Muldoon, alias Spotty Smith, alias Tony Bancroft, who under various names and in various cars has left his mark on both the competitive and social scene over the past few years, and who announced his retirement at Harewood.

Before the meeting started, the new Champion

was already decided; Peter Voigt had knocked so many records from their perches that his position was assured. His marking was such that he could not be beaten, and in fact he had obtained the absolute maximum points possible. Add to this the introduction of the first bit of technical innovation into the 500 c.c. class since Cyril Kieft suspended his car on bungee rubber, the presentation of a new sound (appropriate for a violin builder) and driving of enormous panache, and you have a mixture worthy of a 100% champion. But it had to be a performance like that to beat Mike Flather, last year's champion, who incredibly managed to clip a few tenths of a second off his previous records meeting after meeting, until one wondered what was the limit — and I don't think he has reached it yet. Not far behind were David Franklin and the evergreen Nicky Porter, whose Cooper 'S' will



Roy Lane and Chris Cramer, separated by a tiny margin at the end of the season, look well pleased with the eventual result.

(Photo : Tony Hodgetts)



Peter Voigt
Castrol/B.A.R.C. Hillclimb Champion 1974.
(Photo : Tony Hodgetts)

probably have earned a place in the Beaulieu motor museum by the time it finally retires in another ten years.

The Saturday practice could hardly be called propitious, for the rain came soon after the the cars started to come up the hill, and the object of the exercise was to keep the cars on the island rather than to learn the way to lop hundredths of seconds from the records. Before long the paddock was a quagmire, but fortunately the new access road was open from the paddock to the start, and it was possible to minimise the effect of mud on the road to a certain extent. With some relief, practice was concluded, and everyone set off for the hillclimb dinner-dance, or tried to, for it was necessary to use the new road and go down to the start to get out at all.

Next morning it was still so slippery in the paddock that the cars were arranged in the car park for the practice session, and controlled remotely by telephone — with some difficulty. Fortunately the sun shone, and incidents were few, so that by lunch time spirits were rising and a good crowd was starting to gather. However, when the cars began to ascend, it became obvious that the previous day's downpour had left the hill in a rather slippery condition, the grain of the surface being in many places filled with silt which could not readily be removed by sweeping. Record breaking was out, and it was suggested that the course was two to three seconds slower than normal. Mike Flather took class one again, with a run fast enough to give him 7.51 points, but over a second outside his class record, and Nicky Porter took class two and 6.11 points with a run of 49.12 secs. Peter Ormerod's winning time of 49.33 was

over three seconds over the long-standing record held by Richard White, though a useful two seconds ahead of second man Alan Forrest. Alan Cox took class four from Peter Riley, and Jim Thomson, whose Firenza seems to be showing its age a little, had to give best to Mike Newman. Perhaps his thoughts were on the bright orange Guyson Jaguar which was attracting a great deal of attention in the paddock — nearly as much as the works prepared 3-litre B.M.W. course car which looked more aeronautic than automotive with its wings and spoilers.

The well supported class for 'T'-type M.G.'s was won by Dave Clewley from Alastair Naylor, and Mike Gleave took the small Marque class. Guy Brooker once more took the large Marque class, and Malcolm Trewhitt's M.G. C again did its bit towards restoring the reputation of that much-maligned model by winning class eight by nearly five seconds. It was Robert Speak's turn to win the small modsports or hot Spridget class, which he did by the small margin customary in this closely contested class, and in a class 10 devoid of its usual Jaguars, Paul Wilson's Lotus Elan took the honours.

The meeting up to this point had been fairly incident free, though a certain amount of time was lost removing a car from the remains of the hedge at Willow, and then rebuilding the fence to ensure that future visitors would not drop straight into the ditch. Eric Benson's M.G. T.C. tried just a bit too hard, and blew up rather comprehensively just before the finish; when a T.C. blows up, things poke through the block and the oil goes in all directions, particularly on to the fast line on the final corner,



Mike MacDowel
R.A.C. Hillclimb Champion 1974.
(Photo : Tony Hodgetts)

so a cartload of cement once more was laid on the course. Fortunately no-one repeated the trick, for all the spare cement went on that one. The return road was proving its worth, and in spite of these mishaps the meeting was keeping well to time, and looked as though it would finish without over-running.

Class eleven provided some interesting results, for while on the first runs Jeremy Hunt led from Joe Ward, Bob Prest turned in a storming second run to lift his Mallock into the lead, and Mervyn Bartram pulled out the stops to take third place, relegating the Ward-Ford to fourth spot. Class twelve confirmed that John Barratt has now sorted out the Theta, and he led Terry Sims' Terrapin comfortably on both runs. Martyn Griffiths had no trouble in stitching up class 13, being six seconds clear. Class fourteen went, as is almost customary these days, to Philip Scragg, pursued on this occasion by Ian Curtis' Mallock and George Tatham's thunderous McLaren. George had earlier been observed in the paddock with an armful of large suspension coil springs, which he darkly described as his new secret weapon valve springs for 1975!

Class 15a was a runaway for Peter Voigt, but this did not deter David Latham from throwing his Mk. 10 Cooper-Norton at the corners in the app-

roved manner, with right hand gripping the under-tray to hold everything together while the left hand dealt with the wheel-twirling; heroic stuff. Class fifteen was very well subscribed, and went on this occasion to Alan Richards from John Crowson in the same car, with Graham Ashley Smith just beating John Baker-Courtney's Jovis, which seems to be getting to know its way up the hill after some earlier troubles. Class 16 also put an unaccustomed name at the head, when Richard Jones' Surtees TS 10 proved to be the car for the day by being the only one in the class to get below 43 seconds in the class runs.

The big racing cars as usual provided the principal excitement, but the competition was subtler than usual. The Castrol/BARC F.T.D. championship was jointly led at the start of the meeting by Chris Cramer and Roy Lane, with 32 points apiece, so that much more was at stake than just the award for the day. Chris was taking no chances, and went down the new road to the start with the nose cone and that hovercraft front spoiler in the back of a following tender car; it must have a good plan, for he put up the best time on the first runs, with Roy just behind him. Mike McDowel, with the R.A.C. championship under his belt, had a momentary lapse and shot straight on at Country. He went down to the start in good time for the second runs and spent a long while cleaning tyres and



The new road was in use for the first time, and it made a great improvement in the promptness of running the meeting.

(Photo: Tony Hodgetts)

making ready before ascending in 41.14 seconds, which turned out to be the best time of the day. John Cussins again tried very hard and produced the third fastest run in the class at his second attempt.

The special class for rally cars produced some very enterprising driving, some highly spectacular slip angles, and some results which must have caused some of the specialists to think very hard. George Beever's winning time in a fully equipped rally car which had already been out all night on the "Dukeries" Rally would have landed him in a good second place in class 3, and Tony Drummond would have finished third in that class in the car which had just won the "Dukeries". Now, I wonder what the international boys will be doing on the R.A.C. special stage in November ?

As ever this season, there had to be a sting in the tail, and the weather provided it. Before the top ten runs, the heavens opened, and a deluge soaked the course and put paid to any improvements in positions for the championship contenders, but the top five runs for the F.T.D. championship still kept up the tension right up to the last minute. On their first runs, Roy Lane and Chris Cramer returned exactly the same time of 45.30 secs.,

so all depends on the last runs. Both improved their times, but Roy managed to find just that vital bit of adhesion to return a time of 44.44 secs against Chris's time of 44.53 — so the championship went to Roy Lane by 0.09 second.

The prizegiving ceremony was a little sad, with the announcement of Castrol's withdrawal, but after Mike Dixon had thanked the club for organising the events, and Mike Wilson had thanked Castrol for all their help both financial and physical, a number of mementoes were presented to Mike and Paddy Dixon, Roger Willis (the man from Ramsbottom, believe it or not) and John Atkins. After that Paddy Dixon dispensed the awards, the inimitable Harry Mason dispensed champagne and the clouds dispensed a sharp shower of hailstones to remind everyone that summer was over and winter draws on. One minor record deserves recording; Bob Chesterman brought his engraving tackle from Hemsworths, and succeeded in engraving all the annual trophies and major awards between the end of the meeting and the prize-giving, which took quite some doing.

To all who helped in any way, thank you — see you next season !

THE CHAMPIONSHIP TOP TEN

After Class Runs :

Posn.	Car No.	Name	1st Run	Marks	2nd Run	Marks	Posn.
1.	125	Peter Voigt	60.27	0.00	57.06	0.00	9
2.	158	Richard Jones	51.22	0.00	49.04	0.00	1
3.	19	Nicky Porter	55.06	0.17	52.97	2.26	6
4.	162	Peter Kaye	50.99	0.00	50.27	0.00	3
5.	157	David Morris	52.75	0.00	—	—	5
6.	35	Alan Cox	56.82	0.00	55.06	0.00	7
7.	104	Jeremy Hunt	Retired	—	—	—	—
8.	160	Ken MacMaster	50.65	0.00	49.11	0.00	2
9.	48	Jim Thomson	55.90	0.00	52.26	0.00	4
10.	87	Russ Ward	57.53	0.00	56.80	0.00	8

THE CHAMPIONSHIP TOP FIVE

After Class Runs :

Posn.	Car No.	Name	1st Run	Marks	2nd Run	Marks	Posn.
1.	9	Tony Bancroft	52.91	0.00	46.61	0.00	4
2.	10	Richard Shardlow	50.71	0.00	49.49	0.00	5
3.	4	Roy Lane	45.30	1.37	44.44	2.03	1
4.	5	Chris Cramer	45.30	1.28	44.53	1.92	2
5.	1	Mike MacDowel	45.65	0.82	44.91	1.56	3

The Committee of the B.A.R.C. Yorkshire Centre would like to express their very sincere gratitude to Burmah Castrol Ltd., and on a more personal basis to Mike & Paddy Dixon, Roger Willis, John Atkins, Alan Sewell, Phillip Knight, Ian Manners, et al, for all their generous and friendly support during the six years that Castrol have supported this Championship.

AWARDS FOR THIS MEETING

F.T.D. (The "Castrol Trophy")	Mike MacDowel	41-14
2nd F.T.D.	Chris Cramer	41-60
3rd F.T.D.	John Cussins	41-72
4th F.T.D.	Roy Lane	42-00
Ladies Award	Diana MacMaster	50-91
Team Castrol Award	Peter Voigt	

CLASS AWARDS

Class 1.	1st M. R. Flather.
Class 2.	1st R. N. Porter; 2nd A. Morgan.
Class 3.	1st P. Ormerod; 2nd A. Forrest; 3rd S. Browne.
Class 4.	1st A. Cox; 2nd P. Riley.
Class 5.	1st M. Newman; 2nd J. F. Thomson; 3rd W. Wainwright.
Class 6a.	1st D. Clewley; 2nd J. A. B. Naylor.
Class 7.	1st C. G. Brooker; 2nd M. Bonar; 3rd S. Watts.
Class 8.	1st M. Trewhitt.
Class 9.	1st R. Speak; 2nd R. B. Ward; 3rd C. G. Seaman.
Class 10.	1st P. Wilson.
Class 11.	1st R. J. Prest; 2nd J. C. Hunt; 3rd M. Bartram.
Class 12.	1st J. F. Barrett; 2nd T. R. Sims.
Class 13.	1st M. Griffiths.
Class 14.	1st E. P. Scragg.
Class 15a.	1st P. E. Voigt.
Class 15.	1st A. S. Richards; 2nd J. Crowson; 3rd G. A. Smith; 4th J. B. Courtney.
Class 16.	1st R. Jones; 2nd F. P. Kaye; 3rd D. N. Thomson; 4th D. G. Morris.
Class 17.	1st M. MacDowel.
Class 18.	(Rally Cars — Sponsored by National Breakdown Recovery Club). 1st. G. T. Beever; 2nd T. Drummond; 3rd P. Dale.

ANNUAL TROPHIES

"The Yorkshire Post Trophy"	M. MacDowel	38-59
"The Jack Farrer Trophy"	J. A. Bancroft	39-61
"The Appleyard Group Trophy"	C. G. Brooker	47-42
"The Wallace Arnold Trophy"	P. Ormerod	46-33
"The Guyson Sandblast Trophy"	P. Bennett	44-21
"The Total Trophy"	M. R. Flather	
"The Scrutineer's Trophy"	J. A. Bancroft	

CASTROL/BARC HILL CLIMB CHAMPIONSHIP

1st "Archie Frazer Nash Trophy"	Peter Voigt
2nd	Mike Flather
3rd	David Franklin
4th	Nicky Porter
5th	Russ Ward
6th	Jim Thomson
7th	John Barrett
8th	Alan Cox
9th	Terry Simms
10th	Roy Lane
Ladies Award "The Andreason Trophy"	Mrs. Diana MacMaster

CASTROL/BARC F.T.D. AWARDS

1st "The Castrol Trophy"	Roy Lane
2nd	Chris Cramer
3rd	David Franklin
4th	Alister Douglas Osborne

Final Championship Positions

Castrol/B.A.R.C. Hill Climb Championship

1.	P. E. Voigt	70-00
2.	M. R. Flather	66-45
3.	D. T. Franklin	61-31
4.	R. N. Porter	59-60
5.	R. B. Ward	58-47
6.	J. F. Thomson	56-28
7.	J. Barrett	55-43
8.	A. Cox	54-40
9.	T. R. Sims	
10.	R. T. Lane	50-81

Castrol/B.A.R.C. F.T.D. Awards

1.	R. T. Lane	33
2.	C. F. Cramer	32
3.	D. T. Franklin	25
4.	Alister Douglas Osborne	18
5.	M. MacDowel	13
6.	J. A. Bancroft	12
7.	G. M. Dungworth	10
8.	R. N. Pow	8
9.	D. G. Morris	4
10.	A. B. Griffiths	3
	K. MacMaster	3



John Pascoe, whose Bardic verses are re-printed below, brings his Mallock up the hill at the Castrol Final meeting at Harewood.

(Photo : Tony Hodgetts)

Song of a Thwarted Castrol/BARC Champion

For so long now, I've tried so hard
To win that major prize
To beat those dreaded bogey times,
That Wilson did devise.

At first with my old Cooper 'S',
My God, I thought, I'm quick,
But nearly always second place
To Mini Maestro Nick.

Next came the fleet Ginetta,
In Modsports, THE most 'mod',
When on the scene came Seaman
And won the lot — the sod!!

With Cramer gone to higher things,
U2 can win, thought I.
At Scammonden it all went bang,
I felt the end was nigh.

Then on to Clubmans, here I thought
I'd really stand a chance.
But now they've all got Holbays,
Again I'm in a trance.

My pennies spent on those four cars,
Now should I make it five?
Or should I face the awful truth?...
Perhaps I just can't drive.

But no, that's not the spirit
Of which racing men are made,
And though I may not win the game,
It's great just to have played.

So come, we'll soldier on once more,
Through blow ups and despair,
The goal — the victor's rostrum —
One day we might get there!!

John Pascoe.

THE BUXTON WEEKEND

The Committee greatly regret that it was found necessary to cancel the Buxton Weekend, as at the point when a decision had to be made there were not sufficient firm entries to justify the running of the event. To those who had entered in good time and to the organising team, our thanks.

ANNUAL CRICKET MATCH

B.A.R.C. v. Y.S.C.C. — 21st SEPTEMBER, 1974

The match was due to start at 2-00 p.m. in the village of Norwood Green; at 2-00 p.m. B.A.R.C. had a total of two players present, both guests standing in at the last moment for two members who had to cry off.

At 2-15 the writer arrived in convoy with brother Peter, having spent a good 10 minutes trying to find the ground. In view of the late arrival it was thought play should start at 2-30 p.m. — we had our fingers crossed hoping that by then the rest of our team would arrive. Player No 5 in the form of Eric Bryden arrived at 2-25 p.m. and it was decided at this juncture that we ought to bat. We duly changed and in a very little time we had decided a batting order; with only 5 players this wasn't difficult. Shortly after this Peter Lawson arrived to watch our opening pair take up their positions in the centre. From the fourth ball we scored a bye which brought Peter Rogerson to face his first ball which pitched short, took a lump out of the wicket and flew into the wicket keeper's hands. A loud appeal by Y.S.C.C. brought the classic reply of the day from the umpire, Guy Wood "I don't know Peter, it is up to you as to whether you are out". Peter decided he was out, so after one over we were one wicket for one run.

Eric Bryden joined Alan Jennings and started in fine style; Alan survived for a little time while Eric scored the runs, until he was l.b.w. to the Captain for twelve runs. John Obank (short, good looking) standing in incidentally for John Obank (lungs) took over, but didn't last very long, Y.S.C.C.'s Captain taking a good catch off Ashworth. The writer arrived next at the wicket and scored 8 runs very slowly while at the other end Eric Bryden continued in great style scoring 4's and 6's at will. Peter Lawson replaced Malcolm Rogerson and added to the flurry; he wasn't in very long, but scored 37 runs including six boundaries. John Jolly was next in and out being bowled for 1, and when the last over was finally bowled Brian Dartnell was not out for 9 and Eric Bryden was not out for 100. Our total for the innings was 182 for the loss of 6 wickets.

S. Marshall was probably the most successful wicket taker with a tally of 1 catch, 1 stumped and 1 bowled, with Paul Hargreaves next with 1 caught and 1 l.b.w.

Y.S.C.C. opened with Naylor and Asquith. We opened our bowling with Brian Dartnell and John Jolly who in years gone by have taken quite a few wickets between them. Brian Dartnell soon took effect and had 3 wickets in his five overs, all

bowled, John Jolly at the other end bowled very well and was very hard to score off; he took one wicket for the cost of 6 runs in his five overs. Our two guest players then had three overs each, rather expensive overs, but at the same time managed to take the necessary wickets.

Paul Hargreaves again played a Captain's part in scoring 20 runs before he was caught by Peter Lawson with a very good catch, their total finally being 48 runs giving B.A.R.C. victory away from home by 134 runs. The turning point in the match certainly must have been the fantastic innings of Eric Bryden who scored 100 runs himself, helping us to finish up with an average of 5.2 run an over, a very commendable rate for limited-overs cricket. Our two opening bowlers bowled well enough to restrict the rate of 2 runs an over.

We look forward to next year when the decider can be fought and it is quite possible that the ground at Bradford Park Avenue will be available for this interesting friendly feud.

We hope that if this is the case we shall have a few supporters to encourage us to victory.

Malcolm Rogerson.

B.A.R.C. XI

A. Jennings l.b.w. b Hargreaves ...	12
P. Rogerson c Marshal b Wilkinson	0
E. Bryden n.o.	100
J. Obank c Hargreaves b Ashworth	3
M. Rogerson b Marshall	8
P. Lawson st. Marshal b Heap ...	37
J. Jolly b Thompson	1
B. Dartnell n.o.	11
Extras	12

Total 182 for 6 wickets

Y.S.C.C. XI

Naylor b Dartnell	1
Asquith b Dartnell	2
Ashworth c Lawson b Jolly	1
Marshall c Jolly b Obank	4
Asquith c Dartnell b Obank	2
Hargreaves c Lawson b Obank ...	20
Wilkinson b Jennings	8
Heap b Obank	0
Thomson b Jennings	0
Bamforth b Obank	0
Leaper n.o.	0
Extras	10

Total 48 all out

Bowling analysis

B. Dartnell	3 for 16
J. Jolly	1 for 6
A. Jennings	2 for 18
J. Obank	4 for 8

Ruminations

It's now a year since I volunteered to act as Editor, and I don't think any past year of my life has flown so fast. There doesn't seem to have been a free moment for twelve months, and a series of panics of one sort or another have followed hard on each other's heels as oil, coal, elections and inflation have one by one hit the headlines, nudging the perennial Watergate to one side, and themselves being given a hefty shove from the front page by Marcia and Company. Quite an eventful year for all of us, and one which has left us with the feeling that things will never be quite the same again.

That's a thought that has been expressed before, and often before long the general opinion has been that the change could have been for the better; whether that's true this time remains to be seen. The effect on the Circular of the rising cost of paper and print, and the sharp decline in advertising revenue, has meant that of necessity the monthly magazine is smaller and dearer. The sport has been threatened by rationing and restrictions, and our race meetings have had shorter races and our other events shorter routes.

Even the R.A.C. has been reorganised, and hope rises for a slick new organisation which will steer the sport to new heights; certainly with a bit of luck the 1975 R.A.C. British Grand Prix will escape the organisational howlers of this year's. The B.A.R.C. office is now at Thrupton (where ?) which will save a lot of money; it's the thin edge of the wedge, we'll have it at Croft before we've finished. The B.A.R.C. News has a new editor whom we wish the best of luck, and Chippy and Harry are grandfathers. All in all, quite a year!

For my part, I'd like to thank all the people who have helped me to get the Circular out each month; previous Editor Bob Soper for advice and contributions, Josephine Lee for looking after the advertisers and for helpful advice on how to take better photographs (I'm still trying hard), John English, Jim Johnstone, Malcolm Rogerson, Tony Fall, Alastair Naylor, Simon Clark, Linda Knight and Josephine for writing articles, Jan and Mike for addressing envelopes, and Harry Munroe and his colleagues at Youngmans for producing the results of my scribblings in a presentable form each month. Thank you all; and to all the people who have dropped little tibits of enlightenment or amusement to lubricate the editorial pen, please keep it up next year.

Correspondence

To the Chairman

Dear Mike,

Just a line to thank you and everybody connected with the Castro/BARC hillclimb championship for making the last four years that I've been involved, so very enjoyable. There have been some great times, but definitely the most moving moment of those four years was at the presentation after the final. I was thrilled with the silver salver which was such a surprise, but to be presented with the beautiful carriage clock and signed programme in addition came as such a shock, I was, as you know, left speechless! I was unable to express my feelings at the time, but now it has sunk in, I would like to thank everybody concerned most sincerely.

You will no doubt be seeing Liz and myself at various hillclimbs next year, particularly Harewood. Perhaps in 1976 if everything works to plan we might even compete seriously!

I wish you luck sorting out a new sponsor and I expect you will have it all finalised in good time.

Yours sincerely,

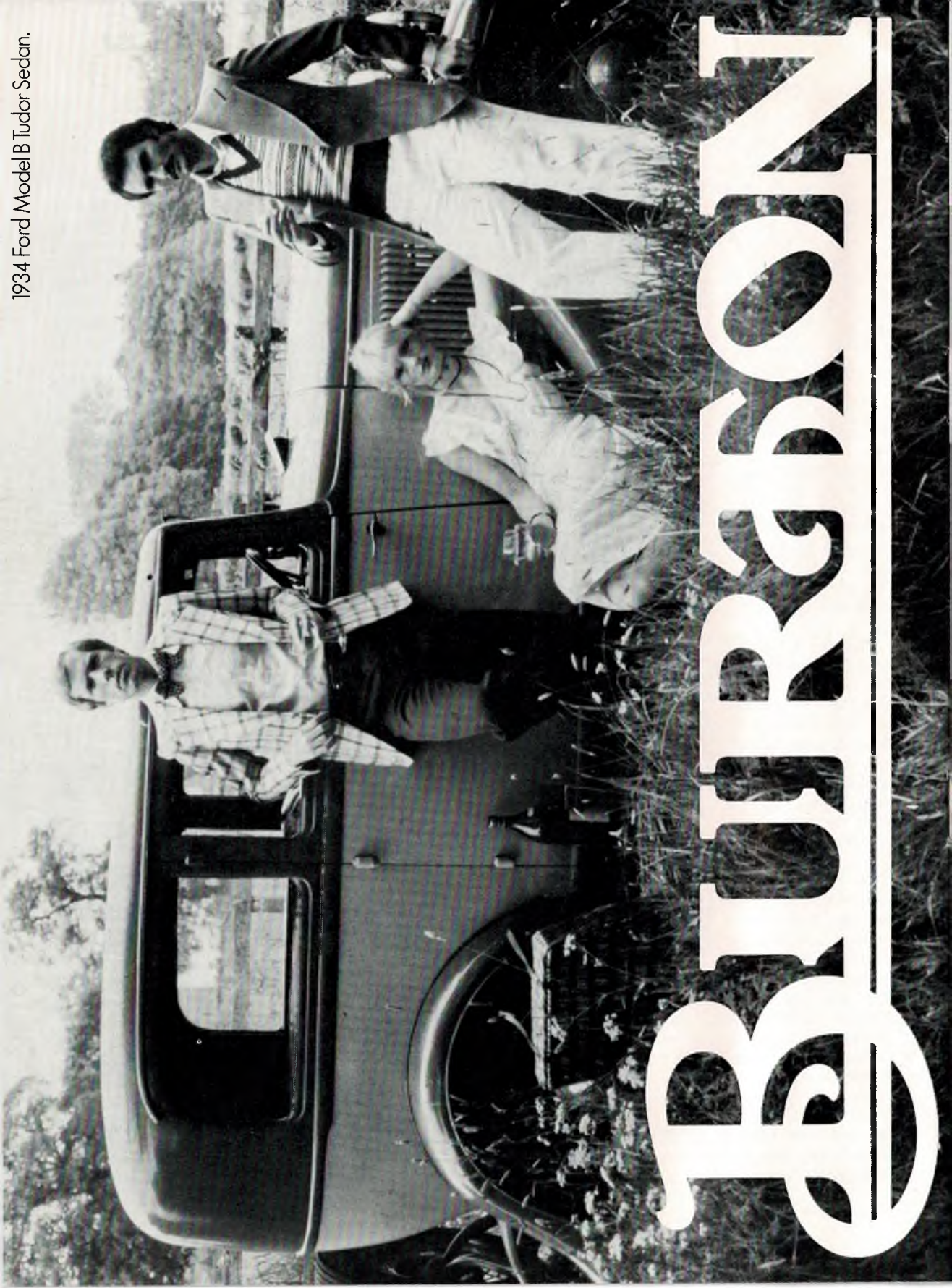
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John Atkins.

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CENTRE ANNUAL COMPETITIONS

Pearce Trophy

	PCT	T	U	20	Best
				Events	15
				Total	Total
1. J. M. English	59	3	6	68	65
A. Forrest	58	7	—	65	65
3. H. C. Mason	61	3	8	72	63
P. Adelman	66	3	6	75	63
5. D. R. Scatchard	59	3	3	65	62
6. J. R. Hardcastle	67	3	3	78	58
T. D. C. Smith	52	3	6	61	58
8. Miss J. S. Lee	52	3	8	63	54
M. S. Wilson	51	3	—	54	54
10. A. J. Hodgetts	59	3	—	62	53
11. C. J. Seaman	42	6	4	52	52
12. D. Easthope	42	3	3	48	48
13. Miss H. Dixon	42	3	—	45	45
J. Busfield	37	3	5	45	45
15. J. Johnstone	41	3	—	44	44
16. S. N. Clark	36	4	3	43	43
17. J. Crowson	35	7	—	42	42
18. N. Higgins	32	3	5	40	40
19. J. F. Thomson	32	7	—	39	39
S. H. Hanson	36	3	—	39	39
21. B. N. Marsden	30	3	5	38	38
22. D. B. Marsden	34	3	—	37	37
G. F. Chippindale	37	—	—	37	37
24. Mrs. D. Scatchard	29	3	3	35	35
25. W. R. Edwards	33	—	—	33	33
26. C. D. H. Kitching	27	3	—	30	30
G. D. Taylor	26	—	4	30	30
28. D. Armstrong	29	—	—	29	29
29. M. Rogerson	27	—	—	27	27
30. I. K. Hardy	26	—	—	26	26
31. D. Naylor	21	—	4	25	25
32. J. Edwards	24	—	—	24	24
I. Canavan	18	3	3	24	24
34. P.R.W. Hargreaves	22	—	—	22	22
35. J. Norbury	21	—	—	21	21
P. Griffin	21	—	—	21	21
37. D. Kennedy	19	—	—	19	19
38. E. Clapperton	18	—	—	18	18

PCT = Previous Corrected Total

T = Harewood, 29th Sept.

U = Greenwood Cup

Our thanks to Bob Soper for maintaining these complicated records, and congratulations to the award winners on their skill and consistency.

Ken Lee Trophy

1. A. Forrest	65
2. S. Clark	43
3. J. Crowson	42
4. H. C. Mason	40
C. J. Seaman	40
6. J. F. Thomson	39
7. G. F. Chippindale	33
8. G. D. Taylor	30
9. D. Armstrong	29
10. I. K. Hardy	23
P. Adelman	23
12. J. Busfield	22
P. Hargreaves	22

Chippy-lola Vase

1. Mr. & Mrs. D. Scatchard	22
2. Mr. & Mrs. H. C. Mason	19
Mr. & Mrs. J. Busfield	19
Mr. & Mrs. D. Naylor	19
5. Mr. & Mrs. G. Chippindale	16

Arnold Burton Trophy

1. H. C. Mason	16
J. Busfield	16
3. G. D. Taylor	15
4. S. Clark	14
5. G. Chippindale	13
6. C. Seaman	12
7. P. Adelman	11
D. Naylor	11

Awards :

Pearce Trophy	J. M. English, A. Forrest
Firth Bowl	Miss J. S. Lee
Pearce Consolation Award	J. R. Hardcastle
Ken Lee Trophy	A. Forrest
Chippy-lola Vase	Mr. & Mrs. D. R. Scatchard
Arnold Burton Trophy	H. C. Mason, J. M. Busfield

The Annual Dinner-Dance

7th DECEMBER
QUEEN'S HOTEL LEEDS

BOOK EARLY !

Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date	Events and Status	Centre Competitions
November 7	Club Night Social Event	
16	R.A.C. Rally starts at York; stage at Stockton Farm, Harewood. Disco Night at Morley Rugby Club.	
20	R.A.C. Rally finishes; stage at Dalby.	
December 5	Club Night Social Event.	
7	Annual Dinner Dance.	



Where's that draught coming from !

(Photo : Paul Smiddy)

REMEMBER — 9-45 on 16th November for the Harewood Stage of the R.A.C.

Rally. This you must see !

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