



YORKSHIRE CENTRE CIRCULAR



NOVEMBER/DECEMBER

74

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each month.

COVER PICTURE

Jack Tordoff finds the mud at Harewood a little
slippery.

(Photo: Tony Hodgetts)

Forthcoming Events

Club Night — 2nd January, 1975

The first social event of 1975 will be held at The Jester, Harrogate Road, Alwoodley, Leeds 17 at 8 p.m. on Thursday, 2nd January, and will take the form of an inter-club quiz, the visiting team being the Yorkshire Sports Car Club. The quiz will be similar in form to the Castrol quizzes of recent years, and the questions will be set by Bob Soper. If this is anything like as exciting as the last meeting between the two clubs in the Castrol quiz, it's an event you must not miss! Come along and start the new year in style!

For those who don't know the area well, The Jester is on the main Harrogate road, (the one you take to go to Harewood) about half a mile on the Harrogate side of the ring road, just opposite Alwoodley Motors.

Mintex Dales Rally — 21/22nd February, 1975

The Mintex Dales Rally returns to its proper season — it was postponed in 1974 to May as one of the side-effects of the fuel flap — and is promised to be an exciting event with even more forest miles than before. We are running two stages, one on the Friday night in Dalby forest, which will be traversed twice by the field at 11 p.m. and at 2 a.m. (which really will test that famous virility to its utmost) and then on Saturday at Harewood in the early afternoon. Marshals for both stages are invited to contact the Centre office to volunteer their services.

PHILIP SCRAGG

It is with great regret that we have to report the death of Philip Scragg in an accident at Silverstone. It seems almost incredible that a driver as safe and experienced as Philip should succumb in this way, for as well as being the man to beat in his class he rarely made mistakes and his cars were always both immaculate and impeccably prepared. He competed regularly and successfully for twenty years and was always an outstandingly competent driver, who brought the same combination of skill and enthusiasm to a successful business career.

The death of his son on the same day makes the tragedy even greater, and we send our sincere sympathy to his relatives, colleagues and friends on their great loss.

Ruminations

WHERE DO WE GO FROM HERE ?

Over the years, the Yorkshire Centre of the B.A.R.C. has become more and more of an association of specialists; long ago we decided that on-the-road events were going to increase in complexity and decrease in appeal (right or wrongly) and concentrated our efforts on the promotion of hillclimbs and race meetings. On this we can say without conceit that we've become fairly expert, and put on events which seem to meet with approval from competitors, spectators, marshals and Press alike. We have also striven very hard (how hard, probably few people outside the Committee know) to promote events which would enable the members who are not primarily interested in speed events to take part, meet their fellow members and enjoy the gentler forms of motor sport. In short, to keep the spirit of the club alive.

Some of the organisers who have put a lot of effort into finding sites and arranging all the paperwork and physical necessities have been rewarded with a gratifying response, others have been disappointed by the low attendance. On balance, the Committee feel that we should still be putting this type of event on, for while many of the Centre's members live far from the centre of our activities, which tends to be around Leeds, there are still sufficient people near at hand who regard the Centre as their local motor club to make social activities worth while. The difficulty is that these events require variety — new venues, new concepts, new contacts, "new blood". We want to hear from anyone who is interested in organising social events or "non-speed" events, and who would like to work with an experienced organiser to produce, and "sell" to the members some interesting new club nights, and some revitalised established favourites.

In 1965, a group of lads who were dissatisfied with the way club nights were being run announced that they could do better, and proceeded to do so to such effect that before long club nights were attracting entries in the fifties and pulling in old and new members at a great rate. Some of "The Ginger Group" are still with us and still grafting as hard as ever, but they'd like some help.

Will the 1975 Ginger Group please step forward? The names and addresses of the people to contact are in the front of the Circular!

THE 1974 SHELL MOTOR CLUB LEAGUE

Report by Malcolm Rogerson

Round One was an Auto Test organised by the N.H.M.C.; unfortunately this clashed with our original date for our Buxton Weekend, and by the time the "Buxton" was cancelled the entry list for N.H.M.C. was full so no B.A.R.C. entrant took part. Following our disappointment in Round 1, Round 2 was tackled with new vigour and we were able to select a team of 5 from our 6 entries.

Driver & Car	Shell League Points
H. G. Mason (1300 G.T.)	86.5
J. Johnston (Datsun)	82.0
J. Busfield (M.G B G.T.)	95.8
H. Holiday (Fiat)	73.6
H. D. Kennedy (Ford Anglia)	43.3
M. M. Rogerson (Rover 3500S)	72.5

These scores gave us second place in the event and earned the club £5 to be spent on equipment; they also moved us up from the bottom to 7th place overall.

Round 3 was to an Auto Test on June 16th, organised by the York Motor Club; unfortunately this clashed with a restricted Auto Test organised

by Hull Motor Club, and the R.A.C. withdrew the York permit as a protest had been lodged. York cancelled the event and rearranged it for the 30th June. Following our success in Round 2, disaster was around the corner; we managed the grand total of two entries, with results as follows:

Driver	Shell League Points
J. Johnstone	45.7
T. Smith	10.0

Round 4 was the M.G. Car Club sprint organised by M.G. as a result of B.A.R.C. opting out from nomination at least year's preliminary meeting. We fared a little better in this but only managed 6th overall with the following scores:

Team	Shell League Points
M. J. Walker	43.3
R. Peace	30.0
J. B. Buck	43.3
J. B. Bunny	10.0
A. Futers	50.0



PRODUCTION CAR TRIALS — The combination of Edgar Wadsworth and the Steyr-Puch proved as hard to beat as ever in 1974. (Photo: Tony Hodgetts)



AUTOTESTS — The 1974 "Scarborough" will be remembered for the cloudburst, but there was some sunshine! Here Morris Whaley drops the flag to unleash Brian Kitching on the Seacliffe car park tests.
(Photo : Tony Hodgetts)

Reserves	
R. Fryers	90.0
M. Brockhouse	60.0
D. L. Smith	101.7
P. J. Wilson	76.7
A. Panton	70.0
B. Newby	26.7

9. Northallerton A.C.	425.06
10. David Brown M.C.	333.80
11. M.G.C.C. (NE)	316.60
12. One Eleven C.C.	315.70
13. Jowett C.C.	161.70
14. Airedale & Pennine	133.40
15. 62 C.C.	63.33
16. Selby D.M.C.	31.20
17. Ripon M.S.C.	19.10

Round 5 was an Auto Test organised by David Brown Motor Club at Acaster and B.A.R.C. had a grand total of 3 entries, whose results were as follows :

Driver	Shell League Points
M.M. Rogerson	35.0
H. D. Kennedy	10.0
S. Clark	50.0

This made the result to date :

Club	Total Points
1. Ilkley & D.M.C.	1735.37
2. Y.S.C.C.	1612.70
3. Huddersfield M.C.	1468.10
4. Trackrod M.C.	1324.74
5. York M.C.	1146.59
6. N. Humberside M.C.	866.80
7. B.A.R.C. (Y)	708.50
8. Sheffield & Hallamshire	691.85

Round 6, the Sheffield & Hallamshire, Cadwell Park Hillclimb produced our best results so far with an outright win of the event. Those taking part were :

Team	Shell League Points
J. Crowson	93.6
D. Franklin	90.0
G. Brooker	90.0
R. Lane	67.2
M. Bartram	90.0

Reserves	
T. Smith	10.0
J. Buck	38.5
S. Clark	67.1

Round 7. Huddersfield Motor Club Auto Cross had again unfortunately clashed with our own

Greenwood Cup — result no entries; for B.A.R.C. fortunately on this occasion, the event was cancelled as the ground was waterlogged. We wish Huddersfield more success with their event next year.

Round 8 was a Track Rod Motor Club production Car Trial which was to be held on the original Greenwood site at Thorpe Farm, Menston. Here we managed a good team of Harry Mason, John Busfield, Norman Baguley, Henry Holliday and Malcolm Rogerson. Unfortunately Henry Holliday did not appear on the day and his place was taken by late entry Richard Clark. Everybody arrived for scrutiny by 10 o'clock in the morning, having enjoyed an extra hour in bed. Bright sun was soon followed by torrential rain, and it was not long before it dawned that the hardest job would be reaching the sections at the top of the hillside; the result of this was a delay to the start and cancellation of 2 sections. After about half a dozen cars had attempted each section the ground became a quagmire and later cars had difficulty in even moving from the start. Heavy storms continued with the odd spell of bright sun, the conditions unfortunately became worse and rather reluctantly the event was cancelled at lunch time, so that no scores were recorded and this took us on to the final round at Cleckheaton on November 10th. The site was the lorry park of Ross's Motor Services on the M.62 where we had the advantage of hot lunches and comfortable surroundings instead of the usual picnic in the back of the car. Like the first final it rained most of the day, but nevertheless the event was enjoyable and the event took place with the Y.S.C.C.'s usual efficiency. 12 tests were performed and we took part with 2 entries; but if it hadn't been for the late entry of Malcolm Lanfranchi the writer would have been left as the only entrant. 2 other B.A.R.C. entries appeared on the list of competitors but unfortunately a smash in Lawswood during the early hours forced one entrant to sleep-in, and the other was busy helping the Stork produce what we hope will be another budding Rally Driver.

Shell League

Driver	Points
M. Lanfranchi	60·0
M. Rogerson	26·7

Overall Results

1. Y.S.C.C.	2250·90	£105
2. Ilkley	2087·07	£80
3. Huddersfield	2261·60	£30
4. Trackrod	1711·04	£20
5. Sheffield	1239·95	£15
6. York	1229·03	£5

7. B.A.R.C.	1275·70	£15
8. N.H.M.C.	990·10	—
9. M.G.C.C.	631·60	£10
11. Northallerton	425·06	—
12. One Eleven	315·70	—
13. Jowett C.C.	161·70	—
14. Airedale & Pennine	133·40	—
15. North Midland	95·80	—
16. 62 C.C.	63·33	—
17. Selby & D.M.C.	31·20	—
18. Ripon M.S.C.	19·10	—

You will see from the results that if we had had, in the last round, one more entry and they had finished last we should have moved 2 places higher up the table. When you consider the size of B.A.R.C. one can only say how disappointing it is, for the number of entries that we have obtained this year in the Shell League not including the Sprint and the Hillclimb were a total of 13 entries; Of these 7 were made by members of the committee and 2 others by a co-opted member; it does not say much for the rest of the club. They did, however, manage to win £15 for the club, and congratulations must be extended to them for that. It should be borne in mind in future that there is a Trophy for the highest individual score of a B.A.R.C. member whether he is in the team on the day or not.

The results for this competition reads as follows :

	Shell League Points	No. of Events entered
M. Rogerson	134·2	3 + 1 cancelled
J. Johnstone	127·7	2
S. Clark	117·1	2
D. L. Smith	101·7	1
J. Busfield	95·8	1 + 1 cancelled
J. Crowson	93·6	1
P. Horton	90·0	1
D. Franklin	90·0	1
M. Bartram	90·0	1
G. Brooker	90·0	1
H. C. Mason	86·5	1 + 1 cancelled

It would seem from this result that there were many people who could have entered the last round and could well have won the Monte Woodhead Trophy. This ought to provide encouragement for next year's would-be competitors in that it does not require expert driving to win the trophy, but consistent entry and reasonable performance.

(Malcolm omits to mention that it was largely due to his efforts that we fielded a team — Thanks for all the work, Malcolm. — Ed.)

UP THE HILLS AND ROUND THE TWIST

by George Richards

We were sitting in the lounge drinking coffee; "Ever thought about hill climbing"? said Eric. Malcolm and I looked at him. "God, all that coffee has gone to his brain" muttered Malcolm, but we sat, we thought, and that look must have spread over our faces. "Oh no, not again" chorused the distaff side of the mob. We retired to the garage to consult the blue book, and our bank books; "Let's see", said Malcolm, "Class three saloons and marque sports shouldn't cost us too much and we could have some fun". Thus did phase two of the disease called Motor Sport set in.

Over the following weeks, work proceeded on the cars; fireproof bulkheads to be checked, Aley bars, extinguishers, overalls and helmets figured prominently in all conversations, ("No love, a roll over bar is not what you think it is"). Leaden hints

were dropped to families of the motley mob about B.A.R.C. subscriptions for Christmas and Bell helmets for birthdays, ("My rally gear is looking rather tatty these days".) Entry forms were received and sent back, telephone calls to S.A.H., Aley and Graviner ensured the G.P.O. as good a profit as ever, Letraset labels for names and blood groups, On/Off for ignition switches, memo pad full of scribbles, figures and diagrams, the garage in a shambles — and suddenly the first acceptance plopped through the letterbox. Bacon-greasy fingers ripped open the envelope and one competitor's and two staff badges, plus three pages of do's and dont's dropped into a fried egg and bacon.

A smiling Howard White handed over the counter gleaming white side-panels, black sets of numbers, and good wishes for the morrow; the cars given a



HILLCLIMBS — Lol Ryan continued to perform with his usual blend of verve and determination, and certainly appeared to enjoy urging the Moggie on as much as we enjoyed watching him.

(Photo : Tony Hodgetts)

last check and polish, the other side given instructions as to food and drink required ("Camp followers", as Malcolm loftily refers to them). "Must feed and water them I suppose", said one female disdainfully; the alarm clock was set for three hours too early, and with a "I hope to hell it's dry tomorrow" — "to sleep, perchance to dream".

"Funny how you can get up for motor sport, but have to be kicked out for work", quoth the other half, trying to get a quart of coffee into a pint flask. "How long are you going to be getting ready", I enquired sweetly. The ride to the hill was accomplished in an apprehensive silence; we arrived to find our place in the paddock neatly numbered and adorned with the signatures of the local herd of cows. Wandered down to the bus, signed on the line and were given a programme and a large sheet of scrutineers' demands, back to the car, empty the boot, fix on the numbers and watch the opposition arrive. Start wishing fervently that we were back in bed.

Present the cars to Sid and the rest of the golden horde. Attila the Hun in person peers under the bonnet, the boot lid, tries to remove the steering wheel, road wheels and fireproofing. "Let's see your helmet": a quick dash back to the paddock for it and the scrutineer peers at the dark recesses inside, glassy eyed he stamps a "passed" ticket and we return to our pit with the same familiar feeling of relief that we knew so well when that bird said it was alright now and I didn't have to sell the car to raise the fee.

"Practice starts in five minutes", boomed the voice in both ears. Engine warm, helmet on, belts and other things tight, and down to the start. Positioned by large efficient men, light at green, Go . . .

. . . When is the next meeting ?

Medical Caravan

CAN YOU HELP ?

IT'S VITAL !

Tim Smith, who has kindly looked after the Medical Caravan this year and towed it to various venues, will not be able to continue. We are grateful for Tim's help, and are looking for someone who could offer either to accommodate the caravan, or provide towing facilities, or both. Offers to Mike Wilson, please.

Entry Fees, and Annual Competitions

We have been advised by Headquarters that the entry fees for BARC race meetings in 1975 will be £7 for private entrants, with a surcharge for trade entrants. It is also known that many of the hillclimb organising clubs intend to raise entry fees for these events also; the Centre will, as last year, be endeavouring to keep rises to a minimum, the probability is that hillclimb entry fees will be discounted for Centre members to reduce the effect of the increases.

Bob Soper is working hard in several ways to "Tune" the rules for marking Annual Competitions, to make them more attractive and widen their scope. Details will be publicised in the new year.

Award Winners 1974

Annual Trophies :

The Pearce Trophy	J. M. English/A. Forrest (Shared)
The Ken Lee Trophy	A. Forrest
The Chippy Iola Vase	Mr. & Mrs. D. Scatchard
The Firth Bowl	Miss J. S. Lee
The Arnold Burton Trophy	H. C. Mason/ J. M. Busfield (Shared)
The Scrutineers Trophy	J. A. Bancroft
The Ronald Hudson Memorial Trophy	Mr. & Mrs. J. C. Sewart
The John Bindloss Memorial Trophy	S. N. Clark
The Yorkshire Post Trophy	M. MacDowel
The Jack Farrar Trophy	J. A. Bancroft
The Appleyard Group Trophy	C. G. Brooker
The Wallace Arnold Trophy	P. Ormerod
The Total Trophy	M. R. Flather
The Ford Woodhead Trophy	A. Forrest
The Woodhead Monte Trophy	Not yet Awarded
The Guyson Sandblast Trophy	P. Bennett
The Archie Fraser Nash Trophy	P. E. Voigt

Individual Event Trophies :

The Sleuth's Mug	B. Marsden
The Wilson Trophy	A. Raylor
The Wood Cup	P. Cooper
The Wilson Opposite Class Cup	G. Taylor
The Montague Burton Trophy	R. T. Lane
The Shell Novices Trophy	Not Awarded
The Shell Vintage Trophy	T. Brooke
The Golf Cup	J. S. Cockayne
The Double Twelve Trophy	M. MacDowel
The Castrol Trophy	R. T. Lane
The Greenwood Cup	C. Naylor

THE 1974 R.A.C. INTERNATIONAL RALLY OF GREAT BRITAIN

Special Stage 2 - Harewood

When we hoped to run a stage of the 1973 R.A.C. Rally at Harewood, one of the essential prerequisites was that we must first build a road down the hill; when the project was finally shelved, we still harboured dreams of the day when we would be able to make the road a reality, and just before our last hill climb of the season, the road was constructed and put into use. So when the planning for the 1974 R.A.C. Rally began to take final shape, we were in a position to offer an exciting new venue for a special stage, which would be, as well as a new test for the drivers, a spectator attraction giving an absolutely unrivalled view of the rally competitors in full cry. After an inspection and a few suggestions, the planning committee included the stage in the rally as Special Stage 2, due on the first morning of the rally, and we were in business.

The course starts just inside the western gate to the Stockton Farm estate, on the rough track which leads to the stone gateposts into the top of the hillside car park; from there, the route leads across the top of the field, to turn sharply left round one of Stockton Farm's old oak trees and pick up the spectator road which falls gently down the steeper part of the valley side as a track, and then turns straight down the slope on a concrete road. By a hairpin junction, the road joins the hillclimb return road, and drops down to the bottom of the valley by a rather twitchy and "yumpy" straight, until, via the ninety-degree right hand "Chippy's Bend" the start area of the hillclimb is gained. From there the usual hillclimb course is used to ascend the hill, and extended via the corner by the Ladies' loo which was christened "Harpic Bend" when the Mintex Dales rally used that part of the stage, to finish on the access road just short of Harewood Avenue. On the Friday before the rally started, Eric Jackson was getting a fairly warm Escort Mexico round, after some practice, in 1 min. 54 secs., and with your Editor on board, 1 min. 56 secs. As the editorial hat was being swapped for the stage commander's hat, that was no joy-ride, but a serious look at our efforts from the point of view of a rapid competitor, and the run resulted in a bit of instant surgery at the finish to make it safer for the top drivers, who we suspected would be crossing the flying finish at about 70 m.p.h. on the day.

The rally had been preceded by several days of

torrential rain, and we arrived to lay out the stage with some misgivings; but the ground had withstood the downpour better than we had dared to expect, and the only significant alteration to our plans was made by chief spectator controller Denis Townsend, who decided that the main car park would have to be shifted unless we wanted a regatta. A fine dry day on the Friday helped to get everything done in good order, and left us very cautiously optimistic for the big day. At 6 a.m. on the Saturday, an enormous collection of marshals started to assemble and put the finishing touches to the course, with a heavy white frost and dense fog shrouding the area. Before long the sun broke through, and, unbelievably, a perfect autumn day unfolded, and our spirits began to lift. Soon reports came that the roads were choked for miles around with eager spectators, and the whole thing began to seem almost too good to be true. The first course car arrived a little early, while the parade of cars from sponsors Wallace Arnold's was still making its way gently up the hill; and shortly after Gordon Forster had checked the stage in a Granada that looked too big to go through some of the gateways, Timo Makinen's Escort appeared, immaculate in its new Colibri livery. Radio messages flew back and forth, the arrival control under John Holroyd's command swung into action (helped by a borrowed alarm clock — all John's modern scientific timepieces required mains electricity to make them function!), commentator Roger Willis took a deep breath, start timekeeper Alwyn Pritchard raised five fingers in the air — four-three-two-one — and we were off!

As the first car disappeared through the stone gate, Stig Blomqvist brought the first of the works Saabs to the line and departed very rapidly, obviously trying hard to pull out an early lead, and with the orange car getting plenty of power down on to the very slippery track. Sandro Munari's beautiful Lancia Stratos came to the line, Makinen's car crossed the finish, and after a brief exchange between timekeeper David Scatchard and Mike Wilson's unofficial timing service in the 'bus, the time was given as 2 mins. 49 secs. — which gives some indication both of the advantage that practising gives when compared to Eric Jackson's time of the previous day, and how slippery the course had become. Munari's sleek red and white mid-engined beauty shot away from the line with



Philip Cooper and the "Car and Car Conversions" Team Marina in full cry leaving Quarry Corner.

(Photo : Tony Hodgetts)

a melodious crackle and vanished down the hill, to be replaced by Walter Roehl's Opel, as the news came that Blomqvist had lopped ten seconds from Makinen's time to record 2:39, which remained the fastest time of the day throughout.

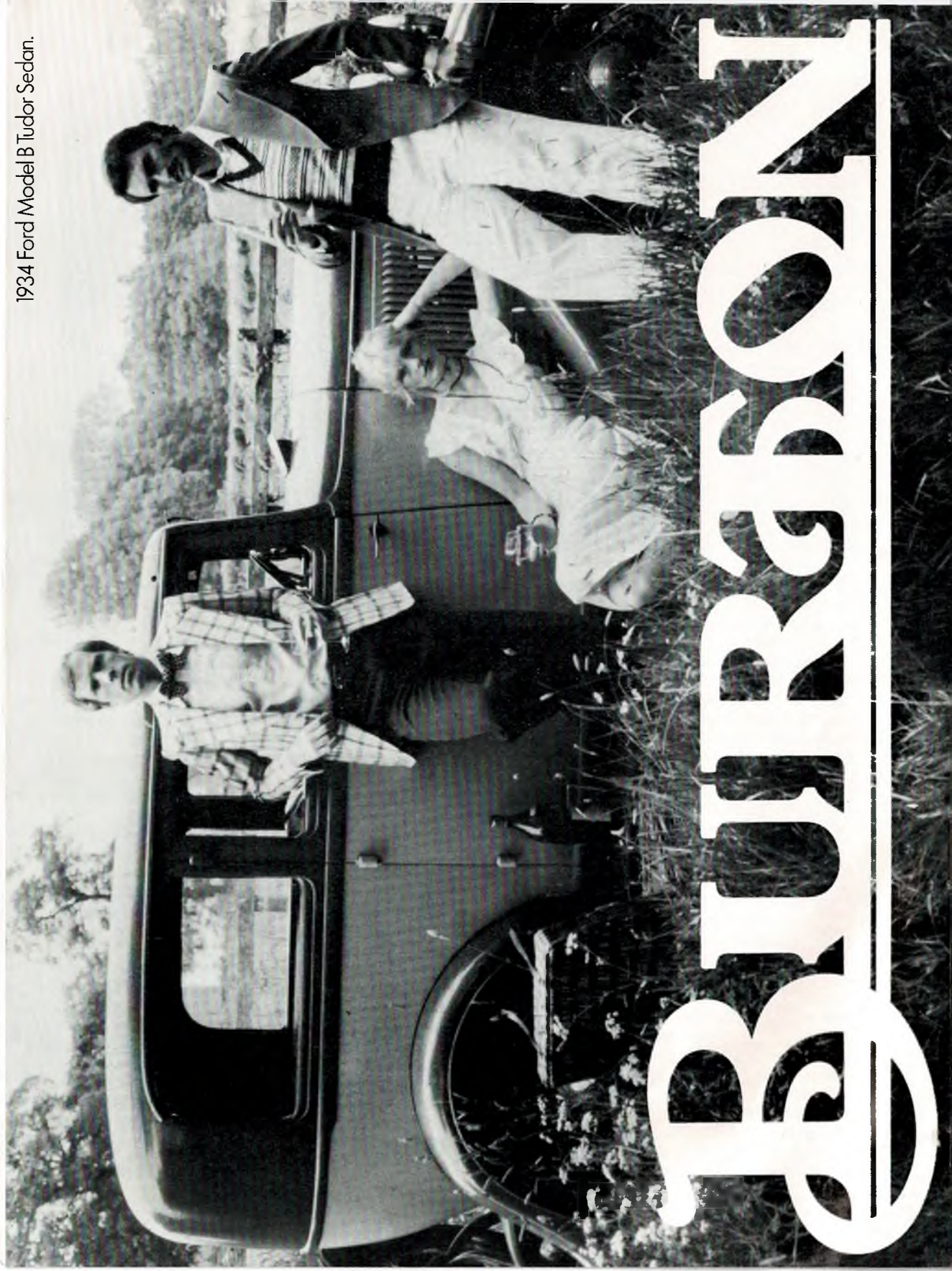
The stars showed their paces to good effect, notable being Hannu Mikkola with 2:41 and Bjorn Waldegaard, Tapio Rainio and our own Tony Fall with 2:43, but perhaps the most remarkable was Rauno Aaltonen's time of 2:55 with a flat rear tyre. Then as Brian Culcheth came to the line in the works Triumph Dolomite, a minor drama required the stopping of the stage for a few minutes while the ambulance went down to Orchard to rescue a spectator who had fallen and hurt herself. This sorted out by the magic of radio, the cars resumed their passage. Soon word came through that the trickiest part of the course was the succession of sharp corners on the way down what is usually the hillside car park, and closer inspection revealed that many of the cars were coming down the concrete slope at a speed which left them no chance of getting round the right-hander on the road. Once off, the grass bank was so slippery that some very strange ways of getting back on to the road were tried, and the more people who went off,

the worse it became until the later numbers were left with no option but to go sledging across the expanse of mud which was left, and the concrete disappeared beneath a layer of mud and grass left by cars clipping the inside of the corner.

To try to record who spun or went astray would make a catalogue so lengthy as to be soporific, and it's safe to say that every corner had several spins of various magnitude, but there was only one mechanical disarrangement of significance when "Piggy" Thompson broke his differential and took a total of 1 hr. 39 mins. 10 secs. in the stage while he repaired it — all to no avail as he blew the engine up at Esholt a few minutes later. Commentator Roger Willis was having a field day at the expense of several old friends, notably Julian Chitty, Roy Fidler and Mike Sutcliffe, and nearly split his sides when Phil Cooper came into view, fresh from new fatherhood. There was so much going on that the great majority of the crowd were staying right through, in contrast with the usual exodus which occurs when the well known names have gone, and the cash-counters and caterers looked well pleased with their morning's work.

(Continued on page 13)

1934 Ford Model B Tudor Sedan.



BURBON



Pat Moss-Carlsson (Toyota Celica) takes the easier way off the grass at the Hairpin.

(Photo : Tony Hodgetts)

1974 R.A.C. RALLY OF GT. BRITAIN—cont.

The day wore on, still unbelievably sunny and pleasant, and the times got rather slower as the course became ever more slippery; and suddenly number 200 was on the line and it was nearly over. To finish on a high note, the last car through the stage, the Escort of David Franks, managed a time of 2:58 which compared quite favourably with the performance of the established international stars. Then, aided by the still warm sun, a small band of willing workers set to and cleared up the traces, including a large quantity of mud that the spectators carted out into the road, which needed the attentions of the fire brigade to remove it to the satisfaction of the constabulary, a job right up the street of our Hon. Sec. and chief contacts man David Easthope. Both personally as Stage Commander, and on behalf of the R.A.C.'s organising committee, I offer most grateful thanks to all who helped, including the police, the caterers, our ever-efficient P.A. experts Fairbank Harding, the farm staff for putting up with us, Roger Willis, Ted Booth and Alan Roddis for the commentary, Peter Lown and

the Caravan Club for the 'vans at the start and finish, Tim de Dombal and Andrew Marsden for medical coverage, and to the army of marshals under Doug. Marsden who made it all run smoothly. In particular, may I single out "Boris" Hardcastle and Martin Frost for helping me personally to stay sane; Mike Wilson (as ever) for all the arrangements for the publicity, spectator comforts and site liaison; and Denis Townsend for handling the problems of accommodating several thousand spectators, and parting them from their brass, assisted by Morris Whaley and Josephine Lee's programme sellers.

Finally, of course, we thank Arnold Burton for again allowing us to play on his ground, Lombank for putting up the sponsorship which assures the rally's future, and the R.A.C. organising committee, in particular in this case Jim Porter and Gordon Forster, for all the work they put into the event. The crowds who attended all three Yorkshire stages that morning must have justified their efforts handsomely. They, and we, are looking forward to the next time the rally cars come to Harewood.

SEASONAL SURVEY - 1974

The 1974 season, which started with such forebodings, turned out to be quite a good one in the end, though the effect of the restrictions placed on motor sport were far-reaching, and affected several events indirectly long after they had finished. Our first competitive event of the season, the "Sleuth's Mug" was a casualty of the petrol shortage; but from the wreckage, organiser David Scatchard salvaged a treasure hunt on foot around the streets of York, and a very popular solution it was, for the twelve families and one lone entry who braved a chill February wind seeking the answers to some rather erudite clues. A suggestion was made afterwards that we should perhaps make the pedestrian aspect permanent for future events of this nature, as we all felt that it had done us good!

Our programme of races at Croft consisted of four meetings spread over the months from March to September. Our solution to the call for economy was the curtailment of the length of races, which throughout the season gave rise to a fair amount of speculation as to the result of this on individual events — but however long or short, what matters is who gets there first, and that's the final word on any such discussion! Among the notable points, looking over the season as a whole, has been the steady improvement shown by Mick Starkey in Formula Ford, to bring himself on to terms with the more established drivers such as Pete Clark and Kelvin Hesketh, with John Simpson also figuring well in the results. In the Modsports class, Jon Fletcher, John Absolom and John McDonald were consistently entertaining; and in Clubman's Sports Cars, John Holroyd seemed to be fastest but lacking in luck at times. There can be no doubt that, for our meetings at any rate, John Lepp was king, and just about uncatchable in the sports-racing class, and on occasion in the Formule Libre races as well, though in the latter the private battle between Bill Wood's Trojan and Andy Barton's Lotus was the source of excitement whether they were at the front or behind.

Our hillclimbs, though not always blessed with the sort of weather which we used to have some years ago continued to attract well-subscribed entries of top-quality competitors. The star of the season was Peter Voigt, whose tiny special brought a new sound to the hills, and which really showed how hard he was trying in his efforts to chase Championship points. His success was well deserved, and the 500 c.c. class will never be the same again. Mike McDowel's Repco-Brabham BT 36 again proved to be the combination for the big event, but Roy Lane and Chris Cramer were never far behind, and always trying, even when Roy was recovering from a painful wrist injury early

in the season. In the saloon car classes, pride of place has to go to Mike Flather yet again, for incredibly shaving fractions of a second from his own class records time after time. "Man to watch" goes to John Cussins, who after a distinctly hairy start to the season in the Brabham BT 35 he shares with Malcolm Dungworth, was, by the end of the season, proving to be a force to be reckoned with in the Fastest Time of Day awards. Mention should be made also of David Franklin's achievement in finishing in third place in both the "Castrol" championship and the Castrol/B.A.R.C. F.T.D. awards Championship.

Our Autotest programme received a couple of knocks when the "Buxton Weekend", which was to have been a new event on the lines of the "Scarborough Weekend" had first to be postponed because we felt it was not a good idea in the middle of a fuel crisis, and finally cancelled due to lack of support. The rest of the programme went rather more according to plan, with Tony Raylor proving a worthy "Scarborough" winner after Gordon Chippindale's Seacliffe Car-park jinx had struck again. Please will 1975's organisers arrange for two sunny days, not just one, and certainly don't provide an electric storm to complicate the issue! Our Club Night autotests proved popular, and were well supported; they ranged from a very slippery thrash in John Busfield's field to the infamous dive up the passage at King's Mill, and from the lunar landscape of an abandoned slag-heap to the lush pastures of Stockton Farm. The variety was part of their attraction, and the combination of social gathering and competition is one which the participants find highly enjoyable, which underlines the appeal for new organisers made elsewhere in this issue.

Production Car Trials figure perhaps slightly less than in the past, which is probably a result of increasing difficulty in finding good sites. John Busfield produced a good one in Guiseley for a club night. Tony Riall found one near Wentbridge, and took the "Greenwood" further South than usual, and the "E. A. Denny" returned to its usual haunts after many doubts and fears, to be won again by Edgar Wadsworth. Entries were reasonable, but not up to the numbers of a few years ago, when this branch of the sport seemed to be in the ascendant.

We also organised an economy run to London with B.M.W.'s which was hard work but great fun (and worth doing also, for the Epilepsy Society benefited) and two sets of Rally Special Stages. And there was a soap-box derby, which I was a thousand miles from, having seen the last one! Not a bad year, in all; let's make 1975 even better!



RACING AT CROFT — One of the most exciting 'dices' of a good season — Mick Hill tries to get past Doug Niven to take the lead in the Forward Trust championship race at our August meeting.

(Photo : Tony Hodgetts)



MAN OF THE YEAR — Peter Voigt on full song.

(Photo : Tony Hodgetts)

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BARCounter

Pride of place must this month go to Philip and Pauline Cooper, who produced "a new Mini-Cooper" on November 10th, and who fortunately have resisted the temptation to call him either Maurice or Austin; the name to be watching for in 1992's "Scarborough" is Ian Ashley Cooper.

At the recent social club night at the "Spencers Arms", Phil Bennett arrived rather late, and complained bitterly that he hadn't been able to find the pub sign; he was mollified with a drink, and stood for some time in the bar chatting before suddenly leaping up with a crisp expletive and disappearing out into the night at a run. When he returned, he explained to his amazed beholders "I suddenly thought as it's the right pub, I'd better go and switch my engine off"!

B.A.R.C. News has a new Editor, Mark Cole, who not long ago was covering himself with glory and collecting a "man of the meeting" award at one of our Croft race meetings. Mark will be responsible for press and public relations as well as the "News" and we send him our congratulations on his appointment and our best wishes for the success of a vital job.

Chris Seaman reports that as he was loading his car on to its trailer for the last Harewood hillclimb, a character appeared who surveyed the scene with the practised eye of the "what'll it do" specialist, and after a few knowledgeable noises said "It's a Daimler Dart". "No, said our lad, "it's an M.G. Midget". Pause. "Can't be", said the knowledgeable one, "it's got big wings"!

That genial duck-lover from Sheffield, Bob Bingley, was married to Margaret Walker on 23rd November; our spies from the steel city report that the nuptials were carefully timed at 5 p.m. to give all the lads time to get back from the match beforehand. This led to the arrangement of the reception as a dinner-dance for the assembled gathering, which proceeded with great conviviality until the small hours of the morning, and as the guests gradually dispersed the last to go realised that there were still, in the bar, two remaining figures, quietly supping, who closer inspection revealed to be the bride and groom!

And finally, what for me is the quote of the year; one of our bright and industrious young men was being gently cross-questioned on his amatory activities, with particular reference to how he had spent the previous Saturday evening when he had been expected to join his friends in social convi-

viality. He considered the questions gravely, then replied solemnly, "Well, it was better than putting the gas fire on".



I'm not sure who pressed the button for this happy snap, but it seemed to me to sum up the spirit of the festive season very nicely. I suggest, as a title . . .

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Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date	Events and Status	Centre Competitions
January 3	Club Night — Quiz.	
24	Club Night — Social.	
February 6	Disco Dance at The Millstone, Hathersage.	
21/22	Mintex Dales Rally — Stages at Dalby and Harewood.	
March 6	Club Night — Social.	
9	"The Sleuth's Mug" — Treasure Hunt. (C)	PC
16	Croft Race Meeting. (R)	PK
April 3	Club Night — Autotests. (C)	PCK
6	B.A.R.C. Hillclimb Championship — Prescott.	
20	Harewood Hillclimb. (N)	PK
27	B.A.R.C. Hillclimb Championship — Pontypool.	
May 1	Club Night — Production Car Trial. (C)	PCK
11	"E. A. Denny" Production Car Trial. (CJ) with Y.S.C.C.	PCKA
	B.A.R.C. Hillclimb Championship — Gurston Down.	
18	Harewood Members' Practice Day.	PK
(Mon.) 26	Croft "Spring Bank Holiday" Race Meeting. (R)	PK
June 1	Harewood "Vintage and Novices" Hillclimb. (R)	PK
5	Club Night — Autotests. (C)	PCK
14/15	"Scarborough Weekend" — Autotests and Dance.	PCKA
15	B.A.R.C. Hillclimb Championship — Loton Park.	
22	Croft Race Meeting. (R)	PK
29	B.A.R.C. Hillclimb Championship — Scammonden.	
July 3	Club Night — Production Car Trial. (C)	PCK
6	Harewood Hill Climb. (N)	PK
20	B.A.R.C. Hillclimb Championship — Gurston Down.	
August 3	Harewood Members' Hill Climb. (C)	PKA
7	Club Night — Autotests ("The Birds Event") (C)	PCK
10	Croft Race Meeting. (R)	PK
	B.A.R.C. Hillclimb Championship — Pontypool.	
24	B.A.R.C. Hillclimb Championship — Cadwell Park.	
31	B.A.R.C. Hillclimb Championship — Loton Park.	
September 4	Club Night — Autotests. (C)	PCK
7	Croft Race Meeting. (R)	PK
14	B.A.R.C. Hillclimb Championship — Wiscombe.	
28	Harewood Championship Final Hillclimb.	PK
October 2	Club Night — Production Car Trial. (C)	PCK
5	"Greenwood Cup" Production Car Trial. (CJ) with Y.S.C.C.	PCK
18/19	"Buxton Weekend" Autotests (Provisional).	PCKA
November 6	Club Night — Autotests. (C)	PCK
22	R.A.C. Rally starts.	
26	R.A.C. Rally finishes.	
December 4	Club Night — Social.	
6	Annual Dinner Dance.	

Status: N=National; R=Restricted; C=Closed; CJ=Closed Joint Promotion

Centre Competitions: P=Pearce Trophy; K=Ken Lee Trophy; C=Chippy-Iola Vase.
A=Arnold Burton Trophy.

Entries in Restricted, National and Jointly promoted events must be made in the name of BARC to qualify for marks in annual competitions.

Regulations for all events will be distributed automatically to Yorkshire Centre members as they are published.

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