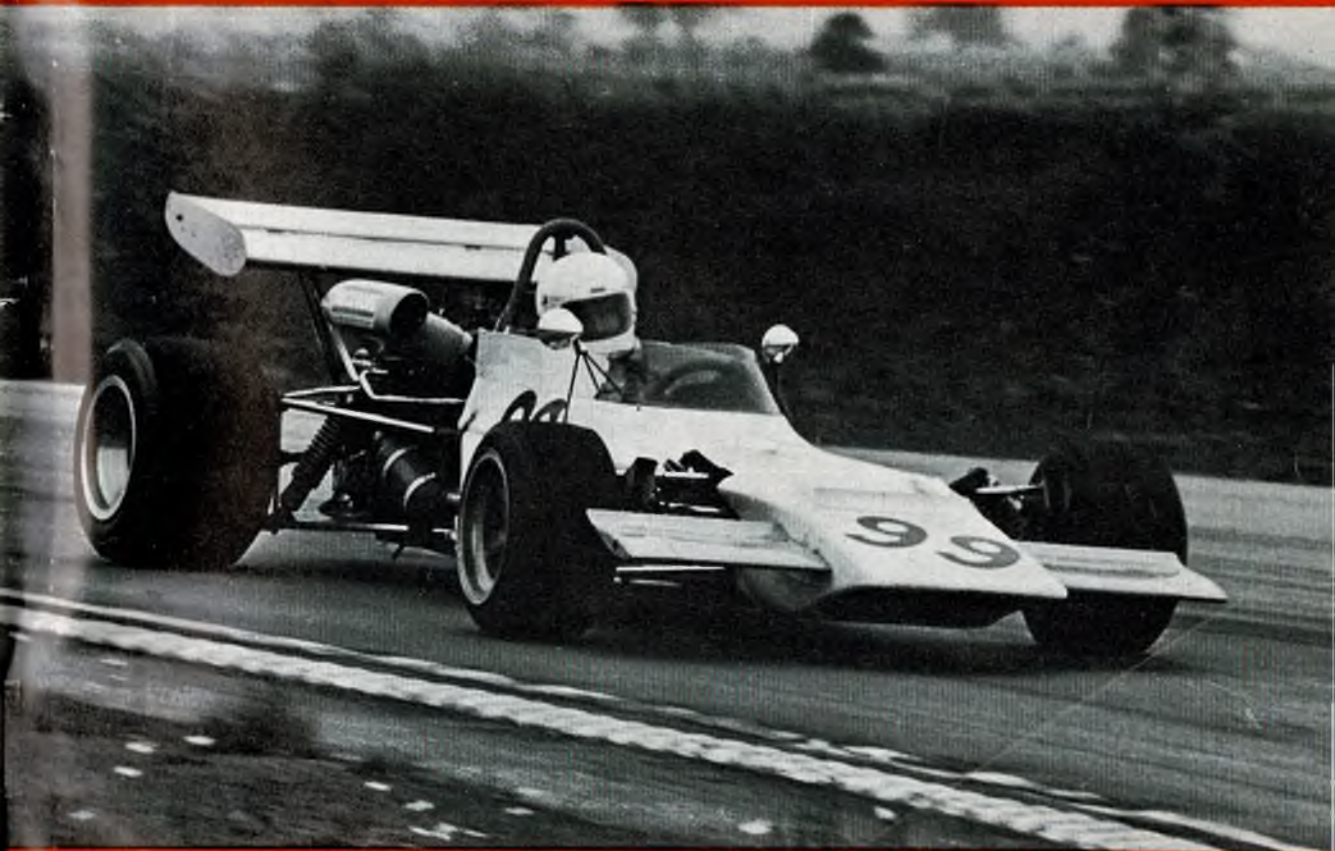


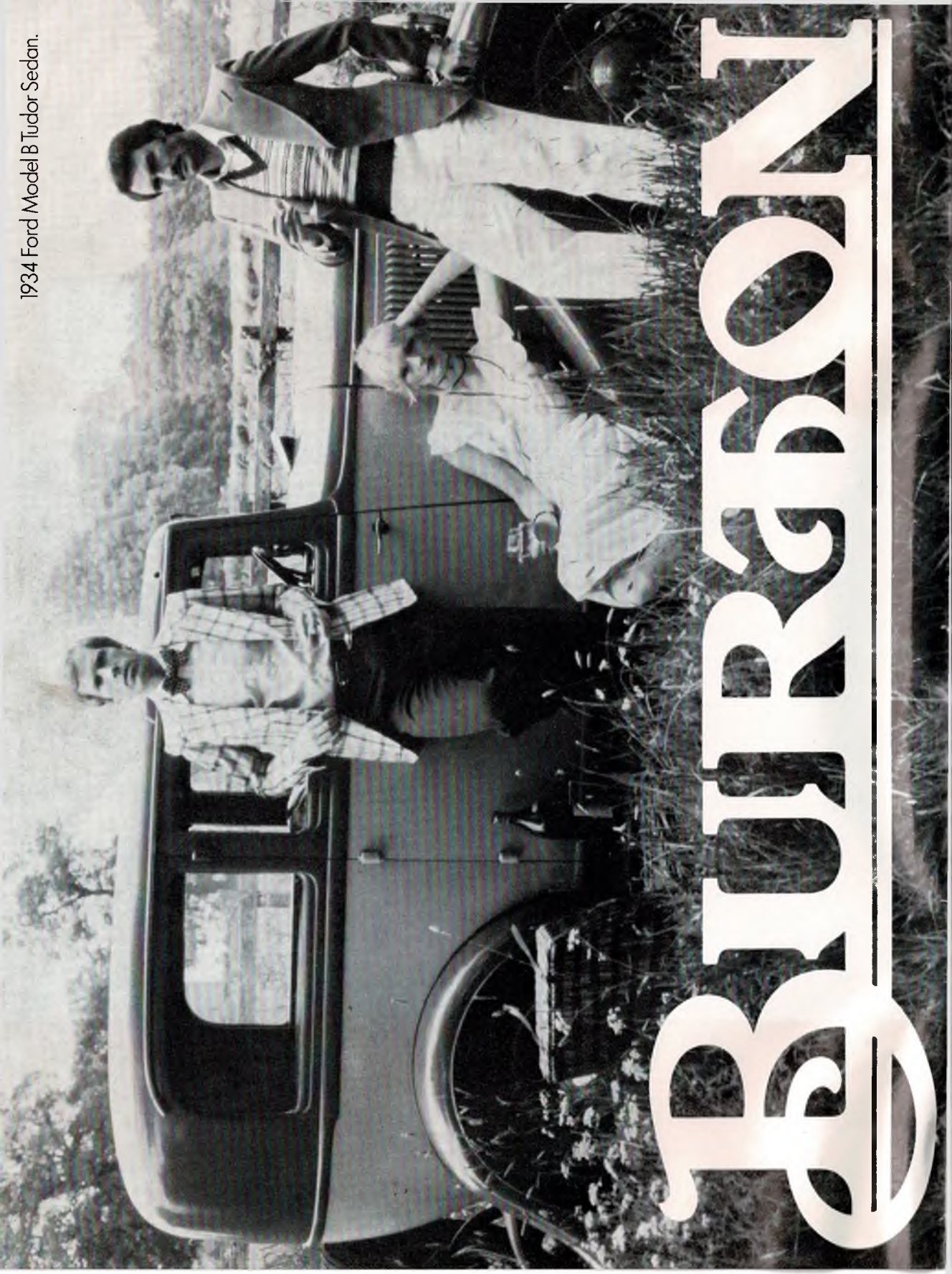


YORKSHIRE CENTRE CIRCULAR



MARCH / APRIL **75**

1934 Ford Model B Tudor Sedan.



BURBON

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COVER PICTURE

Andy Barton in full cry — one of the sights of Croft.

Photo : Tony Todd, Darlington.

FORTHCOMING EVENTS

CLUB NIGHT — 1st May, 1975

Under the guidance of Malcolm Rogerson, the May club night will consist of driving tests at the ground of Headingley Rugby Union Football Club. The start will be from 6-30 to 7-30 p.m. at John Waddington Ltd., Commercial Road, Kirkstall, which is near to the traffic lights at the junction of the Leeds-Horsforth and Headingley-Bramley roads just below Kirkstall Abbey (M.R. 96/262355). The organisers promise that the last two tests will be visible from the bar of the Rugby Club, which will be open from 6-30, and an extension has been applied for; there will be a disco afterwards, thus happily combining social and competitive pleasures all in one.

A number of marshals are needed, and any volunteers are asked to contact Chris Hobson at 34 Greenlea Rd., Westfield Park, Yeaton LS19 7SN, telephone Rawdon 506352 out of office hours.

"The E. A. Denny" Production Car Trial 11th May, 1975

This year's "Denny" moves south from its usual haunts, to Ashday, between Brighouse and Elland; all the tests will be on one site, and the start will be at about 10-30 a.m. Regs should be with this Circular.

Harewood Members' Practice Day 18th May, 1975

The annual and testing and sorting session, which also allows novices to feel their way up the hill for

the first time. Entry form and full details accompany this Circular.

Croft Spring Bank Holiday Race Meeting Monday, May 26th, 1975

The second of this year's series, with races for all the usual classes: regs enclosed.

Harewood "Vintage and Novices Hillclimb" 1st June, 1975

The different hill climb, with a chance to see how racing cars used to look; for intending competitors, regs are enclosed.

Club Night Autotests — 5th June, 1975

Details will be circulated nearer the date of the event. The "Birds Event" will be included.

The Scarborough Weekend — 14/15th June, 1975

This year's "Scarborough" starts from Sherburn at the Half Moon Inn, and regs and entry forms are enclosed. The social side again centres on the Prince of Wales, where a block booking has been made, price £5-90 plus VAT for dinner, bed and breakfast (including morning tea and paper). There will be a disco dance until 2 a.m. after dinner (carving buffet) and the festivities are open to non-residents (who must book) at £2-00 per head. There will be a lunch and tea available on Sunday, and children's tea from 5—5-30 on Saturday. The telephone number of the Prince of Wales is 0723-66601.

Croft Race Meeting — 22nd June, 1975

Same place! Summer weather — we hope!

THIS MONTH'S WINNING ENTRY FOR TIPCO'S 'TOOL OF THE MONTH' COMPETITION

AN ODE TO TIPCO FROM A LADY NUT.

Suitors rich and suitors many
Seek my hand I heed not any,
Tipco's the one for me.

His tools are bright and they are strong
They turn me on just like a song
Tipco's the one for me.

When I itch no need to scratch it,
Just take a turn of his ratchet
Tipco's the one for me.

But now the problem, here's the crutch
I've got a bolt completely stuck,
Where's the one for me?

And still the problem is still there
The 'B' in Britool does not dare
And there's no 'F' in Tipco!

COMPETITION CHATTER

The hot news this month is that the Club's Hillclimb Championship has at last got a sponsor for the coming season, Guyson International Ltd., of Otley. The championship will be known as the Guyson/B.A.R.C. Hillclimb Championship. (Why not the Guyson International/B.A.R.C. Championship?). Guyson of course are in the bead blasting business, and Managing Director Jim Thomson will again be trying to repeat his success of past years in his Firenze, this year reported to be fitted with an even more powerful engine. Until the Firenze is ready James will be entering the Bill Towns designed Guyson E12, which according to its Harewood entry form is fitted with a 5400 c.c. engine.

At the first round of the Championship at Prescott on the 6th April one of the better known regular hillclimb competitors was heard to refer to the "sh-t blasting championship"!! It was quickly pointed out that Guyson made GRIT blasting equipment. Round one was almost on the record books as the organiser's nightmare, the round where nobody scored any points. However Nicky Porter saved the organisers' blushes by just managing to score in his first run before the track became too muddy. Nicky even managed to be quick enough to qualify for the F.T.D. run-off, which this year, for the first time will be for the fastest eight Championship entrants, not five as in previous years.

Even with all the mud and with a track which was very slippery the F.T.D. run-off at Prescott was very exciting, with Roy Lane in the Fenny Marine G.M.1. with a time of 55.49 just beating Chris Cramer in the Grunhalle March with 55.52. Repeating last year's final result David Franklin was third, with Ken MacMaster fourth in the new Modus M4 fitted with a Hart 2 litre engine. This car has been specially designed for Ken by Joe Marquart.

Also in a new car was John Cussins in the Waring and Gillow Chevron B32. This car is the only example of this model; it has been specially designed for hillclimbing and is fitted with a 5.7 litre David Whitehurst engine, which is reputed to be producing over 500 b.h.p. This combination did not seem to be at home with the slippery conditions at Prescott, with John having an understeering moment in the Esses ending up with a damaged nose cone. Waring and Gillow's Team Manager Malcolm Dungworth informs me that Centre members should look out for Waring and Gillows special discount to motor club members (end of commercial).

This year more and more hillclimb competitors seem to be taking a professional approach to sponsorship and with many issuing press releases this reflects the greater degree of commercial interest in this branch of motor sport, but unfortunately the same friendly atmosphere prevails.

Making a comeback this month is Derek Clark in a March 73A which he is sharing with son Simon. Both say that this season is one in which they hope to learn rather than go all out for winning F.T.D.'s. The car is the ex-Clive Baker F5000 model and is 18 months old and has been re-built during last winter. Both Derek and Simon have said that they owe a great vote of thanks to March Engineering for all their help, with Steve Butterworth being particularly helpful.

On the entry form for the 20th April Harewood there was a section which said "Please feel free to". Answers ranged from a simple "?", to a small poem "When in danger, when in doubt, run in circles, scream and shout!" submitted by Robin Rew. Others seemed to be addressed to the Staff Secretary and these ranged from "Anything you like Jan", to "Ooh thank you darling" with "Whatever turns you on" and other such lines. Yet again others had a more commercial turn of phrase "Mention the Sponsors name". Perhaps we should have an award for the most original line submitted?

Invitations this month are :-

Airedale and Pennine M.C.C.

Snowdrop Rally 10/11th May.

Hagley & District L.C.C.

Loton Park Hillclimbs, June 14/15th and August 30/31st.

Trackrod M.C.

Costa Di Plenti Rally, May 31/June 1st.

This last event is a round of the Shell League, so would intending competitors get in touch with Malcolm Rogerson. Regulations for all the above events can be obtained from the Centre Office.

It is not always possible to send out the regulations for all the Centre events with the new bi-monthly Circular. So would intending competitors for Clubnights, Harewood and Croft please ensure that they are on the appropriate mailing list. This can be checked at the Centre Office.

J.M.E.

BARCounter



By now, it is well known that Guyson International Ltd. of Otley are sponsoring the 1975 BARC Hill-Climb Championship. Guyson is no stranger to hillclimbing — here Jim Thomson, the company's managing director, is seen having a change from his faithful Vauxhall.

When Richard Thwaites forsook the hills for the circuits, we were sorry to see him go, and, after so successful a career, we wondered whether he would be disappointed in his new endeavour. We need not have worried; Richard is fast becoming the man to beat in Historic racing as he was on the hills, and in his Elva-BMW has been just about uncatchable so far this season, with a resounding win at Thrupton to emphasize his prowess recently.

One of our members who, for obvious reasons must remain anonymous, but who is well known for pressing on whatever the obstacle, was recently returning from London in his XJ 12. Cruising at a somewhat in excess of the magic "ton" on the M1 he felt a vibration at the back of the car, and without letting up he dispatched brother into the back seat to investigate. The diagnosis was "either the prop-shaft is falling off or we've lost a wheel bearing". On reducing speed the trouble got worse, so they decided to stop and investigate.

A quick glance at the back of the car soon revealed the fault — one wheel had no tyre on it!

Alwyn Pritchard reports that he was recently present to see fair play at the wedding of Keith Chippindale and Margaret Anderson at York. All good wishes to both.

There has recently been a surge of popularity in the Centre for the Reliant Scimitar, or "Fibreglass Ford" as the sage of Bardsey dubs them. Among the proud new owners is Jim Johnstone, who was minding his own business one foggy day in February when a character in a Cortina drove smartly into the back of the stationary queue of which Jim was unlucky enough to be the "Tail End Charlie". Sadly for the Cortina, the Scimitar was fitted with a sturdy towing bracket, which reduced the hapless offender to scrap metal from the scuttle forward, while the only apparent damage to the Reliant was a cracked lamp glass. For a while Jim was loud in the praise of tow-bars as protectors, until ominous spots of oil started to appear in the

drive. Closer examination revealed that the back axle was damaged, prop-shaft and gearbox dislodged, and the engine moved to such an extent that it was necessary to return the car to the factory to get it right again. Now Jim's not so sure about tow brackets.

On the recent club night a keen young member became so engrossed in the quest for knowledge that he attracted the unwelcome attention of the arm and majesty of the Law. It's hardly surprising that their suspicions were aroused by a car parked outside a pub — on the pavement, inside a double yellow line, facing the wrong way down a one-way street!

Josephine Lee is back from South Africa, stead-

fastly refusing to say whether the sun-tan is all-over, but getting a dreamy look in her eyes whenever the conversation moves south of the Equator. We hope to publish an account of some of her experiences in the next issue of the Circular.

Arthur Pickard has an Alsatian dog. One evening, when Arthur had run his bath, the hound came to investigate, but disappeared precipitately when Arthur suggested that the bath was for him. So Arthur sat down on the edge of the bath to take off his shoes, when Caesar returned at great speed, having obviously had second thoughts, dived between Arthur's legs and the bath and tipped our reluctant hero backwards, fully clothed, into the steaming water.

April Club Night – "The Pub Crawl"

Under the direction of Bob Soper, the April club night took the form of a treasure hunt with the inelegant title of The Pub Crawl. While this conjures up a vision of a somewhat sordid jaunt with the principal aim of drowning the cares of the world, in fact the participants were treated to a rather pleasant meander around the villages on the fringe of the Plain of York in the evening sunshine (for those who started early enough). Starting at Bramham, the idea was to visit various villages, find the local pubs there and identify a series of clues both as proof of your visit and of your powers of observation. It also called to account one's ability to sniff out the obscure hostelry, for some were concealed from the prying eyes of visitors and were obviously intended to be reserved for the locals. As darkness fell before most of the entry had made it back to the Windmill, there was even a slight trace of the old-fashioned night navigation exercise, though the only limitation on time was the sure knowledge that there would be no-one at the finish after closing time. In all, a nice balance of social, lighthearted competition and scenic tour of the locality, which was enjoyed by an entry sufficient to make the labour of producing it worth while. Our thanks to Bob for providing a good start to the competitive club night season of 1975, which attracted entries from serious Mini-loads armed with clip-boards and navigational

aids, stately Daimlers, family parties complete with children, and even a lone enthusiast who drove, navigated, looked for clues and wrote all by himself. No doubt he worked up a thirst big enough for a full team before he'd finished.

Results :

1. P. Smiddy	90
2. = B. Marsden	80
D. Townsend	80
4. A. J. Hodgetts	77
5. D. R. Scatchard	75
6. = A. Page	70
J. M. English	70
8. = G. Chippindale	67
J. Johnstone	67
10. R. J. Varley	64
11. D. Easthope	62
12. I. K. Hardy	60
13. S. N. Clark	56
14. H. C. Mason	36
15. T. C. D. Smith	33
16. H. White	31

THE MINTEX DALES RALLY

The Yorkshire Centre was probably more involved in the running of the 1975 "Dales" than any group outside the organising team, for we ran two stages in the forests on the Friday night, through the famous — or infamous — Dalby forest, and also ran a stage at the Harewood hill climb at Stockton Farm. That many of the marshals and officials attended all three says much for the dedication they apply to their marshalling, and it is not surprising that there were one or two very weary people trudging homewards on the Saturday evening.

Under Peter Griffin's charge, the Dalby stage was traversed by the competitors in opposite directions with a short interval; as ever the stage ran smoothly and without untoward incident, though it was reported that one of the reserve entries chased the chief timekeeper's clerical assistant (Women's lib. title for wife) a considerable distance down the road in a most unbecoming manner. For the record, the Dolomite Sprint of Brian Culcheth and Johnstone Syer was fastest on the first pass, from the Escort of Billy Coleman and John Davenport (the eventual winners), and on the second attempt Nigel Rockey and Phil Channon in their Escort RS 1600 (the ultimate runner-up) just led Tony Pond and Mike Broad in the D.O.T. Opel Ascona, which was giving them and team manager Tony Fall a fair number of problems throughout much of the rally.

A few hours later, the assembly of the Harewood stage commenced in dense fog, with a good proportion of the helpers getting themselves bogged down at one point or another, after the attentions of the cows at the entrance to the hillside car park were found to have left behind eighteen inches of very soft, wet mud. The stage commander's DAF came out with a brisk push, but the incident officer needed mechanical assistance after his supposedly invincible Cortina sank to the axles. Of much greater significance was the embedding of the control 'bus in the main car park, and a lot of sweat and a fair amount of tractor power were expended before it was decided to abandon comforts and run the stage like a stage, from the ground. Fortunately there were sufficient helpers to arrow the stage and put out ropes for spectator control while the communications party re-jigged their plans for transmitting information. By mid-day the course was ready for action, but the fog still shrouded the whole area; though reports from the marshals returning from Dalby suggested that it was very local, and was in fact confined to the Wetherby area. It wasn't deterring the spectators as it

happened, and a steady stream were arriving when at last our luck held as on the R.A.C. Rally, and the sun broke through just before the first car was due. First to arrive was the Escort of Eric Jackson and Tony Viles, who obviously found the road very slippery, and they were followed by a steady stream of cars, the entry having been closed up at the halts.

To prevent the cars from taking any short cuts on the way down the hill, a number of fallen trees had been towed into position on the grass at the point which many of the R.A.C. competitors found too tempting, and the arrival of Tony Drummond was awaited with interest, as he was one who had used the grass to great effect; but he must either have been psychic or have managed a quick peek over the edge before starting, for he came down the hill very sedately and stayed neatly on the road all the way round. As he proceeded to put up the fastest time of the day, that must prove something. It was apparent that many of the entrants were expecting a tarmac surface for the whole stage (why, we know not), and were on ordinary or even racing tyres. Apart from their unsuitability for the undressed surface of the descent, they were frankly not the wear for the tarmac of the hill, for that was liberally coated with freshly manufactured organic fertilisers to a depth of several inches in places, and the knobliest boots available were the order of the day. However, the spectators were well pleased with the display which the drivers put on for their benefit, and many and varied were the excursions on to the grass in several novel places. Probably the most spectacular was the Firenze of Peter Thompson, which got astray on the cattle grid and demolished a very substantial hedge and fence — behind which your editor just happened to be standing at the time. And I always thought that my presence had a calming influence on these wayward drivers!

The crowd were entertained by a return visit from the inimitable Roger Willis, whose stream of non-stop witticisms made sure that no driver's reputation went unscathed — it's a bit like Dave Allen with a Rochdale accent and a bit more weight! Roger's efforts were much appreciated, the more so because the majority of the entry appeared to consist of Escorts, mostly white, and one looks much like another. The arrival of something different every now and again was welcome, even though some, like the odd looking Magenta, seemed to be aimed more for fun than for profit (and a jolly good thing too). One must not deride the rather eccentric entry, for the Magenta won



Wait, the man said, until you can see the whites of their eyes! Peter Thomson going Editor-bashing.

(Photo: Tony Hodgetts)

its class, in spite of the car looking like a Mini-Moke with a fancy paint job. A fair number of more fancied entries did not finish at all, among them Roger Clark's Escort, which succumbed right at the start of the rally, and a Datsun for which the chief timekeeper's lady assistant was waiting for the purpose of revenge, the car having pursued her with evil intent for some distance earlier in the rally, in the middle of the night on Dalby Stage. Several of the marshals looked as if they were as battered as the cars, for they had spent all night in the forests, running two separate stages, before coming on to Harewood. However all managed to keep awake and concentrating until the afternoon was drawing to a close, and the course car arrived to collect the results.

When the sums were done, it was found that Tony Drummond, to the surprise of nobody, had made fastest time of the day, closely followed by Tony Fawkes and with the eventual winner, Billy Coleman, not far behind. These first three were all in Ford Escort RS 1600s, then came a little variety in the shapes of Brian Culcheth's Triumph Dolomite Sprint and George Hill's Vauxhall Magnum, before we revert to Fords again with Bob Bean's RS 1600 and Russell Brookes' RS 2000. Tony Drummond's

winning time was 2 min. 13 secs., but only five seconds separated the drivers mentioned above.

The rally was won by Billy Coleman, with Nigel Rockey second and Bob Bean third; the whole event was run to a very high standard, and the word was going round that application has been made for full International status next year — an ambitious project, for which we wish the organisers well and look forward to doing our bit to help!

Annual Awards "Newcomer of the Year"

A new annual award has been sponsored by David Easthope, for Novice competitors on competitive events. Every member who has not won an award on either an Autotest or a Production Car Trial at the start of the season will be eligible for the "Newcomer of the Year Award". Marks will be gained on the same basis as the Pearce Trophy, addition an award will be offered for the best novice on each Club Night or major Autotest and Production Car Trial.

Many thanks, David, for this encouragement for our newer members!

CROFT RACE MEETING - 16th March 1975

We ran a race meeting at Croft on the weekend after the "Sleuth's Mug". There was a strong similarity between the events, believe it or not, for the race meeting progressed from one problem requiring a solution to another, with no real certainty for much of the time that we were all going to arrive at the same finish at the same time. To start with, the regulations were late, very late, so that there was considerable doubt as to whether we'd have a decent entry on the day. So, at the point when your scribe discovered himself to be Deputy Clerk of the Course, things looked a bit thin. Just on twelve hours later, it became apparent that our usual Clerk of the Course, Mike Wilson was unlikely to have recovered from an unpleasant infection in time to put in an appearance, and from being an innocent editorial observer I had been rapidly elevated to the post of Lord High Every-thing Else to a race meeting with problems.

During the rather tense week which followed, sufficient competitors sent in their entries to allay the fears that we'd not have enough to make the meeting a runner, and a programme was constructed and despatched to the printers. For much of the week we were also painfully short of marshals, but some press-gang tactics succeeded in flushing from their lairs a few who were hiding away in their winter hibernation. None the less, the day was awaited with a fair degree of trepidation by all concerned. When it arrived, and the first day of British Summer Time to boot, the bleary eyes peering from the bedroom window were greeted with a generous covering of snow on the ground — I hadn't thought of that as a possible hazard up to then! Brisk little blizzards attended our progress up the Great North Road, until the point where we found the results caravan standing forlornly on the hard shoulder, complete with results preparer Tim Smith and one air-cooled Sunbeam Tiger. A hasty consultation concluded that the Secretary of the Meeting and Clerk of the Course (acting, unnerved) had better be in the circuit post haste, so a swift transfer of passengers left one amateur mechanic and one water-carrier with the stricken tow-wagon, and one heavily overloaded Dolomite scuttling northwards through snow-showers. The two hours after arrival remain somewhat of a blur, but in and amongst included re-jigging the Formula Ford event to one race of fifteen laps, rather than two heats and a final with half-full grids, and innumerable discussions with competitors, scrutineers, marshals and stewards, until at noon we were ready to start practice, and closed the course in the presence of the stewards.

It was as we came under the bridge and pulled into the pit lane that I had an uneasy feeling that something looked wrong about the race control building, and as we pulled up it dawned that what was missing was the line of little faces which usually decorates the first floor window — we had no timekeepers. Where the . . . are they? Well, we've had a message to say that they're here. So we spend twenty minutes looking for them, but they have hidden themselves remarkably well if they are here. Then we try the telephone. Out of order. Try another. It's an answering service which is not giving the answer I want. Try again, finally locate someone who might know what's going on — no sorry, not today! Wish large hole would open up for purposes of quiet concealment prior to suicide.

Swift stewards meeting; hasty consultations with drivers (oh dear the marshals have been standing out waiting all this time) and we decided to have a selective ballot for grid positions, with the ballot being loaded as far as possible to take account of the different potential of cars. So at last practice got under way, and from then on it was a race meeting on a fine but cold day, which produced some good racing.

Practice was relatively uneventful, apart from Jimmy Patrick's inversion of his Mini at Spa and Ted Payne's spin at the exit at the Chicane which culminated in a resounding thump into the banking under the bridge, and after the late start not much more time was lost.

The combined Formula Ford cars made up a good grid, which was depleted by the removal of Alex Lawrie's Elden, but the start was marred by two recalcitrant cars side by side which, both refusing to start, blocked the way of the competitors behind them, among whom was John Simpson. Not unusually, there was a sizeable sorting-out session at Tower on the first lap, from which Mick Starkey emerged in a virtually unassailable lead in spite of being bumped off line, and in which John Simpson suffered a further delay by a spin while avoiding the melee. Stuart Lawson's Van Dieman settled into a steady second place just ahead of Richard Phillip's Crossle, but John Simpson was charging through the field, climbing to fourth place by lap 5. It then took him five laps to dispose of Richard Phillip, who was trying very hard to keep in front, to such an extent that his engine began to overheat and he dropped back. Simpson soon left him far behind and set off in pursuit of Stuart Lawson, finally managing to get

by on the straight during the last lap and finish second to Mick Starkey, who was highly delighted to present his new sponsor with a first-time win.

Result :

1. Mick Starkey (Merlyn-Scholar)
2. John Simpson (Nike-Scholar)
3. Stuart Lawson (Van Dieman-Scholar)
4. Richard Dutton (Titan)

Next came the race for Special Saloon Cars for the Forward Trust Championship, which turned into a Dave Millington benefit; he led from the start, and after Tower bend on the first lap was never seriously challenged. Graeme Walker held on to second place for a couple of laps before retiring with a flat front tyre at White House, and Gerald Clark had a brief burst of glory in second place before dropping back to retire eventually at Tower, which left Phil Winter's Mini Cooper "S" secure in second place from Peter Pitman's Imp in third. The interesting Turbocharged Escort, whose engine appeared to have been moved back about a foot, circulated only briefly before retiring into the pits with mysterious maladies.

Result :

1. (and 1st in Class D)
Dave Millington (Vauxhall Firenza)

2. (and 1st in Class C)
Phil Winter (Mini Cooper "S")
3. (and 1st in Class B)
Peter Pitman (Chrysler Imp)
4. (and 2nd in Class C)
David Horsley (Mini Cooper "S")
5. (and 1st in Class A)
Gerry Glass (Mini 850)

From the start of the Modsports race, Andrew Smith's Lotus Elan took off into a comfortable lead, pursued with great determination by John Kirk's Davrian. After three laps the Davrian's engine cried "enough", and the combination of a large cloud of smoke as he accelerated away from the Chicane and an ominous trail of oil most of the way round the circuit gave away the reason for retirement. This let Kenny Allen's Clan Crusader up to second place, and behind him everyone moved up and kept station until the end.

Results :

1. (and 1st in Class C)
Andrew Smith (Lotus Elan Twin Cam)
2. (and 1st in Class A)
Kenny Allen (Clan Crusader Imp)
3. (and 1st in Class B)
Ian McCullough (Austin Healey Sprite)



The Davrian way through the Chicane (Imp Rampant ?)

(Photo : Tony Todd, Darlington)

The Special Saloons returned once more to do battle for the "Wendy Wools" Trophy race, with the addition of Keith Bowmaker's Escort V8, and the return of the Turbocharged Escort again; but the event once more proved to be a Dave Millington benefit. Jim Evans managed just one lap of chasing before the Turbo once again retired, leaving Bowmaker to keep up the pursuit from a respectful distance. Phil Winter held a good third place after the first lap's sort-out, and after Gerald Clark had nipped past David Horsley he managed to stay in fourth place to the end.

Results :

1. (and 1st in Class C)
Dave Millington (Vauxhall Firenza)
2. (and 2nd in Class C)
Keith Bowmaker (Ford Escort V8)
3. (and 1st in Class B)
Phil Winter (Mini Cooper "S")
4. (and 3rd in Class C)
Ian Rogerson (Mini Cooper "S" Turbo.)
5. (and 2nd in Class B)
Gerald Clark (Mini)
6. (and 3rd in Class B)
David Horsley (Mini Cooper "S")
7. (and 1st in Class A)
Graeme Woodhouse (Mini Clubman)

Finally it was the turn of the Formula Libre cars, together with a small clubman's entry, with two of the more potent cars missing after practice mishaps. Ted Payne's thump into the bank beneath the bridge, while not showing a great deal of obvious damage, had proved too much to repair, and Philip Barak had damaged the starter ring, which left

Andy Barton with a depleted opposition. He was looking bronzed but frozen, having been on a sunny beach in Spain only the day before, and when the race started, he found the car evincing dislike of the cold also, as his slicks took some time to warm up, making the car distinctly skittish at times. However, when things settled down, he put in some really serious motoring and lapped all the field but the second place man, Ray Edge, who drove very quickly to beat several more potent cars. The principal excitement came from Bob Brown and David Goddard, who stayed close together and swapped places, with the final result going to Bob Brown's Lotus 69.

Results :

1. (and 1st in F. Libre)
Andy Barton (Lotus 69 F2)
2. (and 1st in Clubman's Class A)
Ray Edge (Mallock Mk. 14)
3. (and 2nd in F.L. Class A)
Bob Brown (Lotus 69)
5. (and 2nd in F.L. Class A)
David Goddard (Lotus 61)
6. (and 1st in Clubman's Class B)
George Valente (Mallock Mk. 14)

After that, with a sigh of relief, we packed up and sorted out the little final details, with the feeling that we'd managed to retrieve something out of near disaster, and with several competitors being kind enough to say they'd enjoyed their day out after all. But none of us want to repeat the performance again, ever. As one weary soul said, we can all get ulcers from Monday to Friday, without trying to get them for a hobby!

THE SLEUTH'S MUG - 1975

The first event in the 1975 competitive calendar was once again run as a treasure hunt on foot, this time through the streets of Harrogate, and a small but select band assembled on a deceptively bright day to pit their wits against last year's winner, Brian Marsden, ably assisted by Gillian Steele, who by tradition have the dubious privilege as part of the prize for winning the 1974 event. Harrogate, being full of Victorian buildings, and with a fair number of businesses which have been around for as long, is nearly as full as York of odd little corners and eccentricities, and the first few clues caused some consternation at their complexity (and the setter had worried that they might be too easy!), though the hunt for a used toilet paper roll brought matters back to a rather more practical level. I have to confess that in spite of being accompanied by a brood of sharp-eyed brats and a wife who does the "Telegraph" crossword for fun we drew a complete blank in two streets, though fortunately we managed to get

on to the right wavelength in some others. And I still think that E. Batchelor and Sons is a good answer to a clue about sex discrimination!

High tea had been arranged at the Granby, and while the rather chilled competitors thawed out and stoked up, the results were quickly worked out, to reveal that Neil Higgins is this year's winner (and next year's organiser) with a clear lead over the rest of the field.

Results :

- | | |
|------------------------------|-----|
| 1. Neil Higgins | 295 |
| 2. David Scatchard | 245 |
| 3. Tim Smith | 237 |
| 4. Tony Hodgetts | 232 |
| 5. Bill Varley | 201 |
| 6. John Busfield | 200 |
| 7. Ken Gibson | 182 |
| 8. Boris Hardcastle | 180 |
| 9. Gordon Chippindale | 110 |
| 10. Tony Riall (Retired) ... | — |



Doug. Marsden took his camera to the "Sleuth's Mug", and managed to catch the winners deep in thought, the organisers struggling with the results, some beachcombers looking for a John Player Special packet, and various competitors in stages of perplexity.

ANNUAL GENERAL MEETING 1975

The Centre's annual general meeting took place on Wednesday, 26th March at the Queen's Hotel, Leeds. Out of the centre's membership, 33 members attended; not very encouraging, nor a good augury for the future if people are as indifferent as that to the central organisation of the Yorkshire end of the B.A.R.C.'s activities.

After the reading of the minutes of the previous meeting, which were interesting as a reflection of our hopes and attitudes at the tail end of the fuel crisis, David Easthope reported on the centre's year from the Secretary's point of view. He commented on the reorganisation of the operating committees, reported a drop in centre membership of some 150, announced that Andrew Page had volunteered to act as Advertising Manager and disclosed that we now have, in the shape of Jan, the club's longest serving employee.

Morris Whaley then took the slightly bemused gathering through the technicalities of the accounts, which happily showed a small surplus, after the cold facts of the increasing cost of printing and circulating the Circular in times of reducing advertising income had been laid bare with devastating clarity. The Treasurer's report was speedily ratified with the earnest support of the two other accountants present who in turn proposed and seconded the adoption of the report.

John English, in his recently-assumed role of Competition Secretary, reported on the competitive events in the year which started with Jim Johnstone in that post. After thanking Jim for his work, he congratulated Peter Voigt and Roy Lane on their successes in the Castrol/BARC championship and thanked all our willing band of marshals for standing out in the cold for us with such good humour.

The new low-calory Chippy Stross, fresh from the health-farm, then gave his report, commenting on the successful series of disco dances which had been held; particularly thanking Jill Nicholson for a very profitable and sociable "do" at the Millstone, and Simon Clark for the most recent of the discos which had been held at Collingham on the previous Friday under the direction of the new members of the "non-speed" team. He reported that this year's "Scarborough" organisers were well ahead with their preparations, and touched on the Hillclimb dance with the view that now that the hotel had met us they would be better able to prepare for our thirsts this year! He also reported that the 1974 dinner-dance must have been an unparalleled success as he had not received any complaint at all from John Busfield! When the floor was thrown

open for questions, Chris Seaman begged for the inclusion of bath towels in the special price at the "Windmill" this year, and a message from Peter Voigt via Bob Bingley requested that the same venue be asked to make the bread rolls softer for the next time we have an end-of season whing-ding there.

In his Chairman's report, Mike Wilson thanked many of the people who have contributed to the Centre's activities over the past year, mentioning in particular Jan Walker, Barbara and Harry Mason, Tony Hodgetts, Ken Gibson, Doug Marsden, Martin Frost, Josephine Lee, Arnold Burton, Castrol, Shell, Carter and Parker, Andrews Bros., Wallace Arnold Sales and Service, Northern Sportscars, The National Recovery Club, Jill Nicholson, and his fellow officers and committee members. He specially thanked John Busfield and Jim Johnstone for all the work they have done over the years as committee members, and commented that although 1975 looks like being a difficult year, we shall see it through to a satisfactory conclusion.

The election for officers and committee then took place, with the Officers being re-elected and Messrs. Chris Seaman, David Scatchard, Tim Smith and Paul Adelman being elected to serve on the committee.

It was then announced under "Any other business" that the 1975 BARC hillclimb championship will be sponsored by Guyson International, and the thanks of the meeting were offered to Chippy Stross for his help in arranging this welcome and appropriate sponsorship. Bob Bingley asked why no rounds of the Clubmans' Champagne Championship were included in our Croft meetings, and it was explained that the revised requirements of the championship organisers made it impossible for any rounds to be fitted in to our dates. Brian Kenyon inquired whether any further major expenditure was required at Harewood, and was assured that the R.A.C. have not specified any. Finally, a message of good wishes was sent to Mrs. Wilson, and Chairman Mike was formally thanked for his work during the year; and the 1975 A.G.M. disbanded to informal discussions in the bar.

MAY CLUB NIGHT — 1.5.75

ENTRY FEE £1 INCLUDING DISCO.

(50p Event only)

For details see Forthcoming Events.

CENTRE ANNUAL COMPETITIONS

- Pearce Trophy -

MARKS TO APRIL CLUB NIGHT

	A	B	C	D	E	F	G	Total
1. A. J. Hodgetts	3	—	7	5	—	8	5	28
2. D. R. Scatchard	3	—	8	7	—	—	4	22
3. B. R. Marsden	—	—	3	8	—	3	7	21
4. R. Soper	8	—	4	—	—	—	8	20
5. J. R. Hardcastle.....	3	—	3	3	—	6	4	19
6. J. M. English	—	—	—	6	—	6	3	15
T. C. D. Smith	—	—	3	6	—	3	3	15
P. Adelman	—	—	3	6	—	3	3	15
9. D. Easthope	—	—	8	—	—	3	3	14
10. M. S. Wilson	3	8	—	—	—	—	—	11
P. Smiddy	3	—	—	—	—	—	8	11
N. Higgins	—	—	—	8	—	3	—	11
S. N. Clark	—	—	—	—	8	—	3	11
14. A. Page	—	—	—	—	6	—	3	9
K. Gibson	—	—	—	3	—	6	—	9
R. A. Riall	—	—	3	3	—	—	3	9

A — January Club Night
 B — February Club Night
 C — March Club Night
 D — Sleuth's Mug

E — Collingham Disco
 F — Croft
 G — April Club Night

Club Night - March 6th

The club night for March took the form of a quiz at the Jester, and was to find our representative in the Ford "Motormind of Britain" quiz. David Easthope acted as quizmaster, and it must be placed on record that "Chippy" came to a club-night. The questions were straightforward, and not in the Starter-and-bonus format of the Castrol quizzes. One or two of the official answers were open to doubt, as we agree that (as mentioned in the B.A.R.C. News) Les Leston drove DAD 10 and LOV 1 was Graham Warner's car; and your editor has concrete proof, in the form of a service manual, that the original Morris Major was produced at Cowley in 1931-33 — agreed there was also one built in Australia of recent years, but the other must be allowed from the wording of the question. The quiz was quite a brain-teaser altogether, with a very wide range of questions, and it came as no great surprise when the marks were totted up to learn that David Scatchard was the "Motormind"

as far as B.A.R.C. Yorkshire Centre was concerned, and who is charged with telephoning the Ford Motor Company on our behalf for a viva voce examination on "specialist" questions and general motoring knowledge. Good luck, David!

(Stop Press — He finished fifth — Ed.)

Results:

1. David Scatchard	124
2. Tony Hodgetts	106
3. Nigel Jacques	84
4. Richard Simms	83
5. Bob Soper	69
6. Tim Smith	57
7. Brian Marsden	49
8. Boris Hardcastle	44
9. Paul Adelman	40
10. June Scatchard	14
11. Hazel Marsden	5
12. Chippy Stross & Tony Riall	
Retired for sustenance.	

ROAD TEST - The Morris 2200 High-Line

The "2200" provides an interesting antithesis to the principles of its original begetter; Alec Issigonis made no concessions to style and very few to comfort, with the result that his designs produced vehicles which tended to grow on their owners rather than attract one and all at first sight — especially in the case of the early "Land Crabs", which carried plainness to extremes. The brief for ADO 71 seems to have been "keep the good bits, but make it pretty". Beauty is in the eyes of the beholder, but most people who looked at the car while I had it seemed to think that Harris Mann has got it right first time this time. I confess to the view that the Austin version is the prettiest, but the Morris 2200 High-Line turned many heads, being still fairly uncommon on the roads, and never drew an adverse comment.

The mechanical arrangements are substantially the same as the previous car, with refinements; so the old virtues remain of safe roadholding and lots of traction in bad conditions or snow. The gear change has been improved, so that while it does not rank in the same league as the "bullet" single rail box or even the more comparable front-wheel drive Alfased for slickness it is quite adequate for unhurried changes.

The most obvious change for the driver is in the driving position, which, from a rather odd stance based on the designer's pet theory that the driver ought not to be too comfortable at the wheel, has become conventional as to steering wheel angle and pleasantly adaptable as to seat height and rake. There is also much more leg room under the scuttle, without detracting from the rear seat's spaciousness which was such a feature of the previous model. The convenient fingertip stalks which feature on many of British Leyland's cars are used, with a large panel of rather similar switches which proved easier to operate than anticipated, and a fiendish device which flashed rudely until one obediently fastened the safety belt. Instrumentation is simple, with a large clock matching the speedometer and a cluster containing fuel gauge, water temperature gauge and a singularly uninformative ammeter whose styling has outweighed function.

The body shape turned out to be practical as well as stylish; in a spell of motorway running it was found that the car seemed to stick down harder as the speed mounted; and wind noise was slight, seeming to come from the external mirrors. Visibility is good, though unusual: there is an excellent view of the road, but none of the corners can be seen from the driver's seat. This

turned out to be a more psychological disadvantage than a practical one, but it gave a rather odd sensation which can best be likened to looking out from the cockpit of an aircraft and made judgement of width rather important. Reversing was less problem than expected, as one could use the bottom corners of the rear window as a guide to the placing of the back end. I spent some time in a very constricted car park in Otley testing this, and found that the big car could be slotted in to any sufficient gap without difficulty.

My only real criticism is of the access to the very large boot; contrary to the opinions of other testers, the small lip at the bottom posed no problem, but the raised boot door did. This may be the difference between loading empty cases to test the capacity and inserting cardboard cartons full of groceries and weighing half a ton, but the door did prevent one from leaning over to slide the box in easily.

Finish is good, and careful shaping gives doors which shut very quietly — none of the clangs which beset some earlier models from the stable — and the only noise which obtruded was a rather loud power assistance pump on the steering. The degree of assistance was a good compromise between "feel" and lightness, which again was an improvement on the predecessor. All passengers commented favourably on ride and seat comfort, and access, and voted it as a relaxing vehicle for long journeys.

So it looks as though British Leyland have managed (not for the first time) to make the end result better than the original. Certainly all the changes in the new 18/22 range seem to be for the better. One is left with the slightly sad thought that if they had produced this "1800" at first, the Corporation would probably not be now anxiously awaiting Sir Don Ryder's report, or be sharing the top end of the family car market with the imports.

My thanks to Jim Maclaren of Appleyard of Leeds for making the car available for test.

5th JUNE — CLUB NIGHT AUTOTESTS
plus "THE BIRDS EVENT".

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3rd JULY — "TREASURE HUNT" in Wharfedale.

Correspondence

The Editor,
Yorkshire Circular.

Dear Sir,

In these economically difficult times I fully appreciate the need for sacrifices but I feel that the reduction of the Yorkshire Circular to a bi-monthly publication is the wrong sort of economy. We are privileged to receive a glossy magazine, a luxury that other clubs cannot afford, but I feel that the lack of continuity which results from publishing every two months can only be harmful to the club activities. An event may be publicised in the circular up to seven weeks before it takes place and hence has long since faded from the memory of the casual member.

Although I know little about printing, I suspect that a newspaper-type Circular would be cheaper to produce and thereby regain the ability to service the club members with all the latest regulations, up-to-date news and possible alterations to club-night venues.

I look forward to your comments.

Yours faithfully,

Henconner Lane,
Leeds 13.

Alf Wayin.

The decision to halve the previous number of Circulars came after a long investigation of various alternatives. As long as we produce a printed magazine using type format which must be published on specified dates, we cannot cut very much from the costs by using other layouts or methods of printing. The only significant production saving would come from using an ordinary typewriter to produce originals for a Litho process, and if pictures were used that part would cost the same as it does now even on that basis. The result would be legible, but much less attractive. We intend to provide continuity by circulating details of local events which require urgent advice in the intervening months when the Circular is not due to be published. This will be better than the Circular for giving the venues of club nights, as we have often needed to use such an advice in the past when last-minute alterations have been necessary after printing. (By the way, I can't remember when I last saw Mr. Wayin at a club night; perhaps a duplicated reminder might drag him from his lair!).

Incidentally, perhaps Mr. Wayin and other correspondents who wish to use a pseudonym would remember that they should make their identity known even though they wish it to be concealed, otherwise their big guns will go off at half-cock and their efforts will be relegated to obscurity in "pseuds corner". — Ed.

The Editor,
Yorkshire Centre Circular.

Dear Sir,

Your reply to Mr. Staniforth's letter does not deny the suggestion that only club members having paid a fee to Castrol, received notification of the classes meeting.

If this is true, do I assume that someone was trying to contact myself and many others, by phone, as well as Mr. Staniforth?

Perhaps the meeting was only open to committee members and Castrol entrants?

Whilst I would be the first to admit the value of sponsorship, the interests of all club members must be put first, otherwise we could end up with a tail wags dog situation. Or if you prefer it at government level "oil sheik tells Wilson", and that could never happen, could it?!

Yours sincerely,

Graham Ashley Smith.

Leeds 7.

R. Whites/ Whitbred Team.

(I don't know, and I'm not even going to try to reply on someone else's behalf this time, let alone appear to be denying anything! — Ed.)

Dear Sir,

The letter from Allan Staniforth in the January/February circular obviously calls for a reply from me as it was on information I gave that Allan gave what he refers to as "The Classes Meeting" a miss.

The information I gave him was that it was not the normal classes meeting, but that advantage was being taken of the fact that a considerable number of Hill Climb competitors had been attending the Centre's Dinner Dance in Leeds on the previous evening, to hold the Annual Open Forum. This of course is the meeting at which competitors are able to put forward their opinions on the present classes and any suggestions for modifying them for the forthcoming season.

There is no doubt in my mind that the arrangements existing prior to that Sunday were that this was to be the Annual Open Forum at which competitors views would be collected for discussion at a later meeting of the Speed Events Classes Sub-committee. This committee actually decides upon the classes to be used each season.

Being unable to attend the Open Forum myself, and being a long standing member of the Speed Events Classes Sub-committee, I was confident that I would have the opportunity of hearing suggestions put forward by those attending the

(Continued at foot of next page)

Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date	Events and Status	Centre Competitions
May 1	Club Night — Autotest. (C)	PK
11	"E. A. Denny" Production Car Trial. (CJ) with Y.S.C.C.	PCKA
18	Harewood Members' Practice Day.	PK
25	B.A.R.C. Hillclimb Championship — Gurston Down.	
(Mon.) 26	Croft "Spring Bank Holiday" Race Meeting. (R)	PK
June 1	Harewood "Vintage and Novices" Hillclimb. (R)	PK
5	Club Night — Autotests. (C) (Includes the "Bird's Event".)	PK
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 — Treasure Hunt (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.	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
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-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.

CORRESPONDENCE—cont.

Forum, and also being in on the discussions to decide the classes for the following season.

As far as I am aware no subsequent formal meeting of this Sub-committee has been convened, or indeed taken place, and therefore the information which I gave to Allan Staniforth was, to the best of my knowledge, accurate. Obviously, had

I been informed that the meeting of the Speed Events Classes Sub-committee was to take place on this occasion then I would have made a special effort to attend, or at least tendered my apologies for not doing so.

Further comment is obviously superfluous.

Sincerely,

Bardsey.

Jim Johnstone.

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