



YORKSHIRE CENTRE CIRCULAR



MAY / JUNE **75**

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CONTENTS

	page
Forthcoming Events	4
Road Test — Chevette	4
Harewood Hill-Climb	6
May Club Night	9
Vintage & Novices Hill-Climb	10
Croft — Spring Bank Holiday	12
Land of Gold and Sun	13
BARCounter	15
Competition Chatter	16
Correspondence	17
Scarborough Weekend	17
Diary Dates	18

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COVER PICTURE

They don't make 'em like that any more · Geoff
McAuley's Jowett Jupiter in full cry round Quarry.
(Photo : Tony Hodgetts)

FORTHCOMING EVENTS

Club Night — 3rd July 1975

The July club night is under the direction of Tony Riall, and is a treasure hunt in the Wharfedale area with the title of "The Gradient Grind". It starts at the Royalty Inn on Otley Chevin (Map reference 96/207440) at 6-30 p.m. Tony promises an "old-style" club night for which O.S. sheet 96 would be "useful but not essential". The finish will be at the White Hart in Pool-in-Wharfedale.

Harewood Hill Climb — 6th July, 1975

This is the top meeting of the year at Harewood, when the R.A.C. Championship round is held at Stockton Farm. At the time of writing, Roy Lane and Chris Cramer hold a joint lead at the head of the championship table, with Alister Douglas-Osborne chasing hard and John Cussins at last getting the mastery of the very potent Chevron. So, with all the usual supporting classes out in force it should be a first class meeting.

The Annual Golf Match Wednesday, 16th July, 1975

The Golf Match will take place this year at the Alwoodley Course, which is located in Wigton Lane, Alwoodley. For those prospective entrants who do not know the course, you take the Harrogate road out of Leeds, and just past Alwoodley Motors, at the end of the double-track road you turn right into Wigton Lane. In 100 yards turn left into the car park of the golf club.

A green fee of £4 covers the whole day, in case anyone wants to practice in the morning, and the match (for which the entry fee is 50p) tees off between 1 p.m. and 2-30 p.m. Scoring will be Stableford as last year. It is intended that dinner will be taken afterwards in the club house, but these arrangements have not been finalised at time of press.

Regulations will be available at the Centre office or from Derek Clark at Leeds 63641.

Harewood Members Hill Climb — 3rd August, 1975

This meeting is designed for the centre member rather than the championship competitors, though many of the entry will be familiar. This meeting is a qualifying round for the Arnold Burton Trophy, so the interest will centre on the efforts of the non-specialists, who use their cars for events other than hill climbs, to see who is the versatile driver who can make his car go quickly up tarmac hills and slowly up muddy ones!

Croft Race Meeting — 10th August, 1975

As is customary, this Sunday meeting starts at 12 noon with practice, and is planned to contain races for our usual classes. Competitors, marshals and spectators all welcome! For those who have thought about marshalling at a race meeting but haven't yet tried it, this is your golden opportunity, for we're always thin on the ground during holiday times: ring up the office and volunteer now!

ROAD TEST

The Vauxhall Chevette

Paul S. Adelman

After a sneaked photograph in the National Press took the wind out of General Motors' surprise launching of the new Chevette, it was unveiled on the 2nd May. Chevette was the code name not only for this new baby Vauxhall but for the entire concept of "Compacts" to be produced at all G.M.'s outlets in Britain, Germany, Japan and South America, G.M. Opel being the first off the mark with the Kadett. All four cars use similar dimensions and basic parts but each company may vary the final product to suit individual home markets. The result is a clean, pretty 'hatchback' that looks far more at home with the droop-snoot than the Viva/Magnum/Firenze ever did.

The interior is uncluttered. It provides seating for four in comfort — six-footers may find the rear seats slightly restrictive — with good storage space which can be increased by lowering the rear seat — a two-second operation. The car then becomes a handy estate ready and willing to swallow any amount of cargo into its easy access tailgate — the usefulness of which is marred only by the fact that it can only be opened with a key instead of a handle as on the Viva Estate. When at the wheel all instruments that may need to be activated in a hurry are controlled by stalks from the column. I have always had doubts about the merits of column-mounted lighting controls on vehicles such as Peugeot, Triumph, etc.

Once under way the Chevette becomes almost canine in its willingness and obedience to the driver's requests. The smooth 1256 c.c. engine is ideally suited to this car, which is lighter than the 1256 Viva, and only third gear seems lacking in acceleration. Roadholding is such that the cornering capabilities of the Chevette are limited only by the lack of side support on the front seats and the driver's own thoughts as to his life expectancy. The suspension absorbs well on a rough road without being spongy on corners. On the motorways

Continued on page 17



Plant Hire could save you a visit to this gentleman!

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GOGGLES

It may have escaped the notice of some competitors in speed events who run in open sports cars that there has been a slight but significant change in the regulations governing the requirement for goggles. All drivers of open cars must now have approved goggles or visor and wear them while competing even in an open car with full-width windscreen. This alteration has been made for safety reasons prompted by the observations of a doctor who is also a regular speed event official — in other words, it's not just bull, it's for your own good!

COUNCIL

Those of you who read the whole of the Circular from cover to cover will have noticed that Peter Griffin's name has disappeared from the list of committee members. This is because there can only be one council member on any Centre committee, and Peter has recently been elected to the council of the Club after all his work on the Competition Committee. Congratulations, Peter!

Silencers will be worn in the paddock — even if only until they become too hot to hold!

(Photo: Tony Hodgetts) →



HAREWOOD - GUYSON/B.A.R.C. CHAMPIONSHIP HILL CLIMB : 20th April 1975

As a large transporter turned into the paddock for practice, to be greeted with the sight of a sea of mud in the middle of which was an expensive Italian sports car bogged to the axles, the driver was heard to groan "It's just like ruddy Prescott; muck up to the knees and full of flaming Ferraris!". The adjectives have been changed to protect the innocent. We could well have treated the day as a practice for the Greenwood rather than for a hill-climb, as the hastily contrived temporary paddock soon proved to be impassable for cars set up for speed, even on the flat. The start of practice was delayed for over two hours while the marshals struggled to make the course passable, but in the end the rain relented and the sun even shone fitfully, with a good drying wind holding out some hope for better conditions on the morrow. In the circumstances, the times were of an interest mainly academic, but all tried hard on the slippery surface, which was particularly tricky at Willow, where a slick of surface water was seeping across the apex of the corner from the waterlogged field . . . Colin Rogers and David Smith fell victims to this trap, without serious harm, but less fortunate were David Kennedy, whose Fairthorpe broke its gearbox, and Derek Clark who on his first appearance in the drivers seat at Harewood for some time, contrived to break the oil-pump drive belt on the way down to the Start for his practice run, so that what should have been a triumphal return turned into a sad procession on the end of a rope back to the paddock. An interesting car which was travelling very quickly was the turbo charged Austin Allegro of Antony Pownall, and another quick one was Bob Speak's Europa which sounded beautiful.

Among the new shapes was the very welcome one of the Guyson caravan, from which Gerry and John were very rapidly getting the hang of dispensing hospitality to a crowd of frozen competitors and officials. Ken McMaster's Modus was notable for smart appearance, as was the Waring & Gillow Chevron, complete with smart red gear for the team staff and supporters (I thought red dragons were from Wales, not Sheffield), and Roy Lane's G.M.1 was immaculate as ever with Fenny Marine stickers on hand for small boys' bedroom walls or their dad's car windows.

Sunday dawned with the promise of rather better weather, and the caravanners on site were contentedly eating breakfast outside in the sunshine. The dreadful surface of the paddock entrance began to assume the consistency of congealing porridge

rather than that of minestrone soup, and the surface of the road, though far from ideal, became reasonably dry for the whole of the ascent. The morning's practice session passed off briskly and without undue incident, but a few non-starters emerged, for various reasons. David Kennedy retired his Fairthorpe, having discovered that the after-effects of his gearbox trouble were more serious than the basic failure, Alister Douglas-Osborne was still hors de combat after his big shunt at Prescott, the Clark family were still busily rebuilding, and Chippy Stross had found a more sensible way to spend a wet Saturday afternoon. In Class 1, Terrence Tattam had not managed to screw his Mini together in time and asked if he could enter his tow car instead, for fun. As the tow car is a vast Pontiac, he was duly dropped into Class 3 to act as light relief.

When the runs started Class 1 had a reprieve at last from the total domination by Mike Flather, and Peter Houghton's nicely prepared Datsun Cherry took a narrow lead from Roy Greenwood's Mini-Cooper. Class 2 was well under the thumb of Nicky Porter whose venerable pink Cooper "S" really ought to carry a Government Health Warning, as smoking to that extent must eventually injure it's health. Not far behind was the quick, quiet Allegro, followed by Brian Sutcliffe's Cooper "S". In the absence of Alan Forrest and Victor Mills, who were expected to be fastest in Class 3, the class looked very open, and on the first run John Gladstone put up fastest time with 56.50, with the undoubted wooden spoon for the hairiest saloon car ascent for some time going to Tattam's huge white Pontiac, which went astray at every corner and even looked about to spin on the straight.



Terrence Tattam visited more scenery on his first run than most people do in a season.

(Photo : Paul Smiddy)

Richard White took a comfortable lead in the well subscribed Class 5, with Patrick Walker and John Meredith close behind with sub-50 second climbs.

The "Marque" class, with rather less support than of yore developed into a straight scrap between Mike Gleave and Mick Merrills, with the latter just ahead by 0.39 secs. on the first run. Robin Gray's Lotus Elan established itself firmly on top of Class 8, and Peter Davey led Class 9 by over 2 secs. from Diana MacMaster's neat Clan Crusader.

Class 10 provided the closest result to date when on the first run John Walker and Fred Cliffe in "E"-type Jaguars and Robert Speak's Lotus Europa all produced times within 0.18 secs. of each other; Class 11 was more decisive with Bob Prest and Mervyn Bartram well out in front. Class 12 was so depleted by non-starters that Tony Griffin's lead over Dennis Pegg made the result almost a fore-gone conclusion. It was George Tatham's day in the merged Classes 13 and 14, though John Pascoe ran him close on the second run.

With John Crowson unable to complete the Rawlings Chaser Terrapin in time for the meeting and Ian Beardsley succumbing to supercharger drive maladies in practice, David Wray led comfortably on the first run, but the old master, Alan Staniforth, got it all right on the second to win by 0.7 sec. the class which he dominated for so long some time ago. Class 16 was another with a bit of reminiscence, for Peter Kaye, driving with all the fire of his Mini days, led by nearly two seconds from team mate Robert Sunderland, in the shared Brabham BT 35. Close behind came Anthony Taylor, Geoff Deakin and Mike Allan, covered by less than half a second.



The cockpit of a March is a tight fit, but it helps to have your son on hand with a shoe-horn.

(Photo: Paul Smiddy)

As ever, the drama came with Class 17. The Clark family had been having their dramas all day, as they strove to repair their oil pump and oil lines

to the satisfaction of the scrutineers, but Simon managed a run of 49.29, and Derek, who was uncomfortably aware that, big though the car looks, it hasn't the cockpit space of an E-type, made a cautious ascent in 54.56. Then John Briggs produced a hair-raising incident which spread bits of car all along the top straight as he lost it just by the paddock exit, went on to the grass on the right hand side of the road, charged across to clobber the safety fence on which he rubbed off two wheels, before coming to the original grinding halt at the entrance to Quarry with the car sadly battered but the driver unscathed. The Harris is a big heavy car, which probably helped avoid injury, but which made clearing the wreckage a slow job; but fortunately no oil was spilt, and the meeting was able to resume before too long.

Malcolm Dungworth and John Lambert calmed things down with neat, quick runs and Don Robinson produced a steady run in the ex-Tony Bancroft McLaren. The two beautiful B.R.M's provided a touch of elegance, and then Ken McMaster turned in a quick one at 43.55 in the immaculate Modus. Richard Jones seemed to be having handling troubles with his Surtees, and John Cussins had all sorts of problems with the Chevron at Country, losing the car and travelling briskly off the course just before Willow, without serious harm. After that brief delay, Chris Cramer blasted to the top in 42.28, closely followed by Roy Lane with 42.32.

When the second runs came, Roy Greenwood consolidated his Class 1 win, as did Nicky Porter in Class 2. Then came the surprise, as Terrence Tattam took heed of the error of his former ways and drove the big Pontiac sensibly up the hill to take the class from a somewhat surprised John Gladstone, who had until then been sitting pretty on a three second lead. Colin Rodgers improved his lead and his points score in Class 4 as did Richard White in Class 5. Mick Merrills improved his first run time, but Mike Gleave did even better by knocking over a second off, and snatched the class win. No change in classes 8 and 9, but Robert Speak very nearly managed in Class 10, arriving at Quarry very sideways and catching the Europa just in the nick of time, and failing by only .14 second to catch John Walker's E-type Jaguar. Classes 11, 12 and 13 saw no change of leader, though Joe Ward made a better showing on his second try to finish third. Mike Allan provided the excitement in Class 16 when he locked a brake and spun off at Quarry, damaging the radiator in the process. Peter Kaye got down to 42.21 to win Class 16, which at that point stood as fastest time of day.

The Clark family had more than their share of trouble, needing to bypass the pipe to the oil



"I'm sure I had four when I came". The aftermath of John Briggs' accident, as the marshals try to decide which bit to rescue first, while John thoughtfully surveys the marks of his passage.

(Photo : Paul Smiddy)

pressure gauge, and finding some difficulty in doing it to the satisfaction of scrutineer Tommy Wood. Fortunately after a fair bit of jumping up and down they arrived at an acceptable solution and they parted friends in the end. Derek made the work worth the effort by taking five seconds off his first time. After a series of uneventful climbs in decent times had rolled the meeting along smoothly, Richard Jones had a most odd accident at Willow, which he and all the onlookers were unable at the time to explain. The car completely failed to turn at the corner, went straight across the grass past the marshals' post, and charged through the hedge, dropping with a heavy thud nose first in the ditch. Richard was not hurt, thanks to a full set of harness, but the car was out of the running, even though it was still towable on its wheels. No sooner had that been cleared away than John Cussins spun off at the same spot and looked as though he might

well go through the same hole, after which Messrs. Cramer and Lane restored decorum to the proceedings with a couple of good climbs which left Chris comfortably in the lead.

The top ten and the top eight runs were mainly notable for the reversal of form when Roy Lane managed to get in front on the first run and improve his lead over Chris Cramer on the second, taking fastest time of the day in the process. After that all that remained was to push a few transporters out of the mud, clear up and go home. Probably the most relieved to get to that stage were Dennis Townsend and his team, who, unable to use the usual car park which had been dressed with an expensive load of fertiliser (not by the cows this time) had to work the spectator admission more or less impromptu all day — and it's a hectic job if it's all going to plan in the sunshine!

Results on page 18

May Club Night

After some hard telephone selling, a quite reasonable entry was assembled for the club night driving tests by closing date for entries, but the dawn of May Day saw a downpour highly unsuitable for "dabbling in the dew" as is traditional. At noon the clerk of the course found it necessary to issue his personal guarantee of fine weather to two competitors who proposed to enter in open cars. This makes it a case of Rogerson for captain of M.C.C., for by 5 p.m. the rain had stopped, the sun was shining, and the course was drying out rapidly. All, that is, save for an enormous puddle which dominated the car park of the Star and Garter, and made it very difficult for Tommy Wood to find a safe spot to set up the scrutineering operation.

At 6-30 the entries started to arrive, and at 7 p.m. the first car started off round test 1. This was a good open test around the boiler-house, with several large cast-iron erections like fire escapes to catch the incautious reverser but no nasty vices. On to test two, which produced a good tarmac surface for a succession of "scissors" followed by a quick turn round a pylon and finish in reverse where one started. Test three looked simple, with a long straight with a scissors stop in the middle, then a "Y" junction at the end for a forward and reverse turn; this was rather tight and craftily angled, and caught a number unawares. On then to the side of the clubhouse to a compact but tricky test involving a forward run to a line and reverse to another slightly offset line, which produced a number of washouts, and finally to a "V" shaped site which required a blind down one leg followed by a reverse round the whole course with a rotation round a pylon still backwards and a rapid return round the corner again. As is usual with reversing round pylons, several entrants forgot the law of ever decreasing circles, with painful contortions resulting.

Back then to the start, and organiser Malcolm Rogerson arrived to re-set the test just as last competitor Phil Cooper arrived to do it; when that was sorted out the first two tests were re-made into one of enormous length and complexity. As the demonstration took place the baffled competitors strove to follow the gyrations on the diagram, and were not reassured when the Rover bore down on a small group who thought they were standing safely behind the finish, which had apparently been moved at the last minute. However, everyone got it right, to their amazement, and then repeated the other tests again before retiring for sustenance to the

bar of the Rugby Club. The solicitous barman was taking great care to explain that one of the brews on draught was not for the unwary, being real headache mixture, and under his ministrations a successful social evening then followed, with a disco attended by a selection of competitors, marshals and spectators, as well as a number who came for the festivities alone, unfortunately not a very large number.

After a while, the results were announced, and by the narrowest of margins Ian Hardy took the overall award from Phil Cooper, the pair being well ahead of the rest, with the very closely contested class 2 going to John Bidgood's Escort. A very successful evening altogether, thanks to Malcolm Rogerson and his helpers, and to John Waddington's and Headingley Rugby Club for letting us use the site. 1975 looks as though it could be a vintage year for club nights which are fun and well run.

Results :

Class 1.

Overall Class	Pos'n	Pos'n	Fig. of Merit
	2	1	Phil Cooper (Cooper "S") 99.2%
	3	2	Howard White (Cooper) 93.5%
	4	3	Gerald Taylor (MiniClub GT) 93.2%
	6	4	Carl Davies (Mini 1000) 91.0%
	7	5	Gordon Chippindale (Mini Clubman GT) 90.7%
	12	6	Harry Mason (Austin 1300 GT) 82.1%
	13	7	David Turner (Cooper) 64.7%

Class 2

8	1	John Bidgood (Escort 1300)	89.5%
9	2	Chris Tipping (Capri Bullitt)	88.7%
10	3	Tony Hodgetts (Dolomite)	86.8%
11	4	Andrew Page (Opel Kadett)	85.6%

Class 3

1	1	Ian Hardy (MG B)	99.4%
5	2	John Busfield (MG B GT)	91.6%

Retired :

Ian Dunford, Simon Clark, John Gladstone, David Stead.

Don't miss the JULY CLUB NIGHT

6-30 p.m. : 3rd JULY
ROYALTY INN, OTLEY CHEVIN.
"THE GRADIENT GRIND"

THE VINTAGE AND NOVICES' HILL-CLIMB



Alister Barker unleashes his huge 4½-litre V.12 Lagonda from the start on his class-winning run, while David Coates' Ginetta waits to ascend in more leisurely manner after its banishment for dripping oil.

(Photo : Tony Hodgetts)

"It's much more comfortable the second time around" goes the Frank Sinatra song, and it is for those doughty veterans of past triumphs on the hills who find that after a few seasons decent obscurity they can come back to Harewood and be classed as Novices once more. Of course, it's just as pleasant for the regular competitors who haven't yet quite made it to come for a day's hill-climbing without the presence of the regular class winners, and these days the occasion also provides an opportunity for the owners to try and the spectators to see those splendid vehicles of bygone days which fall into the category of Vintage or Historic cars.

This year the Harewood paddock looked like a re-creation of a sprint meeting of the early 1950's, for there were lines of Morgans, Jowett Jupiters and M.G. T.C.'s, interspersed with pre-war Aston Martins and Lagondas — all very nostalgic.

After a leisurely and well-behaved practice

session (this meeting always seems to be run on a gentlemanly basis) the meeting commenced with class 1 cars, with Dave Hanley well in command from the start and winning the merged classes. Class 3 gave Melvyn Abson his chance in the Capri, with Eric Lord not far behind, and some of the cars looking very standard as they leaned and squealed their way round the corners. Class 4 started very closely with Geoff Farmer's interesting Adelphi Imp just ahead of David Lee's Mini Cooper "S", but on the second runs Lec tried too hard at Farmhouse and spun to a halt, and was sadly pushed away on to the grass, leaving the Imp comfortably safe with the class win.

The larger special saloon class went to David Walton with a very quick climb of 51.58, from Peter Maile's left-hand drive Opel Kadett in black with multi-coloured stripes. Classes 6 and 7 were merged, and every car was different, which makes a refreshing change; Barry Newton, whose father

used to perform with such verve in a Triumph TR2 some years ago, took the class in a Porsche from Brenda Smith, whose spirited drive in a Morgan 4/4 earned her the Ladies' Award. Class 8 was also a varied assortment, with Paul Tankard's T.V.R. Tuscan coming out on top from Jim Johnstone in the Reliant Scimitar (who reckoned that he'd found his and the car's limits) and Tim Smith in the V7 Sunbeam Tiger, with Fred Lobnitz bringing up the rear in an Austin-Healey 100 driven with great determination. David Kennedy had his Fairthorpe Electron tacked together again and going well to take Class 9, in which David Coates was unlucky to find oil dripping from the sump of his Ginetta on the start line which resulted in his banishment to ascending the hill on a trailer. A thinly supported Class 12 went to Gordon Pepper, and in Class 15 Peter Speakman's neat Triumph Bonneville engined special had a moment of glory when it produced the first sub-50 second climb and held on to F.T.D. until well into the second runs, and the class for the afternoon. Robert Shapley's Kawasaki-engined special looks very like the Voigt Konig special, but sounds absolutely different, with a flat bark in great contrast to the Konig's howl. This is another car which looks as though a bit more development might lead to some stirring performances.

Class 17 was depleted by the absence of Derek Clark's March and Aian Thomson's Chevron, and after a very cautious set of first runs Paul Mawson got down to 46:37 which stood as fastest time of day to the end. Class D for large Vintage and P.V.T. sports cars brought out a splendid selection of famous names, the class going to Alister Barker's beautiful V12 Lagonda (still firing on all 12 too, by the sound of it) with Malcolm McCann's Aston Martin and Peter Whale's "chain gang" Frazer Nash, the speed of whose gear-swapping had to be heard to be believed.

John Shapley took Class E in an immaculate Cooper J.A.P., which is classed as "Historic" (which must make Gordon Chippindale, Peter Procter and one or two others into Historic Drivers worthy of a preservation order). Class F produced Guy Smith's elegant blue Frazer-Nash single-seater, which won, Ron Footitt's A.C./G.N. special and Tony Brooke's marvellous Vauxhall Villiers, which was in ear-splitting form.

The Class for post-war Jowett cars went to Geoff McAuley's purple specimen, in spite of an excursion into the gravel on his third run, and this set the new record for Class H. Class I, for Morgans up to 1600 c.c. went to Tom Donald, also providing the new record for this class as did Phil Fay's very respectable time of 50:37 in the Plus 8 in Class J.

Bob Bingley's R.G.S. Atalanta non-started in Class K, leaving a walk-over for Philip Rambaut in the A.C. Ace-Bristol — still one of the prettiest shapes ever, on a production car, that is! Another sleek shape was John McCartney's Parnell B.R.M., which also made a beautiful noise, and roused envy in the hearts of many watchers as it established a record for Class L; and Alastair Naylor's famous bronze T.C. was on form as usual to take Class M from Harry Whitehouse's rare T.B. in the rather surprisingly thin class for "T" type M.G. cars.

So a pleasant, leisurely meeting finished with the presentation of awards, courtesy of Shell (nice to see Terry Rundle back again) and the quaffing of champagne. All very relaxing, and quite a rest from the frenzy which usually accompanies the promotion of a big meeting at Harewood. Am I getting old, or is that really what motor sport is all about — like, enjoying yourself, with cars, among your friends, in the sunshine?

Awards :

F.T.D. Novices	Paul Mawson	46:37
F.T.D. Vintage	Guy Smith	49:58
F.T.D. Historic	John McCartney	48:99
2nd F.T.D. Novices	Andrew Chapman	47:11
2nd F.T.D. Vintage	Ron Footitt	50:03
2nd F.T.D. Historic	John Shapley	49:63
Ladies Award	Brenda Smith	56:43

Class Awards :

Class	1st Class	2nd Class
1 & 2	Dave Hanley	Charles Clark
3	Melvyn Abson	
4	Geoff Farmer	
5	David Walton	
6 & 7	Barry Newton	Brenda Smith
8	Paul Tankard	
9	David Kennedy	
10 & 11 & 12	Gordon Pepper	
15A & 15	Peter Speakman	John Speight
A & B & C & D	Alister Barker	Malcolm McCann
E	John Shapley	
H	Geoff McAuley	Peter Crosby
I	Tom Donald	David Birch
J	Phil Fay	Alan Smith
K	Philip Rambaut	
L	John McCartney	
M	Alastair Naylor	

Class Record Plaques

H	Geoff McAuley (Jowett Jupiter)	61:09
I	Tom Donald (Morgan plus 4)	54:12
J	Phil Fay (Morgan plus 8)	50:37
K	Phil Rambaut (A.C. Ace Bristol)	54:93
L	John McCartney (Parnell B.R.M.)	48:99

THE CROFT SPRING BANK HOLIDAY MEETING

One way of avoiding the Bank Holiday traffic jams is to go to Croft, where the jams are at high speed and safely confined to the course. A large crowd — one of the largest we have attracted for some time — felt this way, and were treated to some excellent racing for most of the afternoon. One has to say "most" for the event for Clubman's formula cars was so disastrous that it must place in jeopardy our future interest in this category of racing.

As the event was not on a Sunday, the practice session could now start at a civilised hour and proceed at a measured pace instead of the frenetic rush which accompanies the cramming of a whole meeting into the the afternoon. This moderation extended to the drivers also, and practice incidents were few, the most spectacular being the departure of one white V-12 E-type Jaguar in the biggest cloud of smoke you ever saw, which completely obliterated all vision between Tunnel and the pits. The main other item of interest was that we were given specific authority from the R.A.C. to accept entry of a Mark 3 Lotus Super Seven in the Mod-sports race, though it was necessary to obtain the approval of all the drivers when they signed on.

Promptly at 2-15, the Formula Ford field got under way with John Simpson taking the lead, closely pursued by Neil Williamson, John MacGilvray, Tony Barley and Mick Starkey. This lasted until lap 4, when MacGilvray's car appeared in fourth place, apparently after a mishap, and he was passed on the next lap by Starkey's Merlyn as well. Then on lap 8 there was a multiple spin at Sunny Corner which eliminated both Williamson and Barley just as Starkey had worked himself through to second place, and also led to the exclusion of Ken Pickering from the results for overtaking on the corner while the yellow flag was out. John Simpson managed to hang on to a lead of two seconds until the flag, with Mick Starkey finishing second and John MacGilvray just beating Richard Philip to the line to record the same time.

Result :

1st :	Time m.p.h.
John Simpson (Nike 10 Scholar)	12:46.4 82.20
2nd :	
Mick Starkey (A.T.S. Merlyn Scholar)	12:48.4
3rd :	
John MacGilvray (Crossle 25F M'ster)	12:53.2
4th :	
Richard Philip (Crossle 20F Scholar)	12:53.2

A good field of eighteen Modsports cars assembled on the grid for event two, with Richard Jenvey in pole position. This he kept all the way from flag to flag, but behind him the place-swapping was intense. Richard Sutherland made a poor start from the centre of the front row, to appear in tenth place at the end of the first lap, from which he worked his way up to third, and John Kirk brought his Davrian from the back of the grid to fifth place for five laps before expiring at Tunnel with clutch maladies, to leave John Evans securely at a safe distance behind the leader. Andy Fraser's Marcos won Class B, John Kirk Class D, and Patrick Keen's Morgan Plus 8 Class A.

Result :

	Time m.p.h.
Class C1 1st :	
Richard Jenvey (Lotus Elan)	18:39.8 84.46
Class C2 2nd :	
John Evans (Lotus Elan)	18:50.0
Class C3 3rd :	
Richard Sutherland (Ginetta G.4 Ford)	19:16.6

Of the next race, the Clubman's Sports Car event, the less said the better. Only six cars were expected on the grid, one did not surface after lunch, one ran into the ditch on the warm-up lap and knocked both ends off the car, Geoff. Friswell's Mallock broke it's clutch on the grid, so three cars left the line. Tim Wood turned in a virtuoso sprint performance to set a new lap record in the interesting Magnum, but the event was a waste of time. The competitors in this class have only themselves to blame if the class is dropped from the programme.

Fortunately the next event had a bit more life to it. After Doug Niven's Capri had been pushed on and off the grid a couple of times, Mike Newman's Viva G.T. made a dreadful start and only got under way as the 10-second men went by. Norman Hodgson's Escort established itself firmly in the lead with Keith Bowmaker's V8 Escort in second place, hotly pursued by Eric Smith's rapid Mini. Mike Newman worked his way through the battling pack until he reached fifth place, but then something gave up in the rear axle and he crawled into the pits to retire. After being glued together for the whole of the race, Dave Horsley and Owen Corrigan were separated by just half a second as they crossed the line, and some way back Peter Burdis took the class for cars up to 1000 c.c. in his Anglia.

Continued on page 17

LAND OF GOLD AND SUN

"An abridged version of my holiday in South Africa"

by Josephine Lee

I became a bit apprehensive as the DC10 I was on circled and then landed at Jan Smuts Airport just outside Johannesburg, and thought to myself "Oh dear, what the . . . am I doing here!". My mind was soon taken over by other things as I staggered with my suitcases through the busy airport and located the bus to take me into the city centre.

One of my first impressions of South Africa was that nobody had much road sense, the bus I was on was plodding along in the middle of a busy road with stuff overtaking on either side — I did wonder if I ought to ask the driver if he would like me to drive! I discovered later that the laws permit overtaking on the left, and in fact it works quite well — cutting out a lot of fun for road-hogs.

Johannesburg is only 75 years old. It is a large, clean modern city with lots of trees and gardens between the buildings. There are virtually no outskirts — you drive straight out of the centre into the residential areas where every house is an individual. There are no Wimpy-type estates in South Africa.

I stayed for about 2 weeks in Jo'burg, and during that time I went on a 3 day tour to Kruger Park, the game reserve. We went in a 'combi' which is a Dormobile that takes 7 passengers; and imagine my thoughts when I discovered all my fellow passengers were women — and three of them were Americans too! Anyway, I did enjoy it very much. Seeing animals in their natural surroundings makes one forget about all the zoos one has ever been to. It was fascinating. At night we stayed in camps and slept in rondavels — little round huts with thatched roofs and mosquitoes.

After Jo'burg, I took the train to Port Elizabeth, where Peter and Olga Scott's niece Sheelagh and her husband Nigel live. Port Elizabeth is the centre of the motor industry in South Africa. I stayed in a hotel where there were a lot of English Immigrants staying while they were waiting to move into their new homes. Quite a few of them had been brought out by General Motors who were building a new industrial division. One night (3 a.m.) on returning to my hotel (which wasn't exactly the Hilton), I found a bar of soap on the floor in my room with teeth marks in it. I then discovered an even more chewed up lump on the wash basin, and on further exploration I found two more chewed-up bars under the bed. The teeth marks were large, so I came to the conclusion there were rats in the room! As you can imagine, I didn't get a wink of sleep, and felt particularly grotty the next morning when I stormed to the Manager to complain loudly. Rentokil

arrived to inspect the damage, and discovered it hadn't been rats at all, but a stray cat!

Port Elizabeth was not really my favourite place, but the weather was beautiful so I got quite a bit of sunbathing in. After a week there, I hired a 1600 V.W. Beetle, and set out to drive down the Garden Route to Cape Town. Although the journey was only about 500 miles, it took 5 days to get there as I drove slowly and stopped to look at a lot of things. The scenery was beautiful, and I followed the coast for the first half of the journey, then motored inland and visited an Ostrich farm and some large caves. I then drove over the Swartberg Pass where the road is not much more than a track; it was magnificent, and in 50 miles I never saw another car. My route then took me over a part of the Karoo which is just as I imagine a prairie to be like — all desert and scree. In a small village in which I stopped for coffee, I met Patrick Moore, the astronomer, who was in the country making a film for South African Television, which starts in January next year. I also stopped for petrol at a place called Touws Rivier where I used the most luxurious loo I have ever seen in my life in a petrol station.

I arrived in Cape Town on a Friday morning, to find myself stuck in the most dreadful traffic jam. After sitting in it for about half an hour I eventually parked the car on a bus stop and set off on foot. I discovered the roads were closed as it was the Opening of Parliament, so I stood and watched Mr. and Mrs. Fouché drive past in the limousine. Cape Town is beautiful, and Table Mountain makes a splendid back-cloth. The weather was fantastic so I spent a lot of time lying around without much clothing on, soaking up the sun. While I was there they had the hottest day they had had for seven years. Even at midnight it was so hot everybody was out in the streets trying to cool off, and people were even swimming in the freezing Atlantic — which is usually too cold for anyone during the day. Even lying down on the top of the bed was too hot, so I spent most of the night standing up throwing cold water over myself.

While I was there I went out with an Artist who drove an emerald green beach buggy. It's appearance was very nice — the only thing wrong was that it kept falling to pieces. On one occasion the screw came off the end of the clutch cable, and I finished up having to drive 14 kms. to the nearest garage over twisting hilly roads without the use of the clutch — my artist friend was definitely not mechanically minded.

After three weeks I caught the plane back to Port Elizabeth as Nigel and Sheelagh were having a party. I stayed in the same hotel again, but there were no rats or stray cats this time, thank goodness. I only spent four days there this time before catching the train back to Jo'burg. The trains, although slow, are very good, the food being exceptionally good compared with British Rail. I fell in with 3 drunken Afrikaans before staggering off to my bunk for the night. Before retiring, I visited the loo, and as I was sitting there, I was amazed to see a cupboard door open near my feet, and out came a black hand, followed by an arm and then a face, and then it closed again. When I was decent (like 2 seconds) I opened the door and found a black man crouched inside. On enquiring what he was doing there, he replied that it was where he slept! So I shut the door again and went to bed.

I was very lucky to get complimentary pit tickets for the Grand Prix, and enjoyed a splendid day at Kyalami. Although the track is probably a very good one from the competitors' point of view, it isn't so good for the spectators. Unless you have a stand ticket there is practically no way you can get anywhere near enough to the track to see anything. Also, the administration isn't all that hot, as I managed to get four of us into the pits on my two tickets without much trouble. And — I got an attack of food poisoning from a hot dog I ate. Otherwise everything else was very good. I enjoyed the supporting races very much, despite the fact that I didn't recognise a single name which seemed most strange. Before the Grand Prix, there was a Formula Vee race and a Formula Ford race — not much different from one of ours. Afterwards there was a Modified Production Saloon Car race, followed by a race for Group One's. The great thing about the saloon car racing in South Africa is the fact that the cars are more evenly matched in power so everybody gets a look in. In the Group One race, the leadership must have changed about 20 times — most exciting. The thing that really impressed me was the way they made the classes the cars were in so easy to identify. They did this by each competitor showing a letter denoting his class next to his number — the Prod. cars using A—E and the Group One cars using V—Z. Also the Prod. cars had different coloured roofs, white for A, black for B, red for C, yellow for D and blue for E; and the Group One's had different coloured wheel rims. To me this seemed an extremely sensible idea as it saved having to keep looking in the programme to see what class a particular car was in. I really think this is something which could be introduced in this country. Surely there must be enough letters in the alphabet to cover all our different champion-

ships. On leaving the circuit, the police made the main road one way, so we had no trouble getting away despite a silly farmer driving out of his gateway straight into the on-coming traffic. Luckily there wasn't a nasty, though I'm sure the poor bloke must have had to return home for some clean trousers.

Amongst other things that I did, I visited a Gold Mine one day which was very interesting. Unfortunately I wasn't able to actually go down the mine myself, but I saw all the surface workings, including the gold being poured after smelting. The heat was terrific, and I was surprised how quickly the gold cooled and set. The bars, although small, were very, very heavy, so there wasn't much chance of me concealing one about my person and making off with it. Most disappointing! I also went to see diamonds being cut and gemstones being polished and set. A visit to the Stock Exchange was well worth it, not a pin-stripe in sight, they all wear either safari or lounge suits. I couldn't believe the racket they made, they all stood around shouting their heads off. Another thing I did was to go to an African Musical. The musical was called "Ipi n'Tombia" and was performed by an all black cast. The rhythm of the music, the dancing and the colour were marvellous. There's nothing like a touch of the jungle drum beats!

I had better not say too much on this subject, but I found the political situation was not as bad as I expected it to be. It certainly isn't as bad as the British press make it out to be. Although it isn't perfect either, I personally felt that the system seemed to work quite well and the Blacks didn't seem to be too unhappy. The Government are improving things for them all the time, and like anything else it all takes time. The country is probably the most stable in the world. The cost of living is low, the wages high, and the tax compared to Britain is almost laughable.

The weather was beautiful until after Easter and then it turned cold, with Autumn beginning to set in. I caught flu three days before I returned to England which wasn't much fun. On the flight back we ran into an awful storm somewhere over the Congo, and it tossed our DC10 about just like a paper kite. I was delighted when we came down to refuel at Kinshasa (or some such place) — I don't want to have to go through anything like that storm again.

All in all, I had a lovely time and wouldn't have missed it for anything. I feel I have learned and gained so much from it. I am now planning to return there to live and work for the next few years — that's if the South African Government will have me back in the country! All visitors will be welcome — within reason!

BARCounter

After the recent Mallory Park race meeting which coincided with the Radio One "Funday", future marshals' training days will include tuition in crowd psychology and Kung-fu. Senior tutor will be Peter "wait till you can see their tonsils" Griffin, who of late has been retailing with sadistic pleasure the interesting effects on a pre-pubescent pipsqueak of a mouth full of fire extinguisher foam. Brooklands was never like that, by gad!

Arnold Burton has often regaled us with interesting or exotic vehicles, but he recently surprised everyone at the Vintage hillclimb by appearing from beneath a Bell Star helmet and a Barber suit to be revealed as the mystery rider of a large and hairy Triumph Bonneville. Not content with that as an entry, he proceeded to emulate Eval Knieval with a spectacular demonstration which ended up with a resounding thump somewhere between the breakdown truck and the ambulance. He's obviously made of sterner stuff than the Wembley bus-jumper, for he still looks as good as new though the bike bears a scar or two.

Our roving African reporter tells us that Henry Fargus, who will be recalled with affection by members for the euphoniously-initialled Fargus Automobile Racing Team, has recently married in Nigeria a young lady who travelled all the way out from Hull for the purpose.

You must all know by now that the Centre Office has installed an Ansofone; it seems to have supplied a much needed relief for some of our members, as the messages recorded thereon have ranged from the classic heavy breathing via giggles and enquiries as to the colour of our Secretary's underwear to propositions which the proponents were obviously too shy to make face to face. This is not really what we got it for!

You may have noticed that the return road at Harewood looks a bit more tidy than it did. This was due to the efforts of a small, and I do mean small, working party who spent a lot of time before and during the last meeting in digging out, levelling, rolling and concreting. It is nice to record thanks to Gordon Chippindale for the use of the roller, and to the one regular competitor who turned up to help the diggers, but rather sad to note that only eight people out of so large a membership felt able to involve themselves in the project.

We are still looking for a home for the medical caravan and a regular tower, now that the former volunteer has had to use the space for another purpose. At the moment, the van is in Simon

Clark's hands for completion of the interior fitting, but when it is finished it really needs someone who will take charge of it's wellbeing and mobilisation. The Competition Secretary would be very glad to hear from anyone who can help.

David Scatchard has volunteered to act as the Centre's correspondent for "B.A.R.C. News", so if anyone has any items of interest to bring a Yorkshire viewpoint to the national magazine, tell David. (Tell me, as well, for I still want all the items of local news I can get).

Congratulations to Tony Dean and Kath Reyner (Staff Secretary Mark I) on their recent marriage. The first part of the honeymoon was spent at Rufforth and Thrupton! Tony is now racing in America, where he's enjoyed considerable success in the past.

The road safety committee of Dewsbury have long been concerned by the dangerous hill which tends to precipitate the unwary into the side of the Town Hall with results damaging both to building and projectile alike. When researching the history of the black spot, they came across the earliest known record of an accident, in 1852, to a brewer's horse and cart. The police report concluded with the lugubrious but succinct summary "... the driver was transferred to Staincliffe Hospital; the cart was removed by the brewery; the horse was dragged away by the knackers"!



We have often wondered how Ian Hardy and Gordon Chippindale trained for success in autotests and trials. Now their secret is out!

(Photo : Tony Hodgetts)

The "Denny" did happen, but results are not yet to hand. Report and pictures next time, we hope.

COMPETITION CHATTER

Even though we are only part way through the year, the time has come for the Committee to start to discuss next year's programme of events. The Centre's traditional events, the Scarborough Weekend and the Greenwood Cup, will of course continue unchanged apart from some streamlining as the organising teams learn from past events and competitors suggest improvements to make the events more enjoyable. This type of feedback helps to improve these events a great deal — a good way to exchange. The Sleuth's Mug is due to return to its more traditional form as an on-the-road motorised type of event. Of course we will be seeing the usual programme of events at Croft and Harewood, perhaps with a few more national championship rounds at Croft. But what of the rest of the Centre's events? Well, the Clubnight programme seems to be picking up well, and there is talk of a Common Market event; some sort of competitive event, possibly auto tests between a team from the Centre and teams from Common Market Countries, on a home and away basis. At present this is just a germ of an idea in someone's mind, but given support from the members it could turn into a really first class event.

The Committee would again welcome suggestions from the membership as to the type of event most required. So let's have some response, as we can only assume that if nobody says anything we are promoting the right sort of event. Perhaps we are.

Talking of apathy, which we weren't were we, during the past few weeks there have been a couple of working parties at Harewood doing maintenance work on the course, such as laying vast quantities of concrete and laying and rolling many tons of hardcore. As usual it is the same few familiar faces out with pick and shovel. How about a few more helpers, please? Short pause for a plug; all the rolling of the hardcore was done by a vibrating machine (no not that sort, a road roller) kindly loaned free of charge by Chippindale Engineers Limited, via Gordon Chippindale. Even in our untrained hands it did a very good job; many thanks for the use of the machine.

The Centre is about to start a Health Club, waistline reductions guaranteed, just bring your own shovel to Harewood. It works wonders for the figure (just ask Chairman Mike), no charge, all offers to the Centre office, courses start the week before the next Harewood meeting (week commencing 1st July), exact date and time to be notified to all volunteers.

On the hillclimb scene, with Roy Lane and Chris Cramer now holding joint first place in the R.A.C.

Championship after Shelsley Walsh, with Alister Douglas-Osborne and John Cussins in third and fourth place respectively, the round of this Championship to be organised by the Centre at Harewood on the 5th and 6th July looks like being a corker.

In the Club's Guyson-sponsored Hillclimb Championship Colin Rogers moved into first place with 21:38 marks after the fourth round at Gurston Down on the 25th May, with Roy Lane in a surprising second with 19:88; back in the hunt after a long absence was John Meredith, now in third place with 18:89, and — again a surprise — in fourth place Chris Cramer with 17:87. The two Class 17 drivers are really flying this year and one of them could even win both parts of the Championship. The F.T.D. section of the Championship had Roy Lane leading with 31 marks from Chris Cramer who had 24 and Ken MacMaster third with 22.

Round five was at Loton Park on the 15th June and the positions after this round are:

Guyson/B.A.R.C. Hillclimb Championship

1. Colin Rogers	27:38
2. Roy Lane	24:87
3. John Meredith	24:23
4. Chris Cramer	21:98
5. David Franklin	21:17
6. Nicky Porter	21:08

Guyson — Sandblast Trophy F.T.D. Top 8

1. Roy Lane	39
2. Chris Cramer	31
3. David Franklin	23
4. Alister Douglas-Osborne	21
5. Ken McMaster	19
6. Peter Kaye	5
Richard Jones	5

Making its hillclimb debut at Loton was Guyson's new American motor home, and Jim and Jean Thomson extend a warm welcome to all Championship competitors and hope that they will drop in and sample Guyson's hospitality.

Regulations are available in the Centre office for two rallies, the Festival Stages Rally organised by the Furness District Motor Club on the 13th July and the Calderford Trophy Rally organised by the Wakefield and District Motor Club on the 26/27th July. The Centre has received invitations to the following events:-

13th July: Grass Autotests, Sheffield and Hallamshire Motor Club.

27th July : K. T. Green Trophy Autotests, Ilkley and District Motor Club — Melbourne Airfield.
17th August : Baitings Dam Hillclimb, Knowl Dale Car Club.

24th August : Restricted Autotests, Huddersfield Motor Club, a round of the R.A.C. and B.T.R.D.A. Autotest Championship.

Regulations for all these events from the Centre office.

Also available are entry forms for the A.N.C.C. Production Car Championship.

J.M.E.

CHEVETTE — from page 4.

the Chev is stable and wind noise is considerably less than one would expect on a car of this price. I would presume that the top speed is well into the indicated nineties, the drop-snoot being a help. Servo brakes stop well without skid but need time to recover after I nearly overshot a left turn.

At the end of the day Vauxhall Chevette was just as refreshing as it had been when I was first introduced to it and I feel that at last one manufacturer has designed a car that fills the requirements of motoring today and well into the 1980's. My thanks go to Mr. Towing of Leeds Autocars for the opportunity of driving such a well-thought-out motor car.

THE SCARBOROUGH WEEKEND

Results :

1. "Yuk" Hodgson (Mini Cooper 998 c.c.)
2. Tony Raylor (Midget)
3. Gordon Chippindale (MiniClubman G.T.)
4. Gerald Taylor (MiniClubman G.T.)
5. Melvyn Bolch (850 Mini)
6. Andrew Page (Opel Kadett)
7. Paul Swift (VW 1302)
8. Gordon Thompson (850 Mini)
9. Howard White (Mini Cooper "S")
10. Ron Beecroft (Escort RS 2000)

FULL REPORT NEXT ISSUE.

Correspondence

Dear Editor,

Tim and I would like to take this opportunity to thank all the officials for their assistance in running a very successful Scarborough Weekend. We would particularly like to thank those people who rallied round at short notice to fill the gaps caused by last minute cancellations. I hope that they all enjoyed their weekend and that all heads have now cleared.

We look forward to thanking them personally at a later date.

Yours sincerely,
Paul Adelman,
Tim Smith.

CROFT — from page 12.

Result :

Time m.p.h.

Class A1 1st :	
Norman Hodgson (Ford Escort FVC)	12:34.4 83.51
A 2 2nd :	
Keith Bowmaker (Ford Escort V8)	12:49.0
Class B1 3rd :	
Eric Smith (B.L. Mini GT)	12:50.2 81.79
Class B2 4th :	
Gerald Clark (B.L. Cooper)	13:21.2

The Modsports cars came out again for another good race. This time Dave Bettinson's Lotus Seven took an early lead, which John Kirk reduced at times to inches without succeeding in getting by. At the flag, the bilious green Lotus was less than half a second ahead, and John Kirk had set a new lap record in his efforts to take the lead. Further down the field, a scrap for third place between Kenny Allen's Clan Crusader, Ian McCullough's Sprite and Ian Hall's Mini Jem was resolved into that order after Allen had duelled with first one and then the other.

Result :

Time m.p.h.

Class A1 1st :	
Dave Bettinson (Lotus Seven Ford)	12:32.4 83.73
Class C1 2nd :	
John Kirk (Davrian 7 Carter Imp)	12:32.8 83.57
Class C2 3rd :	
Kenny Allen (Clan Crusader)	13:04.2
Class B1 4th :	
Ian McCullough (A/Healey Sprite)	13:06.0 80.15

Finally the Formule Libre cars came out, attended by Geoff Friswell's repaired Mallock. My lap chart shows that the cars kept in the same order throughout, which does not do justice to a real high-speed dice with the leader and second man never more than a few inches apart. In the process, Andy Barton set a new lap record for Libre cars up to 1600 c.c., and Geoff Friswell demolished Tim Wood's brand new Clubman's record, but the winner by a car's length was Ken Mather's yellow March 752. Stirring stuff, which appropriately rounded off a good day's racing, full of entertainment for the crowd.

Result :

Time m.p.h.

Class A1 1st :	
Ken Mather (March 752 Mather Ford)	10:57.2 95.86
Class B1 2nd :	
Andy Barton (Mallock 73/74B Barton BDA)	10:57.4 95.58
Class C1 3rd :	
Geoff Friswell (Mallock U.2 16 Hart)	11:14.6 93.38

Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date	Events and Status	Centre Competitions
July 3	Club Night — Treasure Hunt (C)	PCK
6	Harewood Hill Climb. (N)	PK
16	Golf Match — Alwoodley.	
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— Production Car Trial (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.

HAREWOOD — from page 8.

Awards:

F.T.D. — R. T. Lane	41-04
2nd F.T.D. — C. F. Cramer	41-22
3rd F.T.D. — K. J. C. MacMaster	41-91
4th F.T.D. — F. P. Kaye	42-31
Ladies Award — Mrs. D. MacMaster	52-61

12. 1st A. Griffin
13. & 14. 1st G. F. Tatham; 2nd J. F. Pascoe
15. 1st A. Staniforth; 2nd D. Wray; 3rd J. Sturman
16. 1st ———; 2nd R. T. Sunderland 3rd A. Taylor

Class Awards:

- 1st R. P. Greenwood
- 1st R. N. Porter; 2nd A. Pownall
- 1st. R. N. Tattam; 2nd J. Gladstone
- 1st C. Rogers; 2nd J. E. Edmond
- 1st R. White; 2nd M. Newman;
3rd A. Warburton
- 1st M. C. Gleave
- & 8. 1st R. Gray
- 1st P. S. Davey
- 1st J. M. Walker; 2nd R. Speak
- 1st R. J. Prest; 2nd M. Bartram

GUYSON/B.A.R.C. HILLCLIMB CHAMPIONSHIP

Positions

1. Nicky Porter	7-16
2. Colin Rodgers	6-60
3. Peter Kaye	5-89
4. Richard White	5-76
5. Roy Greenwood	5-75
6. Bob Prest	5-68
7. Roy Lane	5-43
8. Chris Cramer	5-25
9. Patrick Walker	5-34
10. Ken MacMaster	4-56

1934 Ford Model B Tudor Sedan.



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