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Townsend.



The Chairman, Officers
and Committee wish all members
a Very Happy Christmas and a
Prosperous New Year.

Those of you who watched Yorksport earlier in the month will have been distressed to hear the pompous outbursts from Louis Stanley on the subject of motor racing safety. Representing the North was Richard Southcombe who was given the opportunity to say 'Hello' and that was about all before Mr. Stanley was given the chance to generally decry the standard of marshalling at our circuits calling for professional fire-fighters on every corner. Short of having a fire engine fully manned on every corner and manned by people who have spent a lot of time setting cars on fire with people in them, to practice getting them out, it is doubtful whether anyone, however well paid, could do a much better job than the present highly efficient teams.

There is, of course, no excuse whatsoever, when fire extinguishers do not work, but this is hardly the fault of the marshals on the spot. The trouble is that all the equipment needed costs a lot of money to buy and maintain and it is quite possible for circuit owners to merely assume that things will work, rather than have them tested before each meeting.

Everyone who has had anything to do with motor racing will know that there is never enough money to go round. The money comes from two main sources, namely sponsors and spectators — entry fees are swallowed up in prizes — and it would seem that the important thing should be to have a careful look at our priorities. At the big meetings a large amount of money has to go in starting

COVER PICTURE

David Hepworth, the undisputed Champion of Hill climbing.

(Photo Jeff Binns)

money to the alleged stars, not one of whom has as much star quality as Moss had in his little finger, the sponsorship money is in their pockets already and a lot more is needed for prize money. The circuit owners need quite a hefty sum to pay gate staff and overheads of the circuit for they have a considerable amount of capital laid out and are entitled to a return on their money. The organising club needs a cut to pay for printing regulations and its overheads, and the marshals all get a 25p food voucher for standing on a corner all day.

This does not leave very much left for such incidentals, as fire extinguishers, circuit ambulances and other safety precautions. Now, if there is an accident, the organising club and the circuit owners are not hurt unless criminal negligence can be proved. The marshals are generally well protected but the drivers are in the hot seat all the time. Since the drivers are the ones most likely to be injured in an accident and they (together with the constructors who have a big vested interest in driver safety) get most of the money out of motor racing, would it be all that unreasonable to ask them to pay for the safety facilities? We don't mean the average club driver who is struggling to make a name, but the members of the G.P.D.A. A lot of them don't have much difficulty in running private aeroplanes and, with our crippling taxation, some of them have to live abroad because they earn so much. If they were to put some of this money back into the sport then it could be made much safer.

The other way out would be for all the major organising clubs to get together and say that they would not put on any more race meetings until the drivers provided them with proper facilities. If this were done, Mr. Stanley need have no fears about the competence of the 'amateur' marshals around the course providing they are properly equipped.

Forthcoming Events

Talk and Film Show by A. F. Rivers Fletcher
4th January

As briefly reported last month there will be a talk and film show by A. F. Rivers Fletcher on hill climbing for our January Club Night. It will be held in the Gresham Room, Hotel Metropole, King Street, Leeds, starting at 8 p.m. Until his accident some years ago, Rivers was a well known competitor on the hill climb circuit in a very fearsome Jaguar engined single seater of which he has much film to show. Together with some later films and

brilliant commentary this is one evening that should not be missed by anyone. Do come early if you want a good seat.

Film Show — 18th January

The first film show of the winter season is packed with interesting films on racing and rallying plus the inevitable cartoons. Until the last minute we are never quite sure just which films will actually turn up as in a lot of cases it depends on the people who have them before us returning them promptly, but we have booked for certain an Indianapolis Film which are always good value and the new Castrol film of the Circuit of Ireland called 'A Dash of Irish'. As we go to press there are a few more that we are hoping to show but can't give the titles for certain. All that we do know is that there will be a good full length show and we hope that as many of you as possible will turn up.

The shows all start at 7-45 p.m. and are held at Bramley Liberal Club. For the benefit of newer members who may not have been to one of these shows before, the Liberal Club is on Hough Lane, Bramley, Leeds 13, Hough Lane being half way along Bramley Town Street on the top side. The easiest way to find Town Street is to come out of Leeds on the Bradford Road from Wellington Bridge and turn right at the end of the first dual carriageway. There is a big do-it-yourself shop just on the roundabout opposite Town Street. Hough Lane is then on the left, three-quarters of a mile along Town Street.

Club Night Nouveau — 1st February

The previous club night at the Nouveau being a great success, it has been decided to hold another one in similar vein. Make a note now in your diaries — more details next month.

Midnight Film Show — 5th February

Once again we have our 'Midnight Matinee' film show where we show a full length feature film with a motoring flavour at the Odeon, Merrion Centre. Last year, with no post, we had a complete sell out and so it is advisable for members to book as soon as possible — application forms are included with this 'Circular'.

Unfortunately, as we go to press (early because of Christmas) we are not 100% certain which film will be shown. We have asked for either 'VANISHING POINT' starring Barry Newman or 'LE MANS' starring Steve McQueen — two very current releases and which one we get depends very much on whether they are being shown commercially in the area. You can't lose either way as they are both very good films.

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David James

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AT ...

DAVID JAMES
AUTO · EXTRAS

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Competition Chatter

Some time ago I volunteered to run the parc ferme at Harrogate; I should have heeded the old army advice never to volunteer for anything, as this simple matter eventually grew into seven days hard labour. Part of the difficulty was the size of the entry, part the separation of the car park from the hall, but most the way in which the plans for each day had to stay fluid because they were likely to be changed right up to the last minute.

In fact, the Friday's scrutineering plans carried on being changed right through the day, as the Chief scrutineer altered his requirements from hour to hour, and occasionally, from minute to minute, just for variety. All the work that had been done in preparation on the Thursday had to be done again, as the instructions varied, and the tempo moved from frantic rush to leisured order and back again. By exercise of great self-control we all managed to keep our tempers, though all and sundry breathed a sigh of relief when the cause of the trouble took his leave. But pushing 250 cars around leaves one somewhat weary, particularly in view of the number of Escorts, which have a rolling resistance akin to a Centurian tank.

Saturday was less exhausting, mainly because the Chief Scrutineer went home and we could get on with the job in hand. The brouhaha just before the start was unbelievable, with flash bulbs popping everywhere, and various desirable vehicles departing at intervals to open the way, and at last the serious business got under way as Kallstrom's Lancia headed off into the cold. Then it became a matter of endurance — that 250 entry again — and finding someone to drop the flag, spelling marshals who had been standing out in the snow, the usual last-minute bleats (especially the chap who'd got his road book open at the wrong page and was getting into a fine old state about the time he thought he should have left) and always pushing, pushing. As the Press drifted away, the crowd thinned and the snow fell faster.

There must have been a benevolent providence helping us on Monday, for a small team of us turned up early, to discover that the times printed in the briefing were wrong, and the first car was due at 4-30, not 5-30 p.m. Having recovered from that little surprise, we rearranged all the barriers again, and got down to the job of battening down the cars into parc ferme. The Harrogate Corporation had strung lights for us in the underground car park, and allowed us to stake a roadway across the car park, and the Police made a bollarded roadway, so as the cars came into the Control they were waved through a line of

marshals until they reached the parc, where Keith Rothwell, Alwyn Pritchard and a batch of "paddock marshals parked them in order. One surprising thing was the unmarked state of the leading cars, though Utrianen's Saab had a rippled roof which looked as though they had seen some excitement. Further down the field the cars were rather more battle-scarred, number 85 looking as though it was held together with masking tape and hope, and number 222 immaculate on one side and banana-shaped on the other.

Having put the cars to bed, it remained a matter of guarding them until Linda and Josephine arrived at 6 a.m. to cook breakfast for us — a definite life-saving operation. Then off they all went again, closed up to one-minute intervals, to tackle the noxious mysteries of the Esholt stage.

The following day a very large crowd turned up to see the finish. The cheers which greeted the winner sounded more like a football crowd than the usual reserved motoring fraternity, and when the Scandinavians had finished throwing Stig Blomquist at the roof, the leading cars were passed over to Sid and Peter (thank goodness) for re-scrutiny. They soon pronounced all as well, after quelling an attempt by the remaining imported scrutineer to start stripping down engines, and the remaining cars were clocked in and their crews packed off for a well-earned rest. The last-minute change in the Ladies Award nearly tricked us, but an unofficial word got through just in time to send the right car round — and well worth scrutiny she was, too!

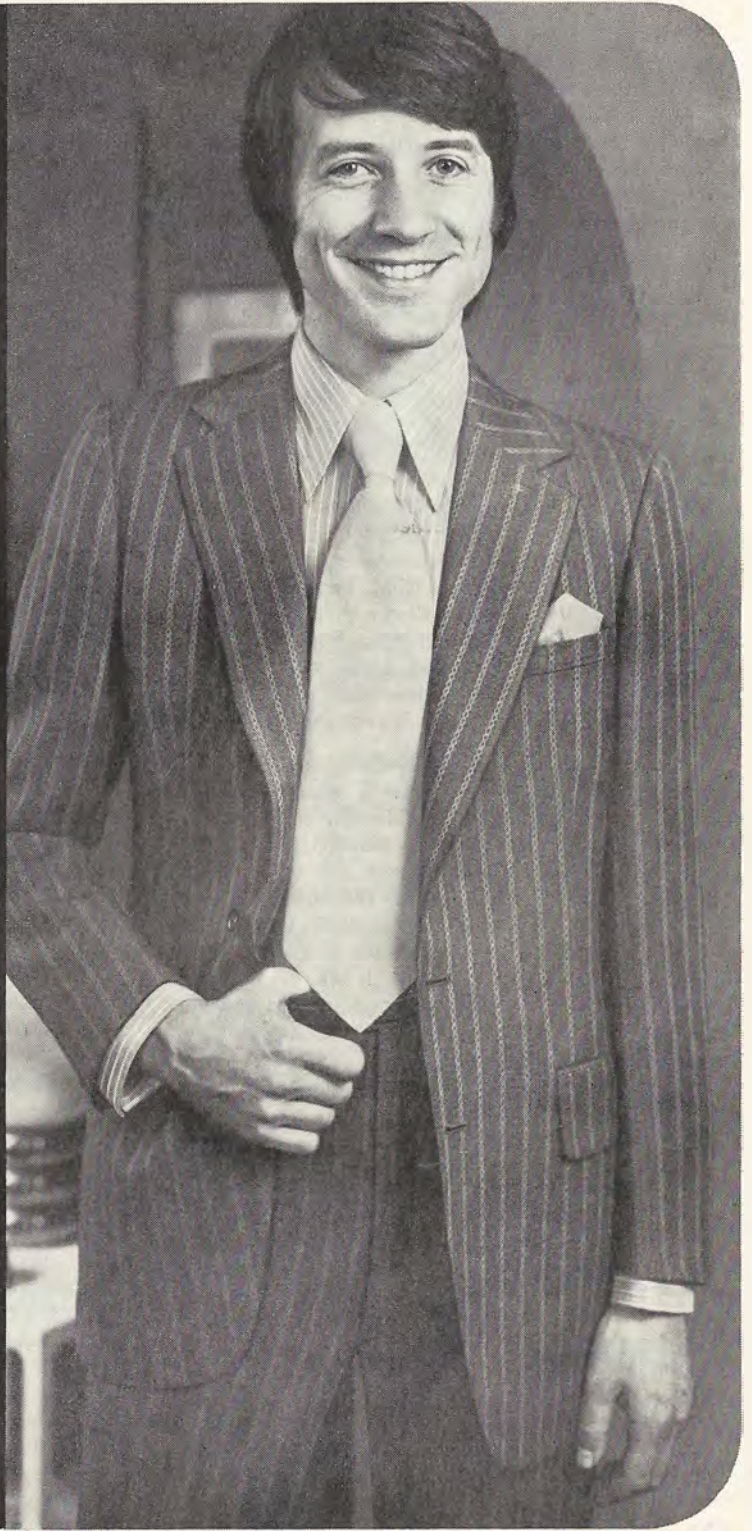
The less I say about the prize-giving the better, as we only found out that we were required to help one day before, and we never did get an award list to work from. Thank heaven for little radios!

My thanks — in no particular order to: Boris, Bruce, John and Garry for practical support; Ultra, for the radios; Linda and Josephine, for breakfast; Northern Race and Rally Rescue Marshals Club; M.G. Car Club and Ripon Motor Sports Group; Superintendent Edwards and the Police; Mr. Wilde, Mr. Nicholson and others of the Harrogate Corporation Staff; Mr. & Mrs. Clark and Mr. & Mrs. B. Jenson, and Hazel Marsden, who provided the "Running Buffet"; Bill Varley, Richard Southcombe and Peter Craven, for the parc ferme caravans; Graham Mantle and the R.A.C. uniformed branch; Liz Ames for ensuring that a few of all those who worked so hard got to the post-Rally party; Jack Kemsley, Peter Cooper, Neil Eason-Gibson, Gordon Forster and the rest of "the organisation"; And all you lovely marshals who turned up and worked so hard — thank you all in particular.

Tony Hodgetts.

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THE R.A.C. RALLY

By the time you read this the R.A.C. Rally of 1971 will be ancient history and will have been reported in the motoring press ad nauseum. It is not, therefore our intention to repeat what has been written many times before, but to give the writer's impressions of what the rally means to a non-competing club member.

For those who do not compete, one has the choice of either marshalling on one of the stages or just going out to watch. Happily, most of our members fall into the former category and on this year's rally they seemed to turn up everywhere. The start was at Harrogate where **TONY HODGETTS, BORIS HARDCASTLE, JOHN ENGLISH** and **BRUCE MOSS** were buzzing around getting things organised. This team were also in charge of the park ferme and the finish where they were assisted or otherwise by those who had been out in the forests. Numerous stories keep coming in of what happened but two that stand out are Tony Hodgetts telling Roger Clarke that mechanics were not allowed in the finishing area and the Television people thinking that Bruce was a team manager and trying to interview him, with Bruce thinking that they were trying to take the 'Mickey'.

The idle ones went to Harewood Park to look after the P.A. and generally swan around doing nothing. Here we had the Harewood scoreboard with the B.A.R.C. bus and **TED BOOTH** doing the commentary. Despite the fact that he was being fed with information by **MIKE WILSON, TONY RIAL, DENYS TOWNSEND, MORRIS WHALEY** and **ALAN RODDIS**, he did manage to keep it informative, continuous and clean. It was here that **GORDON FORSTER** gave a hint of things to come by stuffing the Range Rover course car off as he came round to open the course.

The really keen types ventured out into Dalby forest to man the longest stage of the whole rally which was generously sponsored by **ESSO**. Here the man of the moment was **DAVID EASTHOPE** aided by **PAUL ASHFORD, LINDA THORNTON** and **JOSEPHINE LEE**. Just about every other Yorkshire Centre member was there to cheer on our local entrants who included **TONY FALL, PHIL COOPER,**

JANUARY CIRCULAR

All copy, advertisements, etc. for publication in the January Circular must be received by

WEDNESDAY 12th JANUARY

otherwise publication in that issue cannot be guaranteed.

GEORGE BEEVERS, ALEX JACKSON, JACK TORDOFF, BOB BEAN and DON GRIFFITHS.

The main reason for holding the R.A.C. Rally is, of course, the party that is held afterwards. This year it was held at the Majestic Hotel in Harrogate, in the form of a Dinner Dance. Apparently it was a good dinner and they say that the dance was quite good too. The fact is that your editor was fully occupied in the bar and before he was finally poured into a waiting car to be chauffeured home, he met a lot of very interesting people. The bar that night was virtually a complete 'Who's Who' of rallying past and present as well as a fair selection of Yorkshire Centre personalities. The first people that we met as we went in were **HUGH O'CONNOR RORKE** talking to **BARRY WILLIAMS** and **TIMO MAKINEN**. They took us into the bar where we found **BRIAN WADDILOVE** with **ERIC JACKSON** and **PETER KAYE**. Deep in conversation were British Vita's **BRIAN GILLIBRAND** and **ROGER CLARK** whilst **JOSEPHINE LEE** was being escorted by the Finnish equivalent of Jack Kemsley whose name was both unpronounceable and impossible to spell. Your editor made his first faux pax of the evening by congratulating the gentleman on the brilliant Finnish win.

Whilst **PETER SCOTT** was chatting up old friends, **HARRY MASON** was on the look out for talent and it was not long before he found **DOLLY CRAVEN** and **AUDREY RHODES**. He hadn't been with them long before **CHRIS RIAL** came in with husband **TONY** from a dinner dance. Being the only one in a dinner jacket Tony had difficulty explaining that it was bad enough buying drinks for friends without having strangers ordering big rounds from him. With the De Lacy crowd was **JEANNIE MURFIN** who used to have her J2 towed home from all our events not so long ago, and she was listening to **HANNU MICKOLA** telling how it all done by the flick of a wrist.

Eventually we worked our way up to the SAAB celebration party where **JACK TORDOFF** was doing a splendid job with the drinks. Here your editor did not endeavor himself to the SAAB team manager by asking what was done to the works cars to make them so quick when he was not exactly impressed with the production version. Apparently the works cars have 145 B.H.P., are geared down to be no quicker than a standard car and in the wet they put 145 B.H.P on the road. There is none spare for wheel spin or high drama — there could be a moral here. As soon as the birds had either met or seen or swooned over **STIG BLOMQUIST** it was nearly three o'clock and the prospect of having to be up early next morning for work had a sobering effect which sent us staggering home.

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CHRISTMAS QUIZ

Here is another light hearted quiz with a Yorkshire Centre flavour to help while away the long winter evenings. There will be a prize of a bottle of "champers" for the first all correct entry opened on 24th for this prize. Send your entries on a sheet of foolscap to: R. Soper, 1 The Bayhorse, Bramhope, Yorks.

1. Name the people who own or have owned these registration numbers:
- | | |
|------------|------------|
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| b. 1155 WF | h. 1 BDN |
| c. SUB 333 | i. U 18 |
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2. What a shower! Who are these nine individuals seen on the start?
3. A Yorkshire Centre member was The British Sports Car Champion 1970. What was his name?
4. Who succeeded Derek Clark as Competition Secretary?
5. Who preceded Mike Wilson as Chairman?



6. What was this lady's maiden name, and to whom is she married now?

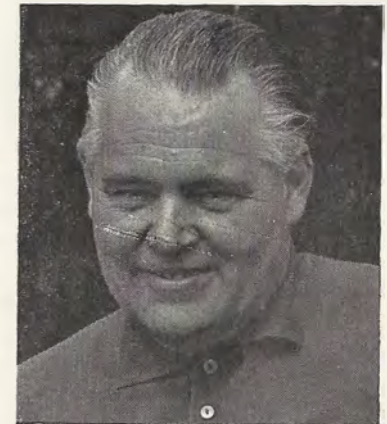


7. A Big Healey. Which model?
8. Who were the R.A.C. Hill Climb Champions in 1967, 68 and 69?

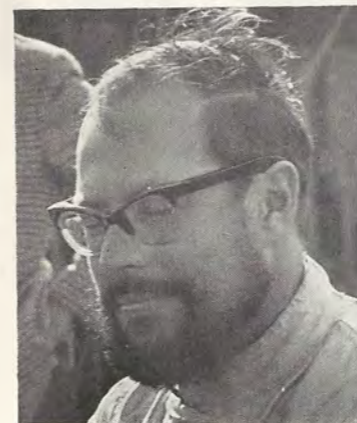
9. There were some odd team names a few years ago. Name one member of each of these teams:

- | | |
|---------------------------|----------------------|
| a. Team Alecart. | f. Team Triple S. |
| b. The I Told 'em Stable. | g. Team Elite. |
| c. Team Lazarus. | h. Scuderia Delta D. |
| d. F.A.R.T. | |
| e. Team Speedwell Yorks. | |

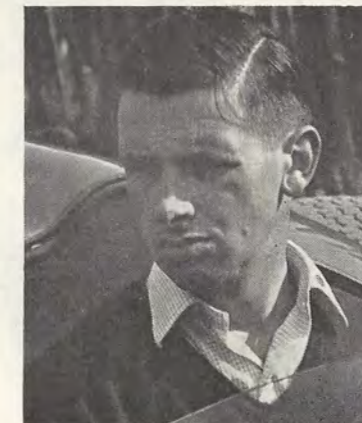
10. Who won the Wilson Trophy in 1969, 1970, 1971?
11. Who are the four, well-known Harewood competitors?



a.



b.



c.



d.

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—:O:—

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12. Lost ball. One searcher is Derek Clark. Who is the other ?
13. Who holds the outright circuit record at Croft ?
14. Who holds the course record at Harewood ?
15. Who won the Yorkshire Post Trophy in 1970 ?



16. Two more faces. Who are they, and which cars did they drive ?

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Correspondence

Dear Sir,

Though not wishing to labour the point I tried to make regarding the prominence of Club officers in the Pearce, may I be permitted to answer Tony Hodgetts somewhat cryptic reply to same. I hope his reference to "sniping letters" was not pointed at my correspondence, as I had no intention of being so, only voicing my opinion through 'OUR CLUB MAGAZINE', and in no way trying to degrade Club officials, indeed, rather the opposite, as I proposed a special award for their services.

Mr. Hodgetts can tell me **nothing** about amassing points only to have to discard them, for this, I disagree with (and Tony knows it) having always said, "Without marshals, events cannot be staged", and one who turns out at every meeting, come Hell or High Water, ought to get **and keep** points for so doing. If a marshal is felt not to be pulling his weight (the stock argument against counting all the events) then **tell him so**, if things don't improve — stop inviting him to marshal! Q.E.D.

Of people in the TOP TEN places in the Pearce, SEVEN are serving the Club in an Official capacity and, surely by having 109 points, Mr. Easthope (bless his little two-way radio) is EQUAL WINNER, his position being somewhat strengthened by Gordon Chips withdrawing! (Ahum?)

Finally, I am still convinced that, if the need is great enough, legislation **could** be introduced into the "Road Car Classes" in an endeavour to narrow the gap between "Racers" and "Road Goers". Letting **internal** engine tuning remain open (i.e. as it is) but restriction on carburation, to same make and or number; std. gearbox ratios; std. exhaust systems; steel wheels; **no** racing tyres and having the vehicle running on the road, must have this affect, be it marginally. But what I'm not convinced about, judging by the lack of enthusiasm from the pertaining few in this instance, is that, in actual fact, the need is great enough!

Yours etc.,

Harrogate.

B. Bettridge.

Dear Sir,

May I submit to you :-

"How to make one man happy"

or

"Mini excluders incorporated"

by

Class Sub-Committee :

J. Goodliffe, J. Johnson, C. Seaman, S. Smith ?,

A. Staniforth.

Being a very interested spectator at a large number of your Hill Climbs and local sprint meetings, I was naturally, eagerly awaiting the

report of your Class Sub-Committee, of which I had heard, had deliberated on a re-division for various classes.

Probably, you attempt to justify the action of the committee by including the above named competitors as advisers. But, as far as I can see from your decisions, none of these would in any way be concerned.

During last season, at the early meetings, there was an entry list of approximately a dozen Mini's in Class 1, mid season, this had been reduced, and by the end of the season, this had been reduced to half that number.

The reason was obvious, even to an outsider like myself :- The class turned out to be a benefit for a certain Escort owner (Good Luck to him) and the only remaining Mini's, were those of the very dedicated sportsmen, who knew they were not competitive.

Now, "How to make a man happy", all you have to do, is, have a meeting of the Class Sub-Committee, devote the Class 1 at 1150, exclude the only Mini's which obviously are the only cars capable of offering any competition. Give the Escort owner time to fit an 1100 unit and once more you have a Class 1 Escort benefit class. It seems odd to eliminate 970 and 1071's here, whilst 1275's are allowed in their c.c. class.

I'll wager that the Escort owner is, either "Laughing his head off", or looking up some very nice Xmas presents for the Committee members.

If the findings of the Sub-Committee are final and irrevokable, I rather feel that once more, the interest of the Class 1 Mini-men will, with very good reason, be found lacking, and instead of starting the season with a dozen or so Class 1 entrants, which number could be maintained for the season, I feel that I can see myself at Castle Howard **early** next year having to be content with watching 2 Escorts and probably 3 or 4 Mini-men. The latter 3 or 4 being the dedicated Class 1 competitors, although, competitor, is not the correct definition.

Re the Committee remarks about the 970 & 1071 'S' in Class 1 sticking out as a "Sore thumb". Take a look on the other hand, there you will find another, sticking out equally as far I would think, of course it's the Escort, which can, and (far be it from me to make a prediction) will, in your own words: "Make something of a nonsense of Class 1".

Surely if a class is to be up to 1150, why should any types be excluded, obsolete or otherwise.

Your etc.,

Scarborough.

R. F. Hardy.

(A very interested spectator of Motor Sport, especially the efforts of the Scarborough boys, who usually have 4 or 5 entrants for your events).

BARCounter

Congratulations to **MIKE BROADHEAD** and **SUE SMITH** who have announced their engagement this month. Mike is one of our most enthusiastic marshals at every type of event and during this last season has been in charge of the start line at Harewood. Another couple to announce their engagement (at the dinner dance in fact) were **ARTHUR PICKARD** and **CAROLINE SENIOR**. We wish both couples every happiness in the future.

It is early yet to know what people will be driving next season but a few members have declared their hands already. **PAT HOPKINSON**, who had a clean sweep this season winning the Castrol/B.A.R.C. Hill Climb Championship "Fast Lady" award, the British Women Drivers Racing Club Shell Hill Climb Championship and Duckhams Sprint Championship together with the Ladies ward for the Association of Midlands Motor Clubs Sprint Championship, is already making plans for next season. She will be driving the same Sprite again with a little more tweak on the engine but it will be shared again with its owner, **BRIAN KENYON** who has got his road licence back and will be able to get a competition licence next year.

"**TATE OF LEEDS**" (RACING) have announced that next year they will be running two Formula Atlantic cars for **CHRIS MEEK** and **MALCOLM WAYNE**. The cars will be raced in the same colours as last season, red, violet and silver and are being built by **TOMMY CLAPHAM** in Keighley in conjunction with Tate of Leeds. Also in the Tate team next season will be a 5.7 litre Escort Saloon which should be quite interesting.

You will all be pleased to know that both **CHRIS** and **GINI KNOWLES FITTON** are making good recoveries from their accident last month despite having only one good leg out of four! In view of this slight handicap Chris is hoping to hire an Automatic Jensen for transport until he is fully recovered.

For those who were not at the dinner here is a little story from **TED BOOTH**.

Paddy was working on a building site and when he collected his pay he signed for it with a cross.

He asked the foreman: "To be sure, I have a brother over in the old country who works twice as hard as me. Would you give him a start" ?

The foreman agreed, and sure enough the brother came over and worked really hard for the week.

When he drew his wage he signed with two crosses explaining that it was to avoid confusion with the brother who used one. He then told the foreman that they had a cousin who did more work than the two of them, and so he was given a start.

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BARCounter—continued

On pay day they came to sign for their wages. First one cross, then two crosses and then the cousin signed with three. "What's all this then", asked the foreman. "Why do you want three crosses"?

"Well, it's like this", said Seamus. "The first one's me first name, the second one's me second name and the third one's me B.A. at Dublin University".

The Annual Dinner Dance this year was one of the best for a very long time. The attendance was up on last year and we were just under the maximum of 450. The meal was very good indeed and the management seemed to have got the mood of the new decor by improving the service, particularly at the bar. Just why drinks have to be so expensive has always been a mystery, but it is one of the crosses one has to bear when going to large hotels. Socially it was a big success with Ted Booth and Mike Wilson giving off the cuff speeches before Mrs. Connie Wilson presented the prizes. All the main awards were given out and the biggest ovation went to John Fox whilst our four hill climb champions, Pat Hopkinson, Tony Bancroft, David Hepworth and Jim Thomson all received commemorative plaques from the Centre. As usual, the Hardy's brought a Hertz van to take home all their prizes and the Kitchings were reminded that it will not be long before they must pay the penalty of winning the Sleuth's Mug by organising the next one in March. The bands were excellent and kept things going at just the right tempo all evening so that two o'clock came round far too quickly and it was time to go to bed. Altogether a very good do.

As we go to press we learn of the unfortunate accident of **BARBARA (FLOWER) HOLIDAY**. Happily she is now out of hospital and her very many friends in the Yorkshire Centre hope that she makes a quick and complete recovery and that she will be up and about again by Christmas.

Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date 1972	Event	Status	Centre Annual Competitions
4 January	Talk and Film Show by A. F. Rivers Fletcher.	—	—
18 January	Film Show. Bramley Liberal Club.	—	—
1 February	Social Club Night. Nouveau.	—	—
5 February	Midnight Matinee Film Show.	—	—
15 February	Film Show. Bramley Liberal Club.	—	—
6 March	Social Club Night. Cawthorne.	—	—
March	Jubilee Jump Dance.	—	—
12 March	Sleuth's Mug.	Closed	CK
21 March	Film Show. Bramley Liberal Club.	—	—
4 April	Club Night Evening Event.	Closed	K
23 April	Spring National Hill Climb, Harewood.	National	NK
2 May	Club Night Evening Event.	Closed	K
7 May	Championships Race Meeting, Croft.	Rest	NK
14 May	'E. A. Denny' Production Car Trial.	Closed	CNKA
21 May	Shell Members' Meeting, Harewood.	Closed	K
28 May	Spring Bank Holiday Meeting, Croft.	Rest	NK
30 May	Harewood Practice Evening.	—	—
3 June	Scarborough Dance, Prince of Wales.	—	—
3/4 June	Scarborough Weekend.	Closed	CNKA
16 June	Summer Dance.	—	—
25 June	Montague Burton Hill Climb, Harewood.	National	CKA
4 July	Club Night Evening Event.	Closed	K
16 July	Europe Cup Race Meeting, Cadwell.	International	—
21 July	Jubilee Barbecue, Harewood.	—	—
23 July	Shell Vintage and Novice Hill Climb.	Rest	NK
1 August	Club Night Evening Event.	Closed	K
6 August	Midsummer Race Meeting, Croft.	Rest	NK
27 August	Castrol Hill Climb, Cadwell.	Closed	—
5 September	Club Night Evening Event.	Closed	K
10 September	Shell Speedclimb, Harewood.	National	NK
17 September	Stone Trough Sporting Trial.	Rest	NK
23 September	Scarborough Dance, Prince of Wales.	—	—
29 September	Castrol Hill Climb, Scarborough.	National	NK
3 October	Social Club Night.	—	—
29 October	Greenwood Cup Production Car Trial.	Closed	CNKA
7 November	Social Club Night.	—	—
25 November	Jubilee Ball, Queens Hotel, Leeds.	—	—
5 December	Social Club Night.	—	—

CENTRE ANNUAL COMPETITIONS

Events marked "N" must be entered under B.A.R.C. to qualify for marking.
 Events marked "C" qualify for the Chippy-lola Vase competition.
 Events marked "K" qualify for the Ken Lee Trophy competition.
 Events marked "A" qualify for the Arnold Burton Trophy competition.
 Events marked "B" qualify for the John Bindloss Memorial Trophy Competition.
 All competitive events qualify for the Pearce Trophy/Firth Bowl competition.

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



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