



YORKSHIRE CENTRE CIRCULAR



JUNE **73**

BRISTOL BOATS

AMSTERDAM 3 hrs.	—	2nd Overall
LEIGE 6 hrs.	—	2nd O.N. Class
PARIS 6 hrs.	—	1st O.I. Class
		S.B.B.N.F. TROPHY
GENEVA INTERNATIONAL	—	1st Overall
BRITISH DRIVERS CHAMPIONSHIP		
1st G. Norton	—	Bristol 14' E.U.
2nd T. Williams	—	Bristol 14' E.U.
3rd R. Clark	—	Bristol 14' E.U.

—:O:—

After a successful 1972 season in International Powerboat Racing, John Clegg is pleased to announce that the Bristol Racing Boats are now on sale for the 1973 Season at our Armley Road Showrooms.

We also manufacture

SKI BOATS and FISHING DINGHIES

and are agents for

INFLATABLES — ENGINES — MARINE ACCESSORIES

For the sail enthusiast we shall be introducing in March the 16' International Strale Class Dinghy.

—:O:—

For the motoring enthusiast we can supply Fibreglass Body Panels and we will undertake the construction of new body panels for racing cars and express repairs to get your cars back on the circuit.

Consult us for your requirements in FIBREGLASS.

For personal service Contact

JOHN CLEGG or PETER GREGORY

AT

**FRAISTHORPE LEASING
SERVICE GARAGE**

162 Armley Road

Leeds LS12 2QN

TELEPHONE: 631228/9

YORKSHIRE CENTRE CIRCULAR

PUBLISHED MONTHLY

NINETEENTH YEAR No. 214

JUNE **73**

EDITOR

R. Soper, Ivyholme, Inholmes Lane, Tadcaster.
Tel. Tadcaster 2579.

ADVERTISEMENT MANAGER

Miss J. S. Lee,
Shelley Cottage, The Paddock, Thorner, Nr. Leeds.
Tel. Leeds 892794

VICE-PRESIDENT

A. J. Burton
Carlshead House, Sicklinghall
Tel. Wetherby 2861

CHAIRMAN

M. S. Wilson
Silver Royd House, Leeds 12.
Tel. Leeds 630944/638392

VICE-CHAIRMAN

H. C. Mason
4 South Parade, Leeds 1. Tel. Leeds 20756

SECRETARY

D. Easthope
5 Clifton Villas, Otley
Tel. Otley 3964, Leeds 73155

TREASURER

M. H. Whaley
Guiseley Garage Ltd., Otley Road, Guiseley
Tel. Guiseley 2244

COMPETITION SECRETARY

A. J. Hodgetts
'East Fold', 17a Eastgate, Bramhope, Leeds
Tel. Arthington 2375

SOCIAL SECRETARY

L. S. Stross
"The Coppice", 276 Alwoodley Lane, Leeds 17
Tel. Leeds 682870

COMMITTEE

J. A. Bancroft, J. M. Busfield, E. D. Clark,
J. S. Cockayne, J. M. English, P. J. C. Griffin,
J. R. Hardcastle, J. Johnstone, M. M. Rogerson,
C. G. Seaman, R. Soper, D. P. Stead,
D. N. Townsend.

YORKSHIRE CENTRE

B.A.R.C. YORKSHIRE OFFICE
6 Sidney Street, Vicar Lane, Leeds 2
Tel. Leeds 38972.

LONDON OFFICE

Sutherland House,
5-6 Argyll Street,
London W.1.
Tel. 01-437-2533
General Manager S. Offord.

CONTENTS

	page
The Ugly Head	4
Forthcoming Events	4
Hillclimb Happenings	6
BARCounter	8
Halcyon Days	10
Scarborough Weekend	12
Gymkhana	15
Traffic	17
Golden Oldies	20

Published on the last Wednesday of each month.
Last day for copy is the second Wednesday of each month.

COVER PICTURE

Gordon Chippindale throws his 1275GT Mini Clubman round a pylon at Olivers Mount as he seemed to be heading for a possible outright win on the Scarborough Weekend. He was finally foiled on the very last test of the day.

(Photo: Bob Soper)

The Ugly Head

As we go to press the British Grand Prix is once again in a state of crisis with the final date for entries gone a week ago and only three of the lesser teams having entered eight cars between them. Prize money offered this year is 20% up on last at only £55,000 but the constructors are sticking out for another £10,000 which makes one wonder why the club driver bothers to race for a £10 first prize or why people use F.1 cars on hill climbs for the £60 first prize.

Things have now got completely out of proportion when just a handful of drivers, few of whom could be compared with the great men of not so long ago, and even fewer entrants can demand every last penny that is poured into motor racing and insist on safety precautions that will bankrupt the small circuits where they would not consider appearing. The whole structure of motor racing finance has now got completely out of hand with Mafia style tactics being used by the strong whilst the ordinary clubmen are squeezed out. It may not be a bad thing if some of the major sponsors were to withdraw and without that cash let the greedy ones leave the sport to those who enjoy it. Then sanity may prevail.

Forthcoming Events

Bird's Event — 3rd July

Earlier than usual this year is the Annual Bird's Event on which the competitors are all of the fair sex. As before, this will consist of a series of quite simple Autotests at different venues, all of the non-damaging variety and suitable for all types of car with the route between the tests on a simple route card that even the thickest husband can decipher.

The start will be from Chippindale (Engineers) Ltd., Ring Road, Farnley, Leeds 12, from 7-15 p.m. and will finish at the Mansion Hotel, Mansion Lane, Roundhay Park, Leeds.

This is one of the more "social" rather than competitive events of the season. "Topic" magazine will be in attendance to take interesting photographs at a couple of sites en route and also at the finish, where suitable comments could well be noted for inclusion in their magazine.

Centre Golf Competition — 18th July

The Annual Golf Competition is now an established fixture in the Centre calendar and this year it is being organised by last year's winner John Rhodes, at his home course, Howley Hall in Morley. Once again the Stableford Rules will be used so that those without the Nicklaus touch will not finish up with a cricket score.

Entry fee is 50p and the green fee is £1.50. The first man off will be at 1.00 p.m. and the last at 4.00 p.m.; make up your own pairs or foursomes and all members may bring one guest who is eligible for the Guest prize.

After the event there will be a meal laid on in the clubhouse which should be booked in advance with committee liaison man, Derek Clark at Leeds 21451 (day) or 892452 (evenings).

Vintage and Novice Hill Climb — 22nd July

Fifty-one years to the day since the Yorkshire Centre of the Junior Car Club ran its first competitive hill climb up Greenhow Hill, we have a hill climb at our headquarters, Harewood, for cars of that by-gone era. This is not one of our biggest meetings of the season but it usually attracts some fascinating machinery. We have seen over the years most of the superb racing cars of the vintage era and we should see some excellent examples again this time. As well as the vintage cars there is usually a good entry from 'novice' competitors.

To qualify as a novice one must not have won an award on a speed event for the past three years. This means that the lads who are just behind the leaders all the time are now in with a chance and the regular drivers of a few years ago can see whether or not they have lost their touch. Some of these borrow quick cars in the hope of achieving a moment of glory by taking the coveted fastest time of day.

Unfortunately last year's winner can't be with us on this occasion but we hope that he will try again when he is back in circulation. This is a one day event with practice in the morning and the first runs starting around 2-15 p.m.

Club Night — 7th August

Advance warning that something special in club nights will take place in the Barnsley area in August. It will be suitable for all types of car with those who like a good blind catered for just as much as those who respect their motor cars. There will be something for everyone and with the organising being shared by your editor and Tony Riall, need we say more ?

traveleads



Economy Travel to U.S.A.

NEW YORK £140 RETURN

NO RESTRICTIONS — SCHEDULE CARRIER
FREQUENT DEPARTURES FROM MANCHESTER AND LONDON
VALIDITY 1 WEEK—1 YEAR
(NORMAL FARE £201)

LOS ANGELES £140 RETURN

NO RESTRICTIONS — SCHEDULE CARRIER
FREQUENT DEPARTURES FROM LONDON
VALIDITY 22—45 DAYS
(NORMAL FARE £186)

A.B.C. TRAVEL (BOOK 3 MONTHS IN ADVANCE) HAS PROVED SO POPULAR IN 1973 THAT CURRENTLY THE FIRST AVAILABLE SEATS ARE IN NOVEMBER. IF YOU ARE TRAVELLING TO U.S.A. OR CANADA IN 1974 — BE WISE — REGISTER NOW WITH US. ANTICIPATED FARES ARE FROM £55 RETURN INCLUDING FREE BAR SERVICE, FILM SHOW, FIRST CLASS MEAL WITH CHAMPAGNE AND FREE TRAVEL FOR CHILDREN UNDER TWO YEARS. FLIGHT PROGRAMMES WILL BE RELEASED IN AUGUST.

WHATEVER YOUR TRAVEL REQUIREMENTS CONSULT . . .

traveleads

TRAVELEADS LIMITED
14 NEW STATION STREET
LEEDS LS1 1NR
TELEPHONE : 33007 & 35799

HILLCLIMB HAPPENINGS

by J. M. ENGLISH

In the Castrol B.A.R.C. Championship, Mike Flather continues to forge ahead with yet another class win and ten marks at Gurston Down on the 20th May giving him a total of 48.83 marks from five events. The battle for second place between John Meredith and Bob Speak is hotting up with John in second place with 35.27 marks from five events to Bob's 33.93 marks from four events. Chasing hard in fourth spot is Jim Thomson with 28.33 marks.

Brian Kenyon is holding on to tenth place despite having yet again trekked to a long distance venue, only to non-start due to mechanical trouble during practice. This time the gearbox broke, funny, nothing seems to break when wife Pat drives.

Leading the Castrol B.A.R.C. F.T.D. Awards is Richard Thwaites who moved into a one mark lead by taking F.T.D. at Gurston Down, when former leader Roy Lane was at Harewood taking F.T.D.

Also at Harewood was Peter Voight having a shared drive in John McCartney's B.R.M.

At Barbon on the 19th May, Sir Nick Williamson in his 3 litre Marlyn returned to form, to take F.T.D. and a new hill record of 24.02 seconds in the runs for the R.A.C. Championship, after Richard Thwaites in the Eastern Carpet Stores McLaren had lowered David Hepworth's old record to 24.23 in the class runs. For his Championship runs, Richard improved to 24.23. It's close at the top! Roy Lane was in fourth place with 24.34. At the end of the meeting the positions in the R.A.C. Championship were, in first place Mike MacDowel with 34 points, second and pressing hard Richard Thwaites with 33 points, third Roy Lane 28, fourth Sir Nick Williamson 27 and fifth Tony Griffith 21.

Taking eighth in the Championship runs was Malcolm Dungworth in the Saxon Hawk Special, Malcolm having sorted out the problems which he had experienced previously at Harewood. Tony Bancroft in his first ever single seater outing in the Pennine Motor Group McLaren M10B, showed what could be the shape of things to come by being ninth in the Championship runs.

Richard Thwaites' flying carpet was in operation at Penrice Castle on the 27th May where Richard set a new course record and took F.T.D. in the Swansea Motor Club's hillclimb.

At the Practice Evening at Harewood on Bank Holiday Tuesday it was "Renta Thwaites" time with Richard trying an assortment of cars. Roy Lane

even interrupted a shooting holiday on the Yorkshire Moors to appear briefly with a run in Maggie Chadwick's Midget.

Norfolk Park, Sheffield, on the 10th June saw Chris Seaman's return to hillclimb driving with his Midget, the long job of re-building having been finished the previous day. John Lambert in the Leda took F.T.D. at this once only event run in conjunction with Sheffield's "Motoweek". Bad luck struck yet again at Brian Kenyon with the flywheel becoming detached from the crankshaft during practice.

Also on the 10th June was a round of the R.A.C. Championship at Shelsley Walsh. Mike MacDowel retained his lead, with Sir Nick Williamson moving into second place and Richard Thwaites in third.

Our roving reporter in the South reports that Mike MacDowel was in a little trouble on his way to Gurston Down the other weekend. Somewhere near "Castrol-land" Mike was approaching a roundabout and looked out of the car window to see a familiar looking racing car on its trailer go majestically past. One glance was enough for Mike to realise that it was his car which had just overtaken him. The tow-bar had broken. Fortunately the car and trailer came to rest without damage and Mike was able to continue to Gurston after having the tow-bar welded back together.

And finally the continuing saga of Messrs. Seaman & Kenyon, Auto Electricians. Episode two; The scene, a garage somewhere in Sheffield, on a Thursday evening just before Chris' first outing in his newly rebuilt car. Chris endeavours to start the engine for the first time, it would not start. He checks for a spark, weak but there, checks that petrol is getting through, just about. Enter Brian "What's wrong Chris". . . "It won't start". "Let me have a look". . . After examination of the engine our heroes decided that a slight change to the ignition system is required. The time is now 8.30 p.m. They change the plugs and points, the engine does not start. They check the ignition system again, this time no sparks at all. Next the plug leads, then the coil and condenser were changed. Still no sparks! Then came a complete re-wiring of the ignition system, the time was now 11.30 p.m. and still no spark. You would have thought after their combined efforts with the Seaman road car the other week they would have sent for the A.A. or the R.A.C. or anybody! Moral if you have electrical trouble don't let these "experts" try and repair it.

HOT CARS FROM HUNSLET

FAST VAUXHALLS

WASS they done now? The VX4/90 was already pretty fast but now WASS have put a Blydenstein head in it they're still trying to find somewhere to test it. Jack Brett's smoking it at the moment but it's available for tests! Call him on 39916.

(The Chairman's got his hands on the Blydenstein 2.3 Firenza. He reports it handles a bit differently from the Rolls but then if you study the chart below you'll see why!)

D.T.V. SPORT DEALER

Reprinted from
"Motor"
9th December, 1972

	Price £	Overall fuel mpg	In top		In third		
			30-50	50-70	30-50	50-70	
		s	s	s	s	s	
Blydenstein							
Firenza Sport SL	1554	22.0	6.3	6.9	9.4	4.4	5.2
BMW 2002 Tii	2499	24.0	7.8	8.4	10.8	5.4	5.7
Citroen SM*	5342	17.2	8.0	8.2	7.9	5.6	5.5
Datsun 240Z*	2309	25.7	6.9	7.4	8.1	5.3	5.3
Ford Capri 3000	1654	19.4	7.7	8.1	9.9	5.1	5.4
Ford RS1600	1788	25.3	8.8	9.7	11.8	5.5	5.9
Jensen-Healey	1959	21.0	7.7	8.3	9.6	5.6	5.7
Rover 3500S	2207	19.3	8.1	8.3	10.2	5.3	5.9
Triumph Stag	2570	20.9	7.6	7.7	10.0	5.1	5.7

*4th gear not top



Your Sportpart
contact at WASS
are Michael Bland and
Andrew Jeffries.

FLYING OPELS

Ascona 19. Group I and II rally success cars. Tough oversquare cam-in-head 1.9 litre engine giving 90 DIN h.p. at 5,100 r.p.m. 3-44. 1 limited slip diff. Coil springs all round. 185/70 radial tyres on 5½ x 13 sports wheels.

Derek Littlewood's our man who knows all the facts. Call him for a test drive or talk to Alex Jackson and see how OpelWASS have helped him kit his new 1.9 out.

THIS MONTH'S PERFORMANCE USED CARS

'73 VAUXHALL VENTORA. Just 800 miles! In Silver. £1695.

'73 OPEL MANTA "S". In Bronze. 4500 miles. £1495.

'72 FIAT 124. In Red, a real mover. £1495.

'71 AUSTIN HEALEY SPRITE. In Red, great value at £775.

'71 TRIUMPH GT 6. With Overdrive. Only 7298 miles. £1075.

'70 SUNBEAM ALPINE 'H' regd. In Gold. £775.

ALL PRICES INCLUDE V.A.T. STOCK AVAILABLE AT TIME OF GOING TO PRESS.

WASS OPELWASS

the bigwheels

Wallace Arnold Sales & Service Ltd.

Hunslet Road, Leeds LS10 1LD.

Telephone 39916 (Vauxhall) 39914 (Opel)

General Motors Main Dealer.



BARCounter

As we mentioned last month, there was a rumour going round that one of the most, if not THE most eligible young bachelor in the B.A.R.C. was at last about to be hooked. Well ladies, we will put you out of your suspense and into your misery by giving his name now. Yes, **DAVID STEAD** has finally succumbed to the charms of **MADELEINE MIGNON** whom he married secretly just after the Scarborough Weekend. It didn't really surprise those who were at Scarborough for, as can be seen in the picture, David had that far away look for the whole weekend.

David took his new Ferrari Dino with him to Scarborough but he got a washout on the first test and wisely retired at the half way halt preferring to keep his mind on Madeleine, who is a model and is currently Miss Penistone in the British Rail Yorkshire Rose Competition as well as being runner-up in the recent Miss T.V. Times competition. We wish them both every happiness in the future.

The birds and the bees have certainly been active this month for two other couples have also got themselves married. First of all **IAN CURTIS** dashed down to Cornwall to marry **AILSA PERRY** at Lostwhistle and then **STUART ADAMSON** married **NORMA TATHAM** in more civilised surroundings, namely Yorkshire. We wish both couples every happiness in the future.

New arrivals have been coming thick and fast as well this month with offspring reported for three sets of proud parents. First of all **JOHN** and **KATY**



This charming little lady is now one of our most active members. W'ho is she?

(Answer at the foot of page 15)

CUSSINS produced an heir to Leeds United with the arrival of **NICHOLAS OLIVER**. Then **TONY** and **PAT FALL** announced the advent of another budding rally driver, this time **ANTONY OLIVER** whilst **MIKE** and **VICKY MYERSCOUGH** have gone for the opposite class with a daughter. As we go to press no name has yet been chosen but if they follow current trends **OLIVE** must be included somewhere.



A bottle of Dom Perignon for David and Madeleine as they keep their secret at Scarborough.

(Bob Soper)



**Having
trouble
with
your
car ?**

If you are,
it's time you saw
our range of quality new
MORRIS CARS
and our extensive range of
GUARANTEED USED CARS

Swires of Otley Ltd.

Official Morris Dealers

Cross Green - Otley

Telephone: OTLEY 3387

GUISELEY GARAGES *Ltd.*

FOR YOUR NEW



Triumph



we also have a large selection of

USED CARS with up to
12 MONTHS GUARANTEE
on Engine, Gearbox & Axle

Self Drive Hire Cars

and DORMOBILE MOTOR CARAVANS

OTLEY ROAD, GUISELEY.

Telephone 2244

"The car feels like a sports car, responsive and taut!" (Hot Car)



Manta.
The sports car that takes five.



WASS Manta

Wallace Arnold Sales & Service Ltd., 123 Hunslet Rd. Leeds 10.

CHARLES SOWDEN & SONS LTD.

MANUFACTURERS
OF
WORSTED SUITINGS, GABERDINES,
PANAMAS, TERYLENE/WORSTEDS,
ETC.

**Springfield Mills.
Sandy Lane, Allerton.
BRADFORD**

" HALCYON DAYS "

by J. M. ENGLISH

"Halcyon Days" it says in the dictionary is, "a time of happiness and peace" but if you travel by Court Line Aviation it is the name of their newest form of jet travel, Europe's first Lockheed L-1011 TriStar, powered by the latest Rolls Royce RB 211 jet engines.

This halcyon day was the 9th of May and it started at 3 a.m. when Tim Wise who works for Clarkson's, the holiday people, picked up a half asleep writer and set course south down the M1 bound for Luton Airport and a flight to North Africa.

Stopping only in Barnsley to pick up Steve Hanson of Radio Leeds and another quick stop at a rather indifferent service area on the motorway for some breakfast, we drove to Luton.

The occasion was the inaugural flight of one of Court Lines TriStars to Morocco and on board would be Clarkson's holidaymakers, and invited travel agents and representatives of the press. The day itinerary was to fly out to Tangiers, spend a short time there and fly back on the same aircraft.

We arrived at Luton Airport at 7 a.m. and were handed our tickets by one of Court Lines helpful ground staff. Then it was all join the queue at the check-in desks. TriStars are built to carry 400 passengers and Luton's air terminal building was not designed to take that many at one time. In addition to our flight, Court Lines second TriStar was about to leave on its maiden flight to Palma, you can imagine the scene as two plane loads of 400 all trying to check in at once, however all was soon sorted out.

The second TriStar coloured pink and named "Halcyon Breeze" had been delivered only the previous Thursday, having flown non-stop from Lockheed's plant in Palm Gulf, California, a distance of 5,800 miles. This flight was fully automatic, without the pilot touching the controls at all for the take-off, flight over or landing at Luton. The flight took 10 hours and was the longest flight by a TriStar and possibly the longest flight by a commercial jet aircraft.

Back to Wednesday morning at Luton, our flight was called and it was queues again, this time at the passport control. After our passports had been checked everyone going to Tangiers had their luggage and hand baggage searched. Next all the passengers were individually searched, all this by order of The Board of Trade, and nobody was allowed on the plane until all had been searched.

Eventually we were let out and taken by coach to the plane "Halcyon Days", painted in pastel

shades of orange. Never having seen a TriStar before the immediate impression is its size, it sure is BIG. 178 feet long, wing span 155 feet and the height to the top of the tail fin is equivalent to five double decker buses placed one on top of the other. Inside it looks even bigger, the 400 passengers sit in a 3-4-3 formation across the cabin which is 19 feet with 8 feet of headroom, it's so big you don't think you are in a plane at all. The distance between the seats is 30 inches which means enough leg room for the average size person. The seats are the usual aircraft type and are fitted with a 12 channel stereo system built into the arm-rest, for use with the headphones provided. The plane is also capable of showing "in-flight movies" but this equipment had not yet been fitted.

There is a crew of three, Captain, for our flight Captain Norman Fox, First Officer, and Flight Engineer/Navigator, also on board was an engineer from Lockheeds. The passengers needs are catered for by a cabin staff of 12 stewardesses who looked very smart in their new Court Line uniforms.

Powered by three Rolls Royce RB 211 engines our take off was quiet and undramatic, we just rolled along the runway for 31 seconds then up we went. The take-off speed was 149 knots, about 179 miles per hour, with a take-off weight of 161,000 kilos, about 159 tons. Nought to 179 m.p.h. in 31 seconds for something weighing 159 tons is definitely not hanging about. Having flown on an assortment of other jets, what struck me about the TriStar was the lack of noise and black smoke and the quietness of the engines. A study by the Federal Aviation Authority of the United States has proved that the TriStar with its RB 211 engines is the quietest wide-bodied aircraft in the world today.

Shortly after take-off we were greeted by the charming and helpful stewardesses and given a snack and drinks, informed that duty-free goods would be on sale and generally looked after.

With a plane as large as this there were few restrictions on the movement of passengers and soon small groups were gathered around the cabin.

Cruising at between 580 and 590 miles per hour it only took 2 hours 25 minutes to reach North Africa and we made a perfect landing at Tangiers Airport. As we stepped from the plane we were greeted by Arab girls who gave everyone flowers. A Bedouin folk band, the Moroccan Minister of Tourism, several tribal chieftains and a member of the British Consular staff, greeted the Court Line/

Continued on page 19

... and the first people in Europe to fly TriStar are on their way to a Clarksons Holiday.

How can you enjoy this new dimension in spaciousness and Comfort? All the way to your sunshine holiday in such exciting places as Sardinia, Elba, Sicily, Minorca, Rumania, Tunisia, Greece and many more.

With Clarksons. Plan your holiday and choose your hotel with the help of the full details in Clarksons Summer '73 Holiday Book and this list of TriStar destinations.

Winter, too, most Winter departures from Luton are by TriStar. Don't forget our Summer and Winter cruises, many of which are served by TriStar.

Scheduled TriStar destinations from Luton

Resort	Day flights	Night flights
COSTA BRAVA	Sat., Tues.	Sun., Tues., Fri.
COSTA BLANCA	Saturday	Wed., Sun.
COSTA ALMERIA	Sunday	
COSTA DEL SOL	Sunday	
MAJORCA	Wed., Fri.	Mon. Thurs.
MINORCA	Saturday	
IBIZA	Tues., Sun.	Tues., Fri.
MOROCCO	Wednesday	
TUNISIA	Thursday	
ELBA	Friday	
SARDINIA	Monday	
SICILY	Monday	
ADRIATIC RIVIERA		Saturday
VENETIAN RIVIERA		Saturday
JUGOSLAV RIVIERA		Saturday
RUMANIAN RIVIERA	Sunday	
GREECE	Thursday	

Book your TriStar Experience with "The Travelmakers"

STILL TIME TO BOOK FOR SUMMER 1973 HOLIDAY OR CRUISE!

BCA Travel
103/107 Headrow
LEEDS
Tel. 39124

BCA Travel
2a Bullring
WAKEFIELD
Tel. 72175

BCA Travel
1 Davygate Centre
YORK
Tel. 56892

THE SCARBOROUGH WEEKEND

Once again our major non-speed cum social event of the season attracted a magnificent entry which resulted in some really close competition on eighteen tests. The organising team of John English, Boris Hardcastle, Malcolm Rogerson, and Josephine Lee, led by Denys Townsend, had gone to considerable trouble to make sure that this year's event would run without a hitch and this it did despite having two rather long tests to start the Sunday.

Things at the top are very tough indeed these days, for to win you cannot afford to have a single penalty as well as having to have the fastest time on most of the tests. Five of the entry were possible winners but two of them were put out of the running on the first test. Both Phil Cooper and Pip Dale drove over the island instead of round it to incur ten penalties which were enough to take them out of first place. On the second day they both went really well to make up ground but were not quick enough to overhaul Paul Swift who went steadily quicker with no errors at all to emerge a deserved winner in his V.W.

Overnight it looked as though Gordon Chippindale was going to be the main threat for the outright win for he was only just lying second in his very quick 1275GT Mini Clubman. On the Sunday he went even better and by the time they arrived at Seacliffe for the last test he had improved with fastest time on every test. The last test of the event was one of those where you had to go over three lines in each direction and in any order. The first dozen cars all went the same way leaving Gordon fastest to that point until someone went a different way to go far faster. Unfortunately, one Class 1 competitor was running late and went the quicker way, beating Gordon by nine seconds, which dropped him back to third place on figure of merit.

Phil Cooper gave the Allegro demonstrator an airing and possibly gave it its first competition success by winning Class 2 and coming fourth overall whilst Bob Moorhouse had to struggle against his 5% penalty when winning Class 6 and his third successive Scarborough Cup to give him a coveted Scarborough Silver Gilt Cup. Two more Cups were won by Melvin Bolch and Geoff Stuart both driving big engined Minis whilst the special award for class 4 went to Patrick Walker in a VW. The best three Scarborough Novices were Mike Beadle, Brian Kitching and Nick Thompson whilst Sandra Leeper won the Ladies award down in sixtieth place.

The event itself followed the usual pattern of a Saturday start near York with ten tests at various sites on the way to Scarborough. There were three tests at Full Sutton on one of which David Naylor created the excitement by inverting his Midget, fortunately without personal injury. Unfortunately, one line was missing from the route sheet which created problems for those who did not know the area but, in the end most cars got through to Scarborough for tests at Merrylees, Albert Road and Seacliffe. On the Sunday there were two tests at Olivers Mount and one at Seacliffe to be done twice, as well as the old favourites on Whitby Road.

Socially, the weekend was well up to previous Scarborough standard with a good meal at the Prince of Wales and an excellent dance to the Bee Line Discotheque, which went on into the late hours of the night or early hours of the morning as the case may be. On both days the weather was perfect with hot sunshine to greet those who ventured on to the front on Sunday morning. Once again a lot of ale was drunk during the weekend and the Clerk of the Course was very definitely not fit to be about on Sunday morning.

	%
1. P. Swift (V.W.) (5)	99.39
2. P. Dale (Mini) (3)	98.95
3. G. Chippindale (1275 GT) (1)	98.55
4. P. Cooper (Allegro) (2)	97.90
5. R. Moorhouse (Lotus 7) (6)	97.07
6. M. Bolch (Mini) (2)	95.76
7. G. Stuart (Mini) (2)	95.13
8. P. Walker (.V.W.) (4)	94.46
9. B. Shaw (Viva) (4)	94.44
10. M. Beadle (Capri 3000) (5)	94.24
11. B. Kitching (Imp) (4)	94.19
12. G. D. Taylor (1275 GT) (1)	93.90
13. M. Dale (Capri 3000) (5)	93.52
14. N. Thomson (Mini) (3)	93.50
15. B. Hodge (Mini) (3)	93.10
16. R. Hooper (Midget) (6)	92.54
17. J. Cuff (Mazda) (5)	92.50
18. P. Marshall (Mini) (3)	92.49
19. I. Walker (Fiat 124 S) (4)	92.48
20. H. Bennett (Mini 850) (3)	92.40
21. S. Brandford (Opel) (4)	92.28
22. P. Williams (CortinaGT) (5)	92.27
23. P. Hargreaves (Midget) (6)	92.11
24. J. Busfield (M.G. B) (6)	91.60
25. D. Smith (1275GT) (1)	91.50
26. E. D. Clark (V12 'E' Type) (6)	91.36



This is what Scarborough is all about. Good motor sport during the day and an excellent social evening on the Saturday night. From left to right down the page — Ian Walker at Whitby Road; The organisers table; The Y.S.C.C. contingent; A quick handbrake for Allan Forrest; A competition airing for the Cooper Allegro demonstrator; All go on the dance floor. (Bob Soper)

27. T. Bennett (Cooper S) (1)	91-10	36. N. Baguley (Fiat 128) (2)	89-60
28. M. Asquith (Escort) (5)	91-07	37. J. Sutton (Datson 18B) (4)	89-04
29. T. Wheeler (Mini) (2)	90-80	38. J. DeVries (Mexico) (4)	88-82
30. I. K. Hardy (M.G. B) (6)	90-67	39. T. Riordan (Minor) (5)	88-71
31. P. Addleman (Escort) (4)	90-41	40. G. Thompson (Mini) (2)	88-60
32. C. Leeper (Cooper) (1)	90-40	41. P. Triffit (Mini) (2)	88-30
33. D. Firth (B.M.W.) (4)	90-12	42. J. Williams (Cooper S) (1)	88-20
34. C. Lord (Escort) (5)	89-97	43. G. Asquith (Midget) (6)	87-45
35. A. Forrest (Mexico) (4)	89-81		

Continued on page 15

POWER

FOR HIRE

Small plant can be a headache. Large capital outlay on little used equipment adds up to bad economics all round. So before you consider purchasing further plant give us a ring. We have first class equipment of all types for hire. Rapid delivery is arranged for wherever you want for as long as you want. Contact us soon. We have branches all over the North of England supplying a wide range of small plant equipment including :-
Generators, Portable Air Heaters, Powers Saws, Lighting Equipment, Portable Welders, Heavy and Hand Drills and the full range of Kango Hammers. For which we are the **Main** distributors.
WRITE OR PHONE TODAY.

ROBSON POWERTOOLS LTD

WORTLEY MOOR LANE, LEEDS LS12 4HT
Tel. : 0532 - 630987
and also at :
Sunderland, Billingham, Sheffield, Morley.

**The new Triumph
Dolomite might
not look like
a sports car -
until it moves !**



The secret of the Dolomites hidden power lies in the 1854 c.c. engine—slanted to 45° to give smoother performance with less wear. 0 to 60 m.p.h. in 11.5 seconds and a top speed of 100 m.p.h. proves it ! But the Dolomite excels in other ways — four full seats (five for occasional use) and four doors make for superb comfort, and the sophisticated suspension with anti-roll bars gives you every confidence when you're cornering fast. The full instrumentation including tachometer completes the picture. The Dolomite is the new Triumph Pace-setter — Drive our demonstration car today.



TRIUMPH

DISTRIBUTORS

ARNOLD G. WILSON LTD.

REGENT STREET, LEEDS 2. Tel. : 38201
AN ARNOLD G. WILSON COMPANY.

44.	H. C. Mason (Cooper S) (1)	87.40
45.	J. Wylie (Lotus 7) (6)	87.22
46.	R. Webster (Escort TC) (4)	86.93
47.	P. Norman (Mini) (3)	86.40
48.	M. Lanfranchi (Escort) (4)	86.36
49.	D. Webster (Cooper S) (1)	85.70
50.	C. Macey (Marina) (4)	85.08
51.	P. Stevens (M.G. B GT) (6)	84.72
52.	K. Hulme (Volvo) (5)	84.51
53.	M. Thompson (Escort GT) (4)	83.96
54.	D. Cunningham (Mexico) (4)	83.45
55.	S. Clark (Rover 2000) (5)	82.49
56.	K. Hailstone (Cortina) (5)	82.36
57.	E. Craven (Escort RS) (4)	82.10
58.	A. Saville (Mini) (2)	81.60
59.	C. Booth (Cooper S) (1)	81.40
60.	Mrs. S. Leeper (Mini) (2)	79.80
61.	Mrs. P. Cooper (Allegro) (2)	79.30
62.	L. Atkinson (Cortina) (5)	78.26
63.	R. Shillito (Mini) (2)	76.60
64.	T. Fisher (1300 GT) (2)	74.70
65.	D. Naylor (Midget) (6)	74.10
66.	Mrs. P. Fisher (1300 GT) (2)	73.20
67.	Mrs. P. Lanfranchi (Escort) (4)	71.16
68.	Mrs. B. Cunningham (Mexico) (4)	69.01
69.	Miss J. Hullah (Cooper S) (1)	63.40

Retired :

G. Blades (Escort). C. Kemp. (VW).
D. Crawley (Imp). P. Walker (Cortina).
M. P. Smith (TR6). D. Stead (Ferrari).

Awards :

Wilson Trophy — P. Swift.
Wood Cup — P. Dale.
Wilson Opp. Class Cup — G. Chippindale.
Special Class Award — P. Walker.
Ladies Award — Mrs. S. Leeper.
Scarborough Gilt Cups — P. Cooper,
R. Moorhouse.
Scarborough Cups — P. Swift, P. Dale,
G. Chippindale, P. Cooper, R. Moorhouse,
M. Bolch, G. Stuart.
Scarborough Plates — M. Beadle, B. Kitching,
N. Thompson.
Team Award — M. Dale, P. Dale, P. Cooper.

Gymkhana in June

Results :

1.	D. Townsend	296.5
2.	D. Scatchard	336.2
3.	M. Wylie	354.3
4.	L. Bentley	391.9
5.	I. Hardy	402.3
6.	B. Marsden	426.9
7.	Miss K. Lee	476.4
8.	B. Kitching	544.7
9.	D. Hanley	560.8
10.	D. Taylor	582.7
11.	Mrs. J. Kitching	590.2
12.	H. White	624.6
13.	N. Baguley	639.4
14.	G. Chippindale	592.5
15.	H. C. Mason	715.1
16.	S. Clark	1358.7

As a breather from the excitement of Scarborough, it was decided to run a somewhat gentler event for the June Club Night. Josephine Lee wanted to run a gymkhana but with a difference, doing away with pointless games of running over balloons and fishing with magnets. Instead she devised some interesting tests that you may have to come across during the normal course of motoring. The first was a simple garaging test of parking as close as possible to a white line as if you were parking against a kerb. One car finished up 15 inches the wrong side of the line and most of the others were nearly a foot away, which does not speak very highly of the parking ability of our members.

The second test was a simple reverse through some pylons without looking, but the passenger giving directions from outside the car. This time most of the passengers hadn't a clue how to direct someone reversing. The next test involved driving three times in a perfect circle without allowing a rope held by the passenger to touch the ground. Again, seemingly simple, but not quite so in practice. Then came a forward and reverse test which competitors set themselves, so that the easier it was, the more marks they lost, and this was followed by a simple exercise in keeping a tow rope tight with marks being lost every time it touched the ground.

The final test was a timed change of one wheel which caused some black looks from some competitors, but in the end all agreed that it had been an excellent evening out which resulted in a good win for Denys Townsend followed by David Scatchard. Our thanks to Josephine for putting on such an excellent and different event.

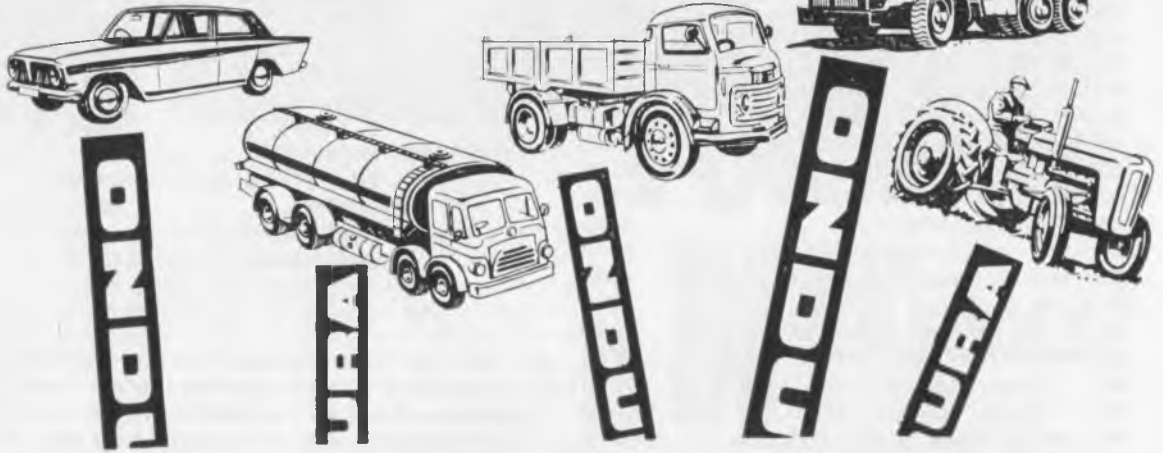
ANSWER TO THE PICTURE QUIZ

Josephine Lee.

ONDURA REMOULDS GROW ON YOU

ONDURA LIMITED, KEIGHLEY, YORKSHIRE. TEL. KEIGHLEY 3253

For any vehicle . . . the latest tyre treads, new wrap round shoulders, and modern remoulding techniques — you cannot beat Ondura remoulds for tyre value. For long mileage at approximately half the cost fit Ondura — the safer safety remoulds.



T. F. RACING

THE PIT STOP

BRADFORD ROAD

STANNINGLEY

Telephone :
PUDSEY 76544
PUDSEY 72217 after hours.

Proprietors : TED GLEDHILL, FRANK GOODE

DYNAMOMETER TUNING, RACE AND RALLY PREPARATION
HIGH PERFORMANCE CAR SPECIALISTS

LOTUS, ALFA-ROMEO, FORD, BRITISH LEYLAND.

DISCOUNT FOR CLUB MEMBERS.

TRAFFIC

As this magazine is being written, Britain is basking in a heat wave of almost tropical proportions. Consequently with it being a Sunday, the roads are jam-packed with cars and caravans, not to mention the coaches, taking people to the so-called 'quiet spots' away from it all. Living in Tadcaster I am more aware than most just what a fine weekend means, for the town is blocked for most of the day. And yet tomorrow, being a Monday, all will be normal with just the stream of articulated lorries and a few cars going through town.

The motor industry quite happily tell us how wonderful it will be in 1980 when there are twice the number of cars on the road, whilst the heavy haulage lobby is pressing for bigger and bigger trailers. The point is where does it all end? There must come a time, and fairly soon at that, when, say half-a-dozen breakdowns on the way to Scarborough could mean a solid traffic jam back into the West Riding, with people not managing to travel more than a mile or two. The chances of this happening in London are very high and it could take weeks to clear the way if a few people had to abandon their cars in a hurry.

The short term answer to the problems of the Yorkshire Coast are simply to by-pass the bottle-necks en rout and provide huge car parks at the other end. But what about the Dales and the Lake District? As more people have more leisure and cars, then these beautiful roads become more and more crowded, so that life in the picturesque villages is becoming intolerable at weekends. Obviously, it is not practical to build dual carriageways and by-passes in these areas as the natural beauty would be spoiled, but sooner or later something must be done to try to halt the flow into the areas. The trouble is that the new motorways have brought these areas into an easy day's driving of a far larger public, which has only served to aggravate the problem.

Away from the weekends any person who travels regularly for their living will tell you all about heavy lorries. With the ludicrous cutting back of the railway and canal system, most of our goods must go by containers on monster lorries. Our main dual carriageways are now out of date as far as these vehicles are concerned for they frequently block the entire road for miles on end. On one occasion, coming south from Wetherby, one pulled

out to pass another just after the roundabout. Their speeds were so similar, in the 15—20 m.p.h. region, that the overtaking vehicle just got past at Bramham, a distance of over three miles. The queue of vehicles behind was solid back to the roundabout, all because one driver would not give a little. Generally, long distance lorry drivers are very good, but with the big increase of vehicles there is a considerable falling off in quality. The same with car drivers, who seem to get worse as more of them appear on the roads.

So that is the problem. Thousands of extra vehicles every year with the attendant number of new drivers all claiming as a right the use of our roads and mainly all at the same time. What is the answer? Well obviously, it would help if the principle bottle-necks were by-passed. By road building standards, a relatively small sum of money could alleviate a very large number of the main ones, whilst the addition of some extra car parking should be no great problems for the resorts. The main trouble is that everyone wants to use the same bit of road at more or less the same time. During the week, rush hour traffic in the West Riding is approaching London standard and it is the same roads that are used every weekend. Surely, the answer must lie somehow in staggering of hours. In London many offices have installed time clocks so that their staff can clock in and out when they like, so long as enough hours are put in during the week. In this way some arrive at eight and leave work at three, whilst others may work through until eight at night. This means that a delayed train does not give the office manager high blood pressure and people can arrange their lives far better. Taken to its conclusion, this could mean a staggered weekend, so that firms opened seven days a week with workers putting in their time at weekends as well as during the conventional working hours. This may take some organising for industry and commerce, but sooner or later it must come. Unless it does, and soon, then motoring in all the wonderful new cars that are on offer will become less and less of a pleasure, until ultimately it is a nightmare.

Whatever the planners may say, the motorcar is here to stay and the sooner that those in high places accept this and get down to the problem of doing something about it, the better. Instead, at the moment, they just wait and see whether things get better and are so surprised when they do not.

**TIPCO TOOLS ARE USED BY
ROLLS ROYCE, BRITISH LEYLAND,
leading RACING TEAMS
and now the
NEW MARCH FORMULA 1 TEAM**

**YOU COULD USE THE SAME EQUIPMENT AS THESE
LEADING CONSTRUCTORS BY CONTACTING
CHRIS TIPPING, AT :-**

TIPCO TOOLS
LOWFIELDS ROAD, LEEDS 12.
TELEPHONE: LEEDS 30178/9

**HIGH QUALITY SERVICING AND TUNING OF ALL MAKES OF CARS.
CALL OR PHONE AND DISCUSS YOUR PROBLEMS WITH US.**

GRAHAMS  ***CROSTUNE***

THE PERFORMANCE SPECIALISTS

ROAD - RACE & RALLY ENGINES BUILT, OVERHAULED AND SERVICED
LOTUS - B.M.C. - COSWORTH - CLIMAX - B.M.W. - FORD O.H.C. ENGINES
WEBER, FISH, S.U. CARBURETTOR SPARES, SERVICE AND OVERHAULS
STEEL MAIN CAPS, LINE BORING, CRANK BALANCING, MACHINING
360 B.H.P. ROLLING ROAD DYNAMOMETER, 120 M.P.H. PLUS
SUN ELECTRONIC TEST EQUIPMENT — ON CAR WHEEL BALANCING
IMMEDIATE DELIVERY NEW FORD G.T. ESCORTS, CORTINAS, ALSO WIDE
SELECTION USED SPORTS AND G.T. CARS IN STOCK.

ENQUIRIES TO:- BILL CROSLAND.

GRAHAMS OF DEWSBURY LIMITED
BRADFORD ROAD, DEWSBURY. TELEPHONE 61673

HALCYON DAYS—continued

Clarkson's party. We then walked to the airport terminal building, it was quite hot, with the sun beating down from a cloudless blue sky but a 40 m.p.h. wind kept the temperature down. At the terminal buildings after a quick check on passports we were taken upstairs to a civic reception with a buffet meal and a seemingly endless supply of Scotch.

After the Minister had left there was enough time to go for a short walk round, take a few photographs, buy a few souvenirs and return to the airport in time to board the plane for the flight back home.

Take-off was delayed whilst two holidaymakers were retrieved, so rumour had it, from the local jail. After another smooth take-off we were on our way back to Luton. The flight path home was to take us over Seville with a glimpse of the snow-capped mountains of the Sierra Nevada; Malaga; Madrid; Bilbao; Nantes; Dinard; Alderney; Bournemouth; turning right at Guildford and so on to Luton.

The short time at Tangiers was brought about by the fact that TriStar can operate independently of ground handling equipment. With its own built-in power operated stairs, and auxiliary power unit for air conditioning the TriStar does away with the need for these facilities to be provided at the airport. The plane is even equipped with its own conveyor belt baggage handling system.

For our return flight we were given a meal which had been prepared in the galley which is on a lower deck of the plane and connected to the passenger deck by two lifts.

The automatic flight control was in operation as we flew towards Luton at 590 m.p.h. "hands off". Several of the party were given a conducted tour of the flight deck which was full of instruments, dials, clocks, figure read outs, a computer and lots of other gadgets too numerous to mention.

Captain Fox explained that we would be doing an automatic landing with the "Direct Lift Control System" in operation. This system enables TriStar to land consistently and softly on a particular spot on the runway. Our landing speed was to be 132 knots, approximately 158 m.p.h. and the Captain was going to talk us down as the the plane landed automatically without the crew touching the controls.

It was an eerie feeling as we approached Luton knowing that the plane was landing itself. All I

can say is the landing was perfect. The talk down went something like this:-

"Lock on localiser to centre line of runway; Autoland on; speed 175 knots 3 degree angle of glide slope; full flap; decent 900 feet per minute; approach speed to 132 knots; decent 800 feet per minute; 13000 feet from outer marker; wind 20 knots straight down the runway, slight rain; landing speed 132 knots; 50 feet from runway; into flare, throttle closing; touch down"

You could just feel the wheels touch as we landed within 12 inches of the centre of the runway. Which is pretty accurate after a 2 hour 20 minute flight at 590 m.p.h. Fantastic, a really great flight.

Court Line Aviation will be using their two TriStars to fly an estimated 200,000 Clarkson's holiday makers to a total of 16 European and North African airports during the coming season, they also hold options on a further three TriStars.

SMALL ADVERTISEMENTS

Rates for Small Advertisements are 10p per line to members and 20p per line trade if prepaid. All non-prepaid advertisements are charged at 10p per line. Copy for small advertisements should be sent to the Editor by the 14th of each month.

SELF TOW CARAVAN HIRE

New A-Line Models from £11 per week.

Contact Les or Josephine Bentley

H & B CARAVAN HIRE

The Esses, 23 Newlaithes Road, Horsforth.

Tel. Horsforth 4130.

FOR SALE

£20

THE 1972 CHAMPIONSHIP CAR

would cost more than this, but you can own a Golden Retriever puppy sired by the 1973 Crufts winner for £20. For details phone Aberford 268.

Mini 1000 J reg. One lady owner, 11,000 miles. Cost new over £1100, very extensively modified, ideal road or comp. car, £675. Tel. Jim Bunney, Bradford 27030 or 29098 (business hours).

Carligh Caribbean Luxury Caravan. 15' 6". 2 Berth. Extras include: Full Awning, Fridge, Privvy, 12 & 240v. lighting, Newly painted kitchen and exterior, having been stored 3 years. Present list price £2,420, offers around £600.

Tim Wise, 19 Dicks Garth Road, Menston, Ilkley.



*As the promised advertisement did not appear we are filling this page with a few "Golden Oldie" pictures
Namely the Scarborough Weekend of two years ago.*

Burton



**MR
BURT**

sets today's style

Generous lapels, deep pocket flaps, extra long centre vent. Just one of the Mr. Burt styles now available made to measure.

Remember, with a Burton subscription account you can now have continuous credit up to 24 times your monthly payment. Call in at your local branch and ask for details.

Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date 1973	Event	Status	Centre Annual Competitions
3 July	Club Night	Closed	K
18 July	Centre Golf Competition, Howley Hall	_____	_____
22 July	Vintage and Novices' Hill Climb, Harewood	Restricted	NK
5 August	H.Q. Race Meeting, Thrupton	International	_____
7 August	Club Night	Closed	K
12 August	Race Meeting, Croft	Restricted	NK
4 September	Club Night	Closed	K
9 September	R.A.C. Championship Hill Climb, Harewood	National	CK
23 September	Race Meeting, Croft	Restricted	NK
30 September	Castrol Trophy Hill Climb	National	NK
7 October	Greenwood Cup Trial	Closed	CNKA
2 October	Club Night	_____	_____
21 October	H.Q. Race Meeting, Brands Hatch	International	_____
6 November	Club Night	_____	_____
16 November	R.A.C. Rally	International	_____
1 December	Annual Ball	_____	_____
4 December	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.

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.

ANNUAL COMPETITIONS — PEARCE TROPHY

	P.C.T.	G	H	I	J	K	Tot.
J. R. Hardcastle	28	4	3	3	3	—	41
Miss J. S. Lee	15	3	3	3	7	7	38
D. R. Scatchard	19	3	3	3	3	6	37
G. F. Chippindale	23	—	—	—	7	3	33
M. S. Wilson	14	7	4	3	—	—	28
J. M. English	15	3	3	3	3	—	27
J. M. Busfield	17	3	—	—	3	—	23
P. R. W. Hargreaves	19	—	—	—	3	—	22
H. C. Mason	12	3	—	—	3	3	21
B. A. Kitching	9	—	—	—	5	3	17
C. G. Seaman	6	3	3	3	—	—	15
T. M. Wood	6	—	3	3	3	—	15
D. W. Taylor	6	—	—	—	—	3	9
R. G. Moorhouse	—	—	—	—	7	—	7
P. A. Lister	6	—	—	—	—	—	6
G. D. Taylor	6	—	—	—	—	—	6
H. Wadsworth	3	—	—	—	—	—	5
Mrs. J. Kitching	—	—	—	—	—	3	3
L. S. Stross	15	—	—	—	—	—	3
M. A. White	3	—	—	—	—	—	3

BIRD'S EVENT

Tuesday, 3rd July

START AT CHIPPINDALES

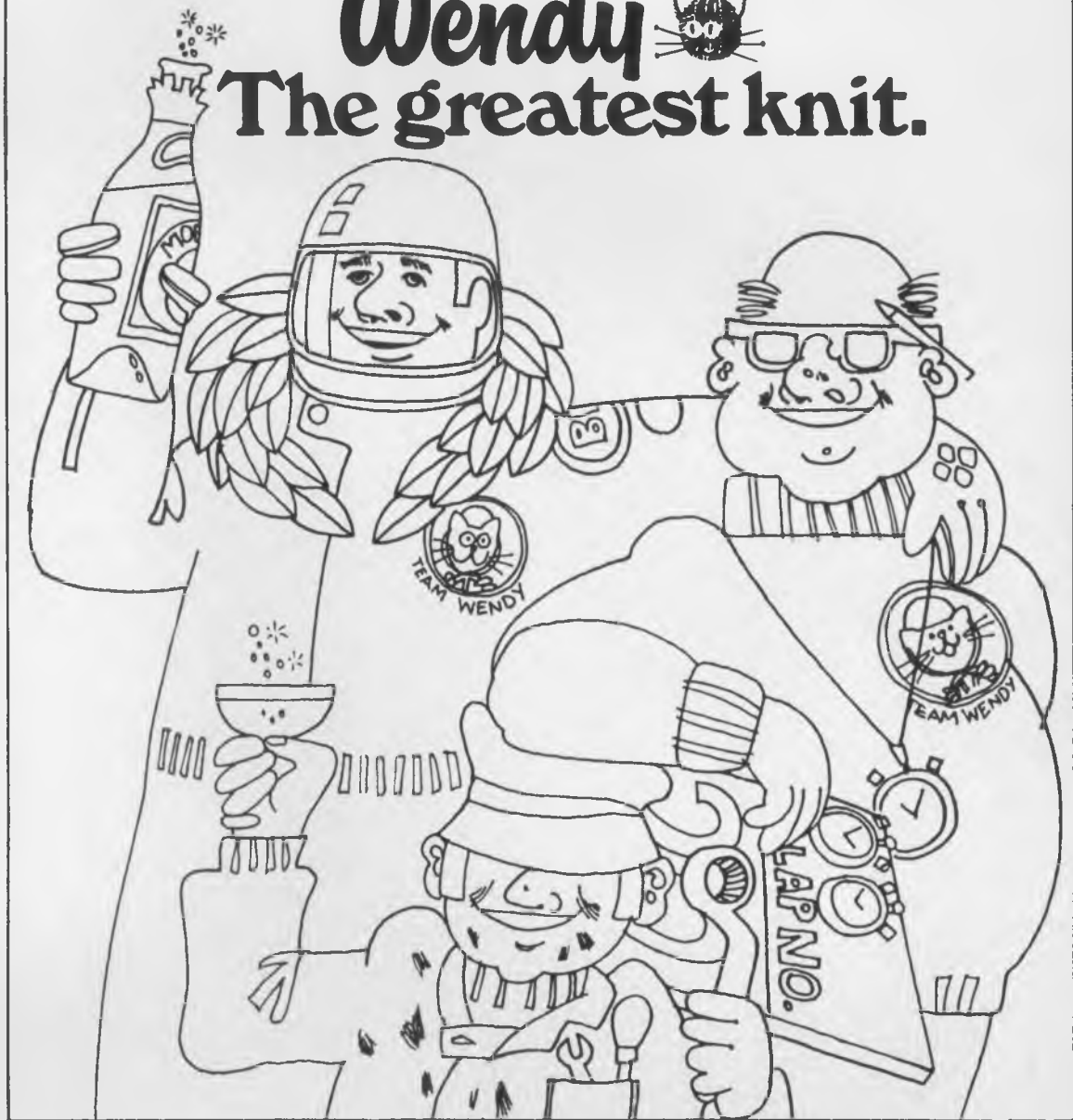
FINISH — MANSION

YOUR CHANCE TO APPEAR IN THE

"CIRCULAR" AND THE "TOPIC"

For speedy knits great knits & little knits

Wendy The greatest knit.



Wendy Wools Guiseley - Sponsors of the Northern Saloon Car Championship

THE NUMBER ONE SERVICE BEHIND THE NUMBER ONE CARS



TATE SERVICE
Powerpacked for action
motoring.

TATE SERVICE AND ADVICE
By professionals.
By specialists.
By enthusiasts.
For drivers like you.

TATE RALLYE SPORT
Safe. Professional. Reliable.
For road or track. For your kind
of high performance motoring.

TATE RALLYE SPORT

TATE RALLYE SPORT



New York Road, Leeds. Tel: 31281.