



YORKSHIRE CENTRE CIRCULAR



MARCH **71**

BRIAN DEAN (MOTOR ACCESSORIES) LTD.

TRADING AS

SHEMA SPARES

72-74 NEW ROAD SIDE : HORSFORTH, NR. LEEDS

YORKSHIRES
LEADING
ACCESSORY
CENTRE

IN ADDITION TO OUR NORMAL LARGE RANGE OF ACCESSORIES
WE CAN NOW OFFER A SERVICE ON

SPAX SHOCK ABSORBERS
DOWNTON CONVERSIONS
PIPER CAMS
C. & T. SPEED EQUIPMENT
S.A.H. ACCESSORIES (TRIUMPH)

DELLORTO . . . JANSPEED . . . TRANS AM . . . D. J. PANELS
AND MINI WINDOW KITS IN TINTED TOUGHENED GLASS
DELIVERY APPROX. 5-7 DAYS.

P.S. WE STILL STOCK THE BEST FIBREGLASS MINI FRONTS @ £14-10-0

HERE'S WHY YOU'LL WIN ON GOODYEAR

1. G800 Rally Special

Excellent for tarmac events, specially in the wet.

2. Ultra Grip Rally Special

The Tyre for all surfaces - excellent in mud, snow and on all unsurfaced roads and tracks. A tyre well-proven by events such as the RAC Rally of Gt. Britain.

3. 70 HR Rally Special

This tyre was used to win the Circuit of Ireland and the Finnish Rally of the 1000 Lakes. It provides outstanding performance on wet or dry tarmac and on firm non-surfaced roads.

Discount available to
Members on all these Products.



BARKERS TYRE DISCOUNT SERVICE LTD

16 Central Parade,
CLECKHEATON.

Tel: Cleckheaton 5268

Little Lane,
ILKLEY.

Tel: Ilkley 5217

Wortley Moor Road,
Whingate Junction,
LEEDS 12.

Tel: Leeds 635421

Brogans Yard,
Albion Street,
OTLEY.

Tel: Otley 3932

Market Street,
SHIPLEY.

Tel: 591451

Micklethwaite Farm,
Boston Road,
WETHERBY.

Tel: Wetherby 2427

YORKSHIRE CENTRE CIRCULAR

PUBLISHED MONTHLY

SEVENTEENTH YEAR No. 188

MARCH

71

THE MOTOR TRADE

EDITOR

R. SOPER
Bramham, Yorks.
Tel. Boston Spa 843772

ADVERTISEMENT MANAGER

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

YORKSHIRE CENTRE

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

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

E. D. Clark
10 Wormalds Yard, Boar Lane, Leeds 1
Tel. Leeds 21451

SECRETARY

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

TREASURER

M. H. Whaley
Guiseley Garages 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. M. Busfield, D. Easthope, P. J. C. Griffin, J. R. Hardcastle, J. M. Holroyd, J. Johnstone, J. D. Lincoln, B. W. Moss, R. A. Riall, R. Soper, D. P. Stead, D. N. Townsend.

For a long time between the wars the only business which was considered to be respectable for a gentleman to enter without having to endure the stigma of being 'in trade' was the one of buying and selling motor cars. Since the last war the activities of a few 'bomb site' type dealers and others looking for a quick and not particularly honest pound has tended to rather tarnish the image of the whole of the motor trade so that many think of garages as necessary evils whose owners make huge profits for little or no effort.

This is unfortunate because nothing could be further from the truth. The fact is that many of the small to medium sized garage owners these days are finding life far from easy and have to work very long hours for a very poor return on capital and effort. They have to borrow large sums of money at the present high interest rates to pay cash for all the new cars that are stocked and to the petrol companies, most of whom want cash on delivery, and then give an ever increasing amount of extended credit to their customers — interest free of course. What a lot of people don't realise is that when they buy a new car the garage is not so much selling one as buying a second-hand one and before any real profit emerges probably two or three more deals will have to go through and the actual nett profit is in the final banger that goes down to the saleroom some months later.

The high cost of repairs is one of the chief gripes of the car owning public, mainly because cars will breakdown at the most inopportune moments. Motorists tend to budget for their H.P. repayments, tax, insurance, petrol and servicing charges but if the clutch goes before the holidays when they cannot afford to have it repaired then the poor old garage man is a robber. Of course they have it done and he has to wait for his money. One thing

COVER PICTURE

No, not a pass in the Andes but some wintry weather in the shadow of Whernside. On this type of country the Mexico is really in its element.

(Photo: Bob Soper)

that upsets the smaller garage who usually do a very good repair job, relying on repairs rather than sales for their living, is when they have worked all hours to get a car back on the road and then present a perfectly reasonable account to be told 'What, as much as this from you, I could have had it done at the main distributors for the same amount'. Another in the same vein is the chap who has hawked his misfire around all his expert friends for several days with no joy before finally turning up on the forecourt where a skilled mechanic diagnoses the trouble in five minutes. Dick Turpin had nothing on the garageman who tries to charge for the knowledge that has taken years to acquire and has probably saved the particular motorist many pounds. The trouble with being 'in trade' is that one can only charge for what is seen to be done whilst the professions can charge for what they know.

The failure of one of the major insurance companies brought much moaning from the papers on the plight of the stranded motorists but not a word for the motor trade who were owed millions by the company. Granted they can try to reclaim the accident repair costs from the owners but what a hope they have got of getting quickly the price of a complete rebuild out of someone whose car is on maximum hire purchase. The money laid out on these claims by the Motor Trade as a whole just doesn't bear thinking about.

The next time you get your car repaired just spare a thought for the chap that's doing it — the vast majority try to do a good honest job and if you can't afford to run a car, don't expect the garage to do it for you.

CADWELL PARK — 9th April

Not a Yorkshire Centre event but one that we normally supply a large number of marshals for is the B.A.R.C. race meeting at Cadwell in April. All the regulars will have filled the availability form in by now and so should hear direct about their duties but if there is anyone else who wants to be put on the marshalling list they should get in touch with the Competition Secretary, Tony Hodgetts who can give them all the necessary information. This applies to all our speed events.

SOAPBOX DERBY — 11th April

No, we are not casting aspersions on the quality of your motor cars, this is not a B.A.R.C. event but one organised by the Wetherby Round Table using the hill-climb course at Harewood. The difference between our hill-climbs and a soapbox

derby is that these lads go down the hill which should make for some entertaining sport. In aid of the British Heart Foundation, this should be a real Gala occasion being on Easter Sunday and you are welcome to come along for what will be a rather different day out. Admission on the day will be 30p but if you buy your ticket beforehand it is only 10p.

Entries have closed but there may still be a chance for those with suitable and eligible machines (the Editor refrains from suggesting any one in particular) to have a go. Anyone interested please ring Linda as soon as possible.

HAREWOOD SPRING NATIONAL MEETING

25th April

Our first meeting proper at Harewood this season has 'National' status and is the third round of the Castrol/B.A.R.C. Hill Climb Championship. Regs were sent out last month and entries are coming in thick and fast. Just a few words on the Championship this year, particularly those in classes 1 and 2 who may have been thinking 'we wuz robbed'. For a few seasons every class in the North has been very keenly contested so that the bogey times are all even and no particular class has the advantage but in other parts of the country this is not so. At two hills, Gurston Down and Loton Park, there has never been a quick car in either of these two classes so that the bogey time would be very slow and, with a highly competitive car like the Mexico appearing on the scene, it was felt that something should be done about it. In fairness to all the other competitors a graph was drawn which compared the class 1 and 2 times with all the others at the other hills and from this realistic figures were produced for these two venues. Let us say here and now that this was done at the start of the season in anticipation of this anomaly and before the plans of any of our members were known.

All the usual Harewood features will be there again this year with good grub and ale all day for those that want it. The event starts at 12-30 on the Sunday and practice is on Saturday afternoon. Don't forget that the 'Circular' will be wanting some good pictures this year taken around the paddock with all that that implies and also we could do with one or two more helpers on the Friday night beforehand to set out the paddock, etc., and for newer members this is an excellent method of getting to know people.

Regs for the Championship have been sent to all those known to be interested and anyone without a set should apply to the Centre Office where ample supplies are available.

**NEED A NEW
MEANS OF
TRANSPORT ?**

... then why not visit Swires
and see their extensive
range of

**NEW
AUSTIN & MORRIS CARS
and
QUALITY USED CARS**



Chippy at Harewood

**Swires of
Otley Ltd.**

(Directors: Chippy & Richard Stross)

OFFICIAL AUSTIN & MORRIS DEALERS

Cross Green - Otley - Yorks.

Telephone: OTLEY 3387

**FOR PERSONAL AND RELIABLE ATTENTION
IN :-**

TUNING

SERVICING

REPAIRS

**Race, Rally and Hill Climb
Preparation**

Consult . . .

**Skayes
Garage**

(F. P. KAYE & N. D. SYKES)

**CHELTENHAM PARADE
HARROGATE**

Telephone: 69091 (Day) 82647 (Evening)

**CHARLES SOWDEN
& SONS LTD.**

MANUFACTURERS

OF

**WORSTED SUITINGS, GABERDINES,
PANAMAS, TERYLENE/WORSTEDS,
ETC.**

Springfield Mills,

**Sandy Lane, Allerton,
BRADFORD.**

**GUISELEY
GARAGES Ltd.**

FOR YOUR NEW

TRIUMPH and FORD

Do not phone MORRIS WHALEY for
IMMEDIATE DELIVERY of
STAG TR6 2.5PI

But we can offer early delivery of
TRIUMPH 13/60
SALOON, ESTATE, CONVERTIBLE.
TOLEDO 1500 & 2000.
SPITFIRE GT6.

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

BARCounter

It is always a problem for people who have a large number of friends and want a small and quiet wedding to decide who not to ask. One couple who managed to find the answer recently were **DON GRIFFITHS** and **PAT LAZENBY** who were married at a quiet family wedding one Friday afternoon and then in the evening had a party in Linton village hall for a few of their friends. The guest list read like a 'Who's Who' of motor sport in the north with most of the rally and racing fraternity living it up to the sounds of the EL TICO discotheque — better known by the character that runs it, **CHRIS TIPPING**.

Amongst those seen propping up the bar and scoffing all the eats were Tony Bancroft, Peter Kaye, Don Fotherby, David Button, Roger Willis, Phillip Cooper, Derek Clark, Tony Riall, Chris Winder, Jim Thompson, Bill Wood, Tim Webster, Mike Myerscough, David Farnell, Jack Tordoff, Nicky Stead, Denys Townsend, Tony Raylor, Chris Knowles Fitton, and John White. The birds were there in force — it wouldn't be a Griffiths party without — and resplendant in the warmest showing of hot pants this side of the King's Road were Kathy Reyner, Di Townsend, Pauline Cooper, Chris Riall, Mrs. Bill Wood, Ann Cullingworth, whilst upstairs Helen Kaye was hard at it on the dance floor and Josephine Lee was complaining that someone had slipped her a Mickey Finn. All in all a good party which lasted into the early hours.

Congratulations now to **PETER** and **SHIRLEY PROCTER** who have produced yet another son to go with the four they already have. At this rate they will soon have a cricket team assembled and go one better than the Wood Brothers who at one time used to field a good proportion of the B.A.R.C. team at the annual knock-up with De Lacy.

Another new arrival this month is **ANGUS ARMITAGE** whose dad is that well known keeper of the books **MICHAEL ARMITAGE**. Michael and Denise moved into more select surroundings recently in a quiet cul-de-sac in Linton where most of the houses are owned by members of the Spencer family. Needless to say the area is now known locally as Spencer Place but the residents are quick to make it clear that there is no connection whatsoever with a street of similar name in Leeds.

As his friends will tell you, **HARRY MASON** is always very particular about his personal appearance and so it was with some concern that he found that his usual hairdresser had departed for greener pastures. On enquiring around the office he was recommended to two Italian gentlemen by the names of Nicky and Carlo and an appointment was

duly made. After he had been given somewhere between a short-back-and-sides and a trim one of them held up the mirror and said 'You likea da styla sir?' and before Harry could reply tapped his shining pate with the comb before coming out with the punch line 'Of course, for thisa we can do nothing'.

We hear that **RICHARD STROSS** has been taking driving lessons in London over the winter in readiness for the coming season. We hope that he will be able to find the time to come back to Yorkshire occasionally this summer to do some motoring and not spend all his time on the golf courses of Surrey.

The coming of spring has meant that more people have bought their new cars and among those to lash out hard earned pennies are **DAVID STEAD** who has gone in for a family saloon this time — a Triumph 2.5Pi, **MARTIN SMITH** has blued the profits on his pig sales on a new Spitfire and **PETER SCOTT** has bought a B.M.W. 2002 the colour of which, to be kind, we must say is an orangy brown. Many of our members have their own little quirks when they buy motor cars; **HARRY MASON** likes to get his spragged on something solid — he once got his GT6 well and truly stuck on a grave in a churchyard but that's another story, **TONY RIALL** likes to take his to bits to make sure that it is working properly whilst it wouldn't be a Scott motor without a ripple in one of the wings after the first day out. The Cortina G.T. was well and truly thumped into the back of an old Oxford on its first outing whilst the M.G. B had not even left the garage forecourt before a Zephyr was reversed into its side. Not to be outdone the B.M.W., with but half an hour to go managed to catch a bumper bar in the pub car park and so break its duck.

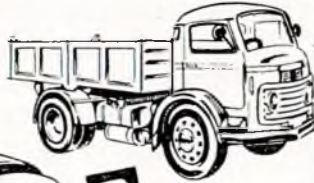
POSTAL STRIKE

We do apologise to our members that not everyone got their January and February 'Circulars' on time but it did prove very difficult to get them to all but those living in the Leeds area. By now everyone should have received these issues and if they haven't, would they please have a word with Linda as soon as possible. Two things emerged from the strike. One is that a lot of addresses were wrong on our addressograph machine and we would appeal to anyone who has (or does in the future) changed their address to let Linda know as soon as possible so that the offending plate can be changed. Another thing is that we would like to thank all of those members who did such a good job for us in personally posting so many 'Circulars' so quickly and efficiently particularly Linda Thornton who gave up quite a lot of spare time to get them to people in time for the Sleuth's Mug.

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.



ONDURA

ONDURA

ONDURA

ONDURA

ONDURA



**FIRST for
G.T. VIVA**

and all other Vauxhalls.

Think of Vauxhall — think of Wallace Arnold Sales and Service. First for the G.T. First for Viva including the great 1600 and convertible, and first for Victor, Ventora and Cresta. Finest Parts and After-Sales Service.

WallaceArnoldsales&serviceLtd
VAUXHALL/BEDFORD MAIN DEALER HUNSLET ROAD · LEEDS 10 · TEL: 39911

Sportsmen !

TIME FOR YOUR SPRING TUNE-UP

CALL AND TAKE ADVANTAGE OF OUR SUPER, SOPHISTICATED, ELECTRONIC, DIAGNOSTIC EQUIPMENT WHICH, WHEN USED IN CONJUNCTION WITH OUR ROLLING ROAD DYNAMOMETER, GUARANTEES PEAK PERFORMANCE AND EFFICIENCY.

(OR IN PLAIN LANGUAGE "MAKES YOUR CAR GO LIKE HELL")

PHONE OR CALL . . .

JOHN HEPPENSTALL LTD.

Trinity Garage - Bradford Road - Birstall

TELEPHONE: BATLEY 4523

P.S. CAN NOW OFFER THE LATEST CASTROL COMPETITION OIL.
PHONE FOR DETAILS.

**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

THE MEXICO

Back in the old days, or so we are told by our elders, motoring was a pleasurable pastime. One went out just for the sheer joy of driving on empty roads in cars that were fun to drive. It may surprise you to know that it is still possible to do this in 1971 but I can assure you that it is. A very wintry Sunday at the end of February was the occasion for a quick drive through Wensleydale and Upper Wharfedale in Henry Ford's latest Escort permutation — the 'Mexico'. Just why more people don't take to the roads in winter when the snow transforms the countryside is a mystery for there can be no doubt that it is at its most picturesque at this time of the year. However their loss was my gain and the temptation to take a car designed for rallying over some favourite selectives on deserted roads in daylight couldn't be resisted.

The Mexico is built by Fords as a rally car and not surprisingly is a near replica of the one driven by Mikkola and Palm to win the World Cup Rally. Basically it is an Escort with the type 49 body shell from the RS 1600 (the BDA engined racing model) but fitted with the well tried 1598 c.c. 'cooking' engine from the Cortina G.T. Standard equipment includes 5½J steel wheels with radials although the test car had Minilites fitted with G800s, a close ratio gear box which is a delight to use, 9.6" discs (power assisted) at the front and 9" drums at the rear. The clutch is the heavy duty, in or out, variety and an alternator is included as are reversing lamps and adequate but not brilliant headlights with 75/50 watt units together with integral sidelights. The test car was fitted with the optional TV lighting barrage set up to illuminate the first 6 ft. of road in front of the car and as such was useless but the optional bucket seats in cloth were excellent — some of the best I have ever sat in.

The Mexico is built for rallying, autocross, driving tests and trials as well as for fast road work and it was tested with these requirements in mind. The in and out clutch was no bother at all and gave a very positive feel to the take off in any conditions. In the dry there was little wheel spin but on a wet road a certain amount was felt. Also the back end would come round easily in slippery conditions but on no occasion even when being driven very hard did the car feel to be other than under complete control. The ride is firm but not unduly hard and, with the wider wheels and radial tyres, contributes to quite superb road holding. In a straight line on the motorway the directional stability is faultless but the car really comes into its own in rally country such as the road through

Coverdale from Middleham to Kettlewell down Park Rash and the fast run over Greenhow from Grassington to Pateley Bridge. In wet and icy conditions the Mexico felt as though it was on rails as the big, powerful engine sent it effortlessly up the steepest of hills. On this type of terrain it is doubtful whether many cars at any price could hold a well driven Mexico. I would think that it would be nearly impossible to have a legitimate road section at 30 m.p.h. that even the most mediocre driver could not clean in this car. Whilst the G.T. engine lacks the ultimate power and rev range of the BDA, there is not much difference in the torque characteristics between the two. The G.T. has 92 lb./ft. at 4000 r.p.m. whilst the BDA has 110 at the same speed so that there is little difference in general road performance. At lower speeds for town work the G.T. definitely has the edge.

For competition work the Mexico is an ideal car and could well be the successor to the Cooper and 'S' range from British Leyland as the clubman's 'Car for all Seasons'. In standard form it is ideal for autocross, rallies, driving tests and trials whilst for hill climbs and sprints the engine could be given the once over to make it a certain winner of Class 2 on the B.A.R.C. events. As an additional inducement for you all to dash out and buy this car, Ford, in association with Castrol, are holding a series of races up and down the country for bog standard Mexicos, the overall winner getting an RS 1600 as well as a tidy sum in cash. There has been a big gap in the market in recent years in that there has been no reasonably (??) priced all round car for the amateur club driver to buy now that the Cooper 'S' is a bit underpowered and a lot overpriced. However, history has a habit of repeating itself and I recall that the Cooper was going to be a limited production competition car at the start. I think that it would be safe to predict that Fords could well be swamped with the demand for this car.

It isn't all beer and skittles though and, as with all the Escort permutations, the Mexico is a bit of a Curate's Egg. The first thing that jars is the go-faster stripes over the roof and sides (now optional apparently). O.K. if you fancy yourself as a boy racer but you are fair game for every nit with a big bore silencer and this can be very tiresome if you aren't in a hurry. Far better to have a car that looks normal and goes than the other way round. Another gripe is the interior which I criticised on the RS 1600. The steering wheel in leather is very good as are the optional bucket seats (but back seat passengers beware and keep your toes

away from the bar under the rear of the seats — it's only $\frac{1}{2}$ " from the floor and comes down with a fair old wallop).

In the brochure Ford says that the interior is a bit rugged — crude would be nearer the mark. "The controls were in exactly the right place . . ." ". . . a quick sweep of the eye tells you that all is working well . . ." "We are rather proud of the seats and overall trim. Functional luxury sums it up". They must be joking. Come off it Henry, for £1150 surely you can put decent seats in as standard equipment and a radio which is part of the dash and not an afterthought stuck under the scuttle. Why no glove pocket — that locks? The rear windows and the quarter lights should open and what about all that cardboard where others put upholstery. It is no exaggeration to say that the model Y before the war was more refined. On the test car the switches were appalling but apparently this has been rectified on the production models and as with the RS 1600 one needs X ray eyes to read the oil pressure and water temperature gauges — they are completely obscured by the steering wheel.

Make	0-60	Max speed	M.P.G.	Miles/£	Value index
Vitesse Mk. 2	11.4 secs.	100.0 m.p.h.	31.4	21.3	43.3
MEXICO	10.5 secs.	100.4 m.p.h.	28.0	20.6	38.8
Hunter GT	13.2 secs.	100.0 m.p.h.	28.4	20.7	30.1
Morris 1300 GT	13.1 secs.	98.0 m.p.h.	32.0	23.1	28.5
Avenger GT	13.0 secs.	98.0 m.p.h.	28.7	21.0	28.0
Fiat 124S	12.2 secs.	92.5 m.p.h.	30.5	22.4	27.5

How does the Mexico compare with other competitive cars? Well Ford consider as rivals the Morris 1300 G.T., Fiat 124S, Vitesse Mk. 2, Avenger G.T. and Hunter G.T. so here is a comparative table giving performance and the Soper Index of Value (see Jan. Circular) which will be used on all our road tests.

So the Mexico is good value against the opposition — I wouldn't really fancy a Vitesse on a forest rally — and if they spend just a little less on go faster stripes and a little more inside then Fords could well have a winner on their hands. As it is it will appeal to the dyed in the wool enthusiast but I fear that a lot of husbands who would buy one as a second car for their wives may be put off by the 'functional luxury' inside.

I am indebted to Tate of Leeds Ltd. for making this interesting car available for test and anyone wanting to purchase one or is interested in the racing championship should get in touch with their Rallye Sport division who have all the answers.



"On this type of terrain it is doubtful whether many cars at any price could hold a well driven Mexico."



**The new Saab 99:
now with four handles
to its name!**

Fast, spacious—ample room for five
— supremely comfortable.
Front-wheel drive, 1709 ohc engine,
traditional Saab safety.
Now with four doors.

Recommended retail price (inc. P.T.)
£1,494.

Two-door version £1,420.

GO SWIFT · GO SAFE · GO SAAB

SALES & SERVICE

**H. BRYDEN & SON
LTD.**

**Wellington Road
Leeds 12**

Telephone : 638310

MONDAY 7.30

T. F. RACING
THE PIT STOP
BRADFORD ROAD
STANNINGLEY

Proprietors : TED GLEDHILL, FRANK GOODE

Telephone :
PUDSEY 76544
PUDSEY 72217 after hours.

097 35

901

DYNAMOMETER TUNING, RACE AND RALLY PREPARATION.
HIGH PERFORMANCE CAR SPECIALISTS

LOTUS, ALFA-ROMEO, FORD, BRITISH LEYLAND.

FRANK GOODE

DISCOUNT FOR CLUB MEMBERS.

CARS HAVE MUCH BETTER TIMES with Shell Super Motor Oil

... SO DO
POCKETS!

Shell Super Motor Oil is a 20/50 oil. That means it's a 2-way benefit oil; the '20' helps towards easy starting; the '50' keeps it thick at high temperature, makes it last longer. Better engine protection, longer life, more miles to the pint; it adds up to all-round motoring economy;



SHELL SUPER MOTOR OIL

*The best
20/50!*

Meet Mr Burt—a bold new character at Burton

Mr Burt is a whole new range of younger, trendier made-to-measure suits from Burton.
This one is Mr Burt in geometric stripe. £20.



COMPETITION CHATTER

● The postal strike has resulted in a noticeable drop in the receipt of invitations from other clubs. Now that it has ended, there may be a spate of letters delayed in the post, and if so I will try to get an insert for the March circular to cover the last-minute notifications. The only one to reach us so far is :-

April 18th Lancashire & Cheshire A.C. have a Hill-Climb at Baitings Dam.

● The details of the Castrol/B.A.R.C. hill-climb 1971 championship have now emerged. The eligibility of vehicles is almost unchanged, but the venues have been shuffled slightly. Brunton has been lost, but there will be two events at Loton Park; the new venue at Scammonden, below the M.62, is included, and a startling innovation is the use of part of the Cadwell Park circuit for a hill-climb. Both of these venues should be exciting in different ways and should be well worth a visit. The dates of the rounds are :-

April	4	Pontypool
	12	Loton Park
	25	Harewood
May	9	Loton Park
	23	Gurston Down
June	27	Harewood

July	25	Gurston Down
Aug.	1	Pontypool
	29	Cadwell Park
Sept.	19	Scammonden
	26	Scarborough

There is a chance also of a second Pontypool Meeting on June 20th.

Intending competitors should contact Mike Wilson at Silver Royd House, Leeds 12 at Leeds 638392. A.J.H.

FORD FORUM — 29th April

As reported last month, Ford in conjunction with Castrol and Dunlop are holding an open day in Leeds this month. During the day and starting at 9-30 a.m. at the Astoria Ballroom, Roundhay Road, there will be a continuous seminar on racing and rallying conducted by Stuart Turner, Timo Makinen, Henry Liddon, Roger Clarke and a host of technicians from the various factories. The subjects vary from pace notes and navigation to oil and fuel and lighting. In the evening there will be a film show of about an hour followed by an open forum with the above people answering questions at the Mecca Locarno in the Merrion Centre starting at 7 p.m. Admission is free and all our members are invited. Further details are available from Mike Wilson (Leeds 638392) or Malcolm Gough at Tates (Leeds 31281).

Telephone : SHIPLEY 51519

David James

AUTO·EXTRAS

73 OTLEY ROAD · SHIPLEY · YORKSHIRE

SUPPLIERS & STOCKISTS OF :-

LEATHER & WOODRIM WHEELS (Over 100 Types always in Stock) ●
CIBIE, MARCHAL Q.I. RALLY LIGHTING ●
PROTEX NOMEX RACING OVERALLS ● RESTALL ● CORBEAU RALLY SEATS ●
WEBER, STROMBERG & S.U. CARBURATION KITS ●
INLET & EXHAUST MANIFOLDS ● RALLY OR RACE CYLINDER HEADS ●
ANTI ROLL AND LOWERING KITS ● BIG BORE SILENCER SYSTEMS
VALVE SPRINGS ● REV COUNTERS SWITCHES & GAUGES ●
RALLY JACKETS & DRIVING GLOVES ●
WE ARE MAIN AGENTS FOR LESTON ● HOPKIRK ● ALEXANDER ●
RESTALL ● CORBEAU ● MAMBA ● ASTRALI ● AVANTI ● TAURUS ●
RADBOURNE, ETC., ETC.

CONCESSIONS TO B.A.R.C. CLUB MEMBERS

AT ...

DAVID JAMES
AUTO · EXTRAS

73 OTLEY ROAD, SHIPLEY,
YORKSHIRE.

(1-MINUTE FROM M.1)

WEST YORKSHIRE FORDSPORT CENTRE

Twin Cam Lotus - Ford B.D.A. - Specialists

LATEST TYPE ROLLING ROAD DYNAMOMETER, INCORPORATING OUR SPECIAL SUMP & TRANSMISSION COOLING SYSTEM. 120 M.P.H. — 360 B.H.P RANGE. TIMED ACCELERATION.

WEBER—S.U. SPARES & OVERHAUL SERVICE.

WIDE RANGE OF COMPETITION SPARES IN STOCK :-

CRANKSHAFTS - SUMP GUARDS - H. CAPACITY PUMPS - H.D. CON RODS
WING EXTENSIONS - WEBER S.U. SPARES - STEEL MAINCAPS - BRAKE PADS
GASKET SETS - BEARING SHELLS - H.D. CLUTCHES - THICKWALL BLOCKS
CAMSHAFTS - RACING PLUGS - OIL COOLERS - VALVES, STD & O.S.
TURRET KITS - SPECIAL T.C. HEADS - H.D. SUSPENSION UNITS - MANIFOLDS
ADJUSTABLE SHOCKERS - H. PRESSURE OIL PUMPS - VALVE SPRINGS
STEEL CON RODS.

Contact ERIC JACKSON or BILL CROSLAND at :-

SERVICE GARAGE (BARNSELY) LTD.
DODWORTH ROAD, BARNSELY TEL. : 5741 Ex. 30

BUILDING TIME IS HERE AGAIN . . .

and to help you win the class this season we have the following 'goodies'.

Weber Carburettors, Extractor Exhaust Manifolds, Ford and B.L. Camshafts, High Performance Cylinder Heads, Konis and Wide wide Wheels.

and for your own safety we have a wide range of :-

A.G.V. Racing Helmets, including full face, Nomex and Proban Racewear, Full Harnesses & John Aley Roll Cages (including the new appendix J type.) Plus many more useful accessories.

CONTACT HOWARD WHITE AT :-

THE RALLY and SPEED SHOP

194 HARROGATE ROAD - LEEDS 7

Telephone : 684020

DISCOUNTS TO CLUB MEMBERS

SLEUTH'S MUG

For Yorkshire Centre members the sign that Spring can't be far away is when the Sleuth's Mug comes round again to open our competitive season. Many years ago it was decided that anyone winning this competition three times in a row would receive the trophy outright but, being tight fisted Yorkshiremen it was also decided that each year's event would be organised by last year's winner so saving us quite a bit of money in new mugs. Last year Harry Mason turned out to be the 'Brain of Bardsey' and so this year 28 worthy souls set out with high hopes from Bardsey Village Hall to solve a series of diabolical clues and so find out who was 'Miss Sporting Bird 1971'.

The general idea was for the clues to be included in the February 'Circular' but, owing to the postal troubles, not everyone got this in time to solve the crossword puzzle type clues from which competitors had to find their own route. Having found the various places on the map, a simple question had to be answered to give a vital statistic of one of the sporting birds who went under the unlikely names of Barbarella Madesome, Olgolightly Spot, Marryme Whalebone and Gillican Dontbevague. Some of us realised that we were wrong when some of the contestants had black eyes and 56 inch busts but four crews managed to get everything right and there was a tie for first place. Brian Kitching, David Pick, David Easthope and Keith Haigh all had to answer some simple tie-deciding questions to get a winner and Brian emerged as next year's organiser. Not far behind was Margaret Varley and A. Jackson closely followed by John Busfield, Denys Townsend, S. Lloyd, Ken Geddes and Linda Thornton.

RESULTS (Max 570)

1.	B. A. Kitching	570
	D. Pick	570
	D. Easthope	570
	D. K. Haigh	570
5.	Mrs. M. Varley	555
	A. Jackson	555
7.	J. M. Busfield	550
8.	D. N. Townsend	545
	S. Lloyd	545
10.	K. Geddes	540
11.	Miss L. Thornton	535
12.	B. W. Moss	525
	P. J. C. Griffin	525
14.	R. G. Winder	500
15.	D. R. Geddes	490

16.	B. Marsden	480
17.	D. B. Marsden	460
18.	D. Tomkinson	440
	A. J. Hodgetts	440
20.	J. Cockayne	413
21.	I. K. Hardy	400
22.	R. Soper	390
23.	H. A. Pickard	385
24.	A. E. Spencer	367
25.	P. Sturdy	345
26.	M. M. Rogerson	360
27.	G. Chippindale	255
28.	B. D. Hogg	135



The Sleuth's Mug! Next year's organiser, Brian Kitching.

On the 24th April we will be manning the Dalby Stage on the Nighthawk Rally in daylight. Anyone interested meet at the New Inn, Thornton le Dale at 9-00 a.m. that morning.

MG-Magic!



for full details on the M.G.
sports or saloon range contact :

ARNOLD G. WILSON LIMITED

232 HARROGATE ROAD, LEEDS 7
Telephone : 684381

— MORRIS, M.G., WOLSELEY DEALERS —

YORKSHIRE CENTRE INSIGNIA

YORKSHIRE CENTRE TIES — 20/- each.

B.A.R.C. TRANSFERS — 1/- each.
(Transfers 2½" or 3¼" high).

Available from :-

Autospeed, 19 Oxford Street, Harrogate.

The Rally and Speed Shop,

194 Harrogate Road, Leeds 7.

Shema Spares, 72/74 New Road Side, Horsforth.

Normand (Bradford) Ltd., Hall Ings, Bradford 1.

APRIL CIRCULAR

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

WEDNESDAY 14th APRIL

otherwise publication in that issue cannot be
guaranteed.

FOR SALE

FOR SALE: M.G. Midget Mk. 3, Basilica Blue, G.
Registered, one owner, many extras, including
Push Button Radio, £650 o.n.o. Contact John
Prosser. Tel. No. Leeds 40841 (Business). Leeds
655254 (Home).

MISCELLANEOUS

BUCKLED AND DAMAGED
ROAD WHEELS.

Wire and Pressed steel, repaired and trued.

A. H. PICKERING,
68 Burley Road,
Leeds 3.

Telephone : Leeds 21072.

A. N. & H. COOPER LTD.

PARK GARAGE & WEST END GARAGE
CLECKHEATON.

CALL IN FOR A DEMONSTRATION
IN OUR

AUSTIN MAXI

Wire Wheels Steam Cleaned while-u-wait.

Full Crypton Electronic Tuning.

Optical Wheel Alignment.

Duckhams Lubrication Service.

Telephone : CLECKHEATON 2354

TOMMY CLAPHAM

CAN UNDERTAKE
A LIMITED NUMBER
OF ENGINE REBUILDS
AND PREPARATION
FOR RACE OR SPRINT.

•
WE CAN ALSO TAKE A
FEW CHASSIS FOR REBUILDS
OR PREPARATION.

T. R. Clapham (Engineers) Ltd.

RECTORY ROW, WEST LANE,
KEIGHLEY.

Tel. : 7586

Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date 1971	Event	Status	Centre Annual Competitions
9 April	Cadwell Park Race Meeting	Restricted	—
25 April	Harewood Spring National	Nat. Brit.	NKB
9 May	Croft Spring Race Meeting	Restricted	NK
16 May	E. A. Denny Rally	Closed Jt.	NCKA
23 May	Harewood Members Meeting	Closed	KB
30 May	Croft Spring Bank Holiday Race Meeting	Restricted	NK
5 June	Scarborough Dance	—	—
5/6 June	Scarborough Weekend	Closed Jt.	NCKA
25 June	Barn Dance	—	—
27 June	Montague Burton Trophy Hill Climb	Nat. Brit.	NKAB
6 July	Production Car Trial	Closed	CK
10 July	Guards International Race Meeting, Croft	International	—
18 July	Cadwell Park Race Meeting	Restricted	—
25 July	Vintage and Novice Hill Climb	Restricted	NKB
3 August	Autotests	Closed	K
8 August	Championship Race Meeting, Croft	Restricted	NK
12 September	Shell Championship Hill Climb	Nat. Brit.	NKB
19 September	Stone Trough Sporting Trial	Restricted	NK
25 September	Scarborough Dance	—	—
26 September	Castrol Trophy Hill Climb, Scarborough	Nat. Brit.	NKAB
17 October	Croft Race Meeting	Restricted	NK
31 October	Greenwood Cup Trial	Closed Jt.	NCKA
20 November	Annual Dinner Dance	—	—

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.

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 1970 season in International Powerboat Racing, John Clegg is pleased to announce that the Bristol Racing Boats are now on sale for the 1971 Season at our Kirkstall 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**

229 Kirkstall Road

Leeds 4

TELEPHONE: 634452

TATE
are
number
ONE

always for the enthusiast

a special service for special people



This is the Tate Service for performance people with cars to match. A Centre to which people like yourself gather to have their performance cars serviced by a selected group of specialists. They gather to ask questions, to get advice, or simply to chat about performance with people who know. Road, Race or Rally - whatever your way - Tate Rallye Sport is for you . . . Always.

**TATE
RALLYE
SPORT**

TATE **TATE RALLYE SPORT**
New York Road, Leeds
Tel: 31281

