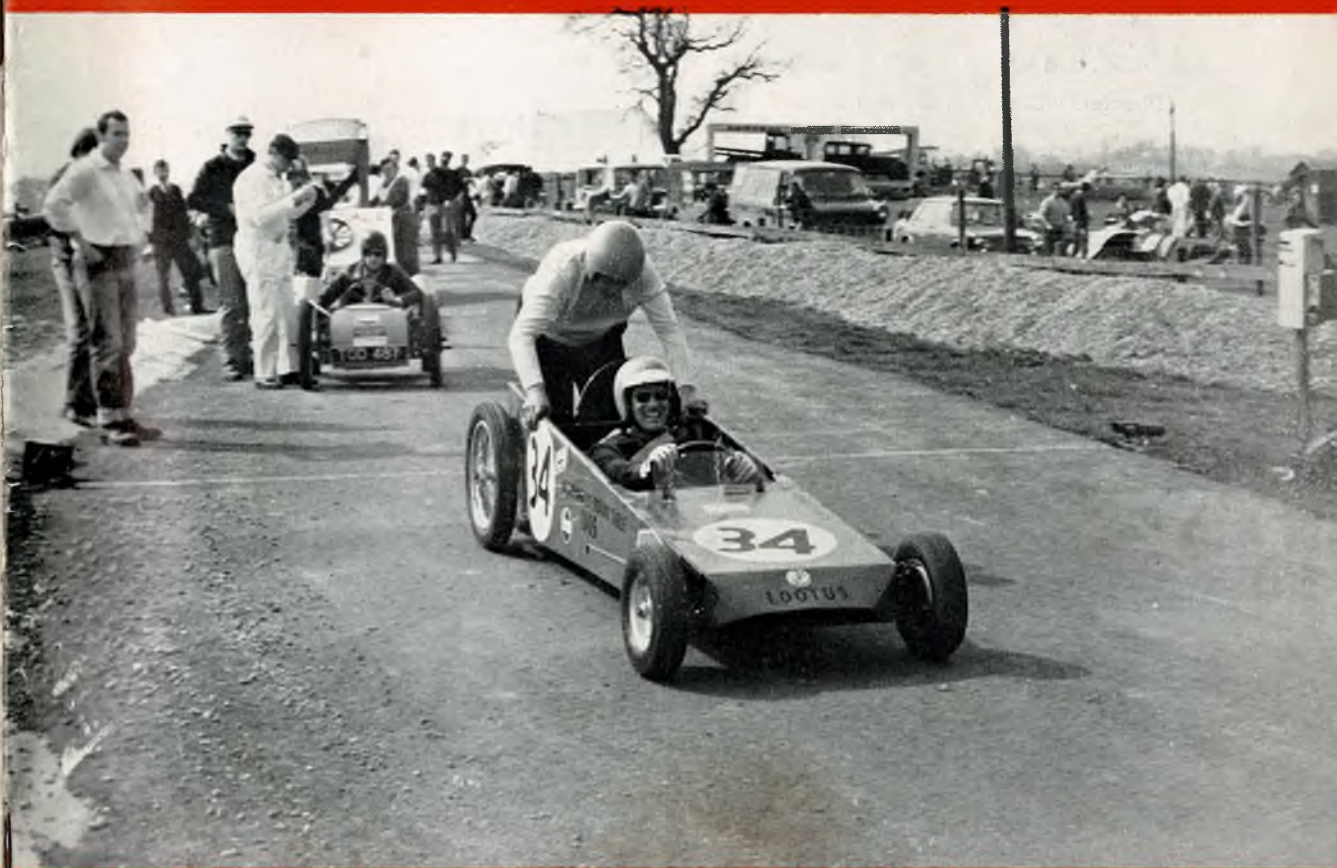




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It is very surprising in these troubled times with unemployment and the cost of living racing each other at such an alarming rate to find that the number of cars on the road has increased yet again so that over the Easter holiday period our roads were once again packed solid. What is most disturbing about this is that not only are our old outdated highways now impossible but the new motorways and dual carriageways are fast becoming obsolete before they are 12 months old. The traffic on the M.1 on Easter Monday was so heavy that every service area was packed solid with cars parked right out on to the slip roads and the prospect of getting food or fuel were virtually nil. On the same day at 10 o'clock in the evening, the southbound carriageway of the A.1 was two solid lines of traffic as far as the eye could see and at midnight it was very little better. And yet we are told that the number of cars on the road will double by 1980. Where are they all going to go ?

The planners of this world all bury their heads in the sand and say 'We are not going to be ruled by the motor car' and refuse to do anything about what must be the most obvious fact of this day that the car is here to stay. If it was possible for this fact to sink in then our planners should be able to reason that on every weekend throughout the summer for EVERY year to come (short of a major war or petrol supplies being limited) then there will be a solid jam into Scarborough and the Dales and the Lakes and Blackpool and to every sporting function and the sooner some action is taken, the better. At the moment every traffic jam is treated as a nine day wonder by all but the poor old police force who have to sort things out on the day but by mid-week everything is forgotten amongst the pile of red tape.

COVER PICTURE

One Hepworth power speeds the Lawson/Hepworth entry in the Soapbox Derby to the first sub 40 sec. time on the hill in either direction.

(Photo : Bob Soper)

It is alright criticising the planners but what can they do about it? For one thing they must accept that with the present system of everyone working for five days and resting for the same two then the whole population is going to visit the popular spots at the same time. If a man has a car then no one can stop him going to the country or the coast on his day off. What we can do is to make sure that when he gets there, there is some place to park for surely half the congestion is caused by people aimlessly driving around looking for a parking space. There is scope for the hill farmers to open some of their fields and charge a parking fee or for local authorities to buy some of the old disused quarries and earthworks which are of no use to the farmers and turn them into car parks.

The main cause of the traffic jams on the open road is the bottle-necks and one would think that it would be better to do away with these and ensure a steady flow of traffic than to build small lengths of dual carriageway between them. We seem to think that the only new roads that should be built are motorways but for places like Tadcaster and Malton all that is required is something to keep the traffic flowing without any hold ups. If it were possible to achieve a steady traffic flow and good parking at either end then a lot of the short term problems would be over. In the long term this will have to be the case and the sooner it is started the better.

CROFT RACE MEETING — 9th May

The Yorkshire Centre racing programme gets under way a little later this season in the hope of good weather and full grids at the Croft Autodrome on the 9th. This meeting has qualifying rounds for the Tate Trophy for Formula Ford and the Northern Sports Car Trophy for Mod Sports Cars as well as races for Special Saloons, Clubmans and Formula Libre. The first race is at 2-30 p.m. practice starting at noon.

For those who have never been to Croft, it is well worth making the trip to see the racing. The Autodrome is just past the village of Scorton and is signposted from the roundabout at the start of the Catterick by-pass on the A.1.

'E. A. DENNY' PRODUCTION CAR TRIAL 16th May

Earlier than usual this year is the 'Denny' for which regs are enclosed with this 'Circular'. Although the start and finish are once again at Masham the format has been altered slightly this year. The driving tests have been eliminated and most of the road sections so that now this is

purely a production car trial. Another important change this time is that the Denny is now a qualifying event for the Arnold Burton Trophy as well as the Pearce, Chippy and Ken Lee awards. Anyone who has not had a go at this ever popular event really should make the effort this year for it is one of the more pleasant days out in the Yorkshire Centre calendar being held in the picturesque countryside of Lower Wensleydale. Lots of marshals are required as usual and the man to contact here is Chief Marshal, Mike Wilson at Leeds 638392.

HAREWOOD MEMBERS MEETING 23rd May

Our May meeting at Harewood is run under a closed permit and is intended for home consumption in that our own members get priority when the entries open. This event is put on in the hope that as many local members as possible will enter but this does not mean that the big names will be absent. On the contrary we are expecting a high quality entry because there is an R.A.C./Shell Championship round at Barbon the day before and most of the quick boys will take the opportunity of having a go at Harewood whilst in this part of the world. This is a one day meeting and practice is on Sunday morning with the first timed runs at 2-15 p.m.

CROFT SPRING BANK HOLIDAY RACE MEETING 30th May

Our second Croft meeting is on Spring Bank Holiday Sunday as usual and, if it runs true to form, should have a capacity entry which means full grids and exciting racing. Regs for competitors are included with this Circular and the programme is the same as for the meeting earlier in the month. By this time the leaders are beginning to emerge in the various Championships and cars are at about their most reliable of any time in the season so that very close racing is ensured as competitors try to consolidate their positions before trouble crops up. It's well worth coming to support what is probably one of our best race meetings of the year.

SCARBOROUGH WEEKEND — 5/6 June

Enclosed with this Circular are the regs for our annual shindig by the seaside, the Scarborough Weekend. Another qualifying event for the Arnold Burton Trophy, this year's Scarborough is being run under a CLOSED permit which means that you do NOT require a competition licence to enter. All you need is to be a member of this or one other

Continued on page 12

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A YOUNG PERSON'S GUIDE TO MOTOR-RACE MARSHALLING

By TONY HODGETTS

Motor racing is a glamorous and exciting sport, and one from which a few talented and fortunate people make a good deal of money. But, like an iceberg showing only its tip, there is much of the sport which the outsider never sees. Apart from the many club drivers, and their mechanics and supporters, who put in enormous amounts of effort to keep their cars competitive (and the results are often far more entertaining to watch than the more expensive names) there exists a large organisation, almost completely amateur, to keep race meetings running. This is the best place to find out what racing is all about, for you can watch the experts in action, and learn the right and wrong approach to winning races without the need to first buy an expensive motor car. So, with apologies to anyone who might feel labelled by any of the descriptions, here is a brief summary of the marshalling scene for the benefit of the would-be marshal or the new member who wonders what it's all about.

Course Marshal. Often distinguished by a slight air of bewilderment, as it's his first job at a race circuit, and he didn't realise that he had to get up before dawn, and thought that he'd have plenty of time to have lunch. As he also thought that his lunch would be provided, and he'd have somewhere under cover to stand, he's cold, damp and hungry, because he came in a summer-weight suit with only a packet of bulls-eyes for nourishment. He's also got a stiff neck from looking in three directions at once at all the odd things that are happening around him. But those hardy souls who survive the first shattering experience may be distinguished by a strong and sprightly gait, from rushing about; large boots and several pairs of socks, to prevent rising damp and foot-rot; and some of the most eccentric and comprehensive wet-weather gear in Christendom. After a due period of apprenticeship, the course marshal may progress to the post of :

Fire Marshal who will be distinguished by his powerful muscles (have you ever tried to run one hundred yards in ten seconds carrying two foam extinguishers) and his air of confidence. The latter is probably assumed as he knows that he has a highly responsible job, and may well be saving a driver or a valuable car in the case of an emergency. He will be expert in the use of various types of extinguisher, and will also be well versed in spotting the signs of incipient conflagration and in the judicious use of boot or broom handle to uncover the seat of the fire. He will usually be heavily clad, and will have avoided nylon garments in favour

of wool, and be wearing strong gloves. As an experienced marshal, well versed in motor racing matters, he will eventually progress to become a :

Flag Marshal who can be distinguished by his piercing eye and weather-beaten visage. The former is required for instant recognition of small, fast moving objects which may, if he is lucky, be distinguishable by colours, but if he is not, he will have to pick out by the shape and stance of a few inches of driver heavily shrouded in the products of Nomex and Bell. The uninitiated may wonder why he can't just simply look at the number, but he's stood too often looking into a strong sun, with a force-ten wind blowing the tears out of his eye-corners to rely on anything as simple as that. Hence the ruddy windswept countenance. He will have become adept at deciding when a following car is about to overtake, so that the blue flag is given, and will probably have developed a sixth sense which enables him to have his yellow flag on the move before the accident has fully started to happen. When he has perfected his craft, he will bask in the favour of the drivers; if he persists in waving his blue flag at everything in sight, the drivers will probably acknowledge his signals by a combination of indifference and valedictory salutations, and his superiors will condemn him to the post of taking the sixpences in the ladies toilet. From the ranks of the flag marshals are drawn the :

Observers who are the eyes, ears, and hands of the Clerk of the Course while the meeting is in progress. They are responsible for the safety of all in their sector, and need an encyclopaedic knowledge of track conditions, driver performance, signs of imminent mechanical disaster, spectator control, and unfortunately need a working knowledge of first-aid, vehicle construction and destruction, and man management in times of crisis, for those times when things go wrong. They are notable for diplomacy, gained from years of dealing with obstreperous spectators, obtuse telephone operators, recalcitrant telephone hand-sets, and marshals who are sure they know a better way to do it. They need eyes in the back of their heads to see all that goes on, and three pairs of hands to operate the telephone, write the report, and take remedial action all at the same time. The observer has authority, which he must not abuse, and responsibility which he must fulfil. He must exercise discretion in what he does, and what he

Continued on page 16

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BARCounter

Hitting the headlines this month was **MIKE MYERSCOUGH** who got on the front page of the 'Evening Post' as well as some of the Nationals when his rather ambitious stag night failed to materialise. It was arranged that a week before his wedding to **VICKY DOWELL**, Mike would charter a plane from Yeadon to fly across to Hamburg for a Saturday night out returning about Sunday lunchtime. The plane was booked, most of the seats sold when, on the day before, the authorities in Hamburg decided that Germany was not big enough for them and a plane load of B.A.R.C. types intermingled with half the Leeds R.L. team and the odd Yorkshire Cricketer. They said that they did not like people boarding aeroplanes at Hamburg drunk — it is a wonder that this thought hadn't occurred to the authorities in Yeadon. However, undaunted by this setback arrangements were put in hand for a boat trip to Rotterdam but with time rapidly running out these plans were also abandoned and a rather quieter party was held at the Cow and Calf in Ilkley.

Two stories now of Yorkshire Centre Members who ventured south into the Smoke. Both had better remain nameless for obvious reasons. The first had just joined the Royal Automobile Club in Pall Mall which is subtly different to the organisation of which the average Joe Soap is an Associate Member. Our friend decided that it was high time that he made use of his membership

and arranged to meet his father there for dinner. After some deliberation he and his wife decided that their apparel should be elegant but not ostentatious and so they arrived at the appointed time. As they showed their membership cards the hall porter took one look before refusing them admission. 'Sorry sir', he said in sombre tone, 'ladies are not allowed in trouser suits'. Our hero's comments are not printable but he accepted the fact and they ate elsewhere that evening. A few weeks later he thought that it was time to try again and this time his wife made sure she had a skirt on — it was a mini, but a skirt nevertheless. Her husband put on a sombre suit with a roll neck evening shirt. Yes, you've guessed, 'Sorry sir, gentlemen must wear ties'. Nice to know that this sort of advanced thinking governs motor sport in this day and age.

The other gentleman was in London on business on his own and is not unknown for his outspoken comments on various subjects, not the least being the opposite sex. For his evening meal he went into one of the cafes in Leicester Square and the only available seat was opposite a young couple, the fairer of whom was, to say the least, well endowed. She wasn't used to eating out and proceeded to spill most of the soup down her front much to the embarrassment of her escort. At length she had to leave the table to clean up the mess and our Yorkshire member, to relieve the poor chap's embarrassment, started what would be a normal conversation north of Potters Bar. It went like this.



It could be a working party at any building site in Britain but is in fact the lunch break at last year's Scarborough Hill Climb.

(Photo Jim Johnstone)

"They're always the same first time out aren't they?"

"Y-y-y-Yes, how did you know?"

"You can usually tell when they're like that".

The poor man went crimson as he buried his fork in the next course, but before he could get another mouthful our hero commented "She's got a right pair of knockers hasn't she". At which the man grabbed his returning charge and fled from the restaurant.

One of the problems that beset the writer of this column is the distinct lack of information on the juicier bits of scandal from the more distant parts of the county. Apart from the fact that **MAGGIE CHADWICK** has been appointed assistant bursar at one of Sheffield University's Halls of Residence, there has been no news for ages from anywhere outside the normal editorial drinking haunts. This is Yorkshire, not China, and there are telephones and even a postal system of sorts so do let us know what is happening in your neck of the woods so that this poor man's Marge column can be a little more comprehensive.

SOAPBOX DERBY — HAREWOOD

A major departure from the usual sort of event at Stockton Farm was when the Wetherby Round Table put on a Soapbox Derby on Easter Sunday. The warmest day of the year preceded by an intensive advertising campaign produced a record crowd of 15,000 people — the traffic queue stretched into Leeds on one side and Pool on the other — but an unfortunate misunderstanding beforehand resulted in two of the car parks being plowed up and so a large number of people had to be turned away at the gates. Those that did get in were treated to an alarming display of skill and otherwise as the intrepid crews, one of whom steered and the other braked, hurtled down the hill under very little control through a chicane on the straight to finish in the farm yard. There were some who didn't quite make it round farmhouse which pleased the spectators no end and others smote the chicane rather hard, one crew doing a somersalt, fortunately without any lasting injury.

There were three crews representing the B.A.R.C. No. 1 was Andy Crowther and Peter Ditchburn who shared a vehicle which was either built, sculptured or created by the No. 2 crew of John Cockayne and Tony Armitage. The other vehicle was a real sleek racer driven by our former British Hill Climb Champion Peter Lawson with brake man also former Hill Climb Champion, David Hepworth. Class will always emerge and our two former champions were the first to break the forty-second barrier (an omen for the coming season?) and finally finished

but .06 sec. behind the eventual F.T.D. David holds the record up the hill and was within an ace of achieving a unique double. Our No. 1 team was not far behind at 43.39 secs. with the No. 2 lads less than a second behind them.

CADWELL PARK

As was reported last month Headquarters in London organised the Good Friday meeting at Cadwell which in fact means that Barry Bland was Secretary of the Meeting instead of Linda but otherwise things are much the same as at Croft or Harewood. Full reports of the event will be published in B.A.R.C. News and have appeared in both Motoring News and Autosport and so it is not the intention of this magazine to devote a lot of space to the actual racing.

It was the first time that your editor had ventured into Lincolnshire to this circuit and was pleasantly surprised to find that it is a real road circuit with lots of fast bends and steep hills but no really long straight for the fast boys to get wound up on. Facilities for spectators are very good in that you can actually see more than one tiny bit of track wherever you stand. There was no bar but the food was good compared to other circuits we could mention. The circuit itself was easy to find as it was signposted from the A.631 but the trouble was that there was nothing to tell one whether one was going north, south, east or west in the maze of country lanes when one left to come home. Your editor followed the line of traffic which contained quite a few people going to Yorkshire only to find that he was on the Lincoln road instead of the one to Bawtry which meant some cross country guess work before the right road was found.

It was early in the season but the entry lists were more or less full with some competitors down as reserves which augured for a good day's sport. This was not to be for in one race — the mod sports and special GT — there were but three Sprites and a G.T. car on the grid. One of the Sprites was very slow, the other two evenly matched and the G.T. car miles faster which made the whole thing a boring procession. Whilst it is appreciated that there are delays in the preparation of racing cars, it is just not fair to the paying spectators many of whom have come a long way to find that hardly any of the cars are actually racing. The onus to turn up applies far more to the bigger names than the average club driver but even so they should make some effort to honour their contract between themselves and the organisers or in turn not enter until they are certain of being able to start. The other way would be to

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charge a £20 entry fee and give everyone who starts their money back with those completing more than half distance another £5. This would result in far bigger grids and more reliable cars.

COMPETITION CHATTER

● The ending of the postal strike has brought in a number of invitations; unfortunately one or two of these arrived too late to receive proper publicity, for which I apologise to the organisers concerned. Those which have arrived in time to be worth including this month are:

May 2 62 Car Club of Scarborough have an Autocross at Stockhill.

8/9 Mablethorp & District Motor Club are organising their Wolds Rally.

9 Sheffield & Hallamshire Motor Club are promoting an Autocross at Wickersley, Near Sheffield. This event is part of the East Midlands Autocross Championship.

Hagley & District Light Car Club are organising a Restricted Hill-Climb at Loton Park near Shrewsbury, which is a round of the Castrol/B.A.R.C. Championship.

July 4 Advance reminder — Huddersfield Motor Club have a Hill-Climb at Scammonden Dam.

Also on this date the Bugatti Owners Club have a team Hill-Climb at Prescott. Anybody interested should contact Mike Wilson.

● We have heard from the Huddersfield Motor Club that they have had to cancel their Hill-Climb due for 2nd May.

● Now the latest from the F.I.A. — the fitting of 15 watt tail lamps is now mandatory for all single seater and Groups 5, 6 and 7 cars; it is hoped that these will be self-contained dry battery operated units. Race regulations will specify that they must "be switched on at the request of the organisers". There will be no prizes awarded for the suggestion of a suitable signal. Note also that all vehicles other than single seaters must carry two forward facing headlights and two rear lights all operative. The single-seater lighting will not apply to Hill-Climbs, but the remainder does (See AA.3(d) of the Speed Events Classes leaflet).

● The National Trials Car Formula has been amended to allow a maximum tyre section on driving wheels of non-production cars of 165 x 15 (560 x 15), mounted on wheels not exceeding 4½J; Michelin or Semperit mud and snow tyres are now

allowed subject to these provisions. Only one grab handle is now allowed forward of the passenger seat.

A.J.H.

SCARBOROUGH WEEKEND—continued

of the co-promoting clubs to qualify for what is our best competitive as well as social event of the year. Once again the format is as before with ten good driving tests on the way over to Scarborough followed by a party in the Prince of Wales Hotel on the Saturday night and then another ten tests around Scarborough on the Sunday. Derek Clark, who is Clerk of the Course again, emphasises that there will be no car damaging tests at all and that there will be none that favour any one type of car. Everyone is in with a chance on this event where driving skill is the main criterion and, of course, you are only competing against cars in your own class on a figure of merit basis.

An army of marshals is required as usual, particularly on the Saturday, and any one who would like to help would they please get in touch with David Easthope at Leeds 73155 (day) or Otley 3964 (evenings).

The social arrangements in the capable hands of Chippy Stross should be well up to standard for he has arranged a dance at our new headquarters hotel, The Prince of Wales. Already booked is a group and a discotheque who will start around 9-00 p.m. and the whole thing should end about 1-30 a.m. next morning. A small cover charge will be made to defray expenses and this will be 30p per ticket which are available from the Centre office, at signing on, from any committee member or, for those who like to leave things to the last minute, at the door. We have a block booking at the Prince of Wales and the tariff is as follows:

Bed and Breakfast	£2.50
Dinner, Bed and Breakfast	£3.50
Private bathroom extra	.50
Service charge	10% on all accounts.

Bookings should be made direct with the hotel — The Prince of Wales Hotel, Scarborough. Tel. Scarborough 66601, mentioning the B.A.R.C.

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each; Set worn pads, shoes (1800) 50p; 1800 cam-shaft 50p; Pr. 9 x 1¾ rear brakes, backplates, drums £1.50; Two Mini cyl. heads, machined £1.50 each; 450 GPH sea water pumps £7.50; 1800 engine crossmember/absorber £1; Pr. 7" Mini wheels, R7 covers, racing tubes £10; Pr. 5½" Mini wheels £2.50; Electric cig. lighter £1.

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18th May**

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CASTROL/B.A.R.C. HILL CLIMB CHAMPIONSHIP

After the first two rounds at Pontypool and Loton Park, the leader board of this season's Castrol Championship shows a distinct bias towards the white rose with six out of the top ten being Yorkshire Centre members. There is a long way to go but the leaders to date and other Yorkshire placings are as follows :

1. C. Seaman 17.72	17. J. Thompson 10.18
2. N. Porter 16.32	20. E. Spencer 9.88
3. C. Cramer 15.68	23. J. Robinson 8.87
4. R. Speak 15.43	24. J. Thompson 8.03
5. M. Bartram 15.41	25. D. Hepworth 7.76
6. R. Jones 14.94	26. M. Allan 7.62
7. M. Flather 14.82	27. S. Robinson 7.08
8. T. Smith 14.34	33. R. Thwaites 6.25
9. D. Franklyn 14.10	38. A. Jackson 4.77
10. F. Aston 13.92	45. P. Ripley 3.43
16. S. Smith 10.67	

CASTROL/DUNLOP QUIZ

After safely disposing of the opposition in Yorkshire our quiz team set off for the Inter-Area Finals in Derby which were, in fact, the quarter-finals of the whole competition. Instead of having two teams there were three all competing against each other in three separate sessions with a representative from each club taking it in turn to be chairman. Representing us as usual were Chris Winder, Roy Battye and David Scatchard whilst the other teams were from Birmingham University and Cheadle (Staffs.) Motor Club. Unfortunately our team were beaten to the buzzer by the egg-heads of Birmingham and also got some very difficult bonus questions so that they were eventually beaten by 920 points to 635 with Cheadle just behind at 565. In the grand finals the eventual winners turned out to be Liverpool M.C.

Our thanks go once again to our team for the splendid way that they upheld the reputation of the B.A.R.C. in this inter club competition.

ANNUAL GENERAL MEETING

Lack of space this month means that only brief details can be given of our annual demonstration of democracy in action when you, the fully paid up members came along to the Metropole in Leeds to grind your axes. The Officers were elected from the committee nominations as laid down in our constitution and the only change was that Derek Clark stood down as Vice Chairman and Bruce Moss took over. On a ballot the retiring four committee members, Derek Clark, David Stead, David Lincoln and John Holroyd were re-elected for

a further term of three years. In any other business the subjects discussed ranged from twelve car rallies and social club nights to the deplorable lack of bar facilities in the room for which the Chairman offered his apologies. That the committee do, in fact take note of your wishes can be seen by the announcement of the club night at Cawthorne in May requested by the Sheffield contingent.

AWARDS IN 1971

Once again Barbara Mason has undertaken the colossal task of purchasing all the awards won by competitors this season and having them suitably engraved. For those who have won a lot in the past few seasons it is a problem for Barbara to find something new and quite a few competitors are now asking her to tot up the value of all awards won in the season and taking one good prize at the end instead of lots of identical tankards. If anyone else who feels that they may be in the money this year would like to adopt this system, would they please have a word with Barbara as soon as possible so that she can make a note of it. The phone number is Collingham Bridge 2789.

MARSHALLING—continued

reports, for if he reports every petty incident he will tend to become a nuisance, but if he fails to report a significant matter he may lose a chance to prevent an accident. When he has passed through this refining process he may eventually become an :

Official of the Meeting. Now all marshals out on the course know that the layabouts in Race Control only come out when the sun is shining, and sit in their refuge surrounded by gorgeous telephone operators, drinking coffee and telling jokes. But closer examination reveals that all have worried frowns, permanent tension, and are distinctly short of hair in the main. This comes from the feeling that everyone out on the circuit is not telling them what is going on; and the wish to be back out there where all is clear-cut, and you are not involved with running to time, keeping the telephones working, pacifying irate competitors, and all with the overall worry that something might go wrong at any moment. The tension is best revealed by a tendency to rush out in a body to black-flag any miscreant, for at least they then get a chance to do something themselves, instead of sitting, praying that everybody else does it right.

We'll try to examine, at some future date, what makes the specialist tick — the pit marshals, paddock marshals, timekeepers, commentators, etc. Only one thing is simple. We know what makes a scrutineer tick already.

BRISTOL BOATS

AMSTERDAM 3 hrs.	—	2nd Overall
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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:—

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Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date 1971	Event	Status	Centre Annual Competitions
9 May	Croft Spring Race Meeting	Restricted	NK
16 May	E. A. Denny Rally	Closed Jt.	NCKA
18 May	Club Night — Spencers Arms — Cawthorne.		
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.

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