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YORKSHIRE CENTRE CIRCULAR

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FEBRUARY **72**

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March is upon us and with it comes the spring and another exciting season of motor sport. It doesn't seem to be more than a few weeks since I was writing that the long winter lay off had started and, judging from the comments of quite a few competitors, a lot of midnight oil will have to be burnt to get cars ready before our first hill climb.

Given luck with the weather, this could be our best season ever for all types of event. On the hills, round the circuits and off the road, news keeps coming through of more and more people either keeping their last year's car and fettling it still further or going out and buying something in a determined effort to have a really successful year. This augurs well for our sport and shows how unique we as motorists are, for competitors and organisers in other clubs as well as our own are prepared to put their backs into it and raise the necessary cash for the sport to succeed. For once we have no gripe against the government whoever is in power, unlike the pathetic pleadings of various athletes who parade weekly on T.V. to tell us that they won't win any medals because Heath or Wilson refuse to provide the money. Thank goodness the motor racing fraternity realise that no government can legislate for talent that isn't there already.

COVER PICTURE

The Windmill crowd seen at Harewood last year. Have you a picture of YOUR crowd? If so we would be delighted to publish it during the season.

(Photo. Chris Riall)

Forthcoming Events

Castrol Quiz — 2nd March

In the third round of the Castrol Quiz our team — David Scatchard, Paul Hargreaves and Roger Ellis went down to Lincoln where they quite handsomely beat the Lincoln Light Car Club by 1210 points to 210. This now puts them into the area semi-final against the North Midland Motor Club at the De Lacy clubhouse, Knottingley (just off the A.1 by the Brotherton Fox flyover). The other semi-final will be between the Ilkley and District Motor Club and the Castleford Motor Club.

If we win the semi-final then the final will be held at De Lacy clubhouse a week later — the 9th March and if we are successful there we go forward to the Inter area finals on the 24th March at the Pennine Hotel, Derby.

Our team have done really well to get so far in this competition and we do hope that as many of you as possible will come along and support them in Knottingley.

Club Night — 6th March

For the Club night this month we venture south again for a pint and natter at the Spencers Arms, Cawthorne, Nr. Barnsley. We expect to see the usual South Riding members in their droves as well as a fair selection of North of the River types now that the days are getting a little longer. Things generally get under way about 9-00 p.m.

Sleuth's Mug — 12th March

The first competitive event of Jubilee year is the Sleuth's Mug which this time will take the form of a treasure hunt. The start will be at the Wharfedale Hotel, Arthington, from 2-00 p.m. onwards and then there will be a gentle run of some 40—50 miles to the finish at the Drovers Arms, Bishop Thornton where tea will be available from 4-00 p.m. This year's organisers are last year's winners, Brian and Janet Kitching, who say that all the clues will be given at the start and, whilst no maps are necessary, the whole event is on sheets 96 and 91.

The emphasis is on a family day out with no need for furious driving and we do hope that you will all turn up to get the season off to a really flying start. Entries should be made at the start and the fee is a modest 50p.

Club Night Film Show — 14th March

The last social club night of the winter season will be another of Mike Wilson's ever popular film shows at the Bramley Liberal Club, Hough Lane,

Bramley, Leeds, Mike has a good selection of new films to show and the evening starts at 7-30 p.m. prompt. There is no charge to come in but a silver collection is taken at the door to help defray expenses.

Jubilee Jump — 17th March

The opening event of the Jubilee year is the Jubilee Jump dance at the Collingham Village Hall. This promises to be a first class rave up with the Disco Dine discotheque providing music from 9-00 p.m. until 1-00 a.m. — the bar remaining open until 12-30 a.m. Included in the price of the ticket, 50p, is as much free food as you can eat but there is a problem here. We are restricted to 250 tickets which means that you should apply to Linda as soon as possible to avoid disappointment.

Annual General Meeting — 28th March

On another page is the formal announcement for this year's Annual General Meeting which is a most important one as there are several vacancies on the committee this time. It is in the interests of all members to make a special effort to attend this time as we want to be sure that the new committee is fully representative of the Centre as a whole. There are eight vacancies on the committee this year — the most that there has ever been — and we invite nominations from members for people whom they think would be suitable.

It is only fair to point out just what is involved in being a committee member for it is rather more than just walking round the beer tent at Harewood with a blue arm band on. All committee members are expected to take a major part in the organisation of at least one of our events. This can be, for newer members, assisting on the Scarborough or Greenwood, the dances and social events or organising a club night. The main thing being that we are not looking for anyone in an advisory capacity, we want those who are prepared to help the existing overstretched team who have got a very ambitious programme to get through this year. By the number who turn up now to help we know that there are more than enough of you, so if you feel like a challenge and are prepared to shoulder responsibility, stand next month at the A.G.M.

Club Night — 4th April

Our first competitive club night this season will be an indoor Autotest meeting in the underground car park at Montague Burton's Hudson Road factory. Organised by Arnold Burton and Mike Wilson, this promises to be a first class evening out, more details of which we will publish next month.

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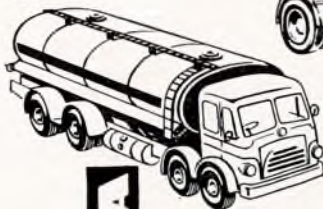
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Some of you may remember that last year we published a road test of the editorial Toyota and that our main criticism was the complete lack of grip of the tyres making the ride in the wet somewhat exciting. Just before Christmas these tyres were about bald — in only 12000 miles— and they were replaced by a set of Michelin ZX radials. It is quite staggering just what a difference tyres do make, for the car is now far better in the wet than it ever was in the dry before. It used to wander on straight country roads and nothing could be done to cure it but now it is a different car and, whilst you could not say that the handling is up to Lotus standard, it is certainly more acceptable than it was.

It is one thing to handle well in the wet but quite another is snow. This I found out to my cost during the bad spell at the beginning of the month. Popping out for a drink things were a lot worse than they looked from the safety of home but there seemed to be plenty of grip on the long hill out of the village. It was too bad for any sort of speeding but even at 15 m.p.h. it proved virtually impossible to steer especially on the downhill bits. The tendency for the back end to come round was quite alarming and, of course, it did eventually, sending the car into a ditch at the bottom of which was an unfriendly telegraph pole. It didn't take much deduction to realise that in the blizzard I was there for the night and a bit of quick

forward and backward rocking got me out of the telegraph pole but deeper into the ditch and hedge. A passing motorist stopped and offered to push which I thought would prove to be rather a waste of effort but when he did I found all the grip that I needed on the back wheels and drove out with no trouble at all.

At the beginning of the month our friends from SHELL threw a small dinner party to celebrate DAVID HEPWORTH'S victory in last year's Shell/R.A.C. Hill Climb Championship. There they presented David with a small replica of the trophy and also, as a mark of appreciation for all the work that he has put into hill climbing, they gave a similar one to our Chairman MIKE WILSON. A very pleasant gesture to two well deserved recipients.

Whilst on the subject of hill climbing, Shell tell us that they have purchased a caravan which will tour all the events that they sponsor during the season. It's first appearance is scheduled for our Spring National meeting at Harewood where we hope to be able to sample the hospitality.

Those of you who are looking for someone to tune your motor in North Leeds may be interested to know that RICHARD SUTHERLAND is back in the area with a workshop just off Harrogate Road at the rear of Howard White's Rally and Speed Shop. He does all types of tuning and servicing and would like to get in touch with his old friends again.

Continued on page 21



*At the Shell presentation are Terry Rundle, Bill Halls, Mike Wilson, David Hepworth and Joe Broadhurst.
Photo: John.*

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ANNUAL COMPETITIONS

RULES FOR THE 1972 SEASONS ANNUAL COMPETITIONS AND AWARDS OF ANNUAL TROPHIES

The Committee have decided to make a number of basic changes to the rules for the 1972 Annual Competitions. These changes have been introduced to simplify the marking of the competitions and to remove the degree of ambiguity which existed in the present rules.

Throughout the Season current positions in the various competitions will be published in the Centre Circular and any queries should be directed to Linda Thornton, B.A.R.C. Yorkshire Office, 6 Sidney Street, Vicar Lane, Leeds 2.

GENERAL — ALL COMPETITIONS

The events for which marks in the Annual Competitions may be awarded are detailed in the Centre programme in "Dates for Your Diary". With the exception of the Chippy-lola Vase, marks will not be gained for any additional event which may be added to the calendar as the season proceeds.

In order to obtain marks in a National or Restricted event promoted by the Centre, entry must have been made in the name of the B.A.R.C. and marks will be awarded in the scale printed below to B.A.R.C. members according to their placings relative to all entrants.

Where an event is promoted jointly with other clubs, marks will be awarded only to those members who have stated on the entry form that they are members of the B.A.R.C. although they may also enter in the name of another club in addition.

Where regulations permit a member to enter more than one class in an event, only the highest mark scored will be awarded, i.e. one member, one event, one marking.

Should any of the dates of events be altered for any reason, marks will be only awarded for the event if 21 days notice is given in the "Yorkshire Centre Circular".

All intending competitors must enter for the various Annual Competitions — for which purpose a form will be available — by not later than 31st March, 1972. New members joining after that date may enter up to 31st July, 1972.

An entry in the annual competitions does not guarantee or imply acceptance of any entry in individual events.

THE "PEARCE TROPHY"

In each year there will be a competition for the "Pearce Trophy", presented to the club in 1952 by A. S. Pearce. Marks will be gained by Yorkshire Centre members on the scale given below for marshalling, competing or organising; and the member scoring the highest number of marks in

each year will be awarded the "Pearce Trophy", which will be held for one year. There will also be a Runners-up award for the member placed highest in this competition who has not won any other award during the year in any of the events listed.

The maximum number of events for which any member can obtain marks shall be Four events less than the total number of events listed and which actually take place, and at least Two events of which **must** be Hill Climbs.

1. B.A.R.C. members who enter events divided into classes will be marked as follows :-

	Marks
First 5% in Class	7
Second 5% in Class	6
Third 5% in Class	5
Fourth 5% in Class	4

In all events the minimum figure for any 5% shall be one member, provided there are at least five entrants in the class. If there are less than five entrants, the first in class will receive 2 marks plus the number of entrants in that class; other placings will receive marks pro-rata.

2. If an event does **not** contain classes, marks will be awarded on a General Classification basis as follows :-

	Marks
First Overall	7
Second Overall	6
Next Best 5%	5
Second Best 5%	4

3. A competitor will only count the highest mark gained in any class, in any event. A race meeting is one event.
4. The following marks will be credited automatically for participation or assisting on events providing that the name and initials of each member participating are entered clearly and legibly on the appropriate signing-on sheet :

	Marks
(i) Finishers on event	3
(ii) Starters who do not finish	1
(iii) Passenger/Navigator in an event where the carrying of passengers is compulsory . . . The same marks as for the entrant.	

Where more than one passenger is carried in one car any marks in excess of 3 will be divided equally among the passengers.

Continued on page 10

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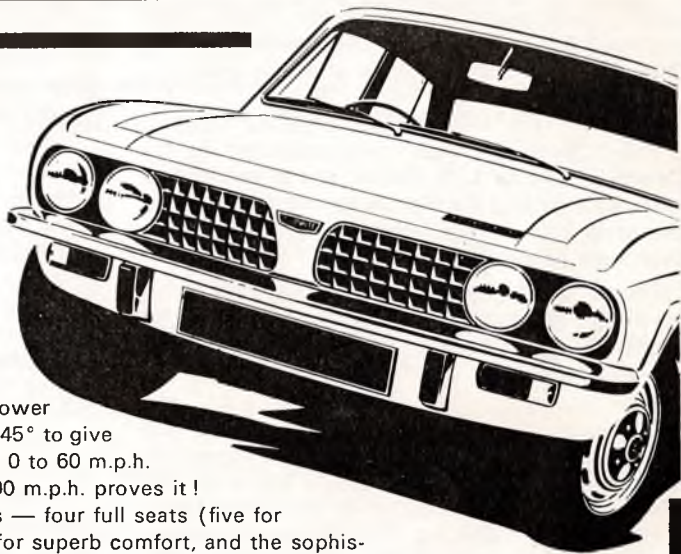
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ANNUAL COMPETITIONS—cont.

- (iv) Organising an event 7
(Limited to two organisers per event and two events per annum each member).
- (v) Assistant organiser 4
(Organisers in addition to the two mentioned in (iv) on any event and organiser acting for the third or fourth time in the competition year).
- (vi) Marshals on a scheduled event ... 3
(Subject to offer to marshal being submitted by the day prior to the event).

No member may gain marks over 3 for being an organiser or additional organiser for more than four events per year.

The above marks are credited automatically for participation or assisting on events, provided that the names and initials of all members are written clearly in capitals on the signing-on sheet.

THE "FIRTH BOWL"

The Firth Bowl was presented in 1955 by the late Harold Firth and until 1965 was awarded annually to the member gaining the highest number of marks for navigational skill on Centre events.

It is now awarded annually to the lady member gaining most marks in the Pearce Trophy competition, the Bowl taking precedence over the Consolation Award should the situation arise.

THE "CHIPPY-IOLA VASE"

The "Chippy-Iola Vase" was presented to the Centre in 1954 by L. S. Stross, and is awarded to the couple gaining the highest number of marks on the scale below. The Vase will be held for one year from presentation.

This competition is no longer restricted to married couples only — any man competing in the qualifying events with the same female passenger throughout the season is now eligible for the "Chippy-Iola Vase".

Marks are gained irrespective of whether the membership is in the name of the man, or woman, or both. Marks can only be gained where couples marshal or compete together in the same car in events where the carrying of passengers is required and are credited automatically so long as the entry has been in the name of the man or woman, i.e. a couple are not eligible for marks for competing in any event unless one of the partners is an entrant.

It will be the responsibility of all couples to ensure that the Organisers of an event are informed that they are competing or marshalling together on an event.

Marks are only awarded for organising or marshalling if the couple concerned volunteer to marshal before the day of the event.

The Stone Trough trial will no longer count as a qualifying event.

ALL qualifying events count towards this trophy.

In events divided into classes, the class results will be expressed on a figure of merit basis and marks will be awarded on the following scale :-

Marks	
8	Couple with the highest figure of merit ...
7	Couple with second highest figure of merit
6	Couple with third highest figure of merit
5	Couple with fourth highest figure of merit
4	Couple with fifth highest figure of merit
3	All other couples finishing in the event
1	Couples starting but not finishing an event
3	Couples marshalling together for the whole of the duration of an event ...

In an event with no classes marks will be awarded on a General Classification basis using the above scale i.e.

Marks	
8	The highest placed couple in an event ...
7	The second highest placed couple
	etc.

Except that if one or more persons aged 16 or over are carried in the car in addition to the couple then 2 marks will be deducted from any marks gained in excess of 3 marks except that all finishers will gain at least 3 marks.

Where an event contains no General Classification the class results will be expressed on a figure of merit basis and the above scale of marks applied.

THE RONALD HUDSON MEMORIAL TROPHY

This Trophy was presented in 1967 by member friends of the British Motor Racing Marshals Club and the Yorkshire Centre to perpetuate the memory of Ronald Hudson who died earlier in the year. The Trophy will be awarded arbitrarily to the Marshal making the greatest contribution to the running of the Centre's events during the year, and cannot be awarded to the same person more than once in three consecutive years or to a person who has won another major award in one of the annual competitions during the same Season.

Officers of the Centre and full and co-opted members of the Centre Committee are not eligible for this award.

THE "KEN LEE" TROPHY

The Ken Lee Trophy presented in 1965 will be awarded to the driver gaining the highest number of marks in four less than the total number of qualifying events in which the skill of the driver is of paramount importance. Marks will be awarded on the same basis as in the Pearce Trophy Competition.

Continued on page 20

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INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31st OCTOBER, 1971

1970	EXPENDITURE	£	£	1970	INCOME	£	£
	Yorkshire Centre Circular :				Revenue from Centre Events :		
	Cost of production including postages ...	1,761-48			Competitors Entrance Fees ...	5,133-74	
676	Less Advertising Revenue ...	961-00	800-48		Sponsorship ...	1,950-21	
155	Office Rent, Rates, Lighting and Heating ...		176-42	14,297	Gate money, programme sales, etc. ...	10,144-56	
845	Clerical Assistance ...		848-22				17,228-51
135	Insurances ...		127-29		Contributions from Headquarters towards		
775	Postages, Telephone, Printing and Stationery		826-02	733	expenses for the year ...		783-25
121	Sundry Expenses ...		117-53	15	Profit on sale of Insignia ...		65-39
	Centre Events :			36	Bad debts recovered ...		—
	Expenses ...	9,519-86					
10,507	Prizes and Awards ...	3,163-96	12,683-82				
118	Club Property — Amount written off in year		211-58				
	Harewood Hill Climb Course :						
1,076	Amounts written off and spent in the year		1,668-14				
350	Contribution towards initial cost of road		350-00				
7	Loss on Dinner Dance ...		41-53				
	Bad Debts written off or reserved :						
	Advertising, etc. ...	175-36					
256	Events ...		—				
			175-36				
60	Excess of Income over Expenditure						
	for the year ...		50-76				
<u>£15,081</u>		<u>£18,077-15</u>		<u>£15,081</u>		<u>£18,077-15</u>	

BALANCE SHEET AS AT 31st OCTOBER, 1971

1970	CAPITAL AND LIABILITIES	£	£	1970	ASSETS	£	£
	Capital Account				Club Property :		
	As at 1st November, 1970 ...	2,317-81			As at 1st November, 1970 ...	745-00	
	Add Excess of Income over Expenditure				Additions during the year ...	180-58	
2,318	for the year per Income and	50-76				925-58	
	Expenditure Account ...		2,368-57		Less amount written off the value during		
975			—	745	the year ...	211-58	
	Members' Loan Account ...						714-00
	Sundry Creditors :				Work at Harewood Hill Climb Course :		
2,589	Sundry Expenses ...	2,214-04			As at 1st November, 1970 ...	1,900-00	
759	Awards and Prizes ...	1,319-30			Additions during the year ...	418-14	
244	Balance due to Headquarters ...	—				2,318-14	
			3,533-34		Less Amount written off the value of the		
				1,900	course for the year ...	1,668-14	
							650-00
				444	Stock of Club Badges, Transfers, Ties,		
					Awards, etc. ...		492-75
					Sundry Debtors :		
				1,031	For advertising in Yorkshire Centre Circular,		
					Programmes, etc. ...	977-89	
					Less Bad Debts Reserve ...	227-76	
							750-13
					Headquarters for balance of Contribution etc.		620-08
				733	Sundry Debtors re Centre Events, etc. ...	1,108-75	
					Less Bad Debts Reserve ...	—	1,108-75
				1,906	Cash at Bank — Barclays Bank Ltd.		
				126	Current A/c ...		1,554-02
					Cash in Hand ...		4-18
<u>£6,885</u>		<u>£5,901-91</u>		<u>£6,885</u>		<u>£5,901-91</u>	

We have audited the above Balance Sheet with the books and vouchers of the Centre, and certify the same to be in accordance therewith and correct to the best of our knowledge and belief.

Dated this 2nd day of February, 1972.

Penine House,
6 Russell Street,
Leeds,

C. PERCY BARROWCLIFFE & CO.

Chartered Accountants.

TREASURER'S REPORT ON ACCOUNTS FOR THE
YEAR TO THE 31st OCTOBER, 1971.

Without looking back through past balance sheets, I am sure that one record we can claim this year is the highest ever turnover, which was over £20,000 but if I follow this with the fact that our profit was only just over £50 or only a ¼% of turnover, you will realise that luck with the weather continues to be an important factor in the club accounts.

Your committee decided to take a bit of a gamble with extra promotion costs at two Harewood meetings and it proved to be worthwhile in that although our total expenses on centre events increased by approximately £1,900, our income from the paying public increased by approximately £2,100 and, partly because of the bigger crowds, our Sponsors contributed £500 more than last year.

As forecast, last years expenditure on nearly all unavoidable expenses increased, but I think we must congratulate everyone concerned that the increases were very small.

In spite of the increased cost of postage, Bob managed to keep the total increase in cost of production and postage of the 'Circular' to only £150 more than last year and as we received £25 more in advertising revenue, the nett increase was only £125.

The total increase in cost of rent, rates, light, heating, clerical assistance, postage, stationery, telephone and sundries was only £72 and (thanks to Harry) general insurance actually cost us £8 less.

As mentioned above, the £9,520 spent on centre events was £1,900 more than last year and also the cost of prizes and awards was £292 greater at £3,163.

The amount written off club property in the year consists of £132 spent on expendable items such as ropes, fire extinguishers, repairs and improvements to the switchboard, etc. and £74 being a further 10% written off the written down value of such items as the bus and timing equipment.

The amount spent on the course at Harewood this year was £418 and, in addition, we decided to write off a further £1,250 of the cost of resurfacing the Hill in 1968, so that with a little bit of luck, we

Continued on page 21

ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the B.A.R.C. (Yorkshire Centre) will be held at the Hotel Metropole, Leeds at 8 p.m. on Wednesday 28th March, 1972.

By Order of the Committee.

H. C. MASON,
Hon. Secretary.

AGENDA

1. Minutes of Annual General Meeting held on Wednesday, 24th March, 1971.
2. To receive the reports of :-
 - (a) Chairman
 - (b) Hon. Treasurer
 - (c) Hon. Secretary
 - (d) Hon. Competitions Secretary
 - (e) Hon. Social Secretary
3. To elect the Officers and Committee for 1972-73
 - (a) Chairman
 - (b) Vice-Chairman
 - (c) Hon. Treasurer
 - (d) Hon. Secretary
 - (e) Hon. Competition Secretary
 - (f) Hon. Social Secretary
 - (g) The requisite number of Committee members.
4. To transact any other business which may properly be dealt with at an Annual General Meeting of the Centre.

OFFICIALS FOR THE YEAR 1971-1972

Vice-President : A. J. Burton 5
Life Member of Committee : E. D. Clark 10

OFFICERS (who retire)

Chairman : M. S. Wilson 11
Vice-Chairman : B. W. Moss* 7
Hon. Treasurer : M. H. Whaley 9
Hon. Secretary : H. C. Mason 11
Hon. Competitions Secretary : A. J. Hodgetts 9
Hon. Social Secretary : L. S. Stross 10

COMMITTEE

Retire 28th March, 1972

J. M. Busfield 7
J. Johnstone 10
R. A. Riall 9
P. J. C. Griffin 6

Retire 1973

D. N. Townsend 10
R. Soper 10
J. R. Hardcastle 10
D. Easthope* 8

Retire 1974

D. P. Stead 7
J. D. Lincoln* 7
J. M. Holroyd* 8
E. D. Clark* 10

*During the year E. D. Clark was made a life member of the committee and D. Easthope, J. M. Holroyd, J. D. Lincoln and B. W. Moss resigned from the committee.

(Figures in brackets indicate attendance at Main Committee meetings during year out of possible 11).

Nominations are required for Committee members. In accordance with Rule 12 of the "Rules for The Conduct of Centres" drawn up by the Club Council under Article 39 of the Articles of Association of the British Automobile Racing Club Ltd. the Yorkshire Centre Committee makes the nomination for Officers.

In accordance with the rules for The Conduct of Centres, the Committee have made the following nominations for Officers for 1972-73 :

Chairman : M. S. Wilson
Vice-Chairman & Hon. Sec. : H. C. Mason
Hon. Treasurer : M. H. Whaley
Hon. Competitions Secretary : A. J. Hodgetts
Hon. Social Secretary : L. S. Stross.

Nominations for vacancies to the Committee must be made in writing with the knowledge and consent of the nominee and be duly proposed and seconded by two members of the Centre. Nominations must be sent to reach the Hon. Secretary, H. C. Mason, Smithson, Mason & Co., 4 South Parade, Leeds 1, by Tuesday, 21st March, 1972.

Under Item 4 of the Agenda time is allowed for discussion of other business members may wish to raise. It is helpful, especially where explanations or answers requiring research into records, etc. are required, if advance notice is given of such questions.

Guyson Sandblast Trophy

Following his defection to General Motors last season, Castrol/B.A.R.C. Hill Climb Champion, Jim Thompson felt that he would like to do something for those who have remained faithful to his first love — the Jaguar. He has donated a trophy and annual replicas to be awarded to the driver who puts up the fastest time of the season at Harewood driving a Jaguar car. This must be a car manufactured by Jaguars i.e. 'C' type, 'D' type or any 'E' but cars merely with Jaguar engines like Listers and H.W.Ms would not be eligible. The trophy will be called the GUYSON SANDBLAST TROPHY and we all thank Jim for his generous gesture.

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.



BUILDING A TERRAPIN

By GRAHAM A. SMITH

It is about two years since I asked Richard Sutherland how much he wanted for his Sprite and decided to build a Terrapin. My wife had bought me the book for Xmas, (now wishes she hadn't) and as she points out we wouldn't have met the thrush family but for that, still there are snags to everything. I had built three cars previously from body shells but at first I viewed racing car building as very technical, however for anyone who's built a model aeroplane it is simple enough.

I was not convinced until I'd welded 6 or 7 tubes together, but started with the feeling that there is only £6 of tube if I can't do it. Tube is easy to get hold of, it's getting the gas bottles into your car and hoping your boss doesn't miss them for 9 months that is the problem.

The frame appears quickly, it's the little brackets that take time, however Allan's book has plenty of pictures and once he knows your building one he gives all advice possible (ensuring of course that your frame is heavier than his!) Having done the glueing together bit, it takes a while to collect and recondition all the dead Mini bits. It's really best to do this bit first as some parts are useful in determining where certain brackets should go particularly if your deviating from the plans. Mine is identical to Allan's frame, as I doubted my ability to make it work if I altered anything. However most Terrapin builders make them longer, and with simpler bulk heads.

The sides of the car are aircraft spec alloy sheets and these are put on with 859 pop rivets, a King Klick and 10 blood blisters. Fastening on all the mechanical bits is not difficult but time consuming. I worked three nights a week and most weekends from March to the night before Castle Howard in October of 1970 to complete the car.

It ran at Castle Howard and was the only car to throw 8 pints of Duckhams on the track and with the help of that bit of gamesmanship it wasn't last.

As the photo's indicate most Terrapins (but for Allans and Richards) have similar Fibreglass nose sections as Bob Coates now has a mould for it. This solves what could be a big problem trying to chop up an ex-Lotus one.

Since Allan and Richard built their cars some five or six years ago many Terrapins have been built in this country and abroad, one bloke in Australia can't go wrong, winning races, straight from the word go. The success of Allan's car is

well known, his international sprint records being a great credit to his own tweaking.

Allan put my car on a stand at the 71 Racing Car Show to promote his book "High Speed Low Cost" and Richard's Plans, this proved to be a great success as we discovered many people who were already on with cars as well as those who bought plans and books and leapt off to pull their Minis to bits. Due to the interest Messrs. Stainforth and Blackmore thought it a good idea to start a register of Terrapin builders and this has now over 60 members. A monthly bulletin keeps everyone informed of latest mods, what others are doing, etc.

So what's it all cost? Well as much as you like, really, mine cost approximately £250 (depends on how many new bits you use) and that includes a standard 1071 'S' unit, admittedly I'm cheeky and must thank people for odds and sods especially Keith Hardy of Scarborough Racing for wheels, etc. and Dave Calvert. But at say £250 to £350 Terrapins must be the cheapest cars at Harewood. For anyone who feels he can't weld up a frame then Bob Coates can produce a Jig built one if he's talked to nicely. But I couldn't weld before I started and nothing dropped off yet. My engine was straight out of a 65 Mini and bog standard but for cam and Weber, but even this was sufficient to give 0—106 m.p.h. in 14 secs. at Elvington, so you can tell it's enjoyable motoring without expensive tuning. I'm doing the jungle juice bit this season with a blower but from what I've seen so is the rest of the old Class 16!

Heaven knows the Class is big enough, but let's have some more Terrapins, pull your Minis to bits lads!

COMPETITION CHATTER

● The powers that govern motor racing have chosen in their wisdom to alter the code of flag signals. Now I'm all for changing things to make them better, and if all other things are equal, simplification means an improvement. However, in the present critical climate of opinion where race safety is concerned, it seems to be bordering on the idiotic to abolish the use of the oil flag. I hope some of our regular racing drivers will give their views in the correspondence column, for from the other end of the flag it has always seemed to me that the oil flag is the most universally respected signal of all, and that a prompt and well-used oil

Continued on page 18

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.

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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.

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17th March

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THE CENTRE OFFICE**

FOR SALE

One very unhappy M.G. A 1500 Coupé Circa 1955. Purchased and transported at great expense (i.e. non-runner) for restoration. Complete with spare engine and rear axle, etc. Good Investment (see

last month's circular on shopping for a classic car). Genuine reason for sale! Offers to Tony Armitage at Leeds 40204 (day) Windmill Inn (Evenings) or Boston Spa 843568 (?)

1947 Triumph Roadster, new hood, rechromed, M.O.T., and taxed. Fitted Riley 2½ litre engine. More of a classic car than the M.G. A's mentioned last month, and cheaper!' A. de Heveningham, No. 3 Holding, Bukehorn Road, Thorney, Peterborough. Tel. Thorney 348.

Ford Anglia Hill Climb and Sprint Car. Full light-weight shell, all possible modifications, fitted with V8 Daimler Dart 2500 c.c. engine and box. With trailer. £350 o.n.o. Part exchange possible. Chris Sutcliffe, 32 Woodlands, Todmorden, Lancs.

MARCH CIRCULAR

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

WEDNESDAY 15th MARCH

otherwise publication in that issue cannot be guaranteed.

COMPETITION CHATTER—cont.

flag is appreciated by every driver. It seems probable that the red and yellow stripes will still appear on the circuits for race meetings, as in the (not unusual) aftermath of explanations as to what was really meant by the original announcement, it has been said that the new rules would only apply to International meetings. If the G.P.D.A. no longer need the specific advice of what sort of danger is ahead they must be adding clairvoyance to their list of talents.

- There are a few invitations to hand:

March 4 Lincolnshire Automobile Club's "Hard Day's Night" Rally, starting at the Central Car Park, Grand Parade, Skegness at 11 p.m., 230 miles on 105B, 113B and 114B.

25 Midland Automobile Club, Race Meeting at Silverstone. All the usual classes and a 20-minute High Speed Trial.

April 9 Yorkshire Sports Car Club, Horsfall Trophy. All day at several venues.

A.J.H.



FOR LOTUS OWNERS EVERYWHERE

Rowley now has a C.O.D. service for their new comprehensive range of Lotus parts.

You may have found it a little difficult obtaining parts for your Lotus in the past, but now Rowley have decided to stock a complete range of spare parts backed by a speedy efficient service. And that's not all! We have also just introduced a special C.O.D. service, and so wherever you live, you can be sure your Lotus will receive the best possible attention from us, which is the least it deserves, isn't it?



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ANNUAL COMPETITIONS—cont.

THE JOHN BINDLOSS MEMORIAL TROPHY

This trophy was presented in 1968 by David Hepworth in memory of his friend, John Bindloss who died in 1967. Originally this was awarded to the most successful novice competitor of the year at B.A.R.C. Yorkshire Centre hill climbs at Harewood and Scarborough marked on a points basis. Unfortunately this system has not been successful as it was difficult to decide who, in fact, was eligible. Instead, and with the full approval of David Hepworth, it was decided to award the trophy arbitrarily to the competitor who, in the opinion of the committee, has emerged as the most promising entrant of the year.

When making this decision the committee looks mainly at the spirit with which competitors have approached the sport and do not necessarily take into account a series of wins with an expensive car bought to win one particular class. Someone doing well in an outclassed car in a very tough class but showing the same determination as the donor is more likely to be the winner.

QUALIFYING EVENTS

Details of events which marks may be gained for the Annual Competitions of the Centre will be found in the Centre Programme published monthly in Centre Circulars under "Dates for Your Diary". Marks will be gained for the events so listed, or for any events substituted for those listed, providing a minimum of 21 days notice has been given in the Centre Circular.

All competitive events qualify for the Pearce Trophy and the Ronald Hudson Memorial Trophy.

Events qualifying for the Chippy-lola Vase and Ken Lee Trophy are marked "C" and "K" respectively.

Events qualifying for the John Bindloss Memorial Trophy are marked "B".

Events marked "N" must be entered in the name of the B.A.R.C. for marks to be gained in Centre Annual Competitions.

ANNUAL TROPHIES

The Scrutineers Trophy

Presented in 1962 by Jimmie Fenton, this trophy is awarded at the discretion of the Scrutineers to the member who in their opinion has produced the cleanest and best prepared vehicle at Centre Sprints and Hill Climbs. In the markings they take into consideration the age of the vehicle and whether it is reserved exclusively for competition or used on the road as well. To qualify a vehicle must be entered in at least three speed events during the season.

The Trophy may not be won more than once in three consecutive years by the same member.

The Woodhead Monte Trophy

Presented by David Woodhead and awarded each year to the Centre Member who is the highest placed on the Monte Carlo Rally or R.A.C. Rally as a private entry. This applies to entrants and co-drivers equally and the definition of Private Entry is at the full discretion of the Committee.

The Ford Woodhead Cup

Donated by David Woodhead. Presented annually to the Centre member with the fastest time on Centre Speed Events with a production Ford Dagenham vehicle. To allow for the different venues this is classified by expressing individual times as a percentage of f.t.d. for the meeting in which they were recorded.

The Yorkshire Post Trophy

Presented by "The Yorkshire Post" and awarded each year to the competitor who makes the fastest time of the season at the Harewood Hill Climb.

The Total Trophy

Presented by Messrs. Total Oil Co., (G.B.) Ltd. and awarded annually to the entrants of the touring car making the best improvement on class record time during the season at the Harewood Hill Climb. The records standing at the conclusion of the first meeting of the season are taken as the datum for this competition.

The Jack Farrar Trophy

Presented in 1964 by Jack Farrar and awarded annually to the Yorkshire Centre Member making the fastest time of the Season at the Harewood Hill Climb Meetings.

The Appleyard Group Trophy

Presented by the Appleyard Group of Companies Ltd. in 1966 and awarded annually to the competitor recording the fastest time at Stockton Farm during the Season driving a Marque Sports Car.

The Wallace Arnold Trophy

Donated by Messrs. Wallace Arnold Sales and Service Ltd. in 1966 and awarded annually to the competitor recording the fastest time at Stockton Farm during the Season driving a Production Touring Car.

The Arnold Burton Trophy

Presented in 1967 by Arnold Burton to be awarded to the competitor who, driving the same car in each of the five events, makes the best performance on aggregate in The Scarborough Week-End, Montague Burton Trophy Meeting at Harewood, the Greenwood Cup Trial, E. A. Denny Rally and the Scarborough Hill Climb in the same season.

TREASURER'S REPORT—cont.

may be able to write off the £650 balance next year. The £175.36 for bad debts is perhaps a little pessimistic, as it is mostly made up of a general reserve of £50 and specific reserves for certain persons who are rather slow in paying and only £49 worth was actually written off, which were reserved for last year in any case.

I am sure the members who couldn't attend will forgive the very small loss on the Dinner Dance, as it does include cost of the "Official Guests" who do a lot for the club.

The Income side of the accounts show a £266 increase in entry fees to £5,134, which was nearly the same as the increase of the cost of the awards.

The income from Sponsorship £1,950 and Gate Takings £10,144 were both (I think) an all time record.

The wording for the other main items of income is rather misleading and should really read "The small portion of annual subscription paid by over 1,000 Yorkshire Centre members NOT retained by Headquarters".

And now to the Balance Sheet.

We have paid off all the loans from members. At the 31st October, we owed £3,553 which was about the same as last year and most of the accounts have now been paid, including reserves for awards, etc. not invoiced at the year end.

On the Assets side, things are looking quite rosy because I think we could sell even our rather specialised equipment for the £714 shown in the balance sheet and we have only another £650 to write off the cost of resurfacing the Hill in 1968 for it to stand us at nothing.

The stock of insignia is a little bigger than it should be, so please rally round and buy the odd tie, badge or even silk scarf for your girl friend.

Most of the "Sundry Debtors" have paid up by now including Headquarters and Croft and we still have a little cash left in the bank at a time of the year when we are usually overdrawn.

Our only other commitment not shown in the balance sheet is a last payment of £350 for the initial cost of the road at Harewood.

All this should have meant that we could have rested a little this year until somebody, (guess who), remembered it was "Jubilee Year" and so we start again on big promotions which will need big income to support

If anyone has any specific query concerning the accounts which he or she would like explaining at the Annual General Meeting, I would appreciate an early warning so that I can look up the necessary documents and give factual answers rather than guesses.

M.H.W.

BARCounter—cont.

Another member to set up on his own is **BOB SPEAK** who has left Skippers and taken a small workshop in Burnley where he is doing all types of tuning and servicing. He is not competing this year as he is concentrating on getting his business on its feet but may be back again next season. We wish Richard and Bob every success in the future.



Bob Speak has set up on his own.

Congratulations now to **NORMAN BAGULEY** who has announced his engagement to **SHIRLEY RATCLIFFE**. A year or two ago Norman used to navigate for **HUGH O'CONNOR RORKE** on international rallies as well as being the top Autotest driver in the Centre for many years. Now he runs a Fiat agency in North Leeds and has just bought a cottage in Linton to renovate so that he can be within walking distance of the Windmill.

A headline that caught the eye the other week in the Knaresborough news was 'Curate fined for Speeding'. Needless to say it was our spiritual leader **JOHN BEER** who had been doing 43 m.p.h. through the town whilst his mind was on other if not higher things.

Dates for your diary

YORKSHIRE CENTRE PROGRAMME

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

CENTRE ANNUAL COMPETITIONS

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

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

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Large inlet valves, extensive gas flowing – gives maximum efficiency up to 6,500 r.p.m. Gives engine 200 b.h.p. gross when coupled with modified camshaft and 3 Weber carburettors.



Capri Power Pack
Comprising sports camshaft, non-restrictive air cleaner and modified carburettor jets. Improves mid and high range horse power.



Trans-Am Boot Lid
Certainly enhances the already superb Capri styling. Fits onto existing hinges without modification. Choice of colours available.



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