



YORKSHIRE CENTRE CIRCULAR



GOLDEN JUBILEE 1922 - 1972

JANUARY **73**

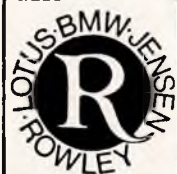


FOR LOTUS OWNERS EVERYWHERE

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?



Rowley

BRADFORD LTD
Thornton Rd., Bradford 1
Tel 31255

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



Manta. The sports car that takes five.



WASS Manta

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

GUISELEY GARAGES Ltd.

FOR YOUR NEW



Triumph



we also have a large selection of

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

Self Drive Hire Cars
and DORMOBILE MOTOR CARAVANS
OTLEY ROAD, GUISELEY.

Telephone 2244

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)

YORKSHIRE CENTRE CIRCULAR

PUBLISHED MONTHLY

NINETEENTH YEAR No. 209

JANUARY **73**

EDITOR

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

ADVERTISEMENT MANAGER

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

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 & SECRETARY

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

TREASURER

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

COMPETITION SECRETARY

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

SOCIAL SECRETARY

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

COMMITTEE

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

YORKSHIRE CENTRE

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

LONDON OFFICE

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

CONTENTS

	page
Forthcoming Events	4
Racing Car Show	6
Greenwood Cup	8
Competition Chatter	10
BARCounter	12
Correspondence	15
Castrol Quiz	15
Book Review	20

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

COVER PICTURE

The Racing Car Show with the Fittipaldi Lotus in the centre. Your Editor comments on his return to the show after six years on page 6.

(Photo Bob Soper)

Forthcoming Events

Club Night — 6th February

Following our victory in the first round of this year's Castrol Quiz, we are drawn against the North Humberside Motor Club in the second round. This will take place on our regular club night evening at the De Lacy Motor Club, Ferrybridge starting about 8 p.m. We do hope that the usual crowd of supporters will turn up to give our team plenty of encouragement as they attempt to win the final trophy which by now they justly deserve.

It isn't certain, as we go to press, but we hope to have a new motoring film to show you after the quiz which will have a local flavour.

Midnight Film Show — 10th February

Tickets are selling fast for the annual 'Midnight Matinee' film show at the Odeon Cinema, Merrion Centre, Leeds where we are showing 'TRAFFIC' starring Jaques Tatti as Monsieur Hulot. There are still some seats left and tickets for these, price 50p each, are available from the Centre Office on a cash with order basis. As well as the immensely funny feature film there will be a full supporting programme of cartoons and a motor racing film.

Winter Autotests — 18th February

Our first competitive event of the season started out as a small event for local members but now it has been extended to act as our qualifying event for the Shell Motor Club League. There are twenty two teams in the league, each of which is entitled to send a team of five cars and if all sent their full quota then we should have a record entry for an Autotest meeting. However, the regs are enclosed with this 'Circular' and so B.A.R.C. members who want to enter should send in their entries as soon as possible to be certain of being accepted. We are not crying 'wolf' here. It is almost certain that the event will be over-subscribed and those who normally like to ring for an entry the day before are likely to be disappointed.

Malcolm Rogerson is in charge of our team again this year and if you would like to be a member of it, get in touch with him as soon as possible.

The event itself will start and finish at Morley Rugby Club and all the tests will take place amongst the bales of wool and shoddy in various mill yards that abound in this delightful part of England's green and pleasant land. All the tests are within two miles of the rugby club and, because of the anticipated high entry and the rather enclosed nature of the event, we can only accept cars that can be driven on the road. This means

that unlicensed specials will not be eligible as there are no facilities for them to unload from trailers at each test.

Another slight problem is that, being a Shell League qualifying event, we have had to apply for a restricted permit and this means that competitors must have a valid competition licence. This can either be an annual one or one that is available from the R.A.C. for this event only. This latter one costs 50p and an application form can be obtained from the Centre Office.

Club Night — 20th February

Our South Yorkshire club night this month takes place in Derbyshire at the Millstone Inn, Hathersage where there will be a repeat of the film show, shown at Bramley at the beginning of January. The films to be shown are the Castrol Club film — Scene 72, Take 7, which includes some good shots of Harewood, a film of the Austrian Grand Prix, a rally film and the film of the 1970 Le Mans. All well worth watching and we look forward to a big turn out from our Sheffield area members to make Mike Wilson's trip south worthwhile. The start is 7-30 p.m.

Seven Dales Rally — 24th February

The only serious forest rally organised in Yorkshire is the Seven Dales, masterminded by the De Lacy Motor Club. Whilst we have nothing to do with the organisation, we do supply a large army of marshals to help man the Dalby Stage and any member wishing to turn out should contact the Hon. Competitions Secretary, Tony Hodgetts at Arthington 2375, who will give them full details.

Sleuth's Mug — 4th March

Last year's winners and therefore this year's organisers, David Naylor and George Asquith, have released advance details of this year's event. It will start from the White Bear, Norwood Green, Nr. Halifax and will be a gentle tour of the Pennine uplands keeping away from the industrial parts to finish for high tea at the Armytage Arms, Clifton, Nr. Brighouse. More details of the plot next month.

Club Night — 6th March

Unfortunately Mike Wilson will be out of the Country for the first two weeks of March and so will be unable to put on the film show at Bramley advertised last month. We may put this on later if we can get hold of the films again but, in the meantime, we have decided to have a social type club night at the Spencers Arms, Cawthorne where people normally start to gather around nine o'clock.

Continued on page 20

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.



BARKERS TYRE DISCOUNT SERVICE LTD.

THE NAME THAT MEANS — **QUALITY AT THE
 RIGHT PRICE**

AS A CAR OWNER YOU CANNOT AFFORD
 TO BUY YOUR

TYRES, BATTERIES & EXHAUSTS
Elsewhere

Computerised Wheel Balancing Service 50p per wheel
 * Our Valves are still only 25p *

ALL LEADING MAKES AVAILABLE INCLUDING RALLY SPECIALS
 AT LOW! LOW! PRICES

EXHAUSTS MADE BY BURGESS
 FITTED **FREE** WHILE YOU WAIT
 RING FOR QUOTATION

**BARKERS TYRE DISCOUNT
 SERVICE LTD.**
 253/259 Whitehall Road
 LEEDS 12. Phone 634661

**OPEN EVERY
 DAY**

**OTHER BRANCHES WHERE
 CLEAN, EFFICIENT SERVICE
 IS AVAILABLE AT ALL
 TIMES:**

16 Central Parade, Cleckheaton. Tel. Cleckheaton 5268.

Little Lane, Ilkley. Tel. Ilkley 5217.

Brogans Yard, Albion Street, Otley. Tel. Otley 3952.

Micklethwaite Farm, Boston Road, Wetherby. Tel. Wetherby 2427.

1 Cumberland St., Skipton. Tel. Skipton 4519.

* Worthway, Keighley. Tel. Keighley 62262.

* Hatfield House Lane, Sheffield. Tel. Sheffield 385963.

* Mariners Street, Goole. Tel. Goole 3889.

* Batley Mills Service Station, Bradford Rd., Central Batley. Tel. Batley 7164.

* Exhaust Fitting Service Available.

RACING CAR SHOW

After a gap of six years I went along to the Racing Car Show in London to see how it has progressed since it became 'legitimate'. The last time that I was there it was frowned upon by the Society of Motor Manufacturers and Traders but now any of the big manufacturers can exhibit and they were there in force.

The Racing Car Show is always different to other exhibitions for it features all types of motor car from Can Am Lolas, Formula 1's, Turbo charged Capris and quick Escorts to the inevitable crop of hopeful prototype fibreglass specials, most of which are doomed to follow their predecessors of the last thirteen years into obscurity. This year there seemed to be more stick on equipment than ever as well as so many racing overalls that there must be many thousands of people wearing them to support all the manufacturers.

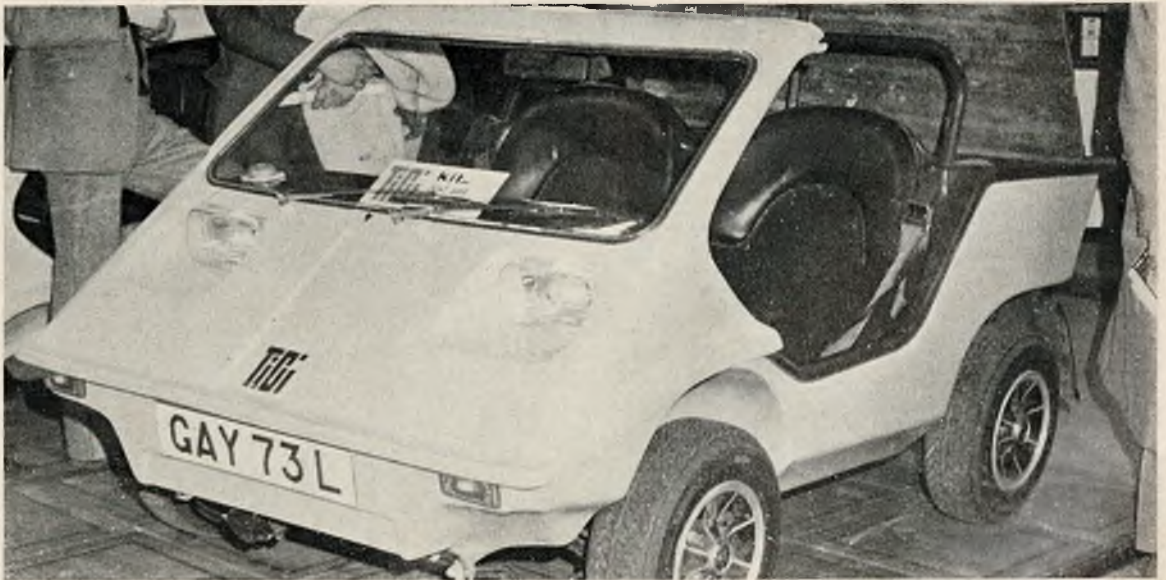
The power outputs claimed by the tuning manufacturers is now reaching the most incredible to believe. Broadspeed have a Group 2 1300 BDA engine which will rev to 11,000 r.p.m. and deliver 180 b.h.p. Not very long ago figures of 100 b.h.p. per litre were considered to be the ultimate but how things have changed. Turbocharging seems to be coming into its own at last with Piper offering a 150 BHP conversion for the Imp and a 280 b.h.p.

conversion for the Twin Cam Ford. Allards are working on various turbocharger kits to augment the large range of vane and rotor superchargers that they offer for a huge range of cars. Particularly impressive are the figures that they quote for the BMW 2002 which has its 80—100 m.p.h. time reduced from over 20 seconds to just under nine whilst the same conversion in the three litre Capri gives it the edge in top gear over a V12 E type until it runs out of revs at 120 m.p.h.

Motor cars on display started with Fittipaldi's Lotus in pride of place and featured Niki Lauder's March 72/2, Kinnunen's Porsche 917—10 which has a 4½ litre engine developing 900 b.h.p. turbocharged, the Ferrari 312P—72 which dominated the World Sports Car Championship, the Le Mans winning Matra Simca 670, and a selection of interesting older cars which included a Birdcage Maserati, A W196 Mercedes Benz and a 2.6 litre 8 cylinder Sports Alfa Romeo.

We must not finish without mentioning that Jim Thomson was exhibiting his sandblasting equipment and that the club was well represented with a stand facing the centre display. Altogether this was a far better show than the last one that I visited and it is now so well established that it seems destined to go on for ever.

R.S.



A queer little Mini

(Bob Soper)

R.D.S. ENGINEERING

(RICHARD SUTHERLAND)

- MAINTENANCE
 - TUNING
 - RECONDITIONING
- OF ALL MAKES OF CARS

Victoria Street

Leeds 7

Telephone : LEEDS 691008



*Having
trouble
with
your
car ?*

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

Swires of Otley Ltd.

Official Morris Dealers

Cross Green - Otley

Telephone : OTLEY 3387

T. F. RACING

THE PIT STOP

BRADFORD ROAD

STANNINGLEY

Proprietors : TED GLEDHILL, FRANK GOODE

Telephone :
PUDSEY 76544
PUDSEY 72217 after hours.

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

LOTUS, ALFA-ROMEO, FORD, BRITISH LEYLAND.

DISCOUNT FOR CLUB MEMBERS.

THE GREENWOOD CUP

The last event of the 1972 Jubilee Year was the Greenwood Cup Production Car Trial which attracted 44 entries in three classes. David Easthope had found an interesting new site at Dob Park in the Washburn Valley and, despite the objections of an angry dipper watcher and the hazards of a twelve car event going in the opposite direction at lunch time, the event went off with no hitches.

There were twenty-seven sections in all, twelve before lunch and fifteen in the afternoon, and most of which were very slippery so that careful control of the accelerator pedal was the order of the day. Experience told for Mike Hinde, driving an Imp this time, emerged a very clear and easy winner with only 8 marks lost, having cleaned twenty-four of the sections. During the morning he dropped four on section ten and in the afternoon dropped a further three and a one to finish ten points clear of Henry Holliday who cleaned nineteen sections in his Fiat 500. In third place in class 4 and third overall was Bryan Kitching, also in an Imp who lost thirty marks, just twelve less than his wife Janet who was fourth. In sixth place in this class came Harewood record holder, Richard Thwaites who lost 53 marks in his DAF 44.

The winner of Class one for front wheel drive cars was Gordon Chippindale who dropped only 33 marks to finish fourth overall. In an event

where the rear engined cars had all the advantages, this was an exceptionally good performance beating many well driven Imps and Edgar Wadsworth's Denzel. In second place in the class came Howard Wadsworth driving a Datsun Cherry who lost two marks less than Geoff Stewart driving a Mini 1000 to take the Novice award on 52 marks lost. Fourth in the class was John Spencer who, after doing really well in the morning dropped a nine and a six straight after lunch to put him out of the running. Giving the others a chance and discreetly placed in fifth and sixth places were committee members Jim Johnstone and Harry Mason.

The class two cars — front engined, rear wheel drive — were quite definitely out of their element on this event, the winner being Stan Peel whose Escort G.T. dropped as many as 94 marks to win narrowly from Jeffrey King's similar car on 103 whilst Bruce Mankin and Chris Hobson got nearest to the double century of all the entry by losing 192 and 193 marks respectively.

Probably the best performance of the day was John Busfield who came out best of the three M.G.B starters losing only 45 marks to finish sixth overall. In doing this he beat two other seasoned trials drivers in Denys Townsend and Ian Hardy who lost 99 and 105 marks respectively which, judging by the efforts of those in class two, was a pretty fair performance.

Continued on page 15



John Busfield on his way to sixth place overall in his M.G.B

(John English)

CARS HAVE MUCH BETTER TIMES with SHELL SUPER MULTIGRADE

... SO DO
POCKETS!

Shell Super Multigrade. 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

SHELL SUPER MULTIGRADE

COMPETITION CHATTER

● First, a happy New Year to all of you, whether you be competitors (a successful one) spectators (an interesting one) officials (an uncontentious one) or marshals (a warm, dry one). Plus, of course, a profitable New Year to the Treasurer.

● It seems a long time since the R.A.C. Rally, but the six-weekly gap between Circulars means that the news is rather stale when it reaches you. On behalf of the Centre, let me first thank all the marshals and helpers who assisted at Harewood and Dalby, much of the time in most inclement weather. Both stages provided a few little surprises to prevent us from getting too confident, and I have not yet quite got over the experience of trying to get two hundred marshals, plus sponsors and telly, sorted out between eight a.m. and nine a.m. with spectators for the Harewood stage arriving in advance of the admission organisation. My thanks to John English, Boris Hardcastle and Mike Wilson for all-round assistance; sector marshals John Holroyd, David Spark, Jim Johnstone, Dick Hooper, Bill Varley, Martin Frost, Keith Chippindale and Alwyn Pritchard for dealing with crowds of spectators in rather difficult circumstances; David Gledhill and David Scatchard for timekeeping; Ted Booth, Tim Wise and Alan Roddis for commentating; Northern Race & Rally Rescue Marshals' Club for emergency services; Josephine Lee, Jan Walker, Maggie Chadwick, Hazel Marsden and company for selling over a thousand programmes to give us a bit of revenue; Jack Armstrong and his team of doctors; The Caravan Club, and Peter Lown in particular, for arranging shelter for the elements at both stages (and how could we have managed without them on the Dalby stage!); and to all stalwarts who arrived at the crack of dawn and (with one notable exception) stayed until the bitter end. From the other side of the event, our thanks go to David Wrench and his team from Harewood Estates, for all their help and for being so enthusiastic about holding the stage in their beautiful park; and to Gordon Forster and his team for setting up the event. We are also grateful to the West Riding Police for all their help, and to the R.A.C. for putting up and taking down all the signs. And however did we manage before we got the invaluable radios from Pye?

There were, of course, lighter moments, and we are reliably informed from more than one source that there is nothing like Finnish hospitality for keeping out the winter cold! On that subject, Peter Griffin received the comment from one competitor at the start of the Dalby stage, who had

just been stoked up with coffee and sandwiches, "We hate your weather, but we love your hospitality". Bacon butties aren't quite as exotic as smoked reindeer and vodka, but they serve the purpose on a cold day, and they don't leave you white and shaking like John English was a full day after partaking of a modest quantity.

● At the recent meeting of the Association of Northern Car Clubs, a number of invitations to all member clubs of the Association were recorded. Those for which there is sufficient time to publicise the event are as follows:

North Humberside M.C.

April 14th/15th Holderness Rally.

June 16th/17th Midsummer Special Stage Rally

October 6th/7th Moonraker Rally

South Shore (Blackpool) M.C.

March 10th/11th Roskirk Trophy Rally

(89, 90, 94, 95)

De Lacy M.C.

May 12th/13th Breadwinners Rally

Lindholme M.C.

June 9th Daylight Stage Rally

M.G. Car Club Sprints at Topcliffe

April 15th

May 13th

July 15th

September 23rd

There was a notification from the De Lacy Motor Club that the Association's forest stage rally, the Seven Dales, is in jeopardy because of irresponsible use of the Forestry Commission's roads by rally organisers. We hope that all will be well, as in the principal case the R.A.C. has been able to discipline the club concerned; but in another case where a 12-car rally had used the Forest Drive as a special stage it was not possible to apply sanctions to the organisers. If any of our members learns of such an event being planned, either by an affiliated club or by an organisation not responsible to the R.A.C. (which latter can give rise to even more concern), I hope they will do all in their power to dissuade the organisers from a course which will eventually result in the use of the forests being denied to us. Let nobody think this is mere alarmist talk; when Peter Griffin was preparing the organisation of our Dalby South stage, he found the head forester had been greatly antagonised by these events, and it took a lot of hard work to restore the spirit of co-operation without which these forest rallies would be impracticable.

Continued on page 20

A FORCE FOR GOOD IN MODERN SOCIETY !



Established 1874

GROWTH OF THE INDEPENDENT ORDER OF FORESTERS 20 YEAR PATTERN

Year	Membership	Insurance in Force	Assets
1950	157,000	£61,000,800	£17,600,400
1960	379,686	£291,627,600	£37,536,000
1970	892,633	£1,509,004,444	£116,470,496
1971	1,047,073	£1,768,273,165	£134,476,968

THE INDEPENDENT ORDER OF FORESTERS

The world's largest non-sectarian fraternal benefit society

Dedicated to family security

WE ARE STILL EXPANDING OUR SALES FORCE

APPLY : BRITISH ADMINISTRATOR

HENRY J. SUTCLIFFE.

A.S.C.R. F.Inst.M.

INDEPENDENT ORDER OF FORESTERS

PENNINE HOUSE, RUSSELL STREET,

LEEDS LS1 5AH. TEL. : 3 4 2 6 6

Our Local Membership Committee Representatives can be located at :-

LEEDS - MANCHESTER - LIVERPOOL - SUNDERLAND - HUDDERSFIELD - HULL
BRADFORD - PRESTON - MIDDLESBROUGH - WIGAN - CHESTER - DARLINGTON
LANCASTER - NEWCASTLE UPON TYNE - YORK - STOCKPORT - HALIFAX - BOLTON
OLDHAM - ROCHDALE

**A LEGAL RESERVE FRATERNAL BENEFIT SOCIETY REGISTERED IN GT. BRITAIN
AT THE BOARD OF TRADE.**

BARCounter

Head Office Changes

Following the resignation of **GRAHAM WHITE** as General Manager of the B.A.R.C. in London, the Council have appointed **SYDNEY OFFORD** to the post.

Sidney is a member of the R.A.C. Competitions Committee and up until joining the B.A.R.C. was Chairman of the Thames Estuary Automobile Club. He formed T.E.A.C. and played a major part in helping the club to its present position. He has great experience of all forms of motor sport over many years and we in the Yorkshire Centre take this opportunity of welcoming him to the club and wish him every success in his difficult job. He has intimated that he intends to visit the Centres in the near future and we look forward to his visit to Yorkshire.

All Change for This Season

At this time of the year the gladiators are beginning to show their armour and weapons for the coming season and quite a few of the hill climbers have declared their hands. **TONY BANCROFT** has sold his B19 Chevron to **PHIL SCRAGG** and has bought **BILL WOOD'S** McLaren M10B with full race Alan Smith 5 litre engine. With this he will be doing the full R.A.C. Hill Climb Championship as well as the Castrol/B.A.R.C. contest and most of the local events.

Reigning champion **SIR NICK WILLIAMSON** is keeping his last year's winning March but inserting a 3 litre Ford DFV Formula One engine to try to keep up with **RICHARD THWAITES** whose McLaren M10B will sport a 5.7 litre Chevy motor.



Sir Nick will have a F.1 car this year

TONY GRIFFITHS has sold his 5 litre Repco to **JOHN CUSSINS** who has put it into stock whilst he awaits a suitable driver. In the meantime Tony has bought a two year old Brabham BT33 and will be another driver using a DFV engine.

CHRIS CRAMER is going into the single seater category this time with a Formula three March



Phil Scragg to be Chevron mounted



Tony Harrison — Nothing as yet



Chris Cramer will take some stopping

which is being fitted with Sir Nick's last year's 2 litre BDA engine and this should liven up Class 16 no end. **TONY HARRISON** has sold his McLaren Can Am car and as yet has nothing lined up but no doubt he will be seen in something hairy before the year is very old.

REG PHILLIPS is keeping his last year's Chevron which will see a bigger engine and another to stay the same is **ROY LANE** who has taken off the fuel injection and gone back to Webers — for how long remains to be seen. **JIM THOMSON** is selling the Firenza and is debating whether he is old enough to know better than buy a single seater. Rumour has it that we may see three times Castrol/B.A.R.C. Hill Climb Champion **JEFF GOODLIFFE** back again in a single seater and the grapevine tells us that **CHRIS TIPPING** is negotiating to buy a Group One Capri. Again only time will tell.

Champers for Seaman

CHRIS SEAMAN is now out of hospital from a mild attack of meningitis and looking forward to his special prize that he won as a member of Team Castrol. It was for the most meritorious performance by a member of the team and is an all expenses paid holiday for two at the Moet & Chandon VIP Chateau in Rheims.

Sup Up Lad

JOHN BUSFIELD would like it to be known that he bought a round of drinks at the last Committee meeting.

Language Problems

JOSEPHINE LEE is taking a crash course in Finnish.



A well-known Centre member when 3 years old — who is he? Answer on page 20.

We are assured that this is a true story of a happening recently in China when one Chinaman read an English advertisement. It said "GO TO WORK ON AN EGG".

"Good idea", thought he, and promptly bought one to put in his garage. The next morning he tried to start it but got no joy, so he telephoned his local repairer.

"Just pull the yoke out", suggested the repairer, and so he went back to try it.

This worked and so he rang back to say "It's all white now".



Tony Griffiths — Brabham



Roy Lane stays the same



Richard Thwaites — Bigger engine

Burton



**MR
BURT**

sets today's style

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

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

GREENWOOD CUP—continued

And so ended the competitive side of Golden Jubilee Year. Let us hope that we are still going as strongly in our Diamond Jubilee year in 1982 and that our centenary will see the Yorkshire Centre still the biggest and best motor club in the North of England.

RESULTS

1. M. Hinde (Imp)	8
2. H. O. Holliday (Fiat)	18
3. B. Kitching (Imp)	30
4. G. Chippindale (Mini Clubman)	33
5. Mrs. J. Kitching (Imp)	42
6. J. Busfield (M.G. B)	45
E. Wadsworth (Denzel)	45
8. H. Wadsworth (Datsun)	50
9. G. Stewart (Mini)	52
10. R. Thwaites (DAF)	53
C. Naylor (Imp)	53
12. J. Spencer (Mini)	65
13. J. Johnstone (Datsun)	68
14. H. C. Mason (Cooper S)	69
15. M. Rogerson (Imp)	84
16. L. Cookson (Imp)	86
17. S. Peel (Escort)	94
18. D. Townsend (M.G. B)	99
C. Ackroyd (Mini)	99
20. A. Page (1100)	100
21. J. King (Escort)	103
22. D. Naylor (Mini)	104
23. I. K. Hardy (M.G. B)	105
24. P. Hargreaves (Capri)	106
25. D. Pick (Fiat 600)	107
26. R. Fryers (Renault)	111
27. T. Wise (Escort)	119
28. J. Kelly (Cooper)	130
29. D. Kennedy (Prefect)	133
30. D. Taylor (Mini)	135
31. M. Asquith (Mini)	154
32. C. Fowler (DAF)	170
33. J. Richardson (Marina)	184
34. B. Mankin (Mexico)	192
35. C. Hobson (Vitesse)	193

Awards :

Greenwood Cup : M. Hinde.

1st in Class :

G. Chippindale, S. Peel, J. Busfield.

1st Class Awards :

H. Wadsworth, J. King, H. O. Holliday.

Novice Award : G. Stewart.

Team Award :

Team B.O. J. Johnstone, J. Busfield, R. Thwaites.

Correspondence

Dear Sir,

After reading the comments made by A. J. Hodgetts in last month's 'Circular' about reporting inaccurately and the conduct of certain people at the Greenwood Cup trial I feel that the facts should be reported correctly.

The entrants of the car in question were not the 'irresponsible idiots' referred to but agreed to retire from the event when a reasonable request for them to do so was made because the absence of a silencer was causing the ornithologists some concern.

Those responsible did not roll the car all the way down the hill but turned it over once and then drove it to the bottom. The entrants restrained this action until it was known that the course was clear and no one other than those in possession of the car could come to any harm.

If A.J.H. feels that certain members should be reprimanded for their behaviour then this should be done in the proper manner and he should not slur members in general behind the protection of his pen.

So far as his closing comments are concerned I shall ask for his advice on motor racing when I want it and until then he would be well advised to replace his head in the sand and his quill in the orifice from which it came.

Yours faithfully,

Clifford.

Tony Armitage.

Castrol Quiz

Once again we are competing in the National Motor Club Quiz, the first round of which was held recently. Our team, which has been area winners every year for four years and each time been just pipped for the overall title, is the same as last year namely Paul Hargreaves, Roger Ellis and Captain, David Scatchard.

In the first round we played Trackrod Motor Club and won by 1225 points to 295 so maintaining our record of scoring over 1000 points in the preliminary rounds. Unfortunately our opponents on this occasion were so astonished to be beaten by such a large margin that they wrote to the National weeklies to complain. However, they now accept that ours was the better team and have retired to do their swotting for next time.

The second round will be played at the De Lacy clubhouse on Tuesday, 6th February when we play North Humberside Motor Club.

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

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

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

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

GRAHAMS  **CROSTUNE**

THE PERFORMANCE SPECIALISTS

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

ENQUIRIES TO:- BILL CROSLAND.

GRAHAMS OF DEWSBURY LIMITED
BRADFORD ROAD, DEWSBURY. TELEPHONE 61673

EPITAPH TO A JAPANESE CAR

About a year ago I wrote an article on my Toyota Corona Mk. II 1900 and gave my impressions of the car after the first twelve thousand miles. Now it has been sold and replaced by a Mercedes-Benz and so here are a few final comments on the car.

The first and probably most remarkable thing about the car was that in two year's motoring, apart from routine servicing, the only things to be changed were the tyres after 11,000 miles and the exhaust system at 20,000. Otherwise nothing went wrong with it. During the entire time that I had the car, only once did it fail to start and that was when left out all night in the pouring rain. It never let me down anywhere and in it I always felt at the beginning of the journey that I would get home without breaking down.

There were things about the car that I was no so keen on, principally the dreadful road holding. Even replacing the Japanese Dunlops with XAS Michelins made very little difference so that one had to go very carefully in the wet. All the time that I had the car I could not convince myself that it was really good looking, its style being rather out-of-date — similar to the Marina and the Avenger. As far as I was concerned it was very ordinary in this respect and without much character. Apart from these two criticisms I have nothing but praise for the car.

Its performance was excellent, being quicker than an M.G. B G.T. and a Rover 2000, it was extremely quiet and the seats were better than on any other car of similar price or quality that I have driven. During the entire time that I drove the car it never failed to record less than 30 miles per gallon although it did consume a pint of oil to every 500 miles. As for equipment, this was very extensive and included such luxuries as cigar lighter, electric clock, two-speed wipers, three-speed heater that was very efficient, the usual airflow system and an excellent radio. The tool kit was comprehensive with some decent metric spanners and also an inspection lamp that plugged into a socket in the glove compartment. None of your messing about under the bonnet trying to clip on to the battery.

Of course, the British Motor Industry, from the biggest manufacturer to the smallest garage, still tend to scoff at Japanese cars in general adopting their head in the sand attitude whenever the subject is mentioned. The number of times that I was told

quite seriously that there was no such as a good Japanese car made me wonder at times who was right. And then I remembered that it would be most unfortunate for people like British Leyland, Ford, Chrysler and Vauxhall if they had not got the major share of the British market between them when you consider their performance abroad. What is amazing is that such well-known makes with outstanding racing histories like M.G., Jaguar, Austin Healey and Triumph can be swept aside with such consummate ease by the Datsun 240Z which is now the world's biggest sports car seller — and that with hardly any competition success. In the U.S.A. which must be the most difficult market to succeed in and by far the most important for any major manufacturer, Toyota and Datsun are rapidly outselling all other small foreign makes including Volkswagen which means that they must make VERY good cars.

The present state of affairs reminds me very much of what happened in the camera and motor cycle worlds not so very long ago. Recently I was looking through some back numbers of Photography magazine of 1955. In the advertisements there were no Nikons, Minoltas, Practicas or Pentax's for in those days anyone wanting a good camera had to buy a Leica and the rest of the market was well and truly sewn up by Voigtlander, Edixa and Balda. Things have changed somewhat since then as they have on two wheels where Yamaha and Honda have done A.J.S., Norton and B.S.A. not very much good.

I don't want you to think that I am happy with this state of affairs. Far from it, but unless it is pointed out to everyone in the trade at very frequent intervals that it is not satisfactory to have a constant stream of customers who enjoy having something to complain about, then we will eventually see a foreign manufacturer leading our car sales in this country.

The one thing that seems to separate our cars from Japanese and German ones can be summed up in one word — reliability and the unfortunate thing is that it is not just one thing that goes wrong every time but just about everything on the car at some time or another. When our manufacturers sort this one out and then provide some better designs and even a semblance of some after sales service, they might then try to get back some of the sales that they lose every day.

R.S.

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 1971 season in International Powerboat Racing, John Clegg is pleased to announce that the Bristol Racing Boats are now on sale for the 1972 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**

**162 Armley Road
Leeds LS12 2QN**

TELEPHONE : 631228/9

Midnight Film Show

10th FEBRUARY 1973

"TRAFFIC"

STARRING . . .

JAQUES TATTI as "MONSIEUR HULOT"

Full Supporting Programme

ODEON CINEMA
MERRION CENTRE
LEEDS

11-15 p.m.

TICKETS 50p from :
Jan Walker, BARC Office
Sidney Street, Vicar Lane
Leeds 2

This is "John" . . .

THE PHOTOGRAPHER

Seen at most BARC
Hill Climbs.

•
Pictures available at reasonable
rates from Yorkshire Centre
Office.

•
He is also available for
any type of Industrial,
Commercial Photography.

Telephone :
LEEDS 34561, 620445

24-Hour service
always available.



CHARLES SOWDEN & SONS LTD.

•

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

•

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

SMALL ADVERTISEMENTS

Rates for Small Advertisements are 6p per line to members and 10p per line trade if prepaid. All non-prepaid advertisements are charged at 10p per line. Copy for small advertisements should be sent to the Editor by the 14th of each month.

MISCELLANEOUS

BUCKLED AND DAMAGED
ROAD WHEELS

Wire and Pressed steel, repaired and trued.

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

Telephone: Leeds 21072.

WANTED

Club Night Organisers—See Bob Soper.

High Speed — Low Cost

With the advent of another racing season upon us how many will go to Harewood and Croft and tell their friends that, but for the lack of a suitable car or the money to buy it, they could easily be out in front and showing Thwaites and Bancroft just how to drive. There are two ways that they can go about proving their point. One is to get stuck into their jobs and earn themselves the necessary thousands or, if this idea doesn't appeal, then set about building their own car.

If they decide on the latter the first thing that they should do is to invest two pounds in the second edition of Allan Staniforth's book on the subject — High Speed — Low Cost. First published in 1969 this has been a sell out and so a second edition has been produced in a paper back form brought up-to-date with four years extra development secrets and details of the two seater version.

Allan goes into great detail of every conceivable aspect of producing the car and includes interesting chapters on tuning and supercharging. There is a full list of completed Terrapins and those under construction as well as many photographs of local members driving their own vehicles.

Anyone seriously interested in building their own car or those just interested in racing cars in general should add this book to their collection forthwith.

(High Speed — Low Cost by Allan Staniforth. Patrick Stephens £2).

FORTHCOMING EVENTS—continued

Annual General Meeting — 27th March

Advance warning that next month will see the Annual General Meeting upon us when a third of the committee are elected. The full formal notice will appear in the next 'Circular' but in the meantime perhaps you could be thinking of possible nominations.

COMPETITION CHATTER—continued

● Mr. Barlow may be pleased to know that the man Mycock, who so nearly captured one of our major annual awards, is now residing in Wakefield Gaol, according to Radio Leeds. Let this be a warning of the perils of keeping bad company.

A.J.H.

The well-known Centre member is our Chairman, Mike Wilson.

POWER

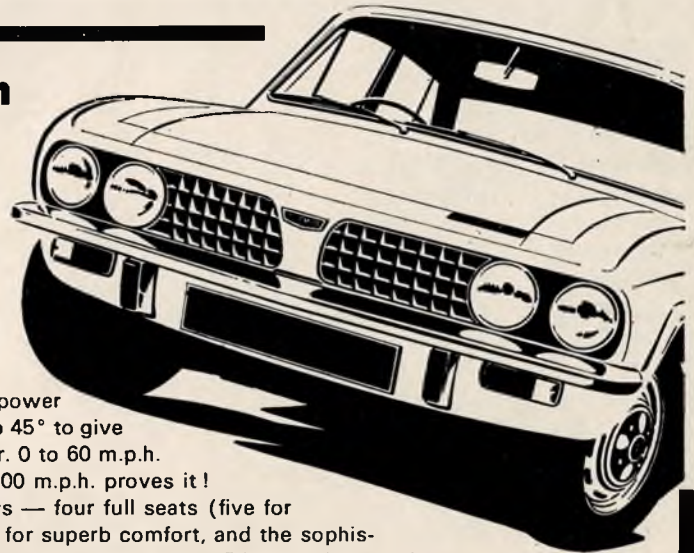
FOR HIRE

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

ROBSON POWER TOOLS LTD

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

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



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



TRIUMPH

DISTRIBUTORS

ARNOLD G. WILSON LTD.

REGENT STREET, LEEDS 2. Tel. : 34681 & 36628.
AN ARNOLD G. WILSON COMPANY.

Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date 1973	Event	Status	Centre Annual Competitions
6 February	Club Night, Castrol Quiz — De Lacy	_____	_____
10 February	Midnight Film Show	_____	K
18 February	Winter Autotests	Restricted	_____
20 February	Club Night, Film Show, Sheffield	_____	_____
24 February	Seven Dales Rally	National	_____
4 March	Sleuth's Mug	Closed	CK
6 March	Club Night, Cawthorne	_____	_____
11 March	H.Q. Race Meeting, Mallory Park	International	_____
25 March	Race Meeting, Croft	Restricted	NK
27 March	Annual General Meeting — Queens Hotel	_____	_____
3 April	Club Night	Closed	K
22 April	Spring National Hill Climb, Harewood	National	NK
1 May	Club Night	Closed	K
13 May	E.A. Denny Trial	Closed	CNKA
20 May	Shell Members' Hill Climb, Harewood	Closed	K
28 May	Race Meeting, Croft	Restricted	NK
29 May	Club Night, Harewood Practice	Closed	_____
2/3 June	Scarborough Weekend	Closed	CNKA
5 June	Club Night	Closed	K
24 June	Montague Burton Trophy Hill Climb, Harewood	National	NKA
3 July	Club Night	Closed	K
18 July	Centre Golf Competition, Howley Hall	_____	_____
22 July	Vintage and Novices' Hill Climb, Harewood	Restricted	NK
5 August	H.Q. Race Meeting, Thruxton	International	_____
7 August	Club Night	Closed	K
12 August	Race Meeting, Croft	Restricted	NK
4 September	Club Night	Closed	K
9 September	R.A.C. Championship Hill Climb, Harewood	National	CK
23 September	Race Meeting, Croft	Restricted	NK
30 September	Castrol Trophy Hill Climb	National	NK
7 October	Greenwood Cup Trial	Closed	CNKA
2 October	Club Night	_____	_____
21 October	H.Q. Race Meeting, Brands Hatch	International	_____
6 November	Club Night	_____	_____
16 November	R.A.C. Rally	International	_____
1 December	Annual Ball	_____	_____
4 December	Club Night	_____	_____

CENTRE ANNUAL COMPETITIONS

Events marked "N" must be entered under B.A.R.C. to qualify for marking

Events marked "C" qualify for the Chippy-lola Vase competition.

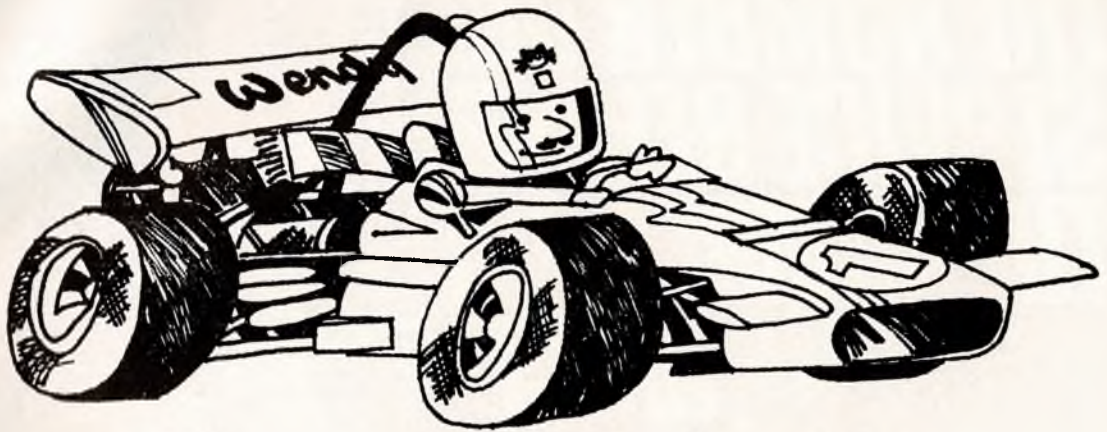
Events marked "K" qualify for the Ken Lee Trophy Competition.

Events marked "A" qualify for the Arnold Burton Trophy competition.

Events marked "E" qualify for the Esso Uniflow 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.



**For speedy knits...
for great knits...**



for little knits.



Wendy
The greatest knit.

Wendy Wools Guiseley - Sponsors of the Northern Saloon Car Championship

THE NUMBER ONE SERVICE BEHIND THE NUMBER ONE CARS



TATE SERVICE

Powerpacked for action motoring.

TATE SERVICE AND ADVICE

By professionals.
By specialists.
By enthusiasts.
For drivers like you.

TATE RALLYE SPORT

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

TATE RALLYE SPORT

TATE RALLYE SPORT



New York Road, Leeds. Tel: 31281.