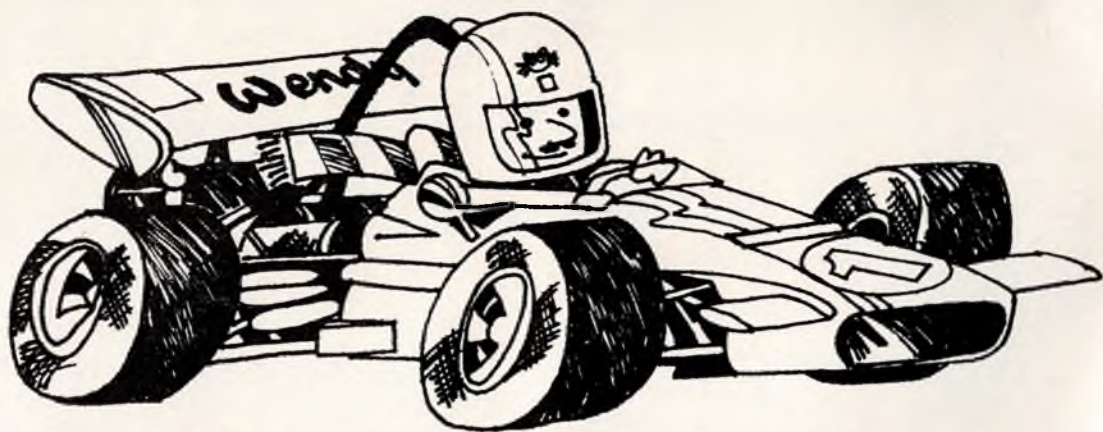




YORKSHIRE CENTRE CIRCULAR



APRIL **73**



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



for little knits.



Wendy
The greatest knit.

Wendy Wools Guiseley - Sponsors of the Northern Saloon Car Championship

YORKSHIRE CENTRE CIRCULAR

PUBLISHED MONTHLY

NINETEENTH YEAR No. 212

APRIL **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

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

SECRETARY

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

TREASURER

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

COMPETITION SECRETARY

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

SOCIAL SECRETARY

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

COMMITTEE

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

YORKSHIRE CENTRE

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

LONDON OFFICE

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

CONTENTS

	page
Sponsorship	4
Forthcoming Events	4
Correspondence	6
Annual General Meeting	8
Castrol Quiz	8
BARCounter	10
Hill Climb Happenings	12
Croft — an all time low	15
The Night the Dixon's went Rallying	17
Competition Chatter	20
Dates for Your Diary	22

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

COVER PICTURE

Our Castrol Quiz Team all keyed up and ready for their Area Semi-Final when they beat the North Midland Motor Club. Unfortunately they again came unstuck at the Inter Area Finals but are the undisputed Yorkshire Champions.

Photo Bob Soper.

An Apology

For the first time for many years your Circular will not be on your breakfast table at its usual time, but will be approximately one week late. This is, unfortunately, completely out of editorial control and is due to a combination of circumstances where a large number of regulations and a Harewood Programme coming in the week normally reserved for the Circular combined with Easter, so that it was an impossibility for the printers to do all at once. This just happened to be one of those freak months where everything comes at once and we hope that it will not be repeated in the future.

This will have meant that some of you may have missed the Club Night, and if you did, then we are very sorry indeed about it. We have long had a long stop available for such occasions where we have selected mailing lists for each type of event so that anything that is too late for the Circular is advised to those known to be interested. In this case all the regular Club Night entrants were advised as were all members in the vicinity of Norwood Green. If you were not on the list and would have entered the event, do let Jan know so that you will not be left out on any occasion in the future.

Sponsorship

Next month you will read the full report of the National Hill Climb at Harewood on Easter Sunday and so there will be no comment on this competitively in this issue. What we would like to comment about is the sponsorship that we received on this occasion or, more to the point, our sponsors.

Many times have we been associated with members of the motor and accessory trades but on no other occasion have we seen such an efficient and well presented display as we saw this time. It was indeed an object lesson in sponsorship with slick local organisation backed up by an eager and willing team from London. There is no doubt at all that Andrews Brothers and B.M.W. will both get full value for money from their day out at Harewood and so they should for no one could doubt that this is other than their normal way of doing things.

We are now in the Common Market and the Continental manufacturers, particularly the Germans, are making a very determined bid for the British market. It is no surprise that they can easily see the value of showing their wares at such places as Harewood whereas so many British manufacturers and their agents refuse to acknowledge that this is so. They have long had little opposition and have got used to dismissing their customers with long

delivery dates aggravated by incessant strikes. Not so the Germans who make good cars but also make a determined effort to sell them to as big a market as possible.

Of course, it is difficult to criticise firms like Jaguar and Rolls Royce who can please themselves whether they take your order or not but it does make one wonder whether they are quite so pleased at the enormous amount of business that is going to B.M.W. and Mercedes here at home and certainly abroad. If they are happy then it is not good for Britain. In the meantime we can do no other than congratulate Messrs. Andrews Brothers and B.M.W. for their splendid enterprise

Forthcoming Events

Club Night Production Car Trial — 1st May

Our first competitive club night of the season is a PRODUCTION CAR TRIAL to be organised by Paul Hargreaves in the Norwood Green area, near Halifax. It starts at 7-00 p.m. prompt at the White Bear, Norwood Green and all the sections are in that area. This is some of the best trials country in the county and Paul's only problem is in deciding which eight sections to use out of the many available to him. The event will be non car damaging and suitable for any type of vehicle as the classes will be the usual ones that we operate on the Greenwood.

For those who did not enter the Sleuth's Mug, the White Bear is easily found by taking the main A58 road from Leeds to Halifax. The Norwood Green sign-post will be seen on the right soon after the lights for the Bradford-Huddersfield Road and the pub is about a mile up the road from there. After the event the results will be announced in the White Bear.

Keighley Motor Museum — 6th Day

On the 6th May there exists a rare opportunity for our members to visit the superb collection of cars owned by Peter Black, O.B.E. This collection is not normally open to the public but Keighley Rotary Club have arranged an open day for selected organisations rather than the general public. We have been invited to join this venture and any member may attend between 10-00 a.m. and 9-00 p.m. to look at 100 or so exhibits at their leisure and take photographs. There will be a charge of 50p for adults and 25p for children in aid of the Rotary Club Charity Fund and the museum is located on Marlborough Street which runs off the Bradford Road and is near to the station.

E. A. Denny Trial — 13th May

Regs are available in the Centre Office for this year's E. A. Denny Production Car Trial. Held as usual in some of Yorkshire's finest countryside above Masham, the Denny is probably the best day out of the year for the family motorist. All the sections are of the non-damaging variety and suitable for any type of car running in our normal production car trial classes. The start is at 10-30 a.m. in Masham with the lunch halt conveniently timed between twelve and two at Nosterfield, the finish being in Ripon.

Shell Members Meeting, Harewood — 20th May

Our second hill climb of the season is the closed Shell sponsored Members meeting when there is nothing else at stake but a good day out for all concerned. There are no stunts, commercialism or anything like that for this is just a day out for members who may not normally enter one of our bigger championship events. It is a one day event which means an early start for Sunday practice and, if there is time, there will be a top ten run off at the end. Although some of the top names may be missing there is usually far more of a club atmosphere about this event to make it well worthwhile coming along to watch.

Race Meeting, Croft — 27th May

Our second race meeting of the season is another club racing affair with races for Formula Ford, Special Saloons, Modified Sports cars and Formula Libré. There will be six races in all with practice starting at midday and the first race at 3-00 p.m.

For those who have not been before, Croft Autodrome is just off the A1 at Catterick. Coming in either direction you should leave the A1 at Catterick and then follow the signposts.

Harewood Practice Evening — 29th May

On Bank Holiday Tuesday afternoon and evening there will be the annual Practice event at Harewood where all the marshals and generally non-competing members can have a run up the hill in their road cars, or, if they are lucky, in a quick car that they have conned out of a regular competitor. Scrutineering starts at 4.00 p.m. and the first car up the hill is at 4.15 p.m. Runs will then continue with short breaks until 8.00 p.m. when the last man will go up. There will definitely be no more runs after this time to give the organisers time to clear up and make their way to the Travellers Rest, Harewood Avenue, for a drink before closing time.

Entry fees are £1.00 but the nigger in the pile is that competition licences are now needed for this

type of event though there are no classes or awards. Fortunately it is a comparatively painless operation obtaining one of these. One merely goes along to the nearest R.A.C. office and asks for form 7201 which should then be filled in so that the licence runs for one week from 29th May. You then send it off with 50p to Belgrave Square and it should come back by return. We must emphasise that without one, you cannot run.

Scarborough Weekend — 2/3 June

Regs are enclosed with this 'Circular' for our major non-speed event of the season — the Scarborough Weekend. As before, this will be an Autotest event with a start near the West Riding, ten tests on the way to Scarborough including the ones on the Marine Drive followed by a dance at the Prince of Wales Hotel in the evening. On the Sunday there are a further ten tests in and around Scarborough with the results being read out on Sunday evening back at the hotel.

Marking on the Scarborough is by figure of merit and as everyone runs in their own class, this is the one event in our calendar where everyone is in with the chance of an outright win. For those who get a figure of merit over 95% there are Scarborough Cups and Scarborough Plates go to the three best Novices.

Denys Townsend, John English and Boris Hardcastle are the main organisers and they are hoping for a big turnout of entries and marshals. If you find that you cannot enter, please turn out and marshal so that you will help to make the event its usual big success.

Socially, we have booked a block of rooms at the Prince of Wales and members wishing to stay the night should reserve accommodation direct with the hotel mentioning the B.A.R.C. Last year surprisingly few people availed themselves of the excellent meal which was offered to us at an all in price well below the normal charged by the hotel. This year they have kept the cost as low as possible and we do hope that as many as possible will book the full dinner, bed and breakfast terms.

The dance will be the usual swinging affair with music by Simon Peters Bee Line Discotheque, tickets being available in advance from the Centre Office or at the door price 30p.

The cost of the rooms is as follows :-

Dinner, Bed and Breakfast	£5.15
Bed and Breakfast	£3.50
Private bathroom each	£0.50
VAT 10%	

Book direct with the Prince of Wales Hotel, Scarborough, Tel. Scarborough 66601.

Correspondence

Dear Sir,

'As a 'Southerner' it is hardly my right to comment upon your editorial in the current issue of the Yorkshire Centre Circular. In fact it is only because as a member of the Council of the B.A.R.C. that I am privileged to receive the Circular.

You state that if alternative methods of production were introduced you have an overall saving of between £30 to £40 a month. I have already apologised for daring to comment so now I am free to say — please do not depart from a magazine read so widely by many members outside of Yorkshire, you have a magazine which if late causes consternation in my household, very much more important is the fact that the Circular is the epitome of a worthy Centre, and in my mind a change of format and production would not be advantageous!

I look forward to my April issue, but in the meantime wish the Circular its continued success.

Yours sincerely,

Surrey.

Kenneth Rainsbury.

Dear Sir,

Congratulations on presenting a very clear and concise article on the questions to be answered before a Yorkshire Club Centre could be set up. Let's hope other Centres will put such a factual case to their members. A Centre with a membership the size of Yorkshire, could I am sure, organise and successfully run such a Club Centre and in so doing, give a lot of satisfaction to those members responsible for its inception. Much would, as is usual in such projects, depend on how widely the load could be spread and the number of willing helpers prepared to stay the course. The challenge of such a venture is whether the sexes could really meet on equal terms.

The point made re the return a member, Centre or non Centre, actually receives from being a member of the BARC, is as you suggest open to debate, but in my opinion, if one reduces the question to its simplest, it is this. If one wants to belong to one of the two National Motor Racing Clubs open to general application, one must accept that a Central Organisation is necessary and rather costly to run especially when centred on London. In round numbers the Yorkshire Centre has a membership of One thousand, however the BARC now has a Competition membership of near five thousand, which is well over half the total membership of BARC. It is this very strong and active Competition membership that really demands an Internationally accepted National Club with a full time professional Headquarters Staff. To my thinking our

Motor Racing and Motor Sport, enjoyed by so many members in various ways, would be on a much lower plane if ever the BARC ceased to be the leading National Club.

The Club has been more than unlucky with the Thruxton Circuit, but like most of the Club activities Thruxton would have been self supporting, indeed profitable, had we not have become involved in very legal costs, there is a saying about "hind sight"

It is healthy that the question you pose can be openly raised and lets hope that Centres and non Centre members will continue to ask questions, and make firm suggestions for the improvement of the BARC. As a Council member it has surprised me, in my short time on the Council, that members and Centres do not put forward clearly, and in writing, suggestions and ideas for the Council to worry about. The BARC and the Centres belong to the members and in my opinion the Council is there to interpret, to the best of its ability and experience, the wishes of the majority.

Yours sincerely,

Chichester.

Reggie Cox.

Dear Sir,

Having read the March Circular of the Yorkshire Centre with interest I find myself bound to comment on both your editorial and the proposed clubhouse. The call for increased advertising revenue must be considered as addressed primarily at the local motor trade and other businesses on the basis of attracting local custom. Yet it would appear that this is negated by the wide spread of centre members. If only a minority live locally as is suggested in the projected clubhouse article local trade is unlikely to get its moneys worth from adverts.

Turning to the question of a Clubhouse this may indeed attract an increased membership. On this ground I would stress, decide what facilities are essential, what you would like as a future possibility and do not bankrupt the Centre through over-ambition. Can the Centre afford to establish a clubhouse on the same scale as the de'Lacy, at this point in time. This is a matter which should be submitted to all centre members for discussion with a detailed budget covering the aspects below :-

Capital cost : Location
Cost of premises
Cost of conversion
Availability of finance
Repayment of terms

Continued on page 19

BRISTOL BOATS

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

—:o:—

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

We also manufacture

SKI BOATS and FISHING DINGHIES

and are agents for

INFLATABLES — ENGINES — MARINE ACCESSORIES

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

—:o:—

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

Consult us for your requirements in FIBREGLASS.
For personal service Contact

JOHN CLEGG or PETER GREGORY

AT

**FRAISTHORPE LEASING
SERVICE GARAGE**

162 Armley Road

Leeds LS12 2QN

TELEPHONE : 631228/9

ANNUAL GENERAL MEETING

A fair selection of members and committee attended our Annual General Meeting in March where we saw the introduction of our new Hon. Secretary David Easthope taking over from Harry Mason who held the office for seventeen years. The Chairman, Mike Wilson, paid tribute to the long standing work that Harry had put into his job and echoed the feeling of those present when he said that he hoped he would continue as Vice-Chairman.

The treasurer, Morris Whaley, answered questions about the accounts which were published in the 'Circular' before Harry gave his last Secretary's report. He introduced David as his successor before going over the previous year. Our membership during the year had remained steady at around the 1000 mark with those leaving made up for by those who had just joined. Tony Hodgetts then gave his report as Competition Secretary and this was followed by Chippy Stross' Social report.

Batting last as usual, Mike Wilson reviewed the possible future of the Centre with regard to the widespread membership and the problems of support of the Social events. He mentioned the possibility of a Clubhouse with the object of getting a higher membership and spoke about the new medical centre at Harewood. He thanked all those who had helped during the year, particularly Barbara Mason who bought all the awards and, of course, our sponsors. He congratulated our Castrol Quiz team on their excellent effort and Chris Seaman for winning the Castrol B.A.R.C. Hill Climb Championship..

Following the committee election, Malcolm Rogerson joined the committee in place of long standing member, Tony Riall whilst Boris Hardcastle, Denis Townsend and Bob Soper were re-elected.

During any other business various questions were raised by Brian Kenyon whilst Josephine Lee made a plea for improved facilities for the Ladies at Harewood as well as complaining about the standard of the meal at the Jubilee Ball. Mr. Stross replied that his meal was all right.

At the subsequent committee meeting after the Annual General Meeting, various points were dealt with. Further consideration was given to the proposed clubhouse and, since an opinion vote in both meetings showed that most were in favour, a small Sub-Committee was formed to look more closely at the implications. On the committee at the moment are Morris Whaley, Arnold Burton, Bob Soper and Tony Riall but, because this would be such a far reaching decision, we have decided to

ask anyone from the general membership to come along to meetings. If anyone feels that they could be a valuable member of this committee, do get in touch with any of the above four so that we can put you in the picture.

Another decision taken at the committee meeting was to have some machinery for committee members to justify their position since there are now more people seeking places than there are vacancies. We have now made the rule that any committee member who misses four meetings in a row or six in the year must automatically resign from the committee. This ensures that you only have active members serving and those that have lost interest can no longer hang on to a committee place until their three years is up.

Castrol Motor Club Quiz

For the fourth year in succession our quiz team have emerged as Area champions only to come unstuck at the Inter-area Semi-Finals. David Scatchard, Paul Hargreaves and Roger Ellis were in their usual devastating form all the way through and beat in rapid succession Trackrod Motor Club, North Humberside Motor Club, York Motor Club, North Midland Motor Club and finally the Shipley and District Motor Club in the Area Final.

In the inter-area final it was a three-cornered contest between ourselves, the Shenstone and District Motor Club and the 60 and Worcester Car Club. We went in first against Shenstone who were just that bit quicker on the buzzer and so they won by 725 points to 230. In the second contest we played Worcester who we beat by 510 points to 305 whilst ironically in the third contest Shenstone had difficulty in beating Worcester by 550 points to 430. And so Shenstone went forward to the National finals and our team had to settle for being the Yorkshire Champions.

This in itself is a major achievement for they have never been beaten by a local club since the quiz started. Every year they have easily beaten everyone in Yorkshire and have usually amassed well over 1000 points in a round. For the team's sake we are sorry that they have not emerged as National champions when they have been by far the most consistent team in the country but the whole of the Yorkshire Centre and the B.A.R.C. nationally thanks them for doing such an excellent job of keeping our flag flying so very high.

traveleads



U.S.A. FROM £57 RETURN

Including

FREE

BAR SERVICE
FILM SHOW
FIRST CLASS MEAL WITH CHAMPAGNE
TRAVEL FOR CHILDREN UNDER TWO YEARS

UP TO 25% OFF FOR CHILDREN 2-12 YEARS.
REGULAR DEPARTURES FROM MANCHESTER.

plus the following

PALMA	FROM	£35	RETURN
MALAGA	FROM	£40	RETURN
BERLIN	FROM	£35	RETURN
ROME	FROM	£38	RETURN
NICOSIA	FROM	£60	RETURN

A DAY IN PARIS

Day excursion to beautiful Paris from only £10.80 return. Optional sight-seeing tours. Inclusive of almost £5.00 worth of duty free spirits.

A DAY IN AMSTERDAM

Fly by Viscount to Amsterdam from only £13.50 return. Includes a coach tour to a cheese factory, diamond works and the bulb fields. Includes £5.00 worth duty free spirits.

BEER FESTIVALS

Visit the world famous Beer Festivals including 4 days accommodation. Munich from £39 return. Belgium from £28 return.

FOR FULL DETAILS OF THESE FLIGHTS AND FLIGHTS TO OTHER CONTINENTAL AND WORLD-WIDE DESTINATIONS — CONSULT THE SPECIALISTS IN LOW COST LUXURY AIR TRAVEL . . .

traveleads

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

BARCounter

Tony Riall



Following last month's Annual General Meeting of the Centre, **TONY RIALL**, one of our most loyal and long standing committee members left the committee. Tony first joined the Yorkshire Centre in 1958 and was elected on to the main committee in 1963. For the first few years he was very active in the organisation of our non-speed events, principally the club nights and the Scarborough Weekend but of late he has been more active behind the scenes on the social events including last years Jubilee Barbecue.

Like so many other members, Tony first came into prominence when he won a club night soon after joining the club. After that he went on to win many awards including the Pearce Trophy and represented the club in the television driving tests at New Brighton.

Fortunately he is not lost to the Centre for he has agreed to serve on the New Non-Speed event cum Social Committee and the Clubhouse Committee.

Off the Road

We send our sympathy to **HENRY HOLLIDAY** who has been deprived of his licence to drive for twelve months. **PETER SCOTT** has sent him more than just sympathy, in fact he has posted him a copy of "Walking in the Yorkshire Dales".

Motor Racing is dangerous

When you read the notice that says 'Motor Racing is Dangerous' take heed, for two of our committee members found it to be so at Mallory Park recently. **PETER GRIFFIN** and **BORIS HARDCASTLE** were assisting in the control tower at the F.2 meeting there, getting a good view of things from their first floor window when a car exploded as it went past and part of the content of his sump came flying through the window and they were all showered with broken glass and sundry debris.

Hillclimbers Party

For the second year in succession the hill climb fraternity have gathered for a pre-season party in Settle, masterminded by **JIM THOMPSON**. This looks as though it will become an annual affair when competitors and marshals get together for a first class binge in readiness for the many similar Saturday nights to come during the year. Whatever else they might be good at, they can certainly lower ale and the problem was getting to the bar for a drink amongst the throng, but if you had difficulty getting drink, there was plenty of food to go round. It is difficult to mention everyone there but amongst the crush **ALAN MOUNTAIN**, **FRED SMITH**, both **JOHN LAMBERT's**, **PETER KAYE**, **JOHN ENGLISH**, **CHRIS SEAMAN**, **TED WORSWICK**, **PETER HANSON**, **DONALD GRIFFITHS**, **HERBERT STUBBS**, **HOWARD WILKINSON**, **DAVID HAMER**, **PHIL BENNETT**, **BOB SPEAK**, **JIM HALL**, **BOB GARSIDE**, **JOHN BOSOMWORTH**, **PETER WHEELER**, **JOSEPHINE LEE**, **TONY BANCROFT**, **TREVOR TWAITES** and **ED SPENCER** were to be seen. Altogether an excellent 'do' which we hope will be repeated next year.

A Frightful Fracas

Things are coming to a low ebb when we get a fracas in the small bar of that Holy of Holy places, the Windmill. Even worse when it is half our committee involved but, without mentioning any names we will give you brief details. It all started when a drink was knocked over and its owner took umbrage. A slight scuffle ensued when he accidentally tripped over someone's foot and then set about a former committee member who was standing innocently by. At that point one of the wives intervened and suggested that he might be better to do his drinking in a low tavern the other side of town when he replied "I've just been there and it was full of old cows like you".

R.D.S. ENGINEERING

(RICHARD SUTHERLAND)

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

Victoria Street

Leeds 7

Telephone : LEEDS 691008

GUISELEY GARAGES *Ltd.*

FOR YOUR NEW



Triumph



we also have a large selection of

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

Self Drive Hire Cars

and DORMOBILE MOTOR CARAVANS

OTLEY ROAD, GUISELEY.

Telephone 2244

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



Manta.

The sports car that takes five.



WASS Manta

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

CHARLES SOWDEN & SONS LTD.

●

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

●

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

HILL CLIMB HAPPENINGS

by J. M. English

First details of the Castrol B.A.R.C. Hill Climb Championship which arrived too late to be included in last month's issue. The format of the championship is the same as in previous years using the same classes and scoring system but with an increase in prize money.

The overall winner will receive the "Archie Fraser Nash Trophy" and £150 instead of £100 as last year. In addition there is a further £10 award which will be paid in cash at each round for the highest number of points scored at that round by a "Team Castrol" member.

A new feature in this year's Championship are the "Castrol B.A.R.C. F.T.D. Awards", these awards will be contested by all the Championship entrants at each round. The "F.T.D." awards will be marked on a points system with the Championship entrants who have made the five fastest times being given two additional "Top Five" runs. Points will be scored on the scale of 5 for the fastest to 1 for the fifth fastest performance, with one bonus point for any competitor who breaks the course record standing at the start of the meeting. At the end of the season the competitor with the highest points scored will be awarded the "Castrol Trophy" and £100, the second place award will be a plaque and £50 with £25 and a plaque for third place.

At present there are 108 entries in the Championship and the new "F.T.D." awards seem to have attracted most of the big single seater drivers who in the past did not have much of a chance of winning the Championship in its original form.

For all these improvements to the Championship there is a price to be paid, in this case the price is a registration fee of £1 for each entrant, which is a small price to pay in this day and age of rising prices and cost, for such an excellent championship.

Entry forms for the Championship can be obtained from Mike Wilson or Jan Walker at the Centre Office.

The first round of the Castrol B.A.R.C. Hill Climb Championship was at Loton Park on the 1st April where Bob Speak in his wife's shopping Elan, which was incidentally driven to the meeting and driven home again afterwards (Bob lives in Blackburn and Loton Park is near Shrewsbury which is a few miles round trip) and Mike Flather in the Aldon Automotive Cooper S both scored maximum 10 points on the newly resurfaced hill. Mike's points being scored on his first run, due to some engine trouble, bent push rods were suspected and Mike only took the one run in order to save the car. Pressing



BOB SPEAK (Josephine Lee)

hard behind the two leaders was Jim Thomson that well known Firenza driver and past winner of the Championship, with 9.40 points. In fourth place was Nicky Porter in his newly repainted Cooper S, opinions differed as to the suitability and name of the colour chosen, officially metallic



NICKY PORTER and RICHARD WHITE (Josephine Lee)

mauve with a slightly darker shade for the roof, with crash helmet in a matching colour.

With paintwork that colour the car has just got to be quick.

With John Meredith, Ken MacMaster and Norman Adams all breaking Class record the first seven places were covered by 1.5 points.

In the race for "Castrol B.A.R.C. F.T.D Awards" points, Ken MacMaster surprised all the Class 17 boys with a first run time of 56.97 in his 1600 c.c. Hart BDA powered GRD, making its debut in hill climbing. Unfortunately it rained before the single seaters took their second runs and so the DFV and Formula 5000 powered cars had little chance to reply.

In the "F.T.D. Awards" Top Five runs, Ken Macmaster showed his ability in the rain with a time of 65.85, against Roy Lane, 65.95, Richard Thwaites, 66.42, Tony Griffiths, 66.76 and Chris Cramer, 66.97, and so it was Ken Macmaster in the lead with 5 points.

Other news at Loton included Brian Kenyon being hit on the head with a tool box (all drivers in Class 6 are at present being finger printed), Chippy Stross having difficulty starting his new engine, solved by the loan of a very heavy looking lorry battery, Richard White in a new Escort, Chris Seaman and the writer being entertained in the bar of their hotel by a member of the local magic circle

and Mike Beckett's Anglia bouncing its way up the hill.

Round two, was at Prescott on April 8th, where several of the Championship competitors were unable to obtain an entry, to try and help them an extra round has been arranged at Pontypool on the 17th June.

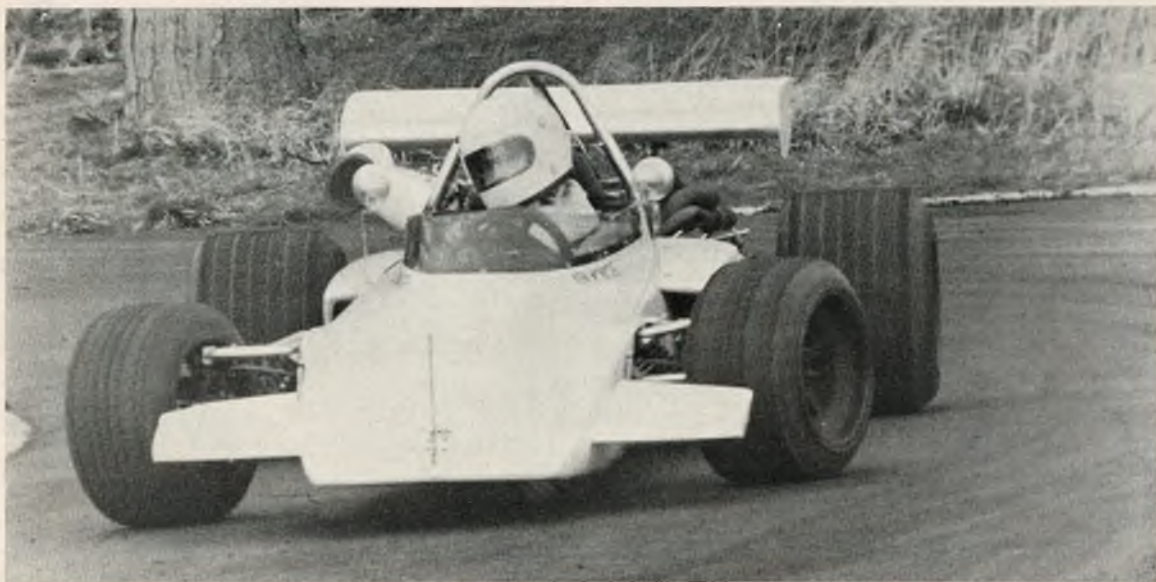
For Prescott Classes 1 to 10 had to run with silencers and the rest of the competitors had to warm up with silencers fitted.

Tony Harrison had the misfortune to have engine failure in his ex Mike Howley Brabham BT35 during practice on Saturday.

Mike Flather went into the lead in the Championship after Scoring 9.35 points to give a total of 19.55 against Bob Speak's total of 18.98 with Brian Kenyon jumping up to third place with 16.56 points.

In the F.T.D. Awards, Sir Nick Williamson was persuaded to enter the championship with a little help from David Good and Tony Griffiths who must have regretted it later when Sir Nick took F.T.D. and 5 points. Roy Lane again scored 4 points and goes into the lead for the F.T.D. Awards with 8 points. There was only one thing wrong at Prescott that was the snow which started to come down during the F.T.D. Top Five runs.

Good things included the television in Roy Lane's new transporter (to watch the Silverstone race) and the sound of Tony Griffiths leaving the start in his DFV powered Brabham.



Ken MacMaster at Loton Park

(Robin Boucher)

POWER

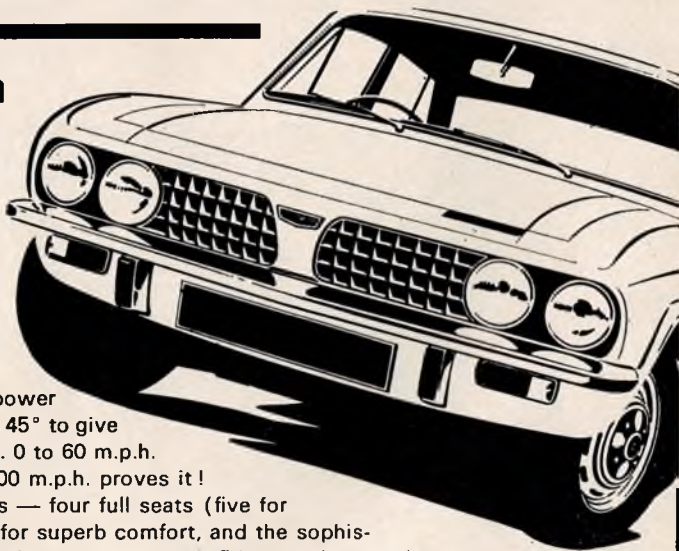
FOR HIRE

ROBSON POWERTOOLS LTD

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.**

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

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



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



TRIUMPH

DISTRIBUTORS

ARNOLD G. WILSON LTD.

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

CROFT - AN ALL TIME LOW

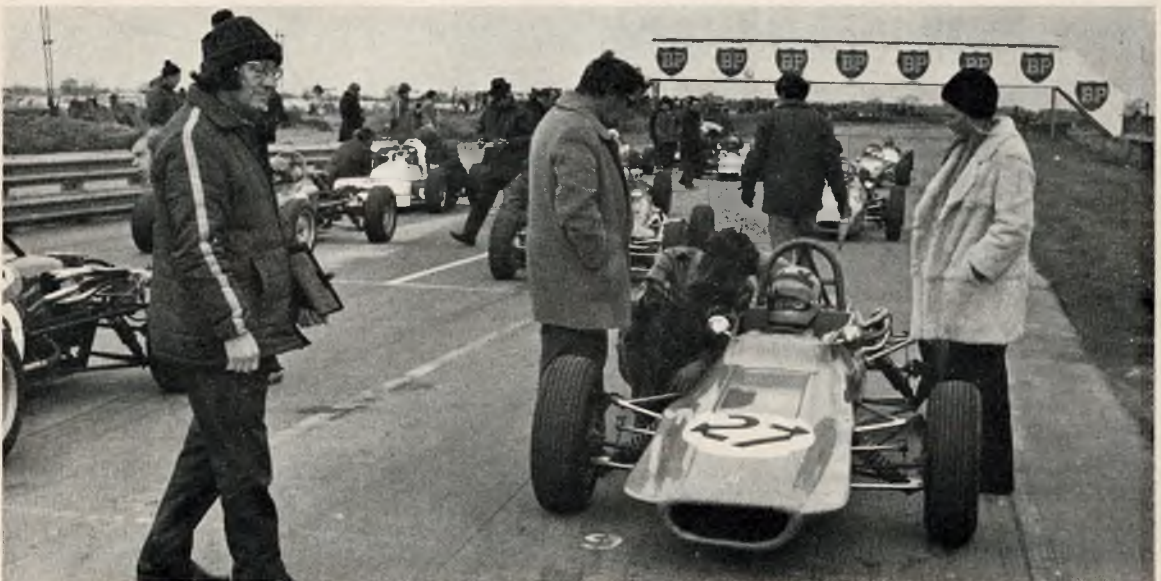
Our first speed event of the season was a race meeting at Croft where we put on what should have been an interesting series of races for competitors, organisers and most of all spectators. There were two Formula Ford races, both over-subscribed, two Special Saloon races for the Wendy Wools Championship and one race each for modified Sports Cars and Formula Libre coupled with the Clubmans. Both the Formula Ford races produced some good racing without a single retirement in either event although each was depleted by non-starters — 8 in the first race and seven in the second. Both races were won by Peter Harrington whose Cougar 73F was going superbly all day and the general standard of preparation throughout the whole of this category was very high indeed.

The other championship races were for the Wendy Wools Saloon Car Trophy and here we were not so lucky. The idea was to run two races with the fastest on aggregate the winner. There was a maximum entry for the first race but nine cars did not start and four failed to finish. There were only fifteen entrants for the second race of whom four failed to turn up and two retired so that Doug Niven had little difficulty in scoring his second win of the afternoon. Again the standard of preparation on his Boss Escort V8 was superb and it is not surprising that his car goes so well.

The other two races were very disappointing for in the modified Sports category there were 12 entries of whom five did not start and in the Formula Libre class of 17 entries, ten did not start. In the former race Donald Morton was unopposed in his Elan being thirteen seconds in front of second man, Sprite driver James Buckton whilst Bill Wood had an even easier win in his McLaren M14A Chevrolet after Brian Robinson had lost a lap when he pitted his Formula Atlantic Ensign.

When one goes to a meeting like this one wonders just where Club Racing as we know it is really heading. Amongst the Yorkshire Centre members as well as locally based members of the other National club there are many fast and interesting cars from Chevron B23's to Formula 5000's and yet hardly any of them can find themselves able to support their local circuit where they learned to drive not so long ago. Talking to some of them, they say that it is only worth driving on the Continent where the prize money and starting money are worthwhile. So now the quality of the entry drops lower and lower, the spectators get fewer and fewer so that in turn there is less money available for prizes. This is a spiral that can only have one end and that is circuits closing and no

Continued in page 21



Following in father's footsteps is Tim Ratmell, son of former rally driver, Alan Ratmell who has started motor racing this year in the Formula Ford category soon after his seventeenth Birthday.

(Bob Soper)

ONDURA REMOULDS GROW ON YOU

ONDURA LIMITED, KEIGHLEY, YORKSHIRE. TEL. KEIGHLEY 3253

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



ONDURA



ONDURA



ONDURA



ONDURA



ONDURA

T. F. RACING

THE PIT STOP
BRADFORD ROAD
STANNINGLEY

Telephone :
PUDSEY 76544
PUDSEY 72217 after hours.

Proprietors : TED GLEDHILL, FRANK GOODE

DYNAMOMETER TUNING, RACE AND RALLY PREPARATION
HIGH PERFORMANCE CAR SPECIALISTS

LOTUS, ALFA-ROMEO, FORD, BRITISH LEYLAND.

DISCOUNT FOR CLUB MEMBERS.

THE NIGHT THE DIXON'S WENT RALLYING

By Linda A. Knight (nee Thornton)

Now what, you might think, could be easier than helping your husband entertain his boss and wife on a motoring event, especially if they happen to be Mike Dixon and his wife Paddy, two well-known figures from Castrol-land, namely the Publicity manager and wife.

So Philip and I set off for some nether region of North Wales to the start of the Nutcracker Rally, where we were to meet Paddy and Mike and escort them round some of the delights of Rallying in Wales. Actually we were having a vain attempt to prove to them that there were other sides to motor sport than Hill Climbing. The start was not exactly awe inspiring a **garage on the side of the main Merther Tydphill road with no organisation and plenty of wet Welsh rain. Well we decided to make the best of a rotten beginning, so while Philip escorted the Dixons round to look at the machinery parked around us, I plotted frantically. Now I don't profess to be a Mike Wood where navigation is concerned, but I don't think I'm too bad, and besides it would help if the organisers had given me the re-routes before I plotted our first stop for the night.

Consequently we ended up where the marshals should have been, axle deep in mud, in what looked like a good description of 'Quatermass was here'. Prior to this two roads I had wanted to use had been similarly dug up by some unknown being who obviously had it in for us that night. Nothing daunted, one by now muddy looking Capri and one even muddier white Cortina did 210 point turns in thick mud and guided by yours truly set off again. More by luck than good chance we found some marshals who told us that the route had been changed, fancy that, and we were now at the end of special stage 4, so down the road we went hoping to arrive at ss.5 before the first car, but no such luck, car no 1 beat us to it. So the first look at the rally the Dixon's got was from a village garage forecourt while cars came round a corner and disappeared into the gloom of what might have been a good watching point. Now I might add at this point that our car had been extremely troublesome that night, and when we decided to go to my next plotted stage we couldn't move. Three-quarters of an hour later with both Mike and Philip by now grumpy and dirty, the Cortina decided to go. Only it stuttered after we had pushed the car against the traffic for some hundred yards.

So off we went again, only to find that by now that ever troublesome Cortina had more or less

used up its petrol consumption. Where do you look for an open garage in the middle of Wales at 1 o'clock in the morning? Eventually we found one of these "24 hour put a pound in the slot and get nothing out garages" — which is precisely what happened, petrol was exchanged from cans to cars, and off we set, but no — once more Mike had to emerge from the comfort of his car to help push, and after much strenuous effort we eventually did get going.

The next spot I had chosen I was sure would be perfect. The middle of a Welsh forest, plenty of action and here we were parked on the side of the track, out of the way, with a perfect view of some hairy looking corners. By this time it was about 3 a.m., the cars were due by my calculations in about another hour. So two cars blended into the darkness, four people and one dog settled down for some sleep, but it wasn't long before 'one dog' had decided that having sat in the car for three hours, she wanted to get out and have a dog walk. Philip refused, so out I got. Now a forest can be a very creepy and quiet place at four o'clock in the morning, and it doesn't help when nature calls on the homo sapien as well. It was alright for Philip, but most women will agree with me that going to the loo out of doors isn't the simplest of operations, especially when it is pitch dark and you can't see anything, consequently when I felt the call, I didn't move very far from the parked cars. I am informed that the ensuing five minutes (five minutes?) sounded like Niagara Falls, much to the embarrassment of Philip who felt that the Dixon's, parked only feet away, couldn't help but hear. Anyhow, silence set in over the forest, and for about forty minutes nothing stirred. Now when I woke up, I sensed that something wasn't quite right. I could hear the cars, see their lights, but they were not appearing in our view. I awoke Philip and told him what I had discovered, looked at the map — we found that, yes, the cars were coming through the forest but about a mile into the forest from us! Oh boy! Have you ever driven through a forest at night with drops to one side, ruts in the road, and what now seemed to be a very out-of-date ordnance survey map, in convoy I might add, with you leading the way and apparently knowing where you are going — Need I say more.

Now you may ask, did we see any of the rally? yes, the last 10 cars going through the stage, one head-on on a cattle grid, and two on some 's' bends

Continued on page 19

**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

CORRESPONDENCE—continued

Expenditure : Rent or ground rent if any;
Rates, Light, Heat, Phone, etc.
Salaries
Other overhead expenses

Revenue : Saving on cost of office ?
Sub-letting to other clubs —
regular/ casual as agreed
with them.
Bar takings
Meal service (if provided).

Given these facts or rather estimates the members can judge for themselves the benefits of having their own premises. It must however be emphasised that the clubhouse should not only pay for itself, but should make sufficient profits to enable the capital cost to be repaid within about 10 years at the most. At the same time it is to be hoped that the Centre will not be overburdened by high interest rates on the capital borrowed to finance conversion. It would be unrealistic to expect to be able to borrow the money required on an interest free basis, so it will also probably be necessary to finance the construction by some other form of internal fund raising. This could be a combination of revived '100 club', or possibly an additional subscription for use of the premises by local members and a visitors fee for guests and non-local members. Say £1 a year or 10p per visit.

It may be relevant at this point to detail the arrangements in my other club 'The Brighton and Hove Motor Club'. We have had our permanent headquarters on Brighton Seafront since the turn of the century at a nominal rent from Brighton Corporation. The facilities available comprise :

Lounge Bar, Billiards Room, Table Tennis Room, Ladies Powder Room, Club Office, Storage for all equipment (except the club caravan). The bar is wired for Stereo and additional equipment enables the Table Tennis room to be used for Dances and large meetings.

The club premises are normally open on Wednesday and Saturday evening and Sunday lunch-time. It used to be open at other times but there is insufficient support to justify the costs involved. All secretarial work is carried out in the office. Additionally the club is opened for committee meetings and whenever events are held. Most Rallies, treasure hunts, etc. start and finish there, and it is occasionally used as a check point for other club events. On these occasions food is provided although there is no call for this at other times.

The main use of the club occurs when the principal events are held; for these the main road past the Club is used, being closed for the day

by the Corporation. These events include : The Brighton National Speed Trials, The Brighton Rally (Driving tests), The Concourse de'Elegance, and many R.A.C. events at which we provide the local socials such as the Veteran Car Run, the Brighton Coach Rally, etc. On these occasions we can always obtain a suitable licence extension covering the Friday evening to Sunday evening, as the local magistrates realise that the events are a local attraction and bring many visitors into the town.

The club salaries are restricted to the part time secretarial assistant and steward. On other occasions that the premises are in use a responsible committee member will man the bar. When required the club is turned out and redecorated by the members of the committee.

From our experience a few points emerge :

1. The club should be situated in a location which is readily accessible for the major events, and which can be used to start or terminate other events.
2. Except when a major event is being held the provision of food is likely to prove an expensive loss. At events you will probably have to rely on conscripting members wives as volunteers in the kitchen.
3. If the bar is open every night, on most nights only a handful of members will drop in for a drink and you will lose money; whereas if open for 1 clubnight each week, and on other special occasions, plus Saturdays 30 to 40% of the local members can be expected to call in making for a profitable bar turnover.

On this basis it would seem that only possible location for a suitable clubhouse would be Harewood, adjacent to the paddock where it could be used for most events. The existing buildings at Harewood, even if available for conversion, are not really in an entirely suitable location in regard to the course or for use for other events as a starting/finishing point due to the necessity for vehicles to pass on the way to and from the buildings.

Hove. Yours sincerely,
J. Wallace Mitchell.

THE NIGHT THE DIXON'S WENT RALLYING—cont.

on a hairy mountain road. What a night ! Needless to say, the Dixon's had proved a point. They had been to a rally, and stayed up all night. Something they said they hadn't done since they were courting. The mind boggles. So to all those motor enthusiasts who say they will take their bosses on an event, make sure that it's not you that leads them to absolute disaster.



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

SELF TOW CARAVAN HIRE

New A-Line Models from £11 per week.
Contact Les or Josephine Bentley

H & B CARAVAN HIRE

The Esses, 23 Newbithes Road, Horsforth.
Tel. Horsforth 4130.

SMALL ADVERTISEMENTS

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

FOR SALE

G.T.M. Cooper mtor, 'S' gearbox, latest rear suspension. Adjustarides, Aley Roll Bar, Blue with Blue/black trim £525. For full specification and history ring Tim Hayton at Wainstones 321.

COMPETITION CHATTER

● Let me start with an apology; pressure of work caused the absence of last month's chat-sheet, and the same pressure plus the inevitable rush which accompanies the start of the Speed Events season are combining to make this month's screed pretty brief. I will do my best to keep you posted of invitations to other club's events, but the comments on other matters may well be squeezed out. Perhaps it's a good thing, as I usually seem to annoy someone anyway.

● For those of you who feel that the risks attendant on motor racing would be less daunting if covered by insurance, an insurance scheme for racing and speed events was recently publicised in the national press. Yorkshire Centre members need look no further than Paul Hargreaves for all the information they need, as he and his company are operating the scheme. Paul can be reached at Clarkson, Tiley and Hargreaves Ltd., Dunkirk, Halifax. Tel. 0422-65281.

● The C.S.I are messing about with flag signals again — it's the yellow flag this time. When will they learn that it's not the volume of flags (or fire extinguishers for that matter) but the competence of the marshal operating it that really counts when trouble looms. The constant changing of rules is causing much concern among those who have to operate them, and it is a very disturbing symptom that even at a popular circuit like Oulton Park, a promoting club has difficulty in raising one hundred marshals for a club meeting. And note that I did not say one hundred trained marshals, for it seems that the wastage in senior helpers is not being replenished by new enthusiasts as it once was. This seems to be a result of too many meetings, too much red tape, and too little consideration, but before long it could result in the curtailment of some events.

Invitation to hand for the near future include:

- M.G. Car Club 13th May — 5th "Not Easter" Sprint at Topcliffe.
- Longton & District M.C. 13th May — Sprint at Longridge, nr. Preston.
- David Brown S. & S.C. 5th/6th May — Elcar Trophy Rally, 200 miles on 102 & 95, start at 102/194087½.

Well in advance, Longton & District M.C. have a Sprint in the Isle of Man on 22nd September which sounds most enticing. Write for details to S. C. Wood 34 Marina Drive, Fulwood, Preston PR2 4SB.

A.J.H.

CROFT—continued

motor racing. How this can be stopped when the R.A.C. downgrades circuits like Croft so that Internationals can no longer be held there is a very difficult problem for the circuit owners. However, something must be done and quickly to stop this slide and try to get a higher quality of entry and persuade the paying customer to return otherwise quite a few clubs will find that there are very few circuits left for them and competitors would then have to face crippling entry fees if they wished to race.

A lot of this is in the hands of the competitors themselves because a potentially interesting race of 17 racing cars that is depleted to only seven is hardly likely to make people come back for more. How would Leeds United go on if they advertised a game with Liverpool and both teams fielded nine reserves each? The 40,000 gates would be down to 400 in no time at all but this is what we are asking our supporters to put up with. Another thing that is hardly likely to endear our sport to the masses is the general presentation of the cars. As we have said before, most of the Formula Fords are superb. So were the other cars that were winning but at the other end of the scale were some of the tattiest heaps imaginable. Some should have been dropped off at the scrap yard down the road they were so bad. No wonder the bookies don't want to know about motor racing for you can pick the winners in the paddock without knowing what sort of engine they have or who is going to drive — they just look right.

Let us hope that our next meetings are rather better than this one and we can do better than a 40% of non-starters.

Results

Race 1. 10 laps Special Salons for the Wendy Wools Northern Saloon Car Championship

- 1. D. Niven (Escort Boss V8) 77.60
- 2. R. Mathews (Cooper S) 76.92
- 3. D. Huntley (Escort)
- 4. R. Leckie (Singer Chamois) 76.20

Race 2. 10 laps for the B.A.R.C. Formula Ford Championship

- 1. P. Harrington (Scholar Cougar) 77.43
- 2. R. D. Klomfast (Royal RP16)
- 3. Roger Manning (Aircall Elden)
- 4. D. Shatuck (Elden Mk. 4)

Race 3. 10 laps for Modified Sports Cars

- 1. D. Morton (Lotus Elan) 75.59
- 2. J. Buckton (Sprite) 74.34
- 3. A. Brocklebank (Morgan Plus 4)
- 4. G. Wilson (Midget)

Race 4. 10 laps for the Tae Formula Ford Championship.

- 1. P. Harrington (Cougar Scholar 73F) 78.56
- 2. P. Clarke (Crosslé 25F)
- 3. T. Payne (March 721)
- 4. M. Starkey (Merlyn 20A)

Race 5. 10 laps Special Saloons for Wendy Wools Northern Saloon Car Championship

- 1. D. Niven (Boss Escort V8) 81.10
- 2. D. Huntley (Escort)
- 3. R. Matthews (Cooper S)
- 4. A. Clacher (Imp)

Race 6. 10 laps Formula Libré and Clubmans event

- 1. W. Wood (McLaren Chev) 86.64
- 2. D. Cooke (Hawke Super V)
- 3. J. Halroy (Mallock U2)
- 4. B. Robinson (Ensign FA)

EVENTS IN MAY

1st CLUB NIGHT

13th E. A. DENNY TRIAL

**20th SHELL MEMBERS' MEETING
HAREWOOD**

27th RACE MEETING, CROFT

**29th PRACTICE EVENING
HAREWOOD**

JUNE

2/3rd SCARBOROUGH WEEKEND

Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date 1973	Event	Status	Centre Annual Competitions
1 May	Club Night	Closed	K
13 May	E.A. Denny Trial	Closed	CNKA
20 May	Shell Members' Hill Climb, Harewood	Closed	K
27 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, Thrupton	International	—
7 August	Club Night	Closed	K
12 August	Race Meeting, Croft	Restricted	NK
4 September	Club Night	Closed	K
9 September	R.A.C. Championship Hill Climb, Harewood	National	CK
23 September	Race Meeting, Croft	Restricted	NK
30 September	Castrol Trophy Hill Climb	National	NK
7 October	Greenwood Cup Trial	Closed	CNKA
2 October	Club Night	—	—
21 October	H.Q. Race Meeting, Brands Hatch	International	—
6 November	Club Night	—	—
16 November	R.A.C. Rally	International	—
1 December	Annual Ball	—	—
4 December	Club Night	—	—

CENTRE ANNUAL COMPETITIONS

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

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

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

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

All competitive events qualify for the Pearce Trophy/Firth Bowl competition.

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

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.

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.