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MAY **73**

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COVER PICTURE

Long sections are all right until someone gets a lot further than the rest as Ken Hartley found when he had to chase Richard Clark's winning H.R.G. on the May Club Night.

Photo Bob Soper.

THE ACCOMPLISHMENT OF GOALS

The recent appeal for the medical caravan has served to illustrate just what we, as a Motor Club, can achieve when we set our heart on it. When the appeal was launched we gave Tony Bancroft a very definite goal to aim for. It was not to raise some money during the season but to raise exactly £1000 by the middle of the season or the end of May. With the amount and the time fixed he was able to plan accordingly and, not surprising, this large amount of money will be collected in time.

Similarly, last season it was decided to bring out in June a sixty-eight page issue of the 'Circular'. A fixed time was set, and it appeared in that time. The Circular went into the red, and so we had to get some advertising. By next month there will be sufficient advertising, and for the first time ever, the 'Circular' will show a profit for the Club.

All these examples show that if we really want something, then there is absolutely no reason why we should not get it, providing that we know what it is, how much it will cost and exactly when we are going to start using it. This applies particularly to the projected club house. At the moment a feasibility study is taking place but when this is over and, assuming that we still think that it is a good idea, we decide to go ahead with it, then we must plan very carefully. Every detail must be worked out step by step with a fixed time allowed for each one. We must not generalise on the finances but fix an exact amount of money to be raised that will cover all eventualities and an exact opening date set. If this is done and those responsible know what is expected of them, there is no doubt at all that the clubhouse of our dreams could be a reality in a very short space of time. It is only up to us to make it so.

Forthcoming Events

Scarborough Weekend — 2nd/3rd June

Last notice of the Scarborough Weekend which it will be too late to enter by now, but you may want to go along to the dance at the Prince of Wales on Saturday evening. Tickets for this are available from the Centre Office or at the door, price 30p each.

Club Night — Josephine's Jaunt — 5th June

The Club Night this month will take the form of a Gymkhana in the Car Park at Harewood. Originally we intended to have a hairy Autotest meeting for this date but, coming so soon after Scarborough, we thought it better to give you something a little gentler on both car and driver.

Josephine Lee and Stephanie Soper have joined forces to give you a very competitive if slightly lighter hearted evening out with a series of interesting and different tests to try out your skill at handling a car. This will certainly be different from previous gymkhanas that we have held and the emphasis will be on driving skill rather than luck on stupid games. You will not have to drive at great speed but merely know how to drive well in usual and unusual situations.

After the event there will be the usual get together in the Travellers Rest, Harewood Avenue, where the results will be announced. Entry fee is the usual 50p and signing-on starts at 6-45 p.m. with the first man off at 7 p.m.

Sheffield Motor Week — June 10th — 17th

As part of Sheffield Motor Week we have been asked to co-promote a Hill Climb in Norfolk Park, Sheffield, on Sunday, 10th June. Arrangements are now well in hand with John English and Boris Hardcastle acting as Clerk of the Course and Chief Observer respectively.

However, we still have room for one or two more people to act as officials at this meeting. Anyone interested should contact J. R. Hardcastle, at "Oaklea", Wetherby Road, Bardsey, Leeds LS17 9BB. Telephone Collingham Bridge 3205 as soon as possible.

Montague Burton Hill Climb — 24th June

As we go to press all that we can tell you is that there will be a National Hill Climb at Harewood on June 24th. Normally this is a major Gala occasion but this time we have decided to have just a normal meeting, saving the big attractions until the final R.A.C. Championship round at the end of the season.

Being a National Meeting there should be a big entry from the contenders for both National Championships all trying to get some urgent practice in after the rain of the May meeting. Being a two day event, practice is on Saturday and Sunday morning with the first competitive run at 12-30 p.m. on Sunday.

Club Night — 3rd July

Advance notice that the July Club Night will be the Bird's Event where our lady members compete against each other on a combined Autotest and Production Car Trial type of event. Malcolm Rogerson is the principle organiser this year and has laid on a very interesting and definitely non car damaging event. More details next month.

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Bogged Down in Brighthouse – The May Club Night

Our first competitive club night of the season was a Production Car Trial held in the wilds of Brighthouse. Paul Hargreaves laid out some very interesting sections in the woods just off the main Elland to Brighthouse road, each one to be done twice with suitable alterations the second time round. Nineteen competitors signed on of whom two decided to abandon the effort after the first time round.

The site would have been ideal but for the torrential rain on the day before, for whilst it cleared the sections all right, the water gathered on the track below and this soon churned up into a quagmire. The first section was a seemingly simple left and right handed climb up a track, which, first man up, Paul Addleman, cleared easily in his Escort. After Paul, others came along and either lifted off, or put too much power on, so that very few more were clean. The second section was a very tight, short one, which no one cleaned and where six inches could mean two marks lost, whilst the third was a long one, but no one got further than number 10, there being a large tree to negotiate to really get into the section.

On this section one could either take it gently and get stuck, or risk hitting the tree by making a dash for it. Eighteen of the entry went gently and got a ten, whilst the other, Harry Mason, took

it a bit quicker and Christened the other front wing of Barbara's car. The last section was a very interesting long one which entailed a long, straight climb where gentle throttle control was vital, and then a series of sharp bends and steep hills. First man up here was Richard Clark in his pre-war H.R.G. and was followed up by Dick Hooper giving his brand new Midget a very successful first airing. After this section the competitors returned to the road and went back to the start to do three of the sections again before it got too dark.

Back at The Rawsons Arms, Elland, the results were announced and Richard Clarke emerged a clear, if not surprising winner ahead of Dick Hooper, whose performance in splitting the two H.R.G. drivers was the best of the evening. Gordon Chippindale won the combined class 1 and 4, whilst H. D. Kennedy proved that you can get a long way in trials by putting your foot to the floor and leaving it there, in winning class 3 in his 100E Anglia.

Results

1. R. Clark (HRG)	20
2. R. Hooper (Midget)	26
3. R. Ward (HRG)	28
4. H. Wadsworth (Sprite)	33

Continued on page 17



Dick Hooper gave his new Midget a successful airing coming in a very good second place overall behind the more suited H.R.G. (Bob Soper)



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HILLCLIMB HAPPENINGS

by J. M. ENGLISH

On the 10th of June hillclimbing comes to the centre of Sheffield with a new venue in Norfolk Park. The hillclimb is being staged as a part of the City's Motorweek and the Centre is one of the co-promoting clubs.

News from the British Women Racing Drivers Club is that Mrs. Agnes Mickel has won the B.W.R.D.C. Shell Hillclimb Championship for 1972 and for the second successive year Mrs. Pat Kenyon has won the B.W.R.D.C. Duckhams Sprint Championship.

The third round of the Castrol B.A.R.C. Hillclimb Championship was at Harewood on the 22nd of April. The meeting was sponsored by Andrews Bros of Bradford, B.M.W. dealers, who produced a display of B.M.W. cars, Roger Bell of "Motor" fame, John Markey B.M.W., Concessionaires GB's Controller of the Sales and Competitions Promotions Department, Tony Lanfranchi who succeeds John Markey as Competitions Manager of B.M.W. Concessionaires GB. Between the first and second runs there was a demonstration run up the hill of several B.M.W. cars. The writer was lucky enough to get a ride with John Markey in what looked like a competition car but which was in fact John Markey's road car, an original factory light weight prototype with 250 BHP., ventilated discs, 9" rims,

race suspensions, limited slip diff., the whole lot having been re-built as a road car with 8 track and cassette stereo systems. It don't half go. The Motoring News and Autosport hillclimbing men Robin Boucher and Ian Wagstaff were given a demonstration run by Tony Lanfranchi which produced sideways motoring up the hill and lots of tyre smoke.

Easter Monday was a wet day down at Loton Park for round one of the RAC Hillclimb Championship but it was worth standing out in the rain to see Sir Nick Williamson throwing his 3 litre Marlyn round the Triangle to take FTD and 10 points in the RAC Championship.

The following weekend the Castrol B.A.R.C. Circus invaded South Wales for round four of the Championship at Pontypool. As usual there was a goodly gathering at the Three Salmons Hotel in Usk and we were graced with the presence of Roger Willis for the weekend who seemed to be enjoying his temporary return to the hillclimb scene.

Yet again Mike Flather broke a Class 1 record, took home the Team Castrol Award and retained his lead in the Championship with a total of 38.83 points. Bob Speak won Class 7 to keep second

Continued on page 10



Resting between runs Peter Varley ponders on the prospects of going even faster in the Harewood "Top Five" run offs. This year Peter is having his best ever season in his Brabham BT21C Ford. (Bob Soper)

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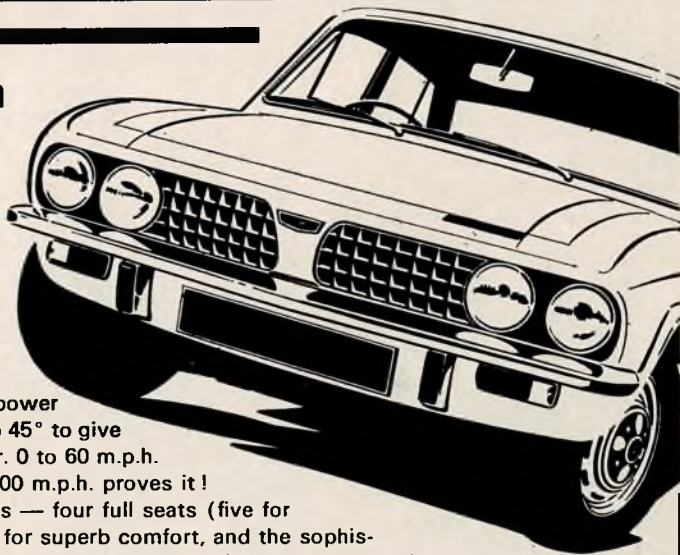
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HILLCLIMB HAPPENINGS—continued

place with 33:93, John Meredith moved up into third place with 28:15, Jim Thomson next with 23:35 and Brian Kenyon fifth 23:13, Brian's total remaining the same as after Harewood as he had to non-start after the clutch broke during practice.

With Richard Thwaites taking FTD and a new course record in his Eastern Carpet Stores McLaren he made sure of his second place in the FTD Awards with 12 marks against Roy Lane's leading total of 17 marks and Mike MacDowel's third place total of 6 marks.

Richard continued his winning ways at Prescott for round 2 of the RAC Championship by taking FTD and with Sir Nick failing to score this threw the RAC Championship wide open, with David Hepworth and Mike MacDowel sharing the lead after Prescott.

On the 13th May it was Thwaites again at the Wiscombe Park, Devon, RAC round, where Richard won the Championship runs, Sir Nick took FTD and Mike MacDowel moved into first place in the RAC Championship with a very much on form Richard Thwaites in second place. In practice on Saturday Richard Shardlow broke one of the uprights on David Hepworth's car which he was sharing. David went back to Brighouse for a new one which was fitted overnight only for Richard to break the other one during the event.

A sad note to finish, Brian Kenyon is suffering from a hernia, so much so that he had to enlist the writer and Chris Seaman to assist in the lifting in of the Sprite engine after the clutch had been re-



Richard Thwaites with last year's spoils.

placed after Pontypool. In return Brian offered to help Chris replace the points on Chris's road car, it says a lot for their combined efforts that the engine of the car had to have a further two hours work including replacement of most of the ignition system before it could be started again. There again it could just be the car.

Rumour in Sheffield has it that Brian sustained his injury "trying to pick his wallet up". Seriously Brian, everyone wishes you a speedy recovery.



JIM THOMSON



TONY GRIFFITHS



NICK PORTER

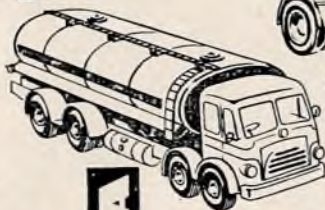
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EASTER SUNDAY AT HAREWOOD

Round three of the Castrol/B.A.R.C. Hillclimb Championship at Harewood saw Mike Flather not only increase his lead over Bob Speak but also saw him breaking the very old Jeff Goodliffe Class 1 record. On a cold and blustery afternoon this was the only record to fall but it should not be long before other long standing records in Classes 5 and 7 go the same way if present form is maintained.

Bob Speak is having a very determined go at all Jeff Goodliffe's Elan records with his wife's similar shopping car which he drives to and from meetings and is now just over two-and-a-half points behind Mike Flather. In third place, a further three points away, is Brian Kenyon, who was narrowly beaten last year but, like a well-known football team, finds that there is always someone else ready to have a go at winning the major honours.

Roy Lane comfortably leads Richard Thwaites for the Castrol FTD award with 13 points against 6 whilst Tony Griffiths, Ken McMaster and Sir Nick Williamson are one point behind on 5.

The inclement weather conditions did not favour the more powerful cars and Roy Lane was well outside Richard Thwaites' course record with his first "Top Five" run of 40.21 secs. to take F.T.D. Richard was second with 42.13 secs. and Phil Scragg brought the ex Tony Bancroft Chevron 3 ltr. into third spot, just ahead of Peter Varley's

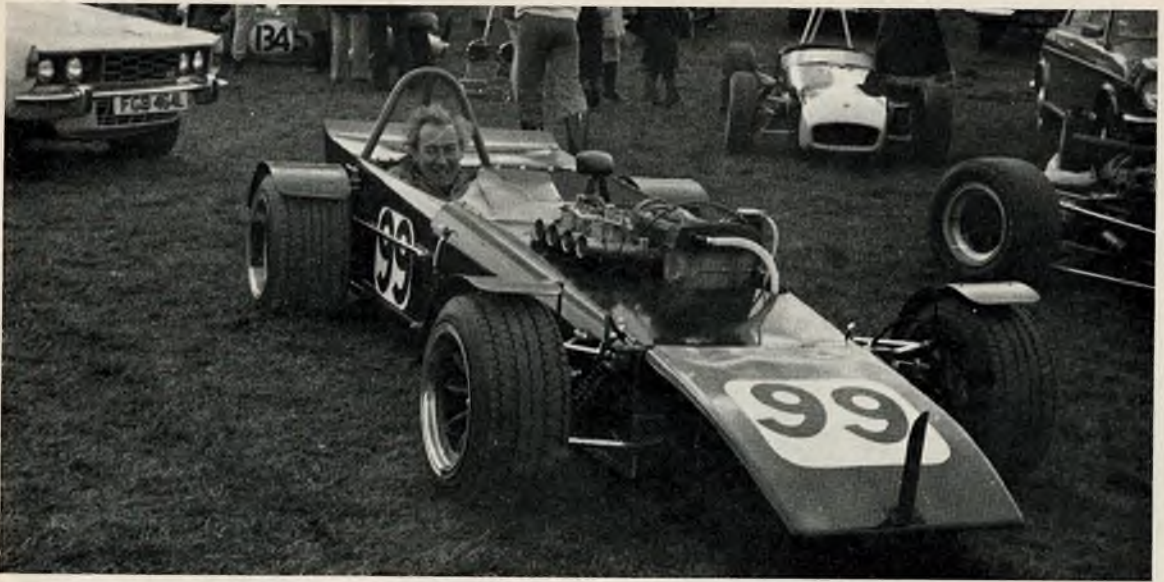
Brabham BT21c Ford. Fifth place went to Richard Jones in his very quick Mallock U2 TC.

The record in Class 1 had stood for many years, during which time no one ever looked like beating it. On the first runs Mike Flather led the class from John Edmond, a good three seconds outside the magic time but, with the course drying and Roy Greenwood joining the Edmond Cooper under Mike's time on their second runs, he had a real "muck or nettles" go to be the first man ever to go under fifty seconds in a Class 1 car. Class two consisted of two groups of evenly matched cars. At one end of the scale were three cars all hovering around the 60 second bracket whilst at the other end were three quick 'S's battling it out around the 50 second mark. In the end it was resolved by John Davies just beating Nicky Porter for first place, with Howard White relegated back to third.

Class 3 is now a very even one with under two seconds separating the first five cars, any one of which could have won. As it was Alan Mussard just managing to get a little extra out of his Escort Mexico to beat Nick Lewtas' Escort T.C. Alex Boyle who made history by entering every round of the very first Castrol/B.A.R.C. Championship without getting a single point is now going rather better and earned himself 5.73 points towards this year's championship when winning Class 4.



"You rubbed the lamp O Master, can I break you another record" says the Genie of Class 1 as he emerges from the air scoop.
(John English)



A happy Tommy Clapham waiting to go down for another run in his immaculate U2 that he bought for his return to Hillclimbing. (Bob Soper)

In the big saloon class, Jim Thomson driving a Firenza, managed to pull one over his old friend Richard White again, now that they are both back in the same class. A couple of years ago they fought it out in Class two with honours going to Jim. It will be interesting to see how things go this season. Brian Kenyon should have no difficulty with Class 6 this year, his fast Sprite easily beating the Midget of Bob Cartledge whilst in third place and only '08 seconds behind was Peter Davey who continues to put up a tremendous performance with his outdated Mk. 1 Sprite.

As usual Dave Clewley won the M.G. TC class but he was hard pressed by Nick Taylor's pre-war car and Gerry Brown. Bob Speak had no difficulty with Class 7 and it should be only a matter of time before he lowers the old record but in Class 8 Richard Shardlow was way off the quickest time with his Porsche Carrera which won comfortably anyway. The quick 'E' type class was won by Fred Cliffe from the Walker cousins and in the small Clubmans class Barry Joell fought off ten other starters to win by almost a clear second.

Terry Sims seems to have got the GT Terrapin going well for it gave the Marque a rare class win from Colin Wolstenholme's Sturgess B.L. Class 13 saw the return to hillclimbing of two former Harewood stalwarts, Peter Kaye and Tommy Clapham. Neither were quick enough to catch Richard Jones in his twin cam U2 but Peter was not far behind in a Lola 212FVA whilst Tommy is

still a bit rusty and could only manage fourth place behind Robert Sunderland.

Class 14 is the start of the heavy metal with Phil Scragg leading the way in his Chevron B19 B.M.W. 3 litre. Ranged against him were the B8 Chevrons of John Cleland and Chippy Stross now sporting an FVC engine. Gasping for breath a bit now in the rear were George Tatham in his Brabham BT17 and Maurice Starbuck still driving his Chrysler Special.

Still the largest class by far is the one for small racing cars where the majority of the entry seem to be really keen enthusiasts. Not only that, but there is also a big variety of interesting cars and first place tends to be shared by several drivers during the season. On this occasion it was Alex Brown's turn to lead in his Ginetta Imp followed by Andrew Squires driving a Cosworth engined Brabham BT28 and the Team Castrol entry of Don Robinson in a Lotus 69. Peter Varley had a welcome win in his Brabham BT21C Ford beating the similar car of Peter Voigt and David Betts who took his Lotus 41C into second place.

And so on to the big racing cars where the interest lay in whether Richard Thwaites could continue where he left off last season when he set the present course record of 38.47 secs. Ranged

Continued on page 15

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against him were Roy Lane in his McLaren M14 Chev., John Lambert in the Alan Mountain entered Leda Chevrolet, Malcolm Dungworth in the Cussins entered Saxon Hall Special and John McCartney's B.R.M. P153c with the Beaumont/McGrath Brabham Buick making up the field. On the first runs both Richard and Roy pulled well clear of the field in the 43 second bracket, but on the second ascent, Roy really pulled out the stops to record 40.84 secs. against Richard's best of 42.35 secs., the Lambert car taking third place with 44.29 secs. For the "Top Five" run off these three were joined by Peter Varley and Richard Jones, Phil Scragg deciding to rest on his laurels. The outcome of this was that first and second places remained unchanged, Phil Scragg kept his third and Peter Varley ousted John Lambert for fourth.

Results

Class 1.	secs.
1. M. Flather (Cooper)	49.87
2. R. Greenwood (Cooper)	52.87
3. J. Edmond (Cooper)	53.40
Class 2.	
1. J. Davies (Cooper S)	49.23
2. N. Porter (Cooper S)	49.60
3. H. White (Cooper S)	51.84
Class 3.	
1. A. Mussard (Mexico)	53.40
2. N. Lewtas (Escort TC)	54.23
3. N. Newton (Mexico)	54.36
Class 4.	
1. A. Boyle (Cooper S)	48.53
2. D. Hardman (Clubman)	50.80
3. P. Riley (Imp)	52.01
Class 5.	
1. J. Thomson (Firenza)	47.53
2. R. White (RS 1600)	47.94
3. R. Yeomans (Cooper S)	49.45
Class 6 merged with Class 9.	
1. B. Kenyon (Sprite)	48.99
2. R. Cartledge (Midget)	51.25
3. P. Davey (Sprite)	51.33
Class 6a.	
1. D. Clewley (MG TC)	53.09
2. N. Taylor (MG TB)	54.18
3. G. Brown (MG TC)	54.25
Class 7.	
1. R. Speak (Elan)	47.54
2. G. Brooker (Elan)	50.90
3. D. Liversidge (Elan)	52.62

Class 8.	
1. R. Shardlow (Porsche)	51.04
2. A. Bancroft (Jaguar)	53.02
3. R. Archbell (MG B)	53.23

Class 10.	
1. F. Cliffe ('E' Type)	49.01
2. J. Walker ('E' Type)	50.70
3. D. Walker ('E' Type)	51.58

Class 11.	
1. B. Joell (U2)	46.33
2. I. Curtis (U2)	47.27
3. J. Robinson (U2)	47.32

Class 12.	
1. T. Sims (Terrapin)	50.44
2. C. Wolstenholme (Sturgess)	51.12
3. D. Pegg (Lotus 11)	54.63

Class 13.	
1. R. Jones (U2)	45.57
2. P. Kaye (Lola 212)	45.87
3. R. Sunderland (Lola 212)	46.83

Class 14.	
1. P. Scragg (Chevron B19)	44.09
2. J. Cleland (Chevron B8)	46.28
3. L. Stross (Chevron B8)	47.01

Class 15.	
1. A. Brown (Ginetta)	45.91
2. A. Squires (Brabham)	46.54
3. D. Robinson (Lotus)	46.92

Class 16. P.	
1. P. Varley (Brabham)	45.15
2. D. Betts (Lotus)	46.99
3. P. Voigt (Brabham)	47.02

Class 17.	
1. R. Lane (McLaren)	40.04
2. R. Thwaites (McLaren)	42.35
3. J. Lambert (Leda)	44.29

"Top Ten" Championship Run-off

	secs.	mks.
1. M. Flather	49.03	9.28
2. R. Speak	46.88	7.25
3. J. Thomson	46.01	7.15
4. N. Porter	48.25	6.98
5. J. Davies	48.46	6.77
6. B. Kenyon	48.57	6.59
7. A. Boyle	48.46	6.22
8. J. Robinson	46.85	5.64

"Fastest Five" Run-off

1. R. Lane	40.21	5
2. R. Thwaites	42.13	4
3. P. Varley	44.18	3
4. R. Jones	44.40	2
5. J. Lambert	44.62	1

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Like the incredible Firenza Sport SL. The car that's put Vauxhall back in the race track stakes. Driven to so many victories by Gerry Marshall the 2.3 Firenza is a real firecracker.

WASS can fit yours with Blydenstein big valve conversions. At £175 it may sound expensive but consider the chart below. Viva 2.3 Estates and Saloons can be kitted out and you all know how fast the VX4/90 and Ventora models are.

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Reprinted from "Motor" 9th December, 1972

	Price £	Overall fuel mpg	In top			In third	
			30-50	50-70	70-90	30-50	50-70
Blydenstein							
Firenza Sport SL	1554	22.0	6.3	6.9	9.4	4.4	5.2
BMW 2002 Tii	2499	24.0	7.8	8.4	10.8	5.4	5.7
Citroen SM*	5342	17.2	8.0	8.2	7.9	5.6	5.5
Datsun 240Z*	2309	25.7	6.9	7.4	8.1	5.3	5.3
Ford Capri 3000	1654	19.4	7.7	8.1	9.9	5.1	5.4
Ford RS1600	1788	25.3	8.8	9.7	11.8	5.5	5.9
Jensen-Healey	1959	21.0	7.7	8.3	9.6	5.6	5.7
Rover 3500S	2207	19.3	8.1	8.3	10.2	5.3	5.9
Triumph Stag	2570	20.9	7.6	7.7	10.0	5.1	5.7

*4th gear not top



Your Sportpart contact at WASS are Michael Bland and Andrew Jeffries.

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Derek Littlewood's our man who knows all the facts. Call him for a test drive or talk to Alex Jackson and see how OpelWASS have helped him kit his new 1.9 out.

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'72 OPEL MANTA 'S' in Flame Red, with Sun Roof £1395.
'71 OPEL MANTA 'S' in Flame Red. Low mileage, £1075.
'72 FIAT 124 SPORT. In Red, in big demand, £1545.
'71 TRIUMPH GT 6. In Red with Overdrive £1095.
'71 FORD CORTINA 2000 GT. Four door model in Yellow £965.
'71 AUSTIN HEALEY SPRITE. In Red. Great Value £795.
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Competition Chatter

● Forthcoming events to which we are invited include:

June 9th Lindholme Motor Sports Club's "Impel 73 Texaco Trophy Rally", starting at 0999 at Trafford Way Service Station, Doncaster. Sixty miles of stages, finishing at 1730, which sounds like a full day's sport for your money, without the need to stop up all night.

10th (a) Longton & District Motor Club are promoting another of their sprints, at Blackpool this time.

(b) North Midland Motor Club are promoting (with a fair amount of assistance from our speed events organising team) a hill climb in Norfolk Park, Sheffield, as part of the Sheffield Motor Week.

(c) Lincoln Motor Cycle and Car Club are promoting a sprint at Fulbeck airfield, about 5 miles east of Newark. The course is 1 mile long, tarmac with fast curves plus a chicane. There are classes for cars driven to the course.

Looking forward, on 12th August the Trackrod Motor Club are promoting an Autotest meeting on "a loose concrete surface in the York area".

● By now, those of you who compete regularly at race meetings will probably have come across the new yellow flag regulations. I would be interested to hear your views, for it seems to me that they can constitute an actual hazard, in their attempt to prevent overtaking "on the yellow". If a stationary yellow flag is to be displayed on either side of the post where a waved yellow is in operation, as the driver passes the second stationary flag he will expect it to relate to the incident he has just passed, and will probably accelerate. But it could be a warning of another waved yellow just round the corner. Do we have to wait for an accident caused by such circumstances before the C.S.I. will think again?

Before very long, with ill-considered rules, and safety precautions that mean that rescuers have to climb down a wall to get to a crashed car, knowing that they can't get quickly to safety once they are down on the track, the supply of voluntary marshals will dry up, and club racing will grind to a halt. Before long, an R.A.C. steward will refuse to let an understaffed meeting start, and then the fat will be in the fire.

A.J.H.

Shell Motor Club League

After three events we now find ourselves lying in 4th position and we need a strong team effort to move us up to the top of the league. Our victory last year was not due only to the team of five drivers in each event but also to the follow-up entries that helped to increase the size of the classes, thus making a higher score for our official entry. By having a larger class entry, the selection of the actual team could be made easier. We hope that with this in mind we may have support for the remaining events. If any BARC member would like to enter any of the events listed below please contact me, Malcolm Rogerson at Leeds 52391, or any committee member.

June 16/17th

Special Stage Rally North Humberside M.C.

August 28th

Hill Climb Cadwell Sheffield and Hallamshire M.C.

September 23rd

Sprint North Midland M.C.

October 7

Autocross Huddersfield M.C.

November 4th

P.C.T. Trackrod M.C.

November 11th

Autotest Y.S.C.C.

Positions to date:

1.	Huddersfield	1020-63
2.	Y.S.C.C.	100180
3.	Ilkley	909-13
4.	B.A.R.C.	786-97
5.	Trackrod	598-77
6.	Sheffield and H.	566-10
7.	David Brown	346-33
8.	One Eleven	342-90
9.	M.G. C.C.	321-32
10.	York M.C.	295-80

M.M.R.

CLUB NIGHT—continued

5.	G. Chippindale (1275GT)	33
6.	H. Kennedy (100E)	38
7.	Mrs. L. Bentley (Fiat)	38
	L. Bentley (Fiat)	38
9.	P. Addleman (Escort)	39
10.	H. C. Mason (Cooper)	41
11.	T. Wise (Escort)	44
12.	M. Lanfranchi (Escort)	45
13.	D. Townsend (MG B)	46
14.	Mrs. J. Corner (Moskovitch 48)	48
15.	G. Taylor (1275GT)	50
16.	P. J. Wilson (Datsun)	53
17.	A. J. Hodgetts (Dolomite)	75

Retired: T. Corner (Moskovitch)

M. M. Rogerson (Rover 3500)

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BARCounter

Medical Caravan Appeal

At the beginning of the season we announced an appeal for funds to set up a caravan at our speed events that would be equipped to handle emergencies. At the time we set our target on getting £1000, possibly by the middle of the season. By the efforts of one man, **TONY BANCROFT**, as we went to press we were just fifty pounds short of that target, which by all standards, is an excellent achievement. The caravan has been bought and is being equipped to handle any emergency, with stretchers, resuscitation equipment and full first aid requirements. It appeared for the first time at Harewood on 20th May in semi finished form and will be complete for the Montague Burton Meeting this month.



Tony Bancroft — ace wind raiser.

The committee would like to thank Tony for his work and particularly all those competitors, past and present, who have given so very generously to such a worthwhile project.

Nearly run down

Following our report of committee members being involved in a brawl comes the report of two more who decided to visit a well-known night-club in Leeds. They parked their cars, one on a zebra crossing, and started to make their way gingerly across the same long crossing. Half-way across a car screeched to a stop as it just missed them, when out of nowhere jumped a policeman to reprimand the car driver and help our heroes on their way, thinking that their uncertain walk and speech was due to shock from being nearly run down.

A disreputable fraternity

JOSEPHINE LEE decided to take a trip to the Channel Islands for the two Championship Hill-climbs and to that end asked a well-known firm of travel agents to make the necessary bookings. Having done so, she received the following letter back from them.

"We understand that the Hotel you have chosen is normally a reasonably decorous and quiet place, however we feel that we should pass on certain information which has come to our attention. It seems that during the weekend you have chosen, a certain "fraternity" will be resident in the Hotel. This group of people have something of a reputation for high life, and under the circumstances we took the liberty of contacting the Hotel and asking them to ensure that you have a totally undisturbed stay with them. They have assured us that particular attention will be given to ensuring your privacy and comfort and that you will be quite safe from molestation by these "types".

We trust you appreciate our concern for your well being."

Rumour has it that one of our most eligible young batchelors is about to be wed in secret this month. Whether this is true or not remains to be seen but we will keep you up-to-date with developments and, if our spies can get to the ceremony in time, we hope to be able to print a picture of the happy event.

ADVERTISING

Following our leading article on the subject two issues ago, we are pleased to announce that Josephine Lee has offered to take on the task of Advertising Manager for this magazine. Josephine will act as co-ordinator between advertisers and printer and will also be approaching many of you to persuade you to take space. Mainly she will talk to advertisers who like to change their copy monthly but tend to forget until it is too late, and we hope that everyone concerned will give her every co-operation. Josephine can be contacted at Shelley Cottage. The Paddock, Thorner, Nr. Leeds, Telephone Leeds 892794.

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.

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Alcosa FORGE complete with variable speed blower and water cooled tue iron. Good condition. £25.

Various micrometers. 0—1,1—2, Internal, Height and depth, all brand new. Offers for whole or individually.

Speedwell Weston 0—800 r.p.m. 4 cylinder tachometer. £5.

Grundig TK21 Tape recorder. Good condition. £15.
Hannimex La Ronde slide projector. £25.

Bob Soper, Tadcaster 2579.

Mini 1000 J reg. One lady owner, 11,000 miles. Cost new over £1100, very extensively modified, ideal road or comp. car, £675. Tel. Jim Bunney, Bradford 27030 or 29098 (business hours).

Correspondence

Dear Sir,

I would like to say thank you to the committee for at last providing a decent ladies loo at Harewood. I was delighted to find that the new portable loo situated in the paddock was, during the whole of the day of the Hill Climb, pleasant to use. Although slightly on a list to starboard, it was clean, sanitary and adequately equipped with the necessary requirements.

While writing this letter, I should also like to thank Reggie Cox from Chichester and J. Wallace Mitchell from Hove for writing in to the Circular and giving us their views concerning the proposed new Club House, which I read with interest.

To continue with the saga in BARCounter of Peter Griffin and Boris Hardcastle at Mallory Park, they managed to liven up last Sunday, 6th May at the same venue by first of all Peter Griffin accidentally throwing an unopened can of beer at me, which missed landing on and breaking my foot as I expertly pirouetted out of the way, and secondly Boris opening the very same can and trying to drown everyone in Race Control with a torrent of extremely fizzy beer! Nearly another disaster area.

Yours sincerely,

Thorner.

Josephine S. Lee.

(Others spent the whole day in the bar.—Ed.)

PEARCE TROPHY

	A	B	C	D	E	F	Tot.
1. G. F. Chippindale	7	4	—	—	7	6	24
2. P. Hargreaves ...	6	4	—	—	7	4	21
J. R. Hardcastle	7	—	4	7	3	—	21
4. Miss J. S. Lee ...	3	4	3	4	—	3	17
D. R. Scatchard	3	7	3	4	—	—	17
J. M. Busfield ...	6	6	—	—	—	5	17
7. J. M. English ...	7	—	4	4	—	—	15
8. H. C. Mason ...	—	—	3	3	4	4	14
9. B. A. Kitching ...	6	4	—	—	—	—	10
10. D. W. Taylor ...	4	—	—	4	—	—	8
G. D. Taylor	4	—	—	—	4	—	8
H. Wadsworth ...	—	—	—	—	4	4	8
13. C. Seaman	—	—	3	4	—	—	7
P. A. Lister	—	—	—	3	—	4	7
15. T. M. Wood	—	—	3	3	—	—	6
16. L. S. Stross	—	—	—	5	—	—	5
17. M. White	—	—	—	4	—	—	4

A Autotests (1/2/73).

B Sleuth's Mug (4/3/73).

C Croft (25/3/73).

D Harewood (22/4/73).

E Club Night (1/5/73).

F E. A. Denny (13/5/73).

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Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date 1973	Event	Status	Centre Annual Competitions
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.

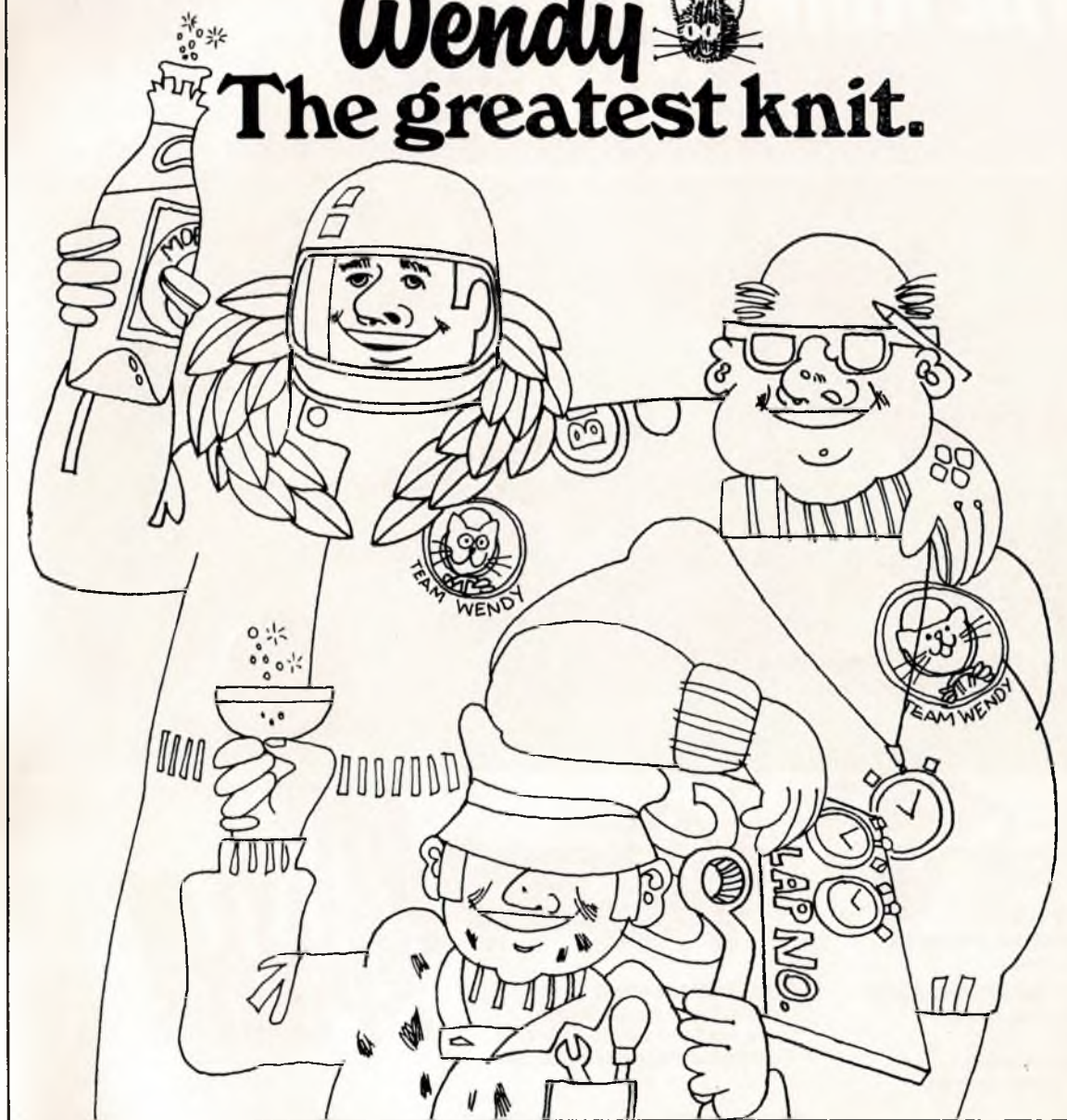
Events marked "A" qualify for the Arnold Burton Trophy competition.

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.

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