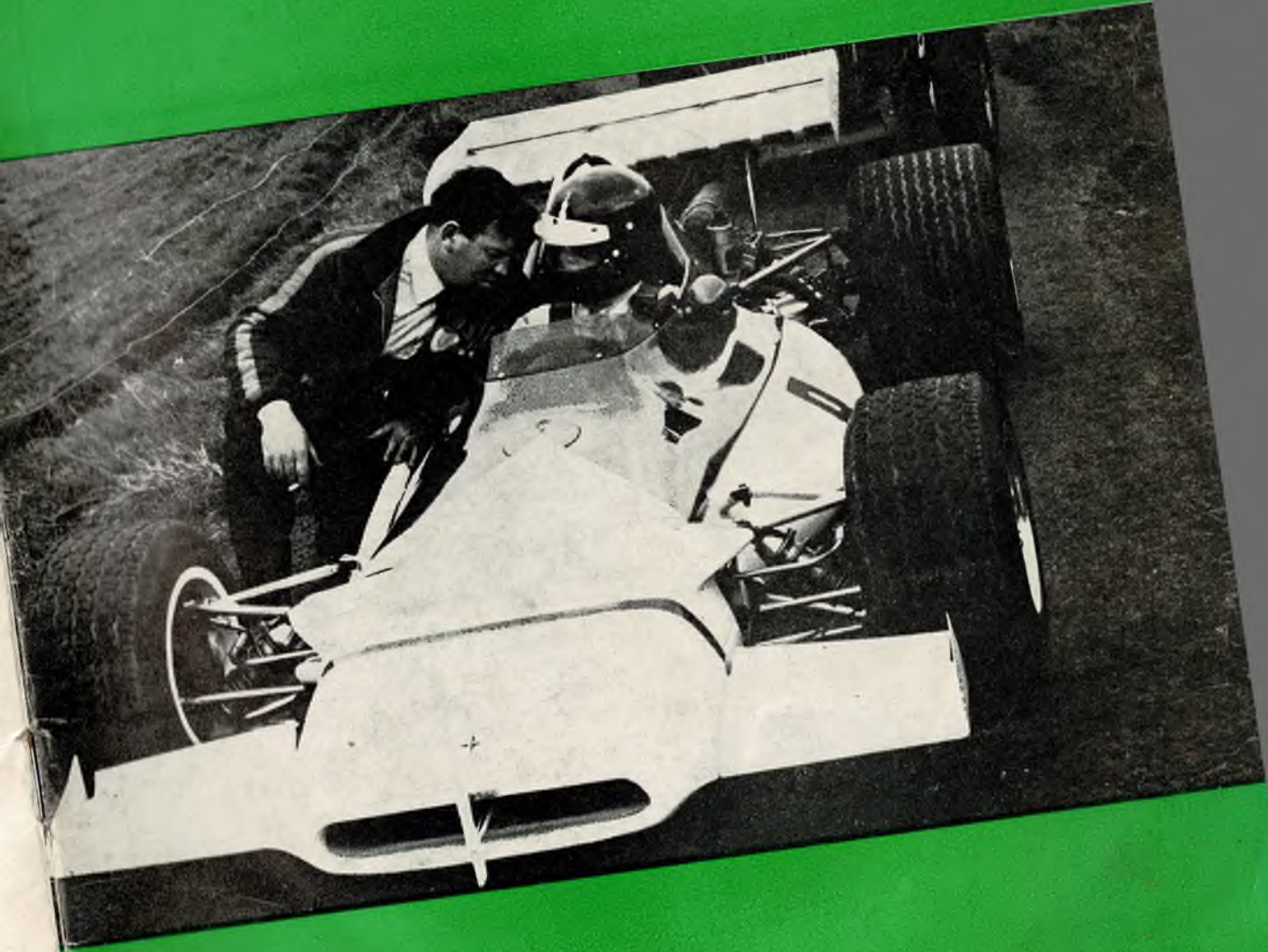




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OCTOBER **73**

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YORKSHIRE CENTRE CIRCULAR

PUBLISHED MONTHLY

NINETEENTH YEAR No. 218

OCTOBER

73

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

COVER PICTURE

"The one on the right makes it go". Peter Voigt gets a last-minute briefing on the B.R.M. at the last Harewood meeting of the season.

(Photo: Tony Hodgetts)

One of the privileges of being an Editor is that one is allowed a small space in each edition of the periodical to voice one's views on matters of importance or interest. There cannot be a more pertinent matter than the need to render the thanks of all who have read the Yorkshire Centre Circular over the past four years to Bob Soper, who has guided its good fortune with such ability and imagination. Perhaps a measure of Bob's success shows in the number of unexpected people who have spoken to me since I took over from him, to tell me how much they look forward to receiving the Circular and how wide is its appeal — far beyond the borders of the Yorkshire Centre.

Thanks, Bob, from all your readers; your efforts have been much appreciated.

Looking forward, let me say right at the beginning that this Circular is your forum if you want it to be so. I will do my best to entertain you, but a club magazine relies for its life on the interest and opinions of its members, so you are invited (as you have been in the past more than once) to air your views. If something moves you strongly, write about it; and subject to the laws of libel and pressure of space, we'll print it.

Forthcoming Events

BARC at The Grosvenor — 2nd November

I've been asked to print details of the Headquarters Annual Ball, but as the closing date for entries will be past before publication, it can only be a reminder that if you want to go, you'd better hurry. Double tickets are £11.00, from Sutherland House, 5/6 Argyll Street, W.1.

Club Night — 6th November

The November Club Night will take place at the Clap Gate, near Sicklinghall (M.R. 96/344474) at 8 p.m. on Tuesday, 6th November. The occasion will be utilised to select a team for the Castrol Quiz series, and will take the form of a series of mini-quizzes. Any would-be team members are asked to contact Harry Mason beforehand, so that some teams can be arranged.

At the same time there will be a session of the customary supping and scandal-swapping for those whose intellects are not tuned to such strenuous effort.

Grand Dicers' Debauch and Disco — 17th November

This amazing manifestation is scheduled to commence at 9-30 p.m. at Morley Rugby Club, Scatcherd Lane, Morley; the proceeds are in aid of the purchase of additional fire-fighting equipment at Harewood. The revelries will continue until 1-30, and refreshments will be available to sustain the revellers. Tickets at 50p are to be had from Jan Walker at the Centre Office, or from Mike Wilson, Tony Bancroft or Chris Seaman; numbers are limited to 150, so hurry!

The R.A.C. Rally of Great Britain — Dalby Special Stage, 21st November, 1973

This year the Centre are running the Dalby South Stage again, and willing volunteers are urgently required to staff some eighteen miles of forest roads in North-East Yorkshire. The party will assemble in the Thornton Dale area at about 7-30 a.m. on the Wednesday, but a brushing party will also be hard at work on Tuesday, 20th November, and helpers are very much in demand for this operation. Chief Marshal is Don Staveley, 11 Wheatley Grove, Ben Rhydding, Ilkley. Please contact him even if you have already volunteered on the availability form. This year the entry will be filled up for the second half by a supplementary event run in conjunction; so that there should still be a sizeable number of cars running on this, the final day of what promises to be an even tougher than usual "R.A.C.".

"Happening 1973" — 23rd November

The North-Eastern Centre of the British Motor Racing Marshals Club have invited our marshals and members to their dance, which is to be held at Unity Hall, Wakefield. There is a Group ("Bronze") backed by a discotheque, and the ticket price of £1 includes refreshments. Apply to Robin Smith, 46 Talbot Gardens, Leeds 8.

Annual Ball — 1st December

Once again the time has come to drag the dinner-jacket out of mothballs, and head for the Queens Hotel to see the social side of the Centre's activities reach its climax. As in the past, "Chippy" has given much thought to the menu and the music, and also following tradition there will be various attractions with handsome prizes to be won. Ticket application forms should be accompanying this circular, and you are advised to make your bookings early to avoid disappointment, not forgetting to include the necessary remittance of £4.50 per ticket and your wishes for seating arrangements.

Filming

Attention all Cine enthusiasts

Malcolm Rogerson has suggested that the forthcoming Buxton weekend in March 1974 would be worth recording on film; remembering some of the excellent amateur films which were made of earlier Scarborough weekends in the 1950's, this sounds like a very worthwhile project. Malcolm has agreed to co-ordinate the initial enquiries, to see whether a production team can be assembled; so any cine enthusiasts with Super-8 equipment who would like to help are asked to contact Malcolm at Leeds 752391 (evenings) so that a list can be compiled as a start.

We understand that the film which was commissioned during Jubilee year is still slowly maturing, and may yet see the light of day early next year. Let's hope that the less ambitious project of a film of a single event proves easier to complete.

Correspondence

To The Editor

Dear Sir,

I would like to take up a small amount of space to express my most grateful thanks to all the lads who helped when the Viva caught fire, just after leaving the line at Harewood on Sunday. By their speed and efficiency a nasty incident was avoided.

Needless to say, I was overjoyed at Chris Hobson receiving the "Man of the Meeting" award. There's no doubt whatsoever he really earned his "chambers" — thanks again Chris.

Yours faithfully,

Bingley.

Nigel Newton.

Thanks, Nigel, for writing; a letter such as this is always appreciated. A full report of this meeting and its various happenings will appear in next month's Circular. (Ed.)



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THE CROFT "END OF SEASON" RACE MEETING

23rd SEPTEMBER 1973

This, of necessity, will be a very sparse account of a race meeting, as the first event I covered as editor coincided with my first essay at the role of Clerk of the Course at a circuit event. Our usual head man, Chairman Mike, was called away to Yugoslavia at short notice; and with considerable trepidation I stepped into his shoes for the day.

My fears were in no way allayed by a severe attack of Croft weather on the way northwards, and were considerably aggravated by the sight of a familiar green Renault travelling south in a cloud of spray when all the other expected carloads were going in the opposite direction. However, after a certain amount of consternation, particularly on the part of the scrutineers who couldn't start without paperwork, the practice sessions got under way on time and proceeded relatively smoothly. Apart from John Woodcock's Nike F. Ford disappearing over the bank at Tower, and a Formule Libre competitor who spun at least once just about everywhere (whose name we will withhold to spare his blushes, as it was the first time he'd driven on slicks in the wet) the main matter of moment was John Blades' decision not to start as the back of his car was breaking up as a result of an accident on the previous weekend.

Much of the drama in the opening race, which was a qualifying event for the Tate Formula Ford championship, took place on the grid. Two cars were removed on the scrutineers' instructions as they were leaking oil; and two other drivers announced that they could not stop their engines for fear of not being able to re-start, and were accordingly penalised ten seconds by the Judges. As one of these was Pete Clark, sitting on the front row, it looked as though some stern motoring was to be expected if he were to cancel out the deficit. So it proved, and Clark quickly opened out a lead which made it seem an even chance that he would succeed; but after being in fourth place at the end of lap one, Ted Payne worked his way through to second place and managed to close the gap to within the vital ten seconds; so that although the flag fell for Clark it was Payne who took the first place. Third went to Peter Harrington, closely followed by Mike Wrigley; this was enough for Harrington to keep a championship lead which looks fairly safe if all goes well.

The second race, which counted towards the Forward Trust Special Saloon championship, had lured B.A.R.C. Council member Gerry Marshall to the frozen North, along with an impressive array of other contenders which resulted in a well-filled grid. From the fall of the flag, Bill Dryden made a good start, but Doug Niven made an even better one to come through from the second row to take the lead in his 5.7-litre Boss Escort. First time round and the Escort was still in the lead with Marshall and Dryden thundering along a matter of inches behind; the same applied on the second lap, then "all change" and on lap three the order became Marshall, Dryden, Niven, still within inches of one another. But the pressure proved too much for the Escort, which degenerated to a six-cylinder and pulled into the pits to retire. On the same lap, Dryden got past Marshall, and the pace continued unabated. In his efforts to regain the lead, Gerry was using all the road and some more besides; an outraged report came from Ken Gibson at Sunny that the Fireza was "kerbing" to an unprecedented degree, and your novice Clerk of the Course gloomily braced himself for the unpleasant consequences. But fate stepped in and the Vauxhall's engine threw a rod, leaving Dryden to win by a street. After all that excitement, the rest of the race seemed sedate by comparison, and Neil Dineen's new lap record in class D was almost overshadowed.

The third race, which again was a round of a championship, this time the Northern Clubs Mod-sports series, also began with a close battle; but this only lasted a short while before both John MacDonald's Morgan plus 8 and John Fletcher's Elan retired with mechanical maladies, leaving John Absalom comfortably in the lead from Bob Jarvis. Principal interest lay in Garry Wilson's climb from nowhere to fourth place, and Richard Sutherland's battle to hold off Ian McCulloch's Sprite, which he did by a margin so small that the timekeepers credited them both with the same time, Richard taking fastest lap in the process.

The fourth race was neatly sewn up by Tony Charnell in his Chevron/Gropa, who led all the way

Continued on page 8



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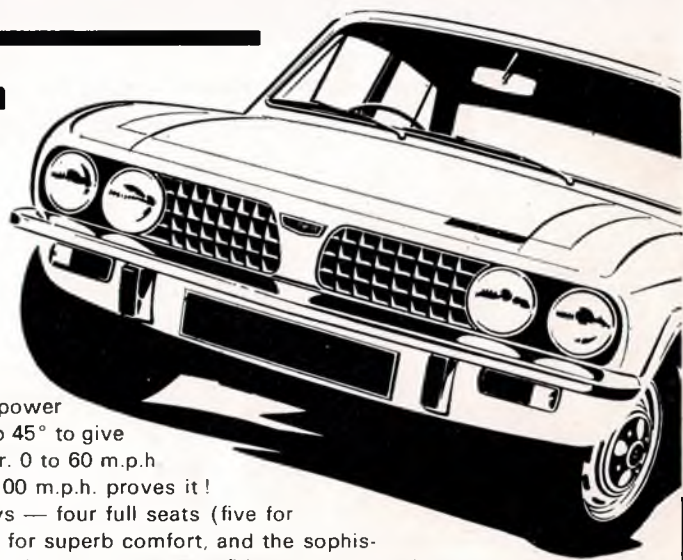
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Gerry Marshall, Bill Dryden and John Hipkiss wait for the flag to fall, while Doug Niven concentrates on the gap through which he squeezed to take the lead, at the start of the Forward Trust race.

(Photo : John English)

from Jeremy Lord's Lola T212, while behind them the rest of the field suffered various spins, slides and impromptu meetings from which John Blanckley profited to finish third after Frank Aston and John Markey had both spun on the wet track. Lord consolidated his position at the head of the Motoring News/Castrol Championship with this result.

The special saloons appeared once again for the final round of the Wendy Wools championship, and this time Doug Niven made sure of the race by taking the lead from Bill Dryden shortly after the start and holding it all the way to the flag. Behind him, Dryden spun at Tower in his efforts to get by, and then climbed rapidly back through the field to take second place by less than a second as Niven slowed in the later laps.

The final race was a combination of Formule Libre and Clubman's sports cars. Barry Joell took off like a bat out of a hot barn, but the judges decided that his departure was too precipitate to be seemly, and penalised him for jumping the start. This left Tony Charnell in an undisputed lead, with the interest centering on the progress of John Blanckley, who worked his way up into second place only to retire on the last lap. The Clubman's section was won by Bob Wainwright by a narrow margin from Tony Thorpe.

Quite a good day's racing, and there were several interesting individual duels; and nobody damaged himself, his car or his pride very much. For this I was profoundly grateful, as I was to the stewards, officials, and marshals for doing all the work and letting me have my ulcers in peace and quiet.

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CRICKET MATCH

Report by Malcolm Rogerson

At 2-0 p.m. on Sunday, the 16th September, the B.A.R.C. assembled to play the Y.S.C.C. for the first ever cricket match between the two Clubs. Certain rivalry had existed for some time ever since the installation of the Shell League where a very close battle last year resulted in B.A.R.C. winning by 2 marks in some 3,000. We would point that this Cricket match was not involved in any way with this year's Shell League and under the circumstances we had no scrutineer or presentation of club membership cards; and in view of the short notice both teams had two visitors playing.

We played on the Yorkshire Post Cricket ground which proved a very pleasant setting, complete with bar facilities until 2 o'clock. It would appear that all our team were not aware of this fact as we had only five players on the ground at 2 o'clock. The Y.S.C.C. captain, Paul Hargreaves, tossed up and we managed to call correctly. In view of our shortage of players we were rather forced to elect to bat first, hoping that by the time the wickets fell our team would have duly arrived. Rather ominously, in our second over we suffered our first casualty, Peter Cumming being well and truly caught trying to hit out of the ground. Malcolm Rogerson joined Patrick Snowden who, in previous years, has managed to score for the Club quite a few runs. He was obviously in form and very quickly produced the first boundary of the match. The stand lasted long enough fortunately for the rest of the team to arrive, and in the middle, rapid rearrangements of the batting order were carried out from the centre to the Pavillion.

We continued to score runs quite freely until Y.S.C.C. produced their fifth bowler who had considerable pace in comparison to the previous bowlers. He very quickly started the rot, his first two overs obtaining three wickets. Malcolm Rogerson was the first victim, bowled with his second delivery by a ball that kept very low. Tony Armitage, next in, started approaching the wrong square; obviously he would have preferred to play on the wicket where the sprinklers were in operation. Once re-directed he arrived at the correct pitch. The first delivery went past him and I am quite sure that his bat didn't even leave the ground. Soon after, one was a little more on target and hit him on the "backside" as he tried to jump out of the way. Unfortunately it was in line with the wicket and he was given out L.B.W. John



Camera flash my foot !

(Photo : Tony Hodgetts)

Cockayne attempted to hold him off and it wasn't very long before he was bowled for 0. Peter Rogerson then joined Pat Snowden and they produced us our biggest stand of the innings.

Next to go was Pat Snowden, who was convinced that the only reason he was out was that Tony Hodgetts' camera happened to flash at the crucial moment. Mervyn Oldham then joined Peter Rogerson and managed to hit two very good boundaries before he was bowled. Peter Rogerson was next to go having scored 15 very good runs and was out, caught near the boundary. Alan

Continued on page 19

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THE R.A.C. CHAMPIONSHIP SPEEDCLIMB

HAREWOOD — 9th SEPTEMBER 1973

A long time ago, most of the events held at Harewood were blessed with glorious sunshine, and shirt-sleeves were compulsory dress; then our luck changed, and on several occasions diving suits would have been more appropriate. For the Harewood round of the 1973 R.A.C. Championship the sun returned to us, and a crowd of some eight thousand enthusiastic spectators enjoyed a varied day's sport ranging from some highly improbable caravan dicing to serious attempts on the hill record.

The championship itself was already settled, with Mike MacDowel a popular winner, which did not deter him from some very spirited driving; but second place was still open to be keenly contested by Richard Thwaites and Sir Nick Williamson. Practice on Saturday went smoothly for most people, particularly the small band of marshals who had been entertained by the club and Shell to a lunch-time party. The result of this was that the session commenced with a notable air of goodwill and a queue of competitors waiting to go down the hill, which would have created one record even if no cars had succeeded in doing so. The sun shone and incidents were few, but trouble was brewing for Tony Bancroft and Chris Cramer, both of whom were seeking championship points after trouble on the previous weekend at Prescott. Chris suffered a broken camshaft which proved to be irreparable in the time available; and Tony was scouring the area for a 50-ton press, to fettle a new drive shaft as a replacement for the one which had broken to match its fellow of the previous week. Also in trouble, though to a lesser extent, were those competitors who were unlucky enough to find the R.A.C. Steward at the start with his little ruler, measuring their timing struts and telephoning instructions to the paddock to banish the offenders until they had corrected the faults.

Sunday again dawned bright and clear, and the practice session for those unfortunates compelled to work on Saturdays (and anyone who could scrounge or "con" a practice ticket) proceeded apace for all except Philip Scragg, who arrived at the last minute after transport breakdown, and took his practice runs at the beginning of the meeting. And then the trouble started.

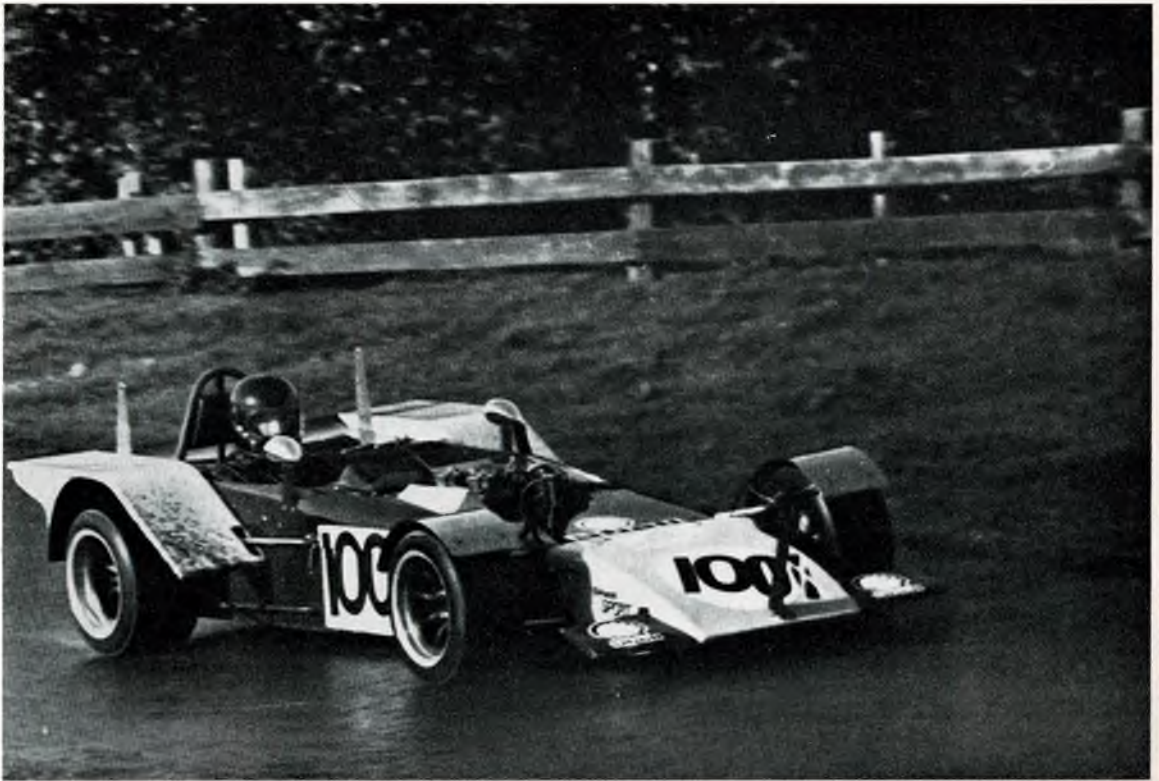
The first batch of cars reached the start in good time, all the workers braced themselves, the commentator began to work up the tension, the crowd, by now already growing to ample proportions, sat up and took notice, the start marshals pushed the

first car to the line, the timekeeper flipped the switch — and nothing happened. From that moment on, any thought the organising team may have had of an enjoyable afternoon vanished. The electronics experts raced up and down the hill, testing everything in sight, while the meeting got under way by using every emergency procedure in Mike's repertoire, and a few more thought up on the spot. At last a jury-rig using the start public address cable was found to do the trick, and the meeting came back to an even keel.

Though conditions were good, records were not falling readily, and it was not until Jeremy Hunt's first run in Class 11 when the record for Clubman's Sports Cars received a resounding dent to the tune of nearly a second, that the pace hotted up. Shortly afterwards, the class record for Sports-Racing Cars up to 1600 c.c. fell to David Morris, with the existing record holder Richard Jones having a very unhappy time in pursuit, spinning at Orchard on his first run, and running gently out of road on his second at the exit of Farmhouse. Colin Myles lopped three-tenths of a second from the record for 500 c.c. racing cars in his Cooper-Norton, and Peter Voigt took .82 sec. off the 1100 c.c. racing car record in Dr. Willoughby's Brabham. By this time, the appetite of the spectators was well whetted for something spectacular, and the leading couple of cars in the 1600 c.c. class produced times comfortably close to the target of 40.90 secs. On the first runs, Ken McMaster led the field, with Gray Mickel occupying second spot, and record-holder Geoff Rollason lying third.

Then came the big stuff, starting with John Buck in what looks like the ultimate in Terrapins, John McCartney's beautiful B.R.M., Peter Boshier-Jones, neat as ever, John Cussins avoiding start-line dramas this time, and sharing the Saxon Hawk with Malcolm Dungworth, and David Good, whose Lyncar sounded glorious but looked like hard work. John Lambert did it all wrong on the first run, and Tony Bancroft had repaired his drive shaft to produce a respectable 40.78, which Richard Shardlow and Tony Griffiths just pipped.

Next, Roy Lane came to the line, and with a beautiful climb which looked fast all the way, particularly through the farmyard, he stopped the clock at 38.91 seconds, which was to stand as the fastest time of day. However, Mike MacDowel was only .08 sec. behind him, on a hard-trying run with the car weaving on the straights but very steady in Harewood's tricky corners, and Sir Nick



Ian James rounds Quarry in the Mallock U.2 in which Jeremy Hunt set up a new record in winning Class 11. (Photo : Tony Hodgetts)

Williamson less than a second behind, after hanging out the tail of his Marlyn way past what lesser men would take as the point of no return. Finally came Richard Thwaites, in a neat, quick run which left him in fourth place, but in striking distance of his opponents; and, of course, secure in the knowledge that he had been up that hill faster than anyone else.

The class runs had become a prelude to what promised to be an epic battle in perfect surroundings, which tended to overshadow many exciting performances; Graham Brookes, Nick Porter and Jim Thompson all clinched their classes on their second runs. Brian Kenyon eluded his pursuing wife to take the class for small Marque cars, and in the larger capacity Marque class Robert Speak ran away and hid from the opposition by more than seven seconds; Chris Seaman demonstrated that he retains his skill in the small Modsports class and Nigel Pew headed what looks almost like a vintage class these days, with the most recent design having appeared twelve years ago. Reg Phillips took over that splendid collection of

business tycoons which makes up the large sports-racing class, and which was joined on this occasion by Rivers Fletcher's immaculate blue Alvis Speed 25, which must have made Peter Scott's mind go back a year or two. This heralded in the racing car classes, and the tension mounted.

Then disaster struck. At the end of class 15, a car deposited a streak of oil from Willow to the finish. Frantic work by the marshals eventually soaked up the oil with cement; but the first competitor up the hill after the restart reported, with some heat, that the hill was like a skating rink, so further clearing was essayed. Eventually all the racing cars were given the opportunity of driving up the hill and down again; but even that was to no avail, and very few people managed any improvement in their times from then onward. This took much of the steam out of the competition, and to make matters worse the weather turned cold and windy, so that by the time the "Top Ten" came to the line, the crowd had dwindled. That was a pity, for the drama was far from over. As the cars

Continued on page 19

HILLCLIMB HAPPENINGS

by John English

The penultimate round of the Castrol B.A.R.C. Hillclimb Championship was at Pontypool Park on the 16th September and it rained! Just for once Mike Flather was absent and the Team Castrol Award of £10 went to John Meredith who scored most points in the Championship. However, John did not win his class, having come up against Peter Houghton's wide wheel and aerofoil sprouting Datsun Cherry. Because of the weather the South Wales Centre could not get any runners for the Top Ten run-offs, but the Top Five runs took place. On the second of his runs, Richard Thwaites had an offcourse excursion at the hairpin damaging the nose and one front wheel of his flying carpet. Down in class six Pat Kenyon won the class from Brian, just for once. There was the usual social gathering at the Three Salmons in Usk, with Jim Thomson continuing his champagne bottle opening demonstration. Others in the party were staying in Richard Shardlow's superior "Superior" motor-home, now christened the "Harewood Hilton"; you name it, this vehicle has got it, air conditioning, stereo, the lot, all in colonial American style, particularly the petrol consumption!

The following week the final round of the R.A.C. Championship was at Doune, and Championship winner Mike MacDowel took F.T.D. in the class runs but had to be content with second place to Sir Nick Williamson in the Championship run-off. Richard Thwaites could only manage fourth in the Championship runs after damaging his car in practice and was running with Tony Bancroft's spare nose cone and other borrowed suspension bits. With Sir Nick taking maximum points Richard was relegated to third place in the Championship, final placings being:- Mike MacDowel 88 points, Sir Nick Williamson 81, Richard Thwaites 77, Roy Lane 71. In the Woking Motors Leaders Championship it was a tie for first place between Alex Brown in the now for sale pink Mouse Ginetta G17, and Alister Douglas-Osborne in his U2 Mk. 12.

The last Harewood of the season was the Castrol B.A.R.C. Championship and apart from the assortment of motoring scribes, newspaper and television correspondents in the Special Invitation Class in B.M.W. 2002 Ti's, kindly provided through Andrews Brothers of Bradford and B.M.W. (G.B.) Ltd., there were many other interesting entries. Chippy Stross produced his Chevron B19 FVC newly purchased from Reg Phillips, but most interesting of all was John McCartney's Lotus 25 BRM, which was used by Jim Clark to win the U.S. Grand Prix in 1962 with a 1½ litre Climax engine, the BRM engine having been installed by Tim Parnell during his ownership of the car. Other drivers of this historic car have included Mike Spence, Mike "the bike" Hailwood and Jack Brabham who drove the car in the Monaco Grand Prix in 1962.

John is at present restoring the car and the outing at Harewood was first time out after the car had been put together; further work will be done during the winter months to restore the car

to "showroom" condition. John's more usual hillclimb car the BRM P153c was again driven by Peter Voigt who was still smiling after his last Harewood success.

Mike Flather took home the "Archie Frazer Nash Trophy" for winning the Castrol B.A.R.C. Championship, others winning trophies were Mike MacDowel — "Yorkshire Post Trophy", Richard Thwaites — "The Jack Farrar Trophy", Bob Speak — "The Appleyard Group Trophy", Nicky Porter — "The Wallace Arnold Trophy", Nigel Pow — "The Guyson Sandblast Trophy" and Mike Flather also won — "The Total Trophy". The ladies award in the Castrol B.A.R.C. Championship was won again by Pat Kenyon who has the "Andreason Trophy" to polish for another year.

The F.T.D. Award Championship was won by Richard Thwaites on his flying Eastern Carpet, and he has the honour of having his name first on the "Castrol Trophy" awarded for this part of the Championship. Nicky Porter maintained his consistent form by finishing in the Top Ten (9th) in the Championship yet again.

In the Journalists Class it was the "professional" Gordon Bruce of "Motor" (normally seen in a Cooper 500) in the first place, with John Atkins of Castrol only a tenth of a second behind. Barry Chambers of "Look North" could only manage fifth place even after an intensive instructional course from Chris Seaman.

Another car, the ex-Tony Harrison McLaren M12C was seen at Harewood in the hands of its new owner George Tatham. Roy Lane turned up without his car having sold it to Bob Rose during the previous week. At the end of the meeting Richard Shardlow and Alister Douglas-Osborne were seen to be having meaningful discussions, which have resulted in A.D.O. purchasing the Brabham BT38 chassis.

Others thinking of changing cars for next season appear to be waiting until after the "Kenyon and Davey Show", that is the annual Drivers' Forum.

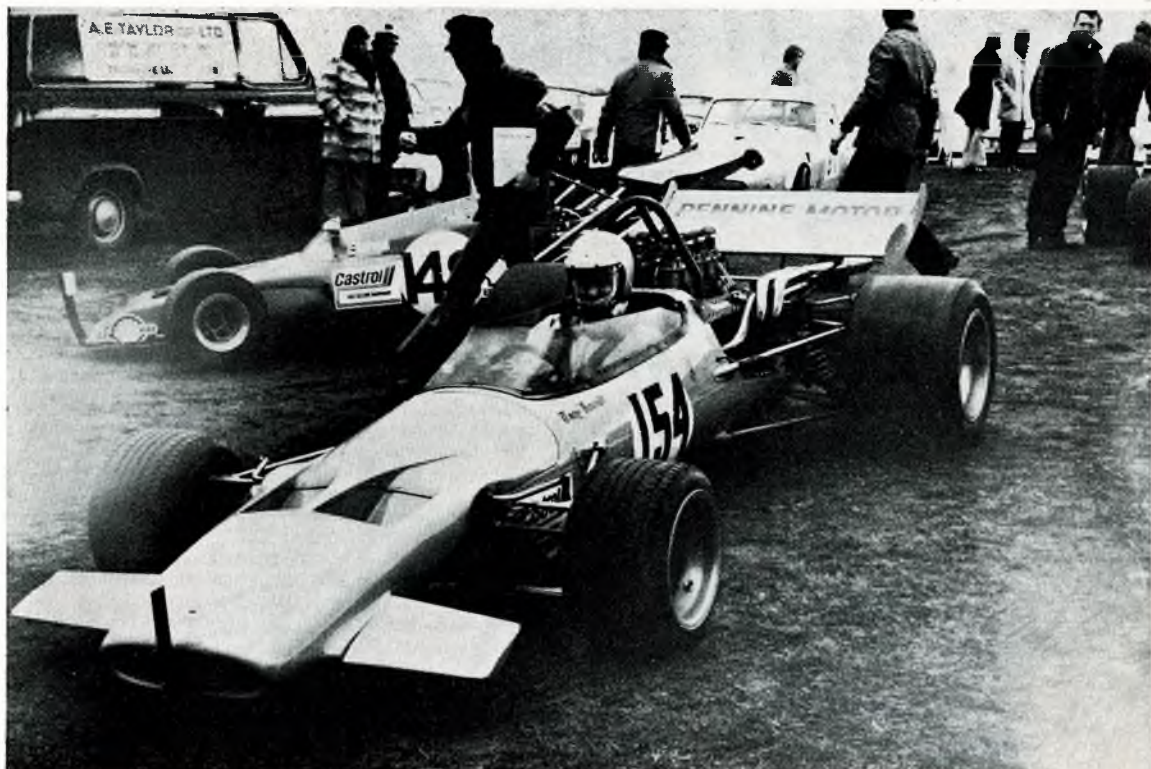
And now the good news, Hamish Moffatt's trailer which vanished after the Vintage and Novices Hillclimb has been recovered by the Police, who apprehended an escaped convict driving a stolen car and using Hamish's trailer to transport yet another stolen car.

If all the Armco barrier which the R.A.C. is asking for is erected at Harewood, will the hill look like Jackie Stewart's Driveway? ?

Linda Knight (nee Thornton) was taking the two family Labradors for a walk the other day in Swindon and as she passed a building site a voice called down "Nice pair luv . . ." ... husband Phillip says he meant the dogs!

And that's all for this season.

J.M.E.



Tony Bancroft looks cheerful as he sets off down the hill in his McLaren. After bad luck and broken driveshafts at Prescott and our Championship meeting, Tony enjoyed rather better fortune at our Castrol/BARC Final meeting. (Photo : Tony Hodgetts)

R.A.C. RALLY — HAREWOOD

Last year we ran a special stage of the Rally in the grounds of Harewood House, and by all reports, the powers-that-be were quite pleased with the result. It was anticipated that the stage would again be a feature of the 1973 event, but some time ago doubts began to emerge. The plan of the route called for the Harewood stage to be held, not on the Saturday but later in the event, and this was not acceptable to the Harewood Estates, so the stage was off.

Then a chance to run the stage at Stockton Farm was offered, and a rapid start was made to set up the organisation again; but this time an objection came from the police, who felt that they would be overstretched by two stages and Wetherby races on the same morning. So at the time of writing, and after having scrapped two previous sets of notes on the stage, the situation is that it seems to be off.

MAINLY FOR MARSHALS

A training day is planned in the near future, on slightly different lines from the past two. The emphasis of these was on fire marshalling, and training was given on the art of putting out petrol fires in particular. The next training day will concentrate on rescue, and in particular on the extraction of a driver from a car; and on the structure of racing cars. The removal of enveloping helmets will also be studied.

It is a pleasure to report that a number of well known figures have offered their services as "guinea pigs", who are willing to be hauled in and out of their cars in the interest of marshal training, for which we thank them in advance.

STOP PRESS : November 11th, 10 a.m., Yeadon Aero Club.

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Competition Chatter

In writing this column for the first time, having taken over as Competition Secretary from Tony Hodgetts, I feel rather apprehensive as this is my first attempt at "journalism". However, I consider that it is not my job to be a wizard of the written word, but to keep competitors and all Centre Members informed in as many aspects of the competitive side of things as possible.

I would like to feel that any competitor who wishes to air a grievance, make a constructive criticism, or requires information on competition matters, will make contact with me. A letter or telephone call to the Centre Office will be directed to me and I will endeavour to help.

The Speed Events Committee is very concerned about the increasing number of entries which have to be turned down for the Harewood Hill Climb events, and ways of increasing the size of the number of entry, at the same time, cutting down the duration of meetings, are being investigated. Whilst on the subject of Harewood it is perhaps worth mentioning that we have some important works to carry out before next season, one of which is the erection of safety barriers around the outside of Quarry Corner, and extending some considerable way down the straight towards the Paddock Exit road. In view of the number of incidents along this stretch of the course this season, the matter is receiving very careful attention indeed.

No invitations have been received this month from other clubs in time to be publicised in this column. If you are also a member of another club wishing to invite B.A.R.C. Yorkshire members to compete, or marshal, please ask your committee to let us have your invitations before our closing date for copy, which is the 8th of the month preceding that in which the event is to take place. This will enable us to let our members know, through this column, that your event is taking place.

The Rumours Department reports that a big bluff Yorkshireman who always drives big, bluff motor cars in a manner befitting that description, is creating a phenomenal device with which to attack the hills next season. The horsepower figure being casually bandied around makes the mind boggle, and if only two thirds of that figure actually arrives on the start line, then it won't need to go round corners particularly well! It apparently has some very new, unusual thinking right through its design and I, for one, am looking forward to seeing it.

Having offered competitors the chance to moan to me, I am going to have a go at the Production Car Trial types. Why won't you enter this type of event on the correct entry form, and by the closing date stipulated? John English was flogging away by all means available to him to get entries in for the Greenwood Cup on 7th October. You have all had plenty of notice of the event, it is one of the most enjoyable days in the Centre Programme, and many of you expect to ring for an entry at the last minute, or even to get an entry at the start. Well it's not on, so in future please help the people who have taken a lot of time and

effort to organise this type of event by filling in your entry form by the required date.

J.J.

CARAVANS AT HAREWOOD

There very often are caravans at Harewood, but never before have they competed for the title of F.V.D. — fastest van of day. A small selection of representatives of the growing sport of caravan racing gathered at the championship meeting on September 9th, to demonstrate to the more usual crowd that they could provide every bit as spectacular a show as their noisier colleagues.

While the Ford-towed outfits impressed with their skill, it was left to the B.M.W. of John Heppenstall and the Volvo of Colin Grewer to demonstrate just what seeming impossibilities were in the repertoire if you were brave enough. On and off the grass, airborne caravan, 45-degree drifts through Willow, with an abandon which suggested that they had forgotten the thing that was following them. The paddock went quiet in anticipation of forthcoming disaster, and sure enough, Colin Grewer neatly rolled his van at the exit of Farmhouse, right in front of the crowd. As someone remarked, it wasn't so much a case of whether, as of when and where, he'd do it. For the record, John Heppenstall won the class, with Colin Grewer second.

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CRICKET MATCH—continued from page 10

Roddis came in and was in briefly before being caught, and then followed a very good stand between Peter Lawson and John Jolley. Tension was now mounting as the time was rapidly approaching 4 o'clock and at 3-50 p.m. John Jolley was brilliantly caught at slip by Bancroft off Rishworth, who had already done considerable damage to our team. Peter Holmes joined Peter Lawson with instructions that they had to be still batting at 4 o'clock, the advantage being that if we were not all out, the same number of overs we had would be limited to Y.S.C.C. Unfortunately, at one minute to four, on the 24th over, Peter Holmes was bowled, middle stump, our total being 101 with 8 extras, leaving Y.S.C.C. a full 30 overs in which to score the necessary runs.

Y.S.C.C. opened the batting with Wade and Denham and they proved rather difficult to get out. It wasn't until the 6th over before we had a wicket, Denham getting a very sharp edge over the top of the wicket-keeper to be caught by the first slip running backwards, taking the catch cleanly. The next wicket fell in the following over where Peter Holmes couldn't get out of the way of a very hard on drive and the ball stuck cleanly in his hands. We tried several other bowlers and it was a long time before the next wicket fell to Tony Armitage who bowled a ball very nearly wide on the leg side; the batsman, in attempting to reach this, swung round and hit his wicket. Shortly before the total was passed, we had one more wicket again caught this time at silly mid-off, and the score of 103 was made with 4 wickets down.

It was a thoroughly enjoyable game and we certainly look forward to tackling them again. Next year we do hope to take our revenge and in front of a large crowd of our own supporters, showing that we can still perform with our old skill.

B.A.R.C.

P. Snowden, b Hargreaves	38
*P. Cumming c Hargreaves b Wade	0
M. Rogerson, b Rishworth	9
A. Armitage, lbw Rishworth	1
J. Cockayne, b Rishworth	0
P. Rogerson, c Bancroft b Hargreaves	15
M. Oldham, b Thompson	9
A. Roddis, c Asquith b Bancroft	2
P. Lawson, not out	12
J. Jolley, c Bancroft b Rishworth	3
* P. Holmes, b Hargreaves	4
Extras	8

101

Y.S.C.C.

*M. Wade, c Holmes b M. Rogerson	12
J. Denham, c P. Rogerson b Roddis	20
D. Wilkinson, hit wicket b Armitage	17
*W. G. Bancroft, c M. Rogerson b P. Rogerson	21
S. Marshall, not out	24
P. Hargreaves, not out	1
Extras	8

103

* Denotes Guest Players

HAREWOOD—Continued from page 13)

assembled at the start, news came that poor Tony Bancroft had broken another drive shaft, so Peter Voigt suddenly found himself elevated to the Top Ten. This time it was Mike MacDowel's turn to show the form which made him champion, for his first run was over a second faster than his nearest rival. On his second run, Mike spun away his chance of further improvement at Orchard, but it did not affect the outcome, and a further ten points were added to his tally.

With evening rapidly drawing in, Joe Broadhurst made a genial speech on behalf of Shell, while presenting the awards. Roy Lane collected the fabulous Double-Twelve Trophy and a contribution towards the cost of a fork-lift truck to shift it. John Buck took the Andrews Bros. award for the most sporting performance, and I reckon that driving a Terrapin with a Buick engine means that he earned it. Doug Marsden got the prettiest collection of bruises you ever saw, which will teach him to be more careful when pushing racing cars in future.

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Another episode in the saga of Jan Walker's contact lenses. It seems that, while on the way to our Croft race meeting, Jan's lenses fogged up again at a rather crucial moment, and instead of taking the turning for Catterick and Croft, she went right round the roundabout and took off smartly in the direction from whence she came. The sight of all our documents and equipment heading South in a cloud of spray caused a severe attack of nervous twitch to afflict the organising team, but fortunately Jan recognised some landmark in time, and got back on course for Croft rather than Silverstone.

We're sorry to hear that Barbara Mason, who apart from keeping Harry in trim has presided for several seasons over the purchase and distribution of the Centre's awards with smooth efficiency, has been taken ill, and wish her a very swift recovery to full health.

On the subject of fitness, someone apparently made a derogatory reference to visiting Council member Gerry Marshall's shape after the recent Croft meeting, and to the surprise of all and sundry, the response was a display of gymnastics which brought the house down — very nearly literally. Imagine three Olympic gymnasts all rolled into one, performing in a crowded bar.

There is, of course, a more elegant side to our social activities. At the dance which was held on the occasion of the last Harewood hill-climb this year, Chris Seaman went to great lengths to appear as a model of sartorial elegance, and donned for the evening a brand new shirt. As it was a gift, he duly presented himself before the donor to obtain her approval before appearing in public. He was somewhat nonplussed by the scathing reception; "The shirt's nice, but where did you get that awful tie?" ... "Well, love, you gave it to me with the shirt!"

A final thought: after Richard Thwaites has campaigned all season on the hills on an Eastern Carpet, it was a nice sense of proportion that caused his entry on the Greenwood Trophy to be in a DAF registered "RUG".

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.

Autotest Meeting

Rowntree/Mackintosh Works, Halifax.

Sunday 19th August

In a beery mist near far flung Barnsley (July Club Night) I agreed to supply a script of the days proceedings at the Y.S.C.C. event in Halifax to report the progress of our entered members to this invitation event.

If the entry list lacked quantity, Quality Street was certainly not and the day proved to be most successful and enjoyable.

We intrepid driving test exponents blazed a trail through the depths of darkest Halifax dodging not only pylons and marshalls, but also chief toffee wrappers and hand-packed polo waggons.

Gordon Chippindale made F.T.D. with Gerald Taylor following in his wake. Carl Davis came next on the honours list driving his now familiar Nipple Pink Min. Paul Hargreaves made fourth notch in the latest of a long line of "Harton" thoroughbreds namely a 1962 M.G. Midget. (**Historic Notes:** Purchased from a well-known trailer and tow bar flogger at Guiseley — as a write-off — straightened with the help of a tractor and 14 lb. hammer — engine blown up — new engine fitted — realised lack of power — hacked off wings and other non-essential bits like boot stay to lighten it — shoe-horned in a clapped 1500 Ford engine — appeared at Autotest. Not bad eh? Nearly all this happened in the space of three weeks!)

David Naylor unveiled his newly completed Wolsey Hornet. It has loads of power and is not too awful to say he built it himself out of used baked bean tins; a pity he doesn't know how to drive it.

Alan Forest did well to win class two in 18 KY, currently a TR6. Bernard Shaw was third in his Viva and would have undoubtedly taken the prize for leaving most tyre marks on the course had there been one. He certainly has a lot of rubber bands under his bonnet. Malcolm Lanfranchi did not have a happy day in his Escort and had to be content to being the last man home.

One wonders how many of our members named above would not have entered this event even if we as a club had not been invited. I suspect that everyone would still have been there by virtue of membership to the agonising club. It should be remembered that invitations could dry up if people do not take advantage of them. Let's have a better response in future, the tests were good and the organisation was better.

(Unexpurgated Report by David Naylor)

Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date 1973	Event	Status	Centre Annual Competitions
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-Iola 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.

ANNUAL COMPETITIONS

THE PEARCE TROPHY		PCT	S	T	Tot.
1.	Miss J. S. Lee	63	—	3	66
2.	J. R. Hardcastle	56	3	3	62
3.	D. R. Scatchard	47	3	3	53
4.	J. M. English	43	3	3	49
5.	M. S. Wilson	45	—	3	48
	H. C. Mason	45	—	3	48
7.	J. M. Busfield	46	—	—	46
	C. G. Seaman	39	—	7	46
9.	G. F. Chippindale	45	—	—	45
10.	P. R. W. Hargreaves	32	—	—	32
11.	T. M. Wood	24	—	3	27
12.	M. A. White	21	—	—	21
13.	B. A. Kitching	20	—	—	20
14.	D. W. Taylor	18	—	—	18
15.	L. S. Stross	13	—	3	16
16.	Mrs. J. Kitching	13	—	—	13
	H. Wadsworth	13	—	—	13
18.	R. G. Moorhouse	17	—	—	7
19.	P. A. Lister	6	—	—	6
	G. D. Taylor	6	—	—	6

CODE S — Croft, 23/9/73
 T — Harewood, 30/9/73

THE FIRTH BOWL

1.	Miss J. S. Lee	66
2.	Mrs. J. Kitching	13

THE KEN LEE TROPHY

1.	D. Scatchard	53
2.	H. C. Mason	48
3.	J. M. Busfield	46
4.	G. Chippindale	41
5.	C. Seaman	39
6.	P. Hargreaves	32
7.	M. White	21
8.	B. Kitching	20
9.	L. S. Stross	16
10.	D. Taylor	15
11.	Mrs. J. Kitching	13
12.	R. Moorhouse	7
13.	P. Lister	6
	G. D. Taylor	6

THE ARNOLD BURTON TROPHY

1.	G. Chippindale	16
2.	J. Busfield	11
3.	H. Mason	9
4.	R. Moorhouse	7
5.	P. Hargreaves	6
6.	B. Kitching	5
	L. S. Stross	5
	M. A. White	5

THE CHIPPY-IOLA VASE

1.	Mr. & Mrs. J. Busfield	17
	Mr. & Mrs. Gordon Chippindale	17
3.	Mr. & Mrs. P. Hargreaves	11
4.	Mr. & Mrs. H. C. Mason	10
5.	Mr. & Mrs. B. Kitching	9
6.	Mr. & Mrs. L. S. Stross	3
	Mr. & Mrs. D. Taylor	3
	Mr. & Mrs. M. White	3

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