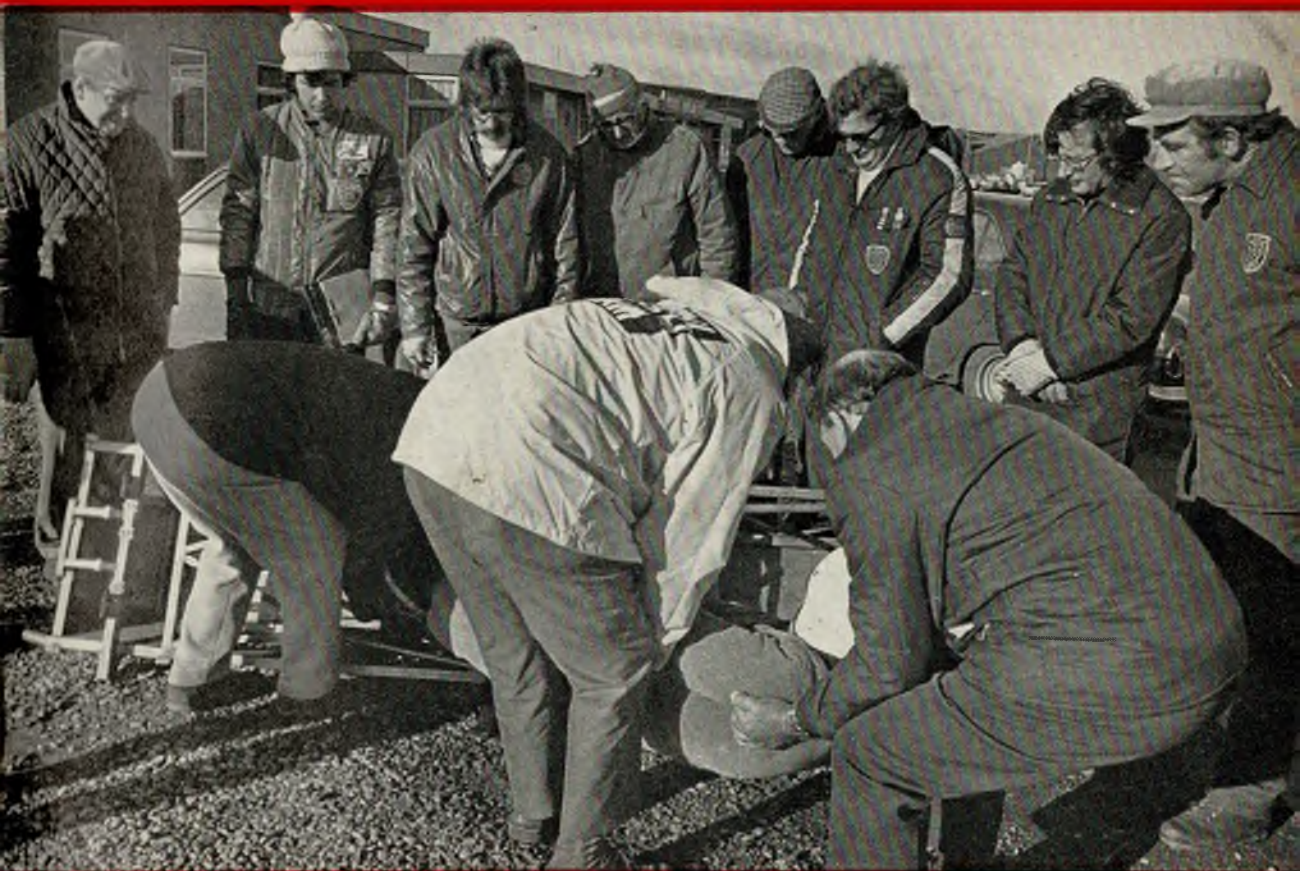




YORKSHIRE CENTRE CIRCULAR



MARCH **74**

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YORKSHIRE CENTRE CIRCULAR

PUBLISHED MONTHLY

TWENTIETH YEAR No. 222

MARCH **74**

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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

At our last Marshals' Training Day, the trainees
were taught, among other things, how to extract
an injured driver from a crashed car. Here is a
picture of concentration.

(Photo Tony Hodgetts)



This seems an appropriate picture to herald our first Hill-Climb of 1974, sponsored by Andrews Bros; Gordon Bruce practising for his Journalists' Class win last September.

(Photo Tony Hodgetts)

Forthcoming Events

Club Night — 4th April 1974

The first competitive club night of the season takes the form of a set of Industrial Driving Tests (mill-yard blinds to the uninitiated) which start from the premises of Chippindale Engineers, Butterbowl Works, on the Leeds Ring Road at Farnley, that is the stretch of Ring Road between Whitehall Road and Pudsey. The start opens at 6-0 p.m. and closes at 6-50 p.m.; entries are limited, so get there in good time. The finish, with the usual social gathering, takes place at Morley Rugby Club.

All Clubs' Training Day — Croft Saturday 6th April 1974

Last year's successful training day is to be repeated this year on 6th April, and regular marshals are invited to apply either for training for a more senior post than that in which they normally work, or to act as a Training Officer for Observer, Flag, Fire or Course duties. Lunch at a subsidised price of 15p will be available, and we

hope for an even better attendance than last year, when 85 trainees found the session most beneficial.

Any Yorkshire Centre member who does not receive an application form and wants to attend should contact Training Officer Alwyn Pritchard at Harrogate 61061 (business hours) or write to the Centre Office.

Andrews Bros. Spring National Hill Climb 14th April, 1974

Our first major promotion of 1974 at Harewood takes place on Easter Sunday, starting at 12-30 p.m., practice having preceded on Saturday and on the Sunday morning. The event is the second round of the 1974 Castrol/BARC Hill-Climb Championship, and a star entry is anticipated, with a good selection of the new cars on which the entrants have been working all winter. There may be a few readers who don't yet know where the course is situated; they will find it on the Harewood-Collingham road, about half-a-mile from the gates of Harewood House. Admission to the course costs 40p for adults and 10p for children under 14; entry to the hillside car park costs 50p per car, and to the

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paddock 40p. As usual there will be comprehensive catering and bar facilities to enable spectators and participants alike to make an enjoyable day's outing of the occasion.

The meeting is sponsored by Andrews Bros. of Bradford. and among the items of interest we hope to have on display the B.M.W. cars which are to take part in the Charity Economy Run, together with some of the celebrities who are to drive in that event.

Charity Economy Run — 20th April, 1974

Full details of route and vantage points will be published on a separate slip, along with information about the celebrity drivers. More draw tickets are available from the Centre Office, and money and counterfoils of sold tickets, along with any unsold tickets, should either be returned to the Centre Office or sent direct to the British Epilepsy Association, Eastgate, Leeds 1.

North-Western Centre Race Meeting at Oulton Park 27th April, 1974

Jock Sinclair has cooked up an exciting brew for the Oulton Park meeting run by his team of lads

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from the wrong side of the hill; there is a 100 kilometre race for Production Saloons, as part of the Britax Saloon Car Championship, a 15-lap Formula Atlantic race, a Formula 4 and Formula 1200 race and races for Formula Ford and Special Saloons as well. That looks like being both exciting and a little unusual to boot.

British Oxygen Co. Trophy Race Meeting

Mallory Park — 28th April, 1974

For real gluttons for punishment, it is possible to rush from Oulton to Mallory Park and take in the Headquarters meeting which offers races for Special Saloons (Forward Trust), Clubman's Sports (Shellsport), Thoroughbred Sports Cars (Spreckley), Formula Ford (B.O.C.), Formula 3 (Lombard North Central), and Mini Seven and Mini Miglia Championships.

Social Scene

A number of social events have taken place over the last few weeks; at the "Millstone", a successful disco dance raised another £52 towards the new fire extinguishers for Harewood, and an equally successful film show went on until nearly 1 a.m. and ended with the audience shouting for more.

The Bramley film show was rather sparsely attended, and also suffered from the lack of two films which did not turn up until the following morning; but was enjoyable particularly for the contingent who had not seen "Hub-Deep" before, and nearly did themselves a mischief with laughter. It was also a little nostalgic, as some of the films were of an age of more carefree and less rule-bound motoring, and even included shots of racing drivers in cloth caps, which some of the younger enthusiasts present found quite incredible.

The club night on March 7th was to have been a show of members' films, coupled with a round of the Castrol quiz; unfortunately the opposing team couldn't get there, and all the members were very diffident about their cinematic efforts; but the evening was salvaged by Arnold Burton, who nipped home to collect a few reels ranging from a very athletic lady in a goldfish bowl to the saga entitled "Peter Bolton's last flight", with plenty of variety in between. The rest of the evening turned into a very pleasant session of quaffing and chatting.

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ANNUAL COMPETITIONS

RULES FOR THE 1974 SEASON'S ANNUAL COMPETITIONS AND AWARDS OF ANNUAL TROPHIES

The rules of the Pearce Trophy are in the course of being modified, and entry forms and rules will be made available early in the season. The rules for the remainder of the annual competitions are unchanged, and entry forms will be enclosed with this issue of the "Circular". The aim of the amendments will be to make the competition more attractive to active participants in both the competing and the marshalling sides of motor sport.

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

GENERAL — ALL COMPETITIONS

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

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

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

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

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

All intending competitors must enter for the various Annual Competitions — for which purpose a form will be available — by not later than 31st March, 1974. New members joining after that date may enter up to 31st July, 1974.

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

THE "PEARCE TROPHY"

In each year there will be a competition for the "Pearce Trophy", presented to the club in 1952 by

A. S. Pearce. Points will be awarded to Yorkshire Centre members for marshalling, competing or organising; and the member scoring the highest number of marks in each year will be awarded the "Pearce Trophy", which will be held for one year. There will also be a "Runner-up" award for the member placed highest in this competition who has not won any other award during the year in any of the events listed.

The rules for the "Pearce Trophy", together with entry forms, will be available at signing-on for events early in the 1974 season, or from the Centre office.

THE "FIRTH BOWL"

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

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

THE "CHIPPY-IOLA VASE"

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

This competition is not restricted to married couples only — any man competing in the qualifying events with the same female companion throughout the season is eligible for the "Chippy-Iola Vase".

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

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

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

ALL qualifying events count towards this trophy.

In events divided into classes, the class results will be expressed on a figure of merit basis and

marks will be awarded on the following scale:-

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

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

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

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

Where an event contains no General Classification

the class results will be expressed on a figure of merit basis and the above scale of marks applied.

THE RONALD HUDSON MEMORIAL TROPHY

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

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

THE "KEN LEE" TROPHY

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

Continued on page 17

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THE SLEUTH'S MUG

17th February, 1974

Traditionally, the season opens with the Sleuth's Mug, which by tradition is a Treasure Hunt organised by the winners of the previous year's "Mug". Time was when the season closed with a similar brain-teaser, the fiendish "Night Monkey Puzzle", but our departure from the promotion of road events left us with a semi social and light-hearted gathering as a link with the "All Fools", the "Airline" and the ever-lamented "Yorkshire Rally" of bygone days.

This year, tradition was stretched even further,

for the looming presence of the fuel "crisis" prompted the organising team to seek a petrol-free solution to the need to present a public-spirited image of motor sport, and they solved all their problems at once (bar one) by running the event on foot. The one remaining worry was the need to persuade an entry to brave the cold of a February afternoon to tramp the streets of York in search of clues; on the day thirteen teams turned out, ranging from three generations of John Busfield's family to the solo entry of Mike Wilson,



Brian Marsden, John English and their lady "navigators" heading down Ogleforth on their way to tying for first place. (Photo Tony Hodgetts)

but with a good proportion of family parties keeping the offspring amused on the Sunday in half-term. The lure of something slightly different had brought out Leslie Banks and John Suttentall, who have not been so much in evidence as formerly; but it is perhaps a little sad to report that over half the entry was composed of committee members. To all those who stayed away, it was your loss, for it turned out to be a most interesting and enjoyable afternoon, and while the east wind proved distinctly sharp, I doubt whether anyone came to harm through surfeit of fresh air.

On signing on, each entrant was presented with a map, and a set of crossword-type clues for the streets which were to be visited. From these a route could be plotted to inspect the environs of York with great care and attention, for the purpose of descrying various obscure artifacts, cunningly concealed both by their position, and in many cases by the erudition of the clues which defined them. As some of the streets were fairly long, a considerable amount of quartering was necessary to cover them completely, and a clutch of sharp-eyed children were found to be more of a help and less of a hindrance than is usual on this event.

I thought I knew York pretty well, but I was taken into one or two corners round Chapter House Yard and Ogleforth which were new to me, and a variety of interesting nooks and crannies were included in the clues, particularly in Coney Street, which will make it worth while going back and retracing the route at more leisure another time. The Minster, sparkling after its cleaning, and at last almost free from scaffolding, gleamed in the winter sunshine, and the whole proceedings were notable for a pleasant air of tranquility, in contrast with the more frenetic delights of Harewood and Croft which awaits us later in the year.

After all the searchers had dragged themselves back to the Parliament Street car park, some looking decidedly footsore, the interest moved to the Post House, on the outskirts of the City, where tea, comfortable chairs and the results team awaited. After a commendably short time, it became obvious that a tie-decider was going to be needed, for the lead was shared by Leslie Banks and family, John English and Mary Roche, and Brian Marsden and Gillian Steele, all on 84 marks. The first tie decider, the old "furthest cleanest" one, left John English and Brian Marsden still level, so a spot question was used as a last resort; for a much-travelled quantity surveyor to guess 150 miles wrong when asked the distance from Bristol

to Manchester implies a discreet withdrawal from the organisation of the 1975 event!

Thanks for an interesting, informative and enjoyable afternoon to David Scatchard, June Marsden and "Boris" Hardcastle, congratulations to Brian Marsden on winning it, and well done all those who came to compete.

Results

	points
1. Brian Marsden & Gillian Steele	84
2. John English & Mary Roche	84
3. Leslie Banks & Family	84
4. = Peter Griffin & Family	77
Neil Higgins & Family	77
Tony Hodgetts & Family	77
7. = John Suttentall & Family	73
Harry & Barbara Mason	73
9. John Busfield & Family	60
10. = Doug. & Hazel Marsden	68
Jim Johnstone & Family	68
12. Tony & Pat Fall	65
13. Mike Wilson — unassisted	58

"The Sleuth's Mug" (and the 1975 organiser)—
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Competition Chatter

By the time you read this the first round of the Shell League Competition will have taken place, and without a team from B.A.R.C. Unfortunately, with all the work which has been put into the Buxton Weekend, Malcolm Rogerson, our team captain, was also one of the organisers of the event and was heavily involved. It was thought unlikely that we would be able to send a representative team to an event which would have clashed with a major social and competitive event of our own, and so no strenuous efforts had been made to enter a team.

As soon as the decision had been taken to postpone the Buxton Weekend however, Malcolm set about getting a team together. He succeeded in gathering a full team of Autotest experts, only to find that the closing date for entries had passed, and so that was that.

However, the next round is a Production Car Trial run by Ilkley and District Motor Club in the Yorkshire Dales on Sunday April 28th. Malcolm will have copies of the regulations and entry forms, so would-be team members please give him a ring and organise your entry.

Our first race meeting of the season, at Croft, will also have taken place by the time this Circular reaches you, and judging by the interest shown at the time of writing it should be an action-packed meeting.

On the 13th/14th April our first Harewood hill climb of the season takes place, providing the first opportunity for those of us who have not attended other events to see the new, up-dated, or old machinery with the winter's dust removed, in action. This event is a qualifying round in the Castrol/B.A.R.C. Hill Climb Championship, and is sure to attract a top-class entry.

I am very interested to see the new breed of



Malcolm Dungworth looks thoughtful as he wrestles with a handful of understeer round Orchard Corner at Harewood. (Photo Terry Hartley)

500 c.c. Racing Car reported to be in the course of construction in BARCounter last month, and doubly interested since one of these devices, propelled, as rumour has it, by a multi-cylinder 500 c.c. engine, is to be driven by no less than Peter Voigt. This car is sure to be one of the lightest seen on a hill climb, and with a driver to match, its progress will be viewed with keen interest. (Hope Peter's got his chin rest, Bridge, and G-String all sorted out!)

Congratulations to Tony Fall on landing the job of Manager to the Opel Team in the U.K. for both Racing and Rallying, and here's wishing him a successful partnership. Please remember Tony — Vee haf vays of making you vin!!

J.J.

Invitations Received:

From the Huddersfield Motor Club for their Hill Climbs at Scammonden Dam on the following dates:

- 5th May.
- 29th/30th June.
- 15th September.

Regs and entry forms are available from the Secretary of the Meeting — G. W. Rothery, Esq., 21 Stratford Avenue, Huddersfield.

From Longton & District M.C. to their sprint at Longridge on 7th April. Regs from the Office.

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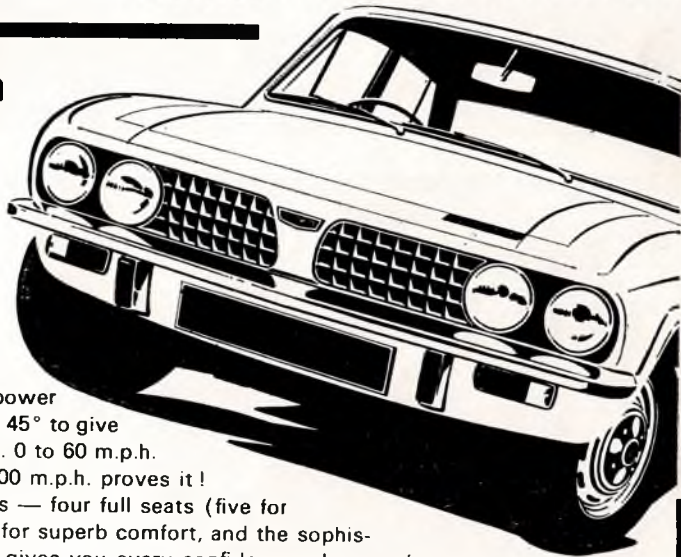
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Tony Fall and Mike Wood doing a spot of Sandblasting in a VW "Herbie" on the Austrian Alpine.
"Let it all hang out".

Last month, our local rallying ace Tony Fall produced a rather racy (if you will forgive the pun) account of the way in which a prominent Oriental rally team set out to win the Safari and other events. This month comes the news that Tony is to endeavour to show them how it ought to be done, as he has been appointed manager of Opel's Dealer Team with a racing, rally and rallycross programme which involves him on both the organisational and driving side. At the moment the plot, which seems to have been assembled at pretty short notice, involves a Group 1 Commodore for saloon car racing, and Asconas in Group 1 or 2 as appropriate for rallies and Rallycross. The new Kadett figures in the plans too, for future development. All this requires the creation of an organisation from scratch in time for the first round of

the season at Mallory Park on 10th March, which is going to be no mean feat.

Bob Garside, well known to centre members as a purveyor of horseless carriages to those members of the nobility and gentry who prefer their drives to be belted rather than toothed, recently married Miss Sally Needler at Harrogate. Congratulations and best wishes from us all.

"Chippy" Stross is very full of his impending grandfatherhood; he says he's bought a train set, and whether it's a boy or girl, "it" will play trains with Grandpa or their will be trouble! He'd better make sure the trains have a handbrake, though, to avoid any repetition of the catastrophe which occurred the last time he let someone play with his new toy!

A group of northern Clubman's drivers recently held a meeting near Sheffield to organise a twelve-race championship. Among the subjects discussed, apart from classes, prizes, and so on, was the suggestion that all the cars entered in the Championship should be parked together in the paddock to help with publicity. "Aye", said Bob Bingley, "it will save them having to search the paddock after a race to thump each other!" Anyone interested in the championship is invited to write to the secretary, Brian Hollings, 178 Tom Lane, Fulwood, Sheffield S10 3PG.

The following sequel to Linda Knight's saga of the frog-eyed Sprite is best told in her own words.

"Coming on one of our pilgrimages North, we decided to stop at the Services on the M1 for some petrol, not far from Birmingham.

Being 4 o'clock in the morning, and being none too bright, we entered the pumps from the wrong direction and missed the '£1 ONLY' sign. We were met by the original oil sheik 'mit' beard and turban, who, on filling our tank with 89p's worth of petrol, informed us "Minimum, maximum, £1 only please".

Thinking quickly, Phil asked "Have you any oil?" "Yes, yes" replied our turbaned friend, pointing to cans of branded oil.

Remembering we had a spare pint in the car, Phil then asked "Have you any sweets?"

"No, no Sir," came the reply, "No Sweet's, only Castrol and Duckham's".

On that note we said, "Keep the change" and disappeared into the fog".

More signs of spring with the wedding on March 6th at Buttershaw of our Midget-mounted Banker, Dick Hooper, to Pamela Longbottom. Again our best wishes and congratulations, with the thought that it will be nice for a Chief Paddock Marshal to have an assistant who has promised to obey him, with the added bonus of an undertaking to love him even through the worst which always afflicts anyone charged with running the Paddock.

On that subject Paul Adelman was rash enough to indicate on his marshalling availability form that he had a certain amount of experience in the supervision of race paddocks, and found his chickens coming home to roost very rapidly when he was given the job of sorting out the notorious Mallory Park paddock at the first big National meeting of the year. After that, Croft will seem like a picnic.

John Busfield started his season in fine style by winning the Ilkley and District Motor Club's production car trial at Caley Hall on 3rd March, which augurs well for our chances in that area

of the League, anyway.

We are sad to report that Wanda Grassick has died, and send our sincere sympathy to Ian and daughters Lorna and Julie.

Out to retain his title of "King of Prescott" and making a strong challenge for the R.A.C. Hill-climb Championship this year (and our tip for the top in 1974) is Roy Lane, who has just finished building his new car; a McRae G.M.1. This is the last car to be built by Graham McRae last year, and carries the chassis number of 012. Bought by Roy in October, and lovingly assembled over the winter, the new car is to be powered by a Bartz 5-litre engine, which, though dating from 1973, has only done two races before being rebuilt by Roy in his garage at home. Modifications Roy has made include fitting 51-mm. chokes to the carburettors in place of the standard 48-mm. units, and the combination of car and driver must be a force to be reckoned in the coming season.

Also in a new car, but not so far advanced in its construction, is Chris Cramer who has spread around his garage the bits to make up a March 74 B (Formula B/Atlantic) into which is to go a 2-litre Hart engine.

For all B.A.R.C. members who are attending the Prescott hill-climb on 30th March, there is an invitation to a Disco run by the Cheltenham Motor Club at their Club House at Priory Lawn, London Road, Cheltenham. Admission is free to B.A.R.C. members and the hosts say that although they are "rather short of women" they have a well-stocked bar.



Tailpiece: The answer to the fuel crisis, or a secret weapon for Class 1 in this year's Castrol/BARC Championship? Or is it just Roger Willis' new household pet?

WHY NOT ADVERTISE

YOUR WARES OR YOUR WANTS IN THE CENTRE CIRCULAR

Small Advertisements 10p per line to members
and 20p per line to others if prepaid.

Copy for small adverts should be sent to
the editor by the 14th of each month.

For display adverts, contact our Advertising
Manager, Josephine Lee.

DON'T FORGET

**we need teams for
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rounds.**

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(Collingham Bridge 2730)

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**AND REMEMBER —
4th April Club Night**



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ANNUAL COMPETITIONS—cont. from page 9

THE JOHN BINDLOSS MEMORIAL TROPHY

This trophy was presented in 1968 by David Hepworth in memory of his friend, John Bindloss who died in 1967. Originally this was awarded to the most successful novice competitor of the year at B.A.R.C. Yorkshire Centre hill climbs but now it is awarded arbitrarily to the competitor who, in the opinion of the committee, has emerged as the most promising entrant of the year.

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

QUALIFYING EVENTS

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

All competitive events qualify for the Pearce Trophy and the Ronald Hudson Memorial Trophy. Events qualifying for the Chippy-lola Vase and Ken Lee Trophy are marked "C" and "K" respectively.

Restricted, National and Jointly promoted events must be entered in the name of the B.A.R.C. for marks to be gained in Centre Annual Competitions.

ANNUAL TROPHIES

The Scrutineers Trophy

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

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

The Woodhead Monte Trophy

Presented by David Woodhead and awarded each year to the Centre Member who is the highest placed on the Monte Carlo Rally or R.A.C. Rally as a private entry. This applies to entrants and co-

drivers equally and the definition of Private Entry is at the full discretion of the Committee.

The Ford Woodhead Cup

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

The Yorkshire Post Trophy

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

The Total Trophy

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

The Jack Farrar Trophy

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

The Appleyard Group Trophy

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

The Wallace Arnold Trophy

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

The Arnold Burton Trophy

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

For Sale

Mexico Parts: Air Cleaner, Inlet Manifold, Brand New Carburetter — Weber, 1 Cylinder Head, 1 Exhaust Manifold. Offers to: Simon Clark, Tel.: (Home) 892542; (Work) 632641.

Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date	Events and Status	Centre Competitions
April	4 Club Night Autotests (C)	PKC
	13/14 Andrews Bros./B.M.W. Spring National Hill Climb (N) (Castrol/B.A.R.C. Championship Event)	PK
	20 Charity Economy Run to London.	
May	2 Club Night Production Car Trial (C)	PKC
	12 "E. A. Denny" Production Car Trial (CJ)	PKCA
	19 "Harewood Practice Day" (C)	PK
	27 "Spring Bank Holiday" Race Meeting, Croft (R)	PK
June	2 "Vintage and Novices" Hill Climb, Harewood (R)	PK
	6 Club Night Autotests (C)	PKC
	8/9 "The Scarborough Weekend" Autotests (CJ)	PKCA
	8 The Scarborough Dance.	
July	4 Club Night Autotests (C)	PKC
	6/7 "R.A.C. Championship Shell Speedclimb", Harewood (N)	PK
	21 H.Q./Yorkshire Centre Race Meeting, Cadwell Park (R)	
August	1 Club Night Autotests (C)	PKC
	4 "Harewood Members' Hill Climb" (C) (Castrol/B.A.R.C. Championship Round)	PKA
	11 Croft "Midsummer" Race Meeting (R)	PK
	18 British Heart Foundation/B.A.R.C. "Soap Box Derby" at Harewood	
September	5 Club Night Production Car Trial (C)	PKC
	6 "BARC-B-Cue" at Harewood	
	8 Croft End of Season Race Meeting (R)	PK
	28/29 "Castrol Trophy" Hill Climb, Harewood (N)	PK
	28 Hill Climb Dance, Harewood	
October	3 Club Night Social Event	
	6 "Greenwood Cup" Production Car Trial (CJ)	PKC
	19/20 "The Buxton Weekend" Autotests and P.C.T. (CJ)	PKC
November	7 Club Night Social Event	
	16 R.A.C. Rally starts at York; possible stage at Harewood	
	20 R.A.C. Rally finishes.	
December	5 Club Night Social Event	
	7 Annual Dinner Dance.	

Status: N=National; R=Restricted; C=Closed; CJ=Closed Joint Promotion.

Centre Competitions: P=Pearce Trophy; K=Ken Lee Trophy; C=Chippy-lola Vase.

A=Arnold Burton Trophy.

Entries in Restricted, National and Jointly promoted events must be made in the name of BARC to qualify for marks in annual competitions.

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

PETROL CRISIS COMMENT FROM TIPCO

- "Coupon allocation is based on size!" Mike Wilson
- "Doesn't worry me old chap, I've just bought a chain of filling stations" David Stead
- "What on earth am I going to do about the Birds?" Chris Tipping
- "If we had a B.A.R.C. Dinner Dance every weekend my mileage
would be halved — I can never find my car till Monday!" Chippy Stross
- "I really must get a map, a compass, a sextant or even a navigator" Jan Walker
- "How can I possibly get to Committee Meetings?" John Cockayne
- "For greater economy I'm having my head polished" Tony Bancroft
- "Six gallons of what a week?" Tony Lanfranchi

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