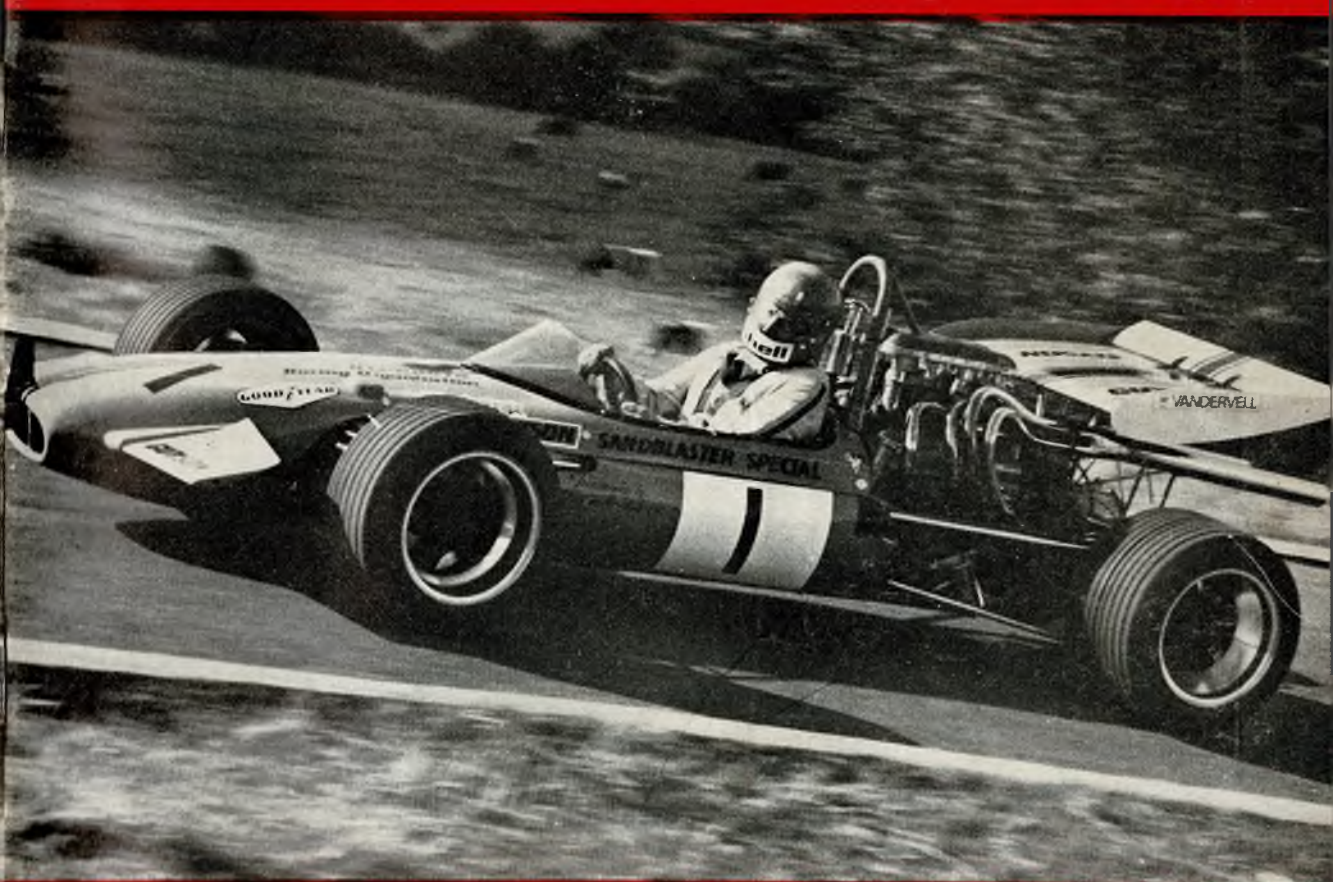




YORKSHIRE CENTRE CIRCULAR

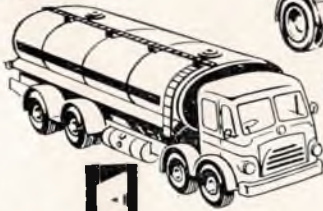


FEBRUARY

74

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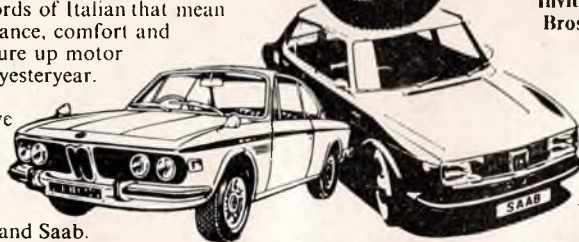
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YORKSHIRE CENTRE CIRCULAR

PUBLISHED MONTHLY

TWENTIETH YEAR No. 221

FEBRUARY **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

The sight of "the brawny man who drives
brawny cars", David Hepworth in full cry round
Farmhouse, provides a glimpse of summer in the
depth of gloomy February.

(Photo : Terry Hartley)

Forthcoming Events

Disco Night at The Millstone Inn, Hathersage 1st March 1974

From 9 p.m. to 1 a.m. on Friday, 1st March, The Millstone at Hathersage will be the venue of another Dicers' Rave-up. There is a late bar extension, but no food is laid on, so eat first! Tickets are 50p each, from Jan at the Centre Office, or at the door. The Millstone is situated on the A625 at map reference 111/242807.

Club Night — 7th March

The club night will take the form of a members' film evening, and members who have 8mm. films on motoring and allied subjects are invited to bring them along for showing. The usual sessions of imbibing and intermingling will take place concurrently. The start time is 8-0 p.m., the place is the Dance Room at the Clap Gate Hotel, Kearby.

The Buxton Weekend

With great regret, the Committee have decided that the only responsible course of action is to postpone the Buxton Weekend until more favourable times. Difficulty with the permit application, and concern at the possible adverse reaction of residents of the area covered by the event, which is gravely affected by the Miners' strike were principal causes of the decision. Our thanks to Malcolm Rogerson, Tony Riall and Bob Soper for all the work they have put in, and our commiserations that it has gone unrewarded.

We hope to run the Buxton Weekend on 19th/20th October.

Croft Autodrome Race Meeting 24th March, 1974

Our first speed event of the season takes place at Croft on March 24th starting as usual at 12-noon for practice with the first race scheduled at 3 p.m. There are races for Modified Sports Cars qualifying for the Blue Circle and Northern Clubs championships, Mini-Seven Saloons for the Bob Fox championship, Special Saloons qualifying for the Wendy Wools championship, Formula Ford for the Tate championship, Clubmans' Sports Cars for the Northern Clubmans championship and to wind up a Formule Libre race.

As our contribution to saving fuel, all race lengths have been cut by 20% from their usual length. For anyone who hasn't been to Croft before, you go up the A1 to Catterick R.A.F. Station, then follow the signs from the roundabout onwards — couldn't be simpler!

The Centre A.G.M. — 26th March 1974

The notice calling the Annual General Meeting appears elsewhere in the Circular. Come along and make your views known; it's the only way to make a good thing better.

APRIL EVENTS

Advance warning; on 4th April we are holding a Club Night Autotest, the first of the Summer Evening Events, and on 14th April the Harewood season kicks off with the Andrews Bros./B.M.W. Spring Hill Climb. Full details next month.

The North-Western Centre are holding a sprint at Oulton Park on 6th April, and on the same day a Marshals' Training Day is planned, the venue being Croft Autodrome.

INVITATION

Members are invited to a Forum organised by the Huddersfield Motor Club to be held at the Saxon Inn, Ainley Top, Huddersfield at 7-30 p.m. on Wednesday, 6th March 1974. Guest Speakers are Gerry Marshall and Barry Williams (who if my memory serves me right made his mark on the boundaries of several mill-yard driving tests in the area in his younger days) and Tony Lanfranchi who has also made a name for himself in various ways. As the publicity says, all three are well known for their exploits. Tickets, price 20p are available from Adams & Gibbon Ltd., Wharfe Motor Co. Ltd. and Studio 58 Boutique all in Huddersfield.

Morley Disco Dance

Once again the lofty halls of Morley Rugby Club resounded to the revels of the Yorkshire Centre at play, as the second winter Dicer's Disco brought the members from their hibernation. To the sounds of the electronic wizardry of the biggest disc jockey in the business, and refreshed by the culinary delights provided by the ladies of the Morley Rugby Club, a cheerful gathering danced a good part of the Saturday night away. Among the revellers Tony Bancroft's unique style of dancing was noticeable, Richard Thwaites plus party minus eyebrows caught the eye and Harry Mason was out for the last time before Barbara got back from the Antipodes. Also in evidence were Paul Adelman, Tim Smith, John English, Martin Frost, and Messrs. Scatchard and Hardcastle complete with their respective fiances. (Thinks; if that lot had all got lost, what would we have done at the first Harewood meeting).

Thanks to Mike Wilson for setting up the affair and providing the music, you will be pleased to know that a few more fire extinguishers for Harewood have been funded.

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RALLYING RUMINATIONS

by TONY FALL

After reading Linda Knight's account of their 'frog eye' in January's issue and realising that this was probably the same car that I was at one time tempted to buy, I realised I had had a great deal of enjoyment in reading about other people's trials and tribulations. I thought it might be an idea to publish some of my own experiences in the 'wheeling and dealing' world of international rallying, and I felt that it might jeopardise my future career if I was to, say, run a column in one of the national magazines and thus probably antagonise one of my future employers!

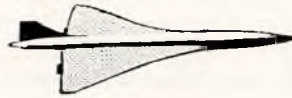
1973, in a way, was a disastrous year for me, in so much that our finishing record dropped to less than 50%; but on the credit side I had a win on the South African Total Rally and 4th overall on the Safari, which boosted my ego again. As it has been written by many eminent journalists in the national press, the Datsun team were very lucky to come 1st overall in the Safari Rally (in fact after working with them now for three years, I reckon to win a rally in a Datsun is a miracle) I say 1st overall, because Datsun did not "win" the Safari, but Ford's lost it. It was during this year's Safari that the usual Japanese arrived three months before the start of the rally in Nairobi, and in a casual way conversation with 'Super Wog' (Shekhar Mehta) mentioned that they would like him to make a list of the most important places he would like service on the rally. This he did on the back of a cigarette packet and presumed that that would be the basis for the Datsun service. It was not until the start of the rally that we realised that his scribbled note on the cigarette packet had been taken on face value, and constituted our only service points. We were not too concerned about this, as nowadays anything that happens to you on the Safari you have to fettle yourselves, but petrol was the most important. It was when Rauno Aaltonen and Shekhar Mehta, who were extremely high placed at the time, ran out of petrol and only because of a Ford service car were able to continue after losing almost one hour. The 'little Finn' became so greived by this total lack of efficiency that the next Service point where he encountered "Waka" the team manager, he promptly "stuck him one on" and pushed him in the ditch. Now Japanese you can swear at and shout at, but you have not to hit them, so consequently you will never see Mr. Aaltonen driving a Datsun again!! Also Super

Wog voiced his opinions in no uncertain terms,, and it was obvious that his days with the team would be numbered also; but how embarrassing for them when he won the event with half a motor car only, and also screwed them for a contract for the rest of the year.

As the year progressed Porsche V.W. Austria's "herbies" started to appear more frequently, and it was quite difficult to get myself dealt into the team with the pressure from the Italians and Germans who were wanting to drive for them. Shekhar Mehta managed to patch up his disagreement with Datsun and came 3rd on the Heatway Rally in New Zealand and also was invited to drive on the Southern Cross Rally in Australia. I fancied a trip 'down under' myself, and having contacted a lot of old friends in Australia got offers of help but no car to drive! I had sitting in Old Woking Service Station an ex Monte Carlo rally car, and I cabled Japan suggesting that instead of shipping the car direct to Japan, after it's carnet expired, it went via Australia and I drove it in the Southern Cross Rally. As was typical of the Japanese, no reply was forthcoming, and as the last available boat was leaving the U.K. for Sydney so that the car could get there in time, we put the car on the ship! About 3 weeks later when the ship was about level with Dakar and I was in South Africa for the Total Rally, I received a very rude telegram telling me what a naughty boy I had been, etc., etc. Anyway they agreed to pay my expenses and I eventually arrived in Australia to find that they had in fact given me a new car, which I was told to look after as it was to be flown to the U.K. after the event for the R.A.C. Rally! Now the 240Z, over the past three years, other than for the African Rallies has become less and less competitive, and on the very first night we had the usual Japanese rubber problem of many punctures. The eventual outcome of this on the second night was an inversion into the Australian scenery. The Japanese that were in Australia at the time asked me what had happened, and I jokingly said that I did not like the colour anyway; unfortunately the Japanese, although they laugh at everything you say, have no humour in them and reported the exact words to Japan, and when Shekhar and myself arrived in Tokyo a few days later we got a very cool reception.

Continued on page 19

traveleads



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(ATOL 382B)

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THE SHELL MOTOR CLUB LEAGUE 1974

Just before Christmas the representatives of some of the clubs taking part in the Shell League met to discuss what alterations or improvements were needed to make the competition better in 1974. The first point settled was the prize money; the prize fund has been increased by Shell, and it was agreed that the increase should go to improve the awards rather than alter the prize structure or introduce new trophies. The checking of entries will be tightened, competitors will only be able to enter on behalf of one club throughout the season, and club membership cards are to be inspected at all events.

A check will be made at all events using pylons or markers that the gaps are wide enough for all competing cars to get through (I think we know who raised that one!).

B.A.R.C. Yorkshire Centre are not taking up their option to organise a round this year (the right being due to the top ten finishers) so that M.G. Car Club who finished eleventh last year, step up to take our place with one of their popular sprints.

Once again Malcolm Rogerson is our team captain, and anyone who wants to represent the Centre in these events is invited to contact Malcolm at Runnymede, 54 Weetwood Lane, Leeds 16; telephone number at home is Leeds 752391.



Team Captain Malcolm Rogerson shows Scrutineer Don Fotherby that the Rover really is in the large car class, and has scratches down both sides to prove it.

(Photo : Tony Hodgetts)

The qualifying events are :

Date	Event	Organising Club
March 10	Autotest	North Humberside M.C.
April 28	P.C.T. (Yorkshire Dales)	Ilkley & District M.C.
May 16	Autocross	York M.C.
June 30	Autotest (Huddersfield)	David Brown S. & S.C.
July 14	Sprint (Topcliffe)	M.G.C.C.
August 25	Hill Climb (Cadwell Park)	Sheffield & Hallamshire M.C.
Sept. 00	Rally/Autotest	One Eleven M.C.
October 6	Autocross (Huddersfield)	Huddersfield M.C.
October 27	P.C.T. (Leeds)	Trackrod M.C.
Nov. 10	Autotests (Brighouse)	Y.S.C.C.

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1973 BEDFORD FREEWAY 4 berth Motor Caravan, White	£1490
1972 FORD CORTINA 1600 GXL, Red, low mileage, one owner	£1160
1973 TRIUMPH 1500 Pimento, low mileage, one owner	£1100
1971 HUMBER SCEPTRE, Aztec Gold, very low mileage for year	£1052
1973 Cortina, 4 door, 1600L, Sapphire, Marquis Trim	£1025
1971 (Nov.) CHRYSLER 180, Metallic Blue	£995
1972 (L) VAUXHALL VIVA, 2300 c.c. S.L., Radio, Starmist	£950
1971 (Nov.) CORTINA, 1600L, 2 door, 1 owner, 7,000 miles only	£875
1972 FORD ESCORT ESTATE, Marine Blue	£850
1971 AUSTIN 1300 GT., Red, one Lady owner	£820
1973 Escort 1100, 2 door, Maroon, one owner	£795
1969 CAPRI 1300XL, Silver Fox, very smart	£615
1968/1971 AUSTIN MINI 1000's, Economical second cars from	£395

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ANNUAL GENERAL MEETING 1974

Notice is hereby given that the Annual General Meeting of the B.A.R.C. (Yorkshire Centre) will be held at the Queen's Hotel, Leeds at 8 p.m. on Tuesday, 26th March, 1974.

By Order of the Committee.

D. EASTHOPE,
Hon. Secretary.

AGENDA

1. To receive and adopt the minutes of the Annual General Meeting held in March, 1973.
2. To receive the reports of:
 - (a) The Chairman
 - (b) The Hon. Treasurer
 - (c) The Hon. Secretary
 - (d) The Hon. Competition Secretary
 - (e) The Hon. Social Secretary
3. To elect the Officers and Committee for 1973-74
 - (a) Chairman
 - (b) Vice-Chairman
 - (c) Hon. Treasurer
 - (d) Hon. Secretary
 - (e) Hon. Competition Secretary
 - (f) Hon. Social Secretary
 - (g) The requisite number of Committee members
4. To transact any other business which may properly be dealt with at an Annual General Meeting of the Centre.

OFFICIALS FOR THE YEAR 1972-73

Vice-President: A. J. Burton.
Life Member of Committee: E. D. Clark.

OFFICERS (who retire)

Chairman: M. S. Wilson.
Vice-Chairman: H. C. Mason.
Hon. Treasurer: M. H. Whaley.
Hon. Secretary: D. Easthope.
Hon. Competition Secretary: J. Johnstone.*
Hon. Social Secretary: L. S. Stross.

In accordance with Rule 12 of the "Rules for the conduct of Centres" drawn up by the Club Council under Article 39 of the Articles of Association of The British Automobile Racing Club Ltd.

the Yorkshire Centre Committee makes the nomination for Officers: the following nominations have been made for Officers for 1973-74.

Chairman: M. S. Wilson
Vice-Chairman: H. C. Mason
Hon. Treasurer: M. H. Whaley
Hon. Secretary: D. Easthope
Hon. Competition Secretary: J. Johnstone
Hon. Social Secretary: L. S. Stross

COMMITTEE

Nominations for candidates for election to the committee must be made in writing with the knowledge and consent of the nominee and be duly proposed and seconded by two members of the Centre. Nominations must be sent to reach the Hon. Secretary, D. Easthope, 5 Clifton Villas, Otley, by Tuesday, 19th March, 1974.

Retire 26th March, 1974

J. Cockayne	(2)
D. P. Stead*	(2)
A. J. Hodgetts*	(5 out of 5)
J. A. Bancroft	(8)
P. J. C. Griffin	(6)
C. G. Seaman	(9)

Retire 1975

J. M. Busfield	(9)
J. M. English	(11)

Retire 1976

J. R. Hardcastle	(11)
M. M. Rogerson	(11)
R. Soper	(10)
D. N. Townsend	(10)

* During the year D. P. Stead tendered his resignation from the committee, and J. Johnstone succeeded A. J. Hodgetts as Hon. Competition Secretary when the latter succeeded R. Soper as Editor of the Yorkshire Centre Circular.

Figures in brackets indicate attendance at Main Committee meetings during the year out of a possible 11.

Under Item 4 of the agenda, time is allowed for discussion of other business members may wish to raise. It is helpful, particularly where explanations or answers are required which require research into records, if advance notice can be given of questions.

UP THE ARABS !!

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WE'VE ALSO GOT ONE JIM THOMPSON'S BEAD-BLASTING MACHINES (IT'LL EVEN CLEAN FROM A BLANKET) AND WE COULD DO WITH SOME WORK FOR IT. GEOFF WINDER SPENDS HOURS BLASTING OLD SCOTT PARTS; SO IF YOU'RE A VINTAGE OR CONCOURS ENTHUSIAST, OR JUST AN ENTHUSIAST (I AM ?) TRY US.

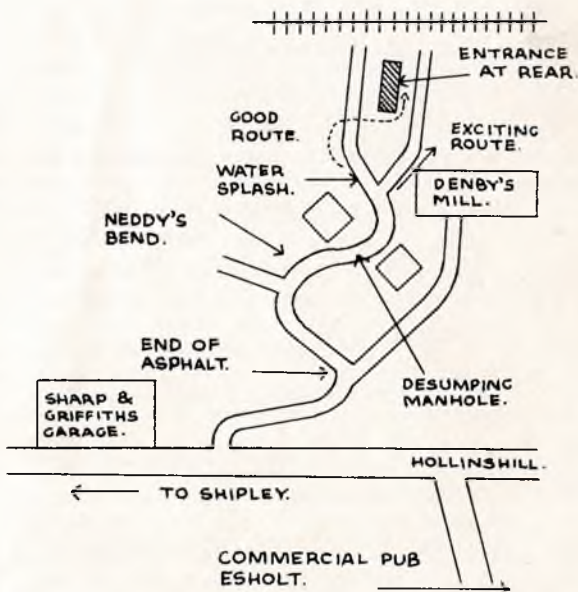
Remember that tatty black rally jacket Syd Hanson wears? Well that's one of our originals and we still sell them (Time he had another, he's had it four years).

Chris Suater always has one on, so does John Davenport — Jimmy Greaves had one for the last World Cup rally — but threw it away afterwards !! If you order now you might get it for the summer — they are waterproof.

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did it and look where it got him !!

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BRITISH AUTOMOBILE RACING CLUB LIMITED (YORKSHIRE CENTRE)
INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31st OCTOBER, 1973

B.A.R.C. YORKSHIRE CENTRE

TREASURER'S REPORT ON YEAR ENDED 31st OCTOBER 1973

1972 EXPENDITURE		1972 INCOME	
	£		£
Yorkshire Centre Circular :			
Cost of production including postages ...	1,990-42	Revenue from Centre Events :	
1,380 Less Advertising Revenue ...	1,411-08	Competitors Entrance Fees ...	7,377-40
	579-34	Sponsorship ...	2,373-00
177 Office Rent, Rates, Lighting and Heating ...	172-61	Gate money, programme sales, etc. ...	8,456-25
919 Clerical Assistance ...	1,028-45		18,206-65
84 Insurances ...	45-18	Contributions from Headquarters towards	
955 Postages, Telephone, Printing and Stationery	818-62	expenses for the year ...	707-75
243 Sundry Expenses ...	126-68	Contributions from Headquarters towards	
25 Bank Charges ...	81-75	clerical assistance ...	500-00
Centre Events :		Profit on sale of insignia ...	82-27
Expenses ...	9,933-86	Bad debts recovered ...	—
14,131 Prizes and Awards ...	3,744-46	Deposit Account Interest received ...	22-29
	13,678-32	Excess of Expenditure over Income	—
		for the year ...	—
Insignia :			
95 Reduction on Opening Stock ...	—		
123 Loss on sale ...	—		
424 Club Property — Amount written off the			
value during the year ...	217-74		
Harewood Hill Climb Course :			
604 Amount written off the value of the course			
for the year ...	1,525-89		
350 Contribution towards initial cost of road	—		
56 Loss on Dinner Dance ...	22-35		
Bad debts written off :			
Advertising, etc. ...	136-19		
Excess of Income over Expenditure			
for the year ...	1,085-85		
£19,566	£19,518-96	£19,566	£19,518-96

BALANCE SHEET AS 31st OCTOBER, 1973

1972 CAPITAL AND LIABILITIES		1972 ASSETS	
	£		£
Capital Account			
As at 1st November, 1972 ...	1,277-26	Club Property :	
Add: Excess of Income over Expenditure		As at 1st November, 1972 ...	724-00
for the year per Income and		Additions during the year ...	193-74
Expenditure Account ...	1,085-85		917-74
	2,363-11	Less Amount written off value during	
		the year ...	217-74
			700-00
			812-78
			1,525-88
			1,525-88
			329-15
			1,404-70
			646-07
			2,050-77
			284-31
			1,766-46
			173-15
			517-21
			1,153-00
			1,791-67
			230-62
			2,022-29
			225-19
			£7,699-23
			£6,566
£6,566	£7,699-23	£6,566	£7,699-23

We have audited the above Balance Sheet with the books and vouchers of the Centre, and certify the same to be in accordance therewith and correct to the best of our knowledge and belief.

Dated this 28th day of December, 1973.

Pennine House,
 6 Russell Street,
 Leeds, C. PERCY BARROWCLIFFE & CO.
 L.S.I. 5TR. Chartered Accountants.

At the beginning of last year the officers and committee of the Yorkshire centre had to make changes in club policy to ensure that the previous years loss of over £1,000 was not repeated.

I am happy to report that in the year ending October 1973 the centre had an excess of income over expenditure of over £1,000.

Partly as a deliberate policy and partly because we could not get the T.V. advertising we wanted we spent £866 less on events (excluding prize money) than last year but the income from gate takings dropped by £1,156 although a considerable amount of this drop in takings was due to the poor weather.

One of the other items the nett cost of which had to be reduced was the Yorkshire Centre Circular and our editor Bob Soper, aided by Josephine Lee as advertising manager, managed to reduce the cost of production by £660 and increase the advertising revenue by £140 thereby reducing the nett cost of the circular by £800 from £1,380 to £580, and even though a substantial amount of the reduction in cost of production was because we did not produce a Jubilee Circular this year, I think this is a great achievement.

In addition to making a profit of £1,086 we were able to write off the £882 left in the Capital Account for work done in past years on the course at Harewood and also write off the whole of the £644 which we spent on essential improvements and maintenance at Harewood this year, so where did all the extra money come from? The answer is two fold. Firstly the amount of money received (or promised) from sponsors increased by nearly £500 to £2,373, and secondly competitors entrance fees, mainly for Croft and Harewood events, increased by £1,775 to £7,377 although the value of awards increased from £400 to £1,173. I know there is a certain amount of criticism by club members of the committee for spending too much effort on speed events to the detriment of social and other events, but it must be realised that without the income from sponsors, competitors entry fees at Croft and paying spectators at Harewood, the centre just could not exist in anything like its present form.

We also managed to reduce the amount spent on postage, telephone, printing, stationery and other sundry expenses by £253 and thereby show a total saving of £130 on administrative costs which is something to be proud of in these times of ever rising prices.

The balance sheet now looks reasonably healthy with £2,363 in the Capital account and our assets, which include the bus, timing equipment, duplicator, typewriter, desk, cupboards, the ladies loo at Harewood, fire extinguishers, telephones, etc., written down to what must be a realistic figure of £700.

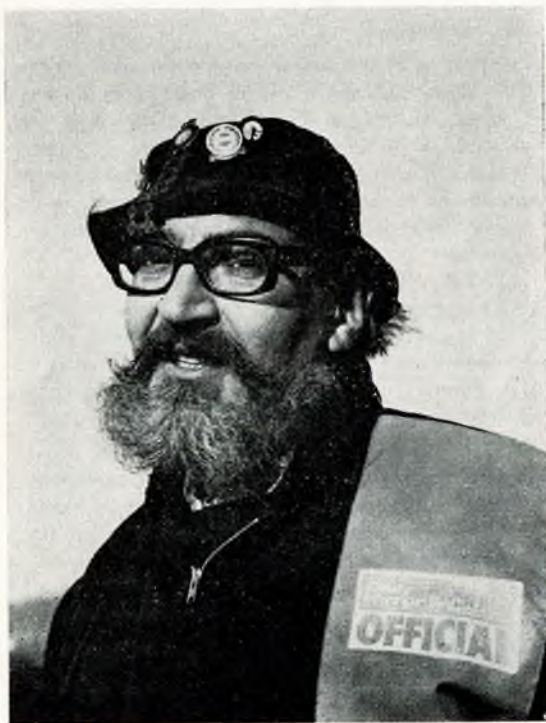
Someone ought to ask awkward questions about every single item shown in sundry debtors because for instance the item shown "advertising in the circular" is nearly the same as the advertising revenue for the year, and the sponsors still owe us half of the amount shown as sponsorship income.

I am always a little bothered by these myself each year because some of the agreements to put adverts in the circular or unwritten promises by sponsors to pay for various things if we send them an invoice, seem a little unbusinesslike but they seem to have worked in the past and by the time the A.G.M. comes I hope most will have been paid.

We have certainly paid all the sundry creditors and still have a credit balance in the bank.

BARCounter

While waiting for the R.A.C. Rally to arrive at Esholt, to while away the time and take his mind off the smell, Terry Hartley took a couple of photographs of Alwyn Pritchard, in full marshalling regalia. Being a keen amateur photographer as well as a marshal, Terry entered a print of the portrait in his local photographic club exhibition, and walked off with the major trophy in the portraiture section. Whether it was a result of this is not known, but Alwyn has since been approached more formally as "a face worth photographing". At this rate, it won't be very long before we have full frontal whiskers across the centrefold of "Playgirl".



"Full of strange oaths, and bearded like the pard . . ."
(Photo : Terry Hartley)

Ever-resourceful, Richard Thwaites thought to beat the power ban by procuring a gas lamp; unfortunately the thing proved somewhat recalcitrant when the time came to light it. After several unsuccessful attempts, the final application of a match resulted in a lively explosion when the flame

touched the accumulated gas. Richard emerged from the flames undamaged but somewhat singed, and on running his hand over his hair was rather distressed to find that it was gone, perished in the conflagration. Closer examination in a mirror, however, revealed that in fact it had gone some time before, but he hadn't really missed it until then!



North Sea Gas makes your hair shining and manageable.

(Photo : Josephine Lee)

With the commencement of the speed events season coming into sight, various plans for next season's machinery are beginning to emerge. Phil Bennett has decided that an ordinary Jaguar is not exciting enough, and has been conducting experiments on a V12 engine with results which can best be described as alarming. Apparently the thing is expected to produce well over 500 b.h.p. and the only problem at the moment is making it stay together long enough to be practical.

Tony Bancroft, too, is reported to be searching for more power, and the motor which began to show winning form towards the end of the 1973 season has been stretched to 5.8 litres. There are intriguing rumours about the plans of two of the leading hill-climb drivers, but the facts are firmly embargoed for the time being.

Brian Kenyon has installed a new engine in his Spridget, but as he was unwise enough to enlist the aid of those well-known mechanical comedians Seaman and English, the installation was accompanied by the accidental wiping-off of both doors. They do things the hard way in Sheffield!

David Fyfe and Alex Brown have purchased Peter Voigt's Palliser to have a go at the big racing car class, Terry Stone is forsaking racing to try his hand at Class 5, and Richard Thwaites has acquired a Lola-Climax for Historic Racing — he says the idea of racing an appreciating asset has an irresistible attraction! Peter Voigt is building a 500, which raises some interesting championship speculations; the combination of Peter's driving and a modern "500" is intriguing. Rumour has it that others have the same thought in mind, so this could become a hotly-contested class, and if some of the excellent Japanese multi-cylinder 500 c.c. engines are available there could be a technical development in the class which would lead to a revival of interest in what was originally conceived during the war as economy racing. The wheel has turned full circle; shall we see a crop of latter-day Kiefts, Wasps, Tiger Kittens, J.B.S., and an eventual all-conquering Cooper?

The famous name of Boshier-Jones is once again to be seen on the hills. In the wake of David and Peter comes Anthony Boshier-Jones, who is taking up where older brothers left off this season.

We send our good wishes to two members who have been hospitalised for a spell; Harry Boulton, the guardian of the Paddock Exit observer's post at Croft, and the Quarry Corner flag point at

Harewood; also to Maggie Chadwick, who fell off Henry, who then kicked her. Henry, we hasten to add, is a horse. We hope to see them both in action again before long.

At a recent charity social occasion, it is reported that Peter Grimshawe won a handsome prize on the tombola — a Chairman's gavel and board. In view of recent upheavals in the local financial world, perhaps Peter can take some comfort from what looks like a good omen.

The subtlest plans for the 1974 season are being laid by Chippy Stross. Chippy departs during February on a winter cruise on the Q.E.2, to all sorts of exotic places in the Caribbean and South America, one port of call being Haiti. While there, he plans to visit a Voodoo witch-doctor for the purpose of procuring a model of Phil Scragg's car, so that he can stick pins in its tyres whenever Phil looks uncatchable!

The R.A.C. and the Department of the Environment have relaxed the ban on rallying with effect from the beginning of May. This looks as though our programme of motor sport is assured. Thanks and congratulations to all those who worked so hard to convince the Minister of Transport that motor sport is worthy of his support.

THE MARSHALS' DINNER

Every year, our hardworking band of marshals and officials are entertained to a night out by the club in thanks for all their efforts during the season; with the blessing and finance of Headquarters, Mike Wilson and Jock Sinclair lay on a meal and entertainment at the Stirk House at Gisburn, which is suitably neutral in its location to provide an acceptable venue whether you are a scouse or a geordie, and is a comfortable hour's run from the milder environs of Leeds or Manchester. Of course, if you come from Barnoldswick, it's near enough to walk home if you're not fit to drive, which is perhaps as well.

Apart from being a very pleasant social occasion, the marshals' dinner always forms an opportunity to meet again all the old folk who retire into their gardening or decorating for the winter before issuing forth once more to stand in the rain each summer weekend, and most of our regular

attenders at Harewood and Croft were there, along with the North-Western Centre's Oulton Park regulars. After a half-hour's chat and reminiscence session, assisted by copious draughts of ale, the ninety guests enjoyed a meal and were then entertained by "Goldie" Goldsmith, who was both extremely funny and for the most part quite repeatable, and by the Sid and Ronnie Show (also funny, but rather less repeatable). Following this the gathering broke up into a further assembly of reminiscing groups, until it was time for those who had not been so prudent as to stay the night to head for home.

John Wickham, representing Headquarters, announced during the evening that the club has been invited to send a list of volunteers to help at the British Grand Prix, which, if it bears fruit, will be very good news for some of our real triers, who go just about everywhere else.

COMPETITION CHATTER

So, there is to be a programme of motorsport after all in 1974. Following instructions from the R.A.C., your Committee has drawn up a revised programme which allows for the 20% cut stipulated by the Governing Body. This cut has been achieved in a variety of ways, depending upon the type of event; for example, at Croft the length of races will be cut, and the practice period will be reduced. At Harewood, we have dropped one meeting, thus giving us five, instead of six hill climbs this year. At most other events, a reduction in the permitted number of entries will effect the saving required.

Following the news from the R.A.C., the Speed Events Committee met to consider the programme of work which has to be undertaken before the season can get underway at Harewood. In the October 1973 Circular, I told you that consideration was being given to the question of safety barriers along Quarry Straight, and round the outside of Quarry Corner. Naturally all work was held in abeyance pending clarification of the situation vis a vis Motor Sport and Petrol. Now that we know that as long as the miners' strike does not become prolonged, there is to be a motor sport programme, urgent attention has been given to this work.

Instructions have been given for the go ahead of the work on these safety barriers, required incidentally before the R.A.C. will renew the Track Licence, and also on a safety fence between the Paddock and the finishing straight.

Various other work has to be undertaken before the first meeting, and you will have been harangued from elsewhere about working parties, etc.

At the same meeting of the Speed Events Committee, the question of noise at Harewood was discussed. It was decided that the use of silencers would be obligatory on all vehicles whilst warming up and running in the Paddock and neighbouring areas. This should make life much more tolerable for those officials, spectators, mechanics, and camp followers who have to spend all day in the Paddock. It should also placate the local complainant on the subject. In these days of concern for the Environment we must be seen to be "doing our bit".

I have heard from Phil Bennett, that forceful conductor of hairy E-types, that he has brewed up something rather special for this season. The

device is another E-type, but wait for it, with a V-12 engine bored out to almost 6 litres, and sporting 6 twin-choke downdraught Weber carburettors. When I spoke to Phil he had only motored gently round the block, but this had been quite sufficient to set his knees trembling and his mouth watering. The car is to undergo testing at Croft during the Winter, in preparation for a full season of hill climbs; undoubtedly a combination to watch out for.

I am becoming rather disgruntled at the way in which the Weekly Motoring Press is treating hill climbing these days. Motoring News just about ignores the sport, and I see that Autosport, which used to give excellent coverage, has gradually down-graded hill climbing to a minor sport. The annual seasonal survey produced by Autosport used to be extremely comprehensive and was always eagerly awaited. This time however, the sport has been relegated to "A Review of Off-track Motor Sport". Come of it Autosport, let's see Hill Climbing restored to the place it deserves.

Following my appeal for potential members of the Yorkshire Centre team in the Shell League competition for 1974, I have not yet had a single offer. Please let Malcolm Rogerson, our team captain, or myself know which kind of event you would like to enter, and as soon as possible.

Invitations Received :

7th April — Y.S.C.C. Castle Howard,
Wharfedale Trophy Hillclimb.

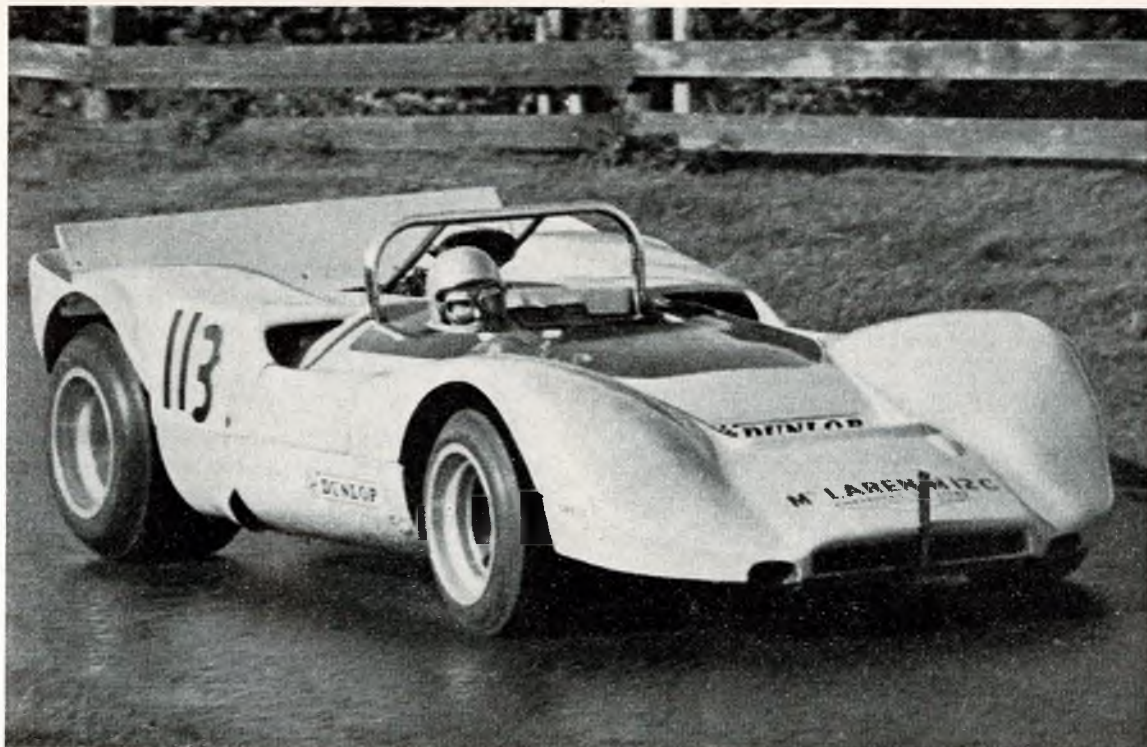
21st July — M.A.C. Shelsley Walsh Hillclimb.

13th October — Y.S.C.C. Castle Howard,
Gunter Trophy Hillclimb.

Regs. for the Castle Howard events will be available from Jan Walker at the Centre Office, and for the Shelsley Walsh event from Steve Perry, Secretary, Midland Automobile Club, The Old Town Hall, 31 St. Andrews Street, Droitwich WR9 8DY. Tel. Droitwich 5060 or 3433 after 4-30 p.m.

J.J.

There will be working parties operating at Harewood on 2nd and 3rd March. Anyone who can help will be welcome. Please ring John English at Morley 4617 (Evenings).



No need to speculate about George Tatham's plans for the 1974 season — he intends to master his recently acquired ex-Tony Harrison McLaren M12C and tame all those hundreds of horses!

(Photo : Tony Hodgetts)

ECONOMY CAR RUN

On 20th April 1974, the club is assisting in the promotion of an Economy Run in conjunction with the British Epilepsy Association. The plot is that eight B.M.W. 2002 saloons driven by various celebrities will leave Leeds and drive under observed conditions to London, stopping at various places en route. Tickets will be sold beforehand for the public to estimate the consumption of the winning car, and a couple of books will be enclosed with the circular for every member to distribute among friends; the proceeds will go towards a project to provide caravans for families with epileptic children to enjoy a holiday in spite of the disability.

The cars will be sponsored by various organisations, who have each "bought" a car; so far,

Music Hire, Whitbreads, Goldwell, Rothmans, Woolferace Wheels, The Penthouse Club and Tor Line have spoken for a car each. Far from just sticking a name on a car, though the sponsors are part of the event, and the controls are at Whitbread pubs, with Penthouse Pets in attendance, the cars will run on Woolferace wheels, and so on.

There will be a display of the cars at our Easter Sunday meeting at Harewood, and we hope that some of the celebrities who are to drive the cars will be at the meeting also, though it is too early for us to be certain of names.

Make a note of the date, it looks like being quite an occasion!

TREASURER'S REPORT—continued.

I have left the "Medical Caravan Fund" until last because strictly it should not appear in the B.A.R.C. Yorkshire Centre Accounts at all but for ease of administration I said I would look after the subscriptions and pay the invoices and because the same bank account was used the auditors insisted that it was shown somewhere in the Centre Accounts, so it appears on both sides of the balance sheet as £1,043.40 received in donations and £812.78 spent on the caravan, etc., with £230.76 left in the bank up to 31st October 1972.

There are so many unknown factors likely to effect the current year that it is impossible to make even a guess as to what will happen, but it is obvious that we cannot commit ourselves to any non-essential expenditure but we have already had to spend over £1,000 on Safety Fencing at Harewood because the R.A.C. would not have issued a track licence if we hadn't done this.

The nett cost of the circular is going to be considerably more than last year because quite a few of our regular advertisers have cancelled their adverts so if any member of the club thinks he or any of his friends can justify the cost of advertising

in the circular then please contact Josephine or Tony. Even if only 10% of our members put a half-page advert in only one issue of the circular it would be a great help.

Some sponsors have reduced the amount of sponsorship so there are openings for more sponsors for either individual events or a series of events.

We have increased slightly the cost of admission to Harewood and as we also want to reduce the cost of promotion we will have to rely more on members getting friends and relations to attend, so please mention Harewood to everyone.

Our policy for this year is therefore a campaign to get all members of the club to sell to themselves and friends all aspects of all activities such as entries for events, spectating at Harewood and Croft, and advertisements in the circular.

We could also reduce costs by using volunteers in place of paid staff for car parking, ticket selling, etc., at Harewood and sundry other unglamorous jobs.

M. H. WHALEY, Treasurer.



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RALLYING RUMINATIONS—continued

By this time we were almost around to R.A.C. Rally time again when the wheeling and dealing contract making for the following year usually takes place. Well Mr. Sadat's lot really threw a cold sponge on that, Datsun telling us that all rallying from Tokyo was cancelled (we now know that that is a polite way of sacking you) and most of the other motor companies not wanting to commit themselves at all.

Because of my past association with Datsun everybody presumed I would be doing the 1974 Safari with them, and had only tentatively made arrangements to drive the Peugeot; but unfortunately through a misunderstanding the car had been given to Timo Makinen as Ford had decided not to do the Safari this year. It was at about this time that the Japanese asked Super Wog if he would drive for them on the Safari Rally, including the organisation of the team for them. Shekhar agreed to this, the Japanese went home and 3 weeks later he got a telegram from them stating that all rallies were cancelled. He then contacted Lancia in Italy, made a contract for 5 rallies with their Lancia Beta for African events to develop it. The Japanese, hearing the news, sent him another telegram saying they wanted him to drive a Datsun on the Safari. Through all their vagueness and double dealing they have now signed up Harry Kallstrom who speaks no English and cannot communicate with them and have asked him to organise the event for them! It now looks as though there are a couple of spare 240Z's as even Edgar Herrman has become disgruntled with them and is driving an Alpine. The Japanese race is a very strange breed of people and have absolutely no loyalty, and this same act is being repeated by the Toyota team with Ove Anderson.

We were hoping that with the V.W.'s good showing on events last year, the Wolfsburg factory would contribute towards the Austrian's budget but the reverse seems to be happening, and all last year's cars are for sale. Incidentally anybody wanting to buy a 130 h.p. "herbie" completely rebuilt for around £2,500 should contact me.

With the uncertainty of international rallying the dealing for rides on the Safari was very competitive. I found out that Peugeot's had built a spare car that was to be driven by a local African Minister; to get that car instead of him necessitated a lot of string pulling!

The problem now is that there are many more professional drivers than there are cars to go around and the ratio is about 2—1, so you have to be very quick off the mark if you want to beat the others. With the competition budgets only being decided around November time, we all were seen last year slinking surreptitiously between hotels in York trying to fix up deals with the team managers, without the other drivers seeing!

I've got my Safari fixed, the T.A.P. Rally in Portugal comes before it and I am supposed to have a car for that, but am not really sure; maybe another £100 worth of phone calls may confirm it, anyway, Mr. Gormley's lot have more or less guaranteed there will not be any more U.K. rallies for the next six months, so I have started a workshop of my own in the hope of making an honest living. If my wheeling and dealing works out, I may be back to English rallying with a super brand X motor that could be capable of beating the Ford Escort, if we can stay on the road and the Government let us.

As the score stands at the moment amongst the rally circus, the French drivers remain the same with Alpine, B.M.W. could not afford Waldegaard because the budget was cut by £1m to £½m and Neerspasch reckons that they have only enough to keep the doors open! Datsun lost Rauno, Shekhar and myself and gained Harry Kallstrom and want to sign up I. Carlsson to drive, who formerly drove for Swedish Team Opel and who has decided to give up rallying owing to his business commitments (the Japanese always seem to get the wrong idea!). V.W. are not retaining any drivers this year, Ford's were going to chop Timo, who to their embarrassment won two internationals outright, so they had to retain him; Fiat have the usual horde of Italians and are going to tackle the Safari for the first time (that should be laugh). Peugeot have a formidable team in the Safari in the form of Mikkola, Makinen, Andersson, Fall, Shankland and Lionnet, and I feel that if they do not have a good result on the Safari we will not see Peugeot again in competition; but I must say that they have learned more in the last 12 months than any other Manufacturer I have worked for, and it has certainly been the most hospitable team to be in. The practice and such necessities as service schedules did not matter with this team as the most important thing is that "zee lunch is at 12 o'clock and zee dinner at 6 o'clock, but the only problem is we hardly got a break between the two!



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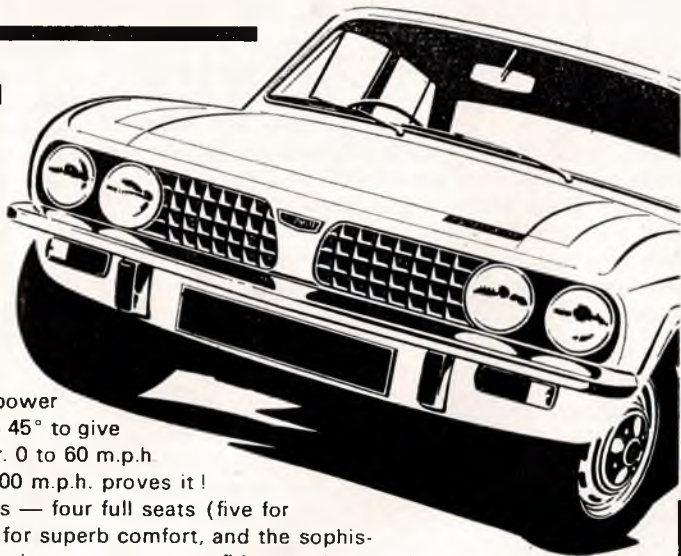
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Correspondence

To the Editor

Dear Sir,

I was delighted to see the article about N.W. Centre Race Meetings in the January Circular. As you say a number of Yorkshire Centre members always assist at our Race Meetings and we of the N.W. Centre are always delighted to see our mates from "over the hills". Long may you all continue to journey to Oulton where you will always be welcomed.

"On a personal note" (to quote a line from P.J.C.G.'s letter) may I express great surprise at the application of the adjective 'smooth' to said P.J.C.G.? You should hear what he says when we say at Oulton "We have a full grid in the F. Ford event and would he like to go down to Old Hall"!!

I like your hat.

Yours sincerely,

Birkenhead.

Charles Clay.



Tailpiece — Now you know what the rear aerofoil is really for. It seems a lot to pay for a picnic table, though I suppose a seat in the sun at the B.A.R.C. International Formula 3 Race at Oulton Park is worth quite a bit.

(Photo: Tony Hodgetts)

COPY FOR NEXT MONTH

THE THREE-DAY WEEK MAKES OUR PRINTING SCHEDULE VERY TIGHT. IT WILL HELP IF ADVERTISERS AND CONTRIBUTORS COULD SUBMIT THEIR COPY BY MARCH 8th.

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Copy to the Editor by the 4th of the month.

Apologia

You must be wondering what we're about, printing details of club nights in the Circular, only to cancel them later by duplicated slips. By a combination of the Chairman's absence in sunny California, where it rained three inches in four days, and the effects of strikes, threatened strikes and general disarray at home, we could not guarantee to get a selection of films together except by holding both shows within days of one another. Our harrassed printers have been on the worse of the three-day weeks, too, as if it wasn't hard enough to get everything printed to the deadline; which didn't make the task of providing you with up-to-date information any easier. So, in apologising to you for any errors which may have been overlooked in the hustle, and the rapid revision of the programme, let me also thank all the staff at Youngman's for their efforts on our behalf.

Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date	Events and Status	Centre Competitions	
March	1	Disco Night at the Millstone, Hathersage.	
	7	Club Night.	
	24	Croft Race Meeting (R)	PK
	26	Yorkshire Centre Annual General Meeting.	
April	4	Club Night Autotests (C)	PKC
	1/14	Andrews Bros./B.M.W. Spring National Hill Climb (N) (Castrol/B.A.R.C. Championship Event)	PK
	17	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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