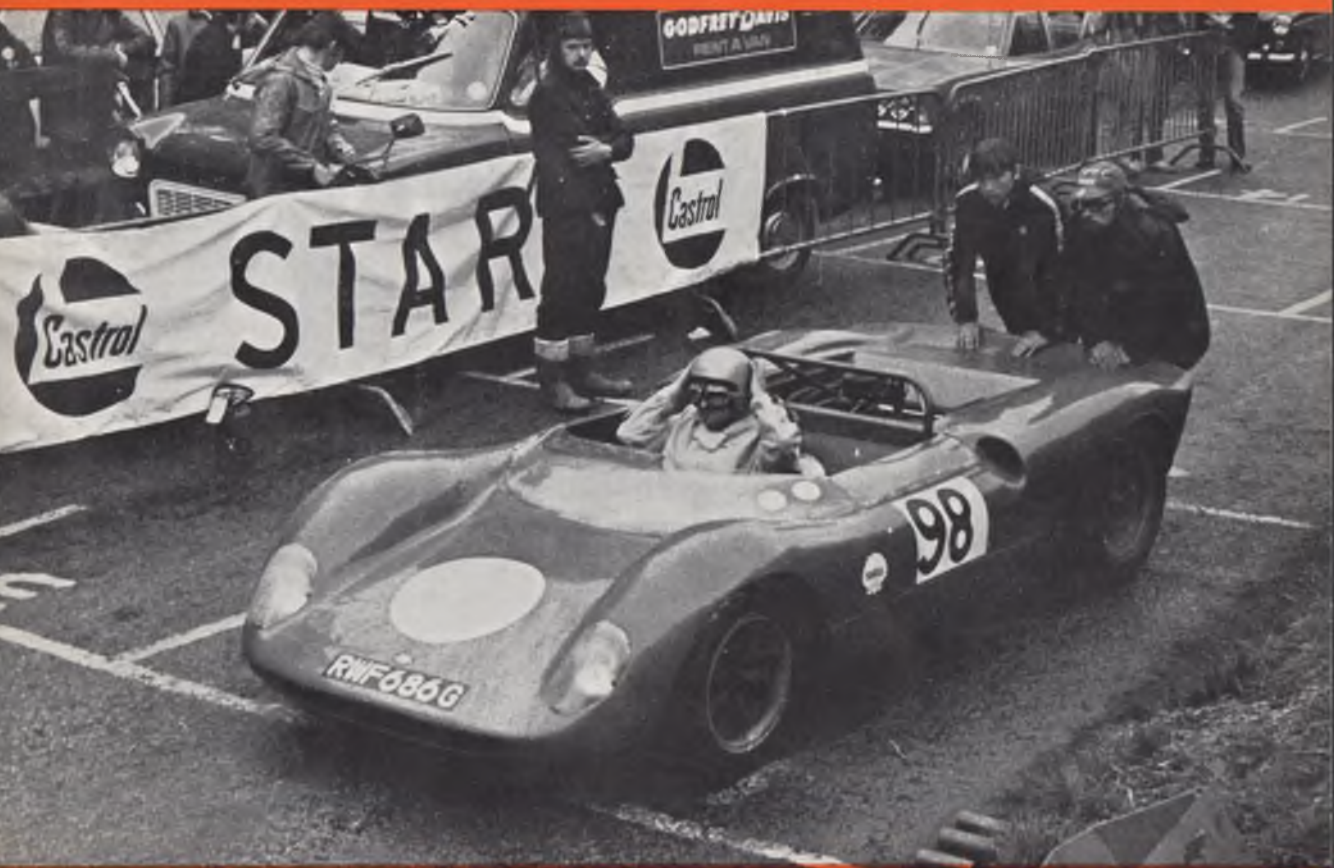




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YORKSHIRE CENTRE CIRCULAR

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Townsend.

Last month's leading article on club nights has produced a gratifying response from the membership with offers to help on the non-speed events as well as the speed events. The speed events, that is the hill climbs and race meetings, are normally run by the regular team who have worked their way up from track marshals and paddock marshals to their present positions which carry a very high degree of responsibility. This, however, does not mean that it is a closed shop for we are always looking for new people for the various jobs involved and anyone who has been a regular observer and would like a change should have a word with the Competitions Secretary who looks after this side of things.

The non-speed events could quite easily be run by a similar well oiled team but their very nature makes this not very desirable. Your committee feels that club nights and similar events should be open to as much fresh thinking as possible and this is why we want your help. On each event there are three principle positions namely, Clerk of the Course, Secretary of the Meeting, and Chief Marshal. The Clerk of the Course is generally the principle organiser and his duty is to find a suitable venue, negotiate with the owners and be responsible for setting out and running the event. The Secretary of the meeting attends to all the paper work i.e., preparing the regs (Linda does all the duplicating) liaising with the R.A.C. for permits and making sure that all the results go out afterwards. The Chief Marshal finds out how many marshals are needed and then makes sure that he has that number on the day, that they are in the right position and are well briefed.

We need volunteers for these jobs on three more club nights, the Scarborough Weekend and the Greenwood Cup, although on the last two there will be a committee member from last year's team in overall charge to maintain continuity.

You must all know at least one committee member who will be only too pleased to pass on your offer of help. One thing that is certain is that you will not be considered to be trying to

COVER PICTURE

George Tatham on the line in his rapid B17.
(Photo: Bob Soper)

barge in nor will anyone think that you are only doing it for marks in the Annual Competitions, although it is worth bearing in mind that everyone has the opportunity to get two principle organisers marks of 12 and three assistant organisers marks of nine during the season.

Another point that you may all bear in mind is that over the winter there are twenty-four pages to fill in this magazine and if anyone feels it in their bones that they would like to burst into print, then don't hesitate to send in your contributions. The columns of this magazine are certainly not a closed shop and articles on any motoring subject which will be of interest to Yorkshire Centre members will be more than welcome. Who knows, this could be your first step into Fleet Street.

Forthcoming Events

Club Night — 2nd November

On the first Tuesday in November there will be a club night of a social nature at the Nouveau which is now situated on the corner of King Street and East Parade in the centre of Leeds. Things should get under way about 9 p.m. and it is hoped that there will be food in the basket available for most of the evening.

R.A.C. Rally — 19/24th November

Most of those who intend to turn out on the R.A.C. Rally will already have offered their services at one or other of the venues. As we said last month, we have our main stage in Dalby where the bulk of our members will be stationed but also Tony Hodgetts is in charge of the start at Harrogate where he still needs some assistance and Mike Wilson needs one or two more for the Harewood Park stage. The people to contact for further information are:-

Dalby — David Easthope. Otley 3964.
Harrogate — Tony Hodgetts. Arthington 2375.
Harewood — Mike Wilson. Leeds 638392.

Annual Dinner Dance — 4th December

Invitations are enclosed with this 'Circular' for the Annual Dinner Dance at the Queens Hotel, Leeds in December. Once again we are restricted to only 450 people and, with the price of the tickets being kept at only £3 yet again, it is advisable to get your tables booked as soon as possible if you all want to sit together. Whatever you do, don't leave this to the last minute as there is usually a sell out and you will then be

disappointed. Music this year is by Peter Stewart and the cabaret by Les Sans Nom.

Club Night — 7th December

Advance warning that there will be a social club night in December where Bill Robertson will be giving one of his excellent slide and film shows of Yorkshire Centre events. More details next month.

The Castrol Rally Manual

Members will be interested to know that Patrick Stephens Ltd. have published a book on rallying which should become the standard reference work on the subject. It is sponsored by Castrol and is known as The Castrol Rally Manual. Available from most good bookshops, it is priced at £1.20 and we hope to have an opportunity of reviewing it in the near future.

The Nouveau Disco

By special arrangement with Chris Tipping we have negotiated some very advantageous rates for our members at the new Nouveau Discotheque in Leeds. The Nouveau was one of the original disco's in the area being in a basement room in what was the Yorkshire Post building in Albion Street. Since this was demolished they have moved to premises on the corner of King Street and East Parade where they produce an excellent members lunch at 90p and a dinner for £2.

Any member wishing to take up this offer should produce his B.A.R.C. membership form when applying. Prices will be as follows:

	Normal	B.A.R.C.
Single men	£3.00	£1.50
Single girls	£2.00	£1.00
Couples	£4.00	£2.00

So that members can see just what it is all about there will be a social club night at the Nouveau in November reported in the opposite column.

NOVEMBER CIRCULAR

All copy, advertisements, etc. for publication in the November Corcular must be received by

WEDNESDAY, 17th NOVEMBER

otherwise publication in that issue cannot be guaranteed.

A TATTY IMP

The most common topic amongst motoring enthusiasts whenever they gather together for a pint is the ever soaring spiral of car prices. It is bad enough having to find such large amounts for everyday bread and butter cars without having to pay out astronomical figures for competition cars that are only used for the weekend's sport. Conscious of the fact that it is no longer possible to buy a competitive speed event car for much under £1,000, your editor has been investigating vehicles at the other end of the price range suitable for non-speed events and under £100.

There are a great many cars in this category including early Mini's, Morris 1000's, V.W.'s, Fiat 500's, 105E Anglias and the Imp. The car tested was an early Imp that had been bought to compete in production car trials by our Hon. Sec., Harry Mason and Peter Scott. On the day of our Annual Cricket Match, Harry and I entered the Jubilee Trial organised by the Ilkley Club and set out in the 1963 Imp to conquer all.

When buying a banger there are a few things that one should bear in mind. First of all have a look at the registration number for there is always a chance that you can sell that to Bruce Moss when you get rid of the car. Another thing is to work out a schedule of events that you intend to do with the car and make sure that its M.O.T.

certificate doesn't expire before your last event — you don't want to have an expensive rebuild half way through the season. As for price, well bangers are bangers no matter which bomb site they come from and you might just as well go to the chap who usually sells you your new one, at least he is less likely to try to do you on one that would be going to the sale anyway and so lose your custom, than the fellow who is buying at the sale to botch up for the unsuspecting.

As it was, the Mason-Scott Imp was purchased for the princely sum of £80 from Morris Whaley, its M.O.T. ran out the day after the Greenwood, its tyres were reasonable and, with a number like TCP 25, they should be able to get £100 back out of Bruce.

On first getting into the car one is aware of the smell of burning oil which always causes the uninitiated to think in terms of new engines and vast expense. Those who know realise that at 100 miles to the pint one can do a very large mileage before the price of a new engine is paid for in cheap oil and, anyway, they always seem to go better when the bores are well lubricated. The seating has always sagged somewhat by this time and so there is an instant, of not very comfortable, bucket seat for the driver whilst, if there is any carpet left, it is pretty tatty and you are not likely



"the chances of the fuel gauge being accurate are remote"

(Photo Bob Soper)

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to have to worry about a few dirty feet marks all over it. Unless there is something radically wrong then it should start easily on a morning with some choke — it is a common cliché amongst road testers to say that the 350SL that they are testing starts from cold first time, I should want to know why if it didn't. When once it has warmed up and the clouds of blue smoke have disappeared one can set off with high hopes of getting there and with an even chance of getting back again. One thing that you should do before setting off however is to have a quick inspection of the sun visors and the rear view mirror. The reason for this is spiders. If the car is only used occasionally then it will be stood for a long time, and then large spiders spend a great deal of effort building homes behind sun visors and are not amused when it is all disturbed. By the time we had got up Langwith Drive they were all shaken from their perches and were dangling down in front of the driver, which can cause a certain lack of concentration. It was well into the afternoon before the last one abandoned ship.

However, to get back to the trial, we set out with the battery tied in with string and with light hearts were soon bowling happily along Harewood Avenue. The gear selection was a bit hit and miss with quite a few inches of free play in the gate but this one soon got the hang of together with the slight steering wander common to most early Imps and, of course, the lack of steam at the bottom end. In Harewood we stopped for petrol and learnt one of the lessons familiar to all drivers of similar cars. That is, that if the temperature gauge doesn't work, and the speedometer is a little astray then the chances of the fuel gauge reading accurately are pretty remote. Ours showed that it was half full and so we put in another two gallons just to be on the safe side. The first sections were around Pool and here we discovered just how easy production car trials are with Imps. On slightly wet grass even our very much under-powered car was far better than the Minis and Anglias and we found little difficulty in cleaning most of the sections. There were, unfortunately, several Imps entered which had more power than ours and so we were left behind on some of the steeper sections but, even so, we had both cleaned all but one section.

At the lunch halt we had dropped 5 and 7 whereas the best Mini was down in the twenties which did our ego no end of good. The shine went off when we had to wait over an hour for our lunch at the Miners Arms which people should bear in mind if they read this in time. After lunch there were some very good sections at Stump Cross where we were both up with the other Imps

before setting off for three sections at Low Snowden. On the way we had to go through Blubberhouses and up the steep hill past the church the engine just died on us. The gauge was still reading a quarter full but, after some brilliant deduction, we decided that all the rust in the bottom of the tank had blocked up the hole and was stopping the fuel supply. Disconnecting the fuel pipe and blowing through with a foot pump confirmed the diagnosis and it was obvious that we needed more petrol to dilute the sludge in the tank. As can be seen from the picture, Harry set off in the hope of thumbing a lift which he quickly got in the back of one of those much maligned Reliant three wheeler vans, the driver of which took him to the garage and brought him back. All this took some time and, by the time we had re-joined our trial in Pool, we had missed three easy sections so that when the results came out we were placed, on a figure of merit basis, 30th and 31st out of 31 finishers. Without our little troubles we would have been a lot further up the field but the most important thing was that our £80 banger had given us a really good day out.

From this experience I would have no hesitation in recommending any of our members who would like to have a go but don't feel that they can afford it, to buy either a Mini or an Imp, insure it third party only and tax it for four months. Having got it, keep calling in at the Centre Office where Linda always has stacks of regs for Production Car Trials to which we are invited and then have a go — you will get a great deal of fun for comparatively little expense.

APOLOGY

Unfortunately there was a slight mix up with the dates of two events in last month's 'Circular'. At the committee meeting it was agreed to try for one of two days for the classes meeting and the wrong one appeared in the magazine. We did try to let as many people as possible know of the difference and do offer our apologies to anyone who turned up on the wrong evening.

As regards the Greenwood, again it was decided last year to hold it on the 24th and this day went into a few diaries but this date was not convenient to the main organiser and so it was moved to the 31st early in the year. Unfortunately the Secretary of the Meeting had the 24th in his diary and, being a very busy man, had no time to check and so this date appeared on the regs. Fortunately there was time for a special mailing to everyone and so no one should have turned up on the wrong day.

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Castrol Champion

Congratulations to **JIM THOMSON** who was confirmed as the Castrol/B.A.R.C. Hill Climb Champion for 1971 after the final round at Scarborough. The result was in doubt right up to the very last runs of the top ten run off for **ROBERT SPEAK** had only to equal one of his practice times to emerge with an unassailable lead. As it was the rain continued all day and so neither Jim nor Robert could increase their scores and the title went to the overnight leader. The car was the Viva prepared by Bill Blydenstein and maintained throughout the year at his works. It is of a similar specification to the one that Gerry Marshal has used with great success during the season. Plans for next year are not yet finalised but Jim doubts whether he will be driving another saloon, at the moment he is thinking in terms of a big four wheel drive single seater with the Shell Championship in view.

Paddock office romance

Our congratulations now to two of our regular marshals who have announced their engagement. They are **DICK HOOPER** and **JUNE MARSDEN** who, between them, are generally responsible for the smooth running of the paddock at most of our speed events. June, who is of course the daughter of those other two keen marshals **DOUG & HAZEL MARSDEN**, works as a librarian whilst Dick spends his working hours in a bank.

Following the appearance of the Dr. Who team at Harewood, show business was quick to see the publicity possibilities of our hill climbs. Out of the blue at Scarborough came American pop star P. J. Proby with his entourage and, as you see in the picture, he was treated to some hairy rides up the hill. Here he is about to be driven by Tony Harrison but earlier he was given a run up in another very quick car. Afterwards he came into the Castrol caravan and told us that he was very interested in the way the driver handled the car because "I've never been driven by a real professional racing driver before".

Who was the professional racing driver? You would never have guessed — it was Spotty.

Not to be outdone by all this, who should turn up to empty the dustbins outside the Centre office but Jimmy Saville.

The 'Cool Young Man'

An interesting paragraph appeared recently in the Wakefield Express relating to that well known Outwood plumber, **MARTIN FROST**. It seems that our hero was driving through Wakefield when he came upon a house with its airing cupboard ablaze. He stopped his van outside, dashed upstairs and brought the blaze under control whilst the occupants were still trying to phone the fire brigade.

"He was extremely cool, calm and collected" Mrs. Petch recalled. "I was very shocked, but he



Roger Willis opens some champers during a lull in the rain at Scarborough before P. J. Proby gets taken on a hairy ride in Tony Harrison's McLaren. (Photo Bob Soper)

to let me not to worry and said: "You'll be all right now".

"When I thanked him for his help and kindness, he said: "Don't mention it — any time" and walked out.

Mr. Petch said: "Words can't describe the relief and comfort Mr. Frost provided".

Following the swift action in August when Boris extinguished the flames for Linda it would seem that, if any young ladies have a fire to put out, who do they send for? Boris or Martin? It's a burning question.

Having put out the fire for one young lady, Martin obviously kept it alight for another for he got himself married on October 9th to **JANET ELLIOT**, the young lady who was known for so long as just 'Frost's Bird'. She is now Mrs. Martin Frost and everyone in the B.A.R.C. wishes them every happiness in the future.

ANNUAL CRICKET MATCH

B.A.R.C. v. De Lacy M.C.

at Burton Salmon, September 19th

Taking full advantage of the Indian Summer, B.A.R.C. met the De Lacy Motor Club to do battle in the Annual Cricket Challenge match on a glorious September afternoon at that most rural of cricket fields at Burton Salmon.

Following last year's heavy defeat, the B.A.R.C. team, captained by John Cockayne, was anxious to atone and gathered in the Plough Inn to plan tactics.

The match was being played under similar rules to previous years — Marquis of Queensbury, by the look of some of the contortions of the players! — 30 overs a side, each player to bowl at least two overs each; any batsman reaching 25 to be retired.

De Lacy won the toss and batted. Thanks to some inspired bowling, or inept batting, they were all out for 58. Bowling honours went to David Fawcett, who, aided by the sort of slip catch by Brian Dartnall, that got Phillip Sharpe into the England team, finished with 4 wickets for 8 runs, and new member Bill Walker, specially joined for the occasion, had 2 for 2. Only De Lacy batsman to figure was Richard Linnington, who batted confidently for his 25 retired.

The centre team had no difficulty in knocking off the runs, which they did with only two wickets down. Brian Dartnall (19), John Jolley (25), Tony Ellaby (15) and Bill Walker (25, with three sixes) all retired and we then batted on to reach 107, before we introduced our shock tactics and Paddy Ruffel strode to the wicket! The only bowler to trouble the Centre batsmen was the umpire, Mervyn Oldham, who rolled his white sleeves up and took two wickets for ten runs.

A good turn up of spectators supporting the Centre, enjoyed a light hearted afternoon and our thanks are due to our hosts the De Lacy Motor Club and the Burton Salmon Cricket Club and to John Cockayne for recruiting the team.

SCORES

De Lacy

R. Sewell, c. Dartnall, b. Fawcett	...	...	...	5
M. Hunt, st. P. Rogerson, b. Walker	...	...	...	0
B. Wood, c. Walker, b. Jolley	...	...	...	0
M. Ramsdale, b. Dartnall	...	...	...	5
R. Linnington, retired	...	...	...	25
B. Woodhead, c. Jolley, b. Fawcett	...	...	...	0
T. Watson, b. Walker	...	...	...	0
I. Aitken, c. & b. P. Rogerson	...	...	...	7
M. Causton, not out	...	...	...	10
M. Taylor, b. Fawcett	...	...	...	2
T. Fisher, b. Fawcett	...	...	...	0
Extras	...	...	...	4

Total 58

Bowling: Fawcett 1 for 3; Walker 2 for 2;
P. Rogerson 1 for 0; Dartnall 1 for 5;
Jolley 1 for 5.

B.A.R.C.

P. Rogerson, run out	...	...	...	7
B. Dartnall, retired	...	...	...	19
J. Jolley, retired	...	...	...	25
J. Cockayne, b. Causton	...	...	...	7
T. Ellaby, retired	...	...	...	15
B. Walker, retired	...	...	...	25
T. Armitage, b. Oldham	...	...	...	0
D. Fawcett, c. Hunt, b. Oldham	...	...	...	0
M. Rogerson, run out	...	...	...	2
M. Myerscough, not out	...	...	...	2
T. Webster, c. Linnington, b. Wood	...	...	...	3
Extras	2

Total 107

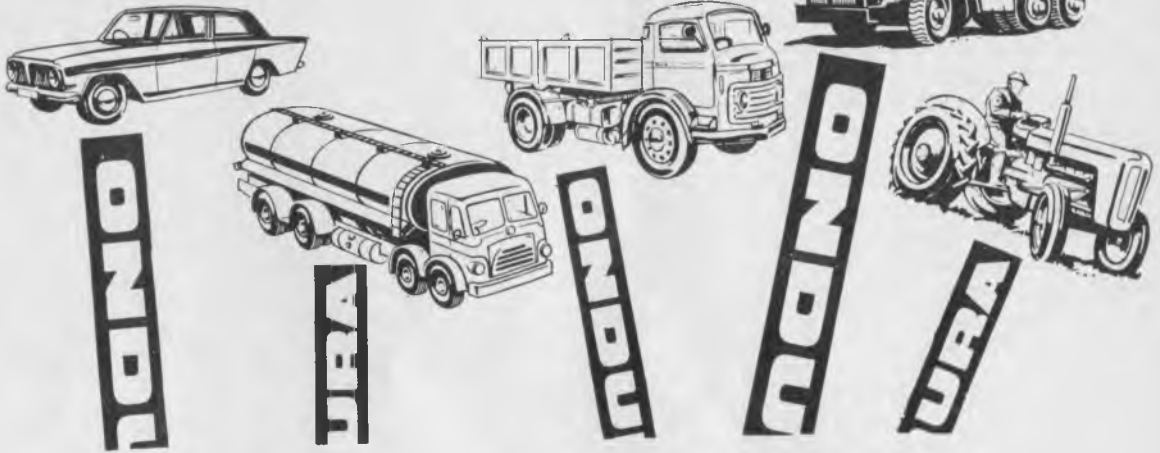
Bowling: Oldham 2 for 10; Wood 1 for 12;
Causton 1 for 10.

J.D.L.

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Ford 1600 Cross Flow, New	£80

CARS

1970 998 Full Rally Cooper Never competed	£750
1966 Mk. 1 Lotus Cortina Savage, 180 bhp V6 3 litre, 2000E box, Limited slip diff, Phenomenal performer	£550
Full Race 999 c.c. 'S' Engined Riley Elf, Class record holder, with trailer	£325
Rally Prepared Ruddspeed Volvo 122S	£275
1960 Rover 3 litre, my faithful tow car, owned previously by my very exacting Father, in far above average condition for its age	£235

Also

500 c.c. Triumph Speed Twin Motor Bike, in excellent condition	£100
--	------

THE SCARBOROUGH HILL CLIMB CASTROL CHAMPIONSHIP TO JIM THOMSON

The closely fought battle that has raged all the season for the Castrol/B.A.R.C. Hill Climb Championship was finally settled when the rain came down in torrents at Scarborough. After Harewood it was certain that either Jim Thomson or Bob Speak would be the new champion as they were both more or less level on points. If both had scored a maximum then Bob would have won by a whisker, and, after practice, it seemed certain that this would be the case for both were well under the required time. Unfortunately for Bob it poured down overnight and throughout the day on the Sunday and, although he was the only man during the day to break his class record, he was still over two seconds slower than required. And so the championship went to Jim Thomson by only '16 mark after an extremely close season.

Class 1 showed that the small Minis are now no match at all for an Escort G.T. for both Bob Speak and Graham Brooks were well under the very old record with 55.85 and 56.87 secs respectively with third place man, Ian Hardy, over five seconds behind. The big touring class was a similar story with Jim Thomson winning in 54.26 secs, half a second in front of Richard White's Escort Mexico which in turn was six seconds quicker than Roger

Billing's Cortina G.T. The Jackson Manta was a further six seconds behind in fourth.

The special series touring cars saw fifteen entries but the old order was not changed when the old firm of Nicky Porter, Mike Flather and Clive Harrison were first, second and third, all in Cooper 'S's. Colin Rogers took Class 4 from Alex Boyle and Eddie Spencer was a good half second in front of John Davies to take the quick 'S' class. In a discreet third place was Tim Webster who shared the Spencer car.

Class 6a was a new one introduced for 'T' type M.G.'s which attracted only four entries and was won by Alistair Naylor in a T.C. Chris Seaman's Midget finally expired before the first runs with a cracked cylinder head which let Pat Hopkinson in for an easy Class 6 win. This was not undeserved for she had really been pressing Chris hard during the latter part of the season and may even have won anyway. The medium sports cars saw Richard Sharlow's 911S Porsche win by only '06 sec from Tony Simpson's Spitfire with Mike Bonnar's Elan in third place two seconds behind. Spotty Smith easily won the combined classes 8 and 10 in the Tuscan by nearly 3 seconds from David Walker's



*Jim Thomson's Viva setting off towards another class win and the Castrol/B.A.R.C. Hillclimb Championship.
(Photo Bob Soper)*



Bob Speak was unlucky to be robbed of the title by bad weather.

(Photo Bob Soper)

'E' type, David's cousin John taking third place not far behind.

There were three entries in Class 11, none of whom started whilst only two of the three had a go in Class 12. Of the two, Frank Aston was over three seconds quicker than John Barratt. The Clubmans Class always attracts a good entry and Bob Moorhouse, whose Lotus is not quite as immaculate as usual these days, pulled off a surprise by winning from Bob Prest in the Wardford. The two favourites, Mervyn Bartram and Richard Jones were back in fourth and fifth places obviously putting discretion before valour on this occasion. Chris Cramer seems to have got his Terrapin going well now but he will have to go a bit quicker if he is to beat Trevor Smith who won the small sports racing class by over a second. Tony Harrison with the big McLaren won the large Sports Racing class on his first visit to the hill, just beating George Tatham and Spotty Smith who is now getting the hang of his G.T.40 Ford.

There is now a phenomenal entry for all the racing car classes and they do show the biggest variety of the classes at the moment. In the small class Peter Voigt showed his class with two runs far quicker than anyone else with his Ginetta G.17. Mike Allan was second in his Ecosse Imp with John Buck the best of the Mini derivatives three

and a half seconds behind the winner. Mike Hawley is on splendid form this season, beating John McCartney's four wheel drive B.R.M. by over two seconds, which is going some in the wet, leaving Peter Varley third of the twelve starters.

The big bangers saw David Hepworth blast his way up in 44.58 seconds to win the class from Roy Lane who got into some appalling snakes and corrected them without lifting off, much to the horror of those watching. Tony Griffiths took third place ahead of Richard Thwaites who was obviously taking things easy.

So to the two top tens which had the quick boys first and, with the rain really coming down, David Hepworth knocked another half second off to secure fastest time of day but Roy Lane got just too much of a wiggle on coming out of the Esses and demolished his front end which meant that his class times were his only ones to count. Mike Hawley could not improve enough to take second F.T.D. away from Roy and Tony Griffiths kept a good second in front of Richard Thwaites for fourth place.

The weather did not abate for the final Castrol runs but Jim Thomson could not afford to leave anything to chance and really pulled the stops out on his last run, finishing up just outside the class record but still not being able to score any more



Pat Hopkinson won the Ladies award by a wide margin.

(Photo Josephine Lee)

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points. Bob Speak was running last of all but even knocking another half second off his new record was not enough to make up the difference and so he was beaten into second place by the narrowest of margins. Third place in the championship was taken by Chris Seaman who for so long set the pace and the next places were taken by Richard Jones, Richard White and Mervyn Bartram. Pat Hopkinson took the Ladies award.

By courtesy of Messrs. Moet and Chandon, the champagne flowed at the prize giving where Mike Dixon of Castrol presented the awards. Once again we were indebted to Mike Dixon, Roger Willis and John Atkin for their hospitality, particularly those of us who spent most of the day swanning around the Castrol caravan.

The B.A.R.C. in general and the Yorkshire Centre in particular would like to thank all those at Castrol including Alan Sewell who have done so much to make this championship such a good one and for all their support of our events throughout the year.

Full results of the Castrol/B.A.R.C. Hillclimb Championship are as follows.

CASTROL CHAMPIONSHIP

1. J. Thomson	65-21
2. R. Speak	65-05
3. C. Seaman	61-97
4. R. Jones	61-62
5. R. White	59-78
6. M. Batram	58-77
7. S. Smith	57-65
8. N. Porter	57-35
9. D. Hepworth	57-27
10. T. Smith	56-69
11. C. Cramer	54-63
12. P. Voigt	54-21
13. G. Brooks	53-31
14. R. Thwaites	51-97
15. F. Aston	51-75
17. M. Flather	50-40
19. J. Pascoe	47-66
20. Miss P. Hopkinson	45-67
24. E. Spencer	37-96
27. C. Harrison	35-51

31. P. Varley	31-43
34. R. Cartledge	30-12
35. M. Allan	29-93
38. J. McCartney	25-50
39. M. Beckett	25-19
40. A. Jackson	23-31
41. J. Thomson	22-48
42. J. Ward	22-04
43. A. Staniforth	21-81
44. J. Walker	21-78
45. L. S. Stross	20-62
49. F. Cliffe	16-68
51. T. Hayton	16-18
52. I. Harper	15-62
53. K. Hardy	15-26
55. P. Davey	14-60
58. G. Tatham	13-06
61. R. Prest	12-22
69. P. Ripley	9-05
70. R. Fryers	8-63
78. R. Bingley	6-36
85. P. Dolan	5-51



*Roger Willis — the man behind the Championship.
(Photo Josephine Lee)*

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ANNUAL COMPETITIONS

PEARCE TROPHY		P.C.T.	L	M	N	Total
1.	A. J. Hodgetts	90	8	8	8	114
2.	D. Easthope	89	12	—	8	109
3.	M. S. Wilson	80	8	—	8	96
4.	D. N. Townsend	76	9	—	8	93
	Miss L. Thornton	77	8	—	8	93
	H. C. Mason	85	8	—	—	93
7.	J. M. English	82	—	—	8	90
	J. R. Hardcastle	82	8	—	—	90
9.	T. M. Wood	64	8	8	8	88
	I. K. Hardy	63	8	8	9	88
11.	G. F. Chippindale	63	8	8	8	87
12.	H. A. Pickard	56	8	8	8	80
13.	A. G. Jackson	67	—	—	8	75
	Mrs. J. Jackson	67	—	—	8	75
15.	D. M. Dalrymple	64	8	—	—	72
16.	C. R. Jackson	44	8	—	8	60
17.	D. M. Gledhill	48	8	—	—	56
	P. J. Griffin	56	—	—	—	56
	Miss J. Lee	40	8	—	8	56
	B. Marsden	32	8	8	8	56
	A. E. Spencer	34	11	—	11	56
22.	P. Hargreaves	36	—	6	8	50
23.	B. A. Kitching	39	—	—	8	47
24.	T. Smith	19	11	—	11	41
25.	M. M. Rogerson	40	—	—	—	40
26.	L. S. Stross	19	8	—	8	35
	J. M. Busfield	35	—	—	—	35

KEN LEE TROPHY

1.	G. F. Chippindale	16
2.	I. K. Hardy	15
3.	A. E. Spencer	13
4.	P. Hargreaves	9
5.	T. Smith	8
6.	R. Moorhouse	7
	A. G. Jackson	7
	B. A. Kitching	7
	L. S. Stross	7
10.	Mrs. J. Jackson	6
11.	C. R. Jackson	5
12.	Mrs. M. Chadwick	4
	J. M. Busfield	4

CHIPPY IOLA VASE

1.	Mr. & Mrs. G. Chippindale	46
2.	" I. K. Hardy	40
3.	" A. G. Jackson	31
4.	" H. C. Mason	27
5.	" M. M. Rogerson	26
6.	" B. A. Kitching	25
7.	" A. J. Hodgetts	24
8.	" D. K. Haigh	20
9.	" J. M. Busfield	10

P.C.T. Previous corrected total.

L. Harewood, 12th Sept.

M. Stone Trough Trial.

N. Scarborough Hill Climb.

N.B. These marks are complete up to the hill climb at Scarborough except for the E. A. Denny and Joint Driving Tests for which either the marshals list or results are still awaited from the Y.S.C.C. Next month will show the final markings including Croft and the Greenwood. Anyone who does not agree with his markings should telephone Tony Riall (Tadcaster 2155) as soon as possible since the results will be made final on November press day.

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Correspondence

Dear Sir,

I would like to take this chance to thank all those people who helped me try to get my car in running order for the recent Harewood Hill Climb. But a special thanks must go to Graham Smith, Alan Staniforth and John Buck, who all went out of their way to help me.

If only this attitude ran right through our sport there would be no need for protests, etc.

Yours etc.,

Scarborough.

George Valente.

Dear Sir,

The end of another season makes thoughts turn to next (re corres. column Sept Circular). With this in mind I would like to put forward two points which certainly ought to be conversational pieces, if nothing else.

Firstly, as the results of the Pearce and etc., show, many Club officials are again well placed in this "Official" type of competition. Now my contention is, that Club officers (for want of a better word) should be EXEMPT from these types of competitions, as I feel, and have always done so, that, due to the fact that they have been voted to office by club members, they should be expected to show up at various events as part of this position. Instead, as an alternative, a vote could be taken at the end of the season electing one member of office who has contributed to the organisation of this club, to his utmost and some award (be it only a piece of paper) to signify this token of appreciation from the Club.

Secondly, I wish to try to instigate some further legislation regarding the so called "Road Car" Classes.

Now that class one seems deemed to be an Escort benefit (at one time the man with a bog standard Mini, Anglia or Imp, etc. could have a sporting chance in same). Don't members feel that, like Mini 7 formula, a set of rules regulating the Road Car Classes could be introduced to endeavour to keep these classes to the cars they were originally set for, i.e. the most obvious rule to apply, that the vehicle be taxed and actually running on the road. It seems a great shame that these classes are now dominated by virtual racing cars with trim in them, can't something be done to help revert them or is this not what the club wants?

Yours etc.,

Harrogate.

Brian Bettridge.

Dear Sir,

While we at Castrol are grateful to the B.A.R.C. for all the hard work put into the Castrol/B.A.R.C.

Hillclimb Championship — not forgetting the individual Clubs associated with the various rounds — I feel there has been one singular omission on the public mentions.

It seems Mike Wilson is always making sure the officials and others connected with each round are properly thanked on our behalf — yet the man who suggested the Championship, and has done so much for so long to ensure its success — walks quietly away from the microphone unmentioned — the Chairman of the Yorkshire Centre.

So — thanks Mike — and may you long show us the way when it comes to organising, publicising, and running Motoring Sport events — Yorkshire style.

Yours etc.,

Mike Dixon,

Publicity Manager Castrol Ltd.

Dear Sir,

Without doubt, the most successful Harewood yet. Everything went in the right direction and with all the extremely hard work of Mike and helpers, the day was a huge success.

The fact that the public came to see Dr. Who rather than Dr. Willoughby was of no consequence, and Roger enjoyed it very much anyway. If the sport has to be subsidised by such methods, so be it, who are we to grumble?

Please congratulate everyone on a really splendid day and very many thanks for everything.

Yours etc.,

Sheffield.

Reg Phillips.

Dear Sir,

We note with interest the letter alleged to have been written by Messrs. Chippindale, Hardy and Hepworth in last month's issue and would like to set the record straight.

The decision to abandon Club Night Events and the Harewood Practice Evening was a policy matter passed by a very narrow majority in Committee. Many of those committee members who actually organise and assist on events were only too willing to continue with these events but were prevented from so doing by normal democratic process.

We are glad that sanity has again prevailed and this year those who do not come on these events are allowing them to happen.

Yours etc.,

Mike Wilson, Tony Hodgetts, Denis Townsend,
Peter Griffin, David Easthope, Boris Hardcastle.

Dear Sir,

I have just returned from a fruitless trip to the Hotel Metropole, Leeds, having learned that the Speed Events Forum was held last night.

When dates are published in the Circular, why can they not be checked? May I suggest that all dates be accompanied by the **day** so that any discrepancy is brought to one's notice.

Sheffield.

Yours etc., P. G. Kerry.

Dear Sir,

Re your Harewood report in the Circular. I know my performance was lacking compared to "The Stars" but in spite of any excursion into the gravel I did get through Farmhouse in 6'1 seconds.

Please, as an also ran, if there is any glamour to be had from these times, may I have a small piece.

Whilst writing, which for me is a hell of an effort, may I thank the Harewood Mob for two very enjoyable events this year.

Yours etc.,

Birmingham

Malcolm Eaves.

JUNIOR MEMBERS' CORNER

We have had a good season but there are still many of you who have not yet come forward to do a job. As I have said before what you get out of the Club is directly related to what you put into it. So next year I hope to see many new faces as well as the familiar ones.

The Rally season is now here with all the Marshalling pleasures it brings. A considerable number of Juniors will be needed for the R.A.C. Rally. I want to be able to show Mike Wilson what a keen lot you are so don't let me down. If you say you will come **then please do so** because we shall be relying on you to turn up.

Our Centre is proud of its Juniors. Those who attend meetings do a splendid job cheerfully and



Jim Thomson — The Castrol Champion

(Photo John Neuton)

well. For those who have not yet volunteered for marshalling do not be afraid of being given something you cannot do, I shall be around with a loyal band of Juniors, who are so faithful, to help and encourage. If any queries please phone me, Tadcaster 2242 (evenings).

Yours etc.,

"Uncle Keith" Chippindale.



Chris Seaman came third in the Castrol Championship in his Midget.

(Photo Bob Soper)

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YORKSHIRE CENTRE PROGRAMME

Date 1971	Event	Status	Centre Annual Competitions
31 October	Greenwood Cup Trial	Closed Jt.	NKCA
2 November	Club Night — Slide Show		
4 December	Annual Dinner Dance	—	—
7 December	Club Night — Nouveau Disco		

CENTRE ANNUAL COMPETITIONS

Events marked "N" must be entered under B.A.R.C. to qualify for marking.
Events marked "C" qualify for the Chippy-lola Vase competition.
Events marked "K" qualify for the Ken Lee Trophy competition.
Events marked "A" qualify for the Arnold Burton Trophy competition.
Events marked "B" qualify for the John Bindloss Memorial Trophy Competition.
All competitive events qualify for the Pearce Trophy/Firth Bowl competition.

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

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GENEVA INTERNATIONAL	—	1st Overall
BRITISH DRIVERS CHAMPIONSHIP		
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2nd T. Williams	—	Bristol 14' E.U.
3rd R. Clark	—	Bristol 14' E.U.

—:0:—

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