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R. Soper, D. P. Stead, D. N. Townsend.



Unless a miracle happens we have run our last hill climb at Olivers Mount at Scarborough. After twelve years, competition motoring on what is probably the best course for both driver and car in the whole country, has come to an end.

The reason for this is that the R.A.C. have decided that it is no longer safe in its present form, bearing in mind the increased speeds of present day racing cars. Before they will renew the track licence, many thousands of pounds will have to be spent on protective barriers along most of the course which our finances do not permit. Ironically, the people who would benefit most from this, the motor cyclists who race there, do not like it and would want us to take it down after each meeting.

At the moment there is no sign of any way out of this but your committee are exploring every possible avenue in the hope that something will turn up. In fact, being extreme optimists, we have left the block booking at the hotel just in case.

Whether we can repeat the successful parties that have become so much a part of the Yorkshire Centre scene over the past decade remains to be seen, but we are going to try to do something on these lines at the Crown Hotel in Harrogate this month. It is people, not places that make for good times and we will have the same ones in

COVER PICTURE

Fifty years to the day, the Yorkshire Centre gathers in Nidderdale for a nostalgic run up Greenhow as our founders did in 1922. This historic picture records all the members who were there on this occasion in the car park of the New Inn, Burnt Yates.

(Photo : Bob Soper)

Harrogate as we would at Scarborough. It is up to us all to make the very best of what has happened and see if we can start a new tradition over here.

And so it looks as though David Hepworth and the rest of the record holders may hold them for all time. Your committee will do its very best to make sure that they do not.

Forthcoming Events

Club Night — 5th September

Something different in club nights this month, and one specially for the hill climb competitors. Before the big hill climb on the 10th there is quite a lot of work to do to get the hill in perfect condition. Principally, the main job is to cut back all the grass at the side of the road where it has grown over throughout the length of the course and secondly there are all the other little jobs like raking the gravel and tidying fences that have to be done prior to any hill climb.

Conscious of the fact that most competitors are busy fettling motor cars the day before any hill climb, Chris Seaman and Tony Bancroft felt that they should be given the opportunity of helping out on some other day. In consequence they have set up this club night as a working party to do these essential jobs confident that those who will benefit most will be the first to turn up with the necessary spades and brushes.

Shell Speedclimb — 10th September

It doesn't seem more than a few weeks ago that we were talking about the prospects for the coming season and now, here we are giving you details of our end of season events.

The SHELL SPEEDCLIMB is our premier event of the year when we hold our qualifying round for the Shell/R.A.C. Hillclimb Championship. As before at this time of the season things are really hot with Sir Nick Williamson in the lead closely followed by Tony Griffiths, Roy Lane, Mike McDowell and David Hepworth, whilst Richard Thwaites, Richard Shardlow and Peter Varley are also in the top ten. As we go to press it looks as though all these will be entered as well as Tony Bancroft in his new B19 Chevron Alpina fitted with the 3 litre B.M.W. engine. In the other classes there will be the usual full entry to make this the best Harewood ever.

On the non-motoring attractions side of things there will be a return of the "Dr. Who" team in the shape of Jon Pertwee and Katy Manning who will be doing their best to get the Master and sundry sea monsters away from the crowd, afterwards they will sign autographs for charity. In support

will be the fairground attractions and a host of trade stands to make this a hill climb for all the family.

Practice is on Saturday and the first runs will start at 12-30 p.m.

Stone Trough Trial — 17th September

One of the best days out of the year is the Stone Trough Trial run in the moors above Grassington for cars built to specification for the R.A.C. Trials Championship. Being a fully Sporting Trial, you must have a proper trials car to have a go on this event but, if you would like a day out in the hills, we always need a lot of marshals and your offers will be gratefully accepted by Linda who will put you in touch with those concerned. See her at the Club Night or ring the Centre offices at Leeds 38972.

Castrol Trophy Hill Climb — 24th September

As we suggested last month, there has been a cloud hanging over the Scarborough Hill Climb for some time and unfortunately this year's event has had to be cancelled. The reason for this is that the R.A.C. would not issue a track licence without a very considerable capital sum being spent on safety precautions up the hill. As we only use it once a year and it is virtually impossible to collect much revenue, your committee has reluctantly had to call off this year's event and do a major rethink for next year.

However, we are committed to running the final round of the Castrol B.A.R.C. Hill Climb Championship on that day and the only venue open to us is Harewood. The only snag is that on that day the Wetherby Round Table have booked the site for a Wild West Rodeo in the centre car park. Very sportingly they have agreed to share the event as they will not be using the hill climb course and so we will have our hill climb after all.

As far as we are concerned, it will be a normal two day event with the first runs starting at 12-30 p.m. on the Sunday and a top ten run-off to finish off with.

The best part of the Scarborough Hill Climb is the Saturday evening party and, by popular demand from competitors, we are going to try to have a similar sort of do in Harrogate. We have made a block booking for competitors at the Crown Hotel, Crown Place, Harrogate, (Tel. Harrogate 67755) where those intending to stay should book direct, mentioning the B.A.R.C. Bed and breakfast including bathroom is £3 70 plus 10%. In the evening there will be a dance, to the Simon Peters Discotheque and the Whirlpool group, for all members who want to come. Tickets are priced at 50p and are available from Linda at the Centre office or at Harewood on the 9th.

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THE CRICKET MATCH

Contributed by Miss JOSEPHINE S. LEE

"The stalwart teams, capped with contrasted blue,
Exert their skill; adorning the arena
With modest, manly, muscular demeanour, —
Reviving memories in ex-athletes who
Are superannuated from agility, —
And (while the five-ounce fetish they pursue)
Admired by gloved and virginal gentility."

From "The Blues at Lords"
by Siegfried Sassoon.

And so the scene was set at Fairburn for our annual cricket match, our opponents this year being the Sheffield and Hallamshire Motor Club.

Teams :

B.A.R.C. — Peter Rogerson, Graham Bolton, Malcolm Rogerson, Peter Holmes, Tony Bancroft, John Cockayne, Peter Cummings, Tony Armitage, Chris Soulsby, David Fawcett and Bob Bingley.

S. & H. — Roger Mount, Tony Brown, Roger Billing, Ian Dixon, Bob Elliott, Ted Woolley, David Jackson, John Bailey, Kerry Brooksbank, David Johnson and Chris Seaman.

Umpires: Harry Mason and Derek Clark.

Scorers: Jill Nicholson and Josephine Lee.

After various late arrivals, the match commenced sometime after 3 p.m. B.A.R.C. won the toss and chose to field first. S. & H. sent out their star batters, Roger Mount and Tony Brown, but to their disappointment saw Roger bowled out for a laughing duck by Graham Bolton. The next man to bat was Roger Billing who didn't like the look of our side and strode out to play in a large white Bell helmet, which he found a bit hot to play in and removed after a short time. Play commenced and saw a different bowler for each over. When it came to John Cockayne's turn, he proved he wasn't the world's best bowler by bowling 4 wides out of six. Roger Billings scored the first six of the match and Tony Brown was brought out after he had scored his maximum 25 runs. Next to bat was Ian Dixon who was bowled out for a duck by Chris Soulsby, and was followed by a brave Bob Elliott who chose to bat without pads, but was stumped after only 1 run. Ted Woolley made things a little better by scoring a 6 and various 4's before retiring with his 25. At this point, Tony Bancroft who was bowling for the second time, managed to hurl the ball straight up into the air, and it landed about six inches behind him which caused quite a bit of laughter. David Jackson was stumped after no runs, and John Bailey (sporting a bright orange shirt) was bowled out by Peter Cummings. Roger Billing decided it was about time

he retired as he felt 'knackered' although his score was only 19, but this gave Kerry Brooksbank and David Johnson turns to bat. At the end of the 20 overs the score was 98 for 8, and it was now the turn of B.A.R.C. to show their skills.

Peter Rogerson and Graham Bolton were the first to bat, and the play was quite uneventful except for one occasion when Chris Seaman made a spectacular dive for the ball, but only came up clutching a handful of grass. Graham batted well with one 6 and four 4's, but was caught out by Tony Brown just as he was about to retire with his maximum runs. The score at this point was 44, so things looked quite hopeful. Ian Dixon and Chris Seaman proved to be the opposition's star bowlers by bowling 10 wides between them in 2 overs. Malcolm Rogerson was now batting opposite brother Peter, and scored a 4, sending the ball off into the rough, which took quite a few people and a few minutes to find again, during which time Roger Billing found time to have a quick nap. Malcolm was caught out by Kerry Brooksbank after 7 runs, and Peter Holmes was bowled out by Ted Woolley with no runs at all to his credit. Peter Rogerson retired with his 25 runs, and next to bat came John Cockayne, who made a great show of professionalism by patting the ground with his bat and posing elegantly before realising the bowler was standing just behind him waiting to bowl to the other end. When he eventually got his turn, he was bowled out by David Johnson after only 4 runs and numerous swipes into thin air. His opposite number, Tony Bancroft had a similar style, but managed to score 16 before being bowled out by Roger Billing. Peter Cummings was caught out by Tony Brown after only 5 runs, and our last two batters, Chris Soulsby and Tony Armitage brought our score up to 116 for 7 at close of play, making B.A.R.C. the winners.

Grass stains were very much in evidence, and Tony Bancroft was heard to remark his off-white

(Continued on page 20)

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As on many of our events this season, the commemoration run celebrating the fiftieth anniversary of the Yorkshire Centre was held in the wet. In fact it was not just wet but a torrent for most of the day so that those who turned up in open cars got a real sample of Vintage motoring.

The stout hearts in suitable cars and motor cycles set off at 10-00 a.m. from the Spite above Otley and made their way to the lunch halt at Burnt Yates over some appropriate terrain that included the ford at Dob Park, Storiths and Pockstones Moor. For no reason at all and despite (or possibly because of) the atrocious weather, the event quickly captured the atmosphere of an old type trial with everyone being there because they wanted to be and not for what they could get out of it. There were no awards to be won, just the pleasure of driving a Vintage car over some vintage roads with other like-minded enthusiasts.

At the lunch halt at the New Inn, Burnt Yates, we were joined by the Chairman of Pateley Bridge Council, Councillor Gill, who was there to welcome us to the district and make sure that all went well. Also joining the party there were other larger Vintage cars which were not suitable for driving over the green roads from the Spite. After an appropriate lunch halt — 12 till 2-30 — the entourage made their way towards Pateley Bridge where the intention was to stop in

the showground so that the public could see the cars. As it was, the rain was coming down too hard and so, after a brief interval, the Motor cycles, followed by the cars, set off to ascend the old Middle Tongue route up Greenhow, fifty years to the day since the Yorkshire Centre of the Junior Car Club sent the first car up in competition.

The cars then returned down the main Greenhow Hill to the New Inn for afternoon tea and more reminiscences before dispersing to their homes in various parts of the country. The entrants and committee would like to thank David Easthope, John Busfield and particularly Geoff Winder for their efforts in making this event the success that it was.

Those taking part included :-

- D. M. Brown (1922 Rover)
- R. L. Whittaker (1921 Austin 20 Sports)
- C. A. Winder (1929 Austin 12)
- D. G. Laxton (1924 Austin 7 Chummy)
- J. M. Busfield (1927 Austin 7 Chummy)
- B. Morrison (1928 Austin 7 Chummy)
- D. Webster (1928 Austin 7 Chummy)
- R. Buttle (1928 Jowett Cheerful Chummy)
- R. Parker (1929 Austin 7 Fabric Saloon)
- J. W. Kelly (1930 Austin 7 Chummy)
- R. Barrett (1935 Austin Ruby)
- J. Calvert (1928 $4\frac{1}{2}$ litre Invicta)

(Continued on page 20)



Mike Brown's 1922 Rover makes light work of Middle Tongue during the Commemoration Run.

(Bob Soper)

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BARCounter

First of all this month we send our best wishes for a speedy recovery to our Chief Scrutineer, **SID HANSON** who, at the time of writing, is in hospital in Scotland following an attack of Angina. Sid is very much a part of the Yorkshire Centre having scrutinised the cars of many hundreds and probably thousands of competitors over the years and we feel sure that they will all want to join us in our hopes that he is soon up and about again.

Another invalid is **BORIS HARDCASTLE** who is in Ward 3 at Harrogate General Infirmary with a slipped disc following a fall at work. Again we hope to see him about again as soon as he is fit.

Congratulations to **TONY** and **CHRIS RIALI** who have produced a son and heir, **GUY**, during the month. Tony has been a committee member for several years now and used to be a regular competitor on the Autotests and production car trials. It will be interesting to see whether Guy will be as successful when he starts in 1989.

Next our congratulations to a couple who met through being Yorkshire Centre members at the Scarborough Hill Climb last year and were married during the month. It didn't take **ARTHUR PICKARD** long to decide that **CAROLYN SENIOR** was to be the one for they were engaged at the Dinner Dance and married at Dewsbury in July. In March next year they expect to be competing in the Seluth's Mug treasure hunt.

Just as he was about to snatch the lead in the Castrol/B.A.R.C. Hillclimb Championship from Brian Kenyon, Committee member **CHRIS SEAMAN** had just about the worst luck possible. His carefully built car was safely tucked away in it's garage when along came a dirty great wagon which got out of control and wrote off both garage and contents, reducing the latter to a twisted wreck.

Whilst this car is a total loss, there is still hope for **JOHN HOUGHTON**, in the true spirit of hill climbing, has come forward and offered Chris a drive in his extremely quick Biotta which is a front engined G.T. car derived from the Mini.

We send our congratulations to **CHIPPY** and **YOLA STROSS** who celebrated their Pearl wedding last month in Majorca.

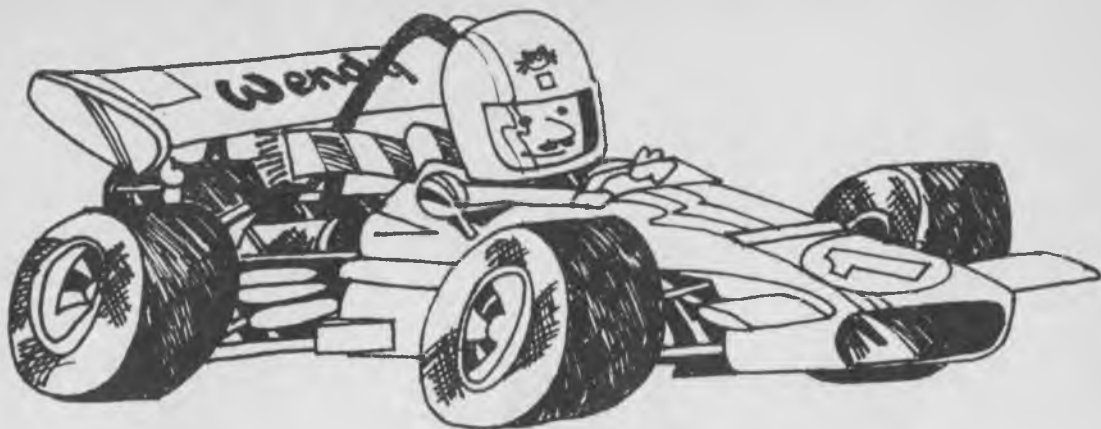
Whilst in Majorca, Chippy did quite a bit of boating, and this was very nearly his undoing. He was out on his own in the dinghy buzzing along quite happily under the out board when, for some reason or other, he fell overboard. When he surfaced, his first thought was to rescue some quite expensive sun glasses but, on looking round, he found that his boat had turned round and was bearing down on him at speed. The thought of what an angry propeller would do to his vital parts made our hero do some Olympic standard swimming as he made for the shore where he arrived breathless and without his glasses.

(Continued on page 20)



It looks as though Chris Seaman will have to try to get his last year's Midget back again following the loss of this year's car. As we go to press we learn that he has taken the lead in the Castrol/B.A.R.C. Championship in the Biotta by just .17 second. Everything now depends on Harewood on September 24th.

(Bob Soper)



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THE GERMAN GRAND PRIX

By BOB SOPER

Last month our friends at Shell made up a small party to go to the German Grand Prix at the Nurburgring and they asked various motor club people to go with them. Three people from the B.A.R.C. were invited, Tony Hodgetts, Boris Hardcastle and myself, Niel Arundel from the 62 Car Club, Mike Pursey from the Hartlepoons Motor Club and Garry Whitehead from Huddersfield.

The idea was that the six of us and six from Shell, Joe Broadhurst, Denis Budd, Terry Rundle, Ray Jones and Dick Greener — Bill Halls was to join us in Brussels — were to travel down to Ramsgate where we were to join up with a group from the Midlands. This we did and, despite getting lost in London, we made excellent time and arrived at the Ramsgate Hoverport with an hour to spare. The Midlands party, who were Shell people and some members of the trade, had made even better time so that they had the opportunity to sample the duty free bar and some were quite happy to say the least.

The Hoverport is surprisingly small being a bit like the old Yeadon Buildings before they were burnt down, but they contained the usual duty free shops so that the prudent amongst us could buy our booze and other peace offerings before we left. I have been caught before, thinking that I could get it all on the way back and then missing out. The Hovercraft is probably the most advanced form of transport at the moment but on the way over none of us were very impressed. Everyone is packed in very tightly and the atmosphere, particularly below decks, is very bad with hardly any ventilation so that, with the very bumpy ride, it is like having 40 minutes in a very hot air pocket.

However, we got to Calais where they picked just one person out of the party to search the luggage and that was me, but there was nothing to get them excited and so we set off on a large Belgian coach through the miserable French countryside. We couldn't help thinking as we went through Calais and Dunkirk that it was high time that they started to tidy the place up — after all it is nearly thirty years since the invasion. They don't seem very environment concious in either France or Belgium, but one thing they are well up with is in charging for coffee — 80p for four cups and a bar of chocolate at the frontier. Once through the frontier we bowled along the motorway where, at Jabbeck, we put the Page Tours courier right on some record attempt facts before we eventually arrived in Brussels for a meal and the night.

After the meal a few of us went for a wander round the town and we had some difficulty in

stopping Boris from enquiring why there was a red light in some shop windows. Eventually he accepted our version and settled for a beer in the Grand Place before we had a quick look at Manikin before returning to the hotel and bed.

Bill Halls joined us in Brussels for the long trip next day along the Autobahn to the Rhine where Page Tours dropped us off down river so that we could take the steamer for the last few miles to Koblenz. The river trip was a pleasant change to the coach and several members of the party took the opportunity to try a few bottles of German wine before checking in to our hotel.

A pleasant small restaurant was found for the evening meal after which Eric, the courier, took us on a long walk round town looking for a type of beer garden where they served wine. Eventually after many miles we found it complete with umpah music and "weinfest" in operation. Once again the party was given the chance to try some German wine which we all did and finished up a lot happier and in lighter heart for the long trek back to the hotel. On these occasions one sees all sorts of things for there was a mixed group at a nearby table who kept on going up in pairs to dance. So what, you may ask, but we do draw the line over here when two men get up to do a smooch together.

The object of the trip was the German Grand Prix and, after an early start, we got to the circuit by 11-00 a.m. By 11-30 we were inside and in the grandstand listening to the Deutschland Uberalls celebrating a German win in the all Opel race. This was not surprising for all the drivers were German but we forgave them their moment of glory when we realised that no German had a hope of winning either of the other races with foreign drivers present.

With the race starting at 1-00 p.m., like every good soldier, we decided to look after the inner man. The restaurant facilities at the Nurburgring are on a par with those at Croft except that one has to rely on waitress service. We thought that 90 minutes was ample time to order and eat a salad especially as the waitress only had two or three tables to look after. By five minutes to one we realised our mistake for the cars were out on the grid and only one member of the party had been served. Fortunately that was me, but the rest of the party did not relish the idea of having to wait until late evening before eating.

We had come to see the race and our seats were superb, being in the stand opposite the pits so that we could see the start, finish, south turn

and north turn as well as the scoreboard that gave lap times. Poor Chris Amon had to be pushed off the grid when his electrics failed at the last minute and he spent several laps in the pits before things were sorted. When he did get going, the noise from his Matra as it went down the straight was a feature of the race. On the first lap by the time they had got to the North turn it was obvious that Ickx was going to have to break down to lose the race for he just drove away from the field increasing his lead on every lap no matter who was in second place. On his day, when the car is right, Ickx must be the finest driver on the circuits at the moment. Unfortunately for him, he has too many off days, but we were privileged to see him at his very best.

One of the advantages of our seats was that, with field-glasses, one could see all that was going

that he was unhurt made one wonder whether it was all worth while. By contrast, the elation in the Ferrari pits after the race, showed just what it means to win this sort of event, and those anxious moments are the price that has to be paid if one is ever going to share in the glory, not to mention the large amounts of money, that comes from winning a Grande Epreuve.

After the Grand Prix there was a G.T. race for Porsches and one or two others, mainly for German Drivers. The only thorn in the side was a certain John Fitzpatrick who was on pole position miles faster than anyone else. However, everyone must have thought that "Ve 'ave our Vays of stopping Mr. Fitzpatrick from Vinning" for, as the starter began to raise his flag, the whole field set off leaving our man waiting for it to drop. As you see in the picture, the third row have gone past



The flag is just going up and the whole field except John Fitzpatrick sets off. How do the judges sort out this type of cock-up on the Continent? (Bob Soper)

on in the pits. What a shambles it was with hoards of people surrounding every car that came in so that it made the work of the mechanics impossible. At one stage Ken Tyrell could be seen to be fighting his way through the crowd to find out what was wrong with Cevert's car when it came in. It was suggested that we lend him Martin Frost for next season. It was very interesting to watch the look on Helen Stewart's face as she waited for her husband each lap and then the anguish when the public address announced that he had gone off on the last lap. The obvious relief on her face when the news came through

as he is starting off, but it didn't make any difference for he was in front before the end of the first lap and they never saw him again after that. An interesting point here was that the Porsches were lapping quicker than the Formula 1 cars of only a few years ago.

Coming back from the circuit through the Ardennes it was interesting to see just what sort of car is popular amongst the enthusiasts in Germany. It is being put out over here that B.M.W. are the cars but to us it seemed that every boy racer, depending on his pocket had a Porsche

(Continued on page 20)



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CLUBNIGHT MUDBATH

BARCounter—Cont.

What is there to say about the August Club Night except that for the second year running it was a total washout? Chris Seaman aided by Mike Wilson had found an excellent site just near the Spencers Arms at Cawthorne, and Chris had laid out some first class tests in a large field when the heavens opened. The farmer, not unreasonably, said that he could not let us use the field in that condition as the cars would ruin it, but he did offer us a smaller one that did not matter.

A few of the stalwarts turned up and so, despite the torrential rain, it was decided to go ahead on a smaller scale with three tests to be done twice. It soon became apparent that this was to be more of a production car trial than an Autotest meeting for it was impossible to get any grip at all. Gordon Chippindale's experience told for he put up fastest time on every test, finding grip where there was none for anyone else, but even so, being a lot slower on the second time round. Test three cut up worst of all and Gordon dropped from 44 to 55 seconds on his second run whilst Harry Mason, who is generally quite handy round the pylons, found his 3 litre Capri an impossible handful and dropped from 110 seconds to 382 seconds on the same test.

Janet Kitching was the best lady in the Imp Sport just 20 seconds behind husband Brian and 73 in front of Josephine Lee also in difficulty with her M.G. B.

After the event, everyone congregated in the Spencers Arms nearby to round off the evening in the only way possible, with a few pints.

Results :

1. G. F. Chippindale (127GT)	296.6
2. F. C. Davies (Mini)	337.2
3. A. Forrest (Mexico)	368.8
4. I. K. Hardy (Mini)	375.6
5. G. D. Taylor (127GT)	408.6
6. B. A. Kitching (Imp)	408.8
7. D. Townsend (1275S)	426.6
8. Mrs. J. Kitching (Imp)	428.8
9. T. M. C. Wise (Escort)	480.2
10. A. Page (1100)	485.8
11. M. M. Rogerson (Rover)	494.8
12. Miss J. Lee (M.G. B)	505.9
13. M. J. Walker (Mexico)	534.6
14. H. C. Mason (Capri)	542.6

That there are a lot of people who want to go motor racing is proved by the fact that there were over two thousand entries in the recent Yorkshire Post competition to find a racing driver. The first prize was a series of lessons at the Motor Racing Stables School at Croft with various consolation prizes of rides round the circuit with Tony Lanfranchi. One of our Junior members entered for this and came a very creditable 17th overall. The only problem is that **JERRY WETHERILL** is only 15 years old which means that he has two years to go before he can legally drive a motor car, and so first place would not have been much good to him. However, he has now left school and is filling in the time before he starts driving by serving an apprenticeship at a large garage in Harrogate.

You get very little thanks for working behind the scenes at Harewood as **JOSEPHINE LEE** found recently. She sportingly volunteered to do some essential unbunging in the Ladies lavatories during a meeting when in came two small girls. The conversation went something like this.

1st small girl: "I don't think I'd like to be a lavatory cleaner".

2nd small girl: "Nor would I".

Josephine (forcefully): "I wouldn't either".

1st small girl (surprised): "Well, aren't you one?"

One of our members who has an engineering works in South Leeds is continuously troubled by children breaking into the works canteen, particularly during the periods that it is closed for the holidays. This year he expected things to be no different so he thought he would give them something to remember their visit. He bought them several bottles of Dandelion and Burdock to drink but to add more fizz each was given a liberal dose of Epsom Salts. The result should have been quite explosive.

Most mothers-in-law have their sons-in-law weighed up, and one of our committee members is no exception. She normally says "He drinks, you know" but, as he was about to slide off for the last half hour at the Windmill recently, she came out with the punch line to end all punch lines when she announced that "He is going to drink that stuff, in that place, with those people".

The Dales farmer was contemplating the scenery at his gate when up pulled a large American car with similar driver. They got into conversation and the American asked how big the farm was.

"Two 'undred acres" he was told.

(Continued on page 20)

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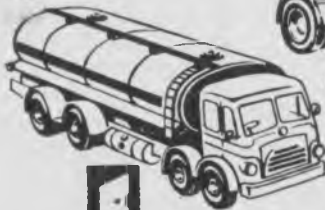
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Competition Chatter

● September holds rather more invitations than usual, though most of them are rallies to which the whole of the A.N.C.C. are invited.

- Sept. 2 Stockton & District Motor Club's Stocktonian Rally.
- 9 Aintree Circuit Club have a Race Meeting at Aintree.
Sheffield & Hallamshire Motor Club's Rally of the Dams.
- 10 Longton & District Motor Club are holding another of their series of Sprint Meetings at Longridge, near Preston.
Selby & District Motor Club are promoting an Autocross at Lodge Farm, Wistow Lordship, near Selby.
- 16 Shipley & District Motor Club's "Uniflow" Rally on sheets 90, 95 and 102 starting from Woolley Edge Service Station Area on the M.1.
- 24 Darlington & District Motor Club are organising a Race Meeting at Croft.
- Oct. 7/8 111 Motor Club's Bentley Diamond Jubilee Rally, on maps 103c, 104b and 112c (Lincolnshire area).
- 21/22 Lancashire Automobile Club have a Rally scheduled, but this date may be moved as there was some doubt about authorisation.

An advance warning also, the Seven Dales will be held on 24th February, 1973, and will again be organised by De Lacy as the ANCC's forest rally.

● The R.A.C. have produced a small pamphlet entitled the "Fire Marshals Manual" in which they lay down fire fighting instructions. They suggest that fire fighting posts are instituted, and mention a spacing of 200 yards, and require that each post be manned by four trained fire marshals equipped with two "Monex" and two "Light Water" extinguishers.

This would require, at Croft, more marshals, just for the fire posts, than we can command for the manning of the whole meeting.

The R.A.C. have just got to come down to earth and realise that they are legislating for a first division and a second division, and that club racing can neither afford the money or the men to meet their grandiose requirements. The accidents that happen in Formula 1 or prototype sports car racing bear very little resemblance to those which occur at a "clubbie". They happen in different places and in different ways, and fire is usually much less of a hazard in a ten-lap sprint. To staff and equip a club meeting to the standards required for a Grand

Prix is going mouse-hunting with an elephant gun.

Even the drivers are somewhat disenchanted with the measures which are supposed to be for their safety. At a recent Oulton Park meeting, several drivers started a petition against Armco and sleepers after one of their number had a very narrow escape from serious injury which was largely caused by this arrangement of safety barriers.

● Have you thought about VAT yet? Section 45 of the White Paper on Value Added Tax includes in the category of "businesses" — the "provision by an association or club of the facilities available to its members". So, at any rate for larger clubs with a throughput of more than £5,000, subscriptions, entry fees, and many other costs are going to rise.

CASTROL/B.A.R.C. HILL CLIMB CHAMPIONSHIP

Position after Loton Park on 13/8/72 with 2 rounds to go

1.	Brian Kenyon (Austin Healey Sprite) ...	63.94
2.	Chris Seaman (M.G. Midget/Biota B.L.)	61.66
3.	George Whittingham (D.M.W. Ford) ...	58.08
4.	Miss Pat Hopkinson (A/H Sprite)	57.06
5.	Chris Cramer (Mallock U.2 11 B.L.) ...	57.04
6.	John Houghton (Biota Mk. 1 B.L.)	56.95
7.	Nicky Porter (B.L. Cooper SO)	52.99
8.	Richard Thwaites (Packmail McLaren)	51.57
9.	Richard White (Ford Escort RS1600)...	51.34
10.	Mike Flather (B.L.Cooper S)	48.62
11.	Jim Robinson (Mallock U.2 8 Ford) ...	48.08
12.	John Pascoe (Ginetta G.4/B.L. Cooper S)	45.39
13.	David Franklin (Huntsman Vixen Imp)	44.75
14.	Richard Jones (Mallock U.2 6/8 Ford)	43.85
15.	Mervyn Bartram (Moss Chev'n B2 Ford)	43.55
16.	Jim Thomson (Vauxhall Viva GT)	43.43
17.	Ken McMaster (Ginetta G17B Chrysler)	42.91
18.	Alex Boyle (B.L. Cooper S)	40.67
19.	Bob Cartedge (M.G. Midget)	39.01
20.	John Meredith (B.L. Cooper)	37.34

All the leading 20 have completed 7 rounds with the exception of Ken McMaster who's 42.91 was scored in 6 rounds. The remaining two rounds are at Cadwell Park on 27th August and Harewood on 24th September.

Brian Kenyon has to improve upon lowest scores of 7.98 and 8.25 to raise his score. Chris Seaman's lowest two scores are 7.55 and 7.61 so that, if both improve upon these low scores at both forthcoming rounds, Chris is 1.07 marks nearer Brian than in the table above. To win, Chris has to beat Brian's scores by an aggregate of 1.22 marks in the final two rounds.

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BARCounter—Cont.

"Is that so", drawled the American. "And how long does it take you to drive round your estate".

"About an hour in me old bus", replied the farmer indicating his old Heavy Austin Twelve.

The American swelled up, "Do you know", he said, "I've a farm back in Texas, that if I start driving round it in the morning, it's dark before I get back to the ranch house".

The farmer thought for a minute, and then replied: "I once had a car like that".

COMMEMORATION RUN—Cont.

- D. M. Brown (1911/19 Lagonda)
- E. Bryden (1926 Brooklands Riley)
- G. F. Chippindale (1930 M type M.G.)
- J. Pell (Bentley)
- O. Langton (1926 Rolls Royce Doctors Coupe)
————— (1927 Sunbeam M/c.)
- E. Flintoff 1921 500 c.c. Sunbeam)
- R. G. Winder (—————)
- A. Leedal (1927 500 c.c. Raleigh)
- K. Hargreaves (1927 KSS 350 c.c. Velocette)
- A. Lang (1934 Scott with Swallow sidecar)
- P. J. Hardcastle (1929 Scott Flyer)
- M. J. Rispin (1929 Scott Flying Squirrel)
- C. Pinder (1926 Scott)

CRICKET MATCH—Cont.

trousers wouldn't see Monte Carlo again, but judging by the style of them, it was doubtful whether they would have done anyway.

With an hour-and-a-half to spare before opening time, it was decided to play an impromptue game of rounders with mixed teams of men and girls which proved great fun. Only one injury was sustained when Tony Bancroft became over enthusiastic after giving the ball a powerful swipe. He set off at a gallop to make a clear round, but in passing Josephine Lee who was fielding between 3rd and 4th base, he gave her a hefty pat on the backside with the bat which he was still holding, causing a large bruise to form, which still remains to prove it. At the end of the game, no-one was quite sure which team had one, so everyone set off for the Plough Inn in Burton Salmon to round off what had been a most enjoyable day.

GERMAN GRAND PRIX—Cont.

of one type of another. There were hundreds of Mercedes about but surprisingly few V.W.'s. English cars were conspicuous by their absence and, in

fact, the only XJ6 we saw was an English registered one coming off the Hovercraft at Calais. We have a lot to make up when we go into the Common Market.

Apart from a slight disaster when we found that the hotel in Aachen had booked four rooms for nearly fifty people the whole trip was a big success with no hitches at all. It was a bit tiring by the time we got home but thoroughly enjoyed by all. The three of us from the B.A.R.C. would certainly like to thank Shell for being such good hosts on this occasion.

STOP PRESS :

Make a note in your diary.

The Greenwood Cup Trial will be held at a new venue this year — Dob Park in Washburndale — on Sunday, 29th October.

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All copy, advertisements, etc. for publication in the September Circular must be received by

WEDNESDAY, 13th SEPTEMBER

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1970	892,633	£1,509,004,444	£116,470,496
1971	1,047,073	£1,768,273,165	£134,476,968

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Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date 1972	Event	Status	Centre Annual Competitions
5 September	Club Night Evening Event.	Closed	KE
10 September	Shell Speedclimb, Harewood.	National	NK
17 September	Stone Trough Sporting Trial.	Rest	NK
23 September	Scarborough Dance, Prince of Wales	_____	—
24 September	Castrol Hill Climb, Scarborough.	National	NK
3 October	Social Club Night.	_____	—
29 October	Greenwood Cup Production Car Trial.	Closed	CNKAE
7 November	Social Club Night.	_____	—
18 November	Jubilee Ball, Queens Hotel, Leeds	_____	—
5 December	Social Club Night.	_____	—

CENTRE ANNUAL COMPETITIONS

Events marked "N" must be entered under B.A.R.C. to qualify for marking
 Events marked "C" qualify for the Chippy-lola Vase competition.

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