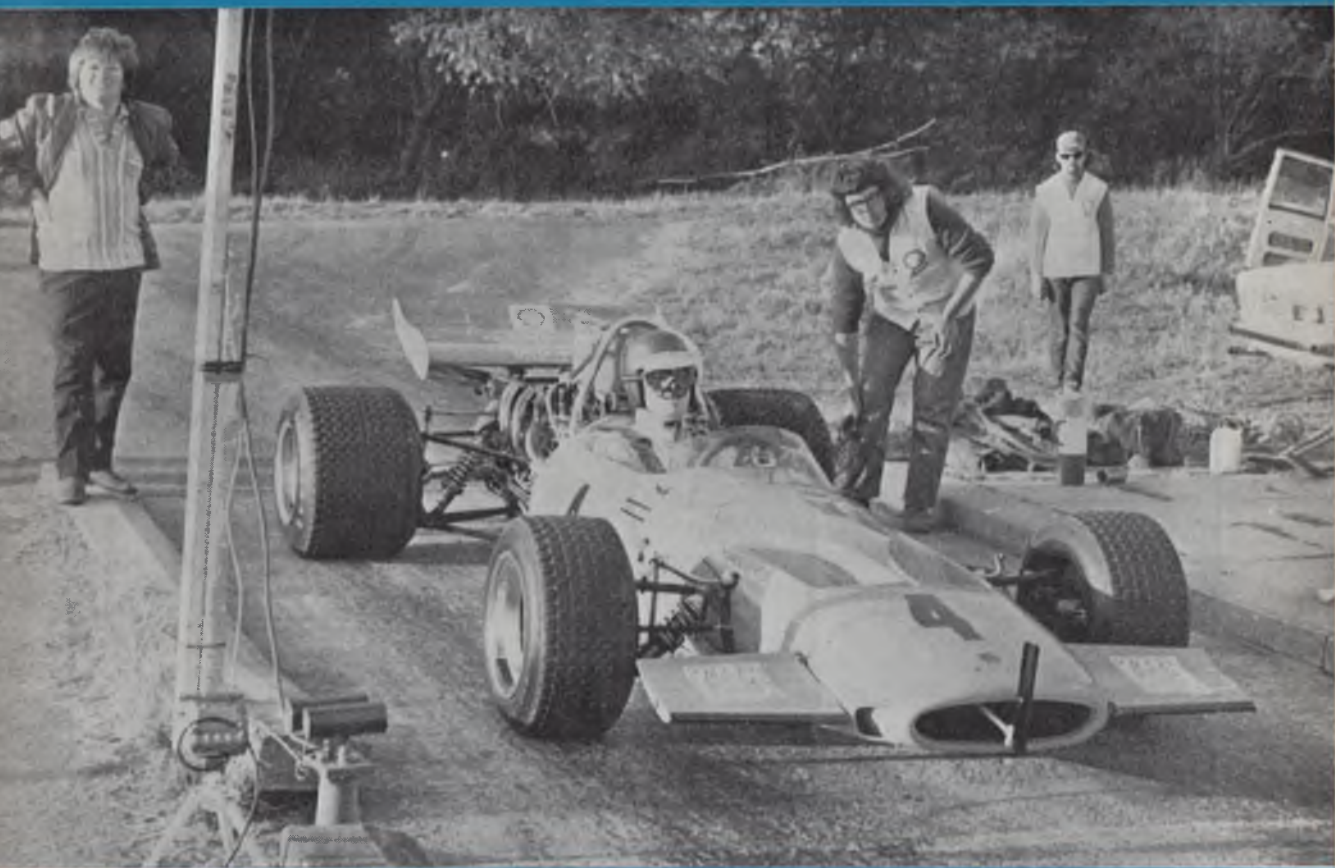




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EIGHTEENTH YEAR No. 206

SEPTEMBER **72**

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Once again your editor is in trouble with the membership on the content of the 'Circular'. Apparently a lot of people are displeased with what goes in generally but more particularly the pictures that appear and the gossip column.

The problem with this type of magazine, as has been said before but it is going to be said again, is that one is not really the 'editor' of the magazine but the writer of it. Not only is one the writer but very much the part time writer who has a living to earn as well which means that this magazine cannot have very high priority in daily life. Fortunately I am able to organise my work so that I can devote three full days per month to this task and during that time the whole lot has to be written, checked three times and edited.

Material for inclusion in the magazine has to be obtained by the editor at meetings which means attending every single event and social gathering throughout the year, not to mention two, and sometimes three, committee meetings per month during this last summer. Unlike the other printed magazines that you read, this one does not have an army of well paid reporters ferreting out the news and going round interviewing people, but has to rely on snippets that come in. Consequently, the only people who appear in BARCounter are those who have troubled to let me know their bit of news.

COVER PICTURE

Roy Lane about to leave the line at the Shell Speedclimb on his last Championship run. He just failed to take the record and F.T.D.

(Photo Bob Soper)

I am afraid that I have very little sympathy with those who come to complain that they and their pals never appear and when asked for news about them tell me to go and find out for myself. These columns are the property of every club member to air his views. No one has sent anything in during the last three years that does not offend the laws of obscenity (you would be amazed what comes in seriously for publication that does!) and has not seen it in print. BARCounter is the most difficult column to write — this month, as I write this, it is Tuesday before press closing date and there is only a dozen lines written for it. Somehow, what you read will have been got together from nothing in the next couple of days.

So there you are, if you think that something is missing from the magazine, don't complain about it, just sit down and write it yourself.

Forthcoming Events

Club Night — 3rd October

The first of our social club nights of the winter will be held at the Spencers Arms, Cawthorne, near Barnsley (102/297079). These are always popular evenings when members can have a natter about what has gone before and try to find out what the opposition are doing for the coming season. Things generally get under way about 9 p.m.

Open Forum — 5th October

Now that the speed season is over the time has

come to sort out the classes for next year. So that democracy can be seen to be done there will be another open forum where competitors and others with vested interests and axes to grind all get together and make recommendations to the committee. The important thing here is that all members are able to come and put their views forward so that next season no one can say that they are in the wrong class.

The forum will be held at the Queen's Hotel, City Square, Leeds, starting at 8 p.m. and we hope that you will all turn up to make the evening worthwhile.

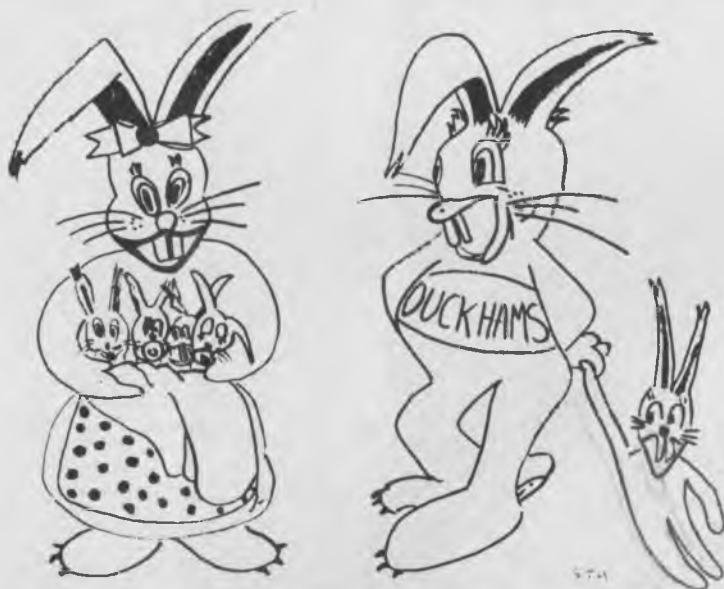
Greenwood Cup — 29th October

Our final competitive event of Jubilee Year is the Greenwood Cup which this year will be held at a new venue — Dob Park in Washburndale. The format will be the traditional one of ten observed sections in the morning followed by a lunch stop and ten more during the afternoon.

All the sections will be run on smooth grass and will be of the non car damaging variety so that any type of car is suitable to enter. The classes will be the usual ones for front wheel drive, rear wheel drive, sports cars and pre-war/rear engined cars, so that everyone is in with a chance.

Regs are enclosed with this 'Circular' so do get your entry in early to ensure a place in one of our best family days out of the year.

Continued on page 20



"Quads now, and still we're waiting for a mention in the 'Circular'".

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CROFT AUGUST MEETING

Our last race meeting of the season at Croft saw two new types of car competing in Centre races. That is probably not correct. One of them is new and the other a revival of a Marque not seen for a long time. The new cars were the Formula Atlantics which are B.D.A. engined single seaters and almost as quick as the Formula Two's, whilst the others were M.G. TC's running in Race One in a class of their own.

Unfortunately, after a cold but dry practice session, it started to rain before the first race so that lap times were considerably slower and those without rain tyres were at a serious disadvantage. In Race 1, Donald Mottam's Elan had no opposition and streaked away from pole position to lead on every lap before finishing 27 seconds or half-a-mile in front of Robin Simpson's Midget. He had a lonely race beating John Gregson's M.G. B and Ron Harper's Spitfire who were the only other ones to stay on the same lap. In fifth place came the best TC driven by Gerry Brown who just pipped Dave Clewley after a very close race throughout.

There were only five finishers from eight starters in the race for large special saloons and here the Boss Capri of Mich Hill walked away from Bill Dryden's Firenza and Mike Hamlyn's Cooper S, these two swapping positions throughout the race. The smaller saloons got into finishing order before the end of the first lap for Andy Barton led John

Hipkiss, Sedic Bell and Peter Baldwin over the line after they had gone round in procession for 10 laps.

The main interest of the afternoon was the two single seater races for Formula Ford and Formula Atlantic. In the Formula Ford race it took Peter Harrington three laps before he managed to get to the front where he remained throughout the rest of the race to pick up 9 points towards the Tate Trophy. John Simpson driving the C.S.M.A. Lotus 61 finished a good second in front of Roger Craven's Royale.

The closest race of the afternoon was run in pouring rain and it resulted in a win for John Lepp driving the Chevron B20 BDA just 4 sec ahead of Vern Schuppen's March 727. On a course like Croft, especially in the wet, John Lepp is a very difficult man to pass and Schuppen did well to remain so close with all the spray. These two left the rest standing for Sonny Rajah in a March 712 was over a mile behind after fifteen laps.

Results

Race 1. — Class A.

1. D. Mottam (Lotus Elan) 15:00.4
2. M. Trewitt (M.G. C) 16:08.2
3. D. Moore (Jaguar 'E') 16:23.2

Continued on page 20



"Not quite such a Wise Movement after all".

(Bob Soper)

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BARCounter

As many of you will be aware, our Staff Secretary, **LINDA THORNTON**, is getting married shortly to **PHILIP KNIGHT** who is one of Castrol's Motor Sport reps, and after the wedding they will be going to live in Swindon. This means that her job will be vacant and so we are looking for a suitable young lady to fill it. Anyone who thinks that they have the necessary qualities of tact to pacify disqualified racing drivers, persuasion to get entry fees out of same as well as charm, wit and understanding coupled with a certain ability to add up, type and spell, should get in touch with Harry Mason as soon as possible.

Working for the Yorkshire Centre means being in the office in Sidney Street, where, for a good number of years a wooden sign has adorned the door. Someone must have thought that they had more right to it than us for they have come along with a screwdriver and carefully removed it, putting the screws back again. Not only that but the small sign which indicates our letter box is removed almost daily by some crank so there is nothing outside to say that we have an office in the building. If you do happen to visit the office, we are the middle door on the right from Vicar Lane up some steps on the first floor and if you happen to see the idiot that keeps pinching the sign, take a picture and we will publish it so that you can all see who the fool is.

Whilst we are not a rally club any more, our members still like to have a go, and on the recent Stocktonian Rally the team award went to **JACK TORDOFF**, **BOB BEAN** and **PAUL ASHFORD**, all of whom finished in the top ten. Well done all.

As many readers will have gathered, your editor is very interested in anything mechanical, particularly from the days of yesteryear, and, to satisfy his curiosity over the Bank Holiday, he went to the Transport Extravaganza at Crich in Derbyshire. This is an Annual affair held at the transport museum where one can savour the delights of riding on a real live tramcar of the type that we used to have in the West Riding. Other attractions are an old type steam fair with magnificent showmans engines and steam driven Gaviolis, Carousels and Cake Walks. There is a flea market selling all types of bits for old motor cars and a display of,

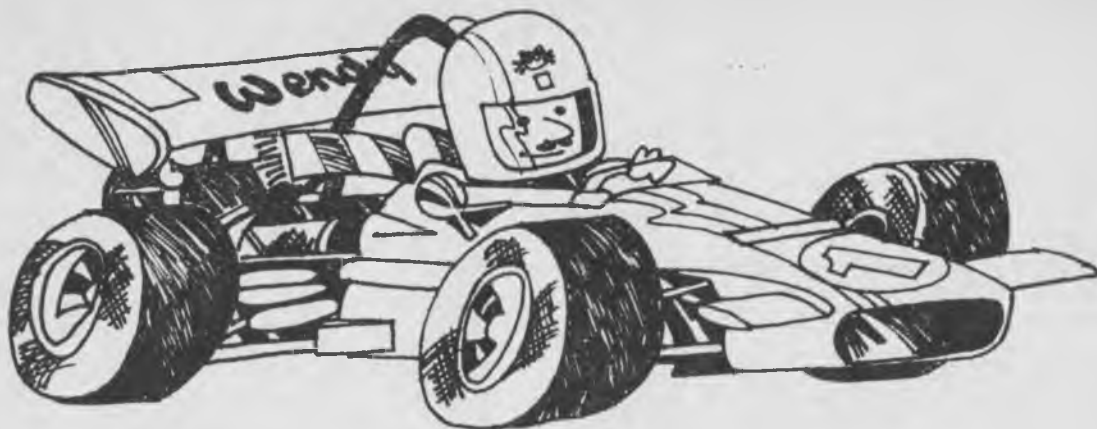
if not vintage, pre-war cars lovingly restored. It was, whilst wandering round, that the editor came across an exceedingly tatty Riley Imp. The car had a special body on it made at the works and it was in an original but very rough state. He quickly sought out the owner to find out where this had been so obviously recently discovered. The owner was not around but it transpired that he had owned the car for a couple of years, used it for daily transport and had no interest in restoring it. He intended to run it until it fell to pieces. The car can apparently be seen around Chesterfield and we would appeal to anyone who can get hold of it to do so, and save one of the great Rileys.

At the Denny Trial there were mutterings amongst some competitors about the legality of **EDGAR WADSWORTH'S** tyres as fitted to the Denzel. Edgar has been looking through some old photographs and has come up with one taken in 1958 at the Catterick Hill Climb which shows exactly the same size when it was new as they are now. So that should silence those concerned.

At the Harewood Meeting we had another episode of the "Dr. Who" saga when **JON PERTWEE** and **KATIE MANNING** dropped in, out of a helicopter to entertain the crowds. They came by helicopter because of the extremely tight schedules that the B.B.C. are working to for they were filming until 1 p.m. in London that day. They get paid well in show business but they have to earn it as we found talking to them during the afternoon. Katie had flown to London on Saturday evening having spent her holiday in Cyprus doing a film about the war out there. She had spent two months working a fourteen hour day and then started on the next television series virtually the moment she arrived back in London.

At least Jon had a holiday but he has to work the next Navy Lark series for radio into his schedule for the winter as well as two full length Navy Lark feature films before next May. And they all want to go on the stage.

Some last minute news before we go to press is that for two weeks beginning 16th October there will be a display of competition cars in the Yorkshire Post display area. This is to mark the end of our Jubilee Year and will be representative of all the Centre activity. No doubt it will be given adequate publicity in that paper and we hope that you will all go along to have a look.



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SHELL SPEEDCLIMB

NEW RECORD FOR MIKE McDOWELL

One would think that the limit must be nearly reached but still the records fall. The outright course record has tumbled by over half-a-second this year and now stands at 39.14 sec. to Mike McDowell following a superb run during the top ten run off. Geoff Rollason, making a rare visit to Harewood, lowered Mike Hawley's Class 16 record by a tenth and Tony Harrison finally took Peter Lawson's long standing Sports Car record by over half-a-second. Other record breakers were Chris Seaman in Class 9, David Walker in Class 10, Chris Cramer in Class 12 and Colin Myles in Class 15a.

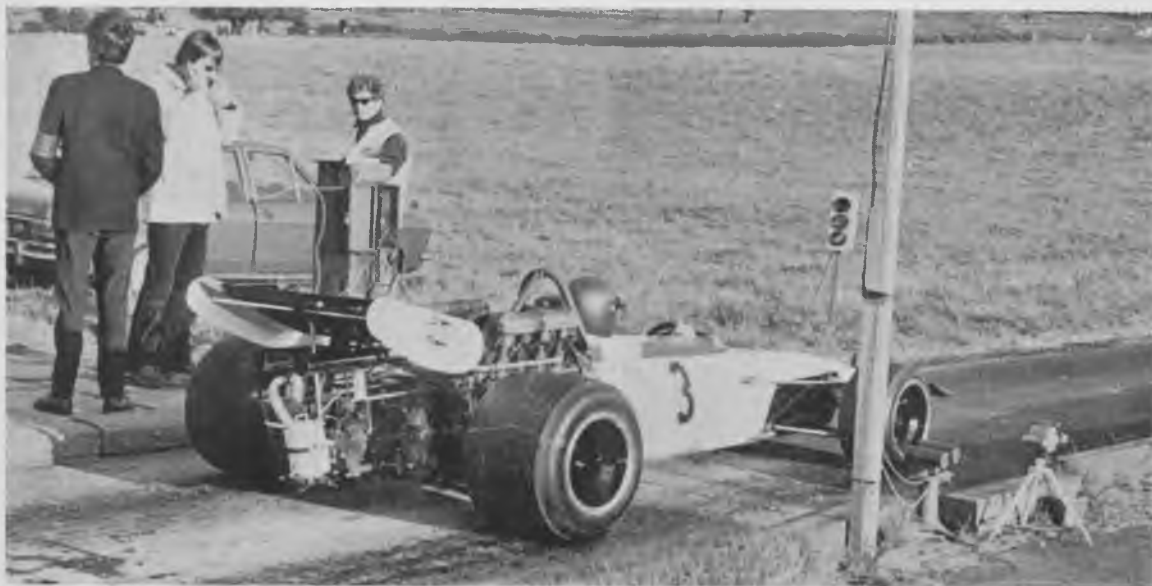
With the best entry ever at one of our hill climbs coupled with the reappearance of Jon Pertwee and Katie Manning in a helicopter, it was confidently expected that the crowd would approach record proportion. What no one had anticipated was the affect of the Olympics for, not only did a large number of our people stay at home to watch the 5000 metres, they had also missed our adverts during the week, so that the affect of the T.V. spots was negligible. The fact that the weather was not brilliant did not help and so the meeting was not a great financial success.

Those who did come saw some excellent hill climbing starting with the usual struggle in Class 1

which was resolved in favour of Graham Brooks in his quick Escort just in front of John Edmond and Keith Hardy but still way outside Jeff Goodliffe's record. Things are equally close in Class 2 but Nicky Porter still manages to keep ahead of John Casey and Howard White. It must be only a matter of time before things are reversed. It is different in Class 3 where Richard White finished up nearly nine seconds in front of second man, Norman Lewtas driving an Escort T.C.

Classes four and five saw wins for Alex Boyle and Jim Thomson, who has finally got his Firenza going although too late in the season to hope to defend his Castrol/B.A.R.C. Championship. He was well clear of the Cooper S of Ed Spencer but still half-a-second outside the record. The small sports car class brought some of the Sheffield contingent to the fore and Brian Kenyon won with ease from his fiance, Pat Hopkinson who was nine seconds in front of Maggie Chadwick. The up to 2.6 litre Sports Class was won by John Ashcroft whose Elan was two-and-a-half seconds in front of Jeff Goodliffe's record which seems destined to stand even longer than the five years that the Class 1 time has remained unbeaten.

Continued on page 12



Mike McDowell leaves the line on the run that was to give him fastest time of day and a new outright course record.

(Bob Super)



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Fred Cliffe appeared in the ex Tony Bancroft T.V.R. and won the big Marque class convincingly from Malcolm Trehwitt in the M.G. C that he also races. The first record of the afternoon to go was in Class 9 where Chris Seaman, driving John Houghton's Biotta, knocked nearly a second off his own Midget's time from the June meeting. Poor John was not in the hunt and finished up 1.5 seconds behind.

Class 10 saw the appearance of Alastair Naylor's immaculate T.C. M.G. but this was not competitive with the three lightweight 'E' types, any one of which could have won. In the end David Walker just got the decision over Phil Bennett with Fred Cliffe back in third place. This was a new class record and put David in the lead for the Guyson Trophy. And so to the quicker cars.

George Whittingham seems to have Class 11 sewn up although Alistair Douglas Osborne was not very far behind this time in the U2. The small Sports/Racing class saw Chris Cramer improve yet again on his own record which now stands at 43.07 which is considerably faster than some of the big racing cars and the large sports racing machines. Class 13 was a three horse race with just over a second splitting David Morris, Bill Morris and John Stuart in that order, all in U2's.

It was obvious that Lawson's record of 42.55 seconds set in a Chevron B8 B.M.W. must fall with two Chevron B21 FVC's, one Chevron B19 FVC, a

Martin FVC and a Chevron B19 with three litre B.M.W. engine, not to mention Tony Harrison's McLaren M12C complete with 7 litre Chevrolet. With all this expensive machinery and top class drivers, no fewer than five people got under the old time with Tony Harrison quickest at 41.96 seconds. Next came Tony Bancroft who is getting the hang of the big Chevron and he was followed by Trevor Twaites driving the B21 FVC and Reg Phillips in the B19 FVC. The other one under the record was David Good driving the Martin FVC.

Class 15a was for racing cars up to 500 c.c. to accommodate those running in the Shell Leaders Championship and here Colin Myles led the way home in his Cooper Norton in the first sub fifty second time by a car under 500 c.c. No fewer than twenty-eight people entered for the small racing car class with the biggest variety of engines in any class. Don Robinson's Ford engined Lotus 69 emerged as the eventual winner in front of Roger Willoughby's blown Ford engined Brabham with Ken McMaster back in third place in his Ginetta. The best Mini derivative was John Buck in his Terrapin.

Geoff Rollason pulled off the big surprise of the meeting by beating Mike Hawley with comparative ease in Class 16, setting up a new class record in the process. The Mickels came in third and fourth in their shared Brabham with Peter Varley finding the pace a bit hot in fifth place.



"That's fixed Hepworth. I've crossed his plug leads". Mike McDowell and Roy Lane enjoy a joke. (Josephine Lee)



Class 6 winner Brian Kenyon. (Josephine Lee)



"Yes, it was switched on". Anxious moments as the Willoughby Brabham fails to fire.

(Bob Soper)

The large racing class provided a fitting finale with the top six from last year's Championship plus new comers to the class this season, Peter Voigt and Richard Shardlow as well as two former winners, Peter Boshier-Jones and Peter Meldrum. After the first runs Mike MacDowel was the only one under forty seconds closely followed by Richard Thwaites and David Hepworth. During the second runs Richard Thwaites improved to 39.60 and then Roy Lane broke the course record with a quick 39.26. Mike could go no faster, Sir Nick was slower and David just got into the thirty-nine second bracket.

To stay in the Shell/R.A.C. Championship this season, David Hepworth had to be first on the Championship runs and break the record but this he failed to do for Mike MacDowel pulled out a phenomenal last run to take F.T.D. and a new course record at an incredible 39.14 seconds. The question for next season is who will be the first in the 38's.

Class 1.

1. G. Brooks (Escort) 51.22
2. J. Edmund (Cooper) 52.41
3. K. Hardy (Cooper) 52.86

Class 2.

1. N. Porter (Cooper S) 48.35
2. J. Casey (Cooper S) 48.92
3. H. White (Cooper S) 49.06

Class 3.

1. R. White (RS 1600) 46.90
2. N. Lewtas (Escort TC) 55.52
3. R. Batty (Viva) 55.67

Class 4.

1. A. Boyle (Cooper S) 48.09
2. P. Beadman (Cooper S) 48.80
3. P. Riley (Imp) 51.08

Class 5.

1. J. Thomson (Firenza) 45.69
2. E. Spencer (Cooper S) 47.32
3. J. Davies (Coper S) 47.89

Class 6.

1. B. Kenyon (Sprite) 48.16
2. Miss P. Hopkinson (Sprite) 50.11
3. P. Davey (Sprite) 50.30

Class 7.

1. J. Ashcroft (Elan) 48.86
2. M. Hanson (Europa) 51.47
3. L. Ryan (Morgan) 52.24

Class 8.

1. F. Cliffe (T.V.R.) 47.46
2. M. Trew hitt (M.G. C) 50.16
3. B. McKenzie (Healey) 52.01

Class 9.

1. C. Seaman (Biotta) 45.54
2. J. Houghton (Biotta) 47.02
3. T. Hayton (Marcos) 48.22

Continued on page 20

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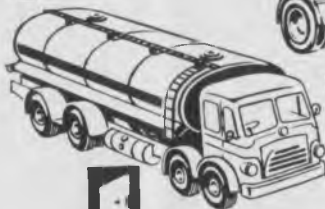
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Competition Chatter

● Anyone who is connected with motor sport must be saddened by the news of the unfortunate accident which took the life of John Gott. For many years he has been at the heart of the sport as competitor and administrator, and his views carried an authority that few others could match, for he spoke as an expert on rally driving, racing driving, motor sport regulations and the general subject of safety, apart from his equal reputation as an expert in police matters. Men of such capacity are few, and he will be greatly missed from the motor sporting fraternity.

● At the recent Association of Northern Car Clubs' meeting, a few dates were mentioned which might be interesting well in advance. The 1973 R.A.C. British Grand Prix will be at Silverstone on 14th July, and the R.A.C. Rally of Great Britain will be from 26th October to 31st October 1973. This latter date, much earlier than usual, has made it desirable to move the Greenwood Trophy from its usual spot at the end of October, and to propose an earlier date which will avoid the possibilities of two events making counter-attractions.

● Included in the latest issue of the R.A.C. Motor Sport News are changes affecting rally competitors, which come into effect on 1st January 1973. Two which will have a bearing on many events are the restrictions on the issue of route information and the use of lights.

No information other than "black spots, quiet zones, etc." may be given out in advance of one hour of the scheduled time of start to competitors on Restricted or lower grade events.

The use of lights on Road sections of all rallies is restricted to "those units fitted to the car as standard equipment" plus two auxiliary lights.

Studded or spiked tyres will not be permitted on any Special Stage event.

There is also a rather pointed reminder that changes in car or driver may only be made at the discretion of the Stewards of the Meeting.

Changes in Appendix J are of academic interest to many of our readers, but there is a change in the minimum weight for Group 7 cars competing in the 1973 Hill Climb Championship, a re-written clause on the requirement for a circuit breaker switch, and a note on changing the damping element of Macpherson struts. There is also a

note on the reinstatement of the red and yellow "oil" flag. Sanity returns!

● A few dates for the near future :

October 1 Huddersfield Motor Club; Scammonden Hill Climb.

7/8 111 Motor Club; Bentley Diamond Jubilee Rally.

21/22 Lancs Automobile Club Rally.

● There will be a marshals training day at Stanstead on 8th October. Fire and first-aid will be the main points. Anyone who is interested should contact John English at Morley 4617.

● Well in advance, we need plenty of marshals for the stages on the R.A.C. Rally. We are running the Harewood Stage on 2nd December, and the Dalby Stage on 4th December, and we need plenty of marshalling assistance. Any volunteers, please send your names into the office as soon as possible.

● At the moment, we are in the lead in the "Shell Motor Club League" organised by the Y.S.C.C., thanks to some sterling organisational work by Malcolm Rogerson. There seems unfortunately to be a certain amount of discontent brewing, as the organisers first took exception to our team at the opening round, and when it was found that the team was valid in accordance with the regulations governing the competition, the next step has been to alter the regulations in the middle of the competition. Well, it's their competition, so I suppose they can juggle the rules to make sure they win it! I think the organisers would have done well to give the matter a little more thought beforehand. As to the ethics of making the rules and taking part yourself, the less said the better.

Anyhow, our thanks to Malcolm and the drivers he has collected for a splendid effort on our behalf!

● Our Editor hides his light under a bushel (see his article in the German Grand Prix). He has found the formula for international communications — say in loud, clear tones "Does anyone here speak English", and refuse further conversation until someone does. It works far better than any pathetic attempts to speak French and German.

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Golf Competition

The Annual Yorkshire Centre Golf Competition was held in July on the Alwoodley Golf Course in Leeds, and this year we had twenty-five people with a good enough excuse to have a Tuesday afternoon off work. The weather was hot and sunny and the course in perfect condition for it had just been used for the Yorkshire Amateur Golf Competition. In fact it was in such good condition that they had left the rough very long and those with a really powerful tee shot found themselves really in the wilderness.

Of the 25 entries, 16 were members and the remainder guests. The best scores were two guests, Bobbie Banks and Robin Irwin who scored 33 Stableford points to tie for the guest award whilst the Golf Trophy went to John Rhodes with 32 points. One point behind was David Stead closely followed by John Cockayne and Peter Lawson. Last year's winner, Mervyn Oldham, had trouble with the long grass and finished well down the field whilst Harry Mason just had trouble and finished in last place scoring on only six holes.

Our thanks to Derek Clark for laying on a very good event and to John Rhodes who has offered to lay on next year's event at his home course, Howley Hall.

Results

Members.

1.	J. N. Rhodes	32
2.	D. P. Stead	31
3.	J. S. Cockayne	28
4.	P. G. Lawson	27
5.	D. C. Naylor	25
6.	D. N. Townsend	24
7.	G. Lawson	23
8.	E. D. Clarke	19
9.	P. Rogerson	18
10.	K. J. Oldham	17
11.	M. K. Oldham	16
	J. S. Beer	16
13.	M. M. Rogerson	12
14.	M. J. Myerscough	11
15.	E. B. Booth	10
16.	H. C. Mason	9

Visitors

1.	R. Irwin	33
	R. C. W. Banks	33
3.	G. T. Crowther	25
4.	J. D. Winn	25
	M. D. Wood	25
6.	J. H. Coxon	22
7.	K. Bradley	19
8.	F. M. Young	16
9.	A. Crowther	15

ANNUAL COMPETITIONS

THE PEARCE TROPHY

	PCT	L	M	N	O	P	
1.	G. F. Chippindale	45	—	7	—	3	55
2.	J. R. Hardcastle	34	4	3	3	—	44
3.	D. N. Townsend	30	7	3	—	3	43
	M. S. Wilson	30	4	3	3	—	43
	Miss J. Lee	34	3	—	4	—	43
6.	H. C. Mason	29	3	4	3	—	42
7.	M. J. Frost	28	3	3	3	—	40
	J. M. English	37	—	—	—	3	40
9.	D. Easthope	28	3	—	4	—	38
10.	P. R. W. Hargreaves	27	—	—	—	3	30
	T. M. Wood	21	3	—	3	—	30
12.	D. M. Gledhill	18	—	—	3	—	24
13.	J. M. Busfield	18	—	—	—	3	21
	B. Watson	12	3	—	3	—	21
15.	E. D. Spencer	13	—	—	—	6	19
	D. R. Scatchard	12	—	—	3	—	19
17.	G. K. Rothwell	12	3	—	3	—	18
18.	B. A. Kitching	11	—	5	—	—	16
	Mrs. Kitching	10	—	—	—	—	16
20.	A. Pickard	9	—	—	—	3	12
	J. H. McCaig	9	—	—	—	3	12
22.	G. D. Taylor	11	—	—	—	—	11
23.	L. S. Stross	6	—	—	—	3	9
24.	Mrs. Jackson	6	—	—	—	—	6
	A. Jackson	6	—	—	—	—	6

P = Harewood — 10th Sept.

N = Croft — 6th August

M = Club Night — 1st August

L = Vintage & Novice — 23rd July

KEN LEE TROPHY

1.	G. F. Chippindale	42
2.	P. R. Hargreaves	27
3.	E. Spencer	19
4.	H. C. Mason	17
	R. G. Moorhouse	17
6.	D. N. Townsend	16

ARNOLD BURTON TROPHY

1.	G. F. Chippindale	17
2.	I. K. Hardy	15
3.	P. R. W. Hargreaves	12
5.	J. M. Busfield	7

OCTOBER CIRCULAR

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

WEDNESDAY, 4th OCTOBER

otherwise publication in that issue cannot be guaranteed.

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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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FORTHCOMING EVENTS—cont.**Jubilee Ball — 18th November**

Positively the last event of Jubilee Year is the Jubilee Ball to be held as usual at the Queens Hotel, Leeds and for which ticket applications are enclosed with this 'Circular'. As always we have over 1000 members who, with partners, make 2000 people who want to come and we only have room for 450. This means that you will have to make your parties up very quickly if you want to be sure of a table.

Chippy Stross is in charge of things and has arranged a superb meal so that, at only £3.60 tickets are very cheap indeed when you consider what would be paid in a restaurant without the dance and cabaret spot. This year we have done away with the Tombola and substituted a better type of draw with some quite fantastic prizes with lots of chances to win.

It all sounds to be the best night out for years so do send in your ticket applications early to be certain of a place. Don't forget to send the money with your application as seats cannot be reserved until they are paid for.

CROFT—cont.**Class B.**

- | | |
|--------------------------------|---------|
| 1. R. Simpson (Midget) | 15:27.4 |
| 2. J. Gregson (M.G. B) | 15:35.4 |
| 3. R. Harper (Spitfiere) | 16:25.8 |

Class C.

- | | |
|---------------------------------|---------|
| 1. G. Brown (M.B. TC) | 15:15.2 |
| 2. D. Clewley (M.G. TC) | 15:16.0 |
| 3. P. Cresswell (M.G. TC) | 15:55.4 |

Race 2. — Class A.

- | | |
|------------------------------|---------|
| 1. M. Hill (Capri) | 15:08.0 |
| 2. W. Dryden (Firenza) | 15:20.8 |

Class B.

- | | |
|--------------------------------|---------|
| 1. M. Hamlyn (Cooper S) | 15:21.8 |
| 2. G. Clark (Cooper S) | 15:40.0 |
| 3. B. Cox (Mini Clubman) | 15:56.4 |

Race 3.

- | | |
|----------------------------------|---------|
| 1. J. Lepp (Chevron B.20) | 20:07.4 |
| 2. V. Schuppen (March 727) | 20:07.8 |
| 3. S. Rajah (March 712) | 20:55.2 |

Race 4.

- | | |
|--------------------------------|---------|
| 1. A. Barton (Cooper S) | 15:06.0 |
| 2. J. Hipkiss (Cooper S) | 15:15.0 |
| 3. S. Bell (Mini Ford) | 15:19.2 |

Race 5.

- | | |
|----------------------------------|---------|
| 1. P. Harrington (Cougar) | 14:17.0 |
| 2. J. Simpson (Lotus 61) | 14:21.2 |
| 3. R. Craven (Royale RP3A) | 14:25.8 |

SHELL SPEEDCLIMB—cont.**Class 10.**

- | | |
|--------------------------------|-------|
| 1. D. Walker ('E' Type) | 45:54 |
| 2. P. Bennett ('E' Type) | 46:33 |
| 3. F. Cliffe ('E' Type) | 46:57 |

Class 11.

- | | |
|---------------------------------------|-------|
| 1. G. Whittingham (D.M.W.) | 45:04 |
| 2. A. Douglas-Osborne (Mallock) | 45:34 |
| 3. M. Bartram (Chevron) | 46:22 |

Class 12.

- | | |
|-------------------------------|-------|
| 1. C. Cramer (U2) | 43:07 |
| 2. J. Barrett (Nova) | 44:84 |
| 3. P. Phillips (G.T.M.) | 49:96 |

Class 13.

- | | |
|-------------------------|-------|
| 1. D. Morris (U2) | 43:25 |
| 2. W. Morris (U2) | 43:91 |
| 3. J. Stuart (U2) | 44:40 |

Class 15a.

- | | |
|-----------------------------------|-------|
| 1. C. Myles (Cooper Norton) | 49:14 |
| 2. B. Oddy (Cooper Norton) | 50:26 |
| 3. R. Greenhalgh (JAP) | 51:05 |

Class 15.

- | | |
|-------------------------------------|-------|
| 1. D. Robinson (Lotus 69) | 44:00 |
| 2. R. Willouby (Brabham BT15) | 44:51 |
| 3. K. McMaster (Ginetta) | 44:60 |

Class 16.

- | | |
|---------------------------------|-------|
| 1. G. Rollason (Lotus 69) | 40:90 |
| 2. M. Hawley (Brabham) | 41:49 |
| 3. G. Mickel (Brabham) | 42:85 |

Class 17.

- | | |
|--------------------------------|-------|
| 1. R. Lane (McLaren) | 39:26 |
| 2. M. McDowell (Brabham) | 39:46 |
| 3. R. Thwaites (McLaren) | 39:60 |

SHELL MOTOR CLUB LEAGUE

After two rounds — the Huddersfield Autotests and the M.G. Sprint, we are now in the lead of the Shell League. Scores to date are as follows:

1. B.A.R.C.	305.3	362.9	668.2
2. Y.S.C.C.	325.7	342.4	668.1
3. M.G.C.C.	—	367.2	367.2
4. Huddersfield M.C.	278.4	—	278.4
5. Trackrod M.C.	95.8	178.6	274.4
6. Ilkley D.M.C.	104.1	—	104.1
7. Airedale and Pennine M.C.	—	75.0	75.0
8. North Midland M.C.	—	75.0	75.0

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Dates for your diary

Date 1972	YORKSHIRE CENTRE PROGRAMME Event	Status	Centre Annual Competitions
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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