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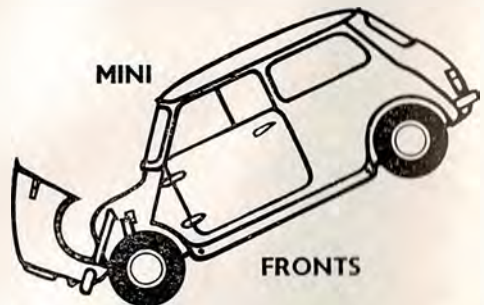
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70

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THE CLOSING OF THE ROADS

Members will have been surprised to see on television and read in the papers the reports that the recent World Cycling Championships held in Leicestershire were decided on public roads which were closed to the motorist. This represents a considerable change of opinion on behalf of the Ministry of Transport and the Police as it is very many years since it was possible to run a hill climb up Sutton Bank, Holme Moss or Park Rash. The question posed now is 'Does this pave the way for a Le Mans type Road Race in Britain?' It would be a very brave local authority that sanctioned such an event but the attractions in doing so are great. To be successful it would have to be a once a year affair with sufficient prize money to attract the big Can-Am cars and, run as a business proposition, would quickly recoup any outlay in Grandstands for the principle expense with any circuit is the road surface which is already there.

The trouble would not be with the authorities however but with our own governing body, the R.A.C. who, if they were true to form as they were in the Isle-of-Man would put so many obstacles in the way as to make the whole venture a non-starter. There would be so much Armco needed that the costs would spiral out of all proportion to the returns. Push bikes, of course, do not need these safety precautions nor would they need to have the roads closed for practice which makes their case slightly different to ours and so we do not grudge them their success. In fact we thank them for creating this precedent for us so that it may be quoted when necessary in the future. Let us hope that this will pave the way for a more enlightened understanding between sports organisers and the public authorities.

COVER PICTURE

Gordon Chippindale rocketing up the fifth section on the August Club Night. This was a typical section and there will be 30 like it on the Greenwood Trial in October.

(Photo Bob Soper)

CRICKET MATCH — 30th August

As reported last month, the Annual Cricket Match between ourselves and De Lacy will take place again this year but not at the usual place. This year we are moving a little further South to Burton Salmon where we will all meet up at the Plough Inn during the lunchtime session so that the match can start as soon as drinking up time has finished.

John Cockayne who can be contacted at Garforth 3194 in the evening is the man to contact if you want to play and happen to be a demon bowler but if you are not playing, do come along to watch and support your team.

BIRD'S EVENT — 1st September

Once again this ever popular event has come round and will be a series of driving tests at various sites between the start at Pool Bridge Motors at Pool near Otley (96/244454) and the finish at the Windmill at Linton near Wetherby. The Rogerson Brothers, Peter and Malcolm, have laid out a series of interesting tests in wide open spaces where there are no immovable objects to displace and so we can guarantee a non car damaging event. Last year there was some doubt as who was eligible to compete and to clear this up the only people who cannot enter are mere males. The event is open to any ladies so long as their husbands, boy friends, fathers, brothers, sons, etc. are Yorkshire Centre Members but they themselves do not have to be members. The event qualifies for the Chippy and competing members will get marks so long as they both turn up even if one is driving and the other marshalling — come to think of it, it may be a lot less painful to see her doing just the one test rather than all the lot.

It costs ten bob to enter, you don't need a competition licence or a crash helmet, there is no handicapping so turn up girls and have your moment of glory.

SHELL SPEEDCLIMB, HAREWOOD

13th September

It seems to be only last week that we were talking about the coming hill climb season and now it's all over bar the shouting with just our big Championship Meeting left at Harewood. Normally this is the meeting where the Shell/R.A.C. Hill Climb Champion is crowned but this year there are two other rounds after us — Doune which has replaced Rest and be Thankful and Bouley Bay which was postponed owing to the dock strike. With the other two rounds so far away, the leading contenders will all be striving to gain maximum points to consolidate their positions

and so a full entry is assured. We are hoping that Mr. Raymond Mays who was probably the greatest hill climb driver of all time will present the prizes and, if possible, give a demonstration run in his old car — the fabulous Vauxhall Villiers now owned by Tony Brooke.

On the Saturday evening after practice there will be the 'BARC-BQ' dance in the main catering tent. This is the annual rave up with good food, drink, music and company to ensure a really excellent evening. Tickets are available from Linda at the office or from the bus all day on Saturday.

STONE TROUGH SPORTING TRIAL

20th September

As complete a contrast as it is possible to get from the noise and excitement at Harewood is the Stone Trough Trial for Trials Specials. Strictly this is not our event as it is organised by our good friends in the Yorkshire Sports Car Club but we do Co-Promote with them and provide a lot of marshals.

The whole event is run amongst some of the most beautiful scenery in Yorkshire in the heart of the Yorkshire Dales above Grassington and is a good opportunity to enjoy a good long walk over the moors before the winter sets in as well as



Bing Crosby, the perennial organiser of the Stone Trough Trial.

seeing some of the most skilful drivers in the country at work. If you want to help out on this event, give your name to Linda who will pass it on to Bing Crosby, the main organiser.

**SCARBOROUGH HILL CLIMB
THE CASTROL TROPHY
27th September**

Positively our last speed event of the season is the Castrol Trophy meeting at Scarborough where this year's Castrol/B.A.R.C. Hill Climb Champion will definitely be crowned, this being the last round. The formula is more or less as before with practice on the Saturday, a dance on Saturday evening and the event proper on the Sunday. Entry forms are included and it would be wise to get them back by return if you want an entry — it's always oversubscribed.

Social arrangements are in the capable hands of Social Secretary, Chippy Stross who has laid on accommodation and the dance at the Prince of Wales Hotel to whom you should apply direct.

Full details from Chippy at Swires of Otley.

CLUB NIGHT AUTO TESTS — 6th October

A quick word to say that providing we can find a suitable site and some floodlights, there will be a floodlit Autotest meeting for the October Club Night. More details next month.

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David Good's McLaren is one of the many exciting cars to be seen at the Shell Speedclimb. (Photo Jeff Binns)

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GREENWOOD PRACTICE EVENING

On yet another beautiful evening in this best summer for years, John Busfield and David Easthope laid on a really splendid Standard Car Trial at the Pompacali site near Bardsey. A good entry of 38 turned up in all types of cars from Edgar Wadsworth's Steyr Puch to H. D. Kennedy in a Humber Hawk. Coming in the middle of a dry spell it didn't take long for the early numbers to take off the top layer and provide some really good grip for those running after the first ten with the result that there were some very low scores with two people actually cleaning every hill. Class 1 was very close with David Pearson (6) just pipping Ian Hardy by one point with Harry Mason in the ex-Lawson Cooper S another two points behind. Geoff Winder in a Vitesse only dropped the one point to easily win Class 2 from Malcolm Rogerson twenty points behind and in the Sports Car Class, C. A. B. Wadsworth cleaned all seven sections to win from John Prosser, Alan Vickers and Alan Forrest who dropped 3, 4 and 5 respectively. The other clean sheet came from Gordon Chippindale whose Cortina with limited slip diff managed to beat all the Imps and V.W.'s although Brian Kitching was not far behind with his Sunbeam Imp.

To find an outright winner there was a run off between Wadsworth and Chippindale up a vertical precipice where the Morgan just managed to edge in front to take first place.

Results

1.	C. A. B. Wadsworth (Morgan)	0
2.	G. Chippindale (Cortina)	0
3.	R. G. Winder (Vitesse)	1
4.	J. Prosser (Midget)	3
	B. A. Kitching (Imp)	3
6.	A. Vickers (TR4)	4
7.	A. Forrest (Turner)	5
8.	D. Pearson (Mini)	6
9.	I. K. Hardy (Mini)	7
10.	H. C. Mason (Cooper)	9
11.	A. G. Jackson (Imp)	9
12.	M. A. Wylie (Imp)	10
13.	J. S. Cockayne (VW)	14
	Mrs. J. Kitching (Imp)	14
	R. A. Riall (Mini)	14
16.	P. Cartwright (Mini)	16
	T. Webster (Cooper)	16
18.	P. Rogerson (Cooper)	17
19.	E. Spencer (Cooper)	18
20.	D. Townsend (Mini)	20
21.	M. M. Rogerson (Cortina)	21
	J. M. Wheatley (Sprite)	21
23.	J. R. Mann (Mini)	23
	T. B. Bennett (Cooper)	23
25.	J. R. Goodall (Mini)	24
26.	A. J. Armitage (V.W.)	25
27.	D. Pick (Volvo)	27

Continued on page 17



'It's dogged as does it 'thinks' Harry Mason as he eases his 'S' up to the top of the last section.

BARCounter

Holiday time is with us and a lot of people are away soaking up the sun. Three notable absentees this month are the birds, bees and stork for things are very quiet on that front with nothing at all to report unless those concerned are keeping it all to themselves. Instead we will look around and see who has been flying our flag around the world.

At the top of this list is **PETER HANSON** who, as reported at the beginning of the season, is touring Europe with the F3 circus doing all the Internationals. Without doubt F3 is by far the most competitive form of motor racing today — there were over 60 entries for 24 places at the Croft International — so that there is very little to choose between any of the first ten at any meeting. Since Peter's brilliant win at Hockenheim last year he has consistently been in that top ten at just about every meeting without having that little bit of luck to get a victory — usually the motor would break as at Keimola in Finland right at the very end when he

was in the lead. All this changed at the ill fated Karsloga meeting when Peter won both his heat and the final against the best in the field.

Congratulations to **DAVID HEPWORTH** on taking ten points at the Craigtlet Hill Climb. This win brings him almost to within striking distance of the early leaders who, after seeming to be unbeatable early on, now appear to be unable to maintain the pace.

A story now to illustrate how matey everyone is in the hill climb world. Earlier in the season **GEORGE TATHAM** was travelling South in the charabanc that he uses to transport his Brabham to and from meetings when he got a puncture. He pulled onto the hard shoulder and set to trying to change the wheel but this had been on so long that the nuts proved impossible to shift. There was nothing for it but to summon help from a garage and to this end George thumbed a lift into the nearest town. It wasn't long before other members of the hill climb circus came past and seeing the abandoned bus stood there like the 'Marie Celeste'



On the grid ready to start in the F3 final at Croft is Peter Hanson getting some last minute advice from Peter Fattorini, Tony Bancroft and Sid.

they all stopped in turn to investigate until the M.1 began to look like the Harewood paddock with racing cars parked all over the place. There was no other way of solving the mystery of the lost George but to wait and so they set to and made themselves a cup of tea in the bus until he returned with a long spanner.



One of the best features of the **CASTROL** sponsored events is that **ROGER WILLIS** always turns up with his caravan and lots of decent coffee to sustain the organising team. Our worthy chairman **MIKE WILSON** is seen here making a dash for the door in between runs at the Montague Burton Meeting before rushing back to sort out the top ten.

August 1st was J day and various people changed their motor cars. **MORRIS WHALEY** joined **HARRY MASON** with a Capri. **TONY ARMITAGE** just missed getting the new registration when he bought a G.T.6 recently trading in the Ginetta which was proving rather noisy. Incidentally Tony's father has

been lucky enough to get the first Stag in the area. Another to buy a Triumph is **LINDA THORNTON** who traded in her Cortina for a Spitfire and **BRUCE MOSS** has aquired a Volvo to keep the Rolls company. **PETER LAWSON** took delivery of a new Jensen on the first of the month but this unfortunately broke down on its way to Knaresborough so that his eagerly awaited new machine arrived in the drive on the end of a tow rope.

We are sorry to hear of the unfortunate accident to **JOHN BOSOMWORTH** at the Shibden Park Hill Climb when he badly hurt his feet. We hope that his injuries will not be of a lasting nature and send the good wishes of the Yorkshire Centre for a speedy recovery.

This little snippet is part of a report on some trouble at Hutton-le-Hole published in the Yorkshire Evening Press and illustrates why the copy readers have to be so careful.

"I admit we dropped crips and cigarette packets but they were cleared away by a member. I myself cleared the village gren of litttr dropped not only by our people but by nic-nickers.

"People do laugh and poke and I don't see why the landlord's wife should have come out to stop them. She was told to go away and then the landlord come out and there was an argument. etc., etc."

It was reported recently in the Financial Times that a water conservancy conference was being held in Sweden. Its title was 'The World, Water and We'.

SEPTEMBER CIRCULAR

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

WEDNESDAY 16th SEPTEMBER

otherwise publication in that issue cannot be guaranteed.

ROAD TEST - THE RS 1600

To begin with one must test the RS 1600 in the context with which Ford has built it and refrain from comparing it with other cars in the same price bracket — £1,446 including tax. Basically it is an Escort G.T. with strengthened body, stiffer suspension, wider wheels and an engine with twin overhead camshafts operating 4 valves per cylinder. The capacity is 1601 c.c. and the power output is 120 B.H.P. nett at 6500 r.p.m. with maximum torque of 110 lb./s at 4500. Carburation is by two 40 DCOE Webers, lubrication is by wet sump and an oil cooler is fitted as standard. Having said that, it goes without saying that the car is quick and we would willingly accept Ford's figures of 0-60 in 9 secs and max speed of 110 m.p.h. since we ourselves are not competent to take accurate performance data. What is different with this car is that in the form tested it is in a very de-tuned state and it is possible to tune both engine and chassis to make a highly competitive competition car.

The first impression of the car driving home in the rush hour traffic was that it was no different from an ordinary Escort G.T. It ticked over in traffic at 700 r.p.m. and was very tractable although there was no power at all below 2000 r.p.m. The power came in very progressively so that there was no real indication that one was in a fast car until one dropped down a gear to overtake, which operation was effortless on every occasion. The suspension was too hard for this type of motoring but on the other hand one doesn't buy an RS 1600 to potter round town in. On the open road it is an entirely different story for the car is transformed as soon as it is driven hard and what was a bumpy ride becomes smoother the faster one goes until it gets to the state where it is probably too soft.

The road-holding at speed is superb but one surprising thing about the car is the complete lack of punch at any speed in either third or top which was quite disconcerting if one went into a corner at say 75 in top (on a track of course) and needed the power to get round. There just wasn't any and third was too low with the wide ratios in the box. The reason for this is that Ford's have done what every other manufacturer does when they put a big engine in a little car — overgear it so that it has a ridiculous theoretical maximum speed that can't be used instead of using the power for acceleration which surely is the object of the exercise. When this was mentioned to Ford Advanced Vehicles they said that for rallying they recommended a 4.4:1 final drive instead of the 3.7:1, or better still, fit the

close ratio box and a 4.9 final drive when it should be quite a ball of fire. We didn't find much wrong with the car but one criticism was the seats, particularly the passenger one in which one really did get thrown about when the car was driven hard — in the old days manufacturers used to fit passenger grab handles — they would be very welcome in a lot of cars today. Needless to say Ford are aware of this trouble and have some rally seats available, the one for the driver costing £18/10/0 and the passenger one which comes with headrest and reclines at £32/7/6. This of course, will also fit at the driving side. Another thing wrong was the positioning of the instruments so that the right hand completely obscured the petrol gauge, oil gauge, water temperature gauge and battery indicator. Surely a little more thought could have gone into the layout of the dash?

Having driven it on the roads, what else can the RS 1600 be used for? It is obviously designed as a competition car, but what sort of competitions. Thinking in terms of Yorkshire Centre Events, it certainly wouldn't win the Greenwood Cup. The Scarborough Rally? With the 4.4 final drive at only £13/10/0 extra, this is probably the only alteration necessary to make a highly competitive driving test car as the engine and suspension as set up in standard form would be just right. On a loose surface the back end was very responsive to the throttle. For Harewood at little bit more money would have to be spent. The close ratio box (no price available at the moment) is a must together with a lower final drive but which one (from 3.5 to 5.5:1) would have to be found by trial and error. The rally suspension with Armstrong adjustables at the rear and stiffened front end at £29 complete plus new springs at a different rate (£26) should take care of transmitting the power providing 6" Minilites at around £20 each are used to take racing tyres. The standard crankshaft revs to 6500 r.p.m. In about two months time a steel crank will be available that will rev up to 8000 r.p.m. and it will be available in a kit complete with pistons and rods ready to fit. We were a little bit premature in asking about engine mods as these are still in the pipe line but should be ready in plenty of time for next season. At the moment two kits comprising different cams and jets are envisaged to give two stages of tune and Ford's tell us that the fitting of FVA crank, pistons and rods and using standard sized valves will give a capacity of 1800 c.c. and power in the region of 200 b.h.p. whilst in full race form they anticipate

that the B.D.A. will give a lot more power than the F.V.A. Simple mods to the engine are removing the air cleaner and re-jetting which adds another 8 b.h.p whilst carefully matching all the ports adds a further 7 b.h.p.

For circuit racing one is going to be up against the works cars and consequently maximum power will be needed, the close ratio gears, a selection of final drives and the racing suspension which costs considerably more than £60. For serious rallying probably the steel crank with the first stage of tune would give sufficient power providing the 4.9 axle and C.R. Box are used. The Minilites are essential as would be the adjustable shock absorbers.

To sum up this is obviously not a car for the beginner or casual amateur. It is designed to enable the serious private entrant to buy a highly competitive car suitable for anything from the smallest club rally to the full scale International race and providing the car is set up accordingly then there is no reason why it should not be successful. For anyone who could afford it, the standard RS 1600 with just the odd cheaper mod that we have mentioned would make a fabulous road car but one word of warning — if you are after a status symbol, forget it. They come in any colour so long as you like Ermine White and to the average road user it is a normal Escort. On the other hand it is worth quite a lot to see the look on the faces of 'E' type drivers that can't shake off an ordinary Escort no matter how hard they try.

The Ford Rallye Sports dealer in the Leeds area is Tate of Leeds who kindly lent us the car and by the time you read this they should have the prices of all the mods which were not available when we went to press. Tates can offer RS 1600's from stock and have fully trained staff available to supply and fit any conversion right up to full race specifications as well as carry out routine servicing on Fords of any description. Should they be beaten on any point, they have a hot line direct with Ford Advanced Vehicles who can give the necessary information immediately.

Finally, if you were to rob a bank and needed a gettaway car, you would do a lot worse than use an RS 1600 — there is little that would catch you.

We apologise to our readers this month that there are only 20 instead of the usual 24 pages in your Circular. This is due to a variety of reasons, not the least that our printers have been on holiday and that the expected report on the Novices Hill Climb did not arrive in time.

Competition Chatter

● The following invitations have been received for events in the coming months :

Sept. 5 Aintree Circuit Clubs have a Restricted race meeting on the club's circuit. For anyone who is not familiar with Aintree, you get there along the East Lancs Road, turning north at Kirkby, on the outskirts of Liverpool.

On the same day, Ilkley & District Motor Club are holding their Diamond Jubilee Production Car Trial. Hills at about six venues are promised, and the connecting road sections have no time limit and have optional routes, to avoid insurance difficulties.

6 The M.G. Car Club are holding a Sprint on a 1½-mile course at Topcliffe airfield.

12 The Lightning Motor Sport Club (which is an amalgamation of several clubs in the Fylde area) are holding their Lightning Trophy Rally.

20 Longton & District Motor Club have a Sprint at a new venue, said to be over two laps of a 930-yard circuit.

North Humberside M.C.'s Restricted Autotests take place at the Walton Street Fairground in Hull.

Oct. 4 North Humberside M.C. again, this time with a Restricted Autocross in the Hull area.

Morecambe Car Club's Illuminations Rally also takes place this week-end.

● There will be a fire-fighting demonstration at the De Lacy M.C.'s Autocross course at Eggborough just off the A.1 on 26th August. You may remember that we organised a similar bonfire party about three years ago at Yeadon, when some of our marshals got a chance for some private practice in fire-fighting, to the benefit of all concerned. Any budding race or hill-climb marshals who have not yet had the task of extinguishing a petrol fire would be well advised to go along to see the demonstration. Like several other things, fire-fighting is much easier when you know how.

Continued on page 13

Sportsmen !

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COMPETITION CHATTER—continued

● I must take our Editor to task. "Bolshy" is a diminutive of "Bolshevik" which may be roughly translated as "the men of the majority". As anyone who has helped to set up the arrangements for Harewood knows, or to have cleaned up the tackle afterwards for that matter, I am in fact quite definitely a "Menshevik" — one of "the men of the minority". We of the minority are a much misunderstood lot. It gives us no pleasure to chivvy our fellow enthusiasts, and to vent our wrath on those who wish to go their own sweet way (that well known recipient of general abuse, Martin Frost, might not agree with me). It positively distresses us to have to tell Spotty Smith that he can't have a pass to watch the racing from the pits because we've given them all to people who came at 8 a.m. to work. And it doesn't help to know that he doesn't believe us, and thinks we're just being officious.

All we want is order, calm and efficiency. The fact that we have to get up at 5 a.m. to go and try to knock some sense into a recalcitrant bunch of people who all want to do it **their** way is coincidental. But it's our hobby, for some unaccountable reason, and we try to be polite and patient for as long as possible. And then some enthusiast writes to that well-known weekly paper to complain that marshals show excess of zeal. You can't win!

After yesterday's Croft meeting, it might be pertinent to add that one of the least enjoyable jobs of all is penalising a competitor, who has fought a stern battle for several laps, for breaking the rules in the course of the race.

A.J.H.

FOR SALE

JUPITER-TR2 for sale with spares. This well known car, based upon the strong tubular Jupiter chassis and fitted with Triumph TR2/3 engine has performed reliably on many occasions at Harewood, Scarborough, Croft, etc. New pistons and B/E shells just fitted. Engine yet to be run-in and car ready to compete.

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CORRESPONDENCE

Dear Sir,

Mr. Busfield and Mr. Riall will be gratified to know that, in view of the success of my efforts as a Hotel and Catering Adviser, I shall in future devote my efforts to acting as an investigator for the "Good Loo Guide".

Yours etc.,

Bramhope.

Tony Hodgetts.

A Tribute to the M.S.W. System

Dear Sir,

I feel that the following extract from "Motoring News" Thursday July 23rd, on the subject of the British Grand Prix, should not go unreported in the Circular.

Quote. The Press Service was too little and too late, especially the F3 results, which were not published until the morning after the race!

In comparison with the B.A.R.C. meeting at Croft the previous week, the R.A.C.'s efforts can only be described as puny. Perhaps the time has come for the R.A.C. once again to hand the G.P.'s organisation back to the big clubs. All have shown themselves considerably more able. End quote.

Yours etc.,

Otley.

David Easthope.

Dear Sir,

May I express my thanks to all those who worked hard and cheerfully under rather moist conditions to make the Novices and Vintage Hill Climb a success.

In particular I should like to extend gratitude to and sympathy for the stalwarts at the start line who push started my Vauxhall. This is normally a simple operation but just prior to this meeting a last minute effort to improve the braking caused the front set to bind which increased as the steering lock was applied.

Although early Vauxhalls were never renowned for powerful stoppers the unwanted retardation produced on this occasion was remarkable and may have contributed to my liesurly progress round the corners.

Yours etc.,

Ramsgill.

Anthony Brooke.

Dear Sir,

Will members please read 'Junior Members Corner'. A few juniors without transport have great difficulty getting to meetings and some are even discouraged from attending. If some kind members would join my 'Piggy Back' scheme I am sure the juniors concerned would be most grateful. They

Continued on page 17

David James

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2.	H. C. Mason
3.	J. R. Hardcastle
4.	G. Chippindale
5.	I. K. Hardy
6.	J. M. English
	A. J. Hodgetts
	M. S. Wilson	.....
9.	D. Easthope	.....
10.	Miss L. Thornton	.....
11.	Miss J. S. Lee	.....
12.	M. J. Frost	.....
13.	J. M. Busfield	.....
14.	M. M. Rogerson	.....
15.	B. A. Kitching	.....
16.	P. R. Hargreaves	.....
	D. M. Gledhill	.....
18.	R. Moorhouse	.....
19.	D. K. Haigh	.....
20.	G. K. Rothwell	.....
	Mrs. B. Kitching	.....
	Mrs. M. Chadwick	.....
23.	Mrs. D. K. Haigh	.....
24.	P. Coultread	.....
25.	L. S. Stross	.....

KEN LEE TROPHY

1.	I. K. Hardy	.....	24
2.	G. Chippindale	.....	23
3.	R. Moorhouse	.....	10
4.	D. C. Etherington	.....	8
5.	L. S. Stross	.....	8
6.	H. C. Mason	.....	7
7.	J. D. Bunney	.....	6
	B. A. Kitching	.....	6
9.	P. Hargreaves	.....	5
10.	Mrs. M. Chadwick	.....	4

CHIPPY IOLA VASE

1.	Mr. & Mrs. H. C. Mason	.....	75
2.	Mr. & Mrs. G. Chippindale	.....	67
3.	Mr. & Mrs. M. M. Rogerson	.....	64
4.	Mr. & Mrs. I. K. Hardy	.....	58
5.	Mr. & Mrs. J. M. Busfield	.....	50
6.	Mr. & Mrs. D. K. Haigh	.....	40
7.	Mr. & Mrs. B. A. Kitching	.....	30
8.	Mr. & Mrs. C. S. Shaw	.....	20
9.	Mr. & Mrs. A. J. Hodgetts	.....	8

PCT	J	K	L	M	N	O	P	Total
79	8	8	8	8	8	8	8	135
70	8	8	10	8	8	9	8	129
82	8	8	8	8	12	—	—	126
68	—	9	11	8	8	11	—	116
76	—	8	11	—	8	10	—	113
61	8	12	8	8	9	—	—	106
58	8	8	—	8	8	8	8	106
58	8	8	8	—	8	8	8	106
44	8	8	—	8	9	12	8	97
48	8	8	—	8	8	8	8	96
40	8	8	8	—	8	8	8	88
40	8	8	—	—	9	8	12	85
59	—	—	—	—	8	12	—	79
32	—	6	10	8	9	10	—	75
54	—	—	—	—	—	10	—	64
48	—	—	—	—	8	—	—	56
32	8	8	—	—	—	—	8	56
54	—	—	—	—	—	—	—	54
20	—	—	9	8	—	8	—	45
24	8	8	—	—	—	—	—	40
30	—	—	—	—	—	10	—	40
24	—	8	—	—	8	—	—	40
28	—	—	—	—	—	—	—	28
16	—	—	—	—	—	—	8	24
11	—	8	—	—	—	—	—	19

PCT Previous corrected total.

J Croft 21st June.

K Harewood 28th June.

L Denny.

M Club Night Gymkhana.

N Harewood 26th July.

O Greenwood Practice.

P Croft 9th August.

JUNIOR MEMBERS' CORNER

Some of you have genuine transport problems. If these prevent you coming to meetings or make things very difficult, please write to me. I will then see if some kind member will 'adopt' you, i.e., transport there and back by arrangement direct. This would be a most generous gesture and it is up to you to see that the member is not put to any inconvenience or trouble. Please write to me at this address. Keith Chippindale, The Old Rectory, Bilborough, York, YO2 3PH.

Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date 1970	Event	Status	Centre Annual Competitions
1 September	* Club Night — Birds' Event	Closed	—
13 September	Championship Meeting, Harewood	Nat. Brit.	KB
15 September	Club Night — Social	—	—
20 September	Stone Trough Trial.	Restricted/Jt.	NCK
27 September	Scarborough Hill Climb	—	—
6 October	* Club Night — Safari.	Closed	—
18 October	Croft Members Autumn Meeting	Restricted	NK
20 October	Club Night — Social	—	—
25 October	Greenwood Cup Trial	Closed Jt.	CKA
3 November	Club Night — Social	—	—
17 November	Club Night — Social	—	—
21 November	Annual Dinner Dance.	—	—
1 December	Club Night — Social	—	—
15 December	Club Night — Social	—	—

* Club Night Evening Event.

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.

CORRESPONDENCE—continued

are a grand lot and well worth helping. Their names and addresses will be published later for you to contact them.

Bilborough.

Yours etc.,

Keith Chippindale.

Dear Sir,

May I suggest that there is a deterioration in the type of material which you are allowing to be included in the Yorkshire Centre Circular.

In the July issue you print an artist's touched up picture of Mr. Hodgetts, your City Column is utterly out of place in the Circular and should be discontinued, on page 21 you use language which is offensive and you tread on dangerous ground with your racial humour.

You publish a letter on the subject of apathy and stinginess of the bulk of the members. May I recall my dissertation on this same subject in the Circular of March 1964. In your article on Mr. Goodliff you say that his opinion is that motor sport should be a lot more attractive to spectators if it were in the American tradition. May I also recall my dissertation on this same subject in the Circular in the winter 1964 edition.

The best part of the Circular is the BARCounter which used to be called Mainly Personal. One can

keep track of old friends in that column, perhaps some of your members will not recall that Cynthia Mycock's maiden name was Cynthia Ophelia Pratt.

Bramley.

Birk N. Shaw.

(We are delighted to publish this letter from Birk N. Shaw who the older members will remember used to fill many columns in the early years of the Circular. This sudden and unexpected arrival on the editorial desk may help to clear up the mystery of where he has been all these years and we hope kill for all time the unconfirmed rumours that he has been prospecting for limestone up the Amazon. No doubt we will hear in due course. Ed.)

GREENWOOD PRACTICE—continued

28.	J. B. Spinks (Escort)	28
29.	F. Wood (Anglia)	29
30.	D. Haynes (Rover)	30
31.	P. Snowden (Renault)	33
32.	R. Soper (Cooper)	35
33.	M. Smith (Hillman)	36
34.	Mrs. C. Hardy (Mini)	37
35.	E. B. Wadsworth (Steyr Puch)	40
36.	D. Herbert (Minor)	43
37.	C. Hewitt (Anglia)	47
38.	H. D. Kennedy (Hawk)	60



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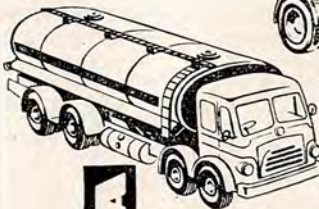
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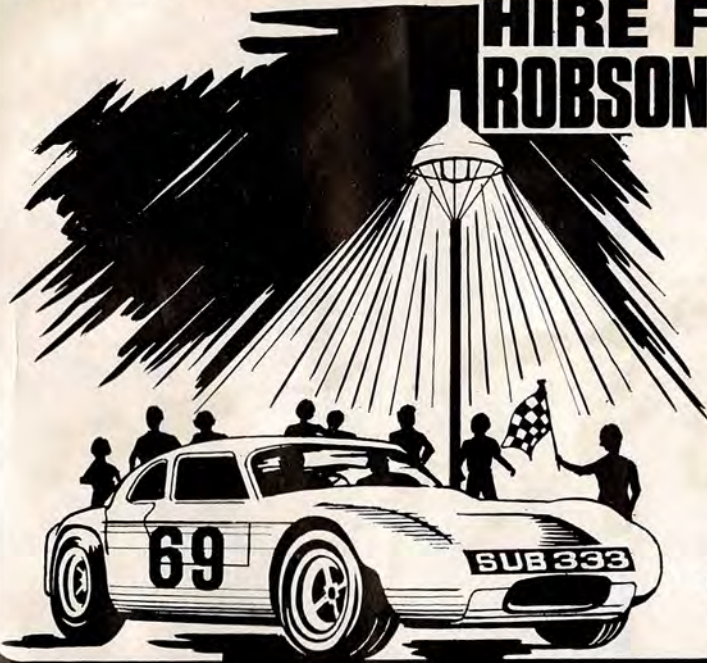
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