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AUGUST

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Those who went up to Croft recently or for that matter anyone who has had to travel north on the A1 this summer will have been amazed at the painfully slow progress of the resurfacing of the Boroughbridge By Pass as well as the ridiculous length of road that they have closed to do it. Another thing that will have amazed you will be the report of the unfortunate death of a cyclist on the same stretch of road. It would appear that the poor chap was killed when he fell in front of a lorry whilst taking part in a 25 mile race or time trial as they are called on this congested part of the road at peak holiday time.

Following the extensive legislation which has more or less cleared the roads of competitive motor sport, it seems incredible that the cycling clubs can still hold races on our main busy dual carriageways. Let us not be hypocritical about this for the Yorkshire Centre of the B.A.R.C. realised a long time ago that rallying and our old style club nights could not be held with the increasing traffic that is on our roads. We also realise that our main trunk roads which are being crowded with heavy goods vehicles should only be used by those with somewhere to go and certainly not for people out for an afternoon run. To run cycle races on them particularly when extensive repairs are being undertaken must be irresponsibility taken to the limit.

The cycling fraternity generally seem to have got rather more pull than the motorists in the way that they can get roads closed for their events. This we do not grudge them and we wish them the best of luck when they hold races over deserted public roads which are properly marshalled. They are keeping the door open for the motoring organisations if ever they should feel like running a proper T.T. again. It is doubtful whether there ever will be another proper road race for cars in the U.K. after the Isle of Man fiasco a year or two ago and so motorists should not cast sour grapes at the cyclists. All we would ask is that our main trunk roads be used for the purposes that they were built.

COVER PICTURE

A rare site at Harewood and one to make any Vintage enthusiast envious are the three superb E.R.A.s in line at the Vintage and Novices meeting.
(Photo. Bob Soper)

Forthcoming Events

Club Night — 7th September

As announced last month, this will be a social evening at the Spencers Arms, Cawthorne and will not be an Autotest meeting to replace the one washed out in August. Cawthorne, which is near Barnsley and among other things is the Best Kept Village in South Yorkshire, has been our most successful social club night venue and we look forward to the usual large crowd turning up this time.

Castrol/B.A.R.C. Hill Climb, Harewood 11th September

With the cancellation of the Scammonden round of the Castrol/B.A.R.C. Hill Climb Championship, it was decided to hold the penultimate round at Harewood on the day before and during practice for the Shell/R.A.C. Hill Climb Championship round the following day. This hill was put in to bring the numbers up to the original maximum since so many members and entrants were relying on the last two to bring their number of events up to seven. Entries are only open to entrants in the Championship, all of whom should now have received a copy of the duplicated regs.

Shell/R.A.C. Hill Climb, Harewood 12th September

The day after the Castrol round, that is the Sunday, is the main event of the weekend and it is, of course, our round of the Shell/R.A.C. Hill Climb Championship. As we go to press David Hepworth is well in the lead this year and barring a major disaster he has only to carry on with the same form that he has shown for the last three years to regain the title he so narrowly lost last season. Shell are also sponsoring the Leaders Championship which is marked on a class basis. Leading this is Tony Bancroft and so, with a bit of luck, we should see both these titles firmly resting in Yorkshire by the end of the day.

The competition alone should be enough to bring every dad in the area to watch but, conscious that the kids may be a little bored, we are repeating the Gala attractions that we had at the Montague Burton Meeting in June with the added attraction of John Pertwee who will come dressed as Dr. Who complete with his special car and if The Master happens to be around, as seems likely, there may even be a spectacular chase all over Stockton Farm. All told it sounds like a pretty good weekend but one word of warning for members. During the preceding week there will be extensive T.V. advertising and we would ask as many as possible



Jon Pertwee will be at Harewood as Dr. Who on September 12th.

of you to come early so that you will avoid the inevitable traffic build up from 1-30 p.m. onwards.

With this 'Circular' are some rear window stickers which we would like as many people as possible to display and if any of you have a suitable window we have lots of bigger posters. Linda is the person to contact at the Centre Office if you need any more of these.

Stone Trough Trial — 19th September

A complete contrast to the noise of the hill climbs is the only fully sporting trial in the club calendar. Those who have never been to the Stone Trough have missed the best day out of the year for it is always held in the best spirit in all motor sport over some of the wildest scenery in Yorkshire just above Grassington. The cars are genuine Trials Specials for this is a qualifying round for the R.A.C. Trials Championship and the drivers, some of the best in the country. The start is around 10-30 a.m. with the lunch stop between opening and closing time.

ANNUAL CRICKET MATCH — 19th SEPTEMBER

On the same day, but not really clashing with the Stone Trough Trial, will be our annual cricket match with De Lacy. Once again our hosts are the Burton Salmon Cricket Club and the match usually gets under way when the drinking set are asked to leave the Plough Inn at Burton Salmon where team tactics are discussed prior to the match. As usual we need a team of 11 able bodied men, and volunteers are asked to contact Harry Mason who is the anchor man this year. After the game it is usual to pop back to the splendid De Lacy clubhouse for a drink and a sandwich for which we give our thanks in advance.

Also on the 19th September the Institute of Advanced Motorists are holding some manoeuvreability trials (driving tests to you and me) at the Bradford Water Pollution Dept, Esholt. They start at 10-30 a.m., there is a small entrance fee to cover awards and regs are available from Frank Twitchett, 7 New Adel Gardens, Leeds 16.

Castrol Trophy Hill Climb, Scarborough 26th September

Our Annual National Hill Climb at Scarborough for the Castrol Trophy is the final round of the B.A.R.C./Castrol Hill Climb Championship and at this stage it looks to be a four horse race between Robert Speak, Chris Seaman, Jim Thomson and David Hepworth who is the dark horse of the group. This means that the successor to three times winner Jeff Goodliffe must be a Yorkshire Centre member and the title will stay up here. Practice is on the Saturday and the first timed runs on Sunday start at 1-00 p.m.

On the Saturday evening there will be the usual Scarborough binge at the Prince of Wales Hotel where the club has made a block booking for the evening. It is essential to mention the B.A.R.C. when booking your rooms otherwise they will say that they are full. You should contact the hotel direct — The Prince of Wales Hotel, Scarborough, Tel. Scarborough 66601 — as soon as possible to be certain of a room. Tariff is as follows.

Bed and Breakfast	...	£2-50
Dinner, Bed and Breakfast		£3-50
Private bath extra50
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During the evening there will be a dance to the Simon Peters discotheque and tickets for this, price 30p will be on sale at the Control bus on Saturday afternoon or in advance from Linda at the Centre Office.

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ANNUAL GOLF TOURNAMENT

After many years the Yorkshire Centre Annual Golf Tournament was revived last month at the Scarcroft Golf Club. Unfortunately it was not possible to use the course on a weekend and so the field for a Tuesday afternoon was limited to eighteen souls who could convince those at work that they had a granny to bury. There were a few hangers-on who turned up to watch and generally put off those involved in the serious business of hitting a small ball up and down two large fields.

The entry was surprisingly graced by the presence of three of our London members including General Secretary, Graham White who, now that he has broken the ice, we hope will be able to attend some of our local motoring events. Others in the entry were the Oldhams, Derek Clark who was the main organiser and David Stead, all playing at home as it were and four visitors of whom the best was Jeremy Wynne. The marking was the Stableford system which is an involved affair where one's handicap is equated to the par figures for each hole and one can only gain points against par. The worst possible mark is zero which means, with respect to those competing, that at this level of golf one bad hole will not put out of the running someone who has been doing very well all afternoon.

After nine holes it seemed that everyone was on form for Mervyn Oldham was just one stroke

ahead of David Stead with Peter Rogerson and Derek Clark a further stroke behind. Coming back things were even closer for Mervyn had a few excursions — even the best go astray sometimes — whilst Derek Clark played a blinder and as they got to the last hole was only one over par for the nine holes. Mervyn had two bad scores which had dropped him back as had David Stead but the unexpected happened and Derek failed to score, David equalled par to be level with him and with all to play for Mervyn went one under to win by one stroke. The first three all went round in an actual score of 86. Harry Mason who only plays once a year won the B.A.R.C. booby prize of two balls with which he was delighted. As he said afterwards 'I lost mine on the way round and needed some new ones'.

Results

1.	M. K. Oldham	40
2.	E. D. Clark	39
	D. P. Stead	39
4.	P. Rogerson	35
	J. Cockayne	35
6.	B. J. Bendall	31
7.	G. D. White	30
	J. Wynne	30
9.	T. Ellerby	29
10.	P. Cumming	28

Continued on page 20



"even the best go astray sometimes"

(Photo. Bob Soper)

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BARCounter

Two weddings this month. Firstly we congratulate **TONY ARMITAGE** and **JULIE DUDLEY** who were married in July at Collingham. Tony used to be one of the more promising of the autotest drivers a year or two ago when he had his Sprite but the purchase of a Ginetta soon put a stop to all that. His present mount is a G.T.6 which is hardly the thing for competitions but now that he is married he should be able to borrow his wife's Cooper. This is the actual car that Harry and Barbara Mason thrashed the daylight out of before they bought the present 'S' and so it should know its way round pylons by now. Tony and Julie are now living in Clifford after their honeymoon in the Greek Islands.

The other wedding was a typical B.A.R.C. do, when **ELIZABETH MASON** who is the daughter of Harry and Barbara Mason was married in Bardsey Church to **CHRISTOPHER EASTER**. Elizabeth has attended B.A.R.C. events for a very long time now — since she was a small girl, in fact — but Chris, whom she met at the Askham Bryan agricultural college, is a comparative newcomer to the sport. They have been to Spain for their honeymoon and have taken a flat in Newcastle (where Chris is still studying agriculture) pending a decision whether or not to take up an appointment in Australia.

On behalf of all their friends in the B.A.R.C. we would like to wish both couples every happiness and success in the future.

Good wishes now to **JOSEPHINE LEE** who was taken badly at Croft with stomach trouble which turned out to be an appendicitis. With Josephine things are never simple for this time she found that, having just moved into Thorner, she was not registered with a doctor. Having had little joy by ringing round the surgeries she decided to pop into her car and present herself at the Infirmary. There she was examined promptly where the condition was correctly diagnosed and she was told that she would have to stay the night and they would operate next day. "I can't do that" she told them "my car's on a meter" and promptly discharged herself returning next day in good time to have the offending part removed. At the moment she is convalescing but with a bit of luck may be pottering about the paddock on the 12th.

We send our best wishes to **ANN LINCOLN**, wife of committee member, David, who is now well on her way to a full and complete recovery from a major heart operation. Their many friends in the Yorkshire Centre hope that we will be seeing Ann at some of our events soon now that this difficult time is over.



Josephine Lee — had her appendix out.

Those of you who saw the Montague Burton Hill Climb in June will have sympathised with **JACK MAURICE** who wote off his immaculate 4WD Marsh Special during the weekend. Jack tells us that the front end was so badly damaged that the easiest thing to do was to re-convert to two wheel drive and then drop the whole power unit (4.2 G.M. Motor and gearbox) which was undamaged, into a Palliser Atlantic chassis that is similar to the Cusmac car. With this car he intends to do the rest of the Shell/R.A.C. Championship and if it goes well, keep it for another year and tackle the 1972 Championship in earnest. Living in Gosforth, Jack is one of our out of the county members which precludes him from all but the speed events that he enters but, as with many others of our far flung members, he takes a keen and active interest in all that goes on. For the past two seasons he has competed in a rather delectable 250 LM Ferrari with which he has gained over 50 awards including second place in last year's Shell Leaders Competition.

In the paddock at Croft was **PETER HANSON** now fully recovered from his neck injury sustained in South America. Peter is no longer driving Tommy Clapham's Taydec and is looking round for a drive either in long distance sports cars or single seaters.

In the small ads this month is **RICHARD BLACKMORE'S** Terrapin which he has campaigned for a few seasons with above average success. The reason for the sale and the non appearance this year is that Richard has now taken up gliding, a sport at which he is quite proficient having gone solo over fifty flights ago. So far he has used other people's gliders but now has decided to buy his own for which he is, so to speak, raising the wind.

The present hill climb 'circus' know how to enjoy themselves and at the recent Bouley Bay Shell round, things were little different from usual. Having had a good meal followed by just the odd pint they all rolled back to their hotel to carry on with a nightcap. On their return, to their dismay, they found that the bar had just shut and the barman was not keen on reopening it. After a quick con-

ference the manager was called but he was less-co-operative and so some quick action was called for. He was led gently outside and shown the swimming pool where it was pointed out to him that either the bar opened or he took a swim. They all drank happily into the small hours.

After Bouley they all moved on to Gurston Down for the Castrol round and here, during practice some of them indulged in a little car swapping. Spotty had a go in the Hepworth and David Hepworth borrowed Tony Harrison's big McLaren. Going up all was well but coming down again there was trouble. David set off first with Spotty close behind until they got to one corner where Spotty arrived to find silence and no sign of the McLaren which, like Mary Rose, had vanished into thin air. He could see the start line but there was no trace of David who is hardly the size to lose easily. Everyone stopped and started a search which led them along a narrow path into a cornfield where, 100 yards in, they found buried under a pile of newly threshed corn a spluttering driver and car. The car was undamaged except for being full of corn but the Yorkshire Centre members present

Continued on page 18



Peter Hanson on the grid at Croft last year. He is now looking for a drive for next season. (Photo. Bob Soper)

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VINTAGE AND NOVICES HILL CLIMB

by KEITH HELLIWELL

The successes of ERA RD4 were added to at the Vintage and Novices climb in July, when Neil Corner roared away to great victory during the Top Ten runs, in which he recorded 47.08s for a new Historic over 1501 c.c. class record. Tony Merrick and Guy Smith battled their cars, respectively ERA 1A and Frazer Nash Alvis, over the same runs for second fastest which eventually fell to Tony's ERA thus holding the first two places by a small margin.

Phil Bennett had a fine win over the Novices section, his 'E' Type Jag being followed closely by David Hamer's LB Vauxhall and Graham Ashley-Smith's Terrapin.

A determined Dave Abram took the premier pot back to Lancashire with two neatly tweaked runs from his 1.3 Touring Class Sunbeam Imp Sport, with Paul Adelman and Peter Dolan in a pair of dicing Minis both trying hard to be second. But Paul's few more c.c.'s did the trick whilst Mike Guest had to make do with fourth for his Cooper. Jacky Jackson wasn't being left out either as she claimed the Ladies award. Her Mini being followed by that of John Edmond and the 875 c.c. Hillman Imp of David Dyson. Suffice it to say that all finished under the minute!

Only four entrants arrived for the over 1.3 class. These were Bob Bingly, Ford Escort Mexico, Malcolm Rogerson, Ford Cortina 1600E, Tom Tannant, Ford Cortina GT and Paul Ashford in a Ford Old Peculiar and with a description as that the car should have an interesting line of ascendancy. After trying all season against formidable opposition, Bob Bingly made up for all at this meeting. Finishing a clear second ahead of Paul Ashford whose line was not in keeping with his car. Leaving into the bargain Tom Tannant and a tuneful Malcolm Rogerson.

Barry Spinks had a clear win with his Cooper S from Norman Lewtas in his Escort TC, in the Special Series Touring class. Runners up were David Whitam, Cooper S, Richard Jackson, Sunbeam Rally Imp and Jim Clarkson in his Cooper S.

The smaller Special Saloon class had but two entrants, these were Ian Gaskell and Brian Frank, both driving Mini Coopers. Unfortunately Ian completed only one run whilst Brian made himself unchallengeable with a couple of quick runs. Like-

wise Mike Beckett didn't hang around in the larger class. His 1.7 Anglia built up a lead of over 2 seconds from Mike Barker's Cooper S, which was the only B.L. car amongst the Anglias of Chris Sutcliffe (Daimler 2.5 engine), and John and Morris Carhart sharing their 1.5 Anglia.

By merging the 1.3 Marque Sports and Mod-sports class a fair entry of Sprite and the lone Midget of Phil Smith had been made. But it was Peter Hargrave and Phil Reynolds who ceased to be Novices by the end of the day with Phil having for a time been in the lead. Taking third was John Baker-Courtney with Phil Smith, Jim Wroe, Neil Spaven and Mike Hinchliffe making the rest of the field. The 1.3—2.6 Marque class became somewhat processional with Peter Scott-Walter in the lead. His TVR Vixen being chased by Peter Bird in the Morgan 4/4. Christine Ashford M.G. B, Nigel Newton, Triumph TR2 and Jan Wilton, having her share of the Morgan 4/4.

The remaining Marque, Modsports and GT & Sports/Racers over 1601 c.c. were all merged. Yet still only four competitors mustered for the combination. These being Phil Bennett and Tony Pasley in the 4.3 'E' Type Jags. and Henry Thirsk and John Baker-Courtney in 3 Litre Marcos and Aston Martin DB3 respectively. From the first runs it was an obvious dice between the two 'E' Types with Phil being that bit quicker and seeming set for an FTD. Another tail chaser was in the 1.6 Clubmans Sports cars class. Where Ian Curtiss took the lead with his Mallock U2 as Hugh Denholme intervened his Lotus Seven between the Mallock U2's of Jane Beardsley and Geoffrey Deakin.

Of the two Racing Car classes, the 1100 c.c. class was perhaps the best subscribed of the day. In this class Graham Ashley-Smith went on his way to give his Terrapin the class win and line himself up to finish in the FTD's. For a time Richard Moncrieff had his Britannica Tojeiro in second place from Allan Stephenson's Cooper T76 and Ted Gledhill's Tefra Imp. But then Alan Panton got his Vixen F4 Imp motoring to take over second just one second away from the class leader. Ken Hartshorne was another who made a good improvement and so he finished fourth with the Cooper T67.

In the last racers class David Hamer was left a lonesome runner in the LB Vauxhall with which in the Top Ten he was to finish with 2nd FTD.

The Vintage Touring class again provided Roland Medley with a win in his Humber Chummy. Not quite able to break his class record as he kept a commanding lead over Centre Committeeman John Busfield who was driving Geoff Winder's Austin Seven Tourer. In the Vintage and PVT Cars up to 1100 c.c. both Geoff Winder and Jim Bunney were driving Geoff's Austin Seven Ulster with Geoff taking the honours.

Richard Clark was well in front with the HRG Meadows in the PVT Sports cars 1101—1500 c.c. class. With Derrick Edwards being that little bit quicker than his Aston-Martin Ulster co-driver Judy Hogg, on the last runs and thus taking second. Fastest in the Vintage section of the 1501—2500 c.c. class was Chris Winder in the La-Francis Alvis, whilst Mark Oddie was out front in the PVT section with the Frazer Nash BMW. For the Vintage in the over 2501 class was Trevor Whittaker with the Chrysler 75 and overall fastest in the class was Bob Alexander in the SS Jaguar 100. Bob also was second (to himself!) this time driving the Lagonda M45.

Of the Vintage and Historic Racing cars Tony Merrick was on top in the 1500 c.c. class. His car being the ERA R1A., and Neil Corner was again in charge in the over 1501 c.c. class with his ERA R4D. Both these two having set up new class records.

Again the class for M.G. Type 'T' cars was included which collected a good entry. It was of course fitting that the record holder should take the class and in doing so Dave Clewley improved his record to a remarkable 51.30s which in the vintage run offs he further improved to 50.86s. Alastair Naylor and Nicholas Taylor fought hard for second place which was resolved in favour of Nicholas on the late runs.

A class for Post Vintage Cars had been established in which John Brown and Dennis Pegg found themselves with their Lotus 11's. As did Gordon Chippindale with his M.G. 'M' Type. However it was the Lotus 11's of John Brown which took charge of the class and further improved on the second runs.

Several competitors made further improvements in Top Ten run offs and in the Novices Phil Bennett became fastest Novice with 47.73 as David Hamer got down to 48.45s and Graham Ashley-Smith at 48.48s. As in the Vintage TT Neil Corner headed the list with 47.34s which he improved to a cracking 47.08s followed by Guy Smith at 49.58s, Tony Merrick at 49.85s.

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SEPTEMBER CIRCULAR

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

WEDNESDAY 15th SEPTEMBER

otherwise publication in that issue cannot be guaranteed.

TAKING THE ODD PHOTOGRAPH

by ROBIN REW

The clarion call from the Editor inspired me to break off from sorting the mail to pen a few thoughts (on a typewriter) on the subject of photography, particularly of motoring events. My profession is photography of this subject but I am none-the-less interested in the simple problems of what equipment to use, particularly when I have to supply it to another photographer who is doing work for me.

Gone are the days when a decent lens cost a fortune and a Leica or Contax was essential to do this sort of work. A really workmanlike SLR can be bought for under £50 which may even be used for hard professional use, complete with a standard lens which will produce results virtually indistinguishable from those from a camera costing 5 times as much. The new Practica L is an example which comes to mind as a cheap alternative to the Pentax, although I have no long term personal knowledge of the Practica except to find that it handles very well. One 6 year old amongst my Spotmatics has had over 3,000 films through it and only failed once through no fault of its own; early Pentax SLRs were not so reliable I am told. I have tried various cheap telephotos over the years but invariably the cheapest fall down on contrast far more than on definition. Sharpness is of little use if not accompanied by contrast, the pictures look dull and flat, colour pictures seem to have a misty effect. The early Hanimex lenses were a typical example. Latterly new Lanthanum high-refractive glasses as first used by Voigtlander are being used by the major German and Japanese lens-manufacturers with much improved results. The Meyer pre-set telephotos in the Orestor and Orestegor series are superb and cost only about £25 for a 200mm, the Japanese Soligors come in most sizes but their 200mm F3.5 with Automatic diaphragm is a gem at about £42, very crisp and contrasty. I have tried Zoom lenses over and over again but the best are not as good as a medium quality prime-lens and cost a fortune. The cheaper ones, like the Soligor at about £62, are excellent in some ways, again this one has good contrast but at no aperture or focal-length setting is it really sharp enough.

My own lenses are mostly Zeiss Sonnars which have only one fault, they are very heavy. If I were an amateur I would probably choose a camera similar to a Practica and one good 200mm lens,

buying the two for less than £100. One practical alternative now is the very little publicised Enna socket-system which radically reduces the cost of a set of automatic lenses. First one buys a unit about the size of a standard SLR which contains only the focussing movement, the aperture setting diaphragm and the automatic diaphragm mechanism for about £30. It has no glass in it at all and screws or bayonets into whatever SLR you have. Then you buy from a range of lenses available from Enna (a German firm of high repute) in the form of optical heads, each of which bayonets into the aforementioned socket very quickly and becomes a fully automatic lens. These lenses or optical heads cost on average £30 each and they vary from about 30mm wide angle to 240 mm telephoto, all fitting the same socket. One is expensive but consider the cost of, say, the ideal set of motor-racing lenses which would be the 240mm tele, the 135mm tele, the standard 5cm F.1.9 lens, the 30mm wide-angle; at an average price of £30 plus £30 approx for the socket and the system begins to make sound sense. £150 for 4 high quality auto lenses which take up about 40% less room than conventional lenses and are quick-change into the bargain must be attractive. For less than £200 you can have all these and a good camera body. I think that I would opt for this if I started again.

Taking action pictures is a matter of dedicated practice. One must concentrate on the job in hand and practice panning in the way that a golfer practices his swing. Follow-through is just as important and one must pick the car up in the viewfinder very early, long before the point at which the photograph is going to be taken, and pann through the whole of the passage of the car, pressing the button as one does so but continuing the panning motion right through. I always pann a few times on cars before I plan to take the pictures and vary the focus until the cars snap into focus at the point at which they make the ideal picture. When using a telephoto, try to find a point on the lens barrel to hold with the left hand to steady it, perhaps the lens-hood but not the focussing ring unless you want to shift the focussing! A few minutes practice without taking pictures is worth a good few wasted frames.

I hope that these notes are of some help to you, good shooting!

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Correspondence

Protests

Dear Sir,

I was very interested to read P. Ashford's letter on the above subject, and since the cap fits — I'm wearing it. An appreciation of the facts would help in understanding why a protest is made, and why the size of the protest fee is irrelevant.

Last Winter I read the BARC's speed event rules, bought a car and modified it within the framework of those rules, and eight months later having spent several thousand pounds, the car is still not accepted in the correct class within the framework of those rules.

Facts:

1. The Lotus 46 Europa is a marque sports car, having been accepted as such since 1970, but due to errors was not actually printed in the list — see Mike Wilson.
2. The speed event classes rules specifically allow a Marque Sports derivative to be entered as a Mod Sports. — See letter to Autosport and Mike Wilson's recent circular.
3. A letter from Lotus's chief design engineer states that a 47 Europa is a derivative of a 46 Europa, and once modified you couldn't tell the difference anyway — again Mike Wilson has a copy.

This is why when you see something else which you don't consider fits those same rules you protest.

Yours sincerely,
Trevor Smith.

Dear Sir,

The tone of Trevor Smith's letter suggests that he is being cheated with regard to the classification of his Lotus 47.

For the record, last Winter Trevor contacted me and asked which class a 47 would be allocated into and I advised him that I saw this as a Class 14 G.T. & Sports/Racing Car. Trevor accepted this and I have an entry from him for the Castrol/B.A.R.C. Hill Climb Championship nominating his car as Class 14.

I in company with our Scrutineers still believe that this is a correct allocation and we have never wavered all season. The fact that another, slightly controversial, motor car has now entered Class 14 does not change the eligibility under the rules of a Lotus 47.

Yours etc.,
Mike Wilson.

Leeds.

Dear Sir,

It is now over 12 months since a small group of us expended a considerable amount of energy, not to mention the wasted drinking time, on a sponsored walk on behalf of the club. Since then not a word of thanks has appeared in the 'Circular' nor have any details of the considerable amount raised been printed. Is there any reason for the way that you choose to ignore people who do these voluntary things for the club?

Yours etc.,
Leeds. Disgusted walker.

Ed.—Yes, I suggest you contact the organiser for I am still waiting for these details which have not yet been sent to the committee.

P.S. Same as the Denny results!

Dear Sir,

Having watched the chaotic start to this year's British Grand Prix, I venture to offer a suggestion, that in my own experience as a very small time and now ex motor racer entirely eliminates — from the drivers angle — any doubt as to the drop of the flag.

We all know the glorious, tense few seconds before the start. The flag waves in the wind, you think it is coming down, your neighbour inches forward and still the flag is up. Of course, in a fraction of the time it has taken to write this bit the flag is up and down and depending on the way the starter does his job, everyone is off to some sort of start.

In the few years of Club Circuit racing I did, my answer to the flag dropping business was, watch the starters hands, no doubt when they move.

It may be said, the rear of the grid can't see. This does not matter, the trouble starts at the front and you won't be at the back if you hope to do any good. If you are, you can shuffle off when the smoke and dust subside a bit.

Yours etc.,
Filey. Stan Newton.

Dear Sir,

As far as I am concerned, as a driver at the majority of all speed events organised by the Yorkshire Centre, they are extremely well run. But I must mention one little point that rather annoyed me at the Vintage and Novice event. For this event I was excluded from entering by no longer qualifying as a novice, I was persuaded by fellow Terrapist Graham Smith to act as his mechanic.

Continued on page 20

found the whole thing more amusing than did Mr. Harrison or the farmer. David assures us that he will know better than to try to squirt a McLaren round a downhill bend in future.

It is now history that the British Admirals Cup Team which contained Yorkshire Centre member **ARTHUR SLATER** was victorious in the recent series of Ocean races off Cowes and we would like to add our congratulations to those already expressed. Those who saw Arthur in the interesting T.V. programme recently will realise that in Ocean Racing there are far more protests than even a Formula Ford race at Croft and consequently the opportunities for gamesmanship increase. After one of the shorter races off Cowes there was a report in the Financial Times of a possible protest against Prospect of Whitby by an Australian boat. The report went on that 'After some straight talking between Arthur Slater and the Australian Skipper the matter was resolved'. It would be interesting to know what was said!

It is not unknown for Linda to make the odd mistake when her typewriter gets the better of her and most of you will have heard of the disaster when she wrote to a member called White and pressed the S instead of the W. It must be the time of the year, for things keep happening. Armed with a pile of stuff including all the latest Castrol Championship results in envelopes to be posted, she set off from the office to her car and, after driving for two miles, couldn't remember whether they had been posted or not. They weren't alongside her in the car but with an uneasy feeling she went back to the office to check. No sign of them there, but she just could not remember putting them in a box and throughout the evening was a little concerned about them. The mystery was soon solved when a call came from Millgarth Police Station asking her to collect two hundred letters that had blown off the top of her car when she left the car park. To complete an eventful week Linda was on her way to work when she thought that it was a little bit hot in the car. Looking round she saw smoke coming from the boot and, quickly stopping, she dashed out to open it and find her spare gallon making a perfect bridge across the battery terminals. Fortunately Boris Hardcastle was passing in the other direction with a club extinguisher aboard and quickly put the fire out. Such is life.

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

By the time you read this there will have been a Castrol round at Cadwell Park which should have made things at the top even tighter for, as we come to the penultimate round at Harewood this Saturday, all but Peter Voigt and David Hepworth of the contenders will have completed a maximum of seven rounds. The other leaders can now only improve their score by doing better than their previous lowest marking. At this stage Robert Speak looks to have the edge over Chris Seaman as his lowest mark is 5.57 against 7.70 but Jim Thomson is only eight points behind with one less event scored, and David Hepworth could upset everything with three quick runs at the last three meetings.

Positions after Pontypool on 1-8-71 are :-

1.	R. Speak	60.59
2.	C. Seaman	60.30
3.	N. Porter	55.41
4.	R. Jones	54.61
5.	T. Smith	54.58
6.	M. Bartram	53.75
7.	J. Thomson	52.58
8.	S. Smith	51.39
9.	M. Flather	49.57
10.	C. Cramer	46.82
11.	J. Robinson	46.17
12.	R. White	45.82
13.	F. Aston	45.46
14.	J. Pascoe	43.38
15.	A. Boyle	40.76
16.	D. Hepworth	39.12
17.	P. Voigt	37.06
18.	J. Meredith	36.59
19.	R. Thwaites	36.57
20.	E. Spencer	31.29
26.	Miss P. Hopkinson	27.78
31.	M. Allan	25.01
36.	A. Jackson	18.86
37.	P. Varley	18.71
39.	C. Harrison	18.22

Amsterdam Trip — 21st October

A last reminder for those wanting to go on the Amsterdam trip organised by David Easthope. Full details were printed in last month's 'Circular' and anyone who is interested should get in touch with David immediately at Leeds 73155 (day) or Otley 3964 (evenings).



Some Croft scenes this year taken by your editor. From the top left to right — John Lambert in the assembly area. Peter Smith in the paddock. The special GT's leave the line. A very close under 1000 c.c. race.

Small Advertisements

Members are reminded that the small ads column of this magazine is open to anyone who has anything they wish to buy, sell or exchange or if they have any printable announcements they wish to make. Our rates are 10p per line (approx 9 words) with a minimum charge of £1 if it is not prepaid. Unfortunately we have to make this minimum charge for even Linda's time is valuable these days if she has to make out a lot of invoices for very small amounts.

Mobile Telephone Units

The club is lucky to have two legal and fully licenced radio-telephone units for the use of incident officers at Harewood and Croft, and this is entirely due to the efforts of Boris Harcastle who has done all the negotiations with Pye and the Post Office. We wish to put on record our thanks to Boris for his work and also to Messrs Pye

Telecommunications Ltd. who have kindly lent the units.

Castrol Motor Club Quiz 1971-72

The reason that the Castrol Quiz seems to come round again so quickly is that our team in the last two years has done so well that the event has stretched into the summer each time. For the 1971-72 quiz your committee had no hesitation in asking last year's three stalwarts to represent us again, but each one said that they would prefer to stand down and give someone else a chance. A lot of arm twisting and the threat of stopping his beer and whisky finally persuaded David Scatchard to retract, but both Roy Batty and Chris Winder were firm and so we must find two new members for the team. We have decided that the fairest way to do this is to have a quiz of some sort at a club night in the future (most likely October) and from the results pick our members. There may be something in a duplicated sheet with this 'Circular' or if not there will be full details next month.

ANNUAL COMPETITIONS

PEARCE TROPHY

	P.C.T.	I	J	Total
1. A. J. Hodgetts	74	8	8	90
2. D. Easthope	73	8	8	89
3. H. C. Mason	69	8	8	85
4. J. M. English	74	8	—	82
J. R. Hardcastle	74	8	—	82
6. M. S. Wilson	64	8	8	80
7. Miss L. Thornton	69	8	—	77
8. D. N. Townsend	59	9	8	76
9. A. G. Jackson	59	8	—	67
Mrs. J. Jackson	59	8	—	67
11. D. M. Dalrymple	56	8	—	64
T. M. Wood	48	8	8	64
13. G. F. Chippindale	55	8	—	63
I. K. Hardy	55	8	—	63
15. P. J. Griffin	48	—	8	56
H. A. Pickard	40	8	8	56
17. C. R. Jackson	36	8	—	44
18. D. M. Gledhill	40	8	—	48
19. Miss J. S. Lee	32	—	8	40
M. M. Rogerson	32	8	—	40
21. B. A. Kitching	39	—	—	39
22. P. R. Hargreaves	36	—	—	36
23. J. M. Busfield	25	10	—	35
24. A. E. Spencer	34	—	—	34
25. B. Marsden	32	—	—	32
26. D. K. Haigh	19	—	—	19
T. Smith	19	—	—	19
L. S. Stross	19	—	—	19
29. R. G. Moorhouse	18	—	—	18
30. Mrs. M. Chadwick	17	—	—	17

CHIPPY IOLA VASE

1. Mr. & Mrs. G. Chippindale	33
2. Mr. & Mrs. I. K. Hardy	32
3. Mr. & Mrs. A. G. Jackson	31
4. Mr. & Mrs. H. C. Mason	27
5. Mr. & Mrs. M. M. Rogerson	26
6. Mr. & Mrs. B. A. Kitching	25
7. Mr. & Mrs. D. K. Haigh	20
8. Mr. & Mrs. A. J. Hodgetts	16
9. Mr. & Mrs. J. M. Busfield	10

KEN LEE TROPHY

1. G. F. Chippindale	13
2. I. K. Hardy	12
3. P. R. Hargreaves	8
4. A. E. Spencer	6
B. A. Kitching	6
A. G. Jackson	6
7. Mrs. J. Jackson	5
T. Smith	5
L. S. Stross	5
10. R. G. Moorhouse	4
C. R. Jackson	4
J. M. Busfield	4
13. Mrs. M. Chadwick	3
14. R. W. Fryers	2
R. H. Evans	2
H. C. Mason	2
17. D. N. Townsend	1
G. D. Taylor	1

CORRESPONDENCE—continued.

Now to the point of my letter. For this event someone had changed the 'normal' paddock layout so that all the racing cars were at the bottom of the paddock hill. Great — except that 90% of these cars in classes 16 & 17 are not equipped with any form of self-starting and require a push start, while the vast majority of the remaining entry were parked above — all with self-starters anyway.

However, as a small consolation for my many lost lbs., I am happy that 'my' driver came 3rd F.T.D.

Yours etc.,

Leeds.

John B. G. Buck.

GOLF—continued.

11. J. Quick	27
12. F. J. Fullerton	26
A. G. Jackson	26
14. A. J. Armitage	25
15. K. J. Oldham	23
16. M. Rogerson	17
17. H. C. Mason	16
18. A. Crowther	7

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Dates for your diary

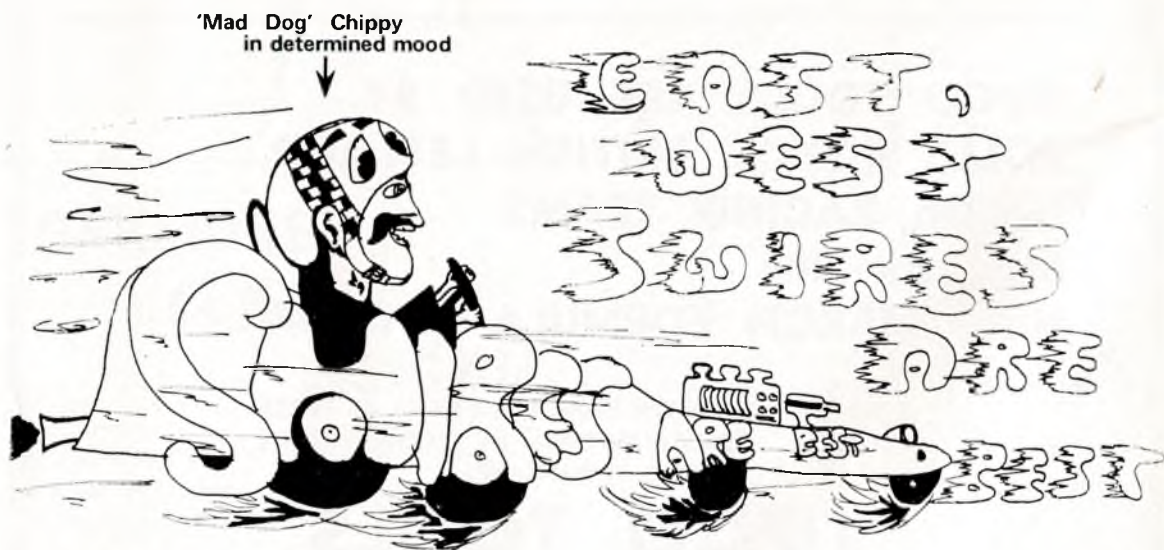
YORKSHIRE CENTRE PROGRAMME

Date 1971	Event	Status	Centre Annual Competitions
7 September	Club Night — Cawthorne	—	—
12 September	Shell Championship Hill Climb	Nat. Brit.	NKB
19 September	Stone Trough Sporting Trial	Restricted	NK
25 September	Scarborough Dance	—	—
26 September	Castrol Trophy Hill Climb, Scarborough	Nat. Brit.	NKAB
17 October	Croft Race Meeting	Restricted	NK
31 October	Greenwood Cup Trial	Closed Jt.	NKCA
20 November	Annual Dinner Dance	—	—

CENTRE ANNUAL COMPETITIONS

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

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



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