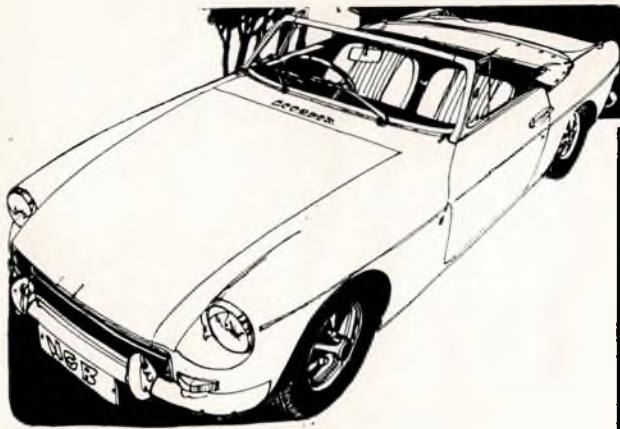




# YORKSHIRE CENTRE CIRCULAR



NOVEMBER **71**



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# YORKSHIRE CENTRE CIRCULAR

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## EDITOR

R. SOPER  
Bramham, Yorks.  
Tel. Boston Spa 84 3772

## ADVERTISEMENT MANAGER

M. S. WILSON  
Silver Royd House, Leeds 12  
Tel. Leeds 630944/638392

## YORKSHIRE CENTRE

B.A.R.C. YORKSHIRE OFFICE  
6 Sidney Street, Vicar Lane, Leeds 2  
Tel. Leeds 38972

## VICE-PRESIDENT

A. J. Burton  
Carlshead House, Sicklinghall  
Tel. Wetherby 2861

## CHAIRMAN

M. S. Wilson  
Silver Royd House, Leeds 12. Tel. Leeds 630944/638392

## VICE-CHAIRMAN

B. W. Moss  
'Ryecroft', Wakefield Road, Lightcliffe, Nr. Halifax.  
Tel. Halifax 21212

## SECRETARY

H. C. Mason  
4 South Parade, Leeds 1. Tel. Leeds 20756

## TREASURER

M. H. Whaley  
Guiseley Garages Ltd., Otley Road, Guiseley  
Tel. Guiseley 2244

## COMPETITION SECRETARY

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'East Fold', 17a Eastgate, Bramhope, Leeds  
Tel. Arthington 2375

## SOCIAL SECRETARY

L. S. Stross  
'The Coppice', 276 Alwoodley Lane, Leeds 17  
Tel. Leeds 682870

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Townsend.

In the correspondence column this month is a letter from a member making the old plea for a class for perfectly standard road cars on speed events. Unfortunately, from the organisers point of view, this is just not possible as it is impossible to define a perfectly standard road car. Why is this? Well just look what has happened when someone tried to do this this year.

With the best will in the world, the Ford Motor Company announced a championship for Escort Mexico's, tuning being restricted to different tyres and a roll cage. First prize was an RS1600 and the object was to enable the club driver to have a good season's racing in his road car with the best driver getting a competitive vehicle for next season. Look what has happened. Those who bought Mexicos to enter in the true spirit of the competition are now lucky to remain on the same lap as the quick cars driven by semi-professional works drivers. The RS1600 will go to a driver who could choose his drives anyway and those for whom the championship was intended will be able to look forward to another season as also rans.

That is why we do not have standard car classes, for it is a well known fact that it is far more expensive to prepare a standard car than one where tuning is unlimited. Anyone who has raced in Group 2 will confirm this. People say that the simple answer to this is to ban the trade from this type of competition, but where would you draw the line? Ford, Lotus and Ferrari are the trade. So are all the dozens of small garages and garage owners who make up the bulk of our entries. It would hardly be fair to ban someone who owned a small accessory shop just because he was in the motor trade and then welcome with open arms some wealthy person who could buy the best car and afford to spend thousands on it.

By far the fairest way is to do as we do now and let everyone enter and do just about anything that they like with the engine. Then everyone knows that it is up to them to do as much tuning

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## COVER PICTURE

"No Lesley, it says nine not one at my side" says Morris Whaley as the Winder Humber mounts a crest on the Greenwood. (Photo Ken Hartley).

as they feel able to afford. After all there are a very large number of B.A.R.C. events that people can enter in standard cars with a good chance of success. As regards the various championships, some are designed for all comers and carry considerable prestige, others are there for the ordinary clubman. It would be better if the more professional part of the trade were to look carefully at each one and decide whether they would sleep easier at night if some were left to the amateurs.

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## Forthcoming Events

### Annual Dinner Dance — 4th December

As we go to press, tickets for the dinner dance are selling like hot cakes and by the time you read this they should all have gone. There is just the chance that there may be the odd cancellation which means that anyone who has not booked yet may still get a ticket. If you don't want to miss the best social evening of the year, then ring Linda at Leeds 38972 as soon as possible to see if she has any spare tickets.

### Club Night — 7th December

As reported briefly last month, Bill Robertson will be showing all his latest colour slides taken at Harewood throughout the year as well as a few shots of Croft. We have booked the big room at the Clap Gate Inn, Kearby, which should hold the large crowd expected, and so there will be plenty of room for everybody. These shows by Bill Robertson are very professionally done with taped commentary and, of course, the standard of photography is very high indeed. He doesn't just concentrate on the few very quick cars, but has pictures of most competitors on one day or another.

For those who have not been before, the Clap Gate lies between the Leeds/Harrogate Road (A61) and Wetherby. From Leeds take the A61 and turn off at the junction to Kirby Overblow and Sicklinghall about a mile after Harewood Bridge, and then follow the sign posts to Sicklinghall. The Clap Gate is on its own on the left just before you get to Sicklinghall. From the East take the Harrogate Road out of Wetherby but go left by the Boat House Cafe again following the sign posts to Sicklinghall where you should go through the village and the pub is on the right hand side. The show starts about 8 p.m.

### Club Night — 4th January

For the January Club Night we have, in association with Shell, booked A. F. Rivers Fletcher to come and talk to us on hill climbing and show some of his magnificent films. Having

seen one of Rivers' film shows before, your editor can assure you that this is one evening that no one should miss. More details next month.

### Castrol Quiz — 17th December

It is Castrol Quiz time again and in the first round we are drawn at home to the David Brown Motor Club from Huddersfield. Our team this year looks to be quite a formidable one again for we have David Scatchard from the old firm joined by Roger Ellis and Paul Hargreaves who have previously been the backbone of the Y.S.C.C. team. These three should take a lot of beating and we hope that as many of you as possible will turn up to give them moral support.

A new venue has been chosen for this round and it is the Lightcliffe Conservative Club which is situated in Wakefield Road, in Lightcliffe. For those who consider the Halifax area a foreign country, Lightcliffe lies just to the south of the A58, between Halifax and Brighouse. The start will be at 8 p.m.

### Film Show — 18th January

Advance warning that our winter season of film shows will start again in January and there will be quite a lot of new films on show. As usual they will all be held at the Bramley Liberal Club. More details next month.

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## JUBILEE YEAR

Back in 1922 an awful lot happened. The Junior Car Club, then ten years old, opened a Yorkshire Centre which was to become, in 1948, the Yorkshire Centre of the British Automobile Racing Club. Next year therefore sees the Golden Jubilee of the Yorkshire Centre and the Diamond Jubilee of the B.A.R.C. Also next year we will see the 50th Hill Climb at Harewood in September and, as if that isn't enough, Mike Wilson, Derek Clark and Peter Scott all have their fiftieth birthdays.

Needless to say this occasion will not go unnoticed and a small sub-committee has been formed to decide what to do in celebration. The first event back in 1922 was a hill climb at Greenhow and we would like to contact if possible any person who was either a founder member or remembers anything at all about the early years. If any of your fathers or grandfathers were members at the time we would like to hear from you and, of course, any treasured relics we would like to be aware of.

As regards celebrations, it is the intention to start the ball rolling with a dance sometime in February and build up to the grand finale at Harewood in September. We are open for suggestions from members for suitable ideas as we want to start straight away with the arrangements.



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# THE GREENWOOD CUP

In complete contrast to last year, this year's Greenwood was held in beautiful sunshine and bone dry conditions. There was a cold wind to keep the marshals on their toes but otherwise it was a perfect ending to the glorious Indian summer we have enjoyed this latter part of the season. The dry conditions gave Clerk of the Course, David Easthope, scope to use as much of the splendid Nidd Valley Quarry site as he needed and we were once again indebted to Peter Lawson for making the site available. Unfortunately, the terrain at the top of Greenhow is a little bit wind-swept and, together with the remains of various earthworks, the course did tend to be a little rough and tight for the bigger cars.

Class 1 was for rear engined cars and, surprisingly, once again the Imps were not really in the hunt. Not so long ago V.W.'s used to be the force on production car trials but now things have changed and the tight nature of the course left the three Fiat 500's well out in front. E. Smith was the winner with equal marks lost to those of Richard Clark (H.R.G.) who was awarded the Greenwood Cup on a furthest clean basis. In second place came Henry Holliday who was neck and neck with the leader until he dropped a six on the sixteenth section, whilst in third place came J. W. Waddington two points behind Henry.

David Lawton was the best Imp driver 14 marks behind the leader and Tony Armitage was the best Beetle down in tenth place.

Class 2 for sports cars was a one horse race for Richard Clark's H.R.G. was nearly 30 marks ahead of Howard Wadsworth's Morgan which in turn was 15 marks in front of R. Mann's new Midget. There were only three finishers out of four starters in this class which made people wonder just what has happened to all the sports cars these days.

There is no need to ask what happened to the Minis for they were all there in force in Class 3. There were four 1300's a SAAB and a 128 Fiat making up the class of 16 but, with both the Pearce and Ken Lee Trophies at stake, Ian Hardy and Gordon Chippindale set off from the first section to really carve up the opposition. At the lunch halt they were both level on 9, Dave Crowther being next best at 16 followed by Denys Townsend on 18. After lunch it looked as though Ian was going to make it until they arrived at section 16 and he got stuck on the hump at 6. Gordon just managed to get over and got up to 1 which wiped out his arrears and gave him the class by four marks. Denys Townsend improved to take third

Continued on page 8



*Ab-so! The Fall Datsun is squirted round a tight corner.*

*(Photo Bob Soper)*



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place 12 marks behind Ian and in fourth came David Naylor who won the Novice award.

Class 4 was for front engined, rear wheel drive cars and here Geoff Winder didn't find things going all his own way as usual. There were two DAF's entered and the Marathon version of Gordon Haigh showed what a versatile car it is by coming second only four marks behind the Austin 7. Chris Roberts dropped 39 to take the other first class award for class 4 whilst in fourth place was Tony Fall who squirted the big Datsun round corners that it had no business to even attempt. Alan Vickers' Manta is hardly the car for this sort of thing but, even so, he came fifth in his class and made up enough marks to enable the team — the O.A.P's, of Gordon Chippindale, Ian Hardy and himself, to take the team award.

Altogether there were 48 entries for the Greenwood this year of whom three non-started and two retired. David Easthope was Clerk of the Course, ably assisted by Boris Hardcastle whilst Tony Hodgetts was Chief Marshal and David Lincoln Secretary of the Meeting. The club thanks everyone who helped to make this event a success, particularly the large number of marshals who turned out.

### RESULTS

#### Class 1.

1. E. Smith (Fiat 500) .....	23
2. H. O. Holliday (Fiat 500) .....	32
3. J. Waddington (Fiat 500) .....	34
4. D. Lawton (Imp) .....	37
5. E. B. Wadsworth (Denzel) .....	42
B. Kitching (Imp) .....	42
7. C. Naylor (Imp) .....	57
8. T. M. Webster (Stiletto) .....	62
H. C. Mason (Imp) .....	62
10. A. J. Armitage (V.W.) .....	70
11. M. Wylie (Imp) .....	71
P. H. Scott (Imp) .....	71
13. J. Cockayne (V.W.) .....	96

#### Class 2.

1. R. J. Clark (H.R.G.) .....	23
2. C. H. B. Wadsworth (Morgan) .....	52
3. R. Mann (Midget) .....	67

#### Class 3.

1. G. F. Chippindale (Mini Clubman) .....	29
2. I. K. Hardy (Mini) .....	33
3. D. N. Townsend (Mini) .....	45
4. D. Naylor (Mini) .....	49
D. Crowther (Mini) .....	49
6. H. Kingsley (1300) .....	59
7. J. M. Busfield (1300) .....	61
8. J. Spencer (Mini) .....	62
9. J. Kelly (Mini) .....	67

10. G. Stewart (Mini) .....	69
11. D. Scatchard (Mini) .....	75
G. Wadsworth (Mini) .....	75
13. M. Gaunt (SAAB) .....	77
14. N. Hargreaves (1300) .....	82
15. H. A. Pickard (1300) .....	89

#### Class 4.

1. R. G. Winder (Austin 7) .....	30
2. G. Haigh (DAF Marathon) .....	34
3. C. D. Roberts (DAF) .....	39
4. R. A. Fall (Datsun 240Z) .....	46
5. A. K. Vickers (Manta) .....	54
6. B. Mankin (Escort) .....	55
7. T. Wise (Escort) .....	66
8. P. Hargreaves (Cortina) .....	72
9. M. M. Rogerson (Cortina) .....	74
10. M. Lanfranchi (Escort) .....	75
11. A. W. Liddle (Lotus Cortina) .....	78
12. J. King (Escort) .....	106

### Awards

Greenwood Cup ..... R. J. Clark  
1st in Class ..... E. Smith, G. F. Chippindale,  
R. G. Winder.

1st Class Awards :

H. O. Holliday, J. W. Waddington, I. K. Hardy,  
D. N. Townsend, G. Haigh, C. D. Roberts.

Novice Award ..... D. Naylor  
Team Award ..... G. F. Chippindale, I. K. Hardy,  
A. K. Vickers.

### Entry Fees

It looks very much as though entry fees are going to have to go up next year because of a big increase in permit fees from the R.A.C. It is our intention to try to absorb as much of the increase as possible and try to get more paying spectators but, if there is much bad weather, we may have to pass some of the increase on to competitors. One thing is certain — any increase will only be to cover the extra permit fees, there won't be any overheads added as is so prevalent these days.

### Speed Event Classes for 1972

Following the open forum in Leeds there have been one or two changes to the speed event classes for next season. The main alterations are in the Touring classes where the Special Series have been dropped. There are now five classes as before but they are split as follows.

- Class 1. — Touring Cars up to 1150 c.c.
- Class 2. — Touring Cars 1151 c.c. to 1500 c.c.
- Class 3. — Touring Cars over 1500 c.c.
- Class 4. — Special Saloons up to 1000 c.c.
- Class 5. — Special Saloons over 1000 c.c.

Continued on page 16



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## CASTROL QUIZ

FRIDAY 17th DECEMBER

**B.A.R.C. v DAVID BROWN M.C.**

AND ON THE SAME NIGHT

**Y.S.C.C. v SLAITHWAITE M.T.C.**

AT

**Lightcliffe Conservative Club  
Wakefield Road, Lightcliffe**

(M.R. 96/130254)

COMMENCE 8 P.M.

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# ANNUAL COMPETITIONS

PEARCE TROPHY	C*	K	O	P	Final total	Corrected
					less 5 lowest	Total
1. I. K. Hardy .....	9	11	—	10	117— 8	109
D. Easthope .....	8	12	8	8	141—32	109
G. F. Chippindale .....	8	11	—	11	117— 8	109
4. J. R. Hardcastle .....	8	8	8	8	106	106
A. J. Hodgetts .....	8	—	8	8	138—32	106
M. S. Wilson .....	8	8	8	8	130—24	106
7. J. M. English .....	8	—	8	—	105	105
8. H. C. Mason .....	11	8	8	8	128—24	104
D. N. Townsend .....	8	8	8	9	128—24	104
10. Miss L. Thornton .....	8	8	8	8	129—32	97
11. T. M. Wood .....	8	8	8	8	120—24	96
H. A. Pickard .....	8	8	8	8	112—16	96
D. M. Dalrymple .....	8	—	8	8	96	96
14. Miss J. Lee .....	8	8	8	8	88	88
15. A. G. Jackson .....	8	—	—	—	83	83
Mrs. J. Jackson .....	8	—	—	—	83	83
17. P. J. Griffin .....	—	—	8	—	80	80
B. Marsden .....	8	—	8	8	80	80
19. P. R. W. Hargreaves .....	8	8	—	8	74	74
20. C. R. Jackson .....	8	—	—	—	68	68
21. D. M. Gledhill .....	—	—	8	—	64	64
22. B. A. Kitching .....	8	—	—	8	63	63
23. M. M. Rogerson .....	8	8	—	8	56	56
A. E. Spencer .....	—	—	—	—	56	56
25. T. Smith .....	—	—	—	—	41	41
26. R. G. Moorhouse .....	8	—	—	—	37	37
27. D. K. Haigh .....	8	—	—	—	35	35
L. S. Stross .....	—	—	—	—	35	35
29. J. M. Busfield .....	—	—	—	8	34	34
30. R. Hudson Evans .....	8	—	—	—	32	32
31. Mrs. M. Chadwick .....	—	—	—	—	25	25
32. R. W. Fryers .....	—	—	—	—	24	24
G. D. Taylor .....	—	8	—	—	24	24

## KEN LEE TROPHY

1. G. F. Chippindale .....	24	13. J. M. Busfield .....	5
I. K. Hardy .....	24	D. N. Townsend .....	5
3. A. E. Spencer .....	13	15. Mrs. M. Chadwick .....	4
4. P. R. Hargreaves .....	12	R. H. Evans .....	4
5. B. A. Kitching .....	10	17. R. W. Fryers .....	3
6. R. G. Moorhouse .....	8	18. H. A. Pickard .....	2
H. C. Mason .....	8	19. G. D. Taylor .....	1
A. G. Jackson .....	8		
T. Smith .....	8		
10. L. S. Stross .....	7	C* E. A. Denny Trial.	
11. C. R. Jackson .....	6	K Joint Driving Tests.	
Mrs. J. Jackson .....	6	O Croft 17th October.	
		P Greenwood Cup.	



### ARNOLD BURTON TROPHY

1. I. K. Hardy ..... 374-10
2. G. F. Chippindale ..... 368-62

### CHIPPY IOLA VASE

1. Mr. & Mrs. G. F. Chippindale ..... 56
2. " I. K. Hardy ..... 55
3. " B. A. Kitching ..... 48
4. " M. M. Rogerson ..... 43
5. " H. C. Mason ..... 39
6. " J. M. Busfield ..... 30
7. " A. G. Jackson ..... 30
8. " A. J. Hodgetts ..... 26
9. " D. K. Haigh ..... 20

### ANNUAL AWARDS

At the end of the season we come to ritual of the Annual Awards. Some of these are awarded on an arbitrary basis whilst others are the subject of very intense rivalry throughout the season.

The **PEARCE TROPHY**. This is our most important award going on a points basis to the member who amasses the greatest number of points in the season. These are gained for competing, winning, organising or marshalling but, so that it does not become an attendance register, marks can only be counted for five fewer than the total number of events in the calendar. This eliminates most of the committee. This year things have been keener than ever and eventually **GORDON CHIPPINDALE** and **IAN HARDY** finished up by tying for first place joined by **DAVID EASTHOPE**.

The **FIRTH BOWL** goes to the highest placed lady in the Pearce Trophy competition but there is a rule that says that no one can win more than once in three years. This year the trophy goes to the lady who came third — **JACKY JACKSON** — as Linda Thornton won it last year.

The **KEN LEE TROPHY** is for drivers who gain marks on our competitive events and here again there was a tie between **GORDON CHIPPINDALE** and **IAN HARDY** for first place.

The **CHIPPY IOLA VASE** is presented to the best husband and wife team who compete or marshal together on events where a passenger is required. Once again things were very close with the **CHIPPINDALES** just getting the decision.

The **ARNOLD BURTON TROPHY** was presented with the idea that it should go to the person who drives the same car in a wide variety of events and who puts up the best performance on a figure of merit basis. This is very difficult to work out but, no matter how the figures were juggled, **IAN HARDY** came out on top each time.

The **RONALD HUDSON MEMORIAL TROPHY** is awarded arbitrarily by the committee to the marshal

who has made the greatest contribution to marshalling in the Yorkshire Centre during the season. This is always a very difficult award to make for there are always at least half a dozen in the running. This year the committee were unanimous in deciding that it should go to **JOHN FOX**. Most of you will probably not know who John Fox is for he is one of the many anonymous marshals who turn up at all our events and remain completely unknown whilst the drivers get all the publicity. For most of the time they stand at marshalling posts around the circuits waiting for something to happen. John has donned a fire suit at Croft for a long time without ever having to do anything but, at that tragic meeting at Brands last month, he happened to be the fire marshal on the spot when Joe Siffert crashed. Without any hesitation he went into the flames to try to get the driver out and it was only when he was finally overcome himself that he gave up and was taken to hospital. It must be comforting for our local drivers to know that, if the occasion arises, then there are people like John around who will rise to it.

The **SCRUTINEERS TROPHY** is presented by the scrutineers to the driver whose car has been consistently the best turned out during the year. Again this was a difficult decision but they doubt whether anyone will argue that **JOHN McCARTNEY** is not a very worthy winner.

The **FORD WOODHEAD TROPHY** goes to **TONY BANCROFT** alias "SPOTTY SMITH" for putting up the fastest time at Harewood during the year in a Ford made in Britain. No one has been able to equal his G.T.40 times this season.

Another trophy awarded arbitrarily is the **JOHN BINDLOSS MEMORIAL TROPHY**. This was presented by **DAVID HEPWORTH** in memory of his great friend who did so much to encourage him to carry on in the early days when success was not easily forthcoming. It is now awarded to the person who, in the opinion of David and the committee, has shown himself to be the most promising driver of the year. The winner does not have to be a newcomer to the sport and preference always goes to the triers rather than those who have spent a lot of money to win an easy class. This year there were several likely winners but the verdict finally went to **PAT HOPKINSON** who won the Ladies Award in the Castrol/B.A.R.C. Hillclimb Championship in her Sprite.

Owing to a dispute in the interpretation of the rules, Gordon Chippindale has decided to withdraw from the Pearce Trophy and Ken Lee Trophy competitions.

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This one is Mr Burt in geometric stripe.





## BARCounter

Not many of our members have been in the same job all their lives and some have gone into entirely different businesses to those that they started. Our Hon. Treasurer is no exception for before he entered the Motor Trade he was in the grocery business. What is not generally known however, is that in the distant past he ran an entirely different type of establishment, namely a brothel. This may come as a shock to those who know him but it is true. It happened during the war when, as an officer in the Eighth Army, Morris was stuck in Sicily for quite a time. Being a member of the occupying forces he commandeered a farmhouse in a pleasant part of the island and, using a generator left behind by the retreating Germans, made it and other properties civilised enough for occupation by English gentlemen. One of the local farmers was so grateful that he offered them another property in which two local ladies had set themselves up in business, and so, as commanding officer, Morris found himself to be the owner of the local brothel.

Congratulations to **GEOFF** and **CORRINE WINDER** on the arrival of their second daughter — **LESLEY**. Being a keen trials man, Geoff didn't let the new arrival stop him turning out on the Greenwood this year where he was seen jogging around in the familiar Austin 7.

A startling bit of information came on to the editorial desk this month. **DAVID HEPWORTH** is taking a crash course in flying. Not literally we hope.

We send our sympathy to **CHRIS** and **VIRGINIA KNOWLES-FITTON** on their unfortunate accident at the beginning of the month and hope that they will both make a speedy recovery. It is a pity that distressing accidents of this kind are so thoughtlessly reported in the sensational press and we hope that the coverage given did not make things any worse.

The club thanks **BRUCE MOSS** who has kindly donated an electric adding machine to the office. With this Linda should have no difficulty getting her sums right. Does anyone have a spelling machine . . . ?

Next season the big sports car class should have a few interesting entries for the 'E' type lads are already making plans. **PHIL BENNETT** is building an ultra lightweight one from the remains of his burnt out car whilst the cousins **WALKER** are hard at it making theirs even quicker. **FRED CLIFFE** is hoping to build a hybrid based on the V12 engine as soon as he has found a buyer for

last season's car. At the beginning of the month Fred moved into a new garage in Sherburn-in-Elmet where he is hoping to fit a rolling road as soon as finances permit.

There are rumours filtering up from Sheffield about the activities next year of some of our South Yorkshire Members. It is said that **RICHARD SHARDLOW** is about to buy a large McLaren single seater for use on the hills and that **MAGGIE CHADWICK** may be sharing a small single seater with **IAN BEARDSLEY** throughout the season.

We send our good wishes to **CHRIS** and **ELIZABETH EASTER** who are better known as the daughter and son-in-law of Harry Mason, on their departure for Australia. They have not emigrated but should be away for three years during which time Chris will be doing research in agriculture for the Australian Government in Canberra.

News now of our sponsors. We are pleased to announce that **TATE OF LEEDS LTD.** will once again be sponsoring the Tate Formula Ford Championship and that there will be another saloon car championship on the Northern circuits. This one is being sponsored by **WENDY WOOLS LTD.** in association with **PETER GRIFFIN** and will take place at Croft, Cadwell and Rufforth. More details at the start of the season.

The dangers of T.V. advertising. This story is true and we print it in the hope that we don't get reported to the Race Relations Board. The wife and small daughter of one of our members were travelling in a line of traffic when the child tugged mother's arm and said "Mummy! monkeys driving motor car". Mother took no notice, but the child persisted, until she looked out to an open Triumph Spitfire alongside. Sure enough there were two of our coloured cousins in it, but the child had seen the Brooke Bond advert too often.

Whilst in London recently, **HUGH O'CONNOR RORKE** went along to a boxing match at the National Sporting Club. There he was introduced to the Duke of Edinburgh who, on hearing the name, asked "That sounds a bit Irish — have you been searched"?

Little Johnny looked up from his nature book and asked: "Mum, how do buffaloes make love"? "I wouldn't know that dear" she replied, "your father's a Freemason".

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## DECEMBER CIRCULAR

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

**MONDAY 6th DECEMBER**

otherwise publication in that issue cannot be guaranteed.

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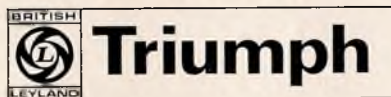
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## Correspondence

Dear Mr. Editor, Committee & Club Members,

Owing to the fact that I carry the articles to and from the printers each month, I have a chance to spy on next month's goodies before anyone else. I notice once again I have been got at!

Linda wants a spelling machine, says the editor — she doesn't really, she would rather have a club full of members who can't spell.

I must send a belated thanks, through the magazine, to my 'Sekret Admyrer' who sent me a copy of the 'Awfull Spellers Dictionary' during the season. My boss says I still can't spell. Any suggestions (clean ones) to help my spelling would be appreciated.

So to all Judges and Stewards who I told to 'Sing on' at the control tower, all Harewood Marshals who don't take a 'Bloshy' attitude and of course Mr. 'White', thank you for a very good year. See you all next season.

LINDA.

Dear Sir,

With reference to the letter in the Oct., '71 issue from Brian Bettridge, may I state that I am one of the few — perhaps very few — who actually do compete in Speed Hill Climbs in a genuine Road Car — a 1969 1275 c.c. Mk. IV Austin Healey Sprite, which I run in "Marque" classes.

When I tell people outside Motor Sport that one of my "hobbies" is motor car Hill Climbing they often say: "Oh! Do you win"? to which my usual reply is: "Oh no! because, you see, those cars that are tuned highly enough to win are no good at all as road cars, and are always towed there on trailers anyway", and I always say that in order to be able to get a car tuned to that extent, you either have to be your own mechanic, or to have sufficient "brass" to be able to get others to do it for you, and as I'm not a mechanic, and don't have that kind of money, I just do it for the fun/hell of it.

But it would be nice to start once or twice knowing that one had some chance of winning, although whether any change is made or not, so long as my entries are accepted, I shall continue to compete just for the hell/fun of it.

One thing I did find rather galling, though, was when at the last Harewood Novices Hill Climb, according to the official timings I came 7th in class, the girl typing the results sheets (whom the redoubtable Mike Wilson informed me was "new" when I protested) apparently pressed the wrong button or something, and credited me with 8th place! What made things worse was when the

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1969 Morris 1800S prepared by B.M.C. Abingdon for Mexico Rally. 9th overall, 2nd in class. Hydro-lastic pump, sump guard and tank guard. 6 Minilite wheels, special instrumentation and seats. Many more extras. Sensible offers to Trevor Norton, Rothwell 3029.

---

## CORRESPONDENCE—Cont.

local paper followed this up by stating that I "followed Jim Wroe Home" when in fact he followed me! All that effort . . .

Further to the letter in the same issue by Mike Wilson, Tony Hodgetts, etc., etc., may I say that I will be extremely pleased if the Harewood Practice Evening is to be re-instituted, as I only compete in Closed and Restricted events, its demise meant that I could only have two shots at Harewood a year.

Yours etc.,

Huddersfield.

E. N. Spaven.

P.S. Roll on Scammonden!

Dear Sir,

Mr. Bettridge will probably have read the results of the annual competitions by now, and may have realised you don't win them by being an official. If you turn up and marshal at every event in the calendar, you will amass a lot of points which you then discard.

All you get out of being an official is cold feet and sniping letters.

Yours etc.,

Bramhope.

Tony Hodgetts

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## SPEED EVENTS CLASSES—Cont.

This means that all of the Coopers will run in Class 1, the big 'S' in Class 2 and the Mexico's, Viva's and R.S.1600's in Class 3. The Marque sports cars remain the same but the Modified Sports class has been increased to include limited production cars like the Mini Marcos, Unipower, etc., which now come out of Classes 12 and 13. All the other classes remain the same.

The speed events leaflet is now in the course of production and will be sent to all those known to be interested. Anyone who does not get one should give Linda a ring at Leeds 38972 and she will be happy to post one to you.



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# Dates for your diary

## YORKSHIRE CENTRE PROGRAMME

Date	Event	Status	Centre Annual Competitions
1971			
4 December	Annual Dinner Dance	_____	—
7 December	Club Night — Clap Gate Inn	_____	—
17 December	Castrol Quiz — First Round	_____	—
1972			
4 January	Club Night	_____	—
18 January	Film Show — Bramley	_____	—

### 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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