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JULY **72**

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Turning out the car the other day, I found amongst the accumulated junk about to be consigned to the dustbin, many half filled cards of famous people, footballers, money making schemes, free glasses, etc., all presented to me by garages up and down the country when I have bought petrol. "What a waste of money", I thought. "Why can't they just bring down the price of petrol, since this must eat into the profits of the petrol companies".

With this thought in mind I mentioned it to my local garage who have just got another complicated game on offer. They were quick to put me right in that it is not the petrol company profits that suffer but those of the garage proprietor who has to buy all these advertising gimmicks out of his own pocket. My local chap relies entirely on local trade and it is difficult to increase gallonage whatever happens, and he was a bit sick when he found that the last scheme had taken his entire nett profit for the quarter, so that in fact he had been working a hundred hour week for nothing.

Nowadays every single garage is offering some useless gift or other to try to entice you to buy petrol, so that they all cancel each other out, and no one sells any more, but each finishes up with virtually no profit on what he does sell. The customer has his car littered with pointless souvenirs and the colour printers make a fortune.

COVER PICTURE

A typical scene at Oliver's Mount which we may never see again. As we go to press, a cloud hangs over the Scarborough Hill Climb and we hope to give you news of the outcome next month.

(Photo. Jeff Binns).

Surely it is time that sanity prevailed and all these unnecessary profits taken out of retail sales. If all the profit went to the man who is actually giving you the service instead of the printers and the trading stamps, then the cost of repairs need not be so high. In the long run, it is us, the motorists, who have to pay for something that we neither need nor desire.

Forthcoming Events

Cricket Match — 30th July

Our Annual Cricket Match this year will be held at a new venue — The Fairburn Cricket Club, Fairburn — which is on the A1 just above Ferrybridge. The ground is on the west side of the village near Wagstaff's Garage and the two teams are meeting at the Bay Horse, Fairburn at about 1-00 p.m. Our opponents on this occasion are the Sheffield and Hallamshire Motor Club and the match will start around 2-30 p.m.

We could do with a few more players and anyone interested who happens to be a demon bowler should ring John Cockayne (Leeds 76549) as soon as possible. This is a light hearted day out and we hope that you will all come along to cheer our team.

Club Night — Autotests on grass — 1st August

For the August Club Night Chris Seaman, John English and Mike Wilson have laid on a series of Autotests on grass at a new 'South of the River' venue. The start, which is from 6-30 p.m. to 7-30 p.m. is at the Junction Hotel, Lower Denby (102/238080). Here there will be about six tests of a non-damaging variety where the usual classes as at Scarborough will be in use.

After the event the results will be announced at the Spencers Ams, Cawthorne (102/285081) where there will be the usual social gathering. The entry fee is only 50p and we look forward to seeing a large entry from the Sheffield area.

For those unable to read a map, the start is quite easy to find, being just off the M1. Leave at Exit 39 and take the A636 to Denby Dale. In Denby Dale turn left on to the A635 to Barnsley, the Junction being 1.2 miles along this road on the left.

Race Meeting at Croft — 6th August

Our last race meeting of the season at Croft promises to be one of the most interesting for a long time. The main event is for the Formula Atlantic cars which are in fact a very quick version of the Formula Ford using BDA engines. These cars are almost as fast as Formula Two and competition is very close indeed, so some good racing should be on the cards.

Another interesting race is the one for 'T' type M.G.'s which has a class for other types as well. There is a big interest in the older M.G.'s at the moment (see article on Naylor Bros. in this issue) and we should see a full field of these classic cars.

Other races are qualifying rounds for various championships including the Tate Formula Ford and a Libré race to finish off with. Practice starts at midday and the first race is at 3-00 p.m.

Cadwell Hill Climb — 27th August

Although this is not a Yorkshire Centre event, the Cadwell Hill Climb is another round of the Castrol/B.A.R.C. Hill Climb Championship and most of the organising team are from the Yorkshire Centre. Regs have gone out to regular competitors and any member who would like to join the organising team would be very welcome. Those interested please ring Mike Wilson as soon as possible.

INVITATION EVENTS

Aug. 13th Knowldale Car Club — Hill Climb at Baitings Dam.

62 Car Club — Stockhill Autocross at Church Farm, Staintondale.

Aug. 26th Castleford Motor Club — "Semperit 72 Bury 200" Rally — Start Loods, 200-mile route.

Aug. 27th Sheffield & Hallamshire Hill Climb at Cadwell Park.

Longton & D.M.C. — Sprint at Longton, Preston.

Huddersfield Motor Club, Autotests at Lockwood Brewery (part of Y.S.C.C.— Shell League).

Sept. 10th Selby & District M.C. — Autocross.

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THE BIRD'S EVENT

Whether it was a good idea to bring the Bird's Event forward this year is doubtful for holidays brought the numbers down to only 11 entries for what turned out to be an excellent event.

Fresh from her triumph on the Scarborough Rally, Josephine Lee put on five really good tests of varying severity but which were neither car damaging nor memory teasers. It is seldom we have an Autotest event where no one gets a wash out and only one gets a ten second penalty. As the tests were well spread out, a simple treasure hunt type of route was used where competitors were penalised five seconds for each wrong answer. The only competitor to get everything right was Linda Thornton who went round with no navigator. This must prove something.

The start was at the Fox and Grapes on York Road where mine host, former Monte competitor Gerry Oddy, let us use the old Go Kart track on the land at the rear. Here there is room for two tests, the first being a short, simple one to give everyone a false sense of security. Linda Thornton was the quickest here closely followed by the sports cars of Stephanie Haigh and Geraldine Welsby, whilst the second was rather more difficult and involved a long reverse and a hand-brake turn. Here experience told, for Helen Kaye driving Gordon Chippindale's 1275GT was by far the quickest and built up a lead she was never to lose.

The route then went to a private road above Bramham, where again Helen put up fastest time with Janet Kitching and Geraldine not far behind. The last two tests were at Martin Smith's farm, the first being a very tight manoeuvre round a grass triangle whilst the second was an all out blind round the buildings. On the first precise handling was paramount and here Janet's Imp just pipped Stephanie's Spitfire for fastest time with Geraldine and Helen not far behind, but on the last section these two were a good four seconds quicker than anyone else.

The results were quickly announced at the White Swan, Wighill, where Helen emerged as the winner just in front of Janet and Geraldine. Stephanie Haigh was fourth, one second in front of Carol Hardy, whilst the wooden spoon went to Jennifer Taylor.

Our thanks to the marshals for helping out and to Josephine for all her work.

Results

1. Helen Kaye (1275GT)	188.2
2. Janet Kitching (Imp)	189.8
3. Geraldine Welsby (Midget)	190.7
4. Stephanie Haigh (Spitfire)	201.6
5. Carol Hardy (Mini)	202.6
6. Linda Thornton (Mini)	210.4
7. Sue Johnstone (Datsun)	216.6
8. Joan Rogerson (Spitfire)	221.8
9. June Marsden (Mini)	235.6
10. Josephine Bentley (1600E)	337.0
11. Jennifer Taylor (Cooper S)	346.2

Castrol/B.A.R.C. Hill Climb Championship

Quite a few competitors are now having to discard points having completed a maximum of seven rounds which gives a better idea of who the real contenders are. Brian Kenyon is still in the lead by 2½ marks from Chris Seaman who has a 3:17 advantage in low marks to drop. They are both well clear of Pat Hopkinson and Nick Porter and it would appear that if present form continues one or the other will be this year's champion. Dark horses at the moment are Richard White who has only completed six rounds and Ken MacMaster who has only done four rounds, but got a maximum of ten at Loton Park.

1. Brian Kenyon (Sprite)	57.85
2. Chris Seaman (Midget)	55.29
3. Pat Hopkinson (Sprite)	52.97
4. Nick Porter (Cooper S)	50.94
5. Mike Flather (Cooper S)	43.14
6. Richard White (RS 1600)	41.98
7. Chris Cramer (U2)	39.65
8. George Whittingham (D.M.W.)	39.33
9. John Houghton (Biotta)	38.89
10. Richard Thwaites (McLaren)	38.32
14. Mervyn Bartram (Chevron)	35.90
17. Bob Cartledge (Midget)	31.39
18. Jim Thomson (Firenza)	31.10
20. Ed Spencer (Cooper S)	27.18
23. Tony Bancroft (GT40)	26.36
26. Richard Shardlow (McLaren)	23.79
32. Phil Scragg (Lola)	18.62
33. Gordon Harrold (Sprite)	18.49
35. Joe Ward (Wardford)	16.26

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NAYLOR BROTHERS

We have mentioned in these columns before that there are many desirable motor cars on the road today which can be bought for a reasonable figure and which are likely to appreciate in value. The difficulty is that mint examples are already fetching very high prices whilst the cheap ones are generally very tatty. Two years ago when we suggested one or two makes that were possible qualifiers you could buy an M.G. A for £305, an Austin Healey 3000 for £758 and an XK 150 for £480. Their respective values are now (for good ones) £457, £1100 and £1050 which is quite an increase.

The problem with this type of car is not so much the buying of the good ones which are rapidly becoming extremely rare, but what to do about the restoration of the not so good ones that can still be picked up cheap. Fortunately we have amongst our members someone who does nothing else but restore interesting motor cars. He is Alistair Naylor who has a small garage in Esholt which is fully equipped to do everything, from cleaning plugs to making new bodies.

There are now six on the staff rebuilding motor cars ranging from a 1934 o.h.c M.G. ND Magnette — one of only five ever built — for a customer in Canada to the editorial XK 140 Coupe. Also being rebuilt at the moment, in various stages of completion, are two M.G. TF's, two TD's a TA, a full

race TC which will be driven by Alistair at our Croft meeting in August, and a TC which is almost ready for a customer in America who received quite a lot of publicity when he bought the Lord Mayor of York's Rolls Royce.

So far Naylor Brothers have completed 15 total rebuilds, mainly M.G.'s, but also an Austin Healey 3000 last year. At the moment it is the T types that are most in demand for this treatment for the simple reason that it is virtually impossible to get any of the early o.h.c. models any more. They have rebuilt one four seater PA and a two seater PB as well as the family J2, but these cars are now non-existent as far as getting one to do up are concerned.

The theory behind proper rebuilding of classic cars is to turn out something at least as good as the factory when it was new and preferably something better. To this end the cars are stripped right down to the bare chassis and everything that needs replacing is replaced. Most of the coach built bodies are rotten by now and so these are completely rebuilt on to new ash frames built by a coach builder to the original drawings. New wheel arches are made and then the bodies fabricated on to the new woodwork so that the car starts life again with a brand new body to the exact specification of the new car. If necessary



The editorial XK140 in the process of being stripped prior to rebuilding completely.

(Bob Soper)

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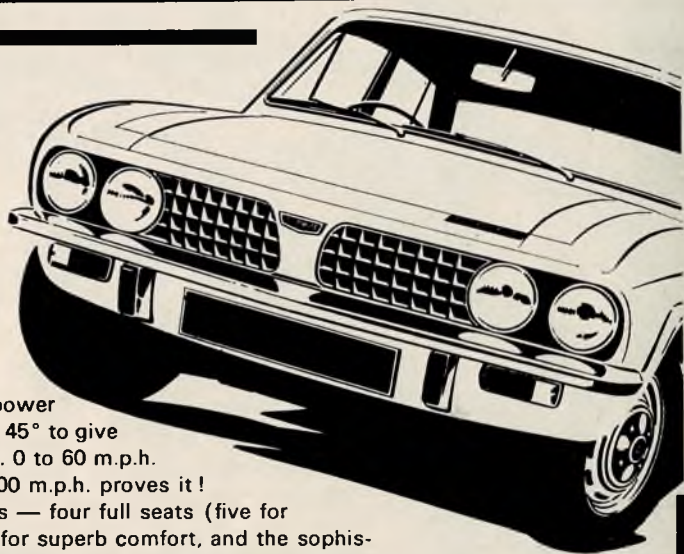
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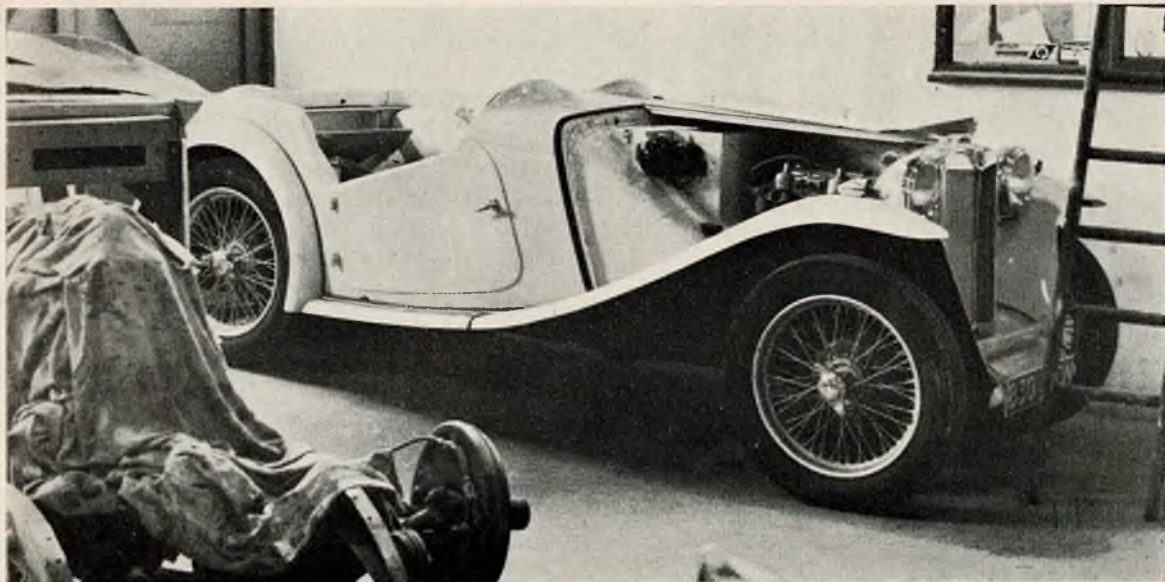
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The TC bound for Baltimore, U.S.A. in the final stages of renovation whilst in the foreground is the six cylinder ND Magette having a new body fitted. (Bob Soper)

new wings are fitted and the extremely difficult new scuttle. All these are fitted together on to the chassis to make sure that there is nothing out of line, and, when all is well, the whole car is dismantled again.

After it is dismantled again, each part is then very carefully sprayed to an original colour before the car is rebuilt finally. By doing it this way no overspray gets on to mechanical parts and it is possible to keep the wing beading black so that it stands out from the rest of the car and makes all the difference between a cheap blow over and a professional job.

The dash panel is carefully restored and the interior fully trimmed so that, with new chrome work, the car has the appearance of a brand new one. Of course, it is no use having a pristine motor car that is still clapped out mechanically and as a matter of course, the moving parts are carefully overhauled as necessary.

Needless to say all this work is not cheap at all and a complete rebuild can cost anything up to two thousand pounds. A new body for a TC costs £438 ex works and the demand for these is so great that stocks are now held so that they can be offered off the shelf to anyone who wants to do the work himself. All the woodwork for one was being packed for a customer in New Zealand

last month. By the end of the year TD and TF bodies will be held in stock as well as new brake drums and splined hubs which are now made by the company.

Having rebuilt one of these cars, what is it worth? Alistair says that TF 1500's are now changing hands at around £2500 whilst TD's and TC's are fetching £1800. Before you dash out to advertise the clapped out banger that has stood in your garage for the past ten years, at these prices he does emphasise that they have to be better than new bodily and mechanically to be worth this and if they are not, then they are not worth anything like half these figures. Even so, it is worth going to a lot of trouble to rebuild this type of car, for you do finish up with something that can be driven on the road that is different and, most of all in these days of rampant inflation, you do own an asset that is appreciating in value.

AUGUST CIRCULAR

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

WEDNESDAY 16th AUGUST

otherwise publication in that issue cannot be guaranteed.

THE GOLDEN JUBILEE HILL CLIMB

The Golden Jubilee Hill Climb at Harewood was one of the best and most successful for a long time. Competitively we saw six new class records whilst the outright course record was very nearly broken, and from a financial point of view the takings were only just a few pounds less than the September meeting last year. The new car park outside Orchard proved to be a big success as did the fairground, side-shows and the flying display. Unfortunately it started to rain during the flying display making the course a bit slick for the top ten run offs, slowing competitors down.

The prospect of some fine weather at last meant that the Castrol Championship entrants had a chance of scoring some worthwhile points after the previous five wet meetings, and the presence of the heavy metal meant that the course record was in danger once again.

After the first runs, life at the top was very precarious, for less than a second separated the fastest seven competitors. Running in Class 16, Mike Hawley broke his own class record with a time of 41.00 seconds to be fastest up to that point. Richard Shardlow soon knocked .20 secs. off this time and then Richard Thwaites went another .60 better at 40.20 secs. He was followed by Mike MacDowell, Tony Griffiths, David Hepworth and

Roy Lane, all of whom were just that little bit slower. Anticipating a moment of glory, Richard had to wait an agonizing hour and a half for his second run. Mike Hawley failed to improve, Richard Shardlow could only go a fraction quicker and then on his own turn Richard made a bit of a mess of things but still held F.T.D. Griffiths came next but couldn't improve, and neither could MacDowell, which left just Hepworth and Lane. First of all David came up in a sub 40 time and then Roy, with all to gain, put up a faultless run in 39.68 seconds.

And so they lined up for the top ten with a new course record a virtual certainty if the rain held off. Unfortunately, the flying display was due to start at this time, and during the twenty minutes that it went on, the heavens opened, which put paid to any more quick times.

In the classes, competition was just as fierce, with the leading competitors battling for as many Castrol/B.A.R.C. Championship points as possible whilst the weather held. In Class 1, Graham Brooks only just managed to beat Roy Greenwood whose Mini Cooper was but .06 sec. behind. In third place came Keith Hardy who just managed to beat his namesake Ian. Graham's win gave him 5.92 championship points.



*The Bartrams took time off from hill climbing to look round the fair and finished up the proud owners of a goldfish.
(Bob Soper)*

In Class 2 Nicky Porter scored 7.01 points in his narrow win over Mike Flather but the coming man in this class is Howard White who was less than half-a-second behind with only one completed run. Richard White had no opposition when winning his class by a clear seven seconds but his time was well outside his own record and only gave him 7.08 points.

No one can get anywhere near Chris Cramer's 1969 record in the small special saloon class and Kenneth Tomlinson, on his first visit to the course, was nearest at 48.80 secs., 0.2 in front of Alex Boyle who could only score 5.44 points. In the larger Saloon class Jim Thomson was the nearest to another very quick Cramer record now that he has got his Fireza sorted out. Mike Beckett was second in his blown twin cam Anglia not very far behind.

The first class record of the day to fall was in the small "Marque" sports car class where championship leader Brian Kenyon took over half-a-second of his previous best time to score 9.27 championship points. Bob Cartledge was second and Pat Hopkinson third over two seconds behind. Classes seven and eight were merged but this did not stop John Ashcroft winning in his Elan from Charles Dracup in the TVR and the M.G.C of Malcolm Trehitt.

The next record to go was in Class Nine where Chris Seaman twice broke his own time to finish up with 9.55 points which was just short of a maximum. Going faster every time in this class is the rear engined Biotta of John Houghton, whilst in third place was last year's championship runner-up, Bob Speak, driving a Midget. As was expected, Phil Bennett soon broke the Class 10 record in his lightweight 'E' type, comfortably beating the similar car driven by David and John Walker.

George Whittingham was the quickest of the eleven starters in the Clubmans class being well clear of both Paul Stephens and record holder Richard Jones, but he was still well outside the class record. Frank Aston's twelve month old record in the small sports racing class soon went to the Mallock U2 of Chris Cramer who now holds three Harewood records, and his 9.53 points were enough to put him on the leader board in the Championship.

Some really quick cars turned up in the larger sports racing class with the interest being the battle between Phil Scragg's Lola 212 and the two big cars — Tony Bancroft's Ford GT40 and Tony Harrison's McLaren M12. It was only on the second runs that the handling of the Lola proved superior to the sheer power of the other two and Phil emerged as the winner by only .13 seconds.

Class 15 is now becoming something of a problem for organisers. There are now more entries in this class than we get for some events and this time was no exception, there being twenty-nine people wanting to have a go. Of these, seven fell by the wayside and two more only completed one run, but the Ginetta Chrysler of Ken McMaster emerged as the clear winner from Don Robinson's Novamotor and Bob Prest's Dulon.

And so to the heavy metal and some really quick times. Mike Hawley had an easy class win from Peter Varley and John McCartney in Class 16, but the real battle of the day was in the large racing car class where Roy Lane eventually triumphed.

Results

Class 1.

- | | |
|---------------------------|-------|
| 1. Graham Brooks (Escort) | 51.62 |
| 2. Roy Greenwood (Cooper) | 51.68 |
| 3. Keith Hardy (Cooper) | 52.76 |

Class 2.

- | | |
|----------------------------|-------|
| 1. Nicky Porter (Cooper S) | 48.50 |
| 2. Mike Flather (Cooper S) | 48.90 |
| 3. Howard White (Cooper S) | 48.91 |

Class 3.

- | | |
|--------------------------------|-------|
| 1. Richard White (RS1600) | 47.51 |
| 2. Norman Lewtas (Escort TC) | 54.54 |
| 3. Shahrook Ardesshire (Capri) | 56.12 |

Class 4.

- | | |
|-----------------------------|-------|
| 1. Ken Tomlinson (Cooper S) | 48.80 |
| 2. Alex Boyle (Cooper S) | 48.82 |
| 3. Dave Abram (Imp) | 49.25 |

Class 5.

- | | |
|---------------------------|-------|
| 1. Jim Thomson (Fireza) | 46.83 |
| 2. Mike Beckett (Anglia) | 46.85 |
| 3. John Davies (Cooper S) | 47.59 |

Class 6.

- | | |
|---------------------------|-------|
| 1. Brian Kenyon (Sprite) | 47.77 |
| 2. Bob Cartledge (Midget) | 49.72 |
| 3. Pat Hopkinson (Sprite) | 49.59 |

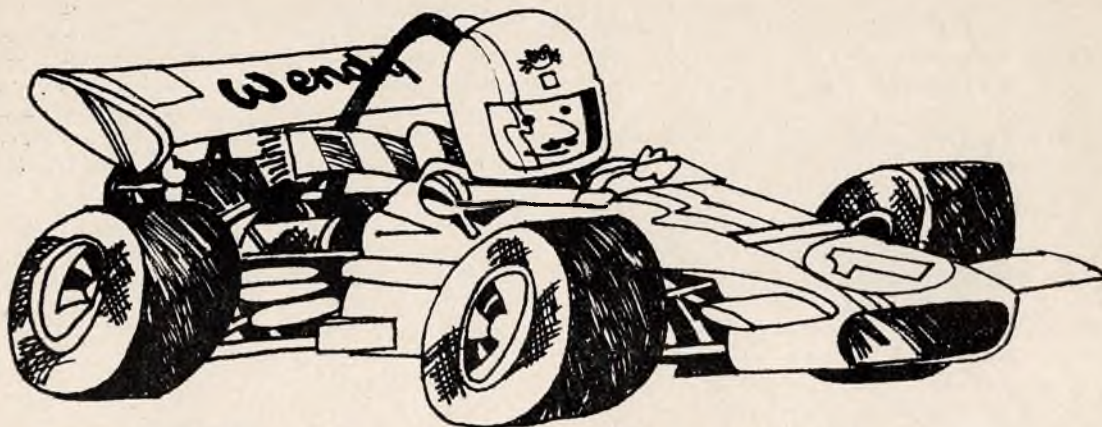
Class 6.

- | | |
|---------------------------|-------|
| 1. Brian Kenyon (Sprite) | 47.77 |
| 2. Bob Cartledge (Midget) | 49.72 |
| 3. Pat Hopkinson (Sprite) | 49.80 |

Class 7 and 8 merged

- | | |
|-----------------------------|-------|
| 1. John Ashcroft (Elan) | 49.77 |
| 2. Charles Dracup (TVR) | 50.03 |
| 3. Malcolm Trehitt (M.G. C) | 50.30 |

Continued on page 17



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BARCounter

Following the lull in recent months, there is a spate of happenings on the birds and bees front. First of all, congratulations to **ROGER WILLIS** of Castrol, who has announced his engagement to **JENNY WHITE**. Roger has been a good friend of the Yorkshire Centre for many years, and we all wish him and his fiancé every happiness in the future.

Next, we offer our congratulations to three couples who have produced offspring during the month. **DAVID** and **SUE WALKER**, **MALCOLM** and **MAUREEN DUNGWORTH** and **TONY** and **CAROL RAYLOR**, all, we were pleased to see, did not let the happy event interfere with their motor sport, for David, Malcolm and Tony were all entered in one type of event or another during the month.

A familiar face will be seen back on the hills in the coming weeks when **PETER KAYE** makes a reappearance driving **KEN WALKER'S** Brabham BT30. For a long time we have considered this to be potentially the quickest type of car for hill climbing and so now we should find out, for it does not lack the right driver.

They don't call committee member **JOHN ENGLISH** 'Jammy John' for nothing. Recently he bought a raffle ticket for ten pence and in the draw he won first prize. What was first prize? Just an air ticket to America.

Former Staff Secretary **KATHY REYNER** is really going up in the world these days. Following jobs with various racing teams she decided that she wasn't getting high enough and so to rectify this she has joined British European Airways as an Air Hostess. In her new job she expects to see a lot of airports plus a few foreign countries as well.

Believing in the old adage of practising what one preaches, your editor has bought an XK 140 Jaguar which is in the process of being restored to its former pristine glory. The car is a one owner model that has only done 60,000 miles from new, but has been parked in an open garage for seven years. Needless to say, the bodywork is a bit rough, but this is being rectified, and we will publish a progress report when it is a bit further on, in a month or two's time.

After doing most of one's motoring on the busy roads of Britain, it is a pleasant change to go to the quieter parts of Europe and sample life at a gentler pace. Over Easter I took a short break and had a few days in Southern Portugal where the contrast was very marked and you may be interested in a few observations.

We flew from Gatwick at nine o'clock in the morning which in itself poses quite a problem for

this was too early to be able to go down the night before and stay in an hotel. We decided to drive down and were able to sample our magnificent Motorway with hardly any traffic on it in the early hours of the morning. Similarly, London at six in the morning is no problem and we soon found the airport despite the fact that there are hardly any signposts from London. We used a most efficient garage just outside Gatwick who stored the car and took us to the terminal by a mini-bus.

Over in Portugal we hired a Mini 1000 at great expense and set off to do some exploring of the superb southern coast. The surprising thing was that the roads there were very good but, in the middle of the day, were as empty as the M1 at four in the morning. We have all heard our parents talk of the golden days of motoring on empty roads in Britain, well it was just like going back to those days again with no speed limits and miles of good tarmac. Unfortunately we only had the Mini 1000 but would dearly liked to have been behind the wheel of the English registered "E" type or Elan that were buzzing about.

Whilst abroad it is interesting to see just what type of cars are popular in the country and here we were pleased to see a majority of English cars although the taxis were the inevitable Mercedes. By far the most imposing were two Rolls Royces — Silver Cloud and Silver Shadow — together with a Continental Bentley doing the Grand Tour, but what did strike us was the way that the Japanese cars were so popular. After the British they were more numerous than the French, German or Italian, there being dozens of Toyotas and Datsuns around the place. They were all very new cars which indicates that it hasn't taken them long to get both feet well under the table. I wonder if Lord Stokes is aware of this.

Coming home, Messrs. Phillipspeed met us at the air port and took us back to our car which they had washed and prepared for the journey without extra charge. This time we hit London at five in the afternoon and it took us over two hours to drive forty miles to the bottom of the M1. Really, the traffic down there is appalling with new roads becoming out of date before they are even finished. Within ten years we are told that the number of cars on the road will double and one wonders where we are going to put them all. London is almost choked already and the M1 below the M6 junction is rapidly approaching saturation point, particularly on the southbound carriageway near London. Just one journey through the rush was enough to make us want to escape — some unfortunates have to do it twice a day. Serves them right for living down there.



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Correspondence

Dear Sir,

A brief note to thank you for your most interesting letter; an excellent effort as is the magazine. The latter stirred some early memories for me and I must say all concerned with the writing and production of this latest number deserve putty medals!

The Steering Wheel Club,
London.

Yours etc.,
John Morgan.

Dear Sir,

It is kind of you to send me a copy of the Jubilee issue of the Yorkshire Centre Circular.

Reading it revives memories of many happy times but I hardly need to be reminded as Cissil and I often 'talk back' and agree that our connection with the J.C.C. brought us a very happy period of our lives.

I am pleased to recognise myself on the photograph of C. D. Wilson on page 18 wearing the very modish gear referred to in the article. Thanks again for the copy — it is nice to be remembered.

Oakwell Mount,
Leeds 8.

Yours etc.,
Brian Armitage,
Hon. Sec. J.C.C. 1929-47.

Dear Sir,

Thank you for sending a copy of the Golden Jubilee Yorkshire Centre Circular which I read with the greatest interest, and in particular the 1922—72 article. Eddie Hall, of course, was a very old friend of mine and I still have two or three framed photographs on the wall of the Greenhow Hill Climb.

Apart from the reference to myself, you mention my son, Christopher. As you may be aware, he and his wife were gravely injured in a car crash last November, but they are almost back to normal and I think Chris has ideas of returning to rallying.

My best wishes to the Yorkshire Centre for the celebration of its Centenary in 2022.

Yours etc.,
Alec Knowles Fitton.

Dear Sir,

I have not been able to write to you before because I have just returned from holiday, but many thanks for sending on your local paper and I do congratulate you on the magnificent effort you have organised for that paper. It is a great success and it is much credit to the B.A.R.C. let alone the Yorkshire Centre.

Yours etc.,
Bill Paul,
Chairman, Council B.A.R.C.

London.

Dear Sir,

In haste and just to say how much I appreciate your gesture in sending me a copy of the Golden Jubilee Edition of the Yorkshire Centre Circular.

It is the best reading I have had for years and the 1922—72 article is superb. Anyway I am still reading it a second time, like many, I never realised so much had taken place over the years.

You have one hell of a good Centre and as a member of the Y.S.C.C. I feel quite humble. You seem to have a way of getting things done in a professional manner with no fuss. I like this. All power to your respective elbows and thanks again.

Yours etc.,
Harry Tregenza,
President Yorkshire Sports
Car Club.

Brighthouse.

(We sent complementary copies of the Jubilee Circular to many people who are no longer Centre members and this is a small selection of the letters of appreciation that we have received).

GOLDEN JUBILEE HILL CLIMB—cont.

Class 9.

1. Chris Seaman (Midget) 46-72
2. John Houghton (Biotta) 47-74
3. Bob Speak (Midget) 48-05

Class 10.

1. Phil Bennett ('E' Type) 45-57
2. John Walker 'E' Type 46-62
3. David Walker ('E' Type) 47-46

Class 11.

1. George Whittingham (D.M.W.) 45-15
2. Paul Stephens (Lotus 7) 45-84
3. Richard Jones (U2) 45-93

Class 12.

1. Chris Cramer (U2) 44-29
2. John Barratt (Nova) 46-04
3. Sandy Hutcheon (Landar) 46-59

Class 14.

1. Phil Scragg (Lola Cosworth) 42-68
2. Tony Harrison (McLaren M12) 42-81
3. Tony Bancroft (Ford GT 40) 42-95

Class 15.

1. Ken McMaster (Ginetta) 44-90
2. Don Robinson (Lotus 69) 45-77
3. Bob Prest (Dulon) 46-08

Class 16.

1. Mike Hawley (Brabham FVA) 41-00
2. Peter Varley (Brabham) 43-82
3. John McCartney (Techcraft BRM) ... 44-36

Class 17.

1. Roy Lane (McLaren) 39-68
2. David Hepworth (Hepworth) 39-92
3. Richard Thwaites (McLaren) 40-20
4. Tony Griffiths (Brabham) 40-40

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ANNUAL COMPETITIONS

THE PEARCE TROPHY

	P.C.T.	F	G	H	I	J	K	
1. Gordon Chippindale	19	7	6	—	7	3	3	45
2. John English	16	7	3	3	4	4	—	37
3. Miss J. S. Lee	15	3	—	3	3	3	7	34
J. R. Hardcastle	12	3	3	3	7	3	3	34
5. Denys Townsend	14	3	3	—	7	3	—	30
Mike Wilson	20	—	3	3	—	4	—	30
7. Harry Mason	16	4	3	—	3	3	—	29
8. Martin Frost	9	3	3	3	4	3	3	28
David Easthope	10	5	3	7	—	3	—	28
10. Paul Hargreaves	15	3	—	—	5	4	—	27
11. Tommy Wood	6	3	3	3	3	3	—	21
12. John Busfield	11	7	—	—	—	—	—	18
David Gledhill	6	—	—	3	3	3	3	18
14. Bob Moorhouse	6	—	—	—	7	3	—	16
15. David Scatchard	6	—	3	—	—	3	3	15
16. Brian Kitching	11	—	—	—	—	—	3	14
17. Ed Spencer	5	—	5	—	—	3	—	13
18. Barry Watson	6	—	—	3	—	3	—	12
Keith Rothwell	6	—	3	—	—	3	—	12
20. David Taylor	8	—	—	—	3	—	—	11
21. Harvey McCaigh	3	—	3	—	—	3	—	9
Arthur Pickard	6	—	—	—	3	3	—	9
23. Chippy Stross	—	—	—	—	3	3	—	6
24. Mrs. J. Jackson	3	—	—	—	—	—	—	3
Alex Jackson	3	—	—	—	—	—	—	3

CHIPPY IOLA VASE

1. Mr. & Mrs. Mason	19
Mr. & Mrs. Chippindale	19
3. Mr. & Mrs. Hardy	16
4. Mr. & Mrs. Hargreaves	12
5. Mr. & Mrs. Rogerson	11
6. Mr. & Mrs. Busfield	7
7. Mr. & Mrs. D. W. Taylor	6
8. Mr. & Mrs. Jackson	3
Mr. & Mrs. Kitching	3
Mr. & Mrs. Pickard	3

CODE

F — Denny P.C.T.
 G — May 21, Harewood.
 H — May 28, Croft.
 I — June 3/4, Scarborough.
 J — June 25, Harewood.
 K — July 4, Bird's Event.

THE KEN LEE TROPHY

1. Gordon Chippindale	32
2. Paul Hargreaves	24
3. Bob Moorhouse	17
4. John Busfield	14
5. Ed Spencer	13
Harry Mason	13
7. Harvey McCaigh	9
8. David Taylor	6
Denys Townsend	6

THE ARNOLD BURTON TROPHY

1. Gordon Chippindale	17
2. Ian Hardy	15
3. Paul Hargreaves	12
4. Bob Moorhouse	10
5. John Busfield	7

Shell Motor Club League

The Yorkshire Sports Car Club have organised a Motor Club League, sponsored by Shell, the first qualifying round for the 1972 competition being on August 27th. These are the Huddersfield Motor Club Autotests which are followed by a sprint, a rally, a speed hill climb, a production car trial and some more autotests. Each club will nominate a team of five cars per event — not necessarily the same ones for each type of event — and marking will be on a figure of merit basis.

We are looking for a permanent team captain and team members and anyone interested in representing the Centre should get in touch with the acting captain — Chippy Stross at Otley 3387.

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YORKSHIRE CENTRE PROGRAMME

Date 1972	Event	Status	Centre Annual Competitions
30 July	Cricket Match — Fairburn.	—	—
1 August	Club Night Evening Event.	Closed	KE
6 August	Midsummer Race Meeting, Croft.	Rest	NK
27 August	Castrol Hill Climb, Cadwell.	Closed	—
5 September	Club Night Evening Event.	Closed	KE
10 September	Shell Speedclimb, Harewood.	National	NK
17 September	Stone Trough Sporting Trial.	Rest	NK
23 September	Scarborough Dance, Prince of Wales	—	—
24 September	Castrol Hill Climb, Scarborough.	National	NK
3 October	Social Club Night.	—	—
29 October	Greenwood Cup Production Car Trial.	Closed	CNKAE
7 November	Social Club Night.	—	—
18 November	Jubilee Ball, Queens Hotel, Leeds	—	—
5 December	Social Club Night.	—	—

CENTRE ANNUAL COMPETITIONS

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

This is "John" . . .

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1971	1,047,073	£1,768,273,165	£134,476,968

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