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### COVER PICTURE

Bryan Eccles who, on 30th April, made second fastest-ever time at Harewood with a magnificent climb in his Brabham Oldsmobile, is seen here half-way through Farmhouse at an earlier meeting.

(Photo: Jeff Binns).

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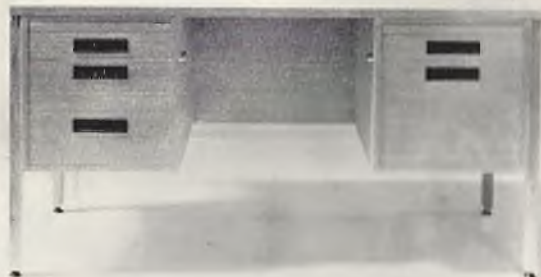
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# Ramblings



## ● ● ● EDITORIAL MEANDERINGS THROUGH THE BROAD ACRES ● ● ●

**Michael Kellett**

Michael Kellett's many friends will regard the news of his move South with mixed feelings; glad for him that it represents personal advancement, sorry it breaks the long-established and close link he has had with the Yorkshire Centre.

Mike was a regular and enthusiastic competitor in club events back in the early fifties starting off with a pre-war J2 MG and entering his first Centre event, the Chairmans Event, in 1950. After four seasons Mike was bitten by the racing bug and acquired an Austin Healey 100 which led, in 1955, to his joining up with Bob Hudson and Dick Hanson — all three Austin Healey 100 S mounted — in Team Triple S, an equipe which achieved much fame — and some notoriety — in its three year existence. The team competed successfully at home and abroad its outstanding attainment being the fifth place overall and highest British Finisher gained by Mike and Bob in the Rheims 12 Hour Sports Car Race against some very hot opposition. With the advent of Formula Junior Bob and Dick went single-seatering and Mike changed his Healey for an Aston and later an AC-Bristol but without much joy.

After his marriage to Ann Mike gave up competitive motoring — pure coincidence we have been assured! — and turned his attentions to the organising side of the sport with considerable energy thus becoming a really active member of the Committee which he had joined some four years earlier — which makes him one of its longest-serving members.

With the departure of Mike Kellett the Centre and the Committee loses a well-liked figure who has been an established feature of the Centre scene for a very long while and the gap left will be difficult, if not impossible, to fill. Earlier Mike drew great fun from his motor sport — and it was always a sport with him — and when active competition was no longer possible he turned to put back something of what he had taken out — and the Centre and its members, especially those beginning their competitive careers, are very much the better for that.

Members generally, and especially his Committee colleagues, will want to thank Mike for all he has done for the Yorkshire Centre over nearly twenty years now and to wish him and Ann the best of fortune in the future coupled with the hope we shall still see them from time to time when they come North.

**B.A.R.C. Race Meetings in June**

Three club meetings, all Members events and all organised by Headquarters, are listed for June. The first will be at Oulton Park on Saturday 10th, the second at Silverstone on Sunday 18th and the third at Mallory Park on Sunday 25th.

**Which Is The Quicker ?**

It is doubtful if, when claiming their mailship service to be the quickest way of getting from Britain to South Africa — air travel excepted — the Union Castle Line expected to be taken up on the statement and certainly not to be challenged by a mere motor car! However, Ford of Britain did just that and the gauntlet having been accepted nominated Centre member, Eric Jackson of Barnsley — veteran of several previous trans-world jaunts — and his inseparable companion, Ken Chambers, to see what they could do about it.

Whilst ignorant of the rules covering liner-car races the general plot was that Jackson and Chambers, Ford Corsair 2000E mounted, would leave Cape Town simultaneously with the "Windsor Castle" at 4 p.m. on 10th May and then do their best to reach Southampton, crossing the Mediterranean by air from Algiers to Marseilles and the channel by air to Lydd, by the liners ETA of 7 a.m. 22nd May.

Printers schedules being what they are this Circular will be closed by the time the outcome is known but we hope to be able to give full details in the June issue.

**New B.A.R.C. Hill Climbs**

The widening interest in hill-climbing in B.A.R.C. circles is underlined by news of two new hills to be run by Centres, Firstly the South-Western Centre, who have for long run the Brunton climb, have completed negotiations for use of a new site at Gurston Down, Broadchalke, near Salisbury and already work is under way to widen, re-shape and surface the 1,100 yard long hill. It is expected the first meeting — a Closed permit "shakedown" — will take place on 25th June with an official opening Restricted permit event on 23rd July.

At Pontypool, Monmouthshire, the South Wales Centre have reached agreement with the local council for the construction of an 880 yard hill — with gradient in parts of 1 in 7 — in Pontypool Park and plan the first meeting on 25th June and a further three meetings before the year is out.

**Continued on page 7**



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**RAMBLINGS**—continued.

**Glasses at Harewood**

Unbelievable though it may be the plain and distinctly unpleasant fact is that for every eight pints of beer sold by Monkmans the caterers at Harewood on Sunday 2nd April, one glass disappeared, representing a potential increase in cost of 2d./3d. a pint if this unacceptable overhead isn't reduced to sensible proportions.

The comparative absence of glasses, either whole or broken, on the ground afterwards leads to the inevitable conclusion the missing glasses were either stolen or inadvertently taken away in cars at the end of the meeting, but whichever the main reason the loss is no smaller nor more palatable.

Ken Monkman is very reluctant to adopt any of the three courses open to him viz to raise the price of ale to compensate, to institute a deposit on glasses or to introduce plastic containers but unless there is some improvement he will have no option but to do something of the kind.

Obviously members are only responsible for this to a limited extent but we do appeal to them to ensure their glasses, if taken away from the refreshment tents, are returned thereto as speedily as possible both to facilitate the service later in the day and cut down this staggering — and quite unnecessary — loss.

**New Members**

A warm welcome to the following new members recently elected to the Centre.

- D. J. Barmforth, Askham, York.
- G. Bradley, Preston.
- A. J. Clacher, Darlington.
- J. W. Goodliffe, Littleborough.
- W. A. Judge, Keighley.
- D. Knowles, Huddersfield.
- N. Porter, West Auckland.
- K. B. Le Riche, St. Helens.
- H. B. Schofield, Scarborough.
- W. M. Steer, Bradford.
- D. S. Stebbings, Malton.
- C. Wacher, Glasgow.
- C. S. Barrow, Huby.
- H. C. Bowman, Collingham.
- R. W. Foster, Keighley.
- M. J. Fowler, Norton, Doncaster.
- G. S. Gerrard, Honley.
- C. D. Gibson, Sheffield.
- D. A. Groves, Collingham.
- D. F. Herbert, Rawdon.
- N. L. Hodkin, Heaton Moor.
- A. W. Hutchinson, Kennaway, Fife.
- P. N. Joiner, Chipperfield, Herts.
- Miss A. Lee, Scarcroft.
- G. Martin, Barnsley.
- D. Pearcey, Harrogate.
- M. Reinhard, York.
- P. Richmond, Keighley.
- Miss C. M. Rowe, Outlane.
- J. J. Slater, Horsforth.
- D. D. Stross, Leeds.
- Miss P. Taylor, Keirby.
- D. C. Tebb, Leeds.
- J. C. Thomas, Sheffield.

- D. J. G. Wardrop, Lincroft.
- G. M. Westmorland, Wakefield.
- M. J. White, Wrose.
- F. R. Wilkinson, Bridlington.
- D. J. Williams, Leeds.
- K. R. Wilson, Rotherham.
- J. F. Yeoman, York.
- D. H. Faulkner, Middlesbrough.
- I. C. Walker, Bishop Burton.

**Joint Members :**

- Mr. & Mrs. Appiness, Leeds 6.
- Mr. & Mrs. C. A. Parker, Keighley.
- Mr. & Mrs. H. A. Cowing, Harrogate.

**Junior Members :**

- B. J. Barrett, Edinburgh.
- J. D. Chambers, Middlesbrough.
- G. S. Grossett, Edinburgh.
- J. N. Major, Leeds.
- P. J. Ratcliffe, Glasgow.
- B. H. Huddleston, Brighouse.

Centre membership now stands at 1,291.

## ANNUAL COMPETITIONS

Leading placings up to and including the Harewood Hill Climb on 30th April.

**Pearce Trophy**

	A	B	C	D	E	Total
1. M. S. Wilson .....	9	12	12	9	8	50
2. D. M. Gledhill .....	11	8	8	8	8	43
3. A. J. Hodgetts .....	—	9	12	12	9	42
J. M. Holroyd .....	—	12	9	12	9	42
5. J. R. Hardcastle .....	8	8	9	8	8	41
6. B. Bettridge .....	8	8	8	8	8	40
*Mrs. D. M. Lincoln .....	8	8	8	8	8	40
8. J. E. Ison .....	—	9	8	9	8	34
9. J. M. Busfield .....	8	—	8	8	8	32
G. F. D. Hewitt .....	—	8	8	8	8	32
10. G. F. Chippindale .....	—	—	11	10	10	31

**Ken Lee Trophy**

1. J. Hall .....	—	1	4	5	4	14
2. G. F. Chippindale .....	—	—	4	4	3	11
3. J. Thomson .....	—	1	4	—	4	9
4. A. Forrest .....	—	—	3	—	4	7
5. J. R. Cussins .....	—	1	—	—	4	5
P. R. Grimshawe .....	—	1	2	1	1	5

**Chippy-Iola Vase**

Mr. & Mrs. :						
1. M. H. Whaley .....	13	—	—	—	—	13
2. J. Jagger .....	12	—	—	—	—	12
3. D. K. Haigh .....	9	—	—	—	—	9
4. J. M. Busfield .....	8	—	—	—	—	8
M. Kempsey .....	8	—	—	—	—	8

\*Mrs. D. M. Lincoln leads in the competition for the Firth Bowl.

Queries regarding the above markings should be addressed to Tony Hodgetts at 2 Carlton Drive, Guiseley, near Leeds (Tel. Guiseley 4774 — Home; or Bradford 33488 — Office).

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# next month

## JUNE

### Joint Driving Tests — 4th June

This year's Joint Driving Tests — organised by the Centre in its triennial turn — and co-promoted with the East Yorkshire Car and Yorkshire Sports Car Clubs will take place at the Tower Brewery of Messrs. Charringtons Yorkshire Breweries Ltd., Wetherby Road, Tadcaster on Sunday, 4th June starting at 1 p.m.

The three tests, each of which will be performed thrice with all nine times to count — we hope somebody's lucky number is three! — have been devised by Bruce Moss who is Clerk of the Course on this occasion. This slightly unusual — for us at any rate — arrangement has been adopted partly owing to the layout of the venue and partly by the desire to avoid competitors having to hang about whilst one test is dismantled and another laid out.

Regulations were issued with the April Circular and enquiries relating to entries which officially closed on Monday 29th May should be directed to the Secretary of the Meeting, J. D. Lincoln, at Brandy Close, 125 Drub Lane, Gomersal, Cleckheaton, Yorkshire — Tel. Cleckheaton 3050.

Chief Marshal Tony Hodgetts — who can be contacted at 2 Carlton Drive, Guiseley, Leeds (Guiseley 4774) — or during office hours at Bradford 33488 — may well be able to use a few more marshals or helpers and will no doubt be glad to hear from you if you can lend a hand.

### Harewood Hill Climb Practice Evening — 6th June

Details of the Harewood Hill Climb Practice Evening on Tuesday 6th June — it is of course the June Club Night — went out with the April Circular and applications to practice have rolled in. By the time you receive this Circular the lists will have closed and acceptances and permits be on their way. Miss K. A. Reyner, who is acting as Secretary of this event, can be contacted at the B.A.R.C. Yorkshire Office, 6 Sidney Street, Vicar Lane, Leeds 2 (Tel. Leeds 38972) should you have any queries, etc. relating to this side of things.

For the benefit of those unacquainted with the event it is purely a practice session — and in no sense competitive — which is held on the full Stockton Farm, Harewood hill. It will start at 5-30 p.m. and continue virtually until nightfall. Each accepted applicant will receive a minimum of two runs and if the available time permits additional practice runs may be granted on payment of an extra fee of 2/6d. per run.

The object of the exercise which bids fair to out-ride its predecessors in popularity — is to give the inexperienced a run or two up the hill to see what it feels like and also to give the more experienced a brief training session.

The opportunity is also being taken to introduce some of our newer members with interest but without experience into the mysteries of flag-wagging so if you'd like to be in on this you should contact John Ison, 9 Park Lane, Guiseley. (Tel. Guiseley 3975).

Although the Practice Evening can scarcely be claimed to have great spectator value it is, especially if rewarded with fine weather, a pleasantly relaxed evening in some of the finest countryside in the land and well worth coming along to for an hour or two — and much better for the constitution than stewing in front of the telly!

Helpers, especially in the afternoon before the event, would be most welcome and those who can assist should get in touch with Mike Wilson at Silver Royd House, Leeds 12 (Leeds 638392) assuming they haven't already offered to assist.

One final word. The practice won't finish until dusk as we wish to give those taking part the maximum value for their money, after which the farm has to be cleared of all our impedimenta that night. It would be most helpful if those taking part, whether they be onlookers, marshals or those practising buckle in and lend a hand — for this is very much an occasion where the maximum number of clearers-up are needed.

### Mid-Summer Rave — Friday 16th June

Undeterred by indifferent support for summer dances in recent years the Social Committee has again laid on a mid-June shindig for your enjoyment to be called, in the modern idiom, the Mid-Summer Rave — which suggests a touch of the Tony Rials. The Rave, with band and liquid refreshment facilities, will take place at the Village Hall, Linton, start time 9 p.m., chequered flag 1 a.m. An application form for tickets — 7/6d. each — is enclosed with this Circular but if you lose yours or don't wish to use it Miss Kathy Reyner at B.A.R.C. Office, 6 Sidney Street, Vicar Lane, Leeds 2 will be pleased to see you get the tickets you need — always provided they haven't all been sold. However, Miss Reyner will also require to have the money with your application — irrespective of whether or not you use the application form — and no amount of cajolery will persuade her to part with tickets "on tick".

To encourage early attendance and start the swinging session with a swing all those admitted to the hall before 10 p.m. will be given a free drink voucher to a value of 2/- so we hope you will be inveigled out of The Windmill and similar hostelries somewhat earlier and in greater numbers than has sometimes been the case in the past.

By police order attendance at the hall has been limited to 160 which isn't really very many so you are advised to get your tickets early if, as we hope, you intend to come along.

Continued on page 25

**AUSTIN**

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# COMPETITION



# MATTER

● First of all an urgent plea from the organisers of the International Gulf London Rally, for marshals on the forest stages on the London later in June. Mr. D. Staveley of the A.C.A. Motoring Club is in charge of the Bickley Stage (in the North Yorkshire Forest area); Gordon Forster having planned the stages for all the North Yorkshire area. It is hoped to man the Bickley stage from members of the B.A.R.C. and the details are as follows. The Bickley Stage will be run in the early hours of Friday morning 30th June, with the usual refreshments laid on at the New Inn, Thornton Dale, the previous evening. The Gulf London is one of those "Club" atmosphere Internationals of the very best type, organised by regular competitors and as such attracting a representative entry. Potential entrants include Bengt Solderstrom, Rosemary Smith, Roy Fidler, current National Rally Champion and this year's leading European circuit driver Vic Elford. Those who would like to marshal on the Bickley Stage are asked to contact Mr. Staveley at 27 Moss Gardens, Alwoodley, Leeds, Telephone 673674.

Marshals and friends are also invited to attend the post Rally party and prize-giving at the Excelsior Hotel, Manchester Airport on the evening of Saturday July 1st, applying for tickets, at 25/- each, to Mrs. S. Seigle-Morris, 130/136 Sydenham Road, London S.E.26.

● Further opportunities for spectating or marshalling in the Forests in the Pickering area on National Rallies are coming up this Autumn with the 2300 Club's Mullard Trophy Rally on the 19th/20th August. And a fortnight later, the first week-end in September, on the Morecambe National Rally. Do not forget that we are looking for a genuine rally competitor to represent the Yorkshire Centre in the Novice section of the Morecambe.

● We do not normally mention the Centre's own events in this column, but I feel this occasion cannot be allowed to pass without offering sincere congratulations to Phillip Cooper on his fine achievement in winning his second Gold Cup on the Scarborough Week-end Driving Tests recently. For those who do not realise the consistency of this performance, Phil not only became the first person to win two Gold Cups, presented for achieving a Figure of Merit percentage of 95% or over for three consecutive years on the Scarborough, but his own Cups were gained in six consecutive years.

Phil also went on the recent Tulip Rally with Ken Deacon in the Cooper 'S' and suffered cruel luck. They were one of only twelve crews to sort out the navigational mix-up on the Rally and stay "clean", and were leading the class, when, within sight of the finish, the clutch packed in and nothing could be done about it.

● Whilst competitors were squelching around Scarborough and District on Sunday 14th May, Yorkshire Centre members were enjoying a certain amount of success in the L.A.C.'s Tholt-Y-Will continental Hill Climb in the Isle-of-Man. Class winners included Chris England (Mini Cooper), John Cussins (Cooper 'S'), Richard Sutherland (Sprite), Alan Stanforth (Terrapin) and David Hepworth (Brabham) and F.T.D. was achieved by John Butterworth in the Brabham. Richard Stross in the M.G.B., or more accurately out of it, will want to forget the week-end.

● Further competition news from the Hill Climb scene is that Peter Lawson has started his first full season of Championship events well, and is picking up point regularly. After his third place in the championship runs at Wiscombe Park, he now lies in fifth place in the Championship itself.

● On now to a preview of events for June and starting on the Sunday of the 11th June. On this day, the Airedale and Pennine Motor Car Club are organising their annual Speed Hill Climb at Baitings Dam Access Road, Ripponden. The event is of Restricted status, open to all members of Clubs in the Association of Northern Car Club. The Classes for the Meeting are those run by ourselves, according to the B.A.R.C. Yorkshire Centre Speed Events Classes leaflet, though provision is made for merging classes with less than four entries. Practice starts at 10 a.m. on the Sunday and the Meeting proper at 2.0 p.m. and regulations are available from the Competition Secretary, Cleckheaton 3050.

● The following week-end, the B.R.S.C.C. Northern Centre have another of their Rufforth Race Meetings. This is the June Meeting on Saturday 17th June and starts at 2.0 p.m., with practicing the same morning. The usual B.R.S.C.C. Classes apply for this meeting and the seven race programme includes races for the Leedspeed and Yorkshire Evening Post Trophies and qualifying events in the B.R.S.C.C.'s Northern Single Seater Championship and Northern Saloon Car Championship. Mid-summer Saturday could provide an interesting day out at Rufforth, which by the way lies on the York-Wetherby Road, about 5 miles West of York.

● The next day, Sunday 18th June sees the M.G. Car Club and the R.A.F. Motor Sports Association throwing open their Topcliffe Sprint to members of the Association of Northern Car Clubs, which of course includes B.A.R.C. Yorkshire Centre. Topcliffe is a very interesting Sprint course, some one and a half miles long; there are three straights, two right hand corners, two left hand corners, and a long sweeping right hand bend. There are 13 Classes catering for all types of

Continued on page 12



## COMPETITION CHATTER—continued.

vehicles, with practicing in the morning — the meeting itself starting at 1-30 p.m. The entry fee is 40/- and entries close on Thursday 15th June. Regulations are available from the Yorkshire Centre Office, 6 Sidney Street, Leeds 2. Tel. Leeds 38972 or from the Competition Secretary. As the Yorkshire Centre also have a sprint at Topcliffe at the beginning of August, this is a chance for a preview.

④ On to the last week-end in June, when on Sunday 25th June, the Airedale & Pennine Motor Car Club have their Restricted S. Rodney Whiteley Trophy Trial. This is right out of season for the Rodney Whiteley, but considering the trouble some Northern organisers have had with the weather, when running winter trials, I think they have probably made a wise move. The Trial is one of the Country's leading Production Car Trials, qualifying for the B.T. & R.D.A.'s Production Car Trial Championship and an important feature of the event is the Club team Trophy Competition. Last year, when the event was run in the Autumn, one of our Club teams ran third. Let's have a good turn out this year and run as many teams as we can, though the task of wresting the Team Trophy from the West Hants. and Dorset Club will indeed be a formidable one. Remember the date, June 25th and if you do not want to be part of the tom-foolery at Harewood, here is a good alternative.

⑤ By the time this Circular reaches you, entries will have closed for the Darlington and District Motor Club's Four Hour Relay Race. This takes place on Sunday 11th June, and I mention it here because Croft on Relay race day looks like B.A.R.C. home from home. We have teams entered this year for the Centre and are hoping that our fortunes run just that little bit better than usual when we seem always to be beaten on a re-count of laps completed. This is

undoubtedly one of the more interesting days out in Club Racing, and Croft should be well worth a visit.

● On to the first week-end in July, when we have one of those rare summer phenomena, a rally. This will be the Lincoln District M.C. & L.C.C.'s Barnard Trophy Rally, which is a 200 mile event with seven special stages and organised with expert and novice competitors alike in mind. Regulations from the Centre Office.

⑥ On Sunday 2nd July, the Huddersfield Motor Club have a Speed Hill Climb at Baitings Dam Access Road. Arrangements are similar to the Airedale & Pennine's meeting previewed above, but a further word on Baitings might be of interest. The Course is 440 yards in length, rising from the foot of the Dam Wall in a series of hairpin bends. Full refreshment facilities are available and there is no finer view of any Hill Climb course than that from the pedestrian walk along the Dam Wall itself. For competitors, Baitings is one of the finest Hills for starting your Hill Climb career, and for the regulars to Baitings things will be much as before. This Huddersfield Meeting last year was well over-subscribed, so early enquiry is advised.

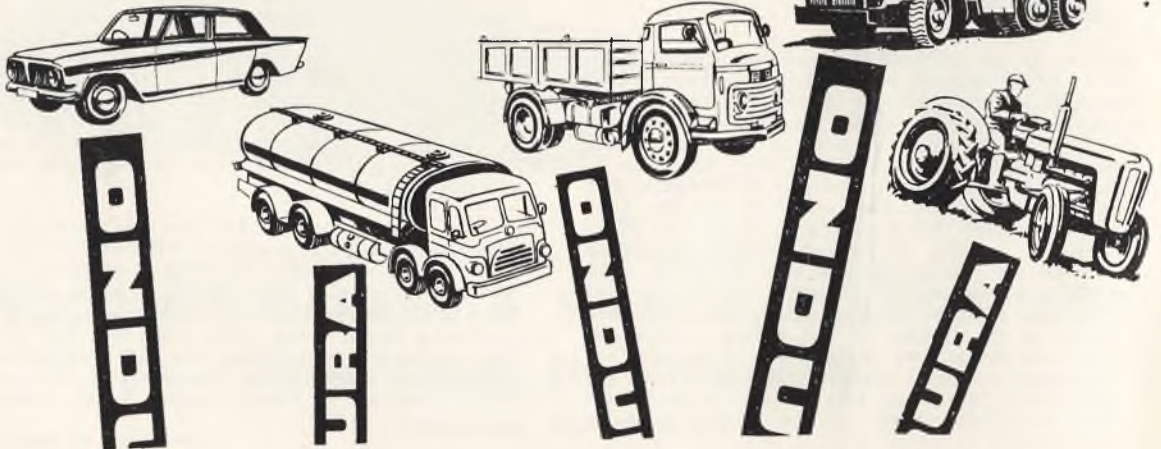
⑦ Finally, an interesting venture came to our notice recently. The Peterborough Agricultural Society have a permanent show ground site at Alwalton, Nr. Peterborough, where they are in conjunction with the local Motor Club, laying down a half mile sprint circuit in front of the permanent spectator stands. The facilities here will rival any circuit in the country and the circuit will be available for hire to any other motor club. The venture is being watched with interest, as the possibilities for adapting any local venue, agricultural or any type of sporting stadium, must be enormous.

J.D.L.

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# CROFT RACE MEETING

16th APRIL

The first of the three Centre race meetings at Croft this year was, for once, blessed with splendid weather which brought out a crowd of over 10,000 to watch the eight-race programme which was run off well to time and without mishap. Despite the counter attraction of another meeting at Cadwell Park — a clash which neither the Centre nor B.R.S.C.C. had been able to avoid — which inevitably drew off some of our regulars the entry list was fairly full although the turnout for two races was poor.

In the first race, a ten-lapper for Special Grand Touring Cars, John Calvert (Lotus Elan), went into an immediate lead from the front row of the grid pulling away steadily from the rest of the field to win by 20 seconds from Robin Smith (Ford Mustang) who was similarly comfortably ahead of Jim Hall's Porsche Carrera, J. Lumsden-Taylor (E Type Jaguar) and Bill Nicholson (MG B) provided the real tiger in this race with the latter eventually getting the edge to take sixth place. In the category for the up to 1,150 c.c. boys Arnott (Lotus 11 G.T.) had a fairly easy win from Forester-Smith who was similarly mounted.

The Special Saloon Car race was poorly supported with only eleven starters, five of whom fell out during the ensuing ten laps. Robin Smith was out again in the Mustang and had little difficulty in winning by 16 seconds from Peter Finney's quick Anglia. Chris Way inverted his Anglia coming out of the chicane but fortunately neither driver nor car were damaged.

Jim Hall's Porsche Carrera led the Marque Car race throughout but was chased hard first by Lumsden-Taylor — who fell back after occupying second place for two laps — and then Alan Mountain's E Type with Nicholson's MG hard on his SPs, the three finishing in that order with only five seconds separating them. David Welpton (Austin Healey Sprite) had an easy 26 seconds win from Willett's similar car in the up to 1,150 c.c. category after Mrs. Gabriel Konig had led for the first eight laps. A notable entry in this race was Mike Nickell-Lean's Triumph GT 6 which retired at half-distance with suspension problems, it being an as yet unsorted motor.

Only six cars came under orders for the Marque "Y" and Touring Car Race — thus indicating its continuation in Centre race meeting programmes is uncertain — which was a dull affair, enlivened only by the efforts of Robin Smith in his Mustang to overcome the one minute penalty imposed due to his receiving a push start from the back row to which he had been consigned by a faulty clutch. By the third lap Smith had got the unwieldy car into the lead and thereafter set about getting a clear sixty second head — equalling Jack Sears class lap record in the process — but he couldn't make it over seven laps and the race went to Alan Mountain, with Smith 34 seconds (on aggregate) behind — a jolly good try. A notable achievement was W. T. Woods third place in this, his first-ever, race.

In the ten lap race for Clubmans' Sports Cars we had one of the two best events of the day with Mervyn Bartram and John Love, both in Lotus 7 Fords, going hammer and tongs for the whole 17½ miles, the latter winning by just one second. Obank, Turnbull and Cochrane were all well placed behind the flying couple up front but eventually disappeared leaving third and fourth places to Mortimer (Lotus 7 Ford) and Harris (Mallock U2 Ford). In the small car category David Grahame's Lotus 7 Ford led for most of the race to take the class and fifth place overall.

The next race, another ten-lapper for Special Saloon Cars, produced another exciting contest with several dices throughout the field. Up in front Muter (Cooper S), Dryden (Cooper S) and Blaylock (Anglia) shot off hub to hub, the last-named dropping out when he overcooked at Tower. By lap seven Dryden had got in front holding that position to the chequered flag, eventually pulling away a little to win by nine seconds. Back in the ruck eight minis had a race-long struggle providing the spectators, and quite obviously, the drivers, with enormous fun.

The final scratch race of the day, for Sports Racing and Formula Libre Cars was well supported although it seemed fairly certain the first two places would go to Peter Crossley and "Fast" Fred Smith. Crossley pushed his Brabham BT 8 into an immediate lead off the grid with Smith's Brabham BT 14 close behind but the latter fell further and further back until a completely collapsed suspension compelled his retirement on the fifth lap. From this point Trevor Twaites moved his Lotus 23 into second place to hold this until the end — with first place in class also. Graham MacWilliam (Merlyn Mk. II) started off the back row and did well to get into third overall, whilst West (Lotus 23B) and Arnott (Lotus 11 GT) had a good fight for second place in the small class until the latter fell back.

The meeting concluded, as usual, with a handicap race, this time a ten-lapper, which provided the usual problems for onlookers when credit laps are used as well as credit times. However, with runners of widely-differing capabilities on short circuits this is inevitable. Mike Wood (Austin Healey 100) — who received two credit laps — wasn't caught by anybody and finished a good half-lap ahead of the next man, D. Bullen (Austin Cooper S), but was subsequently disqualified for having improved upon the handicap time by more than 5%. That the handicappers had done their homework and their job properly was demonstrated by the fact the first four cars home — excluding Wood — finished within six seconds of each other. Whether or not John Lumsden-Taylor regretted loaning his E Type to Dr. Williams for his first drive history does not relate but no doubt the wretched doctor felt his luck was out when he smote the chicane, fortunately, without too much damage.

Continued on page 15

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**CROFT RACE MEETING — 16th April—continued.**

**Results**

**EVENT ONE — 10 Lap Special Grand Touring Car Race**

		m.p.h.
1. J. S. Calvert (Lotus Elan)	13.49.0	76.00
2. R. Smith (Ford Mustang)	14.10.2	
3. J. Hall (Porsche Carrera)	14.32.0	

**Class "A" — Up to 1150 c.c.**

1. D. Arnott (Lotus 11 GT Climax)	14.44.8	71.20
2. R. Forester-Smith (Lotus 11 GT Climax)	15.06.8	
3. I. N. Sutherland (Turner GT)	15.14.8	

**Class "B" — 1151 c.c. and Over**

1. J. D. Calvert (Lotus Elan)	13.49.0	76.00
2. R. Smith (Ford Mustang)	14.10.2	
3. J. Hall (Porsche Carrera)	14.32.0	

**EVENT TWO — 10 Lap Special Saloon Car Race**

1. R. Smith (Ford Mustang)	14.03.0	74.73
2. P. J. Finney (Ford Anglia)	14.19.2	
3. M. C. Guthrie (Ford Anglia)	14.21.0	

**EVENT THREE — 10 Lap Race For "Marque" Cars**

1. J. Hall (Porsche Carrera)	14.37.6	71.79
2. A. Mountain (Jaguar "E" Type)	14.41.4	
3. W. Nicholson (MG B)	14.42.8	

**Class "A" — Up to 1150 c.c.**

1. D. C. Welpton (A/H Sprite)	15.30.6	67.70
2. J. B. Willetts (A/H Sprite)	15.56.4	
3. I. W. N. Kirkwood (A/H Sprite)	*14.39.0	

**Class "B" — 1151 to 2000 c.c.**

1. J. Hall (Porsche Carrera)	14.37.6	71.79
2. W. Nicholson (MG B)	14.42.8	
3. Mrs. J. Denton (MG B)	15.29.2	

**Class "C" — 2001 c.c. and Over**

1. A. Mountain (Jaguar "E" Type)	14.41.4	71.48
2. J. K. Lumsden-Taylor (Jag. "E" Ty.)	14.28.6	
3. E. A. Worswick (A/H 3000)	15.22.4	
	* 9 laps completed only	

**EVENT FOUR — 10 Lap Race for Marque "Y" Cars and Touring Cars**

1. A. Mountain (Jaguar "E" Type)	15.05.8	69.55
2. R. Smith (Ford Mustang)	+15.31.4	
3. W. T. Wood (Jaguar "E" Type)	16.01.2	

**Class "A" — Marque "Y" Sports Cars**

1. A. Mountain (Jaguar "E" Type)	15.05.8	69.55
2. W. T. Wood (Jaguar "E" Type)	16.01.2	
3. R. E. Watson (Porsche S 90)	*14.59.6	

**Class "B" — Touring Cars**

1. R. Smith (Ford Mustang)	+15.31.4	72.30
2. G. F. Chippindale (F/Cortina GT)	*14.47.6	
3. J. M. Reiss (Ford Lotus Cort.)	*15.01.2	
	† Penalised one minute for push start.	
	* 9 laps completed only.	

**EVENT FIVE — 10 Lap Race For Clubmans Sports Cars**

1. J. Love (Lotus 7 Ford)	13.43.0	76.55
2. M. Bartram (Lotus 7 Ford)	13.44.0	
3. A. Mortimer (Lotus 7 Ford)	14.14.0	

**Class "A" — Up to 1000 c.c.**

1. D. Grahame (Lotus 7 Ford)	14.58.4
2. T. G. Temple (Lotus 7 BMC)	*13.45.8
3. P. D. Newby (Mallock U2 Ford)	*14.23.0

**Class "B" — 1001 to 1500 c.c.**

1. J. Love (Lotus 7 Ford)	13.43.0	76.55
2. M. Bartram (Lotus 7 Ford)	13.44.0	
3. A. Mortimer (Lotus 7 Ford)	14.14.0	
	* 9 laps completed only.	

**EVENT SIX — 10 Lap Special Saloon Car Race**

1. J. I. M. Dryden (Morris Cooper S)	14.16.4	75.56
2. D. J. Muter (Morris Cooper S)	14.25.4	
3. W. Borrowman (Austin Cooper S)	14.58.0	

**Class "A" — Up to 1000 c.c.**

1. W. Borrowman (Austin Cooper S)	14.58.0	75.15
2. A. Robertson (Hillman Imp)	15.19.2	
3. S. Bell (Morris Cooper)	15.25.6	

**Class "B" — 1001 to 1300 c.c.**

1. J. I. M. Dryden (Morris Cooper S)	14.16.4	75.56
2. D. J. Muter (Morris Cooper S)	14.25.4	
3. C. B. Pearson (Austin Cooper S)	15.08.4	

**EVENT SEVEN — 10 Lap Sports/Racing and Formula Car Race**

1. P. J. Crossley (Brabham BT 8)	12.58.8	80.89
2. T. Twaites (Lotus 23B Ford)	13.35.4	
3. J. G. MacWilliam (Mervyn Ford)	13.41.6	

**Class "A" — Sports Racing Cars up to 1150 c.c.**

1. T. Twaites (Lotus 23B Ford)	13.35.4	77.27
2. M. J. West (Lotus 23 Ford)	14.07.2	
3. D. J. Taylor (Lotus 11 Climax)	14.20.0	

**Class "B" — Sports/Racing Cars 1151 c.c. and Over**

1. P. J. Crossley (Brabham BT 8)	12.58.8	80.89
2. J. S. Calvert (Lotus Cooper)	13.50.0	
3. J. Lanny (Lotus Elan)	*13.10.6	
	* 9 laps completed only.	

**EVENT EIGHT — 10 Lap Handicap Race**

1. D. Bullen (Austin Cooper S)	15.10.6	66.66
2. W. Jaques (Austin Cooper S)	15.11.2	
3. S. Bell (Morris Cooper)	15.11.8	
4. J. Lanny (Lotus Elan)	15.16.4	
5. R. C. Little (Ford Anglia)	15.18.4	
6. A. Mortimer (Lotus 7 Ford)	15.19.6	

D. Bullen — 1 credit lap and 10 secs.  
 W. Jaques — 1 credit lap and 5 secs.  
 S. Bell — 1 credit lap.  
 J. Lanny — 30 secs.  
 R. C. Little — 1 credit lap.  
 A. Mortimer — 50 secs.

# HAREWOOD SPRING

30th

The Spring National Meeting at Harewood on 30th April will rank as one of the best — if not the best — held at Stockton Farm so far. Although the weather was threatening and cold only a few drops of rain fell — insufficient to affect times seriously — and a big crowd of around 10,000 witnessed some excellent, close driving. Outstanding amongst many splendid runs were those of Peter Kaye and Bryan Eccles, the former lowering the Free Formula Touring Car Class record by two seconds to an unbelievable 48.55 — only four seconds outside the outright hill record — and the latter's searing 44.46s on the final run of the day, only .01s outside Peter Westbury's best ever with the Ferguson P.99 in 1964.

In the class for the smallest-engined Touring Cars Jeff Goodliffe's supercharged BRT Developments Cooper and Chris England's 970S were closely matched the former taking eventual honours with 51.46s to England's 52.18s — both well inside the former class record. In the next category Alan Ensoll's 3.8 Jaguar saloon was .05s faster than Alan Forrest's Cortina Super but was disqualified on final re-scrutineering owing to an eligibility infringement. Forrest with 54.22s established a new class record and second man Gordon Chippindale (Cortina) was also within the old record. In the Special Series category John Cousins BRT Developments prepared 1293 Cooper S, after fouling a plug on its first time up did much better on its second to register a win by .10s from Geoff Halliwell's similar car. In the Formula Libre section Peter Kaye, also in a BRT prepared car, who had served notice of what to expect at the early April meeting, simply flew up the hill to record an incredible 48.55 — 2 seconds dead within the existing class record and immediately afterwards Andy Barton did a very quick run only to fail to cross the line with all four wheels thus being disqualified. Next time round Kaye, to prove it was no fluke, clocked 48.57s and try though he might Barton couldn't better 50.20s on his second run. Later, in the "Top Ten" run-off, Kaye recorded 48.82s which proves the boy really knows what he's about.

In the Marque "Y" Sports Car classes Richard Sutherland and David Welpton got their Austin Healey Sprites really motoring — as they always do — and both were comfortably within the formers previous record at the end of their first turns, Sutherland being the quicker by .15s. However, next time up the tables were turned when Welpton knocked .22s off his first time to get .07s under Sutherland who couldn't improve on his first sufficiently and lost the class and record. In the "MG B" class — which contained six of that ilk, two TVRs and a solitary GT.6 — G. B. Ellis had a fairly easy time of it winning the class by 1.61s from N. L. Hodkin. In the "E Type" section there were seven running — Jim Thomson, David Stead, Alan Mountains and Henry Crowther — all covered by 1.29s at the end of the first runs — Thomson having lowered the class record in the process. Thomson, Stead and Crowther were all able to improve upon their times

on their second runs and finished in that order, Thomson taking the record into his keeping for a while.

The smaller-engined Special G.T. Car class provided an eleven runner section all of differing shapes and sizes with John Lepp's Chevron and Jim Hall's Porsche Carrera notably quicker than the remainder of the field, those two eventually finishing .04s apart with Chippy Stross (Lotus Elan) 2.3s behind in third place. In the senior section Malcolm Dungworth (TVR Ford) notched his usual win with M. J. Myles special E Type second. A welcome entrant in this class was John Macklin — who came to grief so spectacularly during practice for this meeting last year — with the ex Maranello Concessionaires, ex Innes Ireland Ford GT 40, an impressive motor but not yet properly powered or geared for the hills.

The smaller class for Clubmans' Sports Cars only produced four runners, won by Buxton (Chevron) whilst the slightly better-supported senior class in the category went to Mervyn Bartram in his very quick Lotus 7 Ford.

The smallest capacity class in the Sports/Racing category had only three runners of which P. Edmondson's DRW was the quickest by .66s from Miss Georgina Baillie Hill (Elva BMW) — both being well outside the class record. In the section for the bigger-engined of the species Ray Terry's Elva Buick 8 B took the honours from David Harrison's Crossle Buick by .44s with John McCartney's four-wheel drive 1.8 litre BRM powered Felday 4 in third place on its first outing.

Thus to the single seaters. Jimmy Johnstone, who had broken Mac Daghorn's four year old class record several times in practice but never in competition managed a half-second win from John Thornton's splendidly turned out Mamba but was .03s outside the record in the process! Later in the afternoon in the "Top Ten" run-off Thornton managed a most creditable 47.20s so that this is the target at which Jimmy will now have to aim. In this class that intrepid chauffeur, Spencer Elton, made his Harewood debut in his Cooper J.A.P. being rewarded with third place a mere .11s behind Thornton — so this class was hotly contested. The 1,600 c.c. category was a Brabham benefit "Fast" Fred Smith (BT 14 Ford), Peter Lawson (Formula Libre) and John Butterworth (BT 14 Ford) occupying the first three places in that order with less than a second between them. In this class Peter Boshier-Jones could manage no better than sixth place — although this was more due to the strength of the opposition than any deficiency on his part. The over 1,600 c.c. class included that veteran of the hills — Basil Davenport — on his first competitive visit to the hill. Basil, due to celebrate his 64th birthday the following week, coaxed his famed G.N. Spider up in an impressive 54.17s — a good performance indeed. Many competitors and officials spent an interesting time discussing hill-climbing past and present with Basil and it was good to know he considers Harewood a splendid

# NATIONAL HILL CLIMB

APRIL

place from all points of view. In this class, however, the paceman was fairly obviously going to be Bryan Eccles with his 3.8 litre Oldsmobile-engined BT 18 frame and so it proved when, after his first run, he stood nearly two seconds faster than next man Martin Brain. On the second runs Eccles clipped off another .68s to take the class without too much difficulty, Bryan Brown getting his Lotus Ford into second place ahead of Brain's Cooper Daimler. An interesting and promising new comer in this class was David Hepworth's Brabham Traco which managed fourth place and augured well for later on when it is properly sorted.

In the "Top Ten" run-off Thornton broke his class record and Brown his transmission whilst Peter Kaye, after a sizzling 48.22s, let go all the stops on his fourth run of the day, lost it temporarily coming into the farmyard and thoroughly enjoyed himself in the process. Hinchcliffe, Butterworth, Johnstone and Smith were all really trying but the first real excitement came when Eccles broke 46s for the first time that day with 45.96s. Lawson, on his second run, replied with 45.93s and amidst mounting excitement, Eccles toed the line for the final run of the day. His run was perfect, beautifully judged and although it didn't look all that quick the knowing ones knew it was a winner and close to the record — and so it proved, a magnificent 44.46s, just .01s outside the record.

So closed a splendid meeting.

## Results

### Class 1. — Touring Cars up to 1,300 c.c.

1. J. W. Goodliffe (Cooper) .....	51.46
2. J. C. England (Cooper S) .....	52.18
3. P. A. Houghton (Coper S) .....	53.99

### Class 2. — Touring Cars 1,301 c.c. and over

1. A. Forrest (Cortina Super) .....	54.22
2. G. F. Chippindale (Cortina G.T.) .....	54.82
3. J. T. W. Booth (Cortina) .....	55.20

### Class 3. — Touring Cars Special Series

1. J. R. Cussins (Cooper S) .....	52.23
2. J. W. Halliwell (Cooper S) .....	52.33
3. D. Bullen (Cooper S) .....	52.87

### Class 4. — Touring Cars Formula Libre

1. F. P. Kaye (Cooper S) .....	48.85
2. A. A. Barton (Cooper S) .....	50.20
3. C. B. Pearson (Cooper) .....	50.80

### Class 5. — Marque "Y" Sports Cars up to 1,300 c.c.

1. D. C. Welpton (Austin Healey Sprite) .....	52.10
2. R. Sutherland (Austin Healey Sprtie) .....	52.16
3. C. J. Green (Austin Healey Sprite) .....	54.09

### Class 6. — Marque "Y" Sports Cars 1,301 to 3,000 c.c.

1. G. B. Ellis (MG B) .....	53.11
2. N. L. Hodkin (MG B) .....	54.72
3. S. J. Simpson (TVR 1800 S) .....	54.80

### Class 7 — Marque "Y" Sports Cars 3,001 c.c. and over

1. J. F. Thompson (Jaguar E Type) .....	50.25
2. D. P. Stead (Jaguar E Type) .....	51.03
3. H. R. Crowther (Jaguar E Type) .....	51.38

### Class 8. — Special G.T. Cars up to 3,000 c.c.

1. J. A. Lepp (Chevron GT) .....	49.31
2. J. Hall (Porsche Carrera) .....	49.35
3. L. S. Stross (Lotus Elan) .....	51.62

### Class 9. — Special G.T. Cars 3,001 c.c. and over

1. G. M. Dungworth (TVR 200 Ford) .....	50.41
2. M. J. Miles (Jaguar E Type) .....	51.16
3. A. E. Crowther (Iso Grifo) .....	51.49

### Class 10. — Clubmans' Sports Cars up to 1,000 c.c.

1. J. M. Buxton (Chevron Mk. I) .....	52.78
2. R. A. Cowing (Terrier Mk. II) .....	52.80
3. M. Gribben (Terrier Mk. II) .....	53.35

### Class 11. — Clubmans' Sports Cars 1,001 to 1,500 c.c.

1. M. Bartram (Lotus 7 Ford) .....	50.83
2. R. J. Prest (Lotus 7 Ford) .....	51.52
3. I. A. B. Harris (Mallock U2 Ford) .....	51.66

### Class 12. — Sports/Racing Cars up to 1,600 c.c.

1. P. Edmondson (DRW) .....	53.28
2. Miss Baillie Hill (Elva BMW) .....	53.74
3. F. V. Midgley (Lola Climax Mk. I) .....	56.72

### Class 13. — Sports/Racing Cars 1,601 c.c. and over

1. R. Terry (Elva Buick 8 B) .....	48.86
2. D. A. Harrison (Crossle Buick) .....	49.32
3. J. McCartney (Felday 4) .....	50.52

### Class 14 — Racing Cars up to 1,150 c.c.

1. J. Johnstone (Lotus 18 Crossford) .....	47.25
2. J. Thornton (Mamba Mk. 2 M BMC) .....	48.72
3. N. Spencer Elton (Cooper JAP) .....	48.83

### Class 15. — Racing Cars 1,151 to 1,600 c.c.

1. F. W. Smith (Brabham BT 14 Ford) .....	46.69
2. P. J. Lawson (Brabham F.L. Lotus) .....	46.72
3. J. T. Butterworth (Brabham BT 14 Ford) .....	47.54

### Class 16. — Racing Cars 1,601 c.c. and over

1. B. Eccles (Brabham Oldsmobile) .....	46.21
2. B. W. Brown (Lotus Ford) .....	48.65
3. M. R. Brain (Cooper Daimler) .....	48.73

Continued on page 25



## COMING SHORTLY

### Club Night Evening Event — 4th July — Autocross

Last year's Club Night Autocross was a highly successful affair and although it isn't intended to repeat the post-event informal dance this time— it being too close to our Mid-Summer Rave — there seems no reason why the competitive side should not be equally enjoyable.

Providing the needs of agriculture are compatible the autocross will take place on Tuesday evening, 4th July on John Busfield's familiar midden at 96/197423 which, for the benefit of those unable to fathom the mysteries of the 1" Ordnance Survey map — which surprisingly includes the organiser of a recent event! — is in the Guiseley district and can be reached by proceeding on Towngate, thence via Queensway and in 150 yards turning left over the cattle grid — beware, owners of low slung bolides! — into the field.

Although a Club Night this is also a speed event and the powers that be insist on entries being submitted in advance on the official entry form and however much we may wish to avoid being regimental we haven't any option in the matter. Competitors will also require a valid competition licence and an approved-style crash helmet.

Although no post event assembly point dispensing refreshment has yet been selected no doubt something suitable and nearby will be arranged.

Finally, if you'd like to marshal and haven't already offered to do so John Ison who lives at 9 Park Lane, Guiseley (Tel. Guiseley 3975) would be glad to hear from you.

### Croft Race Meeting — 9th July

The second race meeting of the Season at Croft on Sunday 9th July — regulations for which are enclosed with this Circular — will closely follow the now-established pattern of its predecessors although this meeting will include qualifying events for the B.A.R.C. Saloon Car Championship and the Fred W. Dixon Trophy for Marque Cars which ought to ensure an especially good entry in those events and some close racing.

The programme includes 10 lap scratch races for Sports/Racing, Clubmans' Sports, Special Grand Touring, Marque, Sports, Special Saloon and Formula Libre cars but owing to lack of support there will be no event for Marque, Special Saloon and Formula Libre cars also one — possibly two if entries warrant — handicap races, for all comers of course.

Once again, owing to the refusal of the public authorities to allow the circuit to be used before noon on Sundays practising cannot commence before that hour — though scrutineering will open up in the early morning. The meeting proper starts at 2-30 p.m. which entails some nifty work to get practising and the other preliminaries dispensed with in the 2½ hours available — as well as a lunch break for marshals and officials.

### Harewood Hill Climb — Novices Event — 23rd July

Just where the Novices Event at Harewood stands in the popularity table of Centre events is difficult to say but judging from the support it receives and the interest it generates it must be pretty high, much higher than its sponsors ever anticipated when it was launched in 1964.

Once again, on Sunday 23rd July, those members who haven't previously won an award in any speed event in the last three years are eligible to compete, and as three years have now elapsed since the first Novices meeting some of the prize winners in that event will be eligible again. We hear whispers that several competitors of yesteryear intend again to enter the fray having raised their families, recovered from the financial shock of doing so and again acquired cars more in keeping to their tastes than needs.

So many of our regular team of Stockton Farm marshals compete in this event that we invariably tend to be a little thin on the organisational ground so Chief Marshal, John Holroyd would be pleased to have offers of help from those who haven't yet volunteered to him at Carr Lodge, Becket Road, Dewsbury (Tel. Home Dewsbury 342—Office Dewsbury 671). It has always been the Committee's hope that regular and successful competitors, ineligible for this event, would show their appreciation to those who regularly man the course and their less successful opponents by offering to marshal on this occasion — a hope which, alas, remains largely unfulfilled. Without wishing to lecture it may perhaps be hoped those competitors will offer their services, which would be useful, for 23rd July.

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## MID-SUMMER RAVE

### Village Hall

LINTON

**FRIDAY, 16th JUNE**

9 p.m. — 1 a.m.

**ADMISSION - 7/6d. EACH**

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6 Sidney Street, Vicar Lane,  
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# Committee Commentary

## Annual Committee Dinner

The annual committee "nosh-up" — admirably arranged by maestro Harry Mason — blasted-off at Jacomellis Restaurant, Leeds on Wednesday 19th April, almost all committee members being present.

It is scarcely conceivable proceeding could have been more uninhibited than last year — although the fact that a certain "E" Type owner has now joined the Events Committee suggested the possibility — so perhaps there wasn't much in it.

Let it suffice to say that Jackos provided an excellent meal, that the company was convivial and that a very good time was enjoyed by all — so much so that Peter Scott, who wore dark glasses throughout, suggested it be made a quarterly affair!

## Events Committee

At this time of year Events Committee meetings are almost wholly occupied with events immediately ahead there being little time to deal with much else. The April meeting, the first since the committee was re-formed after the Annual General Meeting, followed form in this respect and provided little of interest to report.

When discussing Harewood during the close season most members felt entries would tend to decline a little — the novelty having worn off — during 1967. Whilst it would be foolish to draw conclusions one way or the other on the strength of a single major meeting it was reported that 201 written applications had been received for the Spring National meeting — as well as numerous verbal enquiries which, for obvious reasons, never became written entries — for the 120 available places.

The disappointing number of entries in the Marque "Y" Sports Car/Production Touring Car race at Croft on 16th April — following a similar experience last year — led to the decision to discontinue this class for the July meeting.

At a brief mid-April meeting called specially to consider two entries for Harewood received from owners of cars with less than three cylinders it was decided in view of the special circumstances the embargo would be waived and both entries accepted.

## Social Committee

April's meeting was concerned mainly with final arrangements for the Scarborough Week-End and Mid-Summer Rave — the dance at the Village Hall, Linton on 16th June. Investigation has been going on for some time into the possibilities of staging a dance on a British Railways steamer from Hull but it was decided not to proceed with this although a variation of the theme as part of one of the major events in the 1968 calendar was felt to be practicable and noted for action a little later on.

## Main Committees

The May meeting opened on a heartening note when the Hon. Treasurer's report revealed a healthy surplus on events up to and including the Spring National Meeting at Harewood on 30th April. A pilot survey conducted by Peter Scott at Harewood on 30th April had revealed some interesting information about spectators attendance habits, motivations, etc. and indicated the desirability of a more comprehensive survey which it was decided should be carried out at the September National Meeting if possible. The Main Committee endorsed the action of the Events Committee regarding the inclusion of two cars with less than three cylinders at the Spring National meeting.

The Hon. Competitions Secretary mentioned the problems attendant upon endeavouring to fit teams together for the Croft Relay Race and it was decided all he could effectively do was to act as a clearing house for would-be entrants but that it was up to competitors to make up their own teams.

The Social Committee, feeling a need to augment their ranks with younger blood, proposed that Messrs. David Stead and Howard Wilkinson should join them to which the committee unanimously agreed.

A sad note was struck by Michael Kellett's resignation from the Committee, consequently upon his leaving the district. Tribute was paid to his services to the Centre both as a member for seventeen years and a Committee member for the last twelve and a sincere vote of thanks was unanimously passed recording appreciation for all he had done.

---

## Stockton Farm, Harewood

### MONTAGUE BURTON TROPHY MEETING

IN AID OF VARIETY CLUB  
OF GREAT BRITAIN

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**SUNDAY, 25th JUNE**  
●

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HISTORIC CARS

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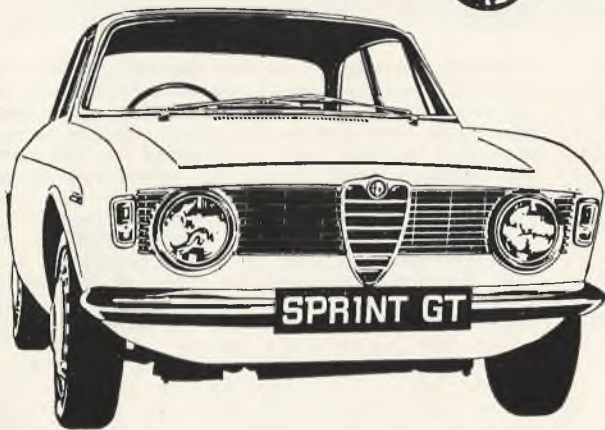
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### GORDON CHIPPINDALE

Gordon Chippindale, our 'victim' for this month, is probably one of the Centre's finest all-rounders ever. He has been competing with great success since around 1956 when he finished his spell of National Service.

Gordon, aged thirty-two, was born in Horsforth and educated at Woodhouse Grove school at Apperley Bridge. He is now married and lives at Rawdon with his wife and two boys aged four and eighteen months. He works in the family business selling and hiring heavy plant equipment.

The first car Gordon drove was a humble Austin 7 Ruby which belonged to someone else. The first car he owned was a 1939 drop head Jaguar which was apparently considerably more trouble than it was worth. Gordon was not completely put off the marque by this experience and has had several of the XK series in the meantime.

The first event Gordon recalls was a 500 Formula Three race at Cadwell Park in Lincolnshire in his first racing car, a Cooper-JAP. At first, the Chippendale Racing Team had considerable difficulty in finishing races at all due to the temperamental nature of the engine. Usually the races were won by Tony Marsh who was in the fortunate position of running three cars, two Norton-engined and one JAP. If he saw no certain chance of winning outright with the Norton cars, he would off load the JAP car and scoop the cash for the best JAP finisher. If Gordon finished, he was usually placed and found Silverstone and Cadwell Park his luckiest circuits.

At the end of 1956, Gordon went over to the Norton engine in a new Cooper frame and competed in all the big meetings up and down the country including Brands Hatch, Silverstone, Aintree, Oulton Park, Charterhall, Snetterton, etc. The Norton engine was capable of propelling the car much faster than the JAP and at Brands Hatch in the Kentish 100 Race, Gordon went fast enough to win his heat and come sixth in the final. The next year, 1958, saw Gordon in another new car with a Norton engine competing in all the big races. This season was most successful and at the end of it, Gordon found he had seventeen wins and was also the Autosport Formula Three Clubmans' Champion which was a tremendous performance for such a young and relatively inexperienced competitor. In 1959 Gordon went over to racing a Jaguar XK 120 fixed head coupé which was tuned by the late Dick Protheroe and went very well. At the end of 1959, Gordon semi-retired until 1966 except for occasional outings in borrowed cars such as an Aston Martin DB2, a Renault Floride, Gordon Gartside's Garford Special and the odd Jaguar here and there.

Having finished with racing, Gordon started to compete in rallies and continued to enjoy a modicum of success. He was one of the last people to rally a



really large car using an XK 120 Jaguar and he usually managed to make the first three in the results. One occasion when he didn't was in a Yorkshire Rally when the steering failed and he "brushed a wagon" causing retirement. On another Yorkshire he gained a first class award in a Riley 1.5. Another unsuccessful Yorkshire was in a 3.4 Jaguar when his navigator became ill. The poor navigator had his head out of the window being sick for the sixteenth time when one of the wheels collapsed and he only just missed hitting his head on a passing gatepost in the ensuing accident !! Later on Gordon started rallying an Imp which was very unreliable although fast when it was going. He received a certain amount of help from Marcus Chambers which was very much appreciated.

Gordon now runs a Rover 2000, his second one, and a Cortina GT. He bought the Cortina as being suitable for most events in the same state of tune. It is in Willment Rally tune but he has also used it for hillclimbs with very creditable results including holding the class record at Harewood for about a minute! Gordon also shines in driving tests and is now eligible for a Scarborough Gold Cup having won a Scarborough Cup in 1966 with the Rover and another this year with the Cortina. He has won the last two Scarborough Practice Club Nights and the Club Night Driving Tests at the Fox and Grapes Go Kart Track. Beware if you find G. Chippindale in your class at driving tests; he is very hard to equal, let alone beat !!

Despite all his success Gordon is really modest about it and I had a hard job to squeeze anything out of him about his tremendous record in motor sport. However, I found out by devious means that he has over one hundred awards to his credit and if he keeps driving as well as he is at the moment he will have a lot more to come. Watch him carefully next time you see him in action. He is very smooth and unspectacular but very very fast.

C.A.W.

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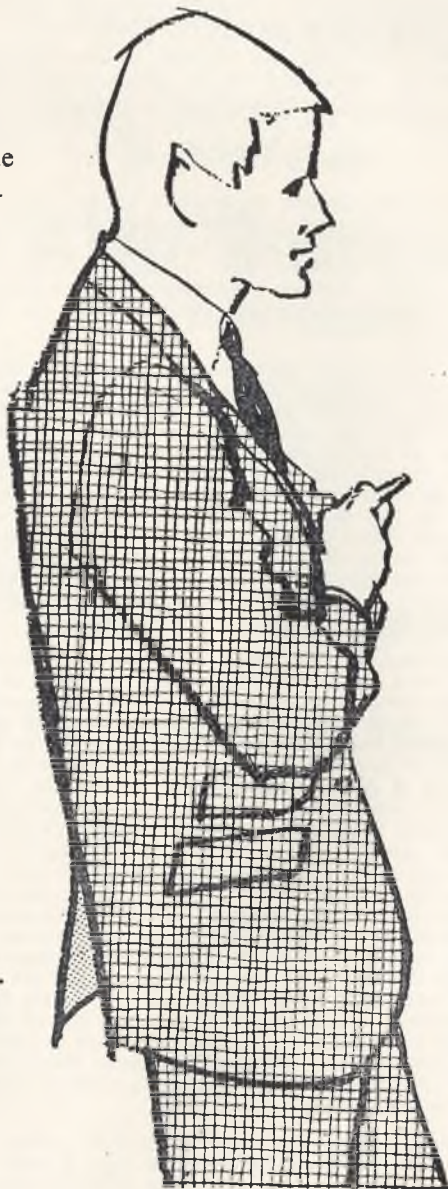
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# CLUB NIGHT EVENING EVENT

## SCARBOROUGH PRACTICE

2nd MAY

That the popularity of evening event driving tests remains undiminished in the Yorkshire Centre was evident from the support — 44 entrants — to the meeting laid on by the Rogerson brothers on Tuesday 2nd May.

After a last-minute kerfuffle due to the doubtful availability of test sites all was well and the drastic revision of the event which seemed inevitable a day or two before was averted.

Proceedings started from the premises of West Park Motors on the Leeds Ring Road and terminated at the Headingley Rugby Union Club who very kindly placed their clubhouse at our disposal for the evening.

When the results were issued it was seen, as is so often the case with evening event driving tests, some familiar names usually associated with the top of the league table were well down — a sign that these meetings aren't taken too seriously, which is as it should be.

### Results

#### Overall Placing

	Figure of Merit
1. G. F. Chippindale (Cortina G.T.) .....	97.79
2. P. R. W. Hargreaves (Cooper) .....	97.58
3. E. P. Millman (V.W.) .....	95.84
4. B. C. Lancaster (MG Midget) .....	91.24
5. D. K. Haigh (Cooper) .....	89.11
6. J. M. Busfield (Mini) .....	88.81
7. B. A. Kitchins (Hillman Imp) .....	86.25
8. I. K. Hardy (Cortina) .....	87.53
9. B. P. Mason (MG Midget) .....	86.99
10. J. F. Jolley (Ford Anglia) .....	85.34
11. J. Jagger (Wolseley 1100) .....	85.13
12. C. J. Tipping (Lotus Elan) .....	84.90
13. B. A. Tetley (Cooper) .....	84.38
14. D. N. Townsend (Mini) .....	83.04
15. J. M. English (Cortina) .....	83.40
16. M. H. Whaley (Triumph GT 6) .....	82.85
17. M. P. Smith (Ford Anglia) .....	82.20
18. E. D. Clark (Jaguar 420) .....	81.16
19. M. A. Lanfranchi (Hillman Minx) .....	81.35
20. C. A. Winder (Land Rover) .....	80.98
21. H. C. Mason (Cortina G.T.) .....	80.85
22. J. W. Cooper (A/H Sprite) .....	80.23
23. P. A. Snowden (Renault 4L) .....	79.60
24. A. J. Armitage (Mini) .....	79.88
25. J. Craven (Cortina) .....	78.81
26. D. G. Griffiths (MG B) .....	78.97
27. Miss P. J. Steele (MG Midget) .....	77.39
28. A. E. Spencer (MG B) .....	76.42

29. B. B. Edwards (MG B) .....	76.19
30. N. H. Baguley (Cortina) .....	75.77
31. R. A. Hunter (Steyr Puch) .....	74.70
32. D. A. Groves (Cooper) .....	72.08
33. J. Lythe (V.W.) .....	71.57
34. E. N. Barker (MG B) .....	71.34
35. I. R. Grassick (Jaguar S) .....	71.00
36. G. E. Harris (Lotus Cortina) .....	67.86
37. R. G. Moorhouse (Lotus 7) .....	66.98
38. J. Sparling (Cooper) .....	66.92
39. H. C. Bowman (Ford Anglia) .....	64.49
40. M. J. Myerscough (Jaguar E Type) .....	62.86
41. Mrs. J. Jagger (Wolseley 1100) .....	49.88

#### Retirements

R. A. Riall (MG B)  
R. L. Murphy (Cortina)  
R. G. Gartside (Humber Sceptre)

#### Awards

1st Overall ..... G. F. Chippindale  
2nd Overall ..... P. R. W. Hargreaves

#### First Class Awards

B. C. Lancaster, J. M. Busfield, D. K. Haigh,  
E. P. Millman.

#### Novice Award

B. A. Kitching.

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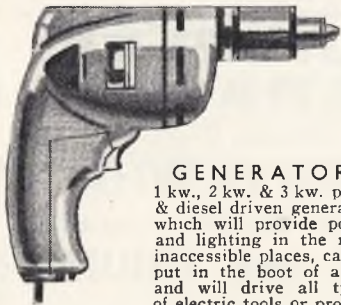


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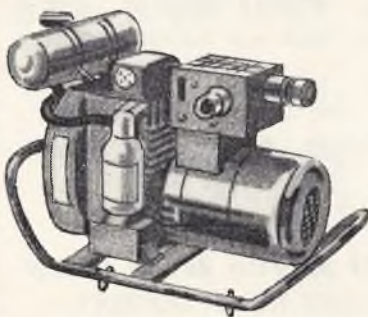
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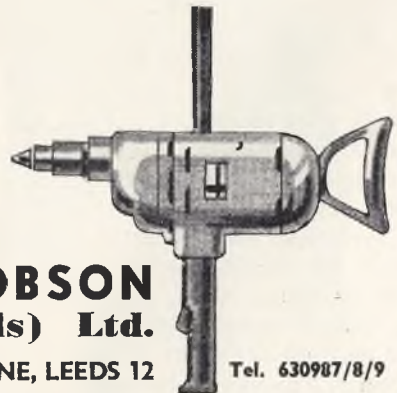
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## NEXT MONTH—continued.

### E. A. Denny Production Car Trial — 18th June

That very popular, free-and-easy event, the E. A. Denny Production Car Trial — co-promoted by the Centre with the Yorkshire Sports Car Club but organised by the latter — will take place on Sunday 18th June. Regulations for the event are enclosed with this Circular. The general form corresponds to last year's Denny although it is intended there should be fewer driving tests — about four — and more observed sections. There is, of course, now no timed road section. This year's Denny will again take place in the pleasant countryside around Masham and many of the sections will be new. Both the Start and Finish will be at the Kings Head, Masham with a lunch halt — an important factor on the Denny! — at a hostelry which remains unknown at the time these notes are written.

The event requires a large number of marshals to run properly and if you haven't already volunteered and would like a day out in delightful surroundings will you please send your offers as quickly as possible to Miss Kathy Reyner at the B.A.R.C. Yorkshire Office, 6 Sidney Street, Vicar Lane, Leeds 2 (Tel. Leeds 38972) who will see they are passed to the appropriate official.

### Harewood Hill Climb — 25th June

#### Montague Burton Trophy Meeting

Sunday 25th June brings us once again to Harewood, the Montague Burton Trophy meeting and the razz-ma-tazz of the fund-raising efforts in aid of the coffers of the Variety Club of Great Britain — a charity which works unceasingly for handicapped and under-privileged children than which there can surely be few more deserving causes.

The competitive event will follow the usual Harewood pattern and although the meeting only enjoys Restricted status we confidently expect the attendance of a clutch of the hill-climbing stars — some hard lobbying having been done at the Spring National meeting. To allow the Sunday's activities to be extended and taken in more leisurely fashion practising, except for the few with special prior permission to the contrary, will take place on the previous day so that this meeting will follow the normal arrangements for the National meetings in this respect. The admission arrangements will be as usual and full refreshment facilities operated by the Monkman organisation will be available — assuming they don't lose too many glasses during the day!

On the "attractions and distractions" side — which depends upon your personal views — there will be delayed drop parachuting — although not as delayed as last year! — sail plane aerobatics, high jinks with a helicopter, a brass band, a balloon race and a fun fair complete with all kinds of sideshows such as roller pennies, coconut shies, donkey rides, comic photograph sets and numerous other similar gimmicks. There will also be a static display of veteran, vintage, exotic and generally interesting cars and already we have been promised a larger, more varied assembly than last year. If you have a suitable car and are willing for it to be included contact John Holroyd, Carr Lodge, Beckett Road, Dewsbury (Tel. Dewsbury 342) fairly quickly.

The main object of this comprehensive day is to provide serious, competitive motor sport but the secondary aim, on which a great deal of time, thought

and work has been expended is to raise the maximum amount of money for the funds of a very worthy charitable organisation, the Variety Club of Great Britain. For that reason we hope all members will not only support the event itself but patronise the sideshows as generously as they can.

The meeting starts at 12-30 p.m. and concludes with the prize-giving around 5-30 p.m.

## HAREWOOD SPRING NATIONAL HILL CLIMB—cont.

### Motor Cycle Competitions

#### Solo Motor Cycles

1. N. Higgins (Vincent Special) .....	52.65
2. D. Mackenzie-Shaw (BSA/Norton) .....	58.61
3. G. V. Buck (GVB Special) .....	60.12

#### Three Wheelers

1. R. Ward/J. Noble (Mogvin) .....	53.24
2. M. Merrick/M. Oakins (Vincent Special) .....	54.46
3. J. Worthington/J. Saunders (Scitsu) .....	57.92

#### Top Ten Run-Off (Cars)

1. B. Eccles (Brabham Oldsmobile) .....	44.46
2. P. G. Lawson (Brabham FL Lotus) .....	45.93
3. F. W. Smith (Brabham BT 14 Ford) .....	46.12
4. J. T. Butterworth (Braham BT 14 Ford) .....	46.97
5. J. Thornton (Mamba Mk. 2 M BMC) .....	47.20
6. J. Johnstone (Lotus 18 Crossford) .....	47.47
7. M. R. Brain (Cooper Daimler) .....	47.86
8. B. W. Brown (Lotus Ford) .....	48.16
9. L. Hinchcliffe (Lotus 32 Ford) .....	48.40
10. F. P. Kaye (Cooper S) .....	48.82

#### Awards

Fastest Time of Day (£60) .....	B. Eccles
2nd Fastest Time of Day (£30) .....	P. G. Lawson
3rd Fastest Time of Day (£20) .....	F. W. Smith
4th Fastest Time of Day (£15) .....	J. T. Butterworth

#### Fastest Times in Category (£15)

Touring Cars .....	F. P. Kaye
Marque "Y" Cars .....	J. F. Thomson
Special G.T. Cars .....	J. A. Lepp
Sports/Racing Cars .....	R. Terry

#### First Class Awards (£10)

J. W. Goodliffe, A. Forrest, J. R. Cussins, D. C. Welpton, G. B. Ellis, G. M. Dungworth, J. M. Buxton, M. Bartram, P. Edmondsdon, J. Johnstone.
---

#### Second Class Awards (£5)

J. C. England, G. F. Chippindale, G. W. Halliwell, A. A. Barton, N. L. Hodkin, D. P. Stead, J. Hall, R. J. Prest, D. A. Harrison, J. Thornton.
--

#### Third Class Awards (£3)

L. S. Stross, L. Spencer Elton.
---------------------------------

#### Ladies' Award

Miss G. Baillie Hill.
-----------------------

#### Harewood Plaques

J. W. Goodliffe, A. Forrest, F. P. Kaye, D. C. Welpton, J. F. Thomson.
--

#### Motor Cycles

Best Solo up to 350 c.c. ....	R. H. Thorpe
Best Solo 351 to 500 c.c. ....	D. Mackenzie-Shaw
Best Solo 501 to 1,300 c.c. ....	N. Higgins
Best Three Wheeler up to 1,300 c.c. ....	R. Ward
Best Three Wheeler Passenger .....	J. Noble



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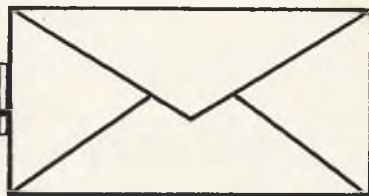


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# Correspondence



The opinions expressed by correspondents are their own and do not of necessity correspond either with those of the Editor or of the Centre Committee. Letters for publication should be addressed to J. A. Stroud, 495, Bradford Road, Bailiffe Bridge, Brighouse, Yorkshire.

## New Cars

Dear Sir,

Could one of our many motor trader members explain why it now apparently the accepted custom for most motor manufacturers to despatch their products with only the most cursory — if any — final inspection and, furthermore, for their agents and dealers similarly to pass them unchecked to their clients, the latter being advised to list all faults for correction at the initial 500 or 1,000 mile service? Or am I perhaps being unreasonable in being dissatisfied when my new £1,200 two-litre car — advertised by its admiring sponsors as a luxury saloon — proves on delivery to have an inoperative interior light (no bulb!), inoperative flashers (no wiring!), leaking rear axle oil seal, oil pouring — yes pouring-out of the valve cover and sump and a damaged wheel — all faults that even the most superficial glance in the dealers garage would reveal. That the rear dampers knocked like castenets and the oil pressure fluctuated widely owing to a defective pressure release valve would, I suppose, only be apparent if the car was driven for a mile or two before handing over which is seemingly too much to expect.

As a manufacturer I know something of the shortages of staff, couldn't-care less attitudes and all the excuses so glibly advanced nowadays for shortcomings such as these but, not surprisingly, my customers won't accept them and I just have to get my finger out.

I wonder what our motor car makers and traders would think if their new suit proved, on receipt, to have a couple of pockets missing, different linings in the sleeves, half the buttons missing and a lapel hanging off — and were told to "wear it for a week or two and then bring it in to be put right".

Not all foreign makers are blameless in this respect either but it's small wonder my Swiss friends, with the worlds cars to choose from, smile politely when British cars are mentioned and go their happy, apparently satisfied ways in their Mercedes, Volvos, Peugeotts, etc.

To reveal my identity would be to point the finger unmistakably in a certain direction — which I prefer not to do publicly — so I sign myself with a pseudonym connected with another Golden Fleece of days gone by.

Yours faithfully,

West Riding.

JASON.

## B.M.C. 1800's

As B.M.C. owners ourselves we have to agree with Mr. David Harrison's remarks in his letter to the April Circular.

Yours truly,

Leeds

Derek Clark,  
David Stead.

## Twins at Harewood

Dear Sir,

With regard to the recent National Hill Climb at Harewood, in view of various comments which were made to me and other members of the Events Committee, I am writing to explain the Committee's apparent change of policy in permitting two twin engined cars to compete. The reasons for this were as follows.

Unfortunately, due to a printing error, the regulations for the National Meeting and for the next Harewood Meeting, omitted the paragraph excluding vehicles with less than three cylinders.

When entries were received from Mr. Basil Davenport G.N. Spider and Mr. Spencer Elton and his Cooper Jap, the Committee considered these and felt we had to stand by the regulations, as published, particularly in view of the fact that we had been trying to get Mr. Davenport to come to one of our Meetings for several years, and we felt it would have been rather an insult to this famous old car to only make a demonstration run.

Having accepted one car of this type, we felt we should accept Mr. Spencer Elton's entry, particularly as he is an entrant in the Hill Climb Championship and would therefore be eligible to compete in our National Hillclimb Championship Meeting in September. Also, it seemed unfair not to let him have the opportunity of learning the Hill before that date.

Realising that our action in permitting these cars to be run was bound to cause comment, an attempt was made to contact the drivers of the faster twin-engined cars from last year to see if they too wished to enter. Apparently though, these cars had been sold.

I sincerely hope that the sight of the G.N. Spider and the Cooper-Jap performing on the hill made our decision worth while.

Yours faithfully,

E. D. Clark,

Leeds.

Chairman, Events Committee.

## That Ban Again

Dear Sir,

Really, this is too much. First the club's officials decide to impose — despite protests from members — a categoric ban on a particular type of car competing in Centre organised events (namely, racing cars with fewer than three cylinders).

Then they blandly accept entries at Harewood for two such cars having two cylinder engines.

Both vehicles — Spencer Elton's very quick Cooper Jap, and the venerable Basil Davenport's Spider directly contravene the printed regs. for the event. Despite this, their entry fees and entries were accepted.

As one of the original opposition to any such ban, I welcome them. But the situation would be laughable if it were not so serious in its implications. Surely it is indefensible that the club is making rules with one hand and calmly breaking them with the other.

Possibly the organisers, faced with the embarrassing forms of two fast, famous and competitive drivers — but with officially unacceptable cars — felt they could extricate themselves from their own two month old rule by accepting, and then waiting to see if any competitor was brave enough to put in a protest, and so attract the odium from where it rightfully belongs.

This has already forced at least two local owners into having to sell competitive — but useless — cars to the best offer.

Club officials who act in this way should resign and be replaced by someone who can at least act — preferably fairly — with forethought and consistency. As has been observed by an abler pen than mine — "Power without responsibility, the prerogative of the harlot through the ages".

Yours faithfully,

Horsforth.

Allan Staniforth.

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## JUNE CIRCULAR

### PRESS CLOSING DATE

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

**SATURDAY, 10th JUNE**

otherwise publication in that issue cannot be guaranteed.

Although we are trying to ensure the June Circular is distributed on the due date, viz 28th June, owing to the Editors absence on holiday for the last half of June this may not be possible and distribution to members may be slightly delayed.

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## SMALL ADVERTISEMENTS

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Small Advertisements are accepted at the rate of 1/- per line when prepaid or 2/- per line if not prepaid to members personally and 2/- per line to non-members or firms. Copy for small advertisements should be sent by or before the Press Closing Date each month to M. S. Wilson, Silver Royd House, Leeds 12. Telephone Leeds 638392. Average 44 letters per line.

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### FOR SALE

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Photographs of the following competitors taken at Harewood on 2nd April. Numbers 69; 70; 81; 83; 90; 99; 100; 105; 117; 136; 138. Apply Jeff Binns, The Oval, Heald Green, Cheshire for details.

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# DATES

# For Your Diary

## YORKSHIRE CENTRE PROGRAMME

Date	Event	Status	Centre Annual Comps.	Clerk of Course, Principal Organisers, etc.
4 June	Joint Driving Tests	Closed	K	B. W. Moss
6 June	*Harewood Practice	Closed	K	M. S. Wilson
16 June	Summer Dance	—	—	H. C. Mason
18 June	E. A. Denny Prod'n Car Trial	Closed	CK	—
25 June	Harewood Hill Climb	Restricted	NK	M. S. Wilson
4 July	*Autocross	Closed	K	J. M. Busfield
9 July	Race Meeting — Croft	Restricted	NK	M. S. Wilson
23 July	Harewood Hill Climb — Novices	Closed	K	M. S. Wilson
1 August	*Production Car Trial	Closed	CK	R. Soper
6 August	Sprint — Topcliffe	Closed	K	M. S. Wilson
27 August	Annual Cricket Match	—	—	—
5 September	*Birds Event	Closed	CK	—
9 September	Barbecue Dance, Harewood	—	—	H. C. Mason
9/10 September	Harewood Hill Climb	Nat. British	K	M. S. Wilson
17 September	Stone Trough Trial	Restricted	NCK	—
24 September	Autocross	Closed	K	E. D. Clark
30 September	Dance, Scarborough	—	—	H. C. Mason
30 Sept./1 Oct.	Scarborough Hill Climb	Nat. British	K	M. S. Wilson
3 October	Club Night — Social	—	—	H. C. Mason
15 October	Race Meeting — Croft	Restricted	NK	M. S. Wilson
22 October	Greenwood Cup Trial	Closed	CK	—
7 November	Club Night — Social	—	—	H. C. Mason
5 December	Club Night — Social	—	—	H. C. Mason
14 December	Annual Dinner Dance	—	—	H. C. Mason

Date of Annual Ten Pin Bowling Match to be notified later.

\* Club Night Evening Events.

### CENTRE ANNUAL COMPETITIONS

Events Marked "N" must be entered under B.A.R.C. to qualify for marking.  
 Events Marked "C" Qualifying Event for Chippy-Iola Vase.  
 Events Marked "K" Qualifying Event for Ken Lee Trophy.  
 All Competitive Events Qualify for Pearce Trophy.

Regulations for the above Events will be distributed to registered members of the Yorkshire Centre as published.



## JUNE

- 10—Saturday B.A.R.C. (H.Q.) — Oulton Park — Members Race Meeting.  
10—Saturday B.A.R.C. (North-Western Centre) — New Brighton — Sprint — Regs from Centre Secretary.  
10/11—Sat/Sun Le Mans — 24 Hours Race (International)  
10/11—Sat./Sun. Darlington & District M.C. — Croft — Four Hour Relay Race — Regs from J. D. Clayton, 293 Coniscliffe Road, Darlington, Yorks.
- 11—Sunday Airedale & Pennine M.C.C. — Baitings Dam — Speed Hill Climb — Regs from J. B. Smith, Esq., 15 Whitehall Road West, Birkenshaw, Bradford.
- 11—Sunday Mini Seven Club — Brands Hatch — Race Meeting — Regs from M. Burton, 2 Burstead Drive, Billericay, Essex.
- 11—Sunday B.A.R.C. (South Western Centre) — Brunton — Hill Climb — Regs from Centre Secretary.  
11—Sunday B.A.R.C. (East Midlands Centre) — Market Bosworth — Players No. 6 & B.T.R.D.A. Autocross Regs from Centre Secretary.
- 15/18—Thur./Sun. Geneva Rally (International)  
17—Saturday B.R.S.C.C. (Northern Centre) — Rufforth — Race Meeting — Regs from G. Knights, 12 Westroyd, Pudsey, Yorks.
- 17—Saturday APOC C.C. Hillingdon — Autocross — Regs from D. Hughes-Gilbey, 1 Orsett Terrace, London, W.2.
- 18—Sunday M.G.C.C. (N.E. Centre)/R.A.F.M.S.A./North Midland M.C./Darlington & District M.C. — Topcliffe — Restricted Sprint — Regs from Miss P. M. Armstrong, Netherpton, Parish Ghyll Road, Ilkley (Ilkley 2715).
- 18—Sunday Chess Valley M.C. — Autocross (LCA Championship) — Regs from Miss A. Corp, 16 Kingsfield Road, Oxhey, Watford, Herts.
- 18—Sunday London M.C. — Brands Hatch — Race Meeting — Regs from B. Simons, 8/10 Charing Cross Road, London, W.C.2.
- 18—Sunday Spa — Belgian Grand Prix (International) (F1)  
18—Sunday B.A.R.C. (H.Q.) — Silverstone — Members Race Meeting.  
18—Sunday Metrovick M.C. — Autocross — Regs from R. Davies, 50 Marlborough Road, Flixton, Manchester.  
18—Sunday B.A.R.C. (South Eastern Centre) — Players No. 6 Autocross — Regs from Centre Secretary.
- 20/24—Tues./Sat. London Rally (International)  
24—Saturday Silverstone — Race Meeting (International)  
24—Saturday 750 M.C. — Castle Combe — Race Meeting — Regs from F. J. Tiedman, 185 Swakeleys Road, Ickenham, Middlesex.
- 24—Saturday Aston Martin Owners Club — Silverstone — Race Meeting — St. John Horsfall Trophy Meeting — Regs from A. A. Wallace, 13/14 St. Pauls Churchyard, London, E.C.4.
- 24/25—Sat/Sun Rheims — 12 Hours Race (International)  
25—Sunday B.A.R.C. (H.Q.) — Mallory Park — Members Race Meeting.  
25—Sunday West Lancs. M.C. — Players No. 6 Autocross — Regs from W. Clemson, 156 Utting Avenue, East Liverpool 11.
- 25—Sunday Thames Estuary A.C. — Lydden Hill — Race Meeting — Regs from K. S. Kaye, 167 Benfleet Road, Hadleigh, Essex.
- 25—Sunday B.A.R.C. (North Thames Centre) — Ruislip — A.C.S.M.C. Championship Autocross — Regs from Centre Secretary.
- 25—Sunday B.A.R.C. (South Wales Centre) — Pontypool Park — Hill Climb — Regs from Centre Secretary.  
25—Sunday B.A.R.C. (South-Western Centre) — Gurston Down — Hill Climb — Regs from Centre Secretary.
- 25—Sunday B.A.R.C. (Surrey Centre) — Kenley — Driving Tests — Regs from Centre Secretary.

## JULY

- 1—Saturday Lancs. & Cheshire C.C. — Oulton Park — Race Meeting — Regs from T. K. Dooley, 285 Brooklands Road, Manchester 23.
- 1—Saturday Midlands MEC — Silverstone — Race Meeting — Regs from M. L. Frost, 237 Orphanage Road, Birmingham 24.
- 2—Sunday B.A.R.C. (H.Q.) — Brands Hatch — Members Race Meeting.  
2—Sunday French Grand Prix (International) (F1)  
2—Sunday Huddersfield M.C. — Baitings Dam — Hill Climb — Regs from Mrs. D. M. Lincoln, 360 Whitehall Road, Westfield, near Bradford.
- 6/9—Thur/Sun Czechoslovakian Rally (International)  
8—Saturday S.U.N.B.A.C. — Ragley Park — Hill Climb — Regs from Miss J. A. Merrick, 59 Broadway, Walsall, Staffs.
- 8—Saturday M.C.C. — Silverstone — Race Meeting — Regs from D. Shackles, 9 Southfield Gardens, Burnham, Bucks.
- 8/9—Sat./Sun. Bugatti Owners Club — Prescott — Hill Climb — Regs from Godfrey Eaton, 40 Bartholomew Street, Newbury, Berks.
- 15—Saturday Silverstone — British Grand Prix (International) (F1)  
16—Sunday Solitude Grand Prix (International)  
22/23—Sat./Sun. Kirby Lonsdale M.C. — Devils Own Rally — Regs from A. E. Banks, Bolton-Le-Sands, Carnforth, Lancs.
- 22/23—Sat/Sun Spa — Francorchamps 24 Hours Race (International)  
23—Sunday B.A.R.C. (East Midlands Centre) — Mallory Park — Members Race Meeting.  
23—Sunday Circuit of Mugello Race Meeting (International)

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