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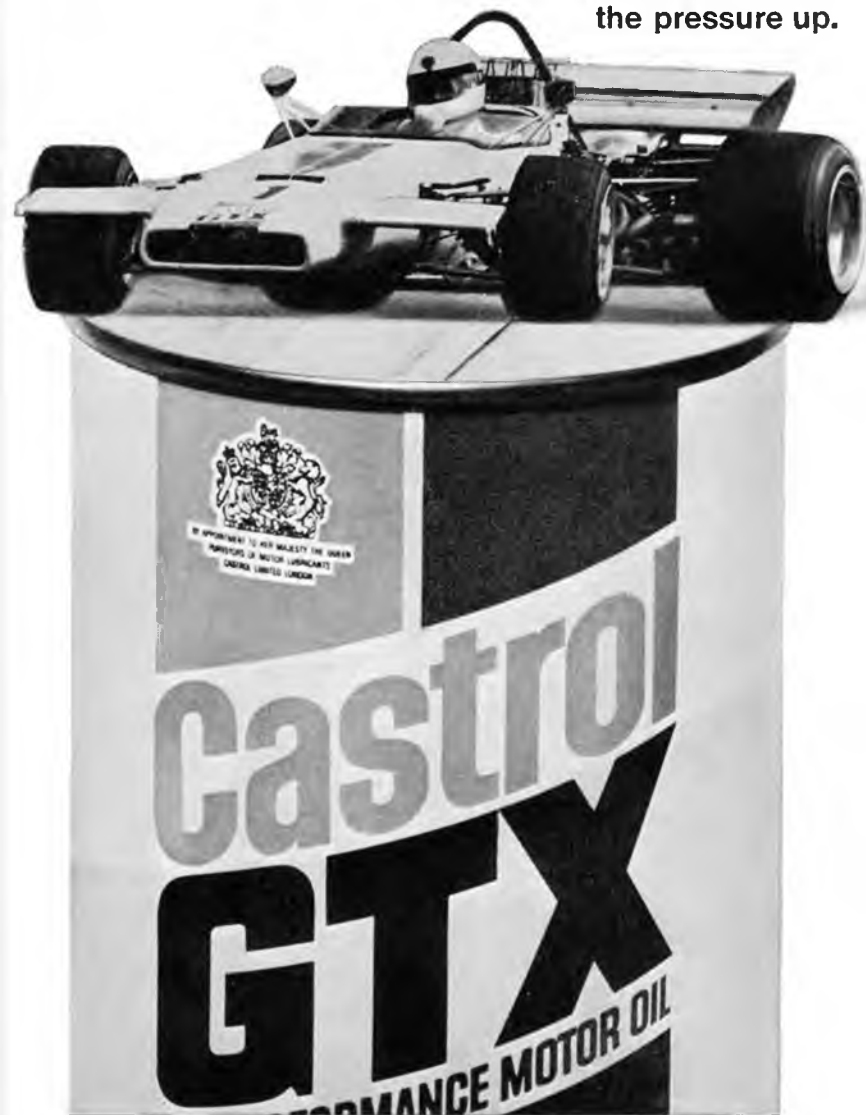
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EDITOR

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

ADVERTISEMENT MANAGER

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

YORKSHIRE CENTRE

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

VICE-PRESIDENT

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

CHAIRMAN

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

VICE-CHAIRMAN & SECRETARY

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

TREASURER

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

COMPETITION SECRETARY

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

SOCIAL SECRETARY

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

COMMITTEE

J. A. Bancroft, J. M. Busfield, E. D. Clark, J. S. Cockayne,
J. M. English, P. J. C. Griffin, J. R. Hardcastle,
J. Johnstone, R. A. Riall, C. Seaman,
R. Soper, D. P. Stead, D. N. Townsend.



GOLDEN JUBILEE EDITION

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COVER PICTURE

A downhill run into a water splash was the sterling stuff that the Yorkshire Centre was founded on. Here the late C. D. Wilson takes the whole thing far more seriously than passenger Harold Firth.

FIFTY YEARS OF MOTOR SPORT IN YORKSHIRE

President's Message from Earl Howe . . .

I am taking this opportunity to write a brief message to Yorkshire Centre members, whose activities I read about with great interest, particularly in the most important branch of motor sport, Hill Climbing.

Your Golden Jubilee Year 1972 runs alongside our B.A.R.C. Diamond Jubilee Year 1972, and the Club fully recognises and supports your Jubilee programme, and wishes you all a most successful year.

HOWE.

Chairman's Message . . .

The B.A.R.C. is sixty years old, the Yorkshire Centre is fifty years old (and so are quite a number of its Committee members) whilst 1972 also sees the Fiftieth running of a Harewood Hill Climb.

All this looked to be a good excuse for some "Golden Jubilee" celebrations of which this special edition of our monthly "Yorkshire Centre Circular" is a part. Inside you will find all the usual information and reports on our past and future sporting and special activities. As well, there are a series of articles on various aspects of the Centre's past and progress. Bob Soper, our Editor has worked hard to gather all these contributions together to make a Jubilee souvenir which we hope you will want to keep as a record of our first fifty years.

We must not forget to thank all our Trade friends who have rallied round with advertisements which have made the size of this issue possible. Although the Centre is a member's club to provide sporting and social activities, the sheer size of our programme does involve all kinds of firms and services and it is gratifying to see how many of these are marking our Jubilee.

On a personal note, as Chairman of the Centre, I wish to thank all our members and helpers for the support they have always given to our activities, without them we could not exist.

M. S. WILSON,
Chairman Yorkshire
Centre B.A.R.C.

On the 22nd of July we are fifty years old. This issue of the 'Circular' is a one-off special to celebrate this fact, and because it is a special edition, will be read by many more people than usual.

To the very many non-members of the British Automobile Racing Club who have bought the magazine, I do hope that you will find of interest, the articles on both the history of our club and of its present day activities. If you think that you would like to be associated with us, why not come along to one of our events next month and see for yourself.

As editor of this magazine for the last two years I was somewhat daunted when the committee indicated what they would like to see as a worthwhile souvenir of our first half century. However, I am fortunate to have amongst my friends in the Yorkshire Centre, many, very able, journalists — some professional — who were more than willing to put pen to paper and write such excellent articles. With this sort of help, the job of editing is made very much easier, and I would like to thank them all for their contributions.

R. SOPER,
Editor Yorkshire
Centre Circular.



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Forthcoming Events

Bird's Event — 4th July

Earlier than usual this year is the Annual Bird's Event on which the competitors are all of the fair sex. As before this will consist of a series of quite simple Autotests at different venues, all of non-damaging variety and suitable for any type of car, and the route between tests will be in the form of a treasure hunt.

Drivers must all be birds but they will be allowed to have husbands/boy friends navigating although all bird crews will be at an advantage. This year's organiser is Miss B.A.R.C. herself, Josephine Lee, and she has put in a lot of work to ensure a first class event. The start will be at the Fox and Grapes Inn, York Road, about a mile to the Leeds side of the A1 on the A64 (97/402398), signing-on to be from 6-45 p.m. until 7-45 p.m. The route will then go by various side roads to finish at the White Swan, Wighill, Nr. Tadcaster (97/476469).

For those coming straight from work, the Fox and Grapes will put on sandwiches but anyone requiring them should ring Linda at Leeds 38972 before 4 p.m. or Josephine at Leeds 892794 the previous evening.

Entry fees for this event are the usual 50p and on this occasion we do relax our strict members only qualification for drivers. Any lady who is either the wife, daughter, sister, mother or girl friend of a member can have a go, so do come along in your droves and make it a good club night as usual.

Centre Golf Competition — 18th July

Following the success of last year's revived Golf Competition, Derek Clark has organised a repeat this year at the Alwoodley Golf Club. Once again the Stableford Rules of handicap are to be used so that those not quite up to the Jacklin level will finish up with less than a cricket score.

Entry fee is 50p and the green fee is £1-50. The first man off will be at 1-00 p.m. and the last at 4-00 p.m.; make up your own pairs or foursomes and all members may bring one guest who is eligible for the Guest Prize.

After the event Derek has laid on a meal at the Harewood Arms, Harewood for anyone who wants one but they should indicate on the entry form if they wish a table to be reserved for them.

GOLDEN JUBILEE WEEKEND

Barbecue — 21st July

To start our Golden Jubilee Weekend we are holding a major Barbecue in the Hillside Car Park at Harewood. For this we have two bands for non-stop music all evening, a fully licensed bar and a

champagne bar, loads of free food, free car parking and all for only £1.

Things should start to warm up about 9-00 p.m. and continue through to 1-00 a.m. in Saturday morning. The price of the ticket does include food in the form of bacon sandwiches and chicken legs whilst champers will be on sale in a special bar by the glass or bottle full.

Tickets are available from the Centre Office, 6 Sidney Street, Leeds 2, from any committee member and at the Montague Burton Hill Climb on 25th June.

Commemoration Run to Greenhow Hill — 22nd July

Fifty years to the day since the Northern Centre of the Junior Car Club held its first competitive event at Greenhow Hill, we, as we are now called, the Yorkshire Centre of The British Automobile Racing Club will be making a sentimental journey back to Pateley Bridge. This is a non-competitive day out, open to everyone interested in vintage cars who would like a nostalgic run in the Dales.

The cars will start to assemble at the New Inn, Burnt Yates, from about 11-30 a.m. and will leave at 2-00 p.m. They then make their way to Pateley Bridge Showground for about 2-30 where they will be on display for three-quarters of an hour. About 3-15 p.m. they will leave to drive up the old Middle Tongue route to the top of Greenhow Hill to finish at the Miners Arms where food will be available and a licence extension has been applied for.

David Easthope is the main organiser and any Vintage car owner who would like to have a go should give him a ring, Leeds 73155 during office hours or Otley 3964 in the evenings. He could also do with a few additional helpers on the day.

Vintage and Novices Hill Climb — 23rd July

Jubilee Weekend ends with the Vintage and Novices Hill Climb at Harewood. This is one of our smaller hill climbs but attracts some of the most interesting machinery of the season as well as seeing the keenest competition for places. The Vintage part of the meeting last year saw three superb E.R.A.'s amongst a galaxy of magnificent cars from the pre 1930 era whilst the 'Novice' part is always very competitive.

To qualify for this meeting as a Novice one must not have won an award on a speed event for three years. This means that the lads who are just behind the leaders all the time are now in with a chance and the regular drivers of a few years ago can see whether they have lost their touch or not. Some of these borrow quick cars in the hope of achieving a moment of glory by putting up the coveted fastest time of the day.

This is a one day event and the first runs will start around 2-15 p.m.

HAREWOOD and SCARBOROUGH HILL CLIMBS

By KEN HAMMERTON



When Bob Soper asked if I would write a couple of pages for this special Circular on the Harewood and Scarborough hill climbs I agreed readily. It was not until I laid out before me all the programmes, results sheets, press reports and photographs relating to the 48 Harewoods and 11 Scarboroughs which have taken place so far that I realised that the real problem was not what to say, but rather what could be left unsaid for another time.

If you read this issue of the Circular from cover to cover I feel sure that the Yorkshire Centre of the BARC will emerge clearly as a band of keen motoring/motor sporting enthusiasts whose activities cover the whole spectrum of the sport. Without a doubt the last decade in the life of the Centre can be regarded as the "hill climb era" for it has seen not only the birth and growth of two of the finest hills in the country and the consequential affect of this on the local membership, but also the whole Yorkshire approach and

enthusiasm for this branch of the sport has benefitted the hill climb scene nationally — hill climbing has been good for Yorkshire, and Yorkshire has been good for hill climbing.

Ever since 1947 the greatest achievement on the British hill climb scene has been to win the RAC Championship. Prior to the inception of the 2 BARC hills in Yorkshire, local success in this contest was very thin on the ground, indeed "smiling" Reg Phillips — who currently drives a very smart Chevron B19 — was the sole banner-carrier in his various Fairley "never take longer than 3 weeks to build it — otherwise you must be making it too heavy" Specials. His best effort was 4th overall in 1958 behind David Boshier Jones, Michael Christie and David Good.

However, Scarborough started in 1961, and Harewood in 1962 — Harewood became a qualifying round for the RAC Championship in 1964 and by 1968 we were proclaiming our first Yorkshire



Richard Thwaites is one of the leading contenders for honours in the Shell/R.A.C. Hill Climb Championship this year.

Champion — Peter Lawson from Knaresborough. David Hepworth, from Brighouse, carried on the good work in 1969 and 1971 — indeed mechanical failure at the very end of the final round of the 1970 series prevented him from scoring a hat trick of wins. On current form, though, David is going to be very difficult (some say impossible) to beat in the 1972 series. Jimmy Johnstone (Collingham), John Cussins (London — late of Leeds) and more recently Richard Thwaites (Dewsbury) have also figured prominently in the Championship.

The RAC Championship boys are really keen at their sport, but it was recently remarked that the contenders for the "other" national hill climb contest — the Castrol/BARC — were, if anything, even keener. Sure enough, we now have a second, equally important, national hill climb championship and whilst I believe that the original idea for the BARC series may have come from outside Yorkshire, the organiser from the inception in 1968 has been Mike Wilson — of Leeds, of course! The winner of the first 3 BARC titles came from Lancashire — Jeff Goodliffe — but the current Champion, Jim Thomson, hails from Otley and the current leaders are also local.

Even more recently a class-based contest — the Shell Leaders Championship, was introduced alongside the previously mentioned RAC Championship. The current Leaders Champion? Yet another Yorkshireman known as Spotty Smith — from the Bingley area.

Over the years one of the better features of the

Yorkshire hills has been the well thought out and fair division of classes. These are so highly regarded that they are used extensively outside the county, and we are approaching the day when there will be a nationally accepted pattern of hill climb classes. These will not necessarily be a common acceptance of the Yorkshire rules as they stand, but the Yorkshire ancestry will show very clearly indeed.

So far we have really only looked at the effects of Harewood and Scarborough, but before glancing at each venue individually I must devote a little space (?) to Mike Wilson. I find it difficult to think about Harewood and Scarborough without thinking of Mike — and I know that the great majority of hill climb competitors are in the same boat. There are many other fine hill climbs in the country, and many first class blokes are connected with them, but there's only one Mike Wilson — and although we might still have Harewood, Scarborough, and the BARC Championship, without him none of these things would have been quite the same. He has worked, and worked, and worked for their success. Scores of other folk have also worked, and worked, and worked, but all of them will testify to Mike's leadership, enthusiasm and example.

And so to look specifically at these two fine hill climb venues:

SCARBOROUGH

If you've ever been to Scarborough you must have heard of, or been to, Olivers Mount. If you're



Basel Davenport is still campaigning this G.N. that first saw light of day in the early twenties when the Centre was founded. (Jeff Binns)



Jack Maurice's 250LM Ferrari is typical of the exotic machinery that has been seen at Harewood.

(Jeff Binns)

a motor cycle racing enthusiast you must have heard of, or been to Olivers Mount. As far as hill climbing is concerned many competitors must have heard of Olivers Mount, but it was not until 1968 when the BARC Championship included Scarborough that they started coming from far afield to take part, indeed it was not until 1971 that a really representative entry of the outright fastest (RAC Championship) brigade came along — and liked what they saw.

One reason for this apparent neglect was that with an October date, its far frozen North location, and the long hectic season which preceded it, the hill climb fraternity were ready for their winter hibernation rather than such chilly escapades. However, now that everybody has been I am sure that full and representative entries will be the order of the day as long as events are laid on. Over the years there has been much lobbying to get the hill into the RAC Championships — where it would have ranked among the most demanding and entertaining of venues — but to no avail.

Scarborough is a very "fast" hill compared with Harewood — the record for its 1600 yards is 41.04 seconds compared with 39.57 seconds for the 1090 yards at Harewood. For the spectator it is necessary to move about to get the full effect of the hill — there is a choice of the initial spurt, the entertaining antics at Mere Hairpin, the sheer brutal effort of getting as much power on to road as possible up the steep Quarry Hill (this section

makes many other hill climbs look very tame and flat) or the sheer bravado indulged in through the Esses. Some hills can be learned quite easily, but I imagine Scarborough has as much to offer the competitor as to the spectator and would require many ascents before it was really mastered.

The overall layout at Olivers Mount as a racing circuit means that there is a natural "return road" after the finish of the timed hill climb section — a great advantage in getting through a large entry.

Northern drivers have dominated this event, indeed the only overall winner over the years to travel "up" was the late Martin Brain who used his magnificent 7.2 litre Cooper Chrysler to good effect, creating a new hill record — since beaten by David Hepworth's 4-wheel drive Special. The next major barrier on the hill is to see who and when 40 seconds can be bettered — perhaps with a first rate entry and really perfect track conditions — the 1972 battle for FTD will be so fierce that some one can lop well over a second off the present record?

HAREWOOD

Harewood is available to the Yorkshire through the generosity and enthusiasm of the owner of Stockton Farm — Mr. Arnold Burton. His enthusiasm was so great that for a period he was a regular competitor at his own venue.

The ten years of Harewood have been very busy and packed with incident and drama. Tony Lanfranchi won the first event in a sports/racing

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Elva with a time of 51.61 seconds, whilst Keith Schellenberg broke the 50 second barrier at the second meeting, recording 49.79 seconds in his Lister Jaguar (a famous car which started life as a single seater built for Ecurie Ecosse to compete against the Indianapolis 500 machinery at Monza). One year after the opening Harewood event saw the first "National" meeting which encouraged the really fast boys to come along — Peter Boshier Jones in his supercharged Lotus 22 Climax slashed the record down to 46.72 seconds. One year after the first "National" came the first "RAC qualifying round" which brought forth even more of the really fast boys including Peter Westbury in the famous Ferguson P.99 4-wheel drive machine which reduced the record to 44.45 seconds. Although Bryan Eccles (3.5 litre Brabham BT18 Oldsmobile) got very close — 44.46 seconds — early in 1967,



PETER MELDRUM

(Jeff Binns)

Tony Marsh was the next record holder in September 1967 with his 4-wheel drive Marsh Special with a very rapid 42.94 seconds. This time was short-lived as Peter Lawson, during his outstandingly successful 1968 season lowered the figures 42.86 seconds in June, and then to 41.43 seconds following the resurfacing of the hill with its present non-skid finish. Early in 1970 Sir Nick

Williamson became the first man since 1964 to hold the record with a 2-wheel drive machine by ascending in his McLaren M10A/B in 40.25 seconds, a time equalled a couple of months later by David Hepworth with his 4-wheel drive car. David improved on this time on 11.9.71, reducing it to 40.10 seconds at the special Castrol/BARC Saturday meeting. This proved to be the shortest ever course record at Harewood for on the following day Roy Lane recorded 39.57 seconds in his 2-wheel drive McLaren M10B, although the honour of being the first to break the magic 40 second barrier fell to David Hepworth.

Provided the weather is kind I feel certain that we may be down into the "38s" before the present season is over.

It is interesting to read down the entry list of the first Harewood. Allan Staniforth (Mini), Bob Prest (Wolseley 1500), Chippy Stross (Porsche), Jim Thomson (XK120) and Reg Phillips (Fairley Climax) — all regulars still in 1972. Ted Booth (Ford Zodiac) — now your regular commentator; Tommy Wood (TVR) — now a regular scrutineer; Derek Clark (Alpine) and Jimmy Johnstone (Sprite) — Centre committee members . . . and so we could go on. I wonder just how many of those who were at the first Harewood have been to every subsequent one? There are certainly many who have been to most of them!

No thoughts on the history of Harewood would be complete without mentioning the remarkable string of FTD's by Peter Meldrum in 1965 and 1966 — in 7 consecutive appearances he headed the entire entry, including 2 RAC Championship rounds. David Hepworth has also made FTD on 7 occasions, although non-consecutively. Peter Lawson's score stands at 6, whilst no other driver has scored more than 2.

Like most hill climbs Harewood's accident record has been amazingly good, although there have been some highly spectacular "moments". One of the most famous was the one of Brian Waddilove airborne in his BRM on Quarry Bend which was captured on film and widely used in 1964. Waddilove was shaken but O.K., although the BRM has never been seen since (I believe it was rebuilt).

I am tempted to quote particular meetings, classes and individuals in closing but this would not really be fair. All Harewood meetings are good, but some have been exceptional, and there has been the odd "epic". I feel sure that the next 10 years and another 50 meetings will provide every bit as much pleasure to all the Harewood regulars — officials, competitors and spectators. May the latter swell in number and enthusiasm, for the future is really in their hands.

THE SCARBOROUGH WEEK-END

By R. SOPER

The Jubilee Scarborough Week-end produced one of the best entries we have ever had on this event. Numerically it was the highest for several years and there has never been so many potential winners competing together. Most fancied were Bob Moorhouse (Lotus 7), Phil Cooper (1300) and Bob Bean (Escort TC) but they were all surprised when Pip Dale came quietly through in his standard 850 c.c. Mini to beat them all.

Scarborough Cups, for a figure of Merit over 95%, went to Gordon Chippindale, John Beadle, Ian Hardy, Barry Doughty, Mike Dale, Gerald Taylor and Bernard Shaw, whilst Scarborough Plates went to Paul Hargreaves, Michael Stewart and Tom Webster. The other major award was the ladies one and this went to Josephine Lee after a steady incident free run.

The format was the same as in previous years but this time Clerk of the Course, Denys Townsend, had managed to find a completely new series of sites and tests for the Saturday. The start was at the driver training school at Tockwith where the first test was held. This was a fast, open affair where Gerald Taylor put up f.t.d. in his 1275GT. Phil Cooper was easily fastest in Class 2 as was Pip Dale in Class 3. Bob Bean started as he meant to go on, by taking a two second lead in Class 4, whilst Paul Hargreaves and Tony Raylor had short lived successes in the other two classes. The next tests were at Full Sutton where there was some delay getting through York and here Gerald Taylor extended his lead in the quick Mini Class. Phillip Cooper pulled well ahead but Barry Edwards began to overhaul Pip Dale. Bob Bean took an unbeatable lead in his class as did Bob Moorhouse, but Class 5 was still wide open, with Paul Hargreaves and John Richardson making alternate fastest times and major errors.

At Cottam, Messrs. Chippindale and Hardy got going properly and so Gerald Taylor was relegated to third place and by the overnight stop, that was the order in that class. Phillip Cooper had nine fastest times to lead his class from Barry Doughty whilst a washout had ended the hopes of Barry Edwards. In the small front wheel drive class, it was a very close battle between Pip Dale and John Beadle who was showing just how well the little Datsun Cherry handled.

Bob Bean had eight fastest times whilst Class 5 was still anyone's class, Mike Dale (Capri), Bernard Shaw (Viva) and Derek Clark (XJ6) had all had fastest times. Bob Moorhouse was not having it all his own way as Boyd Mason, Tony Raylor and John Thompson were all going well.

The Sunday sections were the old familiar ones of Olivers Mount, Seacliffe Car Park, Whitby Old Road and Slater's Quarry. By now the pattern was set and the only things in doubt were, who the actual winner was to be, and whether any of the quick ones would incur penalties. Class 1 was a very close affair, with Gordon Chippindale winning in the fastest time of day by only six seconds from Ian Hardy, who in turn was twelve seconds in front of Gerald Taylor. Phil Cooper finished well clear of Barry Doughty who won a well earned Cup, whilst in Class 3 Pip Dale surprised all the B.A.R.C. crowd by winning his class by the biggest margin and taking the Wilson Trophy. In second place came John Beadle twenty seconds behind, whilst in third was Peter Standidge a further thirty behind.

Bob Bean was well clear of second man George Blades but he made a few errors which dropped his figure of merit marking to 97.56% and fourth place overall. In Class 5 Mike Dale won by the slender margin of 5.6 seconds from Bernard Shaw who was only six in front of Paul Hargreaves. All three had made mistakes which had almost cost the first two their cups. Derek Clark found the big Jaguar just too much of a handful on the tighter sections whilst Eric Jackson, making a return to Centre events, was driving a Cortina with the same gusto that he used when racing a ship back from Capetown to Southampton.

In the sports car class, Bob Moorhouse had got his handbrake to work and took nine fastest times to win by a very wide margin from Tony Raylor whose clutch had begun to slip. Boyd Mason was third whilst Josephine Lee beat some fancied machinery to win the Ladies Award.

Socially, this was probably the best Scarborough ever, with a record number of people staying at the headquarters hotel and the excellent dance was crowded every bit of the evening.

RESULTS

3/4th June

	Fig. Merit
1. Pip Dale (B.L. Mini 848)	98.78%
2. Phil Cooper (B.L. 1300)	98.34%
3. Bob Moorhouse (Lotus 7)	98.17%
4. Bob Bean (Escort T.C.)	97.56%
5. Gordon Chippindale (Clubman G.T.)	97.41%
6. John Beadle (Datsun 100A)	96.75%
7. Ian Hardy (B.L. Mini)	96.71%
8. Barry Doughty (B.L. Mini 1098)	95.96%
9. Mike Dale (Capri 3000)	95.51%
10. Gerald Taylor (B.L. Mini)	95.50%
11. Bernard Shaw (Viva 2300)	95.00%
12. Paul Hargreaves (Capri 2000 G.T.) ...	94.33%



Some Scarborough scenes. From top to bottom left to right — Alan Vickers braking hard for the finish at Whitby Road. Josephine Lee with one wheel on the curb at Seacliffe on her way to the Ladies award. A quick reverse for Tony Raylor. A hand-brake turn for Bob Bean. Derek Clark's Jaguar is perhaps a little large for this sort of thing. Phil Cooper at the Mount. (Bob Soper)

- | | | | |
|--|--------|--|--------|
| 13. Peter Standidge (B.L. Mini) | 93-96% | 23. Barry Long (Cortina G.T) | 90-93% |
| 14. Michael Stewart (B.L. Mini) | 93-43% | 24. Trevor Norton (B.L. 1300) | 90-83% |
| 15. Thomas Wheeler (B.L. Mini Treveller) | 92-55% | 25. Derek Clark (Jaguar XJ6) | 90-03% |
| 16. George Blades (Escort RS1600) | 92-54% | 26. Dave Fox (Fiat 128) | 90-45% |
| 17. Tim Bennett (B.L. Mini) | 92-21% | 27. Jim Johnstone (Fiat 128) | 90-39% |
| 18. Barry Edwards (B.L. Mini) | 92-10% | 28. Eric Jackson (Cortina Mk. III) | 90-03% |
| 19. John Richardson (Marina 1.8) | 91-89% | 29. John Wylie (B.L. Cooper S) | 89-97% |
| 20. David Naylor (B.L. Min 1275 G.T.) | 91-66% | 30. Colin Townend (Fiat 128) | 89-85% |
| 21. Norman Baguley (Fiat 128) | 91-58% | 31. Ian Walker (Fiat 128 Rallye) | 89-80% |
| 22. Tony Raylor (Gilburn Invader) | 90-94% | | |

Continued on page 64

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1922 - 1972

The First Fifty Years of the Yorkshire Centre of the British Automobile Racing Club

By MIKE WILSON

How it all began

With the invention of the motor car it was quite inevitable that owners of these devices would wish to meet with other owners, to try their skill as drivers, or the prowess of their steeds, in competitive combat. This gave birth to Clubs. In 1894 after the first ever motor race from Paris to Rouen enthusiasts got together and formed the Automobile Club de France.

Two years later the Automobile Club of Great Britain and Ireland was formed which, in 1907, with the patronage of King Edward the seventh became the Royal Automobile Club. Regional Clubs then sprang up all over the country, formed by groups of enthusiasts dedicated to the sport and adventure of motoring.

In the years leading up to the 1914/18 war there was a demand for cheaper motoring which gave bastard birth to the cyclecar. This was a new kind of motoring which filled the gap between the motor-cycle and the large, heavy machine which represented even the smallest of cars of the day. Usually with wooden frames, propelled by chains, or even belts, driven by a motor-cycle engine, the cyclecar was a sporting manifestation seized upon by the more adventurous spirits as a passport to motoring.

It followed that in 1912 at the height of the cyclecar boom a meeting was called in London to consider the formation of a club catering entirely for these machines. The proposal was accepted with enthusiasm and, on 7th December 1912, the new Cyclecar Club held it's first outing, a social run to the Wisley Hut near Esher, on the Portsmouth Road out of London.

The following June the Club promoted the first of what was to become a long series of Hill Climbs, at South Harting in Sussex. Like all the other Hill Climbs of the period, this was the nearest most Clubmen could approach to road racing and, being held on the open road it was, of course quite illegal. The Police however tended to turn a very blind eye to what was going on and even controlled the other traffic.

The Club prospered, cyclecars became more sophisticated, and by October 1913 it seemed appropriate to change the name of the Club to the Light Car and Cyclecar Club. Not many months later the outbreak of War slowly brought the activities of the Club to a halt. Members kept in touch however and with the return of peace the club was back in business with even greater enthusiasm.

One of the first decisions was to change the name to Junior Car Club and to extend the Club's programme and activities to embrace all cars up to 1500 c.c. Membership grew, races were organised at Brooklands, trials, hill climbs, club weekends, and, as the twenties arrived, it became obvious that the Club was a must for anyone interested in motor sport and motor racing.

In 1920 the Club organised a London/Manchester Trial which drew a large entry and extended its activities North of Potters Bar for the first time. This was repeated in 1921, the year of the first 200 mile race at Brooklands. The latter was an audacious concept for the time and an immediate success which, more than almost any other factor, consolidated the Club's position.

1921 also saw the tentative formation of a Southern Centre based upon Southampton and a Northern Centre at Manchester. It quickly became obvious that the area suggested and embraced by these titles were far too vast for proper regional activities and in 1922 other, smaller, regional branches were formed.

The Yorkshire Centre

In 1922 the Club opened its first full time office, just off the Strand in London and Percy Bradley, the General Secretary brought out the first issue of the "J.C.C. Gazette".

Following representations from Club members in Leeds a meeting was called at the Hotel Metropole in King Street on Friday 17th March 1922 to look into the formation of a Yorkshire Centre of the Junior Car Club. This was agreed and Capt. C. R. Roper was appointed the first secretary. The Chairman was Captain Trubie Moor, a very well known figure in Leeds motoring circles and a thoroughbred enthusiast.

After a few opening semi-social events the new Centre took its first major plunge into motor sport organisation with a Speed Hill Climb, held on the open public road, up Greenhow Hill at Pateley Bridge on July 22nd 1922. The entry fee was £1, the course consisted of a measured mile of the road starting right on the edge of the town and the 24 entries were divided into four classes each getting one practice run and two timed runs up the hill.

Unlike the hill climb events we know today, passengers were carried and the award winners included "Eddie" Hall, now living in retirement in Monaco, Sidney Glover the Harrogate motor trader, Alec Fitton of Appletreewick (and father

of Chris Knowles Fitton, well known rally driver of the recent past). Driving a G.N., a Horstman and a Morgan the Chairman, Capt. Trubie Moor managed to win awards in no less than three of the four classes!

The "J.C.C. Gazette" reported that the event was successful in every way, the weather was good, there were no delays or hitches, the Police were entirely satisfied with the traffic control arrangements and some very fast times were recorded. Incidentally there was only one non-starter, a certain Raymond Mays who was scheduled to have driven a Bugatti.

On a personal note, my father, the late C. D. Wilson made his first contact with the J.C.C. that afternoon. On a pleasure drive from Burnsall to Pateley Bridge he attempted to pass down Greenhow Hill to be intercepted by an enthusiast in a leather coat (the sign of a true motorist in those days) and was asked to wait on the side of the road whilst a car came up the hill. Knowing that Greenhow was a steep bank tackled in low gear he was somewhat surprised by this request until, moments later, there was a loud rasping noise and Eddie Hall in his Bugatti appeared at the summit at a great rate of knots, rocketing from side to side of the road like a mad thing. My father was much impressed, fell into conversation with the officials and competitors and stayed to help. The beginnings of a long and happy association with the Yorkshire Centre which lasted until his death in 1956.

One of the prominent members of the Centre in 1922 was Alfred Greenwood, another well known Leeds motor trader and pioneer. Mr. Greenwood proposed that the new Centre should organise a stern "reliability trial" and presented a trophy for the event. The first "Greenwood Cup" Trial was held on 30th September 1922 over a 100 mile course with "precipitous hills, terrible surfaces and deep water splashes and incorporating observed hills, flexibility and brake tests and secret checks".

Eight of the fifteen starters completed the course, the first winner being Major Bliss in a G.N. with Alec Fitton's Wolseley second and Captain Roper's G.N. third. Since that time the "Greenwood Cup" has been held every year apart from the war interruption from 1940 to 1945 and the tally of names on this historic trophy has involved the provision of several new plinths to make space for the engraving.

Another event of that opening year was what was styled as a "Social Week End" at Scarborough. I am told that I was present in the 1922 version of a carry-cot but I can not recall much of the activities which the J.C.C. Gazette reported as including a "Point-to-Point" run from Leeds to Scarborough. A "Celebration" (whatever that might be) on the Saturday evening and bathing parades, clock golf and general sightseeing on the Sunday morning.

Even in those days enthusiasts were not wholly single-minded for motoring and members found time for a Golf Competition, sundry Whist drives and on December 8th the first Dinner Dance at the



C. D. Wilson storms up one of the sections in the 1927 Inter Centre Trials at Stratford.



Tony Brooke still appears in the ex Raymond Mays Vauxhall Villiers which was a regular contender in the middle twenties.

Metropole when some 84 members and guests were present. At this time the total membership of the Club was just over 500 so the Yorkshire Centre's 65 members was quite respectable representation.

I have dealt in some detail with the first year of the Centre as it shows that the pattern set then is displayed in our programme today. Hill Climbs, the "Scarborough Week End", The "Greenwood Cup", the Dinner Dance and the Golf Competition can all be found in the 1972 Programme.

1923 and 1924 saw the new Centre consolidating the success of its first year with more Hill Climb's, Trials, Gymkhanas, Point-to-Point events, what was styled a "Colonial Trial" and of course, a full social programme. 1924 however saw the end of the first phase of the Centre's activities as a speed event promoting body when, following an accident which involved a non-competing spectator at a Hill Climb in the South of England, Parliament finally banned "Speed Testing" on the public roads.

Someone had the idea that it might be possible to close the roads around Olivers Mount at Scarborough for a Race. This was put to the Club's Council in London, enthusiastically agreed and negotiations begun with Scarborough Corporation which, most unfortunately came to naught.

In 1925 Captain C. R. Roper had to leave Yorkshire and Richard Smith took over as Secretary. Richie as he was generally known was a real fire ball of enthusiasm and inventive genius. Deprived of a venue for hill climb events the Centre's programme expanded with all kinds of other competitions — Treasure Hunts, Paper Chases, Interception Events, Scavenger Hunts, Fancy Dress Balls, "Slippery Ann" Drives (whatever those were)

and the crowning snook-cock at authority, a series of "Slow Hill Climbs".

Being deprived of the agreement of the law to run speed hill climbs on the highway, members took to the idea of competing to see who could take longest to get up a measured section of hill without slipping the clutch, using the brakes or, worst crime of the lot, stalling the engine. Much of the ingenuity which had previously gone into tuning engines to deliver maximum power up hills was now devoted to retarding ignition, lowering compression and other dubious ways of getting maximum zero-revs. torque. It speaks volumes for the spirit of the British motor club member that this peculiar form of enjoyment survived until well into the thirties.

One of my earliest remembrances of a J.C.C. event was a "Paper Chase" organised by my father which involved slinging large amounts of torn-up paper out of the dickey-seat of a 12/50 Alvis to mark the route to be followed by the pursuit. At cross roads the plot was to make false trails up the incorrect roads and not to resume the paper trail on the correct route for some time so as to fox the competitors. Drivers were provided with a sealed envelope so that, if they became completely lost they could open up and find out where to go for the finish. On this occasion I must have entered into the spirit of the chase with a little too much gusto because the first trail-follower to arrive at the finish was a freely sweating Police Constable on bicycle who proceeded to issue a summons against my father for creating litter.

The court proceedings which followed must have been hilarious as "C.D." pleaded "not-guilty" and claimed to have been wrongfully charged on the

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grounds that the actual culprit was only four years old. After some mumbling about "aiding and abetting" he was eventually discharged. The mind boggles at the results of running such an event in present days of environmental conscience.

Incidentally it was in 1925 that the Yorkshire Centre earned the displeasure of Headquarters for the first time by creating a class for cars of over 1500 c.c. in the Greenwood Cup trial. This action was widely debated in the editorial and correspondence columns of the Motoring Press. Despite Club condemnation the Centre continued to defy official policy only to be proved right a couple of years later when London decided to admit cars with all sizes of engine in J.C.C. events.

In 1927 a J.C.C. Blazer was introduced, woven in Leeds in garish stripes of Red, White and Black but considered as very modish gear at the time. In 1927 also a large tankard styled the "Sleuth's Mug" was presented by Austin Sowray as the premier award for a particularly involved form of Treasure Hunt. This was later won outright in 1932 by C. D. Wilson who presented a replacement which is still being contested today. This was ensured by a rule that each winner becomes the next year's organiser.

In 1929 Trubie Moore died and Cyril Wilson was appointed Chairman of the Centre, a long lasting tenure of office paralleled by that of Brian Armitage who became Hon. Secretary at the same time and held the post until 1947. Brian's business partner George Carlisle took over at the same time as Treasurer and held office even longer than Brian. Other Committee members at the time included Teddy Mason, father of our current Hon. Secretary.

The thirties was not really a period of expansion for the Yorkshire Centre. The Club as a whole went from strength to strength with racing at Brooklands, Crystal Palace, Donnington Park, Rallies to U.S.A. and all kinds of major events whilst the Centre continued with small local rallies and trials. At the same time, they did distinguish themselves amongst the Club's Centres by having almost a monopoly of the "Inter-Centre Shield" which was presented to the winning Centre team in a multi-centre contest held in the Midlands and the "War of the Roses" a battle with the North Western Centre. The economic situation at the time was pretty grim, money was tight and on one memorable occasion in 1930 when the Yorkshire Centre were announced as the winners of the Inter Centre Rally in Malvern they offered to sell all six cars in their team for £120.

Up to the outbreak of war in 1939 the pattern continued with the major event the "Scarborough Week-End" which now incorporated the "Scarborough Rally" on the Saturday and the "Greenwood Cup" on the Sunday with, of course,

the by now traditional high jinks on the Saturday evening. The "Greenwood Cup" however was a real bit of pioneering in that by 1938 it became the first motoring event to use the Forestry Commission roads in North Yorkshire. Roads which now form speed stages in the R.A.C. International Rally were then rough, muddy and unsurfaced tracks which it was an achievement to climb at all.

The outbreak of Hitler's War brought a sudden and immediate end to all motor sporting activities. The Centre's last event was the "Scarborough Week End" which included many well known names in local motor sport — Malcolm Bateman, Bert Rhodes, Tommy Wise, Donald Ackernley, George Wood, Kay Hague, Donald Rayner, Jack Lister, Jack Reiss, George Clegg, Bill Maidens (known to members as "Virgin William"), Norman Hodgson, Charles Milnthorpe and Alec Pearce. Many of these members are still on the Centre roll today, but others, unfortunately are no longer with us.

Rebirth and Expansion

During the war members served all over the world and the total involvement of the civilian population in the war effort meant that all Club activity came to a halt. A few members who remained in the Leeds area managed to keep in touch but when in 1945 George Carlisle and Cyril Wilson organised a reunion dance, Centre membership had shrunk to less than fifty.

Conditions were difficult, petrol was severely rationed, there had been no new cars since 1939, tyres were scarce, or poor quality and very expensive but, even so a few motoring events, mainly of a social nature were organised in 1946 and the Centre returned to full vigour in 1947.

At this time Alec Pearce took over as Hon. Secretary whilst Mike Wilson and Harry Mason joined the Committee. By 1947 the Centre had completed its first twenty-five years. A good solid growth and tradition had been established but it was a local, semi-sporting organisation which was yet to make its mark on the Club scene.

1947 competition motoring was difficult. There was only a very small "Basic" petrol ration and even this was withdrawn following economic crisis in the Autumn. None the less the "Greenwood Cup", the "Scarborough Rally", the "Sleuth's Mug", the "War of the Roses" and a new event, the "Wilson Trophy Trial" at Scarborough were all organised and well supported.

On top of this, George Carlisle organised the first of a series of Continental touring rallies which re-introduced members to the idea of a Continental Touring Holiday and a jolly party of some 80 Yorkshire Centre members set sail with their cars

for war-torn France and Belgium and the flesh-pots of neutral, prosperous Switzerland. The whole thing was slightly dampened down by a snap devaluation of the pound whilst the party was in Lausanne which greatly reduced the value of an already meagre and well stretched Foreign currency allowance.

In the Club as a whole there were stirrings also. The name "Junior Car Club", despite its traditions was becoming an embarrassment. With the dropping of the 1500 c.c. rule in 1927 it had lost its meaning and in the motor enthusiastic 1950's it was frequently misunderstood with Headmaster's writing in for group membership for their pupils. Fortunately the way out was clear. During the War the Club had amalgamated with the long lived "Brooklands Automobile Racing Club" and when it became obvious that the concrete oval near Weybridge was lost for ever to motor racing, the Club was re-titled the British Automobile Racing Club. The new name heralded a great period of expansion which lead up to the Club becoming the largest motor sporting Club in Britain, a position it maintains to this day.

The dark crisis days of 1948 with no petrol ration in prospect meant that plans for the season had to be shelved. Eventually when a meagre allowance was granted just in time for midsummer the major events were run off on a restricted basis with very little road mileage.

For 1949 the "Scarborough Rally" was revived as a series of driving tests on the Marine Drive which together with a hectic social week-end and the "Wilson Trophy" Trial on the Sunday produced one of the best of the Centre's happy visits to Yorkshire's "Queen of watering places".

1950 opened with an increased Petrol Ration and the Centre got back into its stride once again. The "Scarborough Rally" had a full road section whilst George Wood organised the first of a series of very searching "Ladies Events" which were more demanding than many of our general competitions.

In 1951 Alec Pearce handed over the Secretarial chair to Gordon Haithwaite. Gordon's father had been a regular Centre member in pre-war years, a pattern which has frequently been repeated in the Centre's affairs.

This was the year of the first "All Fool's Rally" a pioneer night navigation type of event which rose to be one of the North's major rallies in a very short time. Yorkshire also won the "War of the Roses" event with the North Western Centre in a competition memorable mainly in that the Hon. Sec. managed to ram the rear of the Chairman so hard that the latter's engine was pushed forward and the fan punctured the radiator.

By 1952 the Scarborough Week-End had become a major entry in the British Competition Calendar. Saturday's "Scarborough Rally" was included in the

Continued on page 39



Mike Wilson and Peter Scott grinding to a halt on a section in the early fifties in complete contrast to Peter Davey hurtling over the finish at Harewood last year.

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C. D. WILSON

By GORDON TOWNSEND

When asked to write a few words about C.D. I was very flattered until I realised on reflection the magnitude of the task — one may as well be asked to write a précis of Boswell's "Life of Johnson" in two paragraphs. Come to think of it C.D. and Johnson had a lot in common — they both stood large in the spheres in which they moved, both had recounted about them a wealth of stories both true and apochryphal, and they both exerted a tremendous influence on the thinking and actions of the people with whom they came into contact.

My own connection with C.D. commenced in the late '30's when as a callous youth, recently turned out of school and unemployed, he asked me if I would like to work for him at 12/6d. per week. I little knew in accepting that I was to have the privilege of working with, and under the aegis of, a man of prodigious talents, and one who would exert such an influence on my life.

Above all, C.D. epitomised the word "showman" — from his hand tailored silk shirts to his solid gold cigarette case, through to the £100 bank note carefully folded in the left hand waistcoat pocket "in case it was ever needed — if only for the toilet".

He was meticulous for detail, and insisted on very high standards in office routine, and his work in J.C.C. and subsequently in B.A.R.C. clearly illustrated this trait in his character; his handling of the fortunes of B.A.R.C. matters in the transition period from J.C.C. to B.A.R.C. in the difficult post-war years was done with masterly forcefulness and should be written in the annals of classical diplomacy (Machiavelli was in the same league but lower down).

It is not easy to select illustrations of his characteristics from the store of memorabilia which I have of C.D. and in truth many would be better told by word of mouth than written about, if only for the reason that one cannot transmit the true punch and pith of his sayings and expressions by any means other than orally in the vernacular of the Halifax from which he came.

His handling of the circumstances relating to the donating of the 'Chipiola Vase' by Mr. Stross could properly be told as an illustration of one aspect of his character — Mr. Stross was kindly moved to propose the donation of a trophy, which he wished to be known as the "Stross Trophy" and C.D. in accepting the offer on behalf of the B.A.R.C. was determined that it was not going to be called any such thing, and suggested that the title of the endowment should be a name compounded from Mr. Stross's nickname and the name of his wife.



C. D. WILSON

The argument was long and loud but C.D. remained firm and adamant, in spite of Mr. Stross's expressed fear "that the name sounded more like a sausage than a trophy". "No, says C.D., "there are many Stross' but only one Chippy and the 'Chipiola Vase' it should be" and as we all know the 'Chipiola Vase' it well and truly was.

I well remember Mrs. C.D.'s severe criticism of C.D.'s habit of breaking bread into his soup and how he gleefully silenced her for all time on this issue, when, on the occasion of a B.A.R.C. dinner in London, the Duke of Richmond and Gordon was observed to break his very own crust into the Ducal Ministrone.

The story of the tearing up of the £1 note prior to a meal in a restaurant, giving half to the head waiter and telling him he could have the other half if the meal and service proved to be satisfactory, is attributed to many famous people, but I like to think that it happened for the first time — done by C.D. — when I was with him, and carried through with a majesty and flair which is beyond we lesser mortals.

There will be a large number of members of B.A.R.C. who have never heard of C.D. and many who have heard of him who did not meet him, but it is certain that part of the enjoyment they gain from motor sport has been brought about by the work done on their behalf by C.D. . . . Long may his memory live . . . I for one will never forget him.

E. A. DENNY TRIAL

Surprisingly enough, only twenty-nine crews started on the E. A. Denny Trial this year but they were able to enjoy twenty-eight first class sections amidst the Wensleydale scenery. As is the pattern these days, the event was run in classes and first ones off were the front wheel drive brigade. On the first section Gordon Chippindale took an early lead by getting a two, whilst Ian Hardy and David Naylor both dropped an extra point. All three cleaned the second section but Gordon pulled well in front by getting a nought and two ones on the next three sections whilst Ian and David dropped ten and nine respectively. By the lunch stop at the Cayley Arms, Nosterfield, Gordon was leading with only eleven marks lost out of a possible 144 followed by David on 19. In third was Ian Hardy on 23 and then a big gap to Howard Wadsworth driving a Datsun on 44.

The rear wheel drive, front engined cars were next off and here things were very much closer. After three sections T. M. Wise had pulled out a good lead over Stan Peel and Henry Holliday making a welcome return to motor sport in his new Dolomite whilst not far behind was Jim Thomson driving a DAF. From here until the lunch halt, Stan took the lead to be closely followed by John Busfield who made a late spurt with his Mexico to be just two points in front of Jim.

Class three for the rear engined cars was a one horse race with Edgar Wadsworth's Denzel — were those wheels and tyres fitted as standard back in the early sixties? — taking an immediate lead followed by David Easthope's Imp.

After lunch the effect of the ale began to tell, for the good ones got better and the others got a lot worse. Gordon Chippindale romped away with Class 1 dropping only another 15 points in sixteen sections to finish up with only 26 lost all together and first place overall assured. For second place the battle continued with David Naylor getting the decision from Ian Hardy and then there was a huge gap before Howard Wadsworth and Harry Mason appeared as joint fourth.

In Class two John Busfield really got to grips with his Mexico and gradually overhauled Stan Peel so that by the end of the day he had got his ten points deficit from lunch time back and another eight into the bargain, to take first place. Meanwhile, thirty points behind, a ding dong battle was progressing which resulted in J. King working his way up into third place with Jim Thomson one

point behind in fourth and Paul Hargreaves another behind in fifth.

Edgar carried on where he left off to win Class three easily and take the Fairfax Trophy, whilst David Easthope held David Lawton off for second place and the Novice Award. Altogether a very good day out which could have been a little warmer.

Results

Class 1.

1. G. F. Chippindale (1275GT)	26
2. D. C. Naylor (1275GT)	44
3. I. K. Hardy (Mini)	50
4. H. C. Mason (Cooper S)	94
C. H. B. Wadsworth (Datsun)	94
6. J. Kelley (Mini)	105
7. C. J. Shaw (Mini)	109
8. J. Sutton (1275GT)	120
9. J. R. Spencer (Mini)	123
10. J. R. Page (1100)	140
11. D. W. Taylor (1071 S)	152

Class 2.

1. J. M. Busfield (Mexico)	80
2. S. Peel (Escort)	88
3. J. King (Escort)	110
4. J. Thomson (DAF)	111
5. P. Hargreaves (Capri)	112
6. H. O. Holliday (Dolomite)	118
7. T. M. C. Wise (Escort)	119
8. B. Shaw (Viva)	157
9. A. K. Vickers (Manta)	162
10. M. M. Rogerson (1600E)	164
11. D. Boyd (1600E)	165
12. D. Kennedy (Prefect)	202

Class 3.

1. E. B. Wadsworth (Denzel)	28
2. D. Easthope (Imp)	57
3. D. R. Lawton (Imp)	64
4. D. J. G. Pick (Fiat 600)	81
5. A. Forrest (Mexico)	89

Awards

E. A. Denny Trophy	G. F. Chippindale
Fairfax Trophy	E. B. Wadsworth
Special Award	J. M. Busfield
1st Class Awards	D. C. Naylor, S. Peel
Novice Award	D. Easthope
Team Award ...	I. K. Hardy, G. F. Chippindale, A. K. Vickers

SHELL SPRING MEMBERS HILL CLIMB

By R. SOPER

On a dry sunny day there is no finer place in England for motor sport than Stockton Farm but when it is wet it can be very cold and miserable. Unfortunately, the Shell Members Meeting in May turned out to be one of the latter types and a damp start to the day finished up as a very wet finish so that no one was upset when it was decided not to run what would have been a superfluous top ten run off. As it was it began to rain in earnest midway through the first runs just after the sports racing cars so that F.T.D. went to David Good and Richard Thwaites was left yet again waiting for his first Harewood outright win since May 1970.

The rain continued throughout the second runs so that they were a mere formality, hardly anyone improving on their first efforts. In Class 1 for touring cars up to 1150 c.c., Graham Brooks was nearly two seconds outside Jeff Goodliffe's five year old record when beating the Coopers of Roy Greenwood and Keith Hardy. An interesting entry in this class was the one from the Fargus Automobile Racing Team which was a Fiat 128 driven by Henry Fargus himself. The up to 1500 c.c. Touring class was a walk over for accessory dealer Howard White whose Cooper S was four and a half seconds quicker than Gordon Chippindale's 1275 GT. Brian Beadle was a further three seconds behind in his Escort.

In the unlimited Touring class it was a two horse

race between record holder Richard White and David Valentine in R.S.1600s, the verdict going to Richard. In third place came John Reeve in his Bond Equipe, the only non Ford entry in the class. Chris Cramer's two class records in the Special Saloon classes look as if they may stand for a very long time. In the smaller class up to 1000 c.c. Dave Abrams Imp was three seconds out as it easily beat the Bettridge/Frank Cooper S and Peter Riley also in an Imp. Mike Beckett driving an Anglia with twin cam engine took the larger class from John Stephenson (Escort TC) and Ed. Spencer in the ex Peter Kaye Cooper S. Also driving this car was someone called Bancroft who has been known to drive a GT40 Ford under an unlikely pseudonym.

Brian Kenyon and Pat Hopkinson were away chasing Castrol points which left the small sports car class for Bob Cartledge to win by a whisker from Pete Davey, both of whom were fifteen seconds in front of Maggie Chadwick who recently joined the class in her Midget. The two larger Marque Sports Cars classes were merged and here Richard Shardiow was well clear of the field in his Porsche 911S. This is the one class which is not dominated by one make of car for also entered were an M.G. B, M.G. C, two Elans, a T.R.5 and a Datsun 240Z.

Continued on page 61



When the weather is fine there is a prize-giving, complete with champers, as at last year's meeting. It was too wet for such things this year. (Bob Soper)

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—:o:—

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The Saga of Spotty

Alas, no more will you see the names of **SPOTTY SMITH** or **SPOTTY MULDOON** on the entry forms for our speed events, for the gentleman has past into history. Instead you will see that **TONY BANCROFT** is now driving the well known GT40. What you may not have known is that they are all the same man. The story of how this comes about is an interesting one.

Several years ago when Tony was running the Elan, he decided to go motor racing and entered a hill climb at which the whole family came to watch. Unfortunately, there was a nasty accident where someone was badly injured and his parents, thinking that the same thing could happen to the son and heir, forbid all future participation in motoring events. Tony was not happy about this as it was the object of buying the Elan in the first place. Soon afterwards, he thought he would just enter the odd event under the unfortunate name of Spotty Muldoon, but then he entered another and then another whilst the name changed to Smith.

This went on for some years during which he had phenomenal success with the TVR culminating in victory in the Shell Leaders Championship. During last month, Tony carefully prepared the GT40 for an event, loaded it on to the trailer and set off

with racing numbers on the side. Unfortunately, father was coming the other way and saw it, so the cat was well and truly out of the bag. A family discussion followed that evening after which Tony was told to enter, in future, under his own name and not that other stupid one. So now, in the Bancroft household, a large shelf will have to be found and several gallons of silver polish for the large number of trophies that will be seeing the light of day.

ENGLISH AS SHE IS SPOKE

Below are two notes, which go to show how our language is abused these days. Each is printed verbatim and the first is some instructions to a garage for repairing a car.

"will no pull has it should check engine plugs points etc tuning do whatever you think need doing make it right I have been wandering about having Pecko tunned exhaust with double pipe at one end could you supply one and fit it does not have to be Pecko has long has it is tunned and his right for Wolseley and has double pipe I will leave type to you it does not matter if you can not do it all in one day I will give you a ring about 4 o'clock to see if it is ready and how much it his going to cost so I can bring money with me please try and do exhaust the type that fit on to front pipe any will leave in you cable hand Thank you.

PS If you don't it does not matter I can always pick it up Thursday night I want a good job please



Tony Bancroft seen here with Robert Sunderland with last year's winning TVR and this year's mount — the Ford GT40 (Bob Soper

Please don't think I am trying to tell your job because has I told you before you are the only person who has ever done a good job on my car I am just anxious to have it right and if there is anything you can do to soup it up please do it I think a lot about my car it his my hobby could you adjust brakes up Thank you".

The second is a letter that I received from an Estate Agent.

"Dear Mr, Soper,

Mr Smith surjests you may find the enclosed of interest, and to mention in both case's they would except less, just require capital to beable to purchase 2 Bedroomed Semi Bungalow with a little over but this is purly confidential.

Your etc"



The editor goes mud plugging

You may not be aware of the fact but, among other things, your editor has tried his hand at Sporting Trials. It was some years ago that he borrowed **BING CROSBY'S** trials car to compete in the Stone Trough Trial with **TONY RIAL** doing the bouncing. Unfortunately the day was somewhat less than successful for, as you will see in the picture, the chassis and body were hardly united. This caused problems in the throttle department which was no longer controlled by the foot, but by the flexing of the chassis. Most of the time this was useless, for it would suddenly close on a steep hill, but on one section it worked for us. All the experts had got stuck in the water splash, but when we got to the difficult bit, the throttle suddenly opened, and we shot through to clean the section.

The Incident Officer has an incident

It is common knowledge that **DAVID EASTHOPE** was made Incident Officer at our speed events because he is so used to being in the middle of incidents. Our picture shows just why this is, for here he is in the Land Rover used for extracting

competitors who were stuck in ditches on the Greenwood, being extracted himself from an unfriendly ditch that he found himself in.



Croft Quickies

Two interesting little pictures from Croft Autodrome. Whilst we know that it is a status symbol to have a distinctive number, isn't this one going a bit too far? The other picture was taken at the prize-giving for last year's International. Again there is something not quite right.



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TERRAPINS

By ALLAN STANIFORTH

Please, but please, don't come up to me — or any other Terrapin owner — in the paddock and lament how expensive is motor racing and how good you could be if only you had the chance.

I propose to put the case that it has never been cheaper to motor race in some way or other since the club's first climb up Greenhow Hill. If you want to have a try, read on. If you're more talk than action, better turn to another page.

Firstly, after accepting that it costs a certain minimum for a hobby whether fishing or ice skating, and motor sport is higher than most, it has not always been possible to get acceptance of your bread and butter road car in speed events of one sort or another. You can do that today, not to win but at least to compete and make a start.

The Greenhow entry list is almost completely composed of the pure racing or the expensively exotic from Bugatti to Alvis. In 1972, if you own a car at all you are free to have a go for the price of club membership, a competition licence and a crash helmet. While you saved on the helmet in 1922 and wore a cloth cap, a sports or racing car, let alone a saloon cost more — a lot more — in actual money related to what the average toiler earned than does a current vehicle. Ownership of a car at all was a rarity and stayed a rarity for nearly two or more generations in the ordinary street of Britain.

For your money now you get more power, better

petrol consumption, greater comfort in your car, and incredibly better roadholding — in other words more potential excitement in every way — and cheaper. If however you look at racing cars, the argument for cheapness in 1972 is infinitely stronger.

Throughout the twenties and thirties, racing cars were mainly vehicles like Bugatti, Bentley, Delage, ERA, and the customer bracket was that of the millionaire. The Austin 7 had to appear and be developed for racing and spawn a hundred specialist firms as the Mini did four decades later, before a chance of racing came to any of the slightly lower financial levels of our society.

Lower down the scale still came the special builders. They seem always to have been a part of the scene, a small but varied group, determined, sometimes urbane, often considered vaguely eccentric, generally dirty fiingernailed with a constant wish for a 30 hour day. Historically they have probably been around since Ancient Rome when someone was undoubtedly building a light-weight chariot privately in an outhouse in the shadow of the Colosseum, his dreams of glory undimmed by the problem of finding a team of horses.

His live horse power problem was probably just as bad as that of the later petrol-type one. Powerful racing engines needed the folding stuff in real quantity. Until the Mini.



Graham Ashley Smith in the Terrapin that he built himself.

(Hayden Spedding)

Now, while the Mini unit had and has a lot of difficulties, very many of which arrived in the hands of the unsuspecting paying customer without being sorted first by Austin . . . sorry, BMC . . . sorry, British Leyland . . . it is still a quite remarkable engine. That it has come almost unchanged visually and in basic concept from 848 c.c. giving an alleged 34 BHP to 1500 or so c.c.'s blown or turbocharged giving an alleged 180 BHP makes it well nigh unique.

And it did it after starting out as a curious mixture of existing siamesed parts and cast iron, dictated by current machinery and cheapness of castings, combined with the original and ingenious light alloy cased approach of putting the gearbox and final drive all in one underneath, using the engine's own oil — and crosswise to boot.

Which brings us back to the Terrapin. When I had one of my bits of good luck in my life and met Richard Blackmore, we were both on the same track — a competition car with the Mini engine/gearbox in the back, and using as many Mini bits as possible.

He was considering a two-seater sports racer, but the first design we produced together was dictated by the type of event at which it was to be specifically aimed; a single-seater for sprints and hillclimbs. Finance or lack of it, governed almost every aspect of the car. Anything that could be bought from a decent Mini graveyard was incorporated.

I think there were literally no more than a couple of dozen new parts in either of the original cars, dictated either by complete unobtainability in any other way, or such necessary safety moves as new wheel nuts and studs and suspension taper pins and joints. Brake drums, shoes, backplates, cylinders, hubs, driveshafts, tyres, rubber couplings, gearchange — all came from the road car. We spent five months thinking, talking, sketching and drawing rather roughly on graph paper for a chassis that would be no bigger or heavier than absolutely necessary to carry a human being, Mini engine, fuel and sundries as fast as possible. It had to be stiff, softly suspended, and by far the biggest problem was the designing of a successful suspension.

This was by no means an exact art, the people who knew were not talking, and roadholding was clearly going to be utterly vital. In the end we designed a device we called the "String Computer" because it does actually use string and hardboard and drawing pins to reproduce what a wheel on a wishbone suspension does, not only when bouncing up and down, but in varying degrees of roll while cornering.

We worked out a geometry based on the Mini

upright, and that geometry is still identical seven seasons later. This is not because I think it's perfect but because I have not been able to improve on while retaining the existing uprights and chassis, and it has gone on accepting more and more power and higher and higher speeds without breaking and still transmitting it efficiently to the road.



They start young in motor sport these days.

(Josephine Lee)

The chassis is nickel bronze brazed together from welded seam mild steel square tube. The sides of the body are single curve rivetted alloy sheet that is a stressed part of the chassis. Nothing but an odd bracket or two is thicker than 18g. A lot is 20g. It has proved very tough against unorthodox manoeuvres including head on into a wall, backwards into a tree, sideways into a barrier and impacts at various other angles (Not all to one car I might say).

None of these escapades has ever produced a basic structural failure or injury to the driver, and all as far as I know have been repaired to race another day. The basic materials of the chassis cost under £15.

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Jumping ahead four years, I finally wrote a book about the car and small racing car design and engine tuning in general, putting in all the knowledge I had acquired on the way—"High Speed—Low Cost" Richard drew out the chassis properly for a set of plans which included the details of our top secret "String Computer" and book publisher Patrick Stephens put them on the market for anyone to build.

It was a bigger venture into the unknown than the original car had been, but in fact well over 200 people all over the world have bought the plans. The majority of purchasers have not built the car nor ever will. But a surprising number have, getting on for twenty at the last count. Richard built his Mk. 2, smaller, lighter, narrower, and lower than mine. As befits a proper engineer he made a lot of improvements, not least of which was to fabricate lightweight rear uprights in place of the cast iron Mini type. Although these require machining facilities and a fairly high degree of skill in welding, the drawings of how to make them have since gone to every Terrapin owner or would-be builder we can find in the world through the news sheet of the Terrapin Register.

For the benefit of any historians ("Grandson of Bill Boddy?") who may dig this from the post cataclysm (or post internal combustion engine) archives sometime, I will list the brief history of the design lower down. After a lot of cogitation on whether we might become rich from the Terrapin, Richard and I decided against trying to make it commercially in any way. In consequence any Terrapin has always been built by an enthusiast who wanted a competitive real racing car of his own however big the amount of work needed, for the very least possible money.

All basically the same, they all differ in detail. They have small engines and large, blowers of several sizes and types, one is turbocharged, another has forsaken the Mini unit in favour of an air cooled NSU (and will certainly be far the lightest Terrapin ever built). One with an over-bored "S" engine out to 1380 c.c. is currently pushing hard in Australia for the New South Wales hillclimb championship. Two more including Richard's original Mk. 2 are in Barbados to circuit race.

Another we started in Panama, crossed the Atlantic half-built and is being finished in Leeds. There is one racing in New Zealand and two more being built there. One has been taken out to the Persian Gulf to race on an RAF base and then returned to Britain. One is such a family affair that not only do father, son and friend share the driving, they've almost completed a second one to run alongside the first.

One incredibly, is taking shape on a remote Scottish island, and a V8 engined version is planned not a hundred miles from Harewood. To help the far-flung, and each other, we finally started a Terrapin Register the mainstay of which is a monthly bulletin, mainly technical and informative on development, problems, new data, and information to bridge the gap for members anywhere.

Now up to 16 issues, there is a mailing list of over 80, a quarter scattered round the world. It has carried news of design trends in F1, tyre rubber and carcass data, use of methanol fuels, design and construction of aerofoils, parts and services and firms and friends of every type. As the advert might have said "You're never alone with a Terrapin . . ." The Register also negotiated with the Monoposto Racing Club to join them for circuit racing and there are two special classes with separate awards for anyone driving single-seater using a rear mounted BMC engine.

The Register runs under a rather vague British-type arrangement of a modest subscription in the kitty for envelopes and stamps, duplicating under the OPA, and unpaid secretarial duties by my wife and children (Well, I do pay the kids, but not much . . .)

No Terrapin has won the world championship or is likely to, but the question that really matters is "How much?" The cash necessary to build one in its most basic form is around £200. There are those who claim they've done it for less. £300 will permit new racing tyres and a set of glittering alloy wheels as well. £400 covers a close ratio straight cut gearbox and an "S" engine. After that you can spend what you can spare. All prices include the book which is £2.25 and plans which are £4.75 (end of commercial).

The work is free and it's all yours. One car was built in 9½ weeks, one is still being constructed after three years. It depends. So, as I said, please don't come round saying how badly you want to be a racing driver. It depends how badly. There is more than one way to get into motorsport without being a millionaire. As the actress said to the Bishop; "You've just got to want to do it badly enough".

Terrapin data:

- Mark 1. Original Allan Staniforth car.
- Mark 2. Original Richard Blackmore car.
- Marks 1a. All cars built from published drawings.
- Mark 3. One off from original drawings, being rebuilt as a Mk. 4.
- Mark 4. Modified chassis from jig built by Register member.
- Mark 5. Sports racing 2-seater.

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A typical Autocross scene of a few years ago.

British Trials and Rally Drivers "Star" Championship whilst the "Wilson Trophy" Trial was on the list for the R.A.C. British Trials Championship and the B.T & R.D.A. "Gold Star".

The "Inter Centre Rally" was revived by London and held at Droitwich. Yorkshire managed to wipe the floor with the other Centres in a driving test event. At this time the M.G. T.D. was the fashionable wear for sporting clubmen and we could field three regular teams of T.D.'s which used to wipe the floor of all other local clubs in the North on both sides of the Pennines. Most distinguished of these teams, although not always the most successful from a competitive point of view, was that of Harry Mason, Dick Haley and Mike Wilson who drove together in all kinds of competitions for many years and were in time destined to become Secretary, Treasurer and Chairman of the Yorkshire Centre.

Whilst this expansion of activities in the Rally, Trial and Driving Test world was continuing, the

Centre continued to organise the smaller, more social events like the "Sleuth's Mug" and the Golf Competition whilst the opening of Aintree as a racing circuit in 1953 started the mass association of Centre members with the Club's Motor Racing programme and began the long training of all aspects of race marshalling and organisation.

In 1953 after a long and distinguished term of office George Carlisle handed over the office of Treasurer to Dick Haley. George had handled the Centre's financial affairs with flair and competence for almost 25 years. Certainly one thing the Yorkshire Centre can point to is the long and loyal service given by its officers and committee members.

All this time the Centre was getting restive to get back to organising speed events once again. Many hours were spent checking over maps and many miles covered looking for suitable roads for a Hill Climb or Sprint Course. Several venues were suggested, inspected by the R.A.C. and rejected.

Determined to get into the act with some kind of speed event, we heard about a new idea of "Auto-sport's" called "Autocross", a speed trial on grass and made enquiries as to what was involved. The first "Autocross" ever was organised with "Auto-sport's" backing in the South early in 1954 and a month later we had the honour of running the second, and definitely one of the fastest "Autocross" ever, at Langtoft Dale near Driffield.

Not knowing how many members would care to try their cars fast on grass we pressured the R.A.C. to set up a joint committee of three Clubs, the Yorkshire Sports Car Club, the Bridlington & District Motor Club and the Yorkshire Centre to promote the new venture. The R.A.C. agreed after some discussion thus giving another Yorkshire Centre "first" a co-promoted event. Unlike today's misuse of co-promotion as a type of "Poor Man's Invitation Event" in those days co-promotion meant what it said. We set up a joint committee to do the actual organisation and even had a separate banking account which paid a dividend or called in funds according to whether there had been a profit or a loss.

Our first "Autocross" set a pattern, which we managed to keep going for a number of years, for fast, spectacular, smooth and safe "Autocross" courses. The chalk soil of the East Riding gave a firm base which did not cut up and, in those days, there were no limits to the length of straight so that it was quite usual to find exotic machines like Jaguar "C" Types and "D" Types making fastest time of the day and speeds of up to 120 m.p.h. were common.

It was, of course, too good to last and an unthinking Government introduced a ploughing subsidy which encouraged farmers to turn over their grass field every three years. In the past grassland had been grassland for as long as anyone could remember and the surface was firm and did not cut up. Ploughed fields were soft, uneven and very prone to ruts even after three years growth of grass when they were due to be ploughed again so the character of "Autocross" changed, speeds came down, members were less ready to risk their cars, entries dwindled and eventually in the mid-sixties we dropped this form of competition.

The Autocross era was definitely the Centre's formative period when we learnt our basic lessons on speed event organisation. Always the leader in the joint organisation our members gained experience in planning courses, putting up ropes and stakes, attracting spectators and, the very hard lesson, provision of suitable toilet facilities. This latter is a fragrant subject which has been discussed in great, and revolting detail, in many motor club committees and we were no exception.

Indeed at one time Harry Mason, a most fastidious person, seemed fated to be involved in all the unsavoury tasks concerning those very necessary "usual offices".

Langtoft was repeated early in 1955 but later the same year, when we planned a third event there, tragedy nearly struck. The success of our events had reached the R.A.C. and we were to be visited by no less a personage than Dean Delamont, Director of the R.A.C. Motor Sports Division. Two days before the event was due and all arrangements were complete a member happened along



Mike Wilson and Harry Mason doing a cabaret spot at our Annual Dinner Dance.

the lane past the course to discover that the owner's instructions had been overlooked and a misguided ploughman had turned our beautiful course into a mass of furrows. Immediately things sprang into action. An alternative site on Cranswick showground, some 15 miles from Langtoft was secured, a course which slightly resembled the plan submitted to the R.A.C. was marked out and, on the day, Dean Delamont was met in Driffield, escorted to the event, thoroughly approved and enjoyed the afternoon and until this day has had no idea that it took place in a field miles away from the one originally licenced and insured.

After a couple of years of Autocross in East Yorkshire, we began to feel the call to bring our new found type of promotion into our home district and, thanks to the kind hospitality of the Snowden brothers of Harewood, we were able to begin our long association with the area where we now hold our major hill climb events. At first the pattern became two Autocrosses each year, one in the East Riding and one at Harewood. The Bridlington Club had become the East Yorkshire Car Club, their own interests became more in the direction of rallies and they gradually dropped out so that we reverted entirely to the Harewood area. Possibly the high point of this period was a grand extravaganza held in Harewood Park which drew a terrific crowd and raised large funds for the Church roof restoration. Unfortunately the death of the Princess Royal wrote finish to hopes of a repeat unless we wished to change the organisation to that of a musical festival.

The Centre was one of the earliest Clubs to join the Association of Northern Car Clubs. Going in at the second meeting. This was back in 1948 and, at that time, authority in the shape of the R.A.C. viewed this coming together of Clubs with some distrust on the lines of an old style employer contemplating his men forming a union. Eventually the Association was accepted as respectable and it has been duplicated by others covering the whole country with the R.A.C. trying to ensure that all Clubs join their local Association.

Through the years the Centre has provided many of the Chairman and other officials of the Association.

In the late fifties and early sixties there was a terrific upsurge of rallying. More and more clubs were formed and more and more rallies were organised. Unfortunately the enthusiasm of many of the organisers exceeded their knowledge of procedure and their social conscience. As a result the word rally began to have a bad smell in the eyes of the public at large and the police. In trying to rectify this the Northern Association played a major part with a system of "Black Spots" where clubs agreed not to use roads where public inconvenience could be caused and, at one time, to a voluntary limitation of the numbers of events.

Seeing that the writing was on the wall, the Yorkshire Centre embarked on a policy of getting more "off the road" events and cutting down on the rally type competitions.

In 1956 after 26 years in the Chair of the Centre C. D. Wilson died and Gordon Haithwaite took over. Harry Mason moved to the position of Hon. Secretary, a post he has held with charm, tact and distinction ever since.

In the early fifties the Centre introduced monthly "Club Nights" where, each month on the first Tuesday, simple motoring competitions were held followed by a social gathering in a suitable house of refreshment. The success of these events was amazing with entries of up to fifty regularly taking part in miniature trials, autotest meetings, Autocross and a series of highly ingenious events with cryptic titles such as The Bishop's Blind, the Clerical Caper, The Garden City Grand Prix Historical Club Night, Night Monkey Puzzle and so on. These involved all kinds of innocent excursions coupled with the use of cars and, in the early days, some highly enjoyable but, in retrospect, highly anti-social, dices through Pennine lanes.

One result of the build-up of public feeling against rallies was the setting up of a Royal Commission and, inevitably, legislation which whilst it made motor sport on the highway legal for the very first time, hedged it around with so many restrictions that organisation became difficult, indeed chancy, and even though rallies were now permitted, it was difficult to reconcile one's better feelings towards the public at large with the promotion of this type of event.

Accordingly a year or two before legislation was introduced we took the step of dropping all timed events on the highway and concentrating on speed events and untimed road events like trials and driving tests. This change in policy meant that we alienated quite a large section of the membership who were rally-minded and had joined the Centre as one of the major promoters of big rallies. This was unfortunate, it gave rise to a good deal of head-shaking and expressions that the Club was no longer what it was, but, on the ashes of the old Centre we have gradually built a new Centre which, whilst oriented towards racing and speed events has managed to preserve much of the social spirit of old.

Moving on from Autocross the next step was to find a speed event on a smooth tarmac course and the opportunity arose when Arnold Burton and his brothers very kindly offered the use of the factory roads at their tailoring factory at Hudson Road, right in the centre of the City of Leeds and in sight of the Town Hall. This was certainly a sprint event with a difference, and it posed great organisational problems but "Burton's Sprint" as it became to be known still has a very warm place in the hearts of many Centre members. Today the venue would never be passed by the R.A.C. but from 1956 right through to 1963 Burton's factory gave some very sporting competition and the sheer difficulties of the venue provided first class training for organisers, marshals and competitors alike.



Mike Wilson, Arnold Burton, Arthur Hudson and Harry Mason looking at plans for the proposed sprint course at the Burton Factory.

In 1958 Gordon Haithwaite relinquished the Chair of the Centre and Mike Wilson took over continuing a family tradition two years after the death of his father.

From Aintree groups of Centre members were now to be found carrying out all kinds of duties at the Club's race meetings at Oulton Park, Mallory Park, Goodwood and Crystal Palace and pressure was starting to build to organise race meetings on our own. At the time there was no permanent circuit within our area and these desires had to wait. What was more in our range was the provision of a speed event course and efforts in that direction were stepped up. The whole area was scoured and we contemplated all kinds of unlikely prospects. At one time we seriously considered buying an ex opencast coal site where there was a dirty great hole in the ground looking several hundred feet deep. The contractor offered to reinstate this with suitable contours to make a hill climb. On another occasion we took an option on a moorside above Keighley but this was dropped as presenting too many difficulties.

In 1960 we were able to organise the first of the annual series of Hill Climb events on the Olivers Mount Circuit at Scarborough which, when one considers that it was in 1925 that the Centre first started negotiations in this direction, was not bad going.

About this time, Arthur Hudson said "Let's have a Drag". We had read about this form of motor sport which was popular in the U.S.A. but we had

little idea how to go about it. Heads were put together, a short and rather rough airfield runway at Riccal near Selby was secured and regulations concocted. What we did not know was that Sidney Allard had been trying to bring this form of motor sport to Britain and had built a carbon copy of the American dragster. What started to be a small Centre afternoon out became a widely publicised success when Sidney's new machine managed its first competitive run ever. Certainly no one who was present will ever forget the awe inspiring sight, and sound, of this machine leaving the line and vanishing into the distance.

The "Drag Sprint" became an annual fixture for a number of years. Although from our point of view we did not regard it as much of a competitive event, but more a chance for members to check the performance of their cars.

Later when Sidney Allard imported a travelling circus of American Dragsters to present a series of meetings up and down the country we were charged with the organisation of a round at Church Fenton which drew over 20,000 spectators and was highly successful in every way. Indeed the next year the Centre was asked to send an organising team down to Blackbushe in Surrey for a repeat performance which was held under such rainy conditions that the organising body had to file their petition. We still organise a drag type sprint every now and then when the demand arises, although this form of competition has become too specialised to form a regular part of our programme.

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Sidney Allard in his dragster at Riccal.

For a number of years we had our eye on a farm at Harewood which looked to be ideal for a hill climb course and excitement mounted when we heard that this was coming on the market. We knew the price would be far above anything the Centre could afford, we had not the faintest idea what we would do with a farm between hill climbs, but we were prepared to have a go. One of the nice things about a club like ours is that in the coming together of motor sport enthusiasts from all kinds of jobs and backgrounds you find you have access to an amazing range of talents, skills and knowledge. Plans were made to raise the finance and even how we hoped to be able to repay.

Then, once again, we had cause to be grateful to Arnold Burton who must occupy a very major position in the Centre's hall of fame. Arnold had a desire to own a farm, he was also a motor sport enthusiast so he reached the best possible solution. He bought the farm and gave the club the right to improve the farm road and use it for Hill Climbs.

The building of the Harewood Hill Climb is another story which could almost fill a book on its own. In this history we must pay tribute to all the members who helped with professional and technical knowledge on the law, planning acts, survey and road construction down to the rank and file who provided much of the labour force. Derek Scott, the legal eagle and Bill Varley, the highways engineer must come in for special mention coupled with Michael Kellett who was our unofficial Clerk of Works.

At first all the money we could afford, and which was borrowed, was laid out on providing a good solid foundation and the top surface was tar and chippings which we hoped would see us through for a year or two until we could afford a more lasting surface.

The first meeting was held in September 1962 when a modest collection of some 70 cars took part. In the main they were saloon and sports cars with only a couple of real competition cars the driver's impressions of the new hill were that it would be good later but at present it was very rough. We carried on with a full programme of three events in 1963 of which the September meeting was to be our first National event. Unfortunately the June meeting was held on what became the hottest day for about 25 years. The tar melted and by the end of the day our road surface was reduced to a rutted cart track.

Money was tight but things were really drastic so we had to agree to go ahead with the next stage of the planned final road surface without delay. We arranged to hire a road-laying machine for a few days during the August holidays with a few skilled "Paddies" employed on a daily basis for pound notes. The preparatory work, excavation, casting of concrete kerbs, etc., we would do ourselves by voluntary labour. In this John Holroyd and Michael Kellett worked like trojans, flogging themselves and their willing band of helpers, not used to this kind of labour, to be ready in time for the delivery of the tarmac.

Like all such operations there were dramas, the greatest of these came when the road-laying machine broke down after only an hour's work. The hillside was littered with lorries laden with steaming tarmac. The drivers were on bonus on the number of loads delivered and they were all ready to tip their tarmac where they stood and leave us to sort it out. Thanks to some top level diplomacy, Messrs Kellett & Holroyd managed to get them to hold off until the machine was repaired otherwise the story of the Harewood Hill Climb could well have come to a full stop at that time.

The first National was a great success, both from the Competitive point of view when the R.A.C. decided that Harewood could go into their Hill Climb Championship in 1964 and financially. The Club as a whole and the Centre are non-profit making, but to enable us to provide facilities and offer sport we do need revenue and, at last, we had a sign that we were going to be able to take enough at the hill climbs to get ourselves out of debt.

In the days when the Yorkshire Centre was a force in the rallying world it was a matter of pride that in every major International and National Rally our members were to be found carrying the flag and representing the Centre. Again, from the earliest days of the R.A.C. Rally, we have been deeply involved in the organisation of the Yorkshire section of the route and most of the basic patterns used in the Rally today were evolved in Yorkshire forests.

When we started Hill Climbs at Harewood our own Centre members were enthusiastic but unskilled. They did not have the right sort of machinery and all the major awards were carried off by visitors from the Midlands and Scotland where hill climbing was firmly established. As the stature of Harewood grew, so a new generation of member competitors arose to take the place of those we had estranged when we turned our back on rallies. Apart from the September R.A.C. Hill Climb Championship meeting, it was rare to find more than three or four racing cars at a Hill Climb, but in the

saloon and sports car classes competition was fierce. Gradually the message got through that it was more economical to buy, or build, an out-and-out competition car, rather than try and use a highly tuned production vehicle both on the roads and for events, and more and more members turned their eyes in that direction. With the cars came higher skills and local drivers began to figure more in the results, although it was an ex-patriate Yorkshireman Peter Meldrum at that time living in Middlesex but later in Jersey, who became the first real "Star" of Harewood. Peter made fastest time of the day on seven successive appearances at Harewood. The first sign of the emergence of home brewed talent at the top of the Hill Climb tree came in May 1966, when young Peter Lawson from Knaresborough put up fastest time with a newly purchased Brabham. Meldrum was absent on the occasion, but returned to dominate the remaining meetings of the season.

Around this time, Dick Haley handed over the position of Treasurer to Ron Farrar who three years later moved to London. Morris Whaley then became Treasurer, a position he still holds.

By 1968 Yorkshire drivers were really making their presence felt in the Hill Climb scene with Peter Lawson winning the R.A.C. Championship and David Hepworth and Jim Johnstone in hot pursuit.

Promotion of motor sport is an expensive business, both for the competitors and the organisers. In this respect the Centre owes a debt



Tony Raylor is intrigued with the workings of Phil Chapman's unique four-wheel drive Chapman Mercury.

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of gratitude to the commercial organisations who have provided their valuable support to enable it to continue and improve. In our case we are particularly grateful to Castrol who support the B.A.R.C.'s own Hill Climb Championship and who support the Scarborough Hill Climb, and to Shell who sponsor the R.A.C. British Hill Climb Championship and who locally support two of our smaller meetings at Harewood. Commercial support is obviously given with some kind of return in view but Shell and Castrol have managed to inject finance into Club motor sport in the best possible way which has enabled the sport to flourish without being overshadowed by commercial aspects.



*Tony Bancroft — Shell Leaders Champion.
(Bob Soper)*

Whilst Harewood was going on its way forward, the Croft circuit near Darlington was opened up (for the third time) and it was not long before the B.A.R.C. were involved in organisation of meetings there. After the first year, we took over the Club meetings complete and, after a faltering start, this side of our activities is now firmly

established and the Croft race meetings form a popular and well supported side of our activities.

1971 must rank as the best year yet in the competitive history of the Centre. We had a grand slam of hill climbing titles with David Hepworth winning the Shell/R.A.C. title, Jim Thomson of Otley, the Castrol/B.A.R.C. Championship and Tony Bancroft, perhaps better known as "Spotty Smith" the Shell Leaders Championship. On top of this, members did well in racing and International Rallies as well as virtually dominating the Northern Hill Climb and Sprint scene.



*Jim Thomson — Castrol/B.A.R.C. Hillclimb Champion.
(Bob Soper)*

As the Centre membership grew during the early fifties the problem of keeping them all informed reared its head. When the membership was only a couple of hundred, the physical work of duplicating and stuffing circulars into envelopes was bearable. Eventually it was decided to go into printed form and we made our first contact with our printers, F. Youngman Ltd., who undertook to print, fold and mail a monthly broadsheet.



David Hepworth Shell/R.A.C. Hill Climb Champion.

(Jeff Binns)



Harry and Barbara Mason competing on a G, mkhava in the early fifties in their Y type M.G.

After a year or two, the costs of this were soaring in an alarming fashion as the membership continued to grow and the decision was taken to expand to a proper magazine format with advertising. Thus the "Yorkshire Centre Circular" was born in 1957 with Mike Wilson as first editor.

Thanks to the support of our advertiser friends the "Circular" prospered and its scope increased. In the mid-sixties John Stroud took over the editorial pen and later, when he had to leave

Yorkshire, the present Editor, Bob Soper assumed control. The "Circular" has always been one of the main factors in keeping contact with a membership spread over a wide part of the North of England. Any mention of the Circular would not be complete without a special word of praise for our printers, and in particular, their works manager Harry Munroe, who has been concerned in the production of every single issue, often under great difficulties.

Continued on page 58



Harry and Barbara still competing nearly twenty years later in their present Cooper S. (Bob Soper)

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CROFT CHAMPIONSHIPS RACE MEETING

By R. SOPER

Our first race meeting of the season at Croft produced one of our biggest entries to date, our latest starting time and certainly our latest finish. Owing to the size of entry, the first race did not start until 3-30 in the afternoon and then there were a series of accidents — none serious — which gradually delayed things so that the Formula Ford Final didn't finish until 7-45 p.m. and then there was a protest so that it was nearly nine o'clock before the Stewards left for home.

The fact that everyone was kept at Croft for so long did not detract from the racing which was some of the best ever seen in the North. The first race for Sports and G.T. cars saw the superb Ferrari 512 of J.C.B. Excavators come home to an apparent easy win. This was not so for, starting at the back of the grid, he worked his way up to sixth place on the first lap and then second on lap two. It was another five laps before driver Peter Brown finally got past Jeremy Lord's quick Astra which followed in close pursuit until the very last lap when it expired.

There were two six lap Formula Ford Heats, both extremely close affairs with Derek Lawrence winning the first from Ken Bailey and Tim Brise winning the second from Doug Bassett. The Forward Trust Saloon race was rather more of a procession with Gerry Marshal out in front in the Firenza from the start and finished almost half a

lap in front of second man Bob Fox's Mini Clubman TC. Current Castrol/BARC Hillclimb Champion, Jim Thompson's Firenza challenge failed when the exhaust fell off.

The Formula SuperVee race only had eight starters but this soon developed into a ding dong battle between Bob Jarvis in a Palliser, Mike Hayselden from Rotherham in a Royale and Derek Cook from Wath on Dearne in a Hawke. The lead changed on just about every lap until, on the very last of the fifteen laps, Jarvis and Cook touched at Oxo and finished their race one on top of the other in the ditch. Fortunately no one was hurt.

There were nineteen starters for the Modified Sports cars which resulted in a very easy win for Edward Worswick in his extremely quick five and a half litre T.V.R. Tuscan. He led from the line to beat Jon Fletcher who took two laps to pass John Pearson's extensively modified XK120 by which time it was too late and the man from Burnley was home and dry. Further down the field were the magnificent Cobras of Mike and Vic Smith who treat their superb machines with due respect.

The Libre event was a three horse race from the start with Tony Dean, Willy Green and Bill Wood on the front row, the odds being that they would finish in that order. Things didn't go quite to plan for Tony spun at Spa on the second lap letting Willie Green build up a big lead in the Lotus 69



The flag has fallen and Roger Mathews and Toby Tobias are away, leaving Tony Sugden stalled on the line.

(Bob Soper)

which he looked like keeping until his motor expired on the last lap leaving an easy win for the big McLaren. Bill Wood in second place was just as far in front of Frank Synters Formula Ford Merlyn in third.

The big saloon car race was a round of the Wendy Wools Championship and this was another very close affair in very tight groups making lap scoring the most difficult job of the afternoon. Toby Tobias took an early lead in his Jaguar engined Anglia from Frank Gunn's Cooper S but this petered out on the sixth lap when he forcibly shunted the chicane with damage only to car and pride. This left the Cooper with a clear lead over the next group of six cars who changed positions throughout the race to finish only five seconds apart.

The last race of the day saw a full grid of Formula Fords battling for places in both the British Oxygen and Tate Trophy competitions. Once again the positions changed so often during the race and the cars came round so close together that it was anyone's race right up to the flag and lap scoring became more difficult than ever. As it happened Ken Baily took an early lead followed by Tim Brise, Peter Harrington and Derek Lawrence and at the finish there was about the same distance between the cars but Derek Lawrence had taken the lead again with Tim Brise in second followed by Donald MacLeod who had caught up the leading bunch and Ken Baily was demoted to fourth place. Altogether a good day's racing which went on rather too long.

CROFT RESULTS

Race 1. Sports and G.T. Cars	m.p.h.
1. P. Brown (Ferrari)	87-23
2. E. Labinjoh (Fisher B.L.)	81-23
3. J. Calvert (Royale)	81-00
4. J. Blanckley (ARGT)	79-13
Race 2. Formula Ford — Heat 1.	m.p.h.
1. D. Lawrence (Titan)	82-17
2. K. Bailey (Titan)	81-50
3. P. Harrington (Royale)	81-00
4. F. Sytner (Merlyn)	78-10
Race 3. Special Saloons Forward Trust Championship	m.p.h.
1. G. Marshall (Vauxhall)	81-37
2. R. Fox (Mini TC)	78-59
3. F. Gunn (Cooper S)	78-00
4. R. Mathews (Cooper S)	77-70
Race 4. Formula Ford — Heat 2.	m.p.h.
1. T. Brise (Merlyn)	80-84
2. D. Bassett (Nike)	80-50
3. D. Sullivan (Elden)	79-90
4. R. Roberts (Elden)	78-00
Race 5. Formula Super Vee	m.p.h.
1. M. Hayselden (Royale)	80-47
2. R. Grant (Lola)	78-50
3. P. Munro (Royale)	78-00
4. L. Coleman (Royale)	75-40
Race 6. Modified Sports Cars	m.p.h.
1. E. Worswick (T.V.R.)	75-38
2. J. Fletcher (Elan)	73-72
3. G. Ashmore (Elan plus 2)	73-60
4. J. Pearson (XK 120)	72-10



*Seconds later the pack in the Wendy Wools race stream out towards Tower, with the Tobias Anglia already in the lead.
(Bob Soper)*

GORDON GARTSIDE

By R. SOPER

During the fifty years since our club was formed, there has been a very large number of enthusiasts who have been members. Most join for a few years in their youth, compete in one type of event or another and then, for a variety of reasons, fade from the scene. There are few, however, who keep an active interest in the sport well after they have finished competing themselves, either by serving on the organising committee or helping others younger than themselves.

One person who comes into this category is Gordon Gartside, who has been active in motor sport of one type or another almost since the Yorkshire Centre began.

It was in 1924 when, as a young man of 18, he was out riding on his ex Army P and M motor-cycle and arrived at the bottom of Sutton Bank where a group of enthusiasts were holding a hill climb. One of the competitors who was riding an Indian, persuaded Gordon to have a go, which he did with conspicuous lack of success, for he had to get off on the last bit and push it to the top. However, the seed was sown, and a friendship formed with the rider of the Indian who was destined to become one of motor racing's immortals — F. R. "Freddie" Dixon.

Gordon started motor-cycling during the first World War when he built himself a bike to go to school on, but it was not long before the police stopped him riding on the public roads and he had

to take to the fields. It was not until 1928 that he first started motoring and this was in a two cylinder Jowett with cone clutch, which he never mastered. The clutch was either in or out, which meant that a smooth start was difficult to achieve and Gordon soon got rid of this car and went back to a Rudge motor-cycle on which he used to commute daily between Knaresborough and Manchester as a journeyman plasterer.

Business was good in 1932 and he bought a new two-seater Morris Minor which was quickly changed for a Wolseley Hornet Special, but this was used only on the road and during the thirties he more or less gave up the sport.

It was after the war in 1948 that Gordon, encouraged by Tommy Wise, built his first trials car. This had a Jap engine and the exhaust was fed through a tube in the chassis but problems resulted, so this set up was soon changed to the familiar 1172 c.c. Ford 10 engine. At this time Gordon started to experiment with an obscure new material for making the bodies in one piece without expensive presses. It was called fibreglass.

The first racing car that Gordon built was based on an Invicta Black Prince chassis into which was fitted an XK 120 engine and gearbox, the body of which was from a modified Triumph Renown.

The trials car was quickly enveloped in a very attractive fibreglass shell and as far as is known, this



Gordon Gartside driving the trials car that had the first ever fibreglass body on a trial at Houden Clough.

(Bob Soper)



Gordon and Geoff Gartside seen at Rufforth with Arnold Burton soon after the Cosworth engine was fitted in the Garford Formula Junior.

was the first ever fibreglass body to be fitted on a motor car anywhere. This was followed by several more, each built for his own use, as the previous one was sold, each one being known as the Garford Special. In 1954 the most successful Garford was built and this was fitted with a Ford Consul engine and known as the Consul Special. The body was identical to the earlier trials cars and this was used at first by Gordon and then, in 1955, by his elder son Geoff, with great success on every type of event possible. A feature of our Auto-crosses and Sprints during the late fifties was the needle match for F.T.D. that went on between first Gordon and then Geoff and Norman Coates in his unlikely trials car. Usually the Consul Special would have the edge on the sprints and the trials car would win the Autocross but it was always touch and go. How would a trials car fare on speed events today?

The Consul Special was kept until 1957 when Gordon decided that Geoff had got sufficient experience to have a go at serious motor racing in the form of a Formula three 500 c.c. Cooper Norton. This they raced in all the Internationals for three years and, whilst they never got a single first place, they were usually in the first three, in very good company indeed. On the grid were drivers of the calibre of Trevor Taylor, Peter Proctor, Don Parker, Jack Russell, Stuart Lewis Evans, a certain Gordon Chippindale, and their great friend, the late Ivor Bueb. At this time motor racing was beginning to be very competitive as well as extremely expensive, even at club level and to combat this,

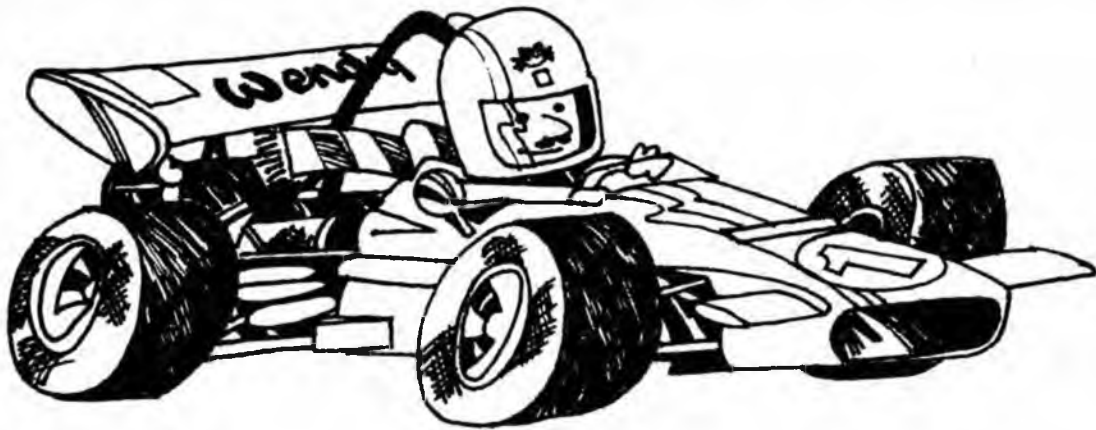
a new Formula was started in 1960 known as Formula Junior.

Funds were not available to buy a new one of these and so Gordon set to and built himself a Garford to take the 105E 997 c.c. Ford engine. This Geoff drove for a season without any success at all for they were completely outclassed in both power and reliability by the all conquering Cosworth concern. Undaunted, they soldiered on, until a period of breaking seven crankshafts in seven successive meetings showed signs of being the last straw. At this moment a man who is mentioned in other articles in this magazine stepped into the breach and bought a Cosworth engine for them. This was Arnold Burton, a man to whom Yorkshire enthusiasts will always be indebted and, one who has the uncanny knack of being able to pick the right just cause from the hoards of scroungers.

This engine transformed the car and at last they were competitive with the Lotus 18s and did very well on club events, but in the Internationals money was really talking. Colin Chapman had a young chap called Clark driving for him and the motorcycle Champion, John Surtees was getting the hang of racing cars. In 1961 they just could not afford yet another new engine and so took to the hills where the car campaigned with great success until 1965.

During this time F.T.D.'s came into the Gartside household and class records were held at most of the Northern hills including Burtons, Harewood,

Continued on page 61



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A WORMS-EYE VIEW OF MOTOR RACING

By TONY HODGETTS

The Editor wanted an article on Motor Racing for the Jubilee Circular, and for some reason the Jubilee sub-committee decided that it should be written by the Competition Secretary. Now it's one thing to poke fun at all the odd characters who run a race meeting, but it's another matter altogether to attempt a serious discourse on the whole subject. I mean, there's a whole lot of people take it very seriously, and might be offended by having the mickey taken. It wouldn't be right to be unkind about the various governing bodies of motor sport, which seem to be composed largely of people whose countries don't build racing cars, or even in some cases run race meetings, and whose committee average ages sometimes get well above retirement, and I don't mean retirement from racing. Nor would it be kind to discuss the workings of the International Committee which make safety regulations which don't make sense, and when they recant, confess that they succumbed to the pressure of a vociferous minority who lobbied on behalf of one single circuit. And it would be unwise to discuss too deeply the activities of another group which seeks to take even more reward out of participation while imposing conditions which must be met at enormous cost out of the pockets of spectators, amateur competitors and organising clubs in the long run.

All that sounds perhaps to the cry of disillusionment, but in fact it's very much the opposite; I've been interested by motor racing ever since I learned to read, and was enthralled by tales of the feats of Bentleys at Le Mans, and various fabulous beasts at Brooklands. I've been fascinated by motor racing ever since I learned to drive, and practiced "four-wheel drifts" in the family Ford Eight in quiet corners of Wharfedale; and I've been completely enthralled by motor racing ever since I first managed to join the select body on the action side of the barriers, and eventually get a flag in my hand and make a contribution to the running of the meeting.

Motor racing seems to have its own particular sense of occasion. Even the most foregone procession has the excitement of the start and finish, the drama of pit stops, and the glorious uncertainty that the chap who seems to have it all sewn up may spin, or break down, or run out of fuel; and the tension never really stops until the flag comes down. I suppose that tension is what it's all about; the surge of adrenalin as something exciting happens, and the sense of being "on your toes" all the time — whatever you're doing, you are being stretched to do a bit better than normal,

and there can never be any relaxation, or something goes wrong.

Over the years in which the Centre has been in existence there have been many changes in the world of motor racing. Fifty years ago, though, cars were of a specification which is not so tremendously different from today's cars; twin overhead camshafts, superchargers, semi-elliptic springs are still around, and a fair number of racing saloons still have drum brakes at the rear. In fact, if you stuck a BDA engine in a Clubman's Formula car, the specification would pretty well match the Grand Prix cars of the 1920's, though the appearance would be a little different. About then, Sunbeam achieved the first win by a British car with a British driver (with a car which was a fair copy of the previous year's most successful competitor) and there wasn't much in that particular line until Tony Brook's win at Syracuse with the Connaught thirty plus years later.

Through the 1930's most of Britain's successes came in the field of sports car racing, and even then the most successful marque was unkindly dubbed as "the fastest lorry" on the course. The 1940's saw a dearth of British cars, and even of British drivers, on the international scene, and it was not until the latter part of the 1950's that British Grand Prix cars really made their mark, with Vanwall's victory in the constructor's championship, though our drivers rose to eminence rather earlier, with Moss, Hawthorne and Collins in particular distinguishing themselves in foreign marques.

The 1960's marked the emergence of Britain as a major producer of cars and drivers, Cooper, BRM and Lotus achieved world championships, and Clark, Hill, Surtees and others raised the standard of British drivers to world class. While no sports car constructor managed to achieve as valuable a run of success as Jaguar's Le Mans victories of a decade earlier, the 1960's were notable for the talent that emerged in this country both among drivers and constructors.

Latterly, the sport seems to have been invaded by the big-money advertisers outside the motor racing scene. Not long ago, motor-racing was sponsored by fuel and component manufacturers, who were proud to develop their products by subjecting them to the stress of racing, but over the past few years many of these involved sponsors have been replaced by patrons who are only interested in publicity. The pressures are sterner

Continued on page 61

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1922 - 1972—cont.

With the growth of Harewood, the volume of work in administering the Centre increased until the camel's back of voluntary labour was just about broken. In 1966 the decision was taken that we would have to open an office to provide the the assistance with paper work that was essential if the voluntary officials of the Club were not to be swamped. Thanks to the assistance of our usual willing helpers, a small office at a reasonable rent was discovered in Central Leeds and suitable furniture and equipment provided. A carefully worded advertisement drew a flood of applicants from which the Committee chose Kathie Reyner to be the first "Staff Secretary". Kath was a great success in the job which she filled for three years until the call of the Metropolis became too great. This brought in the era of Linda Thornton, of the cheery personality, great capacity for public relations and slight limitations in the spelling department. Linda has done a great job for the Club over her four years and the Yorkshire Office is now a vital part of our organisation.

Where does the Centre go next? At the moment we cannot say, but with the background of keen young members in both the competitive and organisational side of the sport, it looks as though we are set fair for a good many successful years to come. Since 1922 the Yorkshire Centre of the B.A.R.C. has had an enviable record as a sociable motor club which has been flexible and which has tried to present its members with the best type of whatever form of motor sport is popular at the moment.

More than that, in the last twenty-five years the Centre has emerged as almost a club within a club and its name is now known and respected throughout the Country. The present strength of the B.A.R.C. is around 8,000 members but over 1,000 of these belong to the Yorkshire Centre.

To end on a personal note, I was born in 1922, I was brought up on Yorkshire Centre events and the club has given me hosts of good friends up and down the country. My love for, and my pride in the Centre and its achievements, is deep and, whilst I can never hope to be as great a character as my late father, I get great satisfaction out of all my connections with the Club and I know that lots of other members do also. The story of the Centre is a success story but it springs from the pleasure that members at all levels can get from working and playing together with others who share a common love for motor sport in all its aspects.

Here's to the next fifty years.

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HAREWOOD—cont.

Classes nine and ten are for odd sports cars that no one else will have and these were won by Phillip Reynolds in a lightweight Sprite and Phil Bennett in a lightweight E type. By this time it had started to rain and the Clubmans cars were out in the wet. John Marshall managed to sneak a decision from Bob Moorhouse who was driving his usual immaculate Lotus 7 — how does he manage to get it into that condition? — and Joe Ward was third in his Wardford. Sandy Hutcheon was two seconds in front of Roger Brown's Minisprint when winning Class twelve but still six seconds outside Frank Aston's record from last year.

The second oldest record at Harewood is Peter Lawson's Chevron time of 42.55 set up two years ago but it is only a matter of time before one of the new quick Lolos or B19 Chevrons takes over. It could easily have happened at this meeting for David Good and Phil Scragg were both entered, David in a Martin GT with FVC engine and Phil in a Lola 212 similarly powered. It was not to be for the wet restricted them to only one good run each with the Martin winning 44.01 secs. against 44.39.

When the nineteen starters in the small racing class got to the line it was very wet and the best run was Bob Prest in his Dulon Ford at 47.31 — over four seconds off the record. In second place was the Vixen Imp of Richard Courtney and in third was John Croft in the Mini engined Mamba. The best Terrapin was that of Graham Ashley Smith in fifth place but things are so close in this class that only two and a half seconds separated the second and eleventh man. As would be expected, the fourwheel drive B.R.M. of John McCartney was well clear of David Hamer's L.B. Vauxhall in Class 16 with Allan Staniforth who had put a big engine in his Mk. 1 Terrapin in third place.

And so to the heavy metal. A lot of the big names were missing but with Richard Thwaites showing such good form this season, a dry day could have seen a new course record. This was not to be for the drivers of the big single seaters could do nothing with all the power available and Richard had to be content with just a class win and third Fastest Time of Day behind David Good and Phil Scragg. Second place in the big racing class went to John Lambert and third to Malcolm Dungworth driving the Harris Traco Chevrolet.

So ended a Harewood meeting that will be quietly put into the record books and forgotten. When there are five per year it is bound to rain at the odd one or two — let us hope that the remainder of ours are going to be like some of the vintage ones we have had in the past.

MOTOR RACING—cont.

than ever before, and the priorities have changed. The excitement is still intense, but on occasions the behind-the-scenes politicking seems to have taken control, and the principal and deciding factor is money. Perhaps it always was, but a few years ago it wasn't so obvious. The talent is staggering at times, the effort is total, but it doesn't seem to be as much fun as it used to be, nor do the stars assume such heroic proportions as they once did. Anyone who watched Gonzalez wrestle a Ferrari round Silverstone, or saw Archie Scott-Brown just missing the bridge at Mallory Park for lap after lap in a hairy great Lister-Jaguar knows what I mean.

What will we be watching in the 1980's, I wonder. Slot-car racing with armoured cars, with the drivers in asbestos diving-suits? The British Grand Prix round 30 laps of the new, short, Silverstone circuit, sponsored by Armcoc? The rise to stardom of Chinese drivers? Marshals sitting in glass boxes 300 yards off the circuits, pressing flashing lights? A soap-box Derby at Crystal Palace?

Come back, Croft, all is forgiven!

GORDON GARTSIDE—cont.

Catterick, Castle Howard and Barbon. For the last ten years Gordon has had one ambition and that has been to take Fastest Time of Day at Harewood. They came nearest to it in 1964 for Geoff was the only one under fifty seconds when Roy Walton produced a one-off run in his Walton Bristol to knock several seconds off his previous best and just take first place.

By 1965 it was obvious that the little Garford was not going to take F.T.D. any more and a Formula two Cooper chassis was bought, into which a Daimler V8 engine was fitted. This gave a lot of gearbox trouble and was quickly sold.

Since then, there have been no more Garford Specials, but as always, there is another in the embryo stage. Gordon has done a lot of experimental work on various projects, including the single seater Minis which originated in his Staveley workshops. Ill health and the prohibitive cost of engines have taken that elusive Harewood record now almost beyond reach, but the dream is still there. There is another Gartside generation coming along and at the moment grandfather is trying to work out how to fix a self starter to the Villiers engined single-seater he is building for Geoff's six year old son. Let us hope that we see this true motor racing enthusiast at Harewood helping young Martin in competing in 1983.

DATES FOR YOUR DIARY

MONTAGUE BURTON TROPHY GALA MEETING at Harewood - Sunday, 25th June

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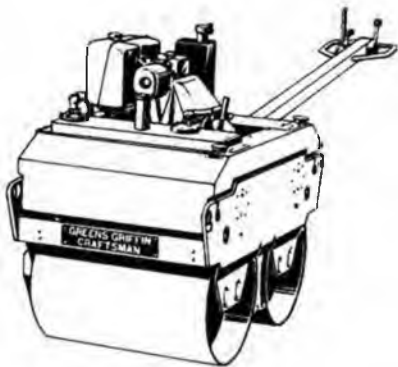
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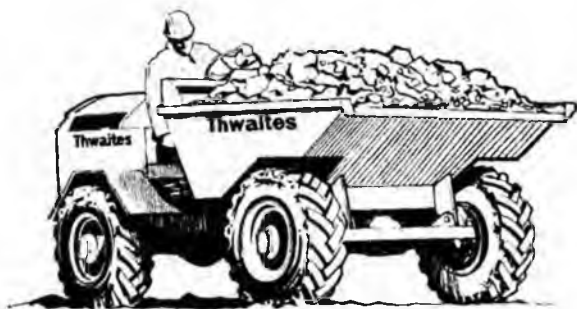
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33.	Malcolm Rogerson (Cortina 1600E)	89-33 ^{9/10}
34.	Roy Webster (Lotus Elan)	89-30 ^{9/10}
35.	Alan Vickers (Opel Manta)	88-95 ^{9/10}
36.	Peter Norman (B.L. Mini)	88-28 ^{9/10}
37.	Richard Ward (B.L. 1100)	88-19 ^{9/10}
38.	Ken Oldham (B.R.W. 2002 III)	88-15 ^{9/10}
39.	Harry Mason (B.L. Mini)	88-03 ^{9/10}
40.	David Haigh (B. L. Cooper)	87-94 ^{9/10}
41.	Brian Colligan (Capri 1300)	87-83 ^{9/10}
42.	Barry Hodge (B.L. Mini)	86-39 ^{9/10}
43.	Robin Duffield (Lotus Cortina)	86-38 ^{9/10}
44.	Allan Forrest (Escort Mexico)	86-30 ^{9/10}
45.	John Thorson (A/H Sprite)	85-88 ^{9/10}
46.	Chris Shaw (B.L. Mini)	85-86 ^{9/10}
47.	Chris Leeder (Imp Super)	85-46 ^{9/10}
48.	Carl Davis (Marina T.C.)	85-41 ^{9/10}
49.	Tony Lanfranchi (Vauxhall Fireza)	84-74 ^{9/10}
50.	Phil Triffitt (B.L. Mini 1100)	84-36 ^{9/10}
51.	Gordon Thompson (B.L. Mini 1100)	84-24 ^{9/10}
52.	Paul Stephens (Esocrt 1300 G.T.)	83-89 ^{9/10}
53.	Josephine Lee (M.G. B)	83-84 ^{9/10}
54.	Vicky Whitfield (Clubman Estate)	83-68 ^{9/10}
55.	Brian Beadle (Escort Sport)	83-30 ^{9/10}
56.	Ray Brookes (Escort 1600)	82-86 ^{9/10}
57.	Cliff Wilson (Escort 1600)	82-78 ^{9/10}
58.	John Boynton (Lotus Elan S)	82-59 ^{9/10}
59.	Leonard Atkinson (Cortina 1500)	80-39 ^{9/10}
60.	Graham Gerrard (B.L. Mini)	79-62 ^{9/10}
	Jeremy Silversides (A.H. Sprite)	79-62 ^{9/10}
62.	Ian Hailstone (A/H Sprite)	78-95 ^{9/10}
63.	Pauline Cooper (B.L. 1300)	77-53 ^{9/10}
64.	Malcolm Lanfranchi (Escort 1300 G.T.)	77-70 ^{9/10}
65.	David Taylor (B.L. Mini)	77-53 ^{9/10}
66.	Eric Craven (Lotus Elan plus 2)	76-51 ^{9/10}
67.	Carol Haigh (B.L. Mini)	72-26 ^{9/10}

Team Award

Phil Cooper 98-34; Bob Bean 97-56; Pip Dale 98-78.

Scarborough Plates

Paul Hargreaves 94-33; Michael Stewart 93-43; Thomas Wheeter 92-55.

Awards

Best Performance — Wilson Trophy :

Pip Dale 98-78^{9/10}

2nd Best Performance — Wood Cup :

Phil Cooper 98-34^{9/10}

3rd Best Performance — Wilson Opposite Class Cup :

Bob Moorhouse 98-17^{9/10}

Ladies Cup : Miss Josephine Lee.

Scarborough Cups :

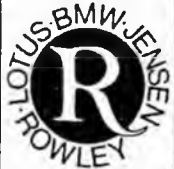
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Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date 1972	Event	Status	Centre Annual Competitions
25 June	Montague Burton Hill Climb, Harewood.	National	CKA
4 July	Club Night Evening Event.	Closed	KE
16 July	Europe Cup Race Meeting, Cadwell.	International	—
18 July	Golf Competition, Alwoodley.	—	—
21 July	Jubilee Barbecue, Harewood.	—	—
23 July	Shell Vintage and Novice Hill Climb	Rest	NK
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.
 Events marked "K" qualify for the Ken Lee Trophy competition.
 Events marked "A" qualify for the Arnold Burton Trophy competition.
 Events marked "E" qualify for the Esso Uniflow Trophy Competition.
 All competitive events qualify for the Pearce Trophy/Firth Bowl competition.

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

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