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MAY **68**



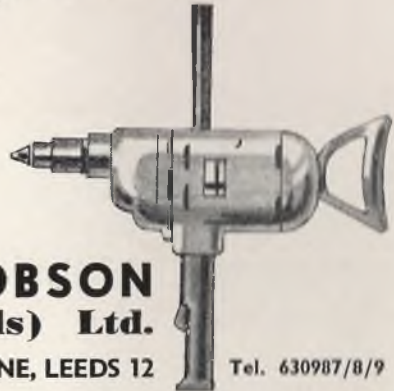
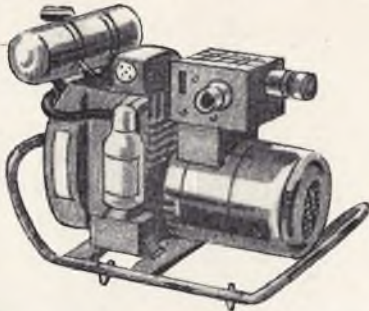
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COVER PICTURE

Peter Lawson started his Harewood season in splendid style with FTD at both meetings on 7th and 28th April despite mechanical bothers at the first and alimentary canal troubles at the second.

(Photo: Jeff Binns)

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Ramblings



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

John Waterhouse

We greatly regret to report the death of John Waterhouse when his Lotus Elan left a wet track at Oulton Park on Saturday, 11th May, during practice for the Lancashire and Cheshire Car Club meeting.

John, who was 25 and lived at Harrogate, was in his first racing season having graduated from karts and had been a Centre member for some time. Quiet and unassuming, he will be sadly missed by his friends whose sympathies, together with our own, are extended to his parents in their loss.

Anthony Milnes

We also deeply regret to record the death in a road accident near York whilst returning to Leeds after taking part in the Saturday section of the Scarborough Week-End of Anthony Milnes, a member of the Leeds University Motor Club. His accident threw a gloom over the complete event not only for his L.U.M.C. team-mates, who immediately withdrew, but for all participating.

Anthony Milnes, whose home was at Harpenden, Herts., was a student at the university and our sympathies go out to his parents and colleagues in their great loss.

True Sportsmanship

At the Harewood Hill Climb on 28th April John Busfield and A. G. Walker took second and third places in Class 3 only to be disqualified on final scrutineering — quite correctly — for minor infringement of the regulations concerning bodywork, second place thus passing to John Heppenstall whereupon the latter, feeling he hadn't won the award fairly, promptly asked it should be paid into the Harewood Improvement Fund.

At the same meeting over a dozen competitors scheduled to practice on Saturday failed to present themselves until next day — a fact which didn't escape Ed. Harris' eagle eye, and they were fined 20/- each. Although David Hepworth had a very good excuse — his transporter broke down at Croft leaving the Brabham Traco stranded — an excuse the organisers accepted — David felt he was in breach of the regulations and insisted on paying his fine into the Harewood Improvement Fund also.

Much is heard nowadays about gamesmanship and declining standards and it is therefore refreshing to be able to record these sporting gestures by these two well-known competitors.

The Friends of Harewood Hill Climb Grand Lottery

For a long time past the Committee has been anxious to implement plans for various major improvements at Stockton Farm, the most important and urgent being the laying of a final, non-slip surface to the hill — a project that alone will set us back around £4,000. Although we regularly have good attendances at Harewood the expenses in staging meetings are heavy and it's been obvious for a year or two that it's going to be a long while before we can accumulate the kind of money we need. We could, of course, borrow but with a sizeable portion of our original debt remaining undischarged it was thought unwise to add to this commitment for the present. Consequently a good deal of thought has gone into ways and means of rasing the wind and the April Circular contained details of the final brainchild — The Friends of Harewood Hill Climb Grand Lottery.

The idea is to hold a series of twelve monthly lotteries starting in June next and ending in May next year. Those joining the scheme will make a monthly payment of 20/- entitling them to twelve tickets each of 1/- i.e. one in each monthly lottery.

Each month the draw will be made at some public Centre occasion e.g. club night, Summer Dance, Annual Dinner Dance, etc., and the following monthly prizes will be awarded to the lucky ones:

1st Prize	£100
2nd Prize	£50
3rd Prize	£25
4th Prize	£10

and ten additional prizes each of £5.

The December lottery will be drawn at the annual Dinner Dance and will include additional bonus first prizes of £100 for each 100 members in the scheme over the first 200.

Providing we have received 250 applications by Friday 24th May — these notes are written before that date — the lotteries will commence in June, the first draw being made at The Midsummer Rave Mk. II on Friday 21st June. If 250 entries fail to materialise the scheme will be dropped and all money and Bankers Orders returned.

Although the law limits us to advertising the lottery by post to members it isn't necessary for participation to be confined to B.A.R.C. or Yorkshire Centre members and your relations and friends can join in if they wish — and we certainly hope a goodly number of them will wish to do so. There isn't any limit either to the number of tickets any applicant can take up.

Continued on page 7

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RAMBLINGS—continued.

All proceeds from the lotteries — less that given as prizes and the minimal amount necessary to offset printing and postage expenses — will be devoted solely to improvements at Stockton Farm and full details of prizewinners will be published each month in the Centre Circular.

A leaflet giving full details as well as an application form and Bankers Order is available from Centre Office or Mike Wilson — addresses on page 3.

With around 170 prizes being drawn annually it's plain that even if we attain the maximum of 750 participants each will have a good chance of a win of some sort.

600 participants — and surely this isn't too much to expect of 1,200 members plus their friends and relations — would guarantee our ability to give the hill its final surface by the commencement of the 1969 season and just how much better a hill we would then have scarcely needs elaboration.

So send in your completed application forms — and Bankers Orders although not essential do save a deal of clerical work — without delay and get the Centre on the way to a road surface and other amenities at Stockton Farm equal to the other advantages this splendid hill already possesses.

Congratulations

... to Peter Lawson on his magnificent wins at Prescott and Wiscombe recently when not only did he make F.T.D., break the outright course record at the latter and gain maximum points in the championship runs but also beat existing Champion, Tony Marsh, into second place on both occasions.

... also to Brian Redman on his third place in the Spanish Grand Prix at Jarama circuit on 12th May. Whether or not a Yorkshire Centre member has ever before achieved a placing in a grand epreuve history doesn't relate but even if one has we doubt whether the success gave greater pleasure than Brian's will have done to his many Centre friends.

B.A.R.C. Race Meetings during June

June is by far the busiest month of the year for B.A.R.C. race meetings there being no fewer than seven. Pride of place goes to the International event at Crystal Palace on Whit Monday, 3rd June whilst next in importance is headquarters two-day meetings at Croft on Saturday/Sunday, 15th/16th. Although not a Yorkshire Centre event no doubt this will be largely conducted and manned by Centre bodies.

Members meetings during the month are being held at Thrupton (Restricted) on 3rd June, Mallory Park (Closed) by the East Midlands Centre and Brands Hatch (Closed) by the Surrey Centre on 9th, Snetterton (Restricted) on 16th and Silverstone (Closed) on 23rd.

Pyjama Party

Our friends of the de Lacy Motor Club of Pontefract have extended another warm invitation to Centre members to attend their Pyjama Party — which dress it is hoped those attending will sport — at their permanent headquarters, Rally House, Brotherton near Knottingley on Friday 7th June. Festivities, which start around 7-30 p.m. will include dancing to a live beat group and full refreshment facilities with an extension until 11-45 p.m. for which the admission charge will be a modest 7/6d. for a double ticket.

Whether or not the wearing of pyjamas is compulsory we don't know — we imagine not but would advise you don't go starkers, sporting though the de Lacy boys always are !!

CENTRE ANNUAL COMPETITIONS

Leading Positions to date

Pearce Trophy

	A	B	C	D	E	Total
1. M. S. Wilson	10½	12	12	9	9	52½
2. A. J. Hodgetts	8	12	12	9	9	50
J. M. Holroyd	8	9	9	12	12	50
4. J. R. Hardcastle	10	8	8	8	9	43
5. R. B. Stross	8	8	—	11	9	36
6. P. G. Holiday	10	8	8	—	8	34
7. D. Easthope	—	8	8	8	8	32
H. C. Mason	8	—	8	8	8	32
T. M. Wood	—	8	8	8	8	32
10. J. Johnstone	—	—	8	11	10	29

Ronald Hudson Memorial Trophy

1. J. M. Holroyd	8	9	9	12	20	58
2. A. J. Hodgetts	—	12	12	9	17	50
M. S. Wilson	—	12	12	9	17	50
4. D. Easthope	—	8	8	8	16	40
H. C. Mason	8	—	8	8	16	40
G. Thompson	—	8	8	8	16	40
8. B. Bettridge	—	—	8	8	8	24
9. J. E. Ison	—	9	9	—	—	18
10. B. W. Moss	—	—	—	8	8	16
P. Wheeler	—	—	—	8	8	16

Chippy Iola Vase

1. Mr. & Mrs. D. K. Haigh	13	—	—	—	—	13
2. Mr. & Mrs. R. G. Winder	10	—	—	—	—	10

Ken Lee Trophy

1. R. B. Stross	—	1	—	4	2	7
2. J. R. Cussins	—	—	—	2	3	5
3. J. M. Busfield	—	—	—	1	3	4
J. D. Bunney	—	—	—	4	—	4
C. Grewer	—	—	—	4	—	4
J. Hall	—	—	1	1	2	4
K. N. Lee	—	—	—	—	4	4

Key:

- A Sleuth's Mug — 3rd March.
- B Croft Practice Day — 23rd March.
- C Croft Race Meeting — 24th March.
- D Harewood Hill Climb — 7th April.
- E Harewood Hill Climb — 27/28th April.

The records and markings for the annual competitions are maintained and compiled by Tony Hodgetts to whom all queries, etc. should be directed at 2 Carlton Drive, Guiseley, near Leeds (Guiseley 4774).

JUNE CIRCULAR

PRESS CLOSING DATE

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

WEDNESDAY, 5th JUNE

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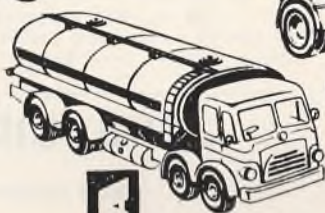
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COMPETITION CHATTER

● Everyone must by now know of the wonderful start to the R.A.C. Hill Climb Championship season, made by the two leading Yorkshire contenders, Peter Lawson and David Hepworth. Nevertheless Competition Chatter would be failing in its duty, if it did not offer its congratulations for the achievements and best wishes for the 'lads' to keep it up. In case you had not heard, Peter driving the 4 WD B.R.M. was first in the Championship runs in both the first two qualifying events at Frescott and Wiscombe Park and so leads the list with a maximum of 20 points plus 1 bonus point for beating the old hill record at the Devonshire course. At the same meetings David finished fourth and fifth respectively, and so is well in the running. At the time of going to press, the results of the next round at Barbon are not known — so we keep our fingers crossed for continued good news.

● Still on the Hill Climb scene — and what else is there in the Centre interest stakes at the moment? — some may have missed the friendly face of "vintage-trial-Face to face" scribe Chris Winder from the entry list of our Spring National at Harewood. It is pleasing to be able to report that this was not due to some unfortunate circumstance, but to the fact that Chris, driving the Elva, was winning his class at the Nuneaton Club's Curborough Sprint, near Lichfield. Incidentally, this was the car's sixth appearance of the season and its fifth class win.

● Moving on to future events, there is just time to remind you of two events at the Bank Holiday week-end. Firstly the Woodvale Sprint of the Lancashire Automobile Club on Sunday June 2nd; I do not know whether late entries are accepted, but anyone interested could try the Secretary of the Meeting, N. R. Scott at Accrington 31655.

On Spring Bank Holiday Monday, the B.R.S.C.C. have a race meeting at Croft Autodrome, following their usual pattern of races, with practice in the morning and racing in the afternoon.

● On the following Sunday 9th June, the Airedale and Pennine Motor Club have invited all member Clubs of the Association of Northern Car Clubs to compete in their Restricted Hill Climb at Baitings Dam, Ripponden, Nr. Halifax. Although regulations for the event have not yet reached me, as I write, I can tell you that the Airedale & Pennine Speed events are run to our own classes and that these events have proved well organised and popular in the past.

● No regulations have arrived for events clashing with our Montague Burton National Hill Climb on the 16th June, but on the following week-end comes another of those popular 4 Hour Relay Race Meetings at Croft. Again full details are not available at press time, but sticking my neck out and judging by previous years, the

format should be something like this. Teams of four cars, of no fixed make necessarily, must compete for a total of four hours with each car being actually in the race for a minimum of half an hour. Teams are handicapped according to assessed potential performance, with the slower teams receiving a number of credit laps. At the conclusion of the four hours, the actual number of laps covered is added to the handicap, with the highest number winning. This has led in the past to some incredibly close finishes, and I might add some incredibly drawn out "discussions" between the organisers and team managers who feel they have covered more laps than stated!

The whole makes for a most enjoyable afternoon's sport both to watch and in which to take part, with fairly modest machinery not 'out of the hunt' thanks to some clever handicapping. The Centre is usually well represented at this meeting, but regretfully will not be sending an officially backed team this year. The Relay is organised by the Darlington & D.M.C. and takes place at Croft on Sunday 23rd June, start at 2-30 p.m.

● On the following week-end there is the choice, for marshalling, spectating or competing of two fairly local events.

At their Hunsworth, Cleckheaton site the Airedale & Pennine M.C. have the Northern round, for this area, of the Players No. 6 Autocross Championship. You do not need me to tell you of the intense competition generated by this event. I am not sure whether we shall be receiving regulations for the event, but enquiries could be made to the Competition Secretary of the Club, Bob Bean at 185 Drub Lane, Gomersal, Cleckheaton, telephone Cleckheaton 3270.

● The other event is yet another Hill Climb at Baitings Dam, this time promoted by the Huddersfield Motor Club. At their previous meeting this season, the Huddersfield Club were well oversubscribed with entries, and since regulations are already available and entries rolling in, make your move early to avoid disappointment.

● A date for your diary for July is the two day event of the South Yorkshire Car Enthusiasts Club on Saturday 13/14th July. This is their restricted Sandtoft Sprint; full details in next month's Chatter, but a date to bear in mind for the many Centre Members who attend these meetings.

● To close, although the event will be reported fully in the Circular, the congratulations of this column go to Peter Millman and Gordon Chippindale, both of whom completed their Gold Scarborough Cups on the recent Scarborough Week-end Driving Tests.

J.D.L.

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JUNE

Harewood Hill Climb Practice Evening 4th June

Details of the practice evening — the June club night evening event — went out with the April Circular and included an application to practice form. The closing date for applications was Wednesday 29th May so that's that so far as participation is concerned.

The considerable support this event has received in the past has entailed its running until dusk — and in fact each time the clearing up has taken until after nightfall with no chance for even a "quickie" before "they" close, to the chagrin of those thirsty folk involved. Consequently it was decided to take advantage of the fact the "proper" date for the event i.e. the first Tuesday in June coincided with Whit Tuesday this year as this offered the opportunity of starting and finishing proceedings earlier. Whether or not a club night evening event on Whit Tuesday will be popular remains to be seen — this being the first time we've tried the experiment.

This is purely a practice session and in no way a competitive event although participants must, for safety reasons, wear an approved type crash helmet and subject their cars to scrutineering. Practice will get under way at 4 p.m. and each driver will receive two runs with the possibility of more (at 2/6d. each) if time permits. Scrutineering will shut down at 7.30 p.m. sharp to enable the event to be completed and all backing up done well before dark — or closing time if you prefer!

Clerk of the Course Mike Wilson can certainly use as many helpers as he can get to assist with the setting up beforehand and clearing up afterwards so if you've an hour to spare please get in touch with him at Silver Royd House, Leeds 12 (Leeds 638392).

A practice evening has only limited spectator appeal but Stockton Farm is a pleasant place and the atmosphere for this event is very relaxed. With a complementary social gathering being held at the nearby Scotts Arms, Sicklinghall — which is within earshot of Stockton Farm so the local residents say! — this could be a good way to round off your Whitsun — or should it be Spring? — holiday week-end.

Club Night — 18th June

The now-regular monthly club night will take place as usual at The Peacock, Birkenshaw on the third Tuesday in June i.e. 18th.

This will be a social get-together mainly for the benefit of those living in the Bradford district but, of course, "comers-in" will be very welcome.

Montague Burton Trophy Hill Climb 16th June

The last two Montague Burton Trophy meetings at Harewood have been carnival affairs held in conjunction with the Variety Club of Great Britain the lions share of the proceeds going to swell the funds that organisation so commendably disburses in aid of underprivileged children. However the gala atmosphere, whilst a great draw for the crowds, has inevitably tended to dominate the meeting and overshadow the motor sport side of things and it was felt a change was indicated for 1968.

So this years Montague Burton Trophy meeting on Sunday 16th June will differ from its predecessors in two respects. Firstly the accent will be on the competitive side and to this end it has been upgraded from Restricted to National (British) status — a step calculated to improve the quality of entry by attracting the "star" names. Secondly, whilst there will be outside "attractions" these will be in a minor key and intended to supplement, not dominate, the proceedings. Arrangements at present in hand include novelty amusements for the kiddies and a much larger static display of Vintage, Post Vintage, Edwardian, Veteran and exotic cars. In this respect we are anxious to obtain as many vehicles as possible within these categories and if anybody reading these notes has one they are willing to loan for the day they are asked to contact Mike Wilson.

The meeting will follow the normal pattern for our National events at Harewood with practising on the Saturday with only a brief session on the Sunday morning, the event proper starting at 1 p.m. There will be all the usual classes plus three more, one each for Vintage Racing Cars (Pre 1930), Historic Racing Cars (1930/1940) and Historic Racing Cars (1941/1961). Promises aren't always matched by performances but we've been told we can expect some really interesting racers of former days to be coming and if this is so we ought to be in for an interesting day.

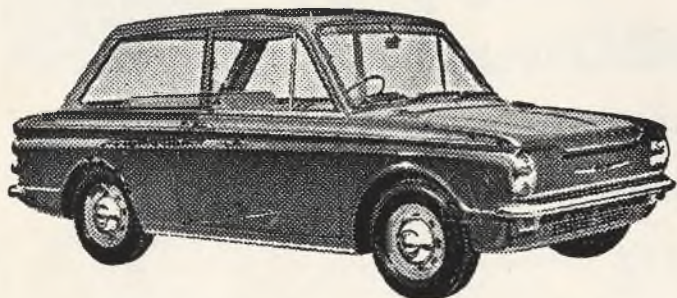
All the usual refreshment etc. facilities will be operating on both days — and we shall ensure the ladies emporium is suitably papered this time!

E. A. Denny Production Car Trial — 23rd June

Final details of this year's Denny not having come to hand before this Circular closes for press — although we hope to enclose the regulations with it — we can't say much more than we understand it will start and finish at Masham — presumably at the Kings Head Hotel — with a series of observed sections and driving

Continued on page 18

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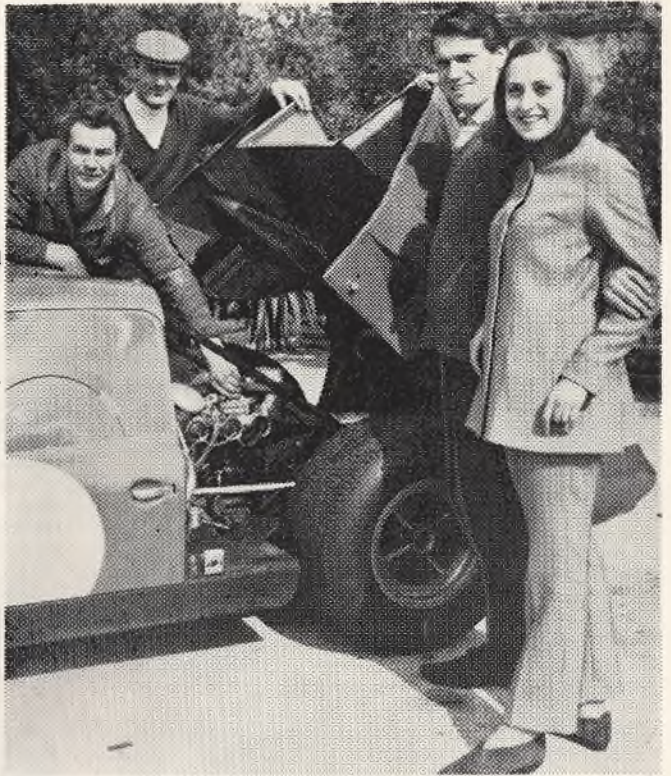
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- VALVE SPRINGS ● REV COUNTERS SWITCHES & GAUGES ●
- RALLY JACKETS & DRIVING GLOVES ●
- WE ARE MAIN AGENTS FOR LESTON ● HOPKIRK ● ALEXANDER ●
- RESTALL ● CORBEAU ● MAMBA ● ASTRALI ● AVANTI ● TAURUS ●
- RADBOURNE, ETC., ETC.

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MAINLY PERSONAL



(Yorkshire Post Photograph)

Congratulations all round this month starting with our Staff Secretary, Kath Reyner who has just celebrated her 21st Birthday. Kath has now been with the Centre for just over two years and despite her youth, has absorbed the atmosphere of motor sport and carried out her duties very well indeed.

Next to Victoria Wright and Peter Fattorini who have just announced their engagement. Peter is one of the very keen band who race Formula Three cars all up and down the Country as a true private entrant and enthusiast having managed to make the difficult transition from the rough and tumble atmosphere of the Go Kart circus to the more restrained circuit behaviour without too much of the wrong sort of attention from R.A.C. Stewards. Best wishes for a long and happy future together.

Politically Centre members have been making their marks also and amongst others, many congratulations to Margaret Sutenstall who was elected to Leeds City Council for the first time during the recent municipal hustings.

Another long time Centre member who has been making news in his own sphere of late is Keith Pointing who has become Chairman of the Mushroom Growers' Association. Keith will be remembered by the grey beards for his impeccable driving on tests and for the unconcerned way he used to sit in the navigator's seat whilst Chippy dived with death all over Europe. For this piece of trade information we are indebted to none other than the World Champ. at rhubarb growing, Tommy Smith who also passes on a timely warning to members who might feel like imitating Trevor Twaites catch-as-catch can with authority on the M.1, it seems that the 'bules cheat and are not above crossing the grass centre reservation when they tire of legitimate sport.

Mention of Trevor brings us to the illustration wherein Trev is seen with wife Vicki, the redoubtable George Duncan and mechanic Ralph Feather posed in front of the 2 litre Chevron B.M.W. G.T. before they set off on an ambition motoring holiday taking in the Nurburgring 1000 kms. and Spa 100 kms. races.

At Nurburgring they lost time when the exhaust system fractured and later through excessive oil consumption. Despite superhuman efforts they were eventually defeated by a power unit which chose to blow up completely, still they had at least run far enough to be credited with 10th place in their class, a creditable achievement for their very first essay on to the Continental circuits.

Hearty congratulations to Knaresborough's whizz-kid Peter Lawson who after the first pair of rounds is leading the R.A.C. British Hill Climb championship having defeated the maestro Tony Marsh at both Wiscombe and Prescott. Marsh has 19 points to Peter's 21, both having broken the Wiscombe record. Barbon is the next round but as Marsh is not competing, unless Peter has a very bad day he should still be in top spot when you read this.

Finally, a little item about Bob Chesterman who will be best known as one of our very efficient team of marshals but who, in private life, follows the watch-making and jewellery profession. The other day Bob was slightly rocked to receive a letter of complaint from a customer which read:- "Dear Sir, The self-winding, shock-proof, anti-magnetic, waterproof wrist watch which you sold me yesterday caught fire this morning!!"

The Spring National meeting at Stockton Farm on 28th April was graced with dry and fine, if dubious-looking, weather and attracted a first-class entry. Many star names attended including one-time "King of Harewood" Peter Meldrum making a welcome return to the scene of his former triumphs. The racing car classes also included several newcomers to this side of the speed hill climbing world, some of whom will take the places of those who have formerly dominated, but are now quitting, the scene. A sizeable crowd witnessed an excellent afternoon's sport run off under almost ideal conditions without serious incident or delay.

Proceedings commenced promptly to time with the class for Touring Cars up to 1300 c.c., a class apparently unable to draw more than a handful of entrants nowadays. This time there were three of which Chris England (Austin Cooper S) was fastest by 4.76 secs. from Keith Helliwell (Austin Cooper) with Stansfield — who retired after a troubled first run — third. In the "Cortina" class nine of that variety faced a lone Victor — Chris Venter headed R. White by over a second with former "man-to-beat" Alan Forrest in third place .51 secs. behind. Wimpenny's lone Vauxhall managed ninth place well ahead of Helen Walford's G.T.

The Special Series Touring Cars class — seven Cooper S and Heppenstall's lone Lotus Cortina — put on a rare old show Ken Lee making fastest time on both runs and eventually taking both the class and a new record with 50.68 secs. Just behind, with 52.45 secs. came John Busfield in his ex-Makinen Monte Cooper S — the one Timo creased on a rock — a newly-acquired device which John swore frightened him to death! Walker managed third place with 55.01 secs. with Heppenstall a spirited fourth in 55.51 secs. Unhappily both Busfield and Walker were disqualified on final scrutineering for minor bodywork infringements.

The Formula Libre Touring Car class, with Christie, Goodliff and Kaye in their ultra-hot Cooper S on parade augured well and the event was worthy of the expectation. Christie going first scorched up in 49.88 secs. — 1.69 secs. outside Kaye's record but not slouching by any standards to which Goodliff, going next, responded with 48.98 secs. Then came Fred himself with an incredible 47.92 secs. — .27 secs. under his former record. On the second runs both Christie and Goodliff managed .59 secs. and .76 secs. improvements whilst Fred was slower — by .06 secs! — after which the ale tent regained its earlier popularity.

Thus to the Marque "Y" Sports Cars fastest of which in the 1300 c.c. category was Harold's Sprite albeit only by .46 secs. from Whitaker's Midget with Mervyn Bartram, unfamiliar in a Spitfire, 1.15 secs. away in third place. In the intermediate class Simpson's TVR 1800 S wasn't pushed too hard by either Parker's Porsche 911 or Richard Stross' MGB which finished in that order. In the unlimited Sports category — as usual six E types against Walker's lone XK 120 — Jim Thomson was notable and lamented absentee. Alan Mountain took full advantage of this to record 50.41 secs. first time up and 50.25 secs. next time —

the latter equalling Jim's class record. However Wood didn't let him have it all his own way making a good 50.85 secs. with Henry Crowther third with 51.18 secs. Definitely a close class this.

The smaller-engined Special G.T. class produced its usual variety of interesting vehicles and Richard Sutherland was in absolutely top form — which means very good indeed — and took the day with an excellent 50.23 secs. — a new class record. Chris Tipping in his Lotus Tipco G.T. was second and Green's Austin Healey Sprite third. Booth's Mini Gem got away from him coming very fast out of Farmhouse on his first run and careered up the bank, finally overturning, happily without injury to the driver or serious damage — or so it appeared — to the car. The unlimited Special G.T. class produced seventeen starters, including three magnificent open two-seater Bentleys, which were much admired. Speak's Elan was very quick with 48.91 secs. on its first run and 48.72 secs. — a new class record — second time up, but John Cussins made the Lotus man keep at it with a 49.61 secs. and 48.72 secs. in the purposeful Ford G.T. 40 in full road trim! Hall's Porsche Carrera took third spot with 48.95 secs. and Malcolm Dungworth (TVR 200) fourth with 49.10 secs.

The up to 1300 c.c. Sports/Racing class only mustered five starters, Jenkinson (Lotus 7 Climax), Reinhard (Spartak Ford) and Cowing (Terrier) finishing with .71 secs. and 1.42 secs. respectively between them. In the six-car 1600 c.c. class John Netherwood — driving Frank Greenwood's Lotus 23 R — returned to the Harewood winners lists with 49.75 secs., re-discovering some missing ratios after the first run. Gray and Harris — both Mallock U2 Ford propelled — although well behind the leader were only .02 secs. apart. Class 12 raised but four starters and not surprisingly Maurice Starbuck's Chrysler Special after a fail first time up stopped the clocks at 50.30 secs. to take the honours. Roy Walton's Walton Bristol took to the country on the second climbs leaving its driver no chance of improving on his second place. Class 13 raised only two contestants, David Harrison (Crosslè Buick) — now resplendent with headlamps as required by Belgrave Square — and McCartney's Felday 4 BRM — and that was the order in which they finished — after David had equalled the class record.

In the Racing Car class — up to 1150 c.c. category — favourite Jimmy Johnstone (Brabham BT 15 Ford) found life tiresome. Unable to obtain new second gear cogs in time he was forced to drive "one handed" and took the last corner wide on his first time up, running over the yellow line and thus registering a fail. Next time, over-anxious, he made a poor start, muffed two changes and was generally all wrong and thus had to be content with second place behind David Blankstone (Lotus 41 Ford) with Chris Court (Brabham BT 21 Ford) third. In the "middle" category Geoff Rollason (Lotus 41 B Ford) made a useful 46.28 secs. on his first run and as none of his rivals bettered 47 secs. seemed set for a comfortable win. However with a second run time of 48.30 secs. and Spencer Elton and John Butterworth to follow matters looked less certain

NATIONAL HILL CLIMB

APRIL

but neither of these gentlemen could pull out the necessary, although the latter recorded 46.96 secs. and snatched second place with "Fast" Fred Smith third. The unlimited Racing Car class featured six names — including old friend Peter Meldrum whose new 4 wheel drive P.R. 2 Ford was too new and untested to be a real threat — but once Peter gets it sorted it should be a different matter. At the end of the first runs Peter Lawson held a clear 2.49 secs. lead from David Hepworth (Brabham BT 16 Traco) himself .66 secs. ahead of Mike Hawley (Brabham BT 23 Climax) and, strangely, these were the fastest class runs these three were to make. Second time up Martin Brain (Cooper Chrysler) and R. T. Lane (Brabham BT 14/21 G.M.) both made sizeable improvements enabling them to take second and third places behind the Knaresborough driver.

In the Top Ten Run Off Peter Lawson — who had been feeling wretched all day with an upset tummy — suffered the indignity of a spin-off on his first run and the position at the end of these was Brain (44.34) Hepworth (45.59) and Lane (45.95). On the second runs — from which Brain declared — Hepworth and Lane both improved and Lawson put in 44.74 secs. — leaving a final placing of Brain, Lawson and Hepworth — although F.T.D. rested with Lawson.

The meeting ran well to time, concluded at a reasonable hour and provided close competition in most classes. It was supplemented by runs by fifteen solo motor cycles and three three-wheelers but once again their times compared unfavourably with those of the four-wheelers — which isn't surprising in view of the nature and slipperiness of the hill.

A good meeting which if unremarkable provided good sport for competitor and spectator alike.

Class 1. — Touring Cars up to 1300 c.c.

1. J. C. England (Austin Cooper S) 51.19
2. K. S. Helliwell (Austin Cooper S) 55.95
3. E. Stansfield (Morris Cooper S) 79.04

Class 2. — Touring Cars 1301 c.c. and over.

1. C. W. A. Venter (Ford Cortina GT) 54.53
2. R. White (Ford Cortina GT) 55.60
3. A. Forrest (Ford Cortina Super) 55.63

Class 3. — Touring Cars Special Series

1. K. N. Lee (Austin Cooper S) 50.68
2. J. M. Busfield (Morris Cooper S) 52.41
3. A. G. Walker (Austin Cooper S) 55.01

Class 4. — Touring Cars Formula Libre

1. F. P. Kaye (Morris Cooper S) 47.92
2. J. W. Goodliffe (Austin Cooper S) 48.22
3. T. B. D. Christie (Austin Cooper S) 49.29

Class 5. — Marque "Y" Sports Cars up to 1300 c.c.

1. G. J. Harrold (Austin Healey Sprite) 54.22
2. F. J. Whittaker (MG Midget) 54.68
3. M. Bartram (Triumph Spitfire) 56.19

Class 6. — Marque "Y" Sports Cars 1301 to 2200 c.c.

1. S. J. Simpson (TVR 1800S) 53.95
2. J. L. Parker (Porsche 911) 54.49
3. R. B. Stross (MG B) 54.91

Class 7. — Marque "Y" Sports Cars 2201 c.c. and over

1. A. Mountain (Jaguar E Type) 50.25
2. W. T. Wood (Jaguar E Type) 50.86
3. H. R. Crowther (Jaguar E Type) 51.18

Class 8. — Special GT Cars up to 1300 c.c.

1. R. D. Sutherland (Austin Healey Sprite) 50.23
2. C. J. Tipping (Lotus Tipco GT) 51.06
3. C. J. Green (Austin Healey Sprite) 51.15

Class 9. — Special GT Cars 1301 c.c. and over

1. R. Speak (Lotus Elan) 48.72
2. J. R. Cussins (Ford GT 40) 48.75
3. J. Hall (Porsche Carrera) 48.95

Class 10. — Sports/Racing Cars up to 1300 c.c.

1. G. E. Jenkinson (Lotus 7 Climax) 50.87
2. M. Reinhard (Spartak Ford) 51.58
3. R. A. Cowing (Terrier Mk. II Ford) 53.00

Class 11. — Sports/Racing Cars 1301 to 1600 c.c.

1. W. J. Netherwood (Lotus 23R) 49.75
2. D. L. Gray (Mallock U2 Ford) 50.30
3. I. A. B. Harris (Mallock BMC) 50.32

Class 12. — Sports/Racing Cars Front Engine, Rear Wheel Drive 1601 c.c. and over

1. M. Starbuck (Chrysler Special) 50.62
2. J. R. Walton (Walton Bristol Mk. V) 52.29
3. G. F. Tatham (Lister Chevrolet) 52.87

Class 13. — Sports/Racing Cars Rear Engine or 4 Wheel Drive 1601 c.c. and over

1. D. A. Harrison (Crosslè 10S Buick) 47.75
 2. J. M. McCartney (Felday 4 BRM) 50.34
- 2 runners only.

Class 14. — Racing Cars up to 1150 c.c.

1. D. R. Blankstone (Lotus 41 Ford) 47.43
2. J. Johnstone (Brabham BT 15 Ford) 48.32
3. C. B. Court (Brabham 21B Ford) 48.35

Class 15. — Racing Cars 1151 to 1600 c.c.

1. G. C. Rollason (Lotus 41B Ford) 46.28
2. J. T. Butterworth (Brabham BT 14 Ford) 46.96
3. F. W. Smith (Brabham BT 14 Ford) 47.24

Class 16. — Racing Cars 1601 c.c. and over

1. P. G. Lawson (BRM 4WD) 43.65
2. M. R. Brain (Cooper Chrysler) 44.30
3. R. T. Lane (Brabham BT 14/21 GM) 45.96

Continued on page 25

More men go to Burton than to any other tailor

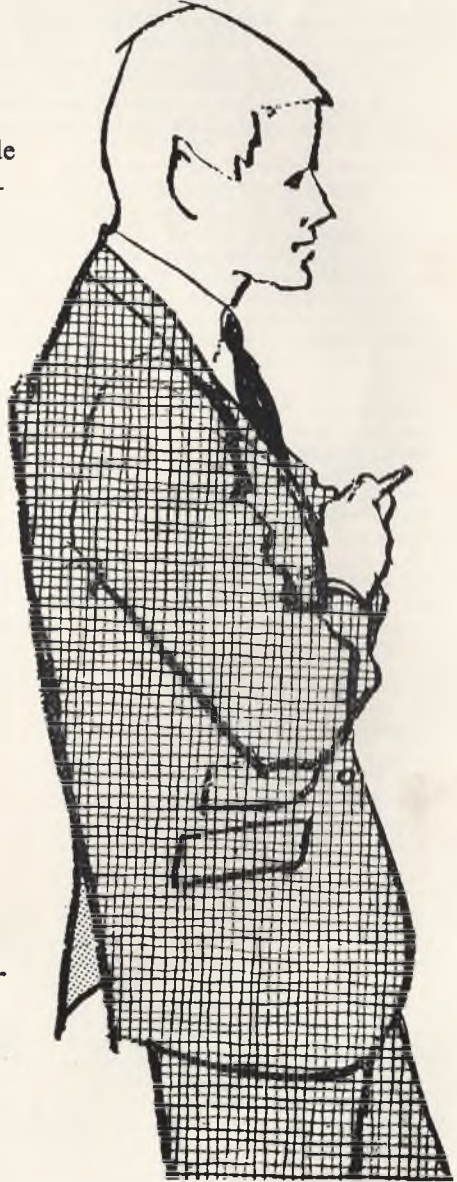
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COMING SHORTLY

Club Night Evening Event — 2nd July

The popularity of evening autocrosses being unmistakable judging from the support received by the 1966 and 1967 meetings the Committee had no second thoughts about including another in the 1968 programme — and it will take place on Tuesday evening, 2nd July, in John Busfield's field at Guiseley — 96/197423 — which can be reached by going along Towngate then turning into Queensway and thence left in about 150 yards over the cattle grid and into the field.

Although a club night evening event we aren't permitted to take entries at the start so intending entrants must complete an official entry form and return, together with the appropriate remittance, by the nominated closing date. They are also reminded of the necessity to wear an approved-style crash hat and possess a valid competition licence.

Tony Hodgetts and John Ison are looking after the organisation and could do with offers of marshalling and setting out assistance which should be sent to Tony at 2 Carlton Drive, Guiseley (Guiseley 4774) or John at 9 Park Lane, Guiseley (Guiseley 3975).

The usual social evening to round off the meeting will be held afterwards — probably at a local hostelry — to which all members are welcome.

More details next month.

Croft Race Meeting — 7th July

Strange though it seems to be writing of the final race meeting of the Centre season at Croft in May the fact is our meeting there on Sunday 7th July will complete our 1968 programme at the circuit, last year's October meeting having been brought forward into March.

This meeting, third of the year, follows the now familiar pattern with 10 lap scratch events for Sports/Racing, Clubmans Sports, Special G.T., Special Sports, Sports, Special Saloon and Formula Libre cars plus one — or more if entries warrant — 10 lap handicap.

For the benefit of new members — and perhaps as an aide memoire for older ones — scrutineering takes place during the morning, practice runs from noon until 2 p.m. with the first race at 2-30 p.m.

Club Night — 16th July

The usual monthly club night at The Peacock, Birkenshaw will be held on Tuesday, 16th July.

This will take the customary form of a social gathering open to all members and it is hoped the support this monthly meeting is receiving will continue to grow.

Harewood Novices Hill Climb — 21st July

One of the most popular events in the Centre calendar, the Harewood Novices meeting this year falls on Sunday, 21st July.

It will differ from its four predecessors only in rejoicing in a Restricted, instead of Closed, permit, a step taken to facilitate the presence of some of the racing bolides of yesteryear. Otherwise the meeting remains unchanged and caters for members who haven't won an award in a speed event during the last three years which brings in both the novices and the experienced who have either been unsuccessful or inactive recently.

As many of our regular Stockton Farm marshalling team will be competing we'll probably not be too well placed for assistance so if you haven't already indicated willingness to lend a hand Chief Marshal Peter Newby, who can be contacted at 4 Mortons Place, Siddall, Halifax (Halifax 52353) would be pleased to hear from you. This especially applies to regular, successful competitors who have an opportunity to demonstrate their thanks in a tangible manner to many of those who do the same for them meeting after meeting, year after year.

Although mainly an event for participants we usually get a good turnout of members and friends to watch and with refreshment facilities operating this can be a pleasant family day out without the crowds usually associated with our Harewood meetings.

FACE TO FACE—continued

Scrutineer has to explain why you are not still around. Do not play hell about the Scrutineers then, because they have to safeguard (a) the competitor and (b) themselves.

On a more cheerful note, Sid says the standard of cars presented for scrutineering in this area is high and any trouble is usually from cars from far afield where the Scrutineers are perhaps not quite as particular in their interpretation of the rules. Scrutineering is not a glamorous job and poking about other peoples' racing cars is not all that pleasant so we should be most grateful not only to Sid but to all his band of helpers who this year will scrutineer at over forty events with an average entry of over sixty. Sid's team, I hope with no one omitted is as follows in no particular order: Basil Bielby, John Haigh, Eric Smith, Peter Watson and Tommy Wood.

Sid is married and has one son who attends most meetings. His non-motoring interests include playing tennis, continental touring and imbibing ale with a rare zest !!

C.A.W.

NEXT MONTH—continued.

tests making up the morning and afternoon sessions in the area around — in other words a replica of last year's highly successful affair.

New members may like to know — and older ones to be reminded — the Denny is co-promoted by the Centre with the Yorkshire Sports Car Club, the latter doing the organisational work with ourselves chipping in with a goodly band of marshals and, no doubt, competitors. For some years past the weather has been kind to this midsummer affair and being held amidst some delightful countryside and a free-and-easy business altogether it is invariably a pleasant day out for the complete family.

If you'd like to marshal but haven't already volunteered please let Miss Kathy Reyner at Centre Office know when she'll see your name is passed on.

Midsummer Rave Mk. II — 21st June

Already tickets are selling briskly for the 1968 version of last years successful shindig, due to blast off

at the Village Hall, Bardsey at 9 p.m. on Friday 21st June.

As notified in the April Circular a high-quality band — Les Sans Noms — has been set on for the evening and mine host of the Scotts Arms, Sicklinghall — Brian Lancaster — will be in attendance again to see to the solid and liquid sustenance side which is in itself sufficient guarantee of quality and value.

Tickets at 7/6d. each are on sale from Centre Office or any member of the Social Committee i.e. Messrs. Mason, Stross, Riall, Scott, Stead, Wilkinson or Oldham (senior of that ilk). To encourage early comers those clocking in before 10 p.m. will receive a free voucher to the value of 2/- encashable at the bar.

Regrettably the Bardsey Village Hall not having elastic walls the number of tickets available is limited and will be disposed of on a first-come, first-served basis so if you haven't already got yours its advisable not to lose too much time before applying.



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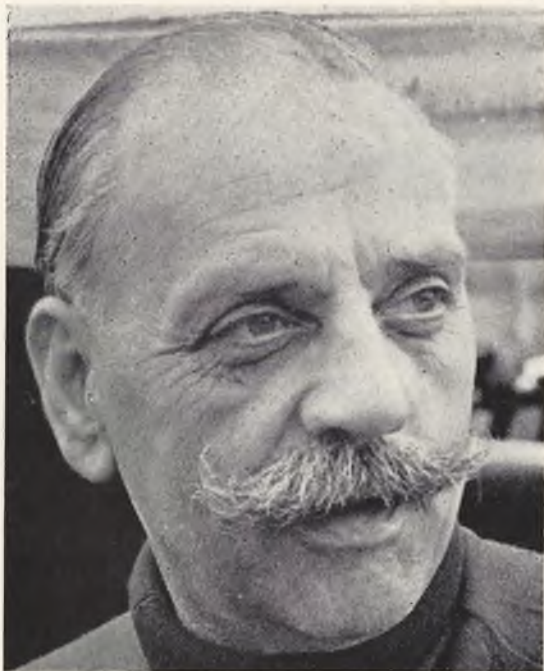
S. H. HANSON

S. H. (Sid or Darkie) Hanson, this month's subject, is well known to frequenters of the two larger tents at Harewood these being the Scrutineering Bay where he presides over his team of scrutineers and the Ale Tent where he is well respected customer.

Sid started his motoring career with a host of motor cycles among them the well liked Scott two speed and an H.R.D. tuned by Bert le Vack the Brooklands ace. Among the total of over forty machines numbered one of the fabulous Indians together with other more sporting makes on which Sid competed in main road trials and speed events. Sid joined the Horsforth and District Motor Club in 1930 and is a life member. Among his feats as a member of this club is riding down Post Hill, the freak gradient famous for its steepness, and the difficulty of making an ascent never mind the descent which is harder still requiring a great nerve to plunge off the top.

After some time using two wheelers in events during which Sid won quite a number of awards, a step forward was made in the natural progression towards a motor car by the purchase of a three wheeler. This was no ordinary model, but a Brooklands Morgan complete with certificate to prove that it had lapped the track at 105 m.p.h. This speed was attained thanks to a 40 h.p. water cooled J.A.P. engine and was a most exciting machine: too much so for Sid's peace of mind and he changed it for an M.G. P.A. which was a "grand little car in which I did the odd main road trial". These cars cost £220 and Sid paid £90 for it when two years old and sold it for £100 during the war, unfortunately not keeping it a year or two longer when it would have brought several hundreds as did anything on wheels that ran. After the war, Sid started with a Riley Nine Monaco which was very reliable and economical doing forty miles per gallon. An SS 1 followed which was predictably unimpressive and soon changed for an MG VA which was pleasant. In recent years Sid has run Ford Zephyrs, a Mark One with every electrical extra ever dreamed up and more recently a Mark Two which is to be endowed with a special cylinder head, triple carbs and a six branch exhaust manifold by courtesy of 'Tight' Freddy Smith with whom Sid has had a monumental haggle for two years before agreeing on the price!!

Competitive events ceased for Sid in 1937 when he joined the Royal Auxiliary Air Force in the West Riding No. 609 Squadron at Yeadon. Sid wanted to fly but was told that before flying, he would have to have a trade. As a result, he passed out best engine fitter and returned hoping to be allowed to fly but was told that as he was now far too valuable in his new trade he could not be permitted to risk his neck flying! Later he was given the chance to 'go passenger'

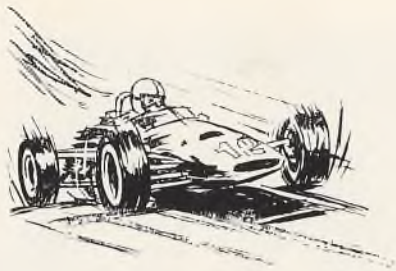


(Photo: Jeff Binns).

as a sort of flying mechanic but turned this down as it was all or nothing' flying that he wanted. Sid was in this Squadron until it was sadly disbanded in 1957. As a result of his work and services to the R.A.F. he was awarded the M.B.E. which was presented to him by H.M. the Queen.

In the same year as his Squadron was folded up Sid made a journey of, as things turned out, some consequence, with Mike Wilson and Arthur Hudson to meet Basil Tye of the R.A.C. with a view to becoming an official Scrutineer. To be truthful, Sid had considerable misgivings about the job but such was the enthusiasm of his two companions that he agreed, and that, Ladies and Gentlemen, is how we got 'our own' Scrutineer. As there appear to be many members who are unfamiliar with what Scrutineers are all about I asked Sid to tell me exactly how he would approach a hypothetical car with a view to letting it race. "Firstly and foremost we are concerned with the safety aspect and check the steering connections, brake fluid, crash hat, etc. The fact as to whether the car complies with the regulations in force at the meeting concerned comes a definite, though important, second. The presence of a fireproof bulkhead between the fuel tank and interior of the body has caused some problems in the past on saloon cars. This is always checked on and those cars not having this very essential component are regretfully not allowed to run". 'Regretfully' because the Scrutineers do not like to fail competitors but must safeguard their chances of hurting themselves or other people. If by any chance one does have an accident, the Scrutineer has to make a full report to the RAC and if it is the sort of accident one does not like to contemplate, the

Continued on page 17



Hammerton on Hills

THE B.A.R.C. HILL CLIMB CHAMPIONSHIP by Ken Hammerton

The meeting at Harewood on 7th April was the opening round of the first ever B.A.R.C. Hill Climb Championship. With four of the Club's Centres organising between them a total of twenty hill climbs during 1968 it is not really surprising that such a contest has come about. It will be run on quite different lines to the already well established R.A.C. Hill Climb Championship, and whilst it will be quite possible for the same driver to win both titles I cannot see anyone this season being prepared to put in the tremendous amount of time and effort that would be necessary to achieve this "double". Instead, I see the two battles each deservedly drawing its own limelight and producing very high quality sport which will delight both participant and spectator.

The winner of the Championship will receive a cash prize of £75 plus a plaque, together with "The Archie Frazer Nash Trophy". The next five best placed drivers will receive £50, £40, £30, £20 and £10 plus a plaque. There could not have been a more suitable trophy for this competition. Frazer Nash is a very well known name in motor sporting circles, conjuring up for some memories of the splendid post-war Bristol engine cars which gained so much success at home and abroad, whilst others will nostalgically recall the well known chaing gang era of the '20's and '30's. But Archie Frazer Nash, who died in March 1965, was much more than this. Way back in the immediate post-14/18 war period he and Ron Godfrey were busy developing, building and racing the famous G.N. machines and achieving many successes both on the race tracks and at hill climbs. Many early hill climb devices were G.N.-based — notably the famous "Spider" of Basil Davenport which became the first car to break the 50 second mark at Shelsley Walsh, indeed this combination lowered the record in 1926, 1927 and 1928. In the '30's a number of "Shelsley" models were produced, and the record book shows that in September 1937 A. F. P. Fane (Frazer Nash) joined the elite group of those who had broken the record for the famous Midland incline. I hope that the first and all subsequent winners of the trophy will spare a thought for the splendid background to the success they have achieved.

There are eleven qualifying rounds for the 1968 Championship as follows:

- April 7th — Harewood — Yorkshire Centre.
- April 28th — Brunton — S.W. Centre.
- May 12th — Pontypool Park — S. Wales Centre.
- May 26th — Gurton Down — S.W. Centre.
- June 2nd — Firle — S.E. Centre.

- June 9th — Brunton — S.W. Centre.
- June 23 — Pontypool Park — S. Wales Centre.
- July 28th — Gurston Down — S.W. Centre.
- September 1st — Firle — S.E. Centre.
- September 15th — Harewood — Yorkshire Centre.
- October 6th — Scarborough — Yorkshire Centre.

Each of the above meetings will be run off in the usual manner with class divisions as decided by the organising Centre, and there will be all the customary struggles for class wins and places, new records, and of course the battle for F.T.D. award. As far as the B.A.R.C. Championship is concerned those drivers who have entered to claim points will compete in these normal classes, but will also be placed in one of the following "Championship" classes to determine their score at the particular event:

- Class A**
— Special Saloon Cars — Up to 1,000 c.c.
- Class B**
— Special Saloon Cars — 1,001 c.c. to 1,300 c.c.
- Class C**
— Special Saloon Cars — 1,301 c.c. and over.
- Class D**
— Special Sports Cars — Up to 1,150 c.c.
- Class E**
— Special Sports Cars — 1,151 to 2,200 c.c.
- Class F**
— Special Sports Cars — 2,201 c.c. and over.
- Class G**
— Special G.T. Cars — Up to 1,300 c.c.
- Class H**
— Special G.T. Cars — 1,301 c.c. and over.
- Class I**
— Sports/Racing Cars — Up to 1,300 c.c.
- Class J**
— Sports/Racing Cars — 1,301 to 1,600 c.c.
- Class K**
— Sports/Racing Cars — 1,601 c.c. and over.
- Class L**
— Racing Cars — Up to 1,150 c.c.
- Class M**
— Racing Cars — 1,151 to 1,600 c.c.
- Class N**
— Racing Cars — 1,601 c.c. and over.

From the above list it will be seen that the Special G.T. cars and the Racing Cars have the same groupings in Yorkshire Centre Events as in the Championship, but the other classes need a little re-grouping. This may appear a little complicated, but in fact it is not. Indeed at the beginning of every qualifying event, every entrant for the Championship will know quite clearly WHO he is competing against and what BOGEY TIME he has to beat.

There is nothing sinister about the bogey times. Each Centre has been asked to determine the present record for their hill(s) bearing in mind the special "Championship classes". Ten per cent is then added to this figure and this produces the bogey time. Points in the Championship will be awarded at the rate of 0.01 points for each 0.01 second by which the driver beats the bogey time. For example:

Class M at the April 7th Harewood meeting (Class 15) has a bogey time of 49.04 seconds (Peter Boshier Jones' 1964 record of 44.57 plus ten per cent, 4.46 seconds = 49.04 secs.
 Driver 1 Equals Peter's record 4.46 pts.
 Driver 2 records 47.04 secs. 2.00 pts.
 Driver 3 records 44.27 secs. (new record) 4.76 pts.

The bogey time at each hill will remain the same throughout 1968. Whilst any driver is quite at liberty to enter as many of the eleven meetings as he wishes, he will only be able to count his best six performances over the season. Similarly a driver may enter more than one car in the Championship, but before the commencement of each individual event he must let the organiser know which car he is going to use to try to gain points. If he does better with his "other" car in the event then it's just too bad!

At the time of writing this article I was pleased to learn that so many drivers had indicated their intention to try to gain Championship points. The most interesting thing about the list that was given to me was the wide variety of machinery being used. There are Fords Cortina and G.T.40, a Fiat 124 to B.M.C. Cooper S's, Lotus 7's to the four wheel drive Felday B.R.M. V.8, an M.G. Midget and a Brabham B.T.15, a Mini Marcos and a Porsche Carrera. This is absolutely splendid, and I am delighted that everybody hasn't decided to jump on the same bandwagon, indeed this great variety is one of the very real appeals of the overall hill climb scene in this country. It is interesting to note that at Prescott the Bugatti Owners Club organise a season-long competition for the Prescott Gold Cup also based on improvements to existing target figures. The top ten in the event last year included 1 litre, 2 litre, and 3.5 litre Brabhams, an Austin Cooper S, a T.35B Bugatti (of course!), a Porsche Carrera 6, and a T.70 Lola — plenty of variety there too.

How does one decide on a car for this Championship? Of course one is governed by what one can afford, but generally speaking whichever class, or classes, a driver intends to tackle he should feel that the car will be at least able to equal the existing class record given good weather conditions. Not only is it necessary to pick the right car, one should also assess ones driving ability. If the "E type Jaguar" class is to be attempted, for example, a driver who equals the present Harewood record would gain 5.03 points, but can he drive like Jim Thomson?

Apart from choosing a car to suit your style and pocket there is another important factor in the series. It will be policy to make certain that the fullest use is made of those qualifying events on hills familiar to the entrant. The Yorkshire boys should be noticeably good at Harewood and Scarborough, but may find their scores much lower as they venture further afield. Many drivers settle down quickly even on a strange course, but points in this Championship are based not only on full seconds, but on tenths and hundredths — and these valuable fractions will only be gained as familiarity increases. Some drivers may have made over 100 racing ascents at Harewood, and this should reflect in their scores.

One of the difficulties for a competitor at the early part of the season is deciding where to compete and when. Apart from hill climbing there are of course business commitments, family holidays to fit in, the garden to keep tidy, mum's silver wedding celebration, the maintenance of the car, and so many other things. The hill climb series for the B.A.R.C. title will provide a good basis for the season combining local meetings at times for most entrants, together with occasional longer trips. In Yorkshire, of course, we have Harewood and Scarborough; Pontypool Park is out West in Monmouthshire, whilst a trip to Sussex is necessary to visit Firle, and nearby Wiltshire houses Brunton and Gurston Down. Even doing the full series still leaves time to do other local events as well as possibly the odd trip to Prescott, Shelsley or Loton.

There is a lot to be said for this business of travelling to "new" hills. One meets new competitors, officials and marshals, scrutineers and timekeepers. They will be able to compare the paddock arrangements, the parking and catering facilities, the programme content and rapid (or otherwise) results service. They will experience the different "atmospheres" and attitudes. They will face the challenge of driving at racing speeds over quite different courses. Some will find them easy, others will not. Some may find a new favourite venue, others will not. Some may decide that they must come again, others will not. In other words 1968 on the B.A.R.C. hill climb front should be one of New Experience, and when this year becomes history and 1969 is looming I feel sure that every Centre committee, as well as many competitors, will feel that their outlook has been broadened in a very worthwhile manner.

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HAREWOOD SPRING MEMBERS MEETING

7th APRIL

The opening meeting of the season at Harewood — a closed permit members event — took place on Sunday 7th April. This was the 26th meeting at Stockton Farm and the first qualifying round in the newly-instituted B.A.R.C. Hill Climb Championship, in which the Centre will stage another two rounds later in the season, one at Harewood and one at Scarborough. It was dry and sunny but a bitterly cold north wind blew straight on to the hill making things decidedly arctic for spectators and competitors alike, and, above all, the marshals who had a nine-hour stint.

Practice and the meeting proper were bedevilled by a series of trivial but time-consuming delays — more oil was deposited on the course than in all 25 preceding meetings! — and despite a prompt 2-15 p.m. start it was after seven before the last run of the day was made. Spectator attendance was remarkably good and Centre coffers benefitted accordingly.

Peter Lawson made a good start to the year despite his car not being au point and the hot mini brigade, headed by the redoubtable Peter Kaye who made fourth fastest time of the day overall, had a highly successful day out, all three Musketeers of Kaye, Goodliffe and Christie getting into the "Top Ten Run Off".

Chris England's Cooper S was an easy 3.25 sec. winner in Class 1 from Keith Helliwell's similar car but Colin Grever (Ford Cortina 1500) and Chris Venter (Cortina G.T.) provided an upset by beating Alan Forrest's immaculate Cortina Super — for so long dominant in this class — into third place, albeit with differences of only .16 and .05 secs. respectively between them. An interesting newcomer here was Ken Oldham's Shelby Mustang which seemed a handful on the slippery surface. In Class 3 Ken Lee's Cooper S shed its crankshaft damper and Geoff Helliwell's Cooper had mechanical bothers — thus robbing the class of two of its fastest contenders, whilst another potential class winner, the Ford Escort Twin Cam of Bowman, also non-started. After Bullen's Cooper S had led Porter's similar car at the end of the first runs the latter turned the tables next time up and took the class by .85 secs., with Tony Sugden's Lotus Cortina close behind in third place. In Class 4 the Cooper S' of Peter Kaye, Jeff Goodliffe and Tony Christie all produced sub-50 sec. times, the remarkable speeds of these mini bombs and the skill of their drivers having the crowd on tip-toe during each of their twelve runs.

In the smallest sports car class Garry Ellis — now Midget mounted — managed a 2.25 secs. victory over Harrold (Sprite) whilst in the next class up Richard Stross' quick M.G. B was too fast by 1.27 secs. for Yeadon's similar car. In Class 7 — the "E type" category wherein there was only one "intruder", the XK 120 of Walker — Alan Mountain sportingly lent arch-rival Jim Thomson his car whereupon the latter had the gall to clock fastest time on the first runs, beating the owner by 1.28 secs.! However, matters were suitably adjusted when Mountain put in 51.36 secs. against Thomson's best of 51.50 secs. — and took the class.

If variety be the spice of life then Class 8 had much to offer to the days proceedings, Chris Tipping's Lotus-Tipco 7 winning by over a second from Bunney's BMC engined Marcos Mini. Class 9 in the Special G.T. classification provided Malcolm Dungworth (TVR 200) with his now almost inevitable win, Shardlow (Chevron G.T.) being second and John Cussins newly-acquired Ford GT 40 — something of a handful — third after a nonsense on its first run.

In Class 10 — the smallest engined Sports/Racing cars — Voigt's D.R.W. Imp wasn't seriously challenged although only .33 secs. separated the next pair, Chris Winder (Elva Climax Mk 1) and Jenkinson (Lotus 7). In the next category Georgina Baillie-Hill had wretched luck when first the gear lever divorced the selectors followed by a broken drive shaft — definitely not this young lady's day. Peter Crossley's Lotus 23B took the class by a narrow .04 secs. from Don Gray's Mallock U2 which in turn was only .01 secs. ahead of Abbey (Lotus Super 7) which is about as close as you can get. The three-car Class 12 was notable chiefly for the smart new body sported by Roy Walton's Walton Bristol which took second place below Maurice Starbuck's Chrysler Special and above George Tatham's Lister Chevrolet, the trio being well separated time-wise. If Class 13 was also sparsely supported — there were only two runners — the competition was keen enough David Harrison (Crosslé S 10) being 1.04 secs. quicker than McCartney's Felday 4 at the end of the first runs. However, the four-wheel drive man turned the tables next time up taking the class by only .04 secs.

In the 1150 c.c. Racing Car section Jimmy Johnston's well-used and trusty blown Ford unit installed in a Brabham BT 15 frame managed a good 50.84 secs. despite the need for the driver to hold it in gear on both runs. Alan Staniforth's Terrapin Min was second with 51.45 secs. In the triangularly-contested 1600 c.c. Class John Butterworth's Brabham BT 14 narrowly beat Fred Smith's similar car whilst Bailey's Lola T62 was nearly seven seconds behind the leaders. Disappointingly the big racing car class could only muster two entries, Peter Lawson (BRM 4 WD) and David Hepworth (Brabham Traco) and despite not being yet fully sorted the former managed a 2.47 secs. win.

In the "Top Ten Run Off" at the end of the second class runs form of the earlier afternoon was pretty well maintained although Lawson succeeded in bettering his previous time by 1.24 secs. to give him an excellent F.T.D. at 45.57 secs.

Many of those present no doubt felt the meeting dragged on a little too long — and the weather did nothing to lessen this — but it has to be remembered this is a members meeting and the management, as a matter of deliberate policy, makes every effort to accept each entry proffered. In this instance this involved acceptance of 160 entries, of which 21 non-started, and getting through 576 runs in a single day is bound to take a good deal of time, especially when not all those participating are experienced competitors. It was unfortunate on this occasion more and longer

Continued on page 24

HAREWOOD SPRING MEETING—continued.

delays than normal were encountered but that's a hazard which is inevitable. However, maybe the Top Ten Run Off, popular though this obviously is with competitors, might be dispensed with at this meeting — a matter for the Events Committee to think about.

Despite its length it was a good meeting which started the Harewood season off on a suitably high note.

Results

Class 1. — Touring Cars up to 1300 c.c.

1. J. C. England (Austin Cooper S) 52.70
2. K. S. Helliwell (Austin Cooper) 55.93
3. P. A. Houghton (Austin Cooper S) 56.46

Class 2. — Touring Cars 1301 c.c. and Over

1. C. M. Grewer (Ford Cortina 1500) 55.42
2. C. W. A. Venter (Ford Cortina G.T.) 55.58
3. A. Forrest (Ford Cortina Super) 55.63

Class 3. — Touring Cars Special Series

1. N. Porter (Morris Cooper S) 52.54
2. R. Bullen (Austin Cooper S) 53.39
3. J. A. Sugden (Ford Lotus Cortina) 53.70

Class 4. — Touring Cars "Formulé Libre"

1. F. P. Kaye (Morris Cooper S) 48.92
2. J. W. Goodliffe (Austin Cooper S) 49.28
3. T. B. B. Christie (Austin Cooper S) 49.87

Class 5. — Marque "Y" Sports Cars up to 1300 c.c.

1. G. B. Ellis (MG Midget) 53.75
2. G. J. Harrold (Austin Healey Sprite) 55.53
3. F. J. Whittaker (MG Midget) 55.63

Class 6. — Marque "Y" Sports Cars 1301 to 2200 c.c.

1. R. B. Stross (MG B) 55.48
2. D. S. Yeadon (MG B) 56.75
3. J. R. Crompton (Triumph TR 4A) 56.90

Class 7. — Marque "Y" Sports Cars 2201 c.c. and Over

1. A. Mountain (Jaguar E Type) 51.36
2. J. Thomson (Jaguar E Type) 51.50
3. J. Lambert (Jaguar E Type) 52.01

Class 8. — Special G.T. Cars up to 1300 c.c.

1. C. J. Tipping (Lotus-Tipco 7) 52.48
2. J. D. Bunney (Marcos Mini BMC) 53.58
3. D. Buller-Sinfield (Lotus Mercury 4) 55.88

Class 9. — Special G.T. Cars 1301 c.c. and Over

1. G. M. Dungworth (TVR 200) 50.44
2. R. T. Shardlow (Chevron G.T.) 51.36
3. J. R. Cussins (Ford G.T. 40) 51.66

Class 10. — Sports/Racing Cars up to 1300 c.c.

1. P. R. Voigt (DRW Imp) 50.92
2. C. A. Winder (Elva Climax Mk 1) 52.28
3. G. E. Jenkinson (Lotus 7) 52.81

Class 11. — Sports/Racing Cars 1301 to 1600 c.c.

1. P. J. Crossley (Lotus 23B) 52.43
2. D. Gray (Mallock U.2 Mk. VI) 52.47
3. B. Abbey (Lotus Super 7) 52.48

Class 12. — Sports/Racing Cars Front-Engined Rear Wheel Drive 1601 c.c. and Over

1. M. Starbuck (Chrysler Special) 53.60
2. J. R. Walton (Walton Bristol) 54.62
3. G. F. Tatham (Lister Chevrolet) 57.64

Class 13. — Sports/Racing Cars Rear Engined or Four Wheel Drive 1600 c.c. and Over

1. J. M. McCartney (Felday 4) 51.13
 2. D. A. Harrison (Crosslé S 10) 51.17
- Only two entrants

Class 14. — Racing Cars up to 1150 c.c.

1. J. Johnstone (Brabham BT 15 Ford) 50.84
2. A. Staniforth (Terrapin Min) 51.45
3. R. W. Wainwright (Lotus 20 Ford) 55.46

Class 15. — Racing Cars 1151 to 1600 c.c.

1. J. T. Butterworth (Brabham BT 14) 49.55
2. F. W. Smith (Brabham BT 14) 49.75
3. B. R. Bailey (Lola T 62) 56.84

Class 16. — Racing Cars 1601 c.c. and Over

1. P. G. Lawson (BRM 4WD) 46.81
 2. D. Hepworth (Brabham Traco) 49.28
- Only two entrants

Top Ten Run Off

1. P. G. Lawson (BRM 4 WD) 45.57
2. F. W. Smith (Brabham BT 14) 48.74
3. D. Hepworth (Brabham Traco) 48.76
4. F. P. Kaye (Morris Cooper S) 48.82
5. J. T. Butterworth (Brabham BT 14) 49.15
6. T. B. B. Christie (Austin Cooper S) 49.85
7. J. M. Dungworth (TVR 200) 50.16
8. J. Johnstone (Brabham BT 15 Ford) 50.34
9. C. P. Pearson (Austin Cooper S) 58.04
10. J. W. Goodliffe (Austin Cooper S) Fail

Awards

- F.T.D. (£10) P. G. Lawson
 2nd F.T.D. (£8) F. W. Smith
 3rd F.T.D. (£6) D. Hepworth
 Fastest Touring Car (£6) Not Awarded
 Fastest Marque "Y" Car (£6) A. Mountain
 Fastest Special G.T. Car (£6) G. M. Dungworth
 Fastest Sports/Racing Car (£6) P. E. Voigt

First Class (£5)

- J. C. England, C. M. Grewer, N. Porter, G. B. Ellis, R. B. Stross, C. J. Tipping, P. J. Crossley, M. Starbuck, J. M. McCartney, J. Johnstone, J. T. Butterworth.

Second Class (£3.10.0)

- K. S. Helliwell, C. W. A. Venter, D. Bullen, J. W. Goodliffe, A. J. Harrold, D. S. Yeadon, J. F. Thomson, J. D. Bunney, R. T. Shardlow, C. A. Winder, D. L. Gray.

Third Class (£2)

- A. Forrest, J. A. Sugden, T. B. B. Christie, F. J. Whittaker, J. R. Crompton, J. R. Cussins.

- Ladies Prize Miss H. Walford

HAREWOOD SPRING MEETING—continued.

Solo Motor Cycles

- 1. E. Woods (Ducati) 56.35
- 2. R. Newby (B.S.A.) 56.48
- 3. J. Robinson (Tri/Drag) 58.44

Three Wheelers

- 1. R. Stansfield/????? (Special) 56.37
- 2. J. Worthington/J. Sanders (Scitsu) 57.63
- 3. M. Farrant/P. Dade (Vincent) 62.79

Top Ten Run Off — Cars

- 1. M. R. Brain (Cooper Chrysler) 44.34
- 2. P. G. Lawson (BRM 4WD) 44.74
- 3. D. Hepworth (Brabham BT 16 Traco) 45.27
- 4. R. T. Lane (Brabham BT 14/21 GM) 45.51
- 5. G. C. Rollason (Lotus 41 B) 45.84
- 6. M. J. Hawley (Brabham BT 23B Climax) 46.11
- 7. J. T. Butterworth (Brabham BT 14 Ford) 46.42
- 8. D. A. Harrison (Crosslè Buick) 46.74
- 9. F. W. Smith (Brabham BT 14 Ford) 46.99
- 10. D. R. Blankstone (Lotus 41 Ford) 47.80

Awards

- F.T.D. (£60) P. G. Lawson
- 2nd F.T.D. (£30) M. R. Brain
- 3rd F.T.D. (£20) D. Hepworth
- 4th F.T.D. (£15) R. T. Lane

- Best Touring Car (£15) F. P. Kaye
- Best Marque "Y" Car (£15) A. Mountain
- Best Special GT Car (£15) R. Speak
- Best Sports/Racing Car (£15) D. A. Harrison

- Ladies Award (£5) Miss G. Baillie-Hill

First Class Awards (£10)

J. C. England, C. W. A. Venter, G. J. Harrold, S. J. Simpson, R. D. Sutherland, G. E. Jenkinson, W. J. Netherwood, M. Starbuck, D. R. Blankstone, G. C. Rollason, K. N. Lee.

Second Class Awards (£5)

R. White, J. Heppenstall, J. W. Goodliffe, F. J. Whittaker, J. L. Parker, W. T. Wood, C. J. Tipping, J. R. Cussins, D. L. Gray, J. Johnstone, J. T. Butterworth.

Third Class Awards (£3)

A. Forrest, D. Stubbins, R. B. Stross, J. Hall.

- Best 350 c.c. Motor Cycle E. Woods

- Best 500 c.c. Motor Cycle B. Scammel

- Best Over 500 c.c. Motor Cycle R. Stansfield

- Best 3 Wheeler (Driver) J. Worthington

- Best 3 Wheeler (Passenger) J. Sanders

Special Vintage/Neo Vintage Car Award

A. E. Padgett (Bentley Mk. VI)

Harewood Record Plaques

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DATES

For Your Diary

YORKSHIRE CENTRE PROGRAMME

Date	Event	Status	Centre Annual Competitions
1968			
4 June	Club Night — Harewood Practice Evening.	Closed	K
16 June	Montague Burton Trophy Meeting, Harewood.	National British	KA
18 June	Club Night — Social — Birkenshaw	—	—
21 June	Summer Dance — Bardsey Hall.	—	—
23 June	E. A. Denny Production Car Trial.	Closed (Joint)	CK
2 July	Club Night — Autocross.	Closed	K
7 July	Race Meeting — Croft.	Restricted	NK
16 July	Club Night — Social — Birkenshaw	—	—
21 July	Novices Hill Climb, Harewood.	Closed	K
4 August	Joint Driving Tests.	Closed (Joint)	K
6 August	Club Night — Production Car Trial.	Closed	CK
20 August	Club Night — Social — Birkenshaw	—	—
25 August	Sprint.	Closed	K
1 September	Annual Cricket Match with de Lacy M.C. of Pontefract.	—	—
3 September	Club Night — Bird's Event.	Closed	CK
15 September	Championship Hill Climb — Harewood.	National British	K
17 September	Club Night — Social — Birkenshaw	—	—
22 September	Stone Trough Trial.	Restricted (Joint)	NCK
29 September	Autocross.	Closed (Joint)	KA
1 October	Club Night — Social — Sicklinghall	—	—
6 October	Scarborough Hill Climb.	National British (Joint)	K
15 October	Club Night — Social — Birkenshaw	—	—
27 October	Greenwood Cup Trial.	Closed (Joint)	CKA
5 November	Club Night — Social — Sicklinghall	—	—
19 November	Club Night — Social — Birkenshaw	—	—
3 December	Club Night — Social — Sicklinghall	—	—
12 December	Annual Dinner Dance.	—	—
17 December	Club Night — Social — Birkenshaw	—	—

CENTRE ANNUAL COMPETITIONS

Events marked "N" must be entered under B.A.R.C. to qualify for marking.
 Events marked "C" qualify for Chippy-Iola Vase competition.
 Events marked "K" qualify for Ken Lee trophy competition.
 All competitive events qualify for Pearce Trophy/Firth Bowl and Ronald Hudson Memorial Trophy competitions.
 Events marked "A" qualify for Arnold Burton Trophy competition.

Regulations for the above events — except the "Stone Trough Trophy Trial" — will be automatically distributed to Yorkshire Centre members as published.

* Indicates B.A.R.C. (Yorks.) Invited.

JUNE

- 1—Saturday * Race Meeting — Rufforth — B.R.S.C.C.
 2—Sunday * Sprint — Topcliffe — M.G. Car Club (N.E.)
 2—Sunday * Sprint — Woodvale — Lancashire A.C. — Regs from N. R. Stott, 1 Avenue Parade, Accrington.
 2—Sunday * Hill Climb — Firle — Restricted — B.A.R.C. (S.E. Centre).
 3—Monday * Race Meeting — Croft — B.R.S.C.C.
 3—Monday Race Meeting — Crystal Palace (Int.)
 3—Monday Race Meeting — Thrupton — Restricted — B.A.R.C. — Regs from B.A.R.C. London.
 3—Monday Race Meeting — Oulton Park — National Open.
 8—Saturday Race Meeting — Silverstone — National Open.
 9—Sunday * Speed Hill Climb — Airedale & Pennine M.C.
 9—Sunday Hill Climb — Shelsley Walsh — National — R.A.C. Championship event — Midland A.C.
 9—Sunday * Race Meeting — Mallory Park — Closed — B.A.R.C. — Regs from B.A.R.C. London.
 9—Sunday * Race Meeting — Brands Hatch — Closed — B.A.R.C. — Regs from B.A.R.C. London.
 9—Sunday Belgian Grand Prix (Int.)
 9—Sunday * Hill Climb — Brunton — Closed — B.A.R.C. (S.W. Centre).
 9/14—Sun./Fri. Scottish Rally (Int.)
 15—Saturday Mullard Trophy Rally — 2300 Club — Restricted — Motoring News Rally Championship
 Qualifying event — Regs from H. Edwards, 24 Glendale Drive, Mellor, Blackburn, Lancs.
 (Mellor 705).
 15/16—Sat./Sun. Le Mans 24 Hours Race (Int.)
 16—Sunday * Race Meeting — Snetterton — Restricted — B.A.R.C. — Regs from B.A.R.C. London.
 22—Saturday AGBO Rally — Owen Org. M.C. — Restricted — Motoring News Rally Championship Qualifying
 event — Regs from Mrs. J. Squire, 57 Pooles Lane, Short Heath, Willenhall, Staffs.
 (Bloxwich 77302).
 23—Sunday Hill Climb — Tholt-y-Wil — National — R.A.C. Championship event — Lancs. A.C.
 23—Sunday Race Meeting — Croft — 4 Hour Relay Race — Darlington & District M.C.
 23—Sunday * Race Meeting — Silverstone — Closed — B.A.R.C. — Regs from B.A.R.C. London.
 23—Sunday Race Meeting — Mallory Park (Int.)
 23—Sunday Dutch Grand Prix (Int.)
 23—Sunday * Hill Climb — Pontypool Park — Closed — B.A.R.C. (South Wales).
 25/29—Tues./Sat. London Rally (Int.)
 27/30—Thurs./Sun. Geneva Rally (Int.)
 29/30—Sat./Sun. Rheims 12 Hours Race (Int.)
 29/30—Sat./Sun. Race Meeting — Watkins Glen, U.S.A. (Int.)
 29—Saturday Hill Climb — Rest and be Thankful — National — R.A.C. Championship event — R.S.A.C.
 29—Saturday * Race Meeting — Rufforth — B.R.S.C.C.
 30—Sunday * Hill Climb — Firle — B.A.R.C. — (S.E. Centre) / M.G.C.C.
 30—Sunday * Hill Climb — Baitings Dam — Huddersfield M.C. — Regs from R. F. Chesterman, 28 Beaumont
 Street, Netherton, Huddersfield.

JULY

- 2/5—Tues./Fri. Gulf London International Rally — London M.C.
 5/7—Fri./Mon. Czechoslovakian Rally (Int.)
 7—Sunday * Race Meeting — Thrupton — Restricted — B.A.R.C. — Regs from B.A.R.C. London.
 7—Sunday * Race Meeting — Croft — B.A.R.C.
 7—Sunday French Grand Prix (Int.)
 7—Sunday * Race Meeting — Cadwell Park — B.R.S.C.C.
 13—Saturday Welsh Marches Rally — Herefordshire M.C. — Restricted — Motoring News Rally Championship
 Qualifying event — Regs from Mrs. N. Skeffington, 121 Hampton Dene Road, Hereford.
 (Hereford 66298).
 13—Saturday * Race Meeting — Castle Combe — Restricted — B.A.R.C. — Regs from B.A.R.C. London.
 14—Sunday * Hill Climb — Baitings Dam — Restricted — Lancashire & Cheshire C.C. — Regs from T. K.
 Dooley, 285 Brooklands Road, Manchester 23.
 17/20—Wed./Sat. Danube Rally (Int.)
 20—Saturday British Grand Prix (Int.)
 25—Thursday Hill Climb — Bouley Bay — National — R.A.C. Championship event — Jersey M.C. & L.C.C.
 27—Saturday Harold Sharp Rally — Maidstone & Mid-Kent M.C. — Restricted — Motoring News Rally
 Championship Qualifying event — Regs from R. A. Aberry, 85 Dargets Road, Walderslade,
 Chatham, Kent. (Medway 61142).
 27—Saturday Race Meeting — Silverstone (Int.)
 28—Sunday * Hill Climb — Gurston Down — Restricted — B.A.R.C. (S.W. Centre).
 28—Sunday * Race Meeting — Croft — B.R.S.C.C.

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