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AUGUST **68**

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## THE MAGAZINE OF THE BRITISH AUTOMOBILE RACING CLUB (YORKSHIRE CENTRE)

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### EDITOR

J. A. STROUD *The Knoll, 495 Bradford Road,  
Bailiffe Bridge, Brighouse  
Tel. Brighouse 2026 (Home)  
Halifax 63251 (Office)*

### ADVERTISEMENT MANAGER

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

### LEGAL ADVISER

J. D. SCOTT *19, Piccadilly, Bradford, 1  
Tel 31404*

### PHOTOGRAPHERS

S. J. BINNS *19, The Oval, Heald Green, Cheshire*  
P. H. LOVEL *20, Fourth Avenue, Bridlington, Yorkshire,  
Tel. Bridlington 6258*

### COVER PICTURE

CROFT — 7th JULY — G. B. Birrell (Ford Peral  
Escort Twin Cam) winning the over 1000 c.c. Saloon  
Car Race and establishing a new class record into  
bargain.

(Photo : )

# **SEPTEMBER EVENTS**

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**ANNUAL CRICKET MATCH**

**SUNDAY 1st SEPT.**

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**EVENING "BIRDS EVENT"**

**TUESDAY 3rd SEPT.**

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**BARC-BQ DANCE — STOCKTON FARM**

**SATURDAY 14th SEPT.**

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**CHAMPIONSHIP MEETING — HAREWOOD**

**SUNDAY 15th SEPT.**

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**CLUB NIGHT — BIRKENSHAW**

**TUESDAY 17th SEPT.**

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**STONE TROUGH TRIAL**

**SUNDAY 22nd SEPT.**

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**AUTOCROSS**

**SUNDAY 29th SEPT.**

# Ramblings



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

### The 1968 British Hill Climb Champion

As we close for press comes the splendid news that Peter Lawson, with another fine achievement at Shelsley, has made certain of the 1968 British Hill Climb Championship.

Centre members who have watched Peter's meteoric rise to become champion in little more than two years will derive a great deal of satisfaction from his early attainment of the crown they knew was certain and offer him the congratulations he so fully deserves not only for his achievements but for the modesty with which he wears his successes.



Photo: John Newton

### Grand Lottery

The third draw was held at The Scotts Arms, Sicklinghall following the Greenwood Cup Practice Trial on Tuesday 6th August, the lucky ticketholders drawn by Mrs. Rita Wilkinson being:

£45	—	B. Kitching
£10	—	B. Beilby
£5 each		L. Hunt, C. Roberts, J. Allerton.

Additional subscribers enabled the prize money to be increased by £10 to £70 per month since the July draw. It is hoped at least a similar increase will have taken place by the time the fourth monthly draw is held at the BARC-BQ Dance at Stockton Farm on Saturday evening, 14th September.

All you have to do to join in the fun — and share the winnings — is to complete an entry form — available with the utmost speed from Mike Wilson, Centre Office or any Committee member — and return it saying how much you wish to pay. You have the choice of making a lump sum payment of £9, completing a Bankers Order authorising the payment of nine monthly sums of £1 or paying £1 per month by cash. All totally painless and the result of your action will be to give you a stake in the monthly draws from the time the completed form is returned and your having paid each month for the re-surfacing of about two square yards of Harewood — all proceeds being devoted solely to this end and nothing being diverted to general Centre funds.

Another 60 subscribers would bring the monthly prize money up to £100 so come on all those whose actions haven't yet matched their good intentions. Let's be hearing from you!

### B.A.R.C. Race Meetings in September

The club's race meetings during next month cover National (British) events at Crystal Palace on 14th and Thruxton on 29th but there are only two Members meetings, a Restricted permit event at Snetterton on Monday, 2nd and the North-Western Centre organised event at Oulton Park on 28th.

Continued on page 7



## TUNING

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## RAMBLINGS—continued

### B.A.R.C. Hill Climb Championship

The leading positions in the Championship after the Gurston Down meeting on 28th July are :

1. J. W. Goodliffe (Cooper S) .....	34.91
2. P. E. Voigt (DRW Imp) .....	34.26
3. T. B. D. Christie (Cooper S) .....	28.33
4. B. Woodifield (MG Midget) .....	21.58
5. C. F. Cramer (Cooper S) .....	21.57
6. C. Rogers (Cooper S) .....	20.62
7. J. Francis (Cooper S) .....	17.65
8. J. C. England (Cooper S) .....	17.51
9. F. M. Dent (Cooper S) .....	16.92
10. J. M. McCartney (Felday 4 BRM) .....	16.81
11. J. Pascoe (Cooper S) .....	16.30
13. P. V. Richardson (Ginetta G12) .....	16.01
14. R. Jennings (Jaguar E Type) .....	15.08
15. F. P. Kaye (Cooper) .....	13.96

According to the original rules only two more qualifying rounds remain to be run, our own hill climbs at Harewood on 15th September and Scarborough on 6th October but the unexpected cessation of meetings at Firlie may necessitate some alterations to this. Entrants in the Championship have been asked for their views and dependent upon these so the present arrangements will remain or be modified.

### Membership

The following new members have joined since the last Circular was issued. We extend a warm welcome to them and look forward to seeing them at Centre events in the near future.

Sometimes these details contain names of well-known Centre members and their inclusion herein is due to their probably having allowed their club and/or Centre membership temporarily to lapse or a change in membership status.

J. M. Addy, Swinton.  
 W. Beattie, Middleton.  
 R. C. Barker, Esholt.  
 G. B. Birrell, Milngavie.  
 A. Chambers, Bingley.  
 E. Chamberlain, Salford.  
 R. A. Cook, Harrogate.  
 A. J. Evans, Dronfield.  
 H. E. Fairbotham, Hull.  
 E. Gledhill, Birmingham.  
 D. M. Green, Leeds.  
 J. Milnes, Dewsbury.  
 J. Morris, Gosforth.  
 I. R. Ogley, Elland.  
 D. Parks, Leeds.  
 M. Paxton, Kearby.  
 G. R. Pollard, Thirsk.  
 E. Sanders, Leeds.  
 R. Stansfield, Ryton.  
 T. R. Turnbull, Burnley.  
 P. M. Turner, Newton Aycliffe.

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 Mr. & Mrs. R. D. Murphy,  
 Burley-in-Wharfedale.

### Junior Member

J. R. Blacker, York.  
 M. Noble, Horbury.  
 M. D. Pearce, Bradley.  
 Centre membership now totals 1,224.

Continued on page 28

## E. A. DENNY PRODUCTION CAR EVENT 23rd JUNE

Despite the success of the 1967 E. A. Denny in its revised guise this years offering — masterminded for the Yorkshire Sports Car Club by Roland Wilson and Henry Holliday — attracted no more than thirty-five starters. A poor response to what has for years past always been a very pleasant day out in the country and an excellent motoring event.

Proceedings got under way from the Kings Head Hotel, Masham and the first sections were at Notwith Common and School House Field. After lunch there followed a series of five driving tests at the Skipton-on-Swale airfield with a further gaggle of observed sections — making a total for the day of about fifteen. Thus to an early finish around 4-30 p.m. after some thirty miles of motoring.

Those who participated seemed to have enjoyed themselves thoroughly and it is to be hoped more entries will be forthcoming in 1969. This years Denny was a first-class event in every way and being non-damaging and not too severe was an excellent introduction for those new to this side of the sport.

### Results

	Marks Lost
1. J. M. Busfield (Sunbeam Imp) .....	13.6
2. G. F. Chippindale (Ford Cortina GT) .....	14.8
3. E. P. Millman (FIAT 124 Estate) .....	38.2
4. D. G. Griffith (MG Midget) .....	39.2
5. D. N. Townsend (Austin Mini) .....	43.6
6. D. Kemp (VW) .....	43.8
7. R. A. Fall (Rover 2000) .....	48.2
8. D. K. Haigh (Morris Cooper) .....	49.4
9. D. Barrett (Austin 1100) .....	49.8
10. A. J. Clacher (Hillman Imp) .....	50.2
11. C. H. B. Wadsworth (Morgan 4/4) .....	51.4
12. A. J. Burton (Lotus Elan) .....	51.6
13. C. A. E. Ashworth (MG Midget) .....	54.0
14. P. A. Snowden (Renault 4L) .....	56.4
15. M. L. Snowden (FIAT 500) .....	56.6
16. A. E. Liddle (Renault R8) .....	59.0
17. M. Craven (Austin Cooper) .....	59.4
18. P. M. Rogerson (MG 1100) .....	67.8
19. E. B. Wadsworth (Denzel) .....	70.0
20. M. S. Oddie (BMW 328) .....	72.0
21. J. Prosser (MG Midget) .....	72.6
22. D. R. Ibrahim (Morris Cooper) .....	78.6
23. A. K. Vickers (Triumph TR4A) .....	79.4
24. I. K. Hardy (Ford Cortina GT) .....	81.4

Continued on page 23

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# COMPETITION HATTER

● The Centre's surge to prominence in the local Speed Event field, and now on a National basis, is well established: making a summary of award winners in the name of the Centre very difficult to maintain. However, it is pleasing to note the rise of Centre members, regrettably not now seen as frequently on our own events, in other branches of the sport.

● But before mention is made of some of these, as everyone must now surely know, Peter Lawson has clinched the R.A.C. Hill Climb Championship by his victory at Shelsey Walsh on August 18th, and this column joins all the other well wishers in offering sincerest congratulations to Peter on this magnificent achievement.

● The same week-end saw the debut of Tony Lanfranchi in a Major Formula 1 race, the Gold Cup at Oulton Park. Tony will be remembered for his performances in Centre events in an unlikely succession of "bread vans" and a more acceptable selection of speed event cars, notably the Le Mans Frazer Nash and the Austin Healey 100s; he may also be remembered by others for his performances after the meeting! After his disappointing week-end at the Croft International meeting the previous week-end, it is pleasing to report that Tony got the B.R.M. round into 5th place after a steady, rather than spectacular drive.

● Also making a name for himself on the National scene this year is erstwhile Scarborough Cup winner Bob Bean, who, at the time of writing this article is leading the Motoring News Rally Championship. As many of you will know, this championship is probably regarded more highly than any other National Rally championship, so we wish Bob well in his autumnal efforts to carry off the loot. Also figuring prominently in the Championship are Jack Tordoff and John Heppenstall, both centre members who have recently acquired Escort Twin Cams in their attempts to boost their points.

● Points from the recent meeting of the Association of Northern Car Clubs include:

Taking up much of the meeting were the reports of various delegates on the increasing difficulties in running Rallies which do not offend either local residents or other road users. The opinion was expressed that unless there is a dramatic improvement in the rallying image in the near future, another five years at most would see the end to all rallying on the Public Highway. This was not to imply criticism of organisers, but the inescapable fact is that the general public just does not like being disturbed by even an impeccably run event.

Although the Countryside Bill, restricting vehicular access to certain parts of the countryside and giving local authorities the right to close certain minor roads has gone through Parliament, it was reported that the authorities would have to consult the R.A.C. and A.C.U. before making any closure.

It was reported that the Yorkshire and Humberside Regional Recreational Council were very helpful in providing assistance and even finance for the purpose of furthering amateur sport in the area. Although no approach had been made from any motor sport sources, it was reported that stretches of water had been made available to sailing clubs after representation from the Board and that Board's in other areas had achieved the same object on behalf of Motor Sport. The A.N.C.C. would keep a close watch on possible developments in Yorkshire.

● Making a brief mention of events to which the centre has been invited, we start with a reminder for the week-end of 7th/8th September when the South Yorkshire Car Enthusiasts Club are holding their Restricted Championship Sprint at Sandtoft near Hatfield, Doncaster. Although entries officially closed on 27th August, M. G. Dixon is dealing with entries and a telephone call to Scunthorpe 2491 will advise of the possibilities of a late entry.

● On Sunday 15th September, of course, we have the Championship Hill Climb round at Harewood, but if you find you cannot drag yourself away from the racing scene, the British Racing and Sports Car Club (Northern Centre) have a meeting at Cadwell Park, Lincolnshire. Those of you who marshalled at the B.A.R.C. Headquarters meeting earlier in the season will need no reminding of the friendly atmosphere of this pretty country circuit.

● These B.R.S.C.C. meetings have developed a popular and familiar pattern over the past few years and it is a tribute to the staying power of the B.R.S.C.C. Northern Centre that the following Sunday, 22nd September they are running a similar race meeting at Croft.

● On the same day, the M.G. Car Club's North Eastern Centre has a Sprint meeting at Topcliffe. These Sprints began in a quiet way a few years back, but have now blossomed forth into important local events. The course is an interesting and lengthy one, being well over the mile long and the Centre Members who have been swelling the entry lists at recent meetings extol the virtues of the venue and organisation.

● Finally in September comes the S. Rodney Whiteley Trophy Trial to be run by the Airedale and Pennine Motor Club on Sunday 29th September. This is the event which was to have been held in June, but which was postponed to this new date. The Trial is for production cars and the usual four classes are used. A qualifying event in the B.T. & R.D.A. Production car trials championship, the Whiteley also includes the popular Team Trophy section for Club teams of three cars. The trial starts in the Thornton area of Bradford, where all the action takes place.

● Regulations for all the above events can be obtained from the Centre Office.

J.D.L.

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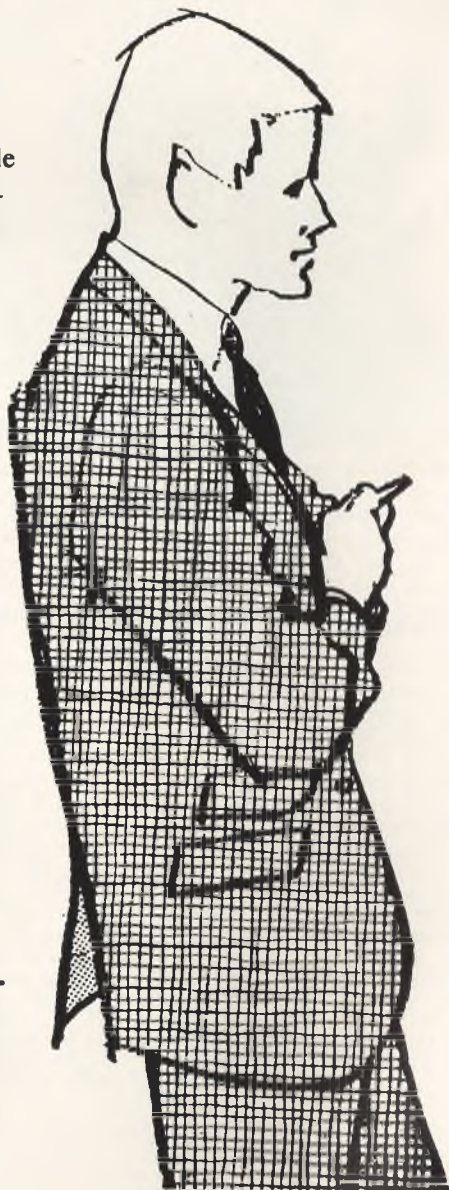
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# MONTAGUE BURTON TROPHY

15th JUNE

Poor though the 1968 summer may have been it was flaming June and no messing for the Montague Burton Trophy meeting at Harewood on 15th June — to the advantage of the funds of the British Red Cross Society, the beneficiary on this occasion. Despite the absence of really competitive opposition Peter Lawson notched up a new hill record on his final run in the Top Ten Run Off at the end of the day and nine of the seventeen class records fell during the afternoon auguring well for the prospects on the newly-resurfaced hill at the September Championship meeting.

Chris England (970 c.c. Cooper S) had an easy win in the 1300 c.c. touring car class whilst in the over 1300 c.c. section Richard White and Chris Venter continued their season-long struggle, the latter leading at the end of the first climbs but White turning the tables on the second — both getting inside the former record in the process. Ken Lee, who recently declared he was getting too old for the game seems, on the contrary, to get faster and faster as his record-breaking climb of 50.42 secs. in class three — .26 secs. inside his former record — indicates. However, he didn't have it all his own way as Nick Porter and Tony Fall — sharing John Busfield's ex-Makkinen Cooper S — were only .25 and .41 secs. behind respectively. In the formule libre class Fred Kaye laid on two of his electrifying ascents clocking 47.26 and 47.28 secs., compared with his previous record of 48.19 secs., following these with 47.45 and 47.34 secs. in the Top Ten Run Off. You can scarcely be more consistently quick than that! In the excitement Tom Christie's excellent 48.42 and 48.14 secs. and Chris Parson's 49.19 and 49.25 secs. for second and third places went almost unnoticed.

In the class for the smallest-engined Marque "Y" sports cars Garry Ellis and Fred Whittaker — both Midget mounted — got the better of Mervyn Bartram's Spitfire, the first-named just getting home by .02 secs. whilst in the 2200 c.c. sector Simpson (TVR) and Jim Parker (Porsche 911 L) both got inside Garry Ellis' MG B-established record. In the E Type class — only a lone "intruding" Austin Healey 3000 here! — Alan Mountain was the first to break 50 secs. with 49.77 secs. which Jim Thomson reduced to 49.44 secs. Bill Wood splitting the pair with 49.66 secs. — and thus another record went by the board.

The small Special GT class went to Chris Tipping (Lotus Tipco 7 Ford) by .75 secs. from Richard Sutherland's Austin Healey Sprite all first five placemen being inside the former record, whilst in the section for the bigger-engined of the ilk John Cussins (Ford GT 40) recorded a 2.30 secs. advantage over Malcolm Dungworth (TVR) lowering the former class record by 1.56 secs.

Strangely, none of the existing records were broken in the four sports/racing car classes although John Netherwood came closest in Frank Greenwood's Lotus 23B Ford in the 1600 c.c. section when he beat Gray's Mallock U2 Ford by .54 secs. In the up to 1300 c.c. class Jenkinson (Lotus 7 Ford) had a fairly comfortable victory whilst Maurice Starbuck (Chrysler Special) had

his work cut out to hold off Roy Walton's challenge in the venerable Walton-Bristol. John McCartney had a lonely day in the rear engine or four wheel drive class being the sole entrant following David Harrison's defection.

In Class 14 — for the smallest monopostos — Jimmy Johnstone maintained the excellent form he'd been showing by putting in a scorching 46.17 secs., well inside John Thornton's existing record with the Mamba. Alan Staniforth, after failing on his first run, was second 1.81 secs. in arrears. In the four-car 1600 c.c. class Fred Smith (Brabham BT Ford) had a 2.32 secs. margin over Tony Griffiths (Brabham BT 21A Ford) with Spencer Elton, strangely unfamiliar in a Lotus 22/31 Ford, in third place. Peter Lawson may have been the lone entry in the over 1600 class but the lack of immediate opposition seemed of no concern and he put in excellent climbs of 43.70 and 43.11 secs., well within striking distance of Tony Marsh's existing hill record of 42.94 secs.

There being only six entries in the vintage and historic racing car classes these were necessarily merged V. A. Smith's lovely open Bentley taking first place on time and Ross' Kieft-JAP winning the class award on handicap having received a 1.10 secs. advantage.

In the Top Ten Run-Off, from which Tom Christie and Chris Tipping excused themselves, the main items of note were Jimmy Johnstone's improvement to 45.40 secs. which bettered his own record and gave him fourth fastest time of the day and Peter Lawson's magnificent 42.85 secs. on the very last run of the day to establish a new hill record.

Given a fine, dry day on 15th September it seems probable most of the existing class records will fall and a sub-40 second outright hill record is very much on the cards.

## Results

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

1. J. C. England (Cooper S) .....	50.66
2. J. M. Radcliffe (Hillman Imp) .....	53.78
3. K. S. Helliwell (Cooper) .....	54.68

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

1. R. White (Ford Cortina GT) .....	53.32
2. C. W. A. Venter (Ford Cortina GT) .....	53.62
3. G. F. Chippindale (Ford Cortina GT) .....	55.14

### Class 3. — Touring Cars Special Series

1. K. N. Lee (Cooper S) .....	50.42
2. N. Porter (Cooper S) .....	50.67
3. R. A. Fall (Cooper S) .....	50.83

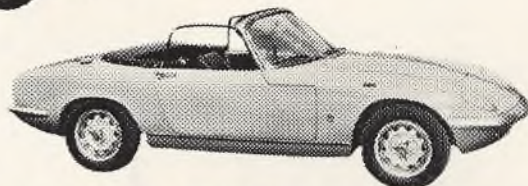
### Class 4. — Touring Cars Formula Libre

1. F. P. Kaye (Cooper S) .....	47.26
2. T. B. D. Christie (Cooper S) .....	48.14
3. C. B. Pearson (Cooper S) .....	49.19

Continued on page 13

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## MONTAGUE BURTON TROPHY—continued.

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

1. G. B. Ellis (MG Midget) .....	52.70
2. F. J. Whittaker (MG Midget) .....	52.72
3. M. Bartram (Triumph Spitfire) .....	53.49

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

1. S. J. Simpson (TVR 1800 S) .....	52.78
2. J. L. Parker (Porsche 911 L) .....	52.93
3. J. E. Ashcroft (MG B) .....	53.39

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

1. J. F. Thomson (Jaguar E Type) .....	49.44
2. W. T. Wood (Jaguar E Type) .....	49.66
3. A. Mountain (Jaguar E Type) .....	49.77

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

1. C. J. Tipping (Lotus Tipco 7 GT) .....	48.14
2. R. D. Sutherland (Austin Healey Sprite) .....	48.89
3. J. D. Bunney (Marcos Mini GT) .....	49.58

### Class 9. — Special G.T. Cars 1301 c.c. and over.

1. J. R. Cussins (Ford GT 40) .....	47.16
2. G. M. Dungworth (TVR) .....	49.46
3. L. S. Stross (Lotus Elan) .....	50.17

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

1. G. E. Jenkinson (Lotus 7 Climax) .....	49.24
2. C. A. Winder (Elva Mk. VI Climax) .....	50.23
3. R. G. Moorhouse (Lotus 7 BMC) .....	52.15

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

1. W. J. Netherwood (Lotus 23B Ford) .....	48.40
2. D. L. Gray (Mallock U2 Ford) .....	48.94
3. R. J. Prest (Lotus 7 Ford) .....	49.42

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

1. M. Starbuck (Chrysler Special) .....	50.25
2. J. R. Walton (Walton Bristol Mk. IV) .....	50.36
3. G. Tatham (Lister Chevrolet) .....	52.33

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

1. J. M. McCartney (Felday 4 BRM) .....	48.63
No other runners in class.	

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

1. J. Johnstone (Brabham BT 15 Ford) .....	46.17
2. A. Staniforth (Terrapin Min. Mk. I) .....	47.98
3. R. Wainwright (Lotus 20 Ford) .....	49.84

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

1. F. W. Smith (Brabham BT 14 Ford) .....	45.84
2. A. B. Griffiths (Brabham BT 21A Ford) .....	47.16
3. N. S. Elton (Lotus 22/31 Ford) .....	49.12

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

1. P. G. Lawson (BRM T67 4WD) .....	43.11
No other runners in class.	

### Class 17. — Vintage and Historic Racing Cars

1. V. A. Smith (Bentley Mk. VI) .....	56.10
2. S. T. G. Ross (Kieft JAP) .....	56.43
3. M. S. Oddie (Frazer Nash BMW 328) .....	57.38

### Top Ten Run-Off

1. P. G. Lawson (BRM T67 4WD) .....	42.85
2. F. W. Smith (Brabham BT14 Ford) .....	45.12
3. A. B. Griffiths (Brabham BT 21A Ford) .....	45.22
4. J. Johnstone (Brabham BT15 Ford) .....	45.40
5. F. P. Kaye (Cooper S) .....	47.34
*6. J. R. Cussins (Ford GT 40) .....	47.48
7. A. Staniforth (Terrapin Min Mk. I BMC) .....	47.48
8. J. M. McCartney (Felday 4 BRM) .....	48.28
9. W. J. Netherwood (Lotus 23B Ford) .....	48.66
10. R. D. Sutherland (Austin Healey Sprite) .....	48.93

\* Placed ahead of A Staniforth due to faster second run.

C. J. Tipping and T. B. D. Christie scratched from Top Ten Run-Off.

### Awards

Montague Burton Trophy and £60 .....	P. G. Lawson
2nd F.T.D. (£30) .....	F. W. Smith
3rd F.T.D. (£20) .....	A. B. Griffiths
4th F.T.D. (£15) .....	J. Johnstone
Fastest Marque "Y" Car .....	J. F. Thomson
Fastest Special GT Car .....	J. R. Cussins
Fastest Sports/Racing Car .....	W. J. Netherwood
Fastest Touring Car .....	F. P. Kaye

### First Class Awards (£10)

J. C. England, R. White, K. N. Lee, G. P. Ellis, S. J. Simpson, C. J. Tipping, G. J. Jenkinson, M. Starbuck, J. M. McCartney, J. Johnstone, F. W. Smith, P. G. Lawson, V. A. Smith (Scratch), S. T. G. Ross, (Handicap).

### Second Class Awards (£5)

J. M. Radcliffe, C. W. A. Venter, N. Porter, T. B. D. Christie, F. J. Whittaker, J. L. Porter, W. T. Wood, R. D. Sutherland, G. M. Dungworth, C. A. Winder, D. K. Gray.

### Third Class Award (£3)

G. F. Chippindale.

### Harewood Record Plaques

R. White, K. N. Lee, F. P. Kaye, S. J. Simpson, J. F. Thomson, C. J. Tipping, J. Johnstone, J. R. Cussins, P. G. Lawson.

### Ladies Award

Miss G. Baillie-Hill.

### Concours d'Elegance Awards

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P. Black (1922 Rolls Royce Silver Ghost)

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### HARRY MASON

Harry Mason this month's subject is well known to members of the Centre as being our Secretary but he has also had a long competition record back to when the Centre restarted competitions after the last war.

Harry first drove a Morris Eight Sports on passing his test at the second attempt in 1946 and joined the BARC very shortly after. The Morris was entered for some of the fairly social type of events being held at the time. A more exciting car replaced the Morris — a supercharged MG PA which was "a super looking car which was not too fast but quite quick enough for me in those days". This car was also entered for minor events, treasure hunts and that sort of thing which were more popular than driving tests and rougher events due to all cars at this time being ten years old at least, no new cars having been produced. Naturally owners did not want to bust their precious cars needlessly.

Harry continued his allegiance to the marque M.G. by replacing the PA with a TA which lasted until the new TC was announced in 1949. Tougher competitions started again with the arrival of the new cars and Harry began to feature in the results more and more frequently. He teamed up most successfully with Mike Wilson and Dick Haley in similar cars. All local events and some quite big rallies were entered such as the Bolton le Moors and the Morecambe Rallies. When the TD came out all team members changed their cars to the new model and continued their winning ways. Other members using these cars were Vernon Lewis and Dennis Butterwick and they provided much friendly rivalry though the man to beat was Ken Lee who did as well then as he continues to these days. By the way there is no truth in the rumour that Ken Lee would have won his class in the 1903 Paris-Madrid but for a protest by Chippy Stross that his tyre valve caps were not homologated!!

Everything was tried in the TD from the Greenwood Cup Trial to sprints and races at Croft all with much enjoyment and no little reward. Between the TC going and the TD being delivered Harry ran an ex Phil Scragg H.R.G. which was "a lovely car — wish I had it today" in driving tests and rallies. His MG team mates let him run in the team with an alien until the TD arrived. The TD went out spectacularly in the Bolton le Moors Rally, being written off. This occurred very shortly before Harry married his wife Barbara so he needed a replacement immediately which turned out to be a Triumph Roadster. The "Toadster" as they became known was not endowed with much in the way of roadholding and Barbara very soon realised that her husband was heading for a very large accident as he drove the Toadster in the manner of his M.G. Sense prevailed and in the time it takes to say "wet plugs" a Jowett Javelin was in the garage. This was a "very fine car" and apart from drowning the ignition when it rained hard was enjoyed and was



entered in the Yorkshire Rally. A succession of saloons followed including two MG Y Types and three Z types. All were very pleasant cars and were used for competitions. When the old ZB MG was taken out of production many enthusiasts were undecided as to how to replace them so great was their regard for these cars. Harry replaced his with a Cortina GT which was a wise choice as the GT has turned out to be the finest all rounder for the family man who wants to compete in almost any branch of sport. Harry used his in standard form for hillclimbing at Harewood, Castle Howard and Scarborough which he enjoyed very much. His present car is a Triumph GT 6 which despite his friend's (?) jibes he finds a pleasant road car.

As well as all his competing Harry does a tremendous amount of work in an official capacity for the Centre in a quiet efficient manner. He has been a Committee member since 1948 and the Secretary since 1956, the dates speaking well for his competence. Harry is a quiet modest man and in compiling this article I have had to go behind his back to his friends for much of the information as Harry was not too forthcoming!

Harry would go so far as to say he was keen on flying having a Pilots Licence and enjoys sailing. The voyages with his friends Peter Scott and Mike Kellett with Eric Bryden would fill a book if any publisher could afford the resulting litigation! In private life Harry is in business as an Insurance Broker in Leeds.

Harry has made the BARC his main interest and all would agree he has made great contribution to the running of the Yorkshire Centre.

C.A.W.

The Centre race meeting at Croft on 7th July followed the normal pattern and although entries were on the small side ideal conditions of general overcast, dry track and absence of wind prevailed. In the saloon car classes Graham Birrell's very quick Ford Perdal Escort Twin-Cam established a new outright saloon car lap record at 1m 18.6s whilst Keith Holland's Imp knocked 3.6 secs. off the previous best in the 850 c.c. class with 1m 26.0s. The Lotus 51 of Eric Clark clipped a second off the Formula Ford best ever with 1m 21.4s. Of the seven races in the programme five — four scratch and one handicap — were over ten laps whilst two, both qualifiers for the OSRAM-G.E.C. B.A.R.C. Saloon Car Championship were 15 lappers.

### Event 1. — 10 Lap Scratch Race for Clubmans Sports Cars.

Of the eight runners only one, Mike Reinhard (Spartak Ford), fell in the under 1000 c.c. class. Bob Prest (Lotus 7) led from start to finish although Moulds and Whittingham similarly mounted to the leader, were close behind until the latter broke a half-shaft on the fourth tour. Moulds kept up the pressure on Prest however but the latter got home by .8 secs.

#### Overall

- |                                      |         |
|--------------------------------------|---------|
| 1. R. J. Prest (Lotus 7 Ford) .....  | 13.47.2 |
| 2. J. M. Moulds (Lotus 7 Ford) ..... | 13.48.0 |
| 3. D. Aukland (Lotus 7 Ford) .....   | 15.14.2 |
- Winners Speed 76.14 m.p.h.

#### Class "A" — Up to 1000 c.c.

- |                                     |         |
|-------------------------------------|---------|
| 1. M. Reinhard (Spartak Ford) ..... | 15.15.2 |
|-------------------------------------|---------|
- Winners Speed 67.84 m.p.h.  
Only entrant in class.

#### Class "B" — 1001 to 1500 c.c.

As for Overall placings above.

### EVENT 2. — 15 Lap Scratch Race for Special Saloon Cars up to 1000 c.c.

Of the eleven starters — three in the up to 850 c.c. category — John Chappell (Cooper) led throughout finishing well ahead of Peter Willcox in the Janspeed Cooper. Willcox, Clacher (Imp) and Holland (Imp) hotly contested the places immediately behind the leader drawing well clear of the remainder of the field. On the sixth lap Clacher went into the pits with overheating due to a troublesome fan belt and although he rejoined later he eventually retired. Holland succeeded in holding Willcox at bay for most of the remainder of the race but the latter spurted right at the end and passed into second place coming up to the chicane finishing .2 secs. ahead of Holland.

#### Overall

- |                                  |         |
|----------------------------------|---------|
| 1. J. P. Chappell (Mini) .....   | 21.44.8 |
| 2. P. J. Willcox (Cooper) .....  | 21.55.4 |
| 3. K. Holland (Fraser Imp) ..... | 21.55.6 |
- Winners Speed 72.42 m.p.h.

#### Class "A" — Up to 850 c.c.

- |                                  |         |
|----------------------------------|---------|
| 1. K. Holland (Fraser Imp) ..... | 21.55.6 |
| 2. G. Ayres (Mini) .....         | 22.25.2 |
| 3. S. G. Marshall (Mini) .....   | 22.44.2 |
- Winners Speed 71.83 m.p.h.

#### Class "B" — 851 to 1000 c.c.

- |                                 |          |
|---------------------------------|----------|
| 1. J. P. Chappell (Mini) .....  | 21.33.8  |
| 2. P. J. Willcox (Cooper) ..... | 21.55.4  |
| 3. J. Sine (Cooper) .....       | *22.14.0 |
- \* 14 laps only

Winners Speed 72.42 m.p.h.

### EVENT 3. — 10 Lap Scratch Race for Formula Ford Cars

Only nine cars came to the line for this event but what was lacking in quantity was amply compensated for in quality. Bernard Hunter (Lotus 51) snatched an early lead holding it, albeit tenuously, from Eric Clark (Lotus 51) until the eighth lap when the latter passed him to run on to victory by 5 secs. Slightly behind and disputing third place were Keith Wilson (Russell Alexis), Mike Peel (Merlyn XI) and John Schonberg (Lotus 51) — although Peel having been penalised one minute for jumping the start was not, in fact, in the hunt — something he resolved beyond all dispute by spinning later. Schonberg and Wilson continued to fight it out after Peel's disappearance and although the former got in front on the penultimate lap the position had again been reversed by the time they reached the chequered flag. During the race Clark established a new class lap record of 1m 21.4s — 77.40 m.p.h.

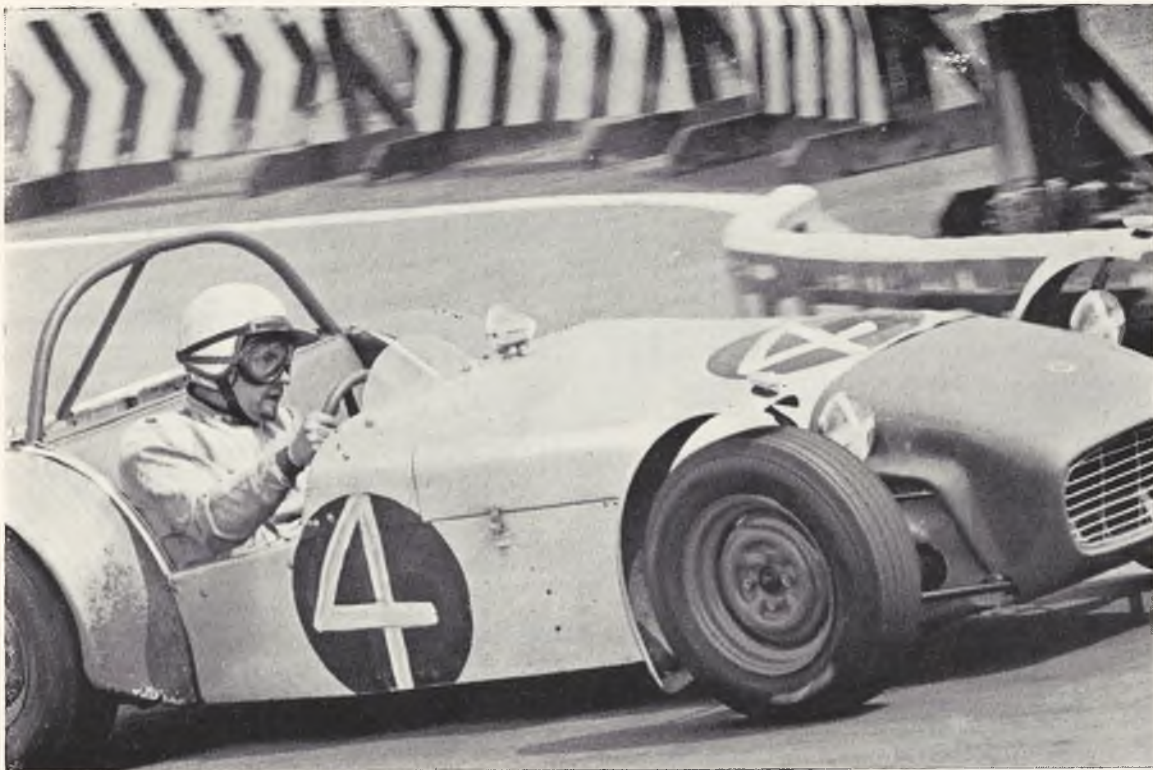
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|----------------------------------------|---------|
| 1. E. J. Clark (Lotus 51) .....        | 13.50.0 |
| 2. B. Hunter (Lotus 51) .....          | 13.55.0 |
| 3. K. R. Wilson (Russell Alexis) ..... | 13.56.2 |
| 4. J. Schonberg (Lotus 51) .....       | 14.03.8 |

Winners Speed 75.90 m.p.h.

### EVENT 4. — 15 Lap Scratch Race For Special Saloon Cars 1001 c.c. and over.

The best supported race of the day — 18 starters — provided thrills right from the start when Eric Pybus had a flat tyre and David Huntley's Ford Anglia rolled in the midst of the pack fortunately without driver injury. At the end of the first lap Graham Birrell (Ford Perdal Escort Twin Cam) had taken the lead — an advantage he continued to hold undisputed throughout and establishing a new outright saloon car lap record. Brian Bolton (Ford V8 Cortina) and John Blankley (Rockside A.40) got together — literally — at Sunny resulting in the former dropping far back. Dave Muter pushed on in second place until lap five when Blankley got through only himself to be displaced





Bob Prest (Lotus 7 Ford) drove in his usual immaculate fashion to win the Clubmans Sports Car Race. (Photo: Jeff Binns)

by Bolton who had worked his way back up through the field in splendid fashion. To cap this performance Bolton passed Muter to take second place whilst the latter pipped Blankley right on the line. Only one other finisher, Baldwin (Cooper S) escaped being lapped by the first four placemen.

### Overall

1. G. H. B. Birrell (Ford Perdal Escort TC) 20.36.4
2. B. Bolton (Ford Cortina V8) ..... 21.19.6
3. D. J. Muter (Cooper S) ..... 21.25.6

Winners Speed 76.43 m.p.h.

### Class "C" — 1001 to 1300 c.c.

1. D. J. Muter (Cooper S) ..... 21.25.6
2. R. Baldwin (Cooper S) ..... 21.29.4
3. R. J. Farquhar (Cooper S) ..... \*20.41.2

\* 13 laps only.

Winners Speed 73.51 m.p.h.

### Class "D" — 1301 c.c. and over

1. G. H. Birrell (Ford Perdal Escort TC) 20.36.4
2. B. Bolton (Ford Cortina V8) ..... 21.19.6
3. J. R. Blankley (Rockside A.40) ..... 21.25.8

Winners Speed 76.43 m.p.h.

### EVENT 5. — 10 Lap Scratch Race For Special Sports Cars

Ted Worswick (E Type) led the fourteen runners off the line and although he never lost his advantage Richard Sutherland (Austin Healey Sprite) was right on his tail until a half-shaft cried enough at Spa on the sixth lap letting Wiseman (E Type) into second place. Jim Hall (Porsche Carrera) had an unlucky day breaking his diff on the line. Chris Green (Austin Healey Sprite) was third 2.2 secs. behind Wiseman.

Continued on page 19

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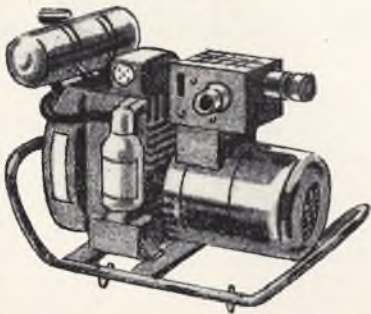
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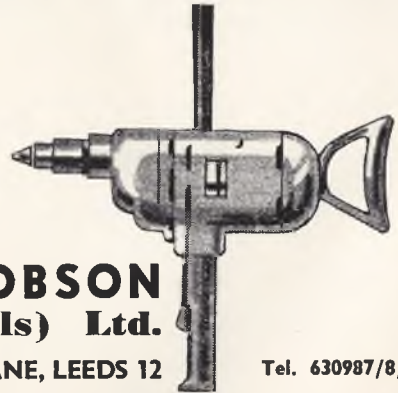
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## CROFT MEMBERS MEETING—continued

### Overall

1. E. A. Worswick (Jaguar E Type) ..... 14.05.4
2. H. S. Wiseman (Jaguar E Type) ..... 14.10.4
3. C. G. Green (Austin Healey Sprite) ..... 14.12.6

Winners Speed 74.52 m.p.h.

### Class "A" — Up to 1150 c.c.

1. C. J. Green (Austin Healey Sprite) ..... 14.12.6
2. D. Longbottom (MG Midget) ..... 15.18.0
3. R. P. Simms (MG Midget) ..... 15.29.0

Winners Speed 73.89 m.p.h.

### Class "B" — 1151 to 3000 c.c.

1. J. Goddard (TVR 1800) ..... 14.18.2
2. S. A. Robinson (Austin Healey 3000) ..... 15.16.6

Winners Speed 73.41 m.p.h.

### Class "C" 3001 c.c. and over

1. E. A. Worswick (Jaguar E Type) ..... 14.05.4
2. H. S. Wiseman (Jaguar E Type) ..... 14.10.4
3. A. Mountain (Jaguar E Type) ..... 14.44.0

Winners Speed 74.52 m.p.h.

## EVENT 6. — 10 Lap Scratch Race For Formule Libre Cars

The front row of the grid led the field at the conclusion of lap one the order being Bill Dryden (Brabham BT 21A), Nigel Morrison (Chevron BMW) and John Nicholson (Lotus 23GT) the order remaining thus until the third lap when Nicholson retired with an oil leak and Ron McKay (Brabham BT 15) jumped from fifth to third place. On lap seven Morrison passed Dryden into the lead, never thereafter to lose it, and although McKay had lost third place to Wright the latter's retirement with engine trouble on lap nine let him back although three-quarters of a minute behind the leaders.

1. N. Morrison (Chevron BMW) ..... 12.41.6
2. W. N. A. Dryden (Brabham BT 21A) ..... 12.43.4
3. R. M. McKay (Brabham BT 15) ..... 13.20.0
4. J. M. Moulds (Lotus 7 Ford) ..... 13.55.0

Winners Speed 82.72 m.p.h.

## EVENT 7. — 10 Lap Handicap Race

With both credit laps and time involved in the handicap, one competitor, Chris McConalogue (Lotus 51) penalised one minute for jumping the start and the eventual "winner" Alan Reardon (Cooper) excluded under the 5% maximum improvement rule this race was somewhat difficult to follow!

Nevertheless it fulfilled its objective of providing the competitors with plenty of fun. In the end Mark Reinhard (Spartak Ford) won by 35 secs. from A. E. Padgett (Bentley Mk. VI) with Morrison (Chevron BMW) and Wiseman (E Type) third and fourth respectively.

1. M. Reinhard (Spartak Ford) ..... 13.31.6
2. A. E. Padgett (Bentley Mk. VI) ..... 14.06.6
3. N. Morrison (Chevron BMW) ..... 14.14.8
4. H. S. Wiseman (Jaguar E Type) ..... 14.25.8
5. K. Bowmaker (Ford Anglia) ..... 14.30.8
6. T. D. Philip (Hillman Imp) ..... 14.38.6

Winners Speed 69.86 m.p.h.

Thus concluded another season of Centre race meetings at Croft — although there will be one more B.A.R.C. Members meeting there on 20th October. It's good to see numerous improvements going on apace on the circuit and the newly completed grandstands and toilets, and pits now under construction, will greatly improve the attraction of what has, until now, been a somewhat bleak spot.

### Awards

#### Overall Race Winners — £10 (Cash or Trophy)

R. J. Prest, J. F. Chappell, E. J. Clark, G. B. Birrell, E. A. Worswick, N. Morrison, M. Reinhard.

#### First In Class — £7 or Trophy

M. Reinhard, K. Holland, D. J. Muter, C. J. Green, J. Goddard.

#### Second In Class — £4 or Trophy

J. M. Moulds, G. Ayres, P. J. Willcox, R. Baldwin, B. Bolton, R. P. Simms, S. A. Robinson, H. S. Wiseman.

#### Second In Race — £8 or Trophy

B. Hunter, W. N. A. Dryden, A. E. Padgett.

#### Third In Race — £6 or Trophy

K. R. Wilson, R. McKay, N. Morrison.

#### Fourth In Race — £4 or Trophy

J. Schonberg, H. S. Wiseman, J. M. Moulds.



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## SEPTEMBER

### Annual Cricket Match — 1st September

A reminder that the annual cricket match against the de Lacy Motor Club will take place at the usual ground at South Milford on Sunday 1st September. There may still be one or two vacancies in the Centre team so if you're prepared to wield a bat, hurl a ball or, perhaps, to risk life, limb and possibly manhood as stumper, Tony Riall, the chief selector, will be glad to hear from you at Barnsley 5541 (during office hours) or Tadcaster 2155 (home).

After stumps are drawn — and the match is purely incidental although enjoyable — everybody, thanks to the kindness of the de Lacy boys, repairs to their wonderful clubhouse down the road near the Brotherton Fox for suitable refreshment and an excellent party usually develops.

This fixture definitely serves a minority interest if ever one did, scarcely more than a handful of Centre members, apart from the team and its satellites, attending, which is a pity as it's certainly an event with a difference. It's not for us to exert high-pressure on members to patronise events in which they have little interest — we doubt if that is possible anyway — but if you haven't been to the cricket match you don't know what you've missed. Why not give it a try this year?

### Club Night Evening Event — 3rd September Bird's Event

The September Club Night — final competitive evening event of the year — is the annual Bird's Event which this year is taking place at John Waddington's factory — by kind permission of their management — Wakefield Road, Leeds (96/320310). There five or six driving tests of a not too difficult nature will be laid out, as far away as possible from walls and similar solid obstacles.

The event will start from the premises of Stubbs of Stourton which lies at the junction of the Leeds-Wakefield and Leeds-Pontefract roads (96/322312) opening at 6-30 p.m. with an entry fee of 7/6d.

Unfortunately the fair sex hasn't always supported this event in the hoped-for numbers which is strange as so many of its members are really very good — much better than they usually give themselves credit for being — at this kind of competition. Let's hope we get better support this year for the only event in the Centre calendar devoted solely to their entertainment. Of one thing would-be entrants can be certain — that the Rogerson brothers who are organising the event will take pains to ensure nothing is unduly

difficult or complicated and that even the least experienced need have no fear of being made to look foolish.

### BARC-BQ Dance — Harewood — 14th September

So successful have the two previous dances proved that it is now regarded as obligatory to lay on an informal dance at Stockton Farm on the eve of the championship meeting — not that doing so is in any way thought of as an irksome chore by those whose task it is to arrange it.

So once again to provide a social rendezvous for competitors, officials and members generally the usual BARC-BQ dance is being held in the main refreshment marquee at Harewood on Saturday evening, 14th September, starting around 9 p.m. and continuing until 1 a.m. Tickets, at 5/- each, are available from Centre Office or any member of the Social Committee or from the control bus during practice the preceding afternoon.

A full catering service with hot and cold liquid and solid refreshment will operate throughout the dance.

The proceedings will be enlivened — although if the previous dances are any criterion this will scarcely be necessary, or perhaps desirable! — by the monthly draw for the Grand Lottery taking place during the dance.

### Harewood National Hill Climb — Sunday 15th Sept.

Peter Lawson is, as you will all now know, 1968 British Hill Climb Champion, and his worthy winning of that title has at least robbed our Harewood Championship meeting on Sunday 15th September — the final qualifying round of this year's championship — of an interest it has had in previous years. Nevertheless it will form a highly appropriate occasion on which to welcome the new Champion and knowing Peter we have no doubt he will not rest upon his well earned laurels but will be all out to make FTD and a new record into the bargain.

The meeting is also the penultimate round of the B.A.R.C. Hill Climb Championship — assuming some modification of the original arrangements due to the closure of Firle hasn't subsequently been made — in which the Centre also has a close interest in the shape of the present leader, Jeff Goodliffe. Lest he be overshadowed in all this we mustn't forget David Hepworth, currently standing fourth in the R.A.C. Hill Climb Championship, who has had an excellent season altogether and who will, no doubt, be working hard to keep his high place in the list.

Continued on page 23

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## NEXT MONTH—continued

On Sunday, 15th, there will be a brief practice session in the morning participation in which is confined solely to those with prior, written permission — and it has to be a jolly good reason to get this — or those whose cars let them down the previous day. At the last meeting numerous competitors ignored this stipulation which, incidentally is a condition of acceptance of entry, and turned up on Sunday expecting to practice — promptly to be fined by the Stewards for their pains. Because time will not permit us to hold other than the briefest practice session on Sunday morning and because we don't like having to refer entrants for disciplinary action of this kind we hope there won't be any repetition this time. The competitive class runs will begin at 1 p.m. and after each entrant has had two runs the ten R.A.C. Championship entrants recording the ten fastest times will be grouped together to have two more runs each, this comprising the final round of this year's championship. Entrants in the B.A.R.C. Hill Climb Championship won't get any special runs outside their class but if they happen to be in the R.A.C. Championship run-off they can count points gained from times recorded therein.

The meeting also decides the recipients of the various annual trophies awarded over the season at Harewood viz the Yorkshire Post Trophy, the Jack Farrar Trophy, the Appleyard Group of Companies Trophy, the Wallace Arnold Trophy and the Total Trophy. Full refreshment facilities will operate throughout the meeting on both days.

Having said so much about the recent re-surfacing of Stockton Farm there can scarcely be any members who don't know about it. So perhaps all that is needed now is to remind readers this is the first full-blown meeting since the new, abrasive surface was put down and given a dry day it seems certain most of the class records and the outright hill record will almost certainly be tumbled — the latter we expect to below 40 seconds.

This should be a really memorable Harewood — and we've had some pretty exciting ones over the years — so we're expecting a bumper crowd of members and general public.

### Club Night — Birkenshaw — 17th September

There will be the usual monthly natter and noggin session at The Peacock, Birkenshaw on Tuesday evening 17th September.

Having "pinched" the July Birkenshaw club night for the intended repeat of the washed-out evening autocross originally scheduled for the 2nd June Peacock "regulars" may have got a shade out of practice as it were because attendance at the August meeting was slightly thinnish. But now there will be regular meetings on the third Tuesday of the month continuing uninterrupted, we hope, until Bill Varley's men arrive to raze the premises to the ground some time next year.

### Stone Trough Trial — 22nd September

This year's Stone Trough Trial — the R.A.C. Trials Championship event we co-promote with the Yorkshire Sports Car Club — is scheduled to take place on Sunday 22nd September.

A Stone Trough anywhere else than the disused mines at Yarnbury, north of Grassington, is unthinkable and once again the numerous sections will be laid out on that familiar terrain. Light refreshment facilities will be provided on site but no doubt there will be the usual mid-day trek to the local — itself almost another tradition!

Arrangements have been made for a high tea to be served at The Devonshire Hotel in Grassington — for which the charge will be 10/6d. a head.

Always a splendid day out for the complete family and often — perversely by mudplucker standards — graced by the kind of weather we've been aching for all summer the Stone Trough is a fixture to be thoroughly recommended especially if you're a trifle sated with the more conventional Centre events.

### Autocross — 29th September

Provided the weather god doesn't strike again — and the fellow seems to have a grudge against Yorkshire Centre events, especially autocrosses, this year — we intend in co-operation with the Yorkshire Sports Car Club to hold our co-promoted autocross at Dunkswick, near Harewood on Sunday 29th September. The venue, which lies north of Harewood Bank on the main A.61 Leeds-Harrogate turnpike, will be clearly signposted therefrom.

Scrutineering and practising will occupy the morning followed by the competitive runs in the afternoon. The latter will include the always popular knock-out relay race. Spectators will, of course, be welcome.

For many years past those two staunch friends of the Centre — who are also active members of course — the brothers Malcolm and Patrick Snowden have generously allowed us to desecrate their field, often lending a helping hand themselves, and once again we are indebted to them for their generosity without which it would be difficult even to obtain a site, let alone such an admirable one.

Although a speed event the gladiatorial atmosphere is noticeably lacking on this event giving it an individual air and making it especially suitable for all the family.

### E. A. DENNY PRODUCTION CAR EVENT—continued

25. R. J. Stephenson (Hillman Imp) .....	86.2
26. E. S. Moorhouse (Ford Anglia) .....	93.6
27. J. D. Haynes (Ford Cortina GT) .....	59.4
28. I. R. Grassick (Ford Cortina) .....	100.6
29. M. M. Rogerson (Ford Cortina GT) .....	104.0
30. D. J. Robey (Austin Cooper) .....	106.4
31. J. E. Haxton (Ford Cortina 1600 E) .....	109.2
32. T. G. Marshall (MG B) .....	109.8
33. B. A. Kitching (Sunbeam Stiletto) .....	111.8
34. B. Mankin (Austin 1100 Estate) .....	122.8
35. J. T. Lindley (850 Mini Traveller) .....	135.0

### Awards

E. A. Denny Trophy .....	J. M. Busfield
Fairfax Trophy .....	G. F. Chippindale
Special Awards:	
E. P. Millman, D. G. Griffiths, D. N. Townsend, D. Kemp.	

Winners of the Novice and Team awards to be notified later.

Award winners subject to confirmation.

# TF

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# COMING SHORTLY

## Club Night — Tuesday 1st October

The club night at the Scotts Arms, Sicklinghall on Tuesday 1st October will be the first of the purely social gatherings of the winter season. No formal arrangements will be made but a goodly gathering of members can be expected to assemble from about 8 p.m. onwards. For the benefit of new members not acquainted with this hostelry it offers a wide range of keg beers as well as ordinary draught and provides excellent meals at modest prices, all in delightful surroundings — both inside and out. Ample car parking exists and mine host, Brian Lancaster, is an enthusiastic and active — and slightly hirsute — Centre member. What more could you ask? New members will be especially welcome to this, the opening club night of the winter session.

## Scarborough Hill Climb — 6th October

The 1968 Scarborough Hill Climb — under its usual National permit — takes place a week later than last year on Sunday 6th October. An additional feature this year is that it is also the final round of the B.A.R.C. Hill Climb Championship. Otherwise it will differ little from its usual successful predecessors and will, of course, be held on part of the Olivers Mount motorcycle course starting around noon. Practice will be held the previous day.

Regulations are now being sent out and we confidently expect a sizeable, high-quality entry for this wind-up to the Centre speed season. Coming at the end of the summer and being geographically a trifle remote from the main stream of Centre activity the Scarborough Hill Climb tends to be overshadowed by Harewood which is, in our view, rather a pity. Definitely a power hill it has legitimate claims to rank as an R.A.C. Hill Climb Championship venue — this being the opinion of numerous competitors as well as — inevitably — our own.

Because of the location and nature of the hill and the need to get everything cleared up on Sunday and especially owing to the limited hours of daylight in October we're usually rather tight for marshals for this event so any offers would be particularly welcome.

Although no official headquarters hotel is being arranged a block booking covering a limited number of rooms has been made at The Balmoral Hotel at the following rates:

Twin Bedded Rooms	41/- per person
Double Bedded Rooms	41/- per person
Single Bedded Rooms	46/- per person
Plus Service Charge	10%.
Dinner	15/- per person

All reservations, enquiries, etc. should be made DIRECT to the hotel, mentioning the Yorkshire Centre.

We shan't this year be treated to the unedifying spectacle of senior members of the Government having a public fratch with the Press as our Socialist masters are holding their annual jamboree elsewhere but nevertheless hotel accommodation is usually fairly well-bespoken in Scarborough at this time of year so an early reservation is advisable.

There will also be an informal dance at the Balmoral on Saturday evening, 5th October, tickets for which will be available in due course from Centre Office, any member of the Social Committee or at Scarborough.

## Club Night — Tuesday 15th October

The other monthly club night, designed mainly for the benefit of the "southern and western" element of the Centre will, as is now well established, be held at The Peacock, Birkenshaw on Tuesday evening 15th October. As in the case of the Sicklinghall gathering earlier in the month there won't be any formal arrangements but a good crowd of members can be expected to gather for a chat and sup from around 8 p.m. onwards. Again new members will be especially welcome.

## Greenwood Cup Trial — Sunday 27th October

Having received sixty entrants for the 1966 version which was subsequently voted by competitors as the best Greenwood for many years we confidently expected at least as many in 1967 only to have an unpleasant surprise when the entry fell by 25% — and it would have been more had it not been for some energetic "press-ganging". Naturally we're wondering what to expect this year, especially as production car trial entries generally seem to be declining and our "parallel" evening event in July showed a considerable decrease although the weather might have had some thing to do with this.

However, for better or worse, the Greenwood will take place on Sunday 27th October and will, as usual, wind up the Centre competitive season, although almost certainly a new venue will be used. Chris Winder is once again doing the work which assures an interesting, sensible collection of sections being set up. Lest we forget it the event is, of course, a co-promotion with the Yorkshire Sports Car Club although on this occasion we reverse the E. A. Denny arrangement by doing the organising ourselves — if one can say that when so many of those involved are members of both clubs!

Regulations will be sent out with the September Circular but meanwhile make a note of the date, especially if you're thinking of entering. The Greenwood is almost always an enjoyable occasion of which there are too few nowadays and it would be a great pity if it had to vanish from the calendar for lack of support, as it may well do.



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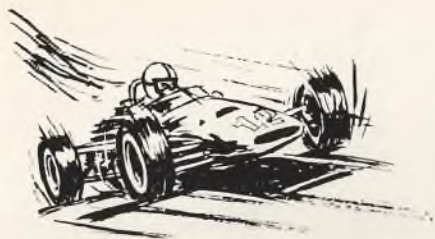
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**14th SEPTEMBER**

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**FULL DETAILS FROM MIKE WILSON, CENTRE OFFICE OR ANY  
COMMITTEE MEMBER**



# ANNUAL COMPETITIONS

Marks gained by Competitors up to and Including Harewood Novices  
and Vintage Meeting on 21st July 1968

	PCT	K	L	M	Total
<b>Pearce Trophy</b>					
1. M. S. Wilson	84	8	8	8	108
2. J. R. Hardcastle	84	8	8	8	108
3. A. J. Hodgetts	90	—	8	8	106
J. M. Holroyd	82	8	8	8	106
5. P. G. Holiday	74	8	8	8	98
6. C. Mycock	72	8	8	8	96
T. M. Wood	72	8	8	8	96
8. B. Bettridge	64	8	8	8	88
M. J. Frost	72	—	8	8	88
10. J. E. Ison	58	—	8	8	74
11. H. C. Mason	64	—	—	8	72
G. F. Chippindale	52	12	—	8	72
13. J. M. Busfield	50	13	—	8	71
14. I. K. Hardy	57	11	—	8	66
15. G. L. Thompson	48	—	8	8	64
16. D. Easthope	56	—	—	—	56
17. R. G. Moorhouse	55	—	—	—	55
18. R. B. Stross	52	—	—	—	52
19. D. Gledhill	40	—	8	—	48
J. Johnstone	40	—	—	8	48
Mrs. D. M. Lincoln	32	8	—	8	48
R. J. Stephenson	24	8	8	8	48

## Ronald Hudson Memorial Trophy

1. J. M. Holroyd	106	8	8	8	130
2. A. J. Hodgetts	98	—	8	8	114
M. S. Wilson	90	8	8	8	114
4. M. J. Frost	96	—	8	8	112
P. G. Holiday	88	8	8	8	112
C. Mycock	88	8	8	8	112
7. B. Bettridge	64	8	8	—	80
8. G. L. Thompson	64	—	8	—	72
9. J. E. Ison	50	—	8	8	66
10. D. Easthope	64	—	—	—	64
H. C. Mason	56	—	—	8	64

## Chippy-lola Vase

1. Mr. & Mrs. G. Chippindale	29	12	—	—	41
2. Mr. & Mrs. D. K. Haigh	28	10	—	—	38
3. Mr. & Mrs. J. M. Busfield	24	13	—	—	37
4. Mr. & Mrs. I. K. Hardy	26	8	—	—	34
5. Mr. & Mrs. M. M. Rogerson	24	8	—	—	32

## Ken Lee Trophy

1. G. F. Chippindale	11	5	—	—	16
2. R. G. Moorhouse	14	—	—	—	14
3. J. M. Busfield	7	6	—	—	13
4. C. A. Winder	7	—	—	5	12
5. E. P. Millman	8	3	—	—	11
6. J. R. Cussins	10	—	—	—	10
7. R. B. Stross	9	—	—	—	9
8. J. Hall	6	—	—	2	8
K. N. Lee	8	—	—	—	8
I. K. Hardy	7	1	—	—	8

Mrs. D. M. Lincoln leads the Firth Bowl competition.

### Key to Events

PCT	Previous corrected total.
K	E. A. Denny Trial 23rd June.
L	Croft Race Meeting 7th July.
M	Harewood Novices and Vintage Meeting 21st July.

Tony Hodgetts maintains the records of the annual competition markings and any queries should be directed to him at 2 Carlton Drive, Guiseley, near Leeds — Tel. Guiseley 4774.

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Shema Spares Ltd., 72/74 New Road Side, Horsforth.

J. Wilson, Normand Ltd., Olympia Garage, Thornton  
Road, Bradford.

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### RAMBLINGS—continued

#### Dogs At Speed Events

Most members know only too well for safety reasons the taking of dogs into speed events is prohibited although not wishing to be difficult and appreciating the majority of people show common sense and keep their dogs on a leash we've not been too strict about this in the past.

However, one or two justifiable complaints having been received from competitors at Stockton Farm recently it seems we may have no alternative to getting regimental about this as clearly we cannot allow the safety of competitors, officials and onlookers to be needlessly put at risk.

Consequently it can be anticipated things will be rather tighter in future and certain the owner of any "loose" dog found at a speed event will be asked to leave immediately.

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## SEPTEMBER CIRCULAR

### PRESS CLOSING DATE

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

WEDNESDAY, 11th SEPTEMBER

otherwise publication in that issue cannot be guaranteed.



# DATES

# For Your Diary

## YORKSHIRE CENTRE PROGRAMME

Date 1968	Event	Status	Centre Annual Competitions
1 September	Annual Cricket Match with de Lacy M.C. of Pontefract.	—	—
3 September	Club Night — Bird's Event.	Closed	CK
14 September	● BARC-BQ Dance — Harewood.	—	—
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	—	—

● Lottery Draw.

### CENTRE ANNUAL COMPETITIONS

Events marked "N" must be entered under B.A.R.C. to qualify for marking.

Events marked "C" qualify for Chippy-lola 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.

### OTHER EVENTS

1968

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

#### SEPTEMBER

1—Sunday

1—Sunday

1—Sunday

1—Sunday

1—Sunday

1—Sunday

1—Sunday

1—Sunday

2—Monday

2—Monday

2/B—Mon./Sun.

7—Saturday

7—Saturday

- \* Autocross — B.A.R.C. (West Midlands Centre)
- \* Autocross — B.A.R.C. (North Western Centre)
- \* Race Meeting — Lydden Hill — Austin Healey Club — Regs from B.A.R.C. London.
- \* Race Meeting — Silverstone — Nottingham S.C.C.C. — Regs from B.A.R.C. London.
- \* Driving Tests — Huddersfield M.C. — Regs from R. F. Chesterman, 28 Beaumont Street, Netherton, Huddersfield.
- Nurburgring 500 Kms. Race — International.
- \* Hill Climb — Gurston Down — Closed — B.A.R.C. (S.W. Centre).
- \* Hill Climb — Pontypool Park — Restricted — B.A.R.C. (South Wales Centre).
- Race Meeting — Croft — Battle of Britain Meeting — Darlington & District M.C.
- \* Battle of Britain Race Meeting — Darlington & District M.C. — Regs from F. K. Ford, 1 Bracken Road, Darlington.
- \* Race Meeting — Snetterton — Restricted — B.A.R.C. — Regs from B.A.R.C. — London.
- Race Meeting — Brands Hatch (Int.)
- French Alpine Rally (Int.)
- \* Race Meeting — Rufforth — B.R.S.C.C.
- Stocktonian Rally — Stockton & District M.C. — Restricted — Motoring News Rally Championship Qualifying event — Regs from P. Butters, 30 Ruskin Drive, Acklam, Middlesbrough. (Middlesbrough 43211).

- 7—Saturday \* Race Meeting — Crystal Palace — National British — B.A.R.C. — Regs from B.A.R.C., London.  
7—Saturday \* Race Meeting — Aintree — Aintree Circuit Club — Regs from B.A.R.C. London.  
7—Saturday \* Race Meeting — Silverstone — S.U.N.B.A.C. — Regs from B.A.R.C. London.  
7/8—Sat./Sun. \* Sprint — Sandtoft — Restricted — Regs from M. G. Dixon, Plot 23, Ings Dale East, Kirton-in-Lindsey, Lincs.  
8—Sunday Hill Climb — Prescott — National Open — "R.A.C. Championship event — Bugatti O.C."  
8—Sunday Pennine Sporting Trial — Restricted — Y.S.C.C.  
8—Sunday Italian Grand Prix (Int.)  
8—Sunday \* Race Meeting — Lydden Hill — Thames Estuary M.C. — Regs from B.A.R.C. London.  
8—Sunday \* Race Meeting — Mallory Park — Mini Seven Club — Regs from B.A.R.C. London.  
8—Sunday \* Autocross — B.A.R.C. (Bristol & Bath Centre).  
8—Sunday \* Driving Tests — Malden & District M.C. — Regs from B.A.R.C. London.  
14—Saturday Rally of the Vales — Swansea M.C. — National — Motoring News Rally Championship  
Qualifying event — Regs from T. Pitts, 37 Lon-y-wern, Alltwen, Pontardawe, Glam.  
14—Saturday Brighton Speed Trials — National Open.  
15—Sunday \* Autocross — Horsham — B.A.R.C. (Surrey Centre) — Regs from Tony Canham, 112 Winkworth  
Road, Barnstead, Surrey (Burgh Heath 53930).  
15—Sunday \* Race Meeting — Cadwell Park — B.R.S.C.C.  
21—Saturday Express & Star Rally — Wolverhampton & District M.C. — National — Motoring News Rally  
Championship Qualifying event — Regs from T. Balsoon, 9 Fairlawns, Albrighton, Staffs.  
(Albrighton 2051).  
22—Sunday \* Sprint — Topcliffe — M.G. Car Club (N.E.)  
22—Sunday Roy Fedden Sporting Trial — R.A.C. Trials Championship event — Bristol M.C. & L.C.C.  
22—Sunday \* Race Meeting — Croft — B.R.S.C.C.  
22—Sunday Canadian Grand Prix (Int.)  
22—Sunday \* Hill Climb — Brunton — Restricted — B.A.R.C. (S.W. Centre).  
26/29—Thur./Sun. Three Cities Rally, Hungary — International.  
28—Saturday \* Race Meeting — Oulton Park — Restricted — B.A.R.C. — Regs from B.A.R.C. London.  
28/29— Sat./Sun. Vingt Quatre Heures du Mans — International.  
29—Sunday \* Rodney Whitely Trophy Trial — Airedale & Pennine M.C.C. — Regs from Mrs. M. Hartley,  
26 Trinity Place, Bingley, Yorks.  
29—Sunday Presidents Trophy Sporting Trial — R.A.C. Trials Championship event — Southsea M.C.  
29—Sunday Hill Climb — Loton Park — National — R.A.C. Championship event — Severn Valley M.C.  
29—Sunday \* Race Meeting — Thruxton — National British — B.A.R.C. — Regs from B.A.R.C. London.  
29—Sunday \* Hill Climb — Closed — B.A.R.C. (S.E. Centre).  
29—Sunday \* Hill Climb — Pontypool Park — National British — B.A.R.C. (South Wales Centre).  
**OCTOBER**  
5—Saturday Rally of the Plains — Knutsford & District M.C. — Restricted — Motoring News Rally  
Championship Qualifying event — Regs from P. Boyce, 7 Freshfield, Knutsford, Cheshire.  
(Knutsford 3582).  
5—Saturday \* Race Meeting — Castle Combe — Restricted — B.A.R.C. — Regs from B.A.R.C. London.  
5—Saturday \* Race Meeting — Silverstone — Closed — B.A.R.C. — Regs from B.A.R.C. London.  
6—Sunday Bossom Trophy Sporting Trial — R.A.C. Trials Championship event — Maidstone & Mid-Kent M.C.  
6—Sunday U.S.A. Grand Prix (Int.)  
6—Sunday \* Race Meeting — Mallory Park — Closed — B.A.R.C. — Regs from B.A.R.C. London.  
9—Sunday \* Rally of the Tests — Closed — B.A.R.C. (S.E. Centre).  
6—Sunday \* Hill Climb — Gurston Down — Closed — B.A.R.C. (S.W. Centre).  
10/13—Thur./Sun. R.A.C.E. Rally, Spain — International.  
12—Saturday Illuminations Rally — Morecambe C.C. — Restricted — Motoring News Rally Championship  
Qualifying event — Regs from T. Mason, 31 Broadlands Drive, Bolton-le-Sands, Carnforth,  
Lancs.  
13—Sunday Derrigate Trophy Sporting Trial — R.A.C. Trials Championship event — Northampton D.C.C.  
13—Sunday Gunter Trophy Hill Climb — Castle Howard — National British — Y.S.C.C.  
16—Sunday \* Autocross — Restricted — B.A.R.C. (S.W. Centre).  
16/26—Wed./Sat. London Motor Show — Earls Court.  
19—Saturday Mini-Miglia — Knowldale C.C. — Restricted — Motoring News Rally Championship Qualifying  
event — Regs from J. Clegg, 8 Rakewood, Littleborough, Lancs. (Littleborough 78342).  
20—Sunday \* Race Meeting — Croft — B.A.R.C.  
20—Sunday Race Meeting — Thruxton (Int.)  
20—Sunday \* Race Meeting — Brands Hatch — National Open — B.A.R.C. — Regs from B.A.R.C. London.  
27—Sunday High Peak Sporting Trial — R.A.C. Trials Championship event — Sheffield & Hallamshire C.C.  
**NOVEMBER**  
2—Saturday Shenstone Rally — Shenstone & District C.C. — Restricted — Motoring News Rally Championship  
Qualifying event — Regs from R. T. Broad, c/o Broads Travel Service, 18 Colmore Circus,  
Birmingham 4. (Central 2780).  
3—Sunday Driving Tests — Restricted — Y.S.C.C.  
3—Sunday Mexican Grand Prix (Int.)  
9—Saturday Ken Wharton Trophy Driving Tests — National Open.  
10—Sunday John Bull Sporting Trial — R.A.C. Trials Championship event — Leicester C.C.

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