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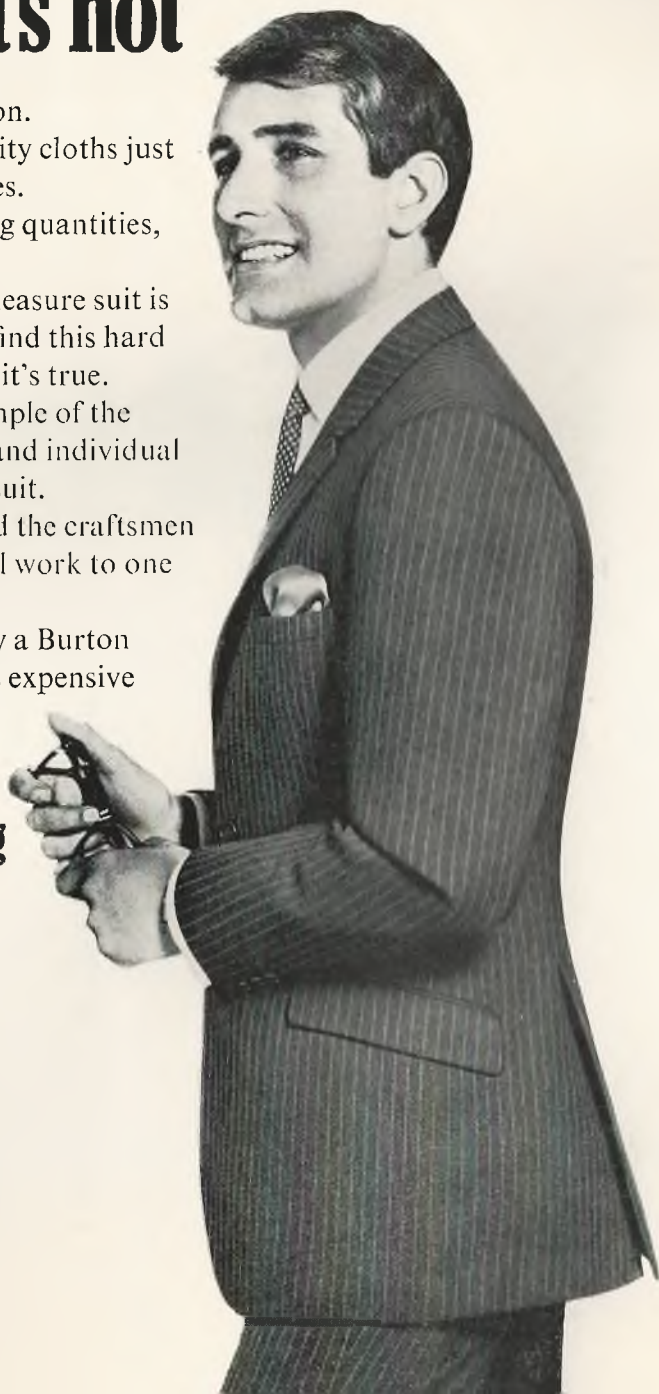
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NOVEMBER **68**

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EDITOR

J. A. STROUD *The Knoll, 495 Bradford Road,
Bailliffe 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

WORLD RECORD BREAKER: Allan Staniforth's splendid feat of breaking three International and six British National records at the Records Week-End at Elvington last month has given great encouragement to those who regret increasing professionalism in motor sport. Here Allan is seen at Harewood in his Tarrapin Min in 1965 — the year in which it first appeared on the scene.

(Photo: Jeff Binns)

move over...

here comes



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Ramblings



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

Annual Dinner Dance

As these notes are written — almost two weeks before you, dear readers, will see them — the Dinner Dance situation is that ticket applications have been rolling in apace and only a few vacant places now remain. It therefore seems probable all tickets will have gone by the time you receive this Circular but a phone call to Kathy at Centre Office (Leeds 38972) will soon make the position clear.

The unfortunate but inescapable truth of the matter is that the Queens ballroom can only hold 400 starters in comfort and on those occasions we've exceeded that number there have been loud and justifiable complaints of overcrowding, leading to the firm decision to call it a day once that number of tickets has been reached — usually to the disappointment of a largish number of would-be guests.

Those who are coming are reminded there will be two sources of music — Edwin Harper and his Orchestra and Les Sans Noms (surely there **must** be a word for it?) — and that Chippy's young ladies, whose charms fortunately are usually in inverse proportions to those of their mentor, will be dispensing tombola tickets when not dancing with, or evading the clutches of, Peter Scott. Centre funds being what they are after dibbling up for the final surface at Harewood we hope you'll buy without thought of the morrow!

Unkind people have described the move as part of an economy campaign but the engagement for precisely nothing of that now well-known act of Wilson, Mason and Barlow — fresh from their triumphs in the gutters of Hunslet — is nothing of the kind, being a repeat performance by popular and vociferous request (mainly their own). Whether they will be asked to make it a hat-trick remains to be seen!

The Annual Trophies, major, ladies and novices awards will be presented after dinner by Mrs. Connie Wilson who will, we know, be very warmly welcomed after her enforced absence last year — the only Dinner Dance she has missed since the mid-twenties.

A good evening appears in prospect.

Congratulations Dept.

Congratulations to Tony Fall who, partnered by Ron Crellin, won the TAP International Rally which was, by all accounts, little less than a road race through the mountains between Porto and Lisbon.

Tony was making his rally debut for the works Lancia team in a Fulvia HF — a particularly auspicious debut one would think as only 13 of the 160 starters managed to finish.

Junior Members

How pleasant to see, in the Junior Members column of the October B.A.R.C. NEWS, a letter from David Scratchard of Dewsbury expressing appreciation and approval of the arrangements the Centre makes for its Centre juniors. David's remarks were all the more gratifying in view of their striking contrast with the dissatisfaction expressed alongside by Junior Members from other Centres.

Catering for Junior Members is something of a problem due to the limitations imposed by the restrictions on use of their services at speed events, their comparatively small numbers and absence away at school for much of the competitive season. The Centre Committee in general — and the Junior Members mentor, Keith Chippindale, in particular — have tried hard to find ways and means whereby their interest and activities could be better catered for — not always with the hoped-for response — and it is therefore all the more gratifying to know that at least one of them appreciates what has been done and is willing to take time and trouble publicly to acknowledge the fact.

We'd like to do a great deal more for the juniors and any suggestions towards this end would be greatly appreciated by Keith Chippindale who is constantly striving to do whatever he can in this direction.

Visitors from Headquarters

The monthly meeting of the Events Committee on 28th October was unusual in that it was attended by Teddy Lawry — member of the B.A.R.C. Council and Chairman of the club's Events Committee — and Bob Clarke, the club's General Manager. This is, so far as any of us can recall, the first occasion on which representatives from London have attended one of our meetings and both gentlemen, each a proved friend of the Yorkshire Centre, were most welcome.

The frank interchange of views — especially on the sometimes delicate matter of Headquarters-Centres relationships — their visit made possible cannot fail to have been mutually helpful and we hope more such visits can be arranged from time to time.

We'd like to thank Teddy and Bob for coming and extend to them — or indeed any of their London colleagues — an open invitation to do so again when they are able.

continued on page 7

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B.A.R.C. Hill Climb Championship

An unexpected and pleasant addition to the recently-concluded 1968 B.A.R.C. Hill Climb Championship has been the gift, by an anonymous donor, of a handsome silver cup which, an accompanying letter suggests, should be awarded annually to the highest-placed lady competitor in the championship. The club has been delighted to accept the trophy which goes this year to Miss Judy Day of Southsea who finished in 20th position.

Efforts are being made to contact the unknown donor to obtain a suggestion for a name for the trophy so if this should come to his — or perhaps her — attention it would be appreciated if contact — anonymous of course — be made with Mike Wilson at Silver Royd House, Leeds 12 (Leeds 630944).

Club Night — December and January

Club nights continue as usual during the next two months with meetings at the Scotts Arms, Sicklinghall on Tuesday 3rd December and 7th January and the "southern" counterparts at The Peacock, Birkenshaw on Tuesday, 17th December and at Morley Rugby Club on Tuesday, 21st January.

The Social Committee, anxious to make these gatherings a little more than Natter and Noggin sessions — although that is easier said than done — hopes at least one of the January meetings may include something a shade different.

Film Shows — January

A reminder that the Film Show season kicks off in January with Mr. Mike's electric machine giving performances on Thursday 2nd and Thursday 16th. These will, of course, take place at the Liberal Club, Bramley, Leeds starting at 8 p.m. The second of these performances will include the monthly Grand Lottery Draw.

Admission is free but Bob North's rather tatty hat will be passed round after the show — and we hope you'll give generously as these shows do involve expense.

The bar facilities of the Liberal Club are, as regular attenders will know, placed at our disposal by the kindness of the Committee of the Liberal Club to whom we are once again grateful.

Programme details later.

Grand Lottery — November Draw

The November draw took place at a rather overcrowded Scotts Arms, Sicklinghall during the Club Night on 5th November, the lucky ticketholders being:

- £50 No. 2928 Paul Hargreaves, Halifax.
- £10 No. 1508 Gordon Hewitt, Dewsbury.
- £5 No. 2941 John Macklin, Christchurch.
- £5 No. 778 Gerald Walker, Skipton.
- £5 No. 2299 George Tatham, Malton.

Next draw — Annual Dinner Dance, The Queens

The B.R.S.C.C. (Northern Centre) Midnight Film Premier is being held at the A.B.C. Cinema, Vicar Lane, Leeds on Saturday 7th December starting at 11-45 p.m.

As yet the programme is not finalised but it will be made up from the latest available films.

Admission is by ticket only and these are obtainable from G. Knights, 12 Westroyd, Pudsey; York House, 21 Park Street, Leeds 1; Lewis Ltd., The Headrow, Leeds and Woofe and Hollanders Ltd., Bradford store.

STONE TROUGH TRIAL

22nd SEPTEMBER

If the mudpluggers like sloshy going they certainly had it to their tastes on this years Stone Trough! Continuous — and frequently torrential — rain for several days before the event which continued unabated on the day itself turned the Yarnbury Moor venue, just north of Grassington, into a quagmire and some of the sections had to be hastily amended before they could even be tackled so deep was the surface water.

A poor entry of 17 underwent scrutineering and, after a not unexpected delay in view of the conditions, the first man tackled the first of the sixteen morning sections — eight each done twice — around 11 a.m. The last half of the course, down in the valley bottom, was very dodgy, it being impossible to distinguish between flooded terra firma and the normal stream, the latter rumoured to be nearly 3 feet deep! To the ill-concealed disappointment of onlookers none of the heroic seventeen submerged.

Once again Lol Hurt and John Harrison demonstrated their skill and the issue never passed out of their hands. After the sixteen afternoon sections the former turned out to be the winner once again with a creditable return of 62 marks lost.

John Busfield — making, we believe, his first trials appearance — chalked up 259 marks which was good enough to give him the Novices Award.

The weather and conditions may have been atrocious but for competitors and cognoscenti amongst the onlookers it was the real stuff. Grateful thanks are obviously due to Bing Crosby and George Firth who must have gained more than a few grey hairs in seeing the job through.

Awards

Stone Trough Trophy	L. Hurt	62 marks
Thomas Ramsden Trophy	J. F. Harrison	77 marks
First Class Award	R. C. Needham	91 marks



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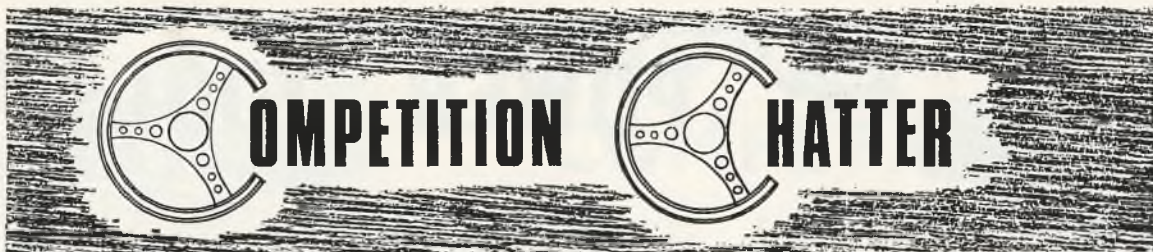
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COMPETITION HATTER

Many were the happy days of Motor Sport, during the Centre's Sprint Meetings held at Montague Burton's Hudson Road Mills during the late fifties and early sixties. I think it is fair to say that the venue quickly became established as the leading speed events course in the county and this was probably due to a number of reasons.

It was at Burton's Sprint that the Centre's smooth running speed events organisation machine first sprung into action, and the meetings became very pleasant both to compete in and to marshal, due to the relaxed, informal, but efficient atmosphere which prevailed. At the same time, the Centre was fortunate in having regular use of such a central venue, when others in the county were either distant or difficult to organise regularly. Furthermore, the very large band of competitors taking part in the Centre's events, at that time principally in road events, were nevertheless able to compete in their road-competition cars without being outclassed by purely Sprint-tuned vehicles.

Life being what it is, the need and the means to go faster than "old so and so; who beat me in the Spring", became dominant and more highly tuned cars began to appear alongside the rally cars of the day. At the same time, the troubles, which eventually led to the legislation which followed the Chesham report on Motor Sport on the Public Highway, were beginning to manifest themselves — making rallying less enjoyable for those taking part. And again, navigators became more proficient and drivers and cars on rallies faster, thus accentuating the split in the demands of speed events and road events.

With rare forethought, the Centre Committee decided to go all out to develop the speed events side of their activities — feeling even at that time that the days of rallying would eventually be numbered and that the Clubs, which had established alternative events would be the ones to survive.

For a number of reasons Burton's Hudson Road Mills Sprint had only a limited time to feature in the Centre programme, so the Centre Officials formed a sub-committee, with the specific duty of seeking out a venue where a permanent Speed Event course, preferably a Hill Climb could be established. As all the world knows, the result was the founding of the Harewood Hill Climb at Stockton Farm, thanks to the enormous generosity of Arnold Burton, who had also been instrumental in our use of the Hudson Road Mills course. But let it not be overlooked that the original Hill Climb Sub-committee put in a great deal

of work in planning, surveying and supervising the construction of the course at Harewood — and I might add getting their coats off when necessary.

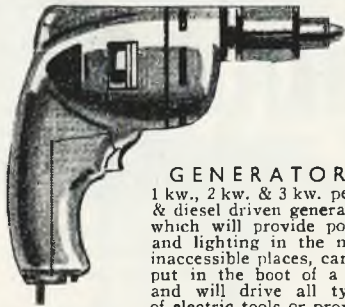
It was only natural that as the Committee of the Centre turned towards Speed Events in general and Hill Climbing in particular, that the Members should lean the same way. Thus many of our rallying members began to drift away and eventually on the introduction of the Motor Vehicles (Competition and Trials) Regulations (England) in 1965, the Centre dropped their plans for the 1966 All Fool's Eve Rally, changed the name of the Scarborough Rally to the Scarborough Week-end, eliminating the road section, and the remaining links with road events were severed.

Whilst the Centre evolution was going on, the development of the cars was proceeding along lines which, only tended to emphasise the need to specialise to be successful. And here I throw in the thought, that this attitude of success being an important part of enjoyment, had no mean influence on the development of the sport. But back to cars, the improved manufacture, preparation and above all tuning of competition vehicles pushed along the trend towards specialisation: a rally prepared car was hardly suitable for a specialist sprint, and a highly tuned Hill climb car was out of its depth on a rally.

In my opinion, the biggest influence on Club Motor Sport came with the introduction in 1959 of the B.M.C. Mini. Variants of the Mini have dominated the Club Motor Sport scene, achieving success in all branches of the Sport at Club level over the past seven or eight years. The convenience and adaptability of the Mini brought Motor Sport competition to more drivers than any other single vehicle in the History of the Sport. I know that every motorist does not share our interest for the more competitive side of Motoring, but I feel the introduction of the Mini to Club Competition, and its dominance for almost a decade have been phenomenons of the post war motoring scene. Occasional models have challenged the Mini's supremacy in the past (Cortinas in rallying for example), but it has only been over the past twelve or eighteen months that its overall leadership at Club level has been challenged. I just wonder if we might now be entering a new era; the Imps are going faster than ever, the Escort is bound to challenge. We shall see.

What of the Centre? With the Speed Event nature of the Club established, we began to remember that we are after all part of the British Automobile RACING Club. And it was to racing that our thoughts now began to turn. But it is here that my space has run out for this month.

POWER TOOLS

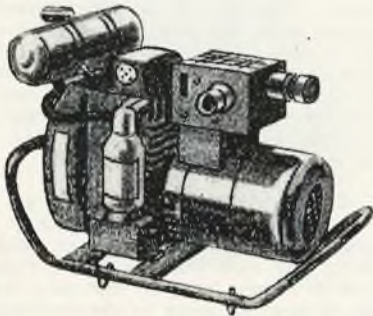


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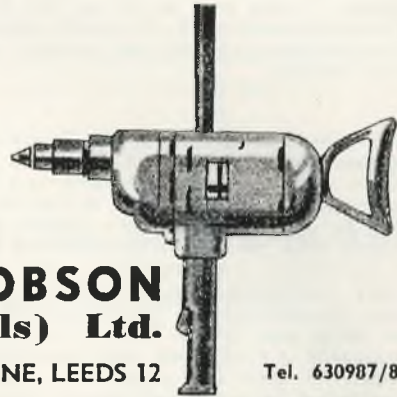
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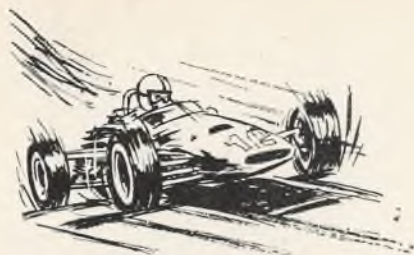
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ANNUAL COMPETITIONS

The following are the final leading placings in the various Centre Annual Competitions for the 1968 Season.

11.	H. C. Mason	72	—	8	80	—	80
12.	R. J. Stephenson	48	8	—	56	—	56
	B. W. Moss	40	8	8	56	—	56

Pearce Trophy

	PCT	S	T	Less 5		
				Lowest Marks	Final Total	
1. M. S. Wilson	140	8	8	156	16	140
2. G. F. Chippindale	120	8	11	139	—	139
A. J. Hodgetts	139	8	—	147	8	139
4. J. M. Holroyd	122	8	8	138	—	138
5. J. R. Hardcastle	160	9	8	177	40	137
6. P. G. Holiday	147	—	—	147	16	131
7. B. Bettridge	120	8	8	136	8	128
C. Mycock	128	8	8	144	16	128
T. M. Wood	128	8	8	144	16	128
J. M. Busfield	108	8	8	124	—	124
M. J. Frost	112	8	—	120	—	120
12. I. K. Hardy	99	8	8	115	—	115
13. R. G. Moorhouse	86	—	9	95	—	95
14. J. E. Ison	90	—	—	90	—	90
15. D. Easthope	72	8	8	88	—	88
H. C. Mason	80	—	8	88	—	88
17. J. Johnstone	76	9	—	85	—	85
18. D. K. Haigh	64	8	8	80	—	80
G. J. Thompson	72	8	—	80	—	80
20. D. M. Gledhill	56	8	8	72	—	72
Mrs. G. Haigh	56	8	8	72	—	72
Mrs. D. M. Lincoln	64	—	8	72	—	72
R. J. Stephenson	64	8	—	72	—	72
R. B. Stross	52	10	8	70	—	70
24. M. M. Rogerson	52	—	—	52	—	52

Arnold Burton Trophy

1. G. F. Chippindale	195.7	—	94.44	—	—	290.14
2. I. K. Hardy	190.1	—	73.48	—	—	264.58
3. R. G. Moorhouse	192.6	—	65.52	—	—	258.12
4. E. P. Millman	182.0	—	—	—	—	182.00
5. K. N. Lee	100.0	—	—	—	—	100.00
J. Thomson	100.0	—	—	—	—	100.00
7. C. A. Winder	98.0	—	—	—	—	98.00
8. J. M. Busfield	96.8	—	—	—	—	96.80
9. W. Walker	95.0	—	—	—	—	95.00
10. L. S. Stross	94.1	—	—	—	—	94.10

Ken Lee Trophy

	PCT	S	T	Less 5		
				Lowest Marks	Final Total	
1. G. F. Chippindale	28	1	3	32	—	32
2. J. M. Busfield	22	1	1	24	—	24
3. R. G. Moorhouse	18	—	2	20	—	20
4. J. Cussins	14	3	—	17	—	17
5. I. K. Hardy	12	1	1	14	—	14
6. R. B. Stross	9	3	1	13	—	13
7. J. Thomson	8	4	—	12	—	12
C. A. Winder	12	—	—	12	—	12
9. J. D. Bunney	11	—	—	11	—	11
K. N. Lee	9	2	—	11	—	11
E. P. Millman	11	—	—	11	—	11

Key

PCT — Previously Corrected Total.
S — Scarborough Hill Climb, 6th October.
T — Greenwood Cup Trial, 17th October.

Chippy-lola Vase

	PCT	S	T	Less 2		
				Lowest Marks	Final Total	
Mr. & Mrs.:						
1. G. F. Chippindale	52	—	11	63	6	57
2. D. K. Haigh	49	—	9	58	6	52
3. J. M. Busfield	48	—	11	59	8	51
4. I. K. Hardy	42	—	9	51	8	43
5. M. M. Rogerson	40	—	—	40	—	40
6. A. J. Hodgetts	27	—	—	27	—	27
R. G. Winder	27	—	—	27	—	27
8. D. M. Garnett	16	—	—	16	—	16
J. E. Ison	16	—	—	16	—	16
10. M. H. Whaley	8	—	—	8	—	8

Ronald Hudson Memorial Trophy

1. J. M. Holroyd	154	16	8	178	—	178
M. S. Wilson	154	16	8	178	—	178
3. C. Mycock	152	16	8	176	—	176
4. P. G. Holiday	169	—	—	169	—	169
5. M. J. Frost	144	16	—	160	—	160
6. A. J. Hodgetts	146	8	—	154	—	154
7. B. Bettridge	104	8	8	120	—	120
8. D. Easthope	80	8	8	96	—	96
9. G. L. Thompson	88	—	—	88	—	88
10. J. E. Ison	82	—	—	82	—	82

Awards Winners, 1968

Pearce Trophy	M. S. Wilson
Pearce Trophy Consolation Award	A. J. Hodgetts
Firth Bowl	Mrs. G. B. Haigh
Ronald Hudson Memorial Trophy	J. B. Holroyd
Ken Lee Trophy	G. F. Chippindale
Arnold Burton Trophy	G. F. Chippindale
Chippy-lola Vase	Mr. & Mrs. G. F. Chippindale

Markings for these competitions are compiled by Tony Hodgetts to whom all queries, etc. should be addressed at 2 Carlton Drive, Guiseley, near Leeds (Guiseley 4774).

Keeping these records is no small task and we must once again thank Tony not only for undertaking it but also for keeping the records up to date thereby enabling regular publication of the latest positions to be made in the Circular throughout the season.

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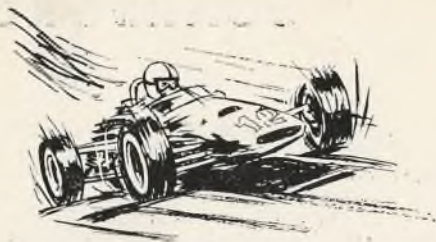


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Well the R.A.C. Rally has come and gone once again and the Centre's contribution seems to have been up to standard. Congratulations firstly to that reliable and consistent pair Phil Cooper and Mike Bennett who were placed fourth overall after a trying ride. On the very first stage their Hydrolastic suspension ceased to hydrolast and they finished in a pool of excise befoiled alcohol losing into the teens of minutes. From this start they pulled up gradually through the field to their splendid final placing.

Donald Griffiths was another who could be well pleased with his progress. Although he was not to be lucky enough to finish, Donald had worked up to a splendid seventh place before dropping out just before Edinburgh.

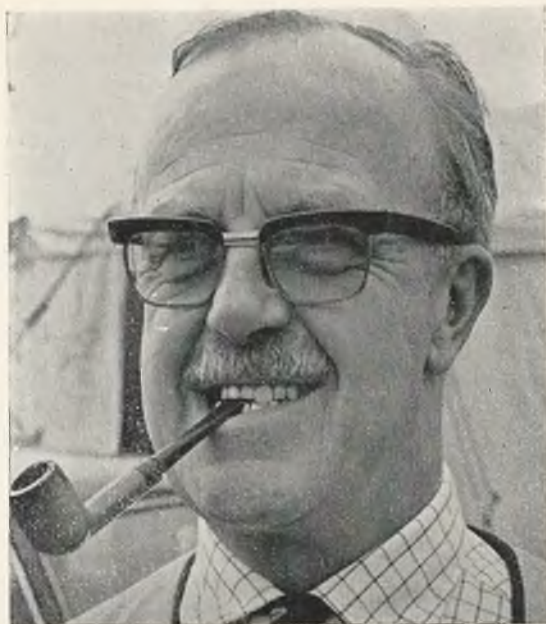
Our thanks also to the many marshals who were out making Dalby Forest into a well marshalled stage. No less than 140 B.A.R.C. types signed on for the dubious pleasure of standing on the side of a forest track through the hours of darkness. Other Centre types were filling various more senior posts in the local organisation which seemed to go smoothly enough.

Our sympathies go out to the unlucky ones who did not finish. In particular Tony Fall who had a most unhappy first drive in a works Porsche, and straight from his success in Portugal with a Lancia! Next week Tony goes back to front power driving front wheels, all the way to Sydney, he hopes.

Mention of the Marathon, the Centre has some pretty strong contenders entered for this great motoring adventure. Tony will be having his final drive for British Leyland in a Super Land Crab crewed by the redoubtable Mike Wood whilst David Pollard teams up again with Peter Harper, but for once in a Ford, an Escort Twin Cam entered by Tecalamit. Another favoured local entry is Eric Jackson, veteran of so many long distance runs with the faithful Ken Chambers and a works entered Twin Cam Escort.

Possibly the most way-out entry in the Marathon is that great character Keith Schellenberg who has entered "The Whale" his 1930 8 litre Bentley with Norman Barclay in the navigator's office. Keith and Norman are great bobsleigh experts and we reckon they will need all their Olympic expertise if they are to get far on the road to Bombay.

Coming away from major events, the favourite local story at the moment is about the senior R.A.C. Scrutineer who submitted his personal Zephyr for the M.O.T. testing and had it turned down because the handbrake would not lock the back wheels. He did manage to regain his dignity however by taking along



Dr. PETER SMITH-MOORHOUSE

a brand new Zephyr which the testing firm had just supplied and from which they got even lower hand-brake efficiency figures.

Readers may remember that last month I burst into print with a diatribe about competitors who would not enter a production car trial in good time. As a result the Clerk of the Course and Secretary of the Meeting had a great deal of heart bleeding and a slightly less good organisation that would otherwise have been expected was served up.

My second best pen-pal, Ted Worswick (The "Dean" is of course the first, although our exchanges are usually confined to the columns of "Autosport") has written at some length taking me to task on behalf of himself and his fellow competitors in Club Race Meetings. Ted presents a really worth while case for the poor bloke who does not know from one week-end to the next if his motor will be in one piece but I fear misses the point that Club racing was specifically not mentioned in my out pourings.

Peter Smith-Moorhouse is well known as our quiet, cheerful and super efficient Chief M.O. at Hill Climbs and Race Meetings. Many of you may not know that Peter is a man of many parts, in addition to his daily task of looking after the health of those unfortunates detained by Her Majesty within a sombre building in Wakefield he is a well known authority on both alcoholism and hypnotism, indeed lady members may have been surprised to come across a comprehensive article from his pen in a recent issue of a mass circulation woman's periodical.

Certainly we can think of no one more suited to act as M.O. at motoring events than a prison doctor who doubles in drinking and hypnotic arts.

M.S.W.

The eighth Scarborough Hill Climb, on the usual Oliver's Mount site, took place on Sunday 6th October, incorporating the final round of the newly-instituted and well-supported B.A.R.C. Hill Climb Championship, the winner of which was destined to receive an historic piece of motoring silverware in the shape of the Archie Frazer Nash Trophy. Although the entry list was numerically satisfactory it didn't include as many entries in the Sports/Racing and single-seater Racing Car classes as had been hoped for, in several instances classes having fewer than four runners. During the afternoon nine class records went by the board — several more than once — reflecting the ever-rising standard of competition which has been a feature of hill-climbing in the north this season.

Practice — or most of it — took place the previous day and was notable for the appearance of David Hepworth's new 4.5 litre Hepworth FF which was only .38s outside Peter Lawson's outright hill record. Incidentally Lawson — and Allan Staniforth — were absentees being away at Elvington successfully cracking International and British National sprint records. Unfortunately David had gear selection bothers the following day and was unable to run the four-wheel drive device in addition to which his "old" Brabham Traco also had gearbox maladies allowing him only a single run in the meeting. However, he sportingly allowed the otherwise unseated Jimmy Johnstone — who'd sold his Brabham to Chris Tipping — to have one competitive run in the Traco, Jim toying with the idea of going "all V8" next season.

The meeting opened with the six-car up to 1300 c.c. touring car class — four minis and two Rootes counterparts — of which Chris England's Cooper S, now back on song, notched its expected win from Eric Stansfield's similar, but blown, car. Roger Jackson's Cortina surprised almost everybody in the over 1300 c.c. class by breaking the class record and bettering Alan Forrest's similar car by 1.22s with Richard White trailing a further second behind. In the Special Series section John Pascoe (Cooper S) running fifth in the B.A.R.C. Championship — justified his journey north with a record-shattering 53.28s, one clear second ahead of similarly-mounted Nick Porter, who, in turn, headed Ken Lee by .83s. In the last Touring Car category — for Formule Libre — the old firm of Christie, Goodliffe and Kaye was amongst the seventeen runners which included Eric Jackson in an Escort Twin Cam as well as seven of the twelve leaders in the B.A.R.C. Championship. Jeff Goodliffe — second in the championship at the beginning of the day, to which position he had been relegated at Harewood in September after leading previously throughout the season — made a tremendous opening bid to oust leader Peter Voigt with 50.22s, cracking Peter Kaye's old class record of 51.07s, whilst the latter couldn't better 51.11s on his sole run of the day at the end of which a drive shaft gave up the unequal struggle. Tom Christie made sure of the trio's season-long monopoly of the leading places in this class by taking third spot with 51.70s

The six-Spridget/single Spitfire class — officially Marque "Y" Sports Cars up to 1300 c.c. — was in fact all Spridget, Mervyn Bartram having made a nonsense of it on Quarry Hill during practice. Garry Ellis registered a comparatively easy win with 55.25s rather surprisingly being the only man within the minute. In the next class Jim Parker took his Porsche 911L up to the top in 55.45s — .85s under the class record, second man Steve Simpson (TVR) 1800S) being unable to manage quicker than 56.77s. In the unlimited class Jim Thompson was the quickest of the five E Types which headed the field with 50.82s — a new record — Alan Mountain being next best with 52.70s.

Richard Sutherland (Sprite) made no mistake and took the small-engined Special GT class with 52.10s — breaking Pete Smith's three-year old best-ever by 1.10s — although Richard Stross in the ex-Tipping Lotus 7 Climax pushed him hard with 52.66s. Peter Richardson (Ginetta G 12) registered the same time as the Lotus but took third place by virtue of a slower time on his other run. Dick Shardlow's very quick Chevron GT wasn't too seriously troubled on the class runs, his nearest rival, John Cussins (Ford GT 40) being unable to get nearer than .52s to Shardlow's new class record of 47.64s. However, it was a different story in the Top Ten run-off as we shall later see.

Peter Voigt — leader in the B.A.R.C. Championship — set a great standard in the Sports/Racing cars up to 1300 c.c. class — with a sizzling 48.49s on his first run in the D.R.W.-Imp, a climb which clipped 2.49s off Tommy Clapham's old record and was 5.46s better than his nearest rival in the class. However on his second run he overcooked it badly at Mere and although fortunately not injured, that was that so far as the class runs were concerned and his hopes of being the first winner of the championship received a severe set-back. The four-runner 1301 to 1600 c.c. class gave Bob Prest (Lotus 7 Ford) another win with 52.62s, Joe Ward's Ward-Ford coming second with 53.85s. In the class for the bigger stuff George Tatham (Lister Corvette), Maurice Starbuck (Chrysler Special) and Roy Walton (Walton Bristol) finished in that order with 51.58s, 52.62s and 53.70s — and the entry of these three musketeers seemed to have frightened off any "outsiders" there being no other contenders! The next category — for rear engined or FWD bolides — produced only two starters of which Phil Scragg's Lola 70 Ford was appreciably the quicker with a class record-breaking 45.50s compared with Jim McCartney's 50.02s in the Felday 4 BRM.

The three-car 1150 c.c. Racing Car class gave Chris Tipping — in his newly-acquired ex Johnstone Brabham — an encouraging win at 50.34s with Tebb's Terrapin Min Mk. 3 well behind at 54.02s. In the 1151 to 1600 c.c. section Jack Maurice (Cooper 76 Ford) went first notching a modest 48.99s to which his sole opponent, Dick Bailey (Lotus 20 Ford) replied by charging the bank at Mere, thus ending his day

HILL CLIMB

CTOBER

abruptly but, happily, not painfully. In the last class David Hepworth, on his only run in the Traco, clocked 45.43s to which Jim Johnstone in his first-ever trip in the same machine replied with 46.85s. Gearbox bothers robbed either driver of a second class or Top Ten run which was a great shame.

In the concluding Top Ten run off Jim Thomson (E Type) clipped another 0.01s off his new record and Richard Shardlow and John Cussins resumed their battle honours this time going to the latter with a splendid climb in 46.62s — just .30s better than the Chevron driver could manage — a performance which gave him third FTD and a new class record. Once John gets used to his newly-acquired ex Lawson BRM he should be the man to watch next season, especially if he maintains the rapid progress he's made in the last two years. Peter Voigt re-appeared sans front bodywork and just managed to beat his earlier time with 48.46s whilst Jack Maurice went from strength to strength with 48.84s and then 48.71s. Great interest naturally existed around Yorkshire Centre member Jeff Goodliffe's efforts to clinch his tenuous leading position in the Championship and this he did with certainty with a rousing 49.21s — 1.01s faster than his best class run and another new record. Despite a slightly slower second run and slightly faster one from Voigt the Yorkshireman held the day and the Championship was his — but it had been a near thing. With the Hepworth Traco out of the way Phil Scragg had little opposition to challenge him for FTD which he made on the very last run of the day with 44.72s — bettering his previously-established class record — leaving him with a final 0.71s advantage over second quickest man of the day, David Hepworth.

Results

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

1. J. C. England (Cooper S)	55.65
2. E. Stansfield (Cooper S)	57.04
3. J. M. Radcliffe (Sunbeam Stiletto)	58.89

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

1. D. R. Jackson (Ford Cortina 1500)	56.39
2. A. Forrest (Ford Cortina Super)	57.61
3. R. White (Ford Cortina GT)	57.71

Class 3. — Touring Cars Special Series

1. J. Pascoe (Cooper S)	53.28
2. N. Porter (Cooper S)	54.28
3. K. N. Lee (Cooper S)	55.11

Touring Cars Formule Libre

1. J. W. Goodliffe (Cooper S)	50.22
2. F. P. Kaye (Cooper S)	51.11
3. T. B. D. Christie (Cooper S)	51.70

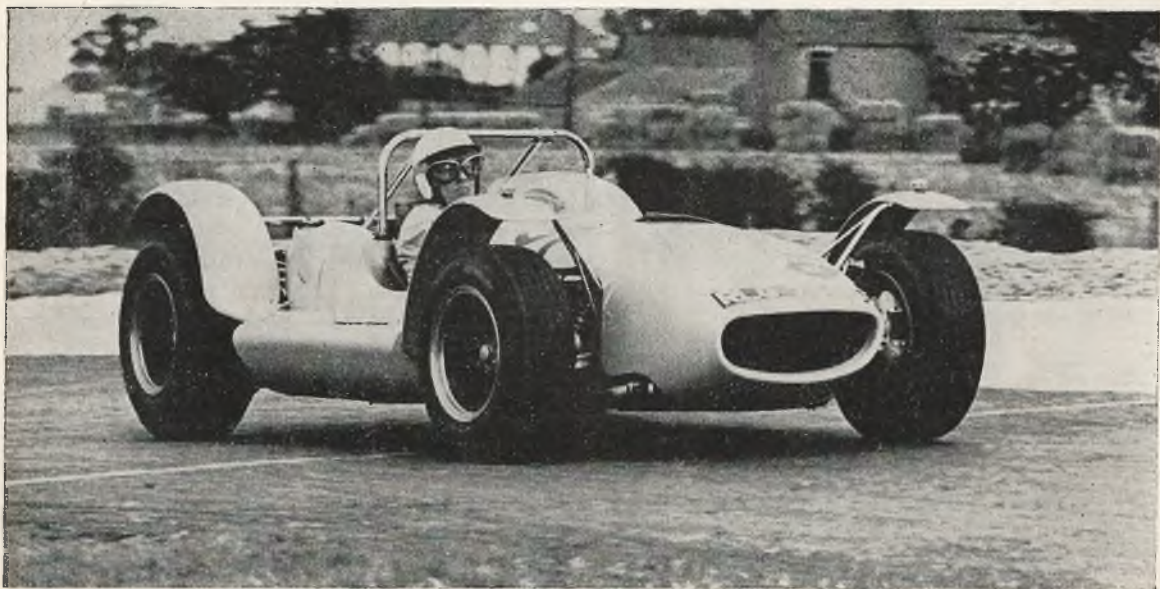
Class 5. — Marque "Y" Sports Cars up to 1300 c.c.

1. G. B. Ellis (MG Midget)	55.25
2. R. T. Pullin (MG Midget)	61.01
3. B. C. Lancaster (MG Midget)	61.01

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

1. J. L. Parker (Porsche 911L)	55.45
2. S. J. Simpson (TVR 1800S)	56.77
3. M. Dilnot (Morgan Plus Four)	57.35

Continued on page 17



PHIL SCRAGG

(Photo: Bill Roberts)

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NEW MEMBERS

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

1. J. F. Thompson (Jaguar E Type) 50.82
2. A. Mountain (Jaguar E Type) 52.70
3. J. A. H. Lambert (Jaguar E Type) 53.10

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

1. R. D. Sutherland (Austin Healey Sprite) 52.10
2. R. B. Stross (Lotus 7 Climax GT) 52.66
3. P. V. Richardson (Ginetta G 12) 52.66

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

1. R. T. Shardlow (Chevron GT) 47.53
2. J. R. Cussins (Ford GT 40) 48.16
3. L. S. Stross (Lotus Elan) 50.80

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

1. P. Voigt (DRW Imp) 48.49
2. D. Farnell (Mallock U2 Ford) 53.95
3. S. St. S. Mooney (Lotus 7 Ford) 68.13

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

1. R. J. Prest (Lotus 7 Ford) 52.62
2. J. Ward (Ward-Ford 11) 53.85
3. S. C. Butterworth (Lotus 7 Ford) 56.90

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

1. G. Tatham (Lister Chevrolet) 51.58
2. M. Starbuck (Chrysler Special) 52.62
3. J. R. Walton (Walton Bristol) 53.70

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

1. E. P. Scragg (Lola 70 Ford) 45.50
2. J. M. McCartney (Felday 4 BRM) 50.02

Only two runners

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

1. C. J. Tipping (Brabham BT 15 Ford) 50.34
2. Dr. D. Flanagan (Cooper JAP Mk. 10) 52.71
3. D. Tebb (Terrapin Min Mk. III) 54.02

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

1. J. Maurice (Cooper 76 Ford) 48.99

Only one finisher

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

1. D. Hepworth (Brabham Traco) 45.43
2. J. Johnstone (Brabham Traco) 46.85
3. G. Smith (Frazer-Nash Alvis) 56.35

Top Ten Run-Off

1. E. P. Scragg (Lola 70 Ford) 44.72
2. J. R. Cussins (Ford GT40) 46.62
3. R. T. Shardlow (Chevron GT) 46.92
4. P. Voigt (DRW Imp) 48.46
5. J. Maurice (Cooper 76 Ford) 48.71
6. J. W. Goodliffe (Cooper S) 49.21
7. J. M. McCartney (Felday 4 BRM) 50.20
8. L. S. Stross (Lotus Elan) 50.37
9. J. F. Thompson (Jaguar E Type) 50.81
10. C. J. Tipping (Brabham BT 15 Ford) 51.64

Welcome to the following new members.

- R. G. Adams, Middlesbrough
 D. Barker, Bradford
 H. Brierley, Halifax
 J. Coulter, York
 D. G. Dickinson, Leeds
 G. P. Dickinson, Leeds
 M. Dilmott, Batley
 D. R. Ferguson, Hull
 A. D. T. Fletcher, Ulva
 R. Forrest, Bradford
 B. G. George, Leeds
 D. Hargreaves, Langho
 S. R. Hutchinson, Gildersome
 G. Isles, Pudsey
 P. G. Kerry, Sheffield
 J. F. Laking, Leeds
 J. H. Liversidge, Batley
 M. Pinder, Birkenshaw
 D. G. Thompson, Killinghall

Joint Members

- Mr. & Mrs. G. T. Tate, Harrogate
 Mr. & Mrs. N. Carr, Elmshall

Junior Members

- J. H. Hull, Stockton-on-Tees
 R. D. Snowden, Bishop Auckland
 R. M. Wray, Barnsley
 J. J. Tate, Harrogate

JUNIOR MEMBERS

Now that our season is over I want to thank all those enthusiastic Juniors who have done such a good job at meetings this year.

When I read the correspondence in the B.A.R.C. News, often grumbles, from Juniors of the other Centres I realise how fortunate we in the Yorkshire Centre are.

It has been a disappointing year regarding visits, etc. generally due to the fact that Works generally will only have people Mondays to Fridays with minimum numbers and what with school terms and jobs this is difficult. Being scattered over a wide area provision of transport is also a problem and these difficulties are common throughout the Club. Nevertheless when opportunity offers, as before, I will do all I can to lay something on but if so I expect interest and support which I have not often had to date except from a very few.

To those Junior Members who have not yet come forward to do a job I say please make the effort to come to a meeting, advising me beforehand if possible and we will do our best to see that you have an interesting and satisfying day.

Finally my thanks to David Scratchard for writing such a loyal letter to the B.A.R.C. News telling people how we do things up here.

I look forward to seeing you all again next year.

Keith Chippindale



THIS IS KATHY. You should know her — she's the Club's Staff Secretary. What you should also know is that she is wearing the new "Tony Fall" Rally Jacket. Selling at £9. 19. 6d. Including Purchase Tax. It's got something very special! — An Orlon Fur Lining in red. Colours available

ELVINGTON RECORDS WEEK-END

5th OCTOBER

Centre members Peter Lawson and Allan Staniforth did unbelievably well in the annual Records Week-End at R.A.F. Elvington early in October between them establishing 17 of the 94 new International and British National Sprint records made.

Their new records were :

Peter Lawson (BRM 4WD) — Class D

Standing $\frac{1}{4}$ mile : 10.936s. (Int. & Brit. Nat.)
 Flying $\frac{1}{4}$ mile : 6.158s. (Brit. Nat.)
 Standing 500 metres : 12.505s. (Int. & Brit. Nat.)
 Standing Mile : 29.874s. (Brit. Nat.)
 Flying Kilo : 15.4725s. (Brit. Nat.)
 Standing Kilo : 20.476s. (Brit. Nat.)

Allan Staniforth (Terrapin Min) Mk. 1 s/c) — Class G

Flying $\frac{1}{4}$ mile : 6.93s. (Brit. Nat.)
 Standing 500 metres : 14.9875s. (Int. & Brit. Nat.)
 Standing Kilo : 24.502s. (Int. & Brit. Nat.)
 Flying Kilo : 17.1215s. (Brit. Nat.)
 Standing mile : 34.848s. (Int. & Brit. Nat.)
 Flying mile : 27.826s. (Brit. Nat.)



ALLAN STANIFORTH

Having followed Peter Lawson's exploits so closely throughout the season his latest performances will come as no surprise. It is, however, fitting he should conclude his wonderfully successful run in this way — particularly as this was his swan-song in the BRM which he sold shortly afterwards to John Cussins.

Allan Staniforth's achievement was particularly remarkable as his machine was conceived, designed and built by Allan himself, all in his spare time, and it will give his friends throughout the Centre and motor sporting world much pleasure. It seems that after the Centre One Mile Sprint at Elvington in August it was pointed out to Allan that his standing start mile time was well inside the International 1100 c.c. Class record — a performance which led to an invitation to the Records Week-End. Allan spent three frantic weeks extracting additional ponies from the already potent Terrapin Min engine, studying power curves and making up an aerodynamic nose-cone. The best tyre sizes for the various records being attempted were also looked into very carefully as a result of which the Terrapin ran on Mamba mini wheels for the standing $\frac{1}{4}$ mile and 500 metres attempts and on Sprite rollers from the same stable for the longer distances and flying start records — the latter giving the advantage of higher gearing. Allan broke three International and six British National records and was unlucky not to take the International and British National standing quarter-mile in which he bettered the quickest-ever time but by less than the minimum of 1% needed to establish a new record. Over the flying distances the Terrapin was reaching 137 m.p.h. which is pretty good going for an 1100 c.c. car designed, built and driven by an amateur with hill-climbing primarily in mind!

On the Correspondence page of this Circular we publish a letter from Allan and his friend, Bryan Smith who also established seven new records at the same time, on the subject of the ridiculously large bag of gold they must pay if they wish their claim for recognition of the new International records to be sent

forward for ratification. Doubtless those who originally framed the rules never envisaged world records being established by non-professionals of limited means totally without works or similar backing. Nevertheless it has happened and the plain fact is that Allan and Bryan are enthusiasts who have designed, built and driven their machines themselves, projects which have absorbed all their spare money.

Whilst we hope their plea for financial help will be answered — if ever a cause deserved support theirs surely does — one feels, in view of the exceptional circumstances the R.A.C. should meet these charges, or the greater part of them, from its own funds. After all these records not only stand to the credit of those who established them but to their country also.

SCARBOROUGH HILL CLIMB—Continued

Awards

F.T.D.	E. P. Scragg
2nd F.T.D.	D. Hepworth
3rd F.T.D.	J. R. Cussins
4th F.T.D.	J. Johnstone
Fastest Touring Car	J. W. Goodliffe
Fastest Marque "Y" Sports Car	J. F. Thompson

The Special prizes for fastest Special G.T. & Sports/Racing cars were not awarded.

First Class Awards

I. C. England; D. R. Jackson; J. Pascoe; G. B. Ellis;
 I. L. Parker; R. D. Sutherland; R. T. Shardlow;
 P. Voigt; R. I. Prest; G. Tatham; C. J. Tipping;
 J. R. Maurice.

Second Class Awards

A. Forrest; N. Porter; F. P. Kave; R. T. Pullin;
 S. I. Simpson; A. Mountain; R. B. Stross.

Third Class Awards

I. N. Lee; T. B. D. Christie; M. Dilnot

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Extract from the Financial Times
13th September, 1968 :-

"Mr. Angus Reid" (Chairman of London Rubber Co.) "has always liked the idea of London Rubber going into the wine business. After all, wine fosters romance and romance fosters a need for so many things that his Company makes!"

Extract from the Financial Times
24th September, 1968 :-

Public Service, the journal of local government officials, records the following note from a family planning booklet: "Reproduction without permission is forbidden".

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BIRD'S EVENT

3rd SEPTEMBER

This year's Bird's Event, on Tuesday evening 3rd September, attracted 21 entries from the fair sex — considerably more than usual — and appeared to be enjoyed by every one.

Entrants were somewhat arbitrarily handicapped according to previous competitive experience and success and divided into three classes following which they had to undertake a number of fairly straightforward driving tests, eventual placing being decided on a Figure of Merit basis.

After the meeting there was the usual gathering at a new venue, The Angel Hotel, Rothwell Haigh, where all were made most welcome and comfortable.

Thanks for a successful Bird's Event are due to Messrs. John Waddington Ltd. who went to a tremendous amount of trouble to accommodate us and to the Rogerson brothers and David Lincoln who arranged it all.

Unfortunately the results compilers omitted the marital status of those taking part and consequently this courtesy has necessarily been left out in the results details below — for which your reporter's apologies!

Results	Fig. of Merit
1. Joan Rawson (Cortina 1600E)	99.25
2. Sue Clegg (Cortina GT)	96.29
3. Helen Kaye (MG Midget)	92.37
4. Pat Steele (MG Midget)	91.97
5. Kathy Reyner (MG B)	91.87
6. Janet Kitching (Sunbeam Stiletto)	90.87
7. Carol Hardy (Cortina GT)	90.59
8. Glynne Geldart (MG B)	89.92
9. Gillian Haigh (Mini Cooper)	89.37
10. Diana Townsend (Mini)	89.08
11. Chris Riall (Mini)	88.79
12. Elizabeth Snowden (Ford Zephyr)	86.32
13. Lindsay Rogerson (MG 1100)	86.08
14. Joan Rogerson (Cortina GT)	85.92
15. Shirley Cummings (Mini Traveller)	85.53
16. Nina Townsend (Mini)	82.51
17. Frances Shaw (Mini)	80.16
18. Ann Garnett (MG B)	79.85
19. Cathy Roe (MG 1100)	76.05
20. Susan Marr (Triumph Herald)	75.00
21. Jane Garside (MG Midget)	73.80

Awards

1st Overall	Joan Rawson
2nd Overall	Sue Clegg
First Class	Helen Kaye; Pat Steele
Special Award for Fastest Time	Janet Kitching

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Committee Commentary

Events Committee

The October meeting was pleasantly unusual in being attended by Teddy Lawry — B.A.R.C. Council member and Chairman of the club's Events Committee — and Bob Clarke, the club's General Manager, both making welcome initial appearances at a Yorkshire Centre committee meeting. The meeting also welcomed Sid Hanson — re-joining after an absence of several years owing to other commitments — and bid a reluctant farewell to Mervyn Oldham who had been forced to resign for business reasons.

The review of the Scarborough Hill Climb produced two points of note, firstly the paucity of entries in some classes and secondly the need for improved paddock arrangements in 1969. The previous days Greenwood Cup Trial had, it was thought, turned out very well despite last-minute venue problems and after-lunch rain. Several members drew attention to the effects of the marking system used when calculating the marks for the Centre Annual Competitions and it was decided that for this year each class would be regarded as a separate event for this purpose. It was also decided to amend the rules appropriately for 1969.

Convinced the success of the Scarborough Week-End lies mainly in careful pre-planning the Committee appointed an organising Sub-Committee of Morris Whaley (Clerk of Course), David Stead (Deputy Clerk of Course), Bob Soper (Chief Marshal) and David Lincoln (Secretary).

Although not a unanimous decision it was decided once again to feature motor cycles, combinations and three-wheelers at the Spring National Hill Climb at Harewood next April, it being felt their inclusion provided much-needed variety and attracted spectators who might not otherwise attend.

The meeting then devoted 2½ hours to the subjects the two visitors from London wished to discuss viz the position of the Centre relative to the organisation of Members race meetings at Croft and an open discussion on Club affairs in general and Centre-Headquarters relationships in particular. The latter inevitably raised the familiar complaint of the inadequacy of the small proportion of each members total annual subscription which is returned to his parent Centre but from the visitors replies it seemed improbable any improvement within the foreseeable future can be expected — unless subscriptions are increased. Many members — and both visitors — agreed closer contact and communication between the Centres on the one hand and Argyll Street on the other would be beneficial, recognising the tendency for Centres to regard themselves as independent entities rather than parts of a corporate whole. The discussion also ranged over several other aspects of Club-Centre activity.

The visit of Teddy Lawry and Bob Clarke — both very good friends of the Yorkshire Centre — undoubtedly proved fruitful and helpful both from their

and our own points of view — and the hope was widely expressed this might be the forerunner of many more similar meetings.

Social Committee

The November meeting was a "doing and dusting" affair being predominantly concerned with arrangements for social club nights later in the winter and the annual Dinner Dance.

As the Peacock Inn, Birkenshaw, would be closing early in the New Year a new venue had to be found for the "Southern" club nights and it was decided to accept the kind offer of the Morley Rugby Club to use their new cocktail bar, the first meeting there to be on Tuesday, 21st January next.

The Committee had several ideas in mind for social club nights later in the winter but, owing to the proximity of the RAC Rally, the Dinner Dance and Christmas decided to defer these until early in 1969.

Main Committee

The November meeting opened with the Treasurer's report on the state of the Centre's coffers, sadly depleted following settlement of the contractor's bills for the Harewood course improvements but adequate, if no more, for needs over the next few, incomeless, months.

The greater part of the meeting was taken up by a thoroughgoing discussion about the Centre's Croft race meetings details of which cannot be disclosed for the time being.

The Committee, deploring the apparently unjustifiable charges to be paid to the R.A.C. — seemingly for transmission to the F.I.A. — when ratification of international records is sought, decided in view of the exceptional circumstances to offer Allan Staniforth assistance towards the sum he has to find, reference to which has been made elsewhere.

DECEMBER CLUB NIGHTS

TUESDAY, 3rd DECEMBER
SCOTTS ARMS, SICKLINGHALL

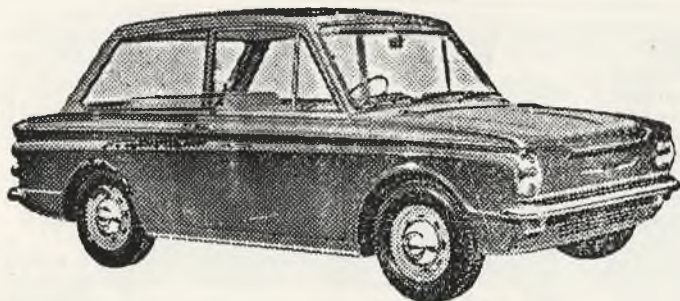
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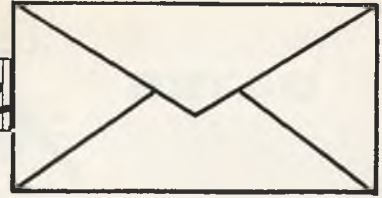
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Correspondence



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

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Gold Medal winners in the recent Olympics did not have to pay to have their achievements officially accepted.

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This simply is to formally claim them for Britain. We did the record-setting as sparetime enthusiasts. To be asked to pay out such a sum on top of the costs of building and developing our two cars in order to have the records officially rubberstamped is unfortunately beyond us.

We need someone willing to pay the FIA bill to put them on record for Britain. Will anyone help?

Yours truly,

Bryan Smith.
Allan Staniforth.

Keighley.

MISCELLANEOUS

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DECEMBER CIRCULAR

PRESS CLOSING DATE

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

WEDNESDAY, 4th DECEMBER

otherwise publication in that issue cannot be guaranteed.

SMALL ADVERTISEMENTS

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

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DATES

For Your Diary

YORKSHIRE CENTRE PROGRAMME

Date	Event	Status	Centre Annual Competitions
1968			
3 December	Club Night — Social — Sicklinghall	—	—
12 December	● Annual Dinner Dance	—	—
17 December	Club Night — Social — Birkenshaw	—	—
1969			
2 January	Film Show — Liberal Club, Bramley	—	—
7 January	Club Night — Social — Sicklinghall	—	—
16 January	● Film Show — Liberal Club, Bramley	—	—
21 January	Club Night Social — Morley Rugby Club	—	—
25 January	Midnight Film Matinee	—	—
4 February	Club Night — Social — Sicklinghall	—	—
13 February	● Film Show — Liberal Club, Bramley	—	—
18 February	Club Night — Social.	—	—
27 February	Film Show — Liberal Club, Bramley	—	—
4 March	Club Night — Social — Sicklinghall	—	—
13 March	● Film Show — Liberal Club, Bramley	—	—
18 March	Club Night — Social.	—	—
23 March	Harewood Members Hill Climb	Closed	K
1 April	● Club Night — Social — Sicklinghall	—	—
13 April	Driving Tests	Closed	K
15 April	Club Night — Social.	—	—
19/20 April	● Harewood Spring National Hill Climb	Nat. Brit.	K
6 May	* Scarborough Practice Driving Test	Closed	CK
11 May	Autocross	Closed Jt.	KA
20 May	● Club Night — Social.	—	—
25 May	Members Race Meeting, Croft	Restricted	NK
27 May	* Harewood Practice Evening	Closed	K
31 May/1 June	● Montague Burton Trophy Hill Climb, Harewood	Nat. Brit.	KA
3 June	Club Night — Social — Sicklinghall	—	—
7/8 June	Scarborough Week End	Restricted	NCKA
7 June	Scarborough Dance	—	—
17 June	* Driving Tests	Closed	K
22 June	E. A. Denny Trial	Closed Jt.	CK
29 June	Members Race Meeting, Croft	Restricted	NK
1 July	* Autocross	Closed	K
15 July	Club Night — Social.	—	—
20 July	Novices & Vintage Hill Climb, Harewood	Restricted	K
3 August	Joint Driving Tests	Closed Jt.	K
5 August	* Greenwood Cup Trial Practice	Closed	CK
17 August	Members Race Meeting, Croft	Restricted	NK
19 August	Club Night — Social.	—	—
31 August	Annual Cricket Match	—	—
2 September	* Birds Event	Closed	CK
13/14 September	Championship Hill Climb, Harewood	Nat. Brit.	K
13 September	BARC-BQ Dance, Harewood	—	—
14 September	Club Night — Social.	—	—
27/28 September	Scarborough Hill Climb	Nat. Brit.	K
7 October	* Harewood Safari	Closed	K
19 October	Members Race Meeting, Croft	Restricted	NK
21 October	Club Night — Social.	—	—

26 October	Greenwood Cup Trial	Closed Jt.	CKA
4 November	Club Night — Social — Sicklinghall	—	—
18 November	Club Night — Social.	—	—
2 December	Club Night — Social — Sicklinghall	—	—
11 December	Annual Dinner Dance	—	—
16 December	Club Night — Social.	—	K

Dates of Sleuth's Mug and Summer Dance to be notified later.
All dates for 1969 are provisional and subject to later confirmation.

- Grand Lottery Draw.
- * Club Night Evening Event.

CENTRE ANNUAL COMPETITIONS

Events marked "N" must be entered under B.A.R.C. to qualify for marking.
Events marked "C" qualify for the Chippy-lola Vase competition.
Events marked "K" qualify for the Ken Lee Trophy competition.
Events marked "A" qualify for the Arnold Burton Trophy competition.
All competitive events qualify for the Pearce Trophy/Firth Bowl competition.

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

OTHER EVENTS

1968

DECEMBER

- 1st Gloucestershire Sporting Trial — R.A.C. Trials Championship event — London M.C.
- 1st * Race Meeting, Brands Hatch — Thames Estuary A.C.
- 7/8th * Targa Rusticana Rally — Oxford University M.D.C.
- 8th * Race Meeting, Brands Hatch — Mini Seven Club.
- 26th * Race Meeting, Lydden Hill — Thames Estuary A.A.
- 26th * Driving Tests — Restricted — B.A.R.C. (N.W. Centre)
- 26th Race Meeting — Croft — Boxing Day Meeting — Darlington & District M.C.

1969

JANUARY

- 18/25th Monte Carlo Rally (Int.)

FEBRUARY

- 1/2nd Daytona 24 Hours Race (Int.)
- 8th Race Meeting, Croft (Nat. British) — Darlington & District M.C.
- 12/17th Swedish Rally (Int.)

MARCH

- 1st South African Grand Prix (Int.)
- 5/9th Flower Rally (Int.)
- 8th Croft Rallycross
- 8th B.A.R.C. Race Meeting (Int.)
- 9th * Race Meeting, Oulton Park (Restricted) — B.A.R.C.
- 16th * Race Meeting, Thruxton (Restricted) — B.A.R.C.
- 16th Race of The Champions, Brands Hatch (Int.)
- 22/26th Mobil Economy Run (Int.)
- 22nd Sebring 12 Hours Race (Int.)
- 23rd * Race Meeting, Snetterton (Restricted) — B.A.R.C.
- 23rd Race Meeting, Mallory Park (Int.) — B.R.S.C.C.
- 29th Daily Express Trophy Meeting, Silverstone (Int.)

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