



# YORKSHIRE CENTRE CIRCULAR



**move over...**

**here comes**



**2002**

**YORKSHIRE  
DISTRIBUTORS**

**NORMAND (BRADFORD) LTD.**

**HALL INGS, BRADFORD 1**

TELEPHONE :  
BRADFORD 33077



**YORKSHIRE W.R.  
MAIN DEALERS**

**JENSEN YORKSHIRE DISTRIBUTORS**

# YORKSHIRE CENTRE CIRCULAR

DECEMBER **68**

## BRITISH AUTOMOBILE RACING CLUB

### PRESIDENT

The Rt. Hon. THE EARL HOWE, C.B.E., D.L., J.P.

### GENERAL MANAGER

ROBT. L. CLARKE  
5/6, Argyll Street, London, W.1.  
Tel. GERrard 2533

## YORKSHIRE CENTRE

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

### CHAIRMAN

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

### VICE-CHAIRMAN

E. D. CLARK  
10, Wormalds Yard, Boar Lane, Leeds 1  
Tel. Leeds 21451

### SECRETARY

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

### TREASURER

M. H. WHALEY  
Guiseley Garages Ltd., Otley Road, Guiseley.  
Tel. Guiseley 2244.

### COMPETITION SECRETARY

J. D. LINCOLN  
'Brandy Close', 125, Drub Lane, Cleckheaton, Gomersal, Yorks.  
Tel. Cleckheaton 3050.

### MAIN COMMITTEE

A. J. BURTON, J. M. BUSFIELD, J. M. HOLROYD,  
J. JOHNSTONE, B. W. MOSS, K. J. OLDHAM, R. A.  
RIALL, P. H. SCOTT, D. P. STEAD, L. S. STROSS,  
J. A. STROUD, M. H. WHALEY.

### FINANCE & GENERAL PURPOSES COMMITTEE

M. S. Wilson (Chairman) H. C. Mason (Secretary)  
E. D. Clark, J. D. Lincoln, M. H. Whaley.

### EVENTS COMMITTEE

J. A. Stroud (Chairman), A. J. Hodgetts (Secretary).  
A. J. Burton, J. M. Busfield, D. K. Chippindale, S. Hanson,  
J. M. Holroyd, J. E. Ison, J. Johnstone, B. W. Moss,  
R. Soper, D. P. Stead.

### SOCIAL COMMITTEE

H. C. Mason (Chairman), L. S. Stross (Secretary).  
K. J. Oldham, R. A. Riall, P. H. Scott, D. P. Stead,  
H. Wilkinson.

The officers are ex-officio members of all committees

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

### PUBLISHED MONTHLY

FOURTEENTH YEAR No. 161.

### 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

Christmas greetings to all our readers and friends  
and best wishes for a truly good year in 1969



# JANUARY EVENTS

**THURSDAY 2nd**

## **FILM SHOW**

LIBERAL CLUB, HOUGH LANE, BRAMLEY, LEEDS.  
COMMENCING 7-45 P.M.  
ADMISSION FREE

★ ★ ★ ★ ★

**TUESDAY 7th**

## **CLUB NIGHT**

SCOTTS ARMS, SICKLINGHALL.  
NATTER & NOGGIN SESSION

★ ★ ★ ★ ★

**THURSDAY 16th**

## **FILM SHOW & LOTTERY DRAW**

LIBERAL CLUB, HOUGH LANE, BRAMLEY, LEEDS.  
COMMENCING 7-45 P.M.  
ADMISSION FREE

★ ★ ★ ★ ★

**TUESDAY 21st**

## **CLUB NIGHT & QUIZ**

MORLEY RUGBY CLUB, MORLEY.

★ ★ ★ ★ ★

**SATURDAY 25th**

## **MIDNIGHT FILM MATINEE**

ODEON CINEMA, MERRION CENTRE, LEEDS 1.  
COMMENCING 11-45 P.M.  
TICKETS - 7/6d. EACH FROM CENTRE OFFICE

★ ★ ★ ★ ★

**WEDNESDAY 29th**


## **INTER-CLUB QUIZ**

RALLY HOUSE, OLD GREAT NORTH ROAD, BROTHERTON,  
FERRYBRIDGE.  
COMMENCING 8-0 P.M.

# Ramblings



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

 The Officers and Committee of the Yorkshire Centre extend to all members their best wishes for a Very Happy Christmas and a Prosperous New Year.

## Thank You!

At the end of the year it falls to your editor to thank — on behalf of the Officers and Committee — all those who have contributed so much in so many ways towards the success of the recently-concluded Centre season.

This task is always pleasurable but it usually leaves the writer with a feeling of inadequacy stemming from the twin impossibilities of properly expressing the gratitude of the "management" or mentioning all those concerned, even by categories, without risk of serious omissions.

To get through a Centre year of around 50 events — competitive and social — obviously requires a great deal of time and effort and, above all, goodwill. All of that has been generously donated by members and friends of the Centre — more often than not without reward of any kind — for which your Officers and Committee are deeply grateful for without it so little would be possible.

To the Centre's many friends — members or not — wherever they may be we offer our sincere thanks both for their assistance during 1968 and the knowledge reliance can be placed on their similar support during 1969.

## Face to Face

Sadly we have to tell readers that Chris Winder, feeling it time he set about rebuilding the Bugatti which has languished in his cellar for over-long, finished constructing his 1969 season's racer and devoted more time to business and family has reluctantly felt it necessary to declare from future contributions of the FACE TO FACE feature in the Circular — and his swan-song appears in this issue.

FACE TO FACE — the suggestion for which came from Chris originally accompanied with an offer to write it — has been a regular feature of our magazine for almost three years and has given a welcome personal favour to its columns — one which will be greatly missed unless, and this seems unlikely, we have another amongst us willing to take up Chris' pen.

The regular monthly production of these features involves a good deal more than just writing a few hundred words. There is the list of "victims" to be compiled, with regard being paid to variety of choice, the interviewing of each subject and often difficult extraction of the kind of material which is essential if an interesting, accurate profile is to be drawn and then, finally, the actual putting of pen to paper — and the task of ensuring the feature neither falls short of, nor exceeds, the editors one-page space allotment and meets his press deadline!

Chris has regularly done all this, virtually without a break, since April 1966 and for all that we owe him, and his lady wife who has so kindly looked after the secretarial side throughout, our very grateful thanks.

We are sure future issues of the Circular will be the poorer for the absence of Chris' breezy articles about our fellow-members.

## Centre Programme 1969

Readers have now been able to study the programme for 1969 finding it in the main differs little from its predecessor.

This Autumn, the Events Committee took a hard look at each competitive event as well as the overall balance of the programme eventually concluding that whilst one or two events should be discontinued altogether and some modified no major alterations were indicated and drew up the 1969 fixture list accordingly.

In arriving at this decision the Main and Events Committees were guided by their strong belief it is their job to provide the kind of programme you, the members, wish to have — although unhappily it isn't always easy to ascertain your preferences which inhibits the final choice.

No organisation is an island and our programme has, in recent years, been increasingly influenced by outside factors, many beyond our control. However, throughout the committees have maintained their fundamental belief that the *raison d'être* for the Centre is to provide the kind of entertainment — competitive and otherwise — the members wish to have and framed the annual programme accordingly.

For many years each years programme has been a development of its predecessor — rarely have radical alterations been made — although the emphasis has changed considerably over the longer term. Your committees believe, especially in the absence of signs of serious dissatisfaction, this is the most satisfactory way to go — at the same time being only too well aware this invites the criticism of "the same old mixture as before".

Continued on page 7

Telephone : SHIPLEY 51519

# David James

## AUTO·EXTRAS

**73 OTLEY ROAD · SHIPLEY · YORKSHIRE**

SUPPLIERS & STOCKISTS OF :-

- LEATHER & WOODRIM WHEELS (Over 100 Types always in Stock) ●
- CIBIE, MARCHAL Q.I. RALLY LIGHTING ●
- PROTEX NOMEX RACING OVERALLS ● RESTALL ● CORBEAU RALLY SEATS ●
- WEBER, STROMBERG & S.U. CARBURATION KITS ●
- INLET & EXHAUST MANIFOLDS ● RALLY OR RACE CYLINDER HEADS ●
- ANTI ROLL AND LOWERING KITS ● BIG BORE SILENCER SYSTEMS
- VALVE SPRINGS ● REV COUNTERS SWITCHES & GAUGES ●
- RALLY JACKETS & DRIVING GLOVES ●
- WE ARE MAIN AGENTS FOR LESTON ● HOPKIRK ● ALEXANDER ●
- RESTALL ● CORBEAU ● MAMBA ● ASTRALI ● AVANTI ● TAURUS ●
- RADBOURNE, ETC., ETC.

CONCESSIONS TO B.A.R.C. CLUB MEMBERS

AT ...

**DAVID JAMES**  
AUTO · EXTRAS

73 OTLEY ROAD, SHIPLEY,  
YORKSHIRE.

## SPORTING CARS (Leeds) LTD.



FOR INTERESTING CARS

CALL AT

**32 MEADOW LANE**

**LEEDS 11**

(2 Mins. City Centre)

TEL. 2 4 7 1 1



If the list contains fixtures you feel should be dropped or you have ideas for the inclusion of new ones you have only to say so and the committee concerned will gladly look further into the subject. If new suggestions are practical, promising and likely to receive reasonable support they will, almost certainly be adopted subject, in the case of new competitive events, to one proviso. The Centre programme being very crowded and demanding of those whose task it is to implement it the Main and Events Committees have laid it down as a matter of policy not to add new events — only to substitute for existing ones — so if you've something new in mind you should also give thought to what it should replace.

Ideas for new events — social or competitive — are always welcome, especially if they come from the membership at large and it would be encouraging to see more coming forward from that direction.

### Scarborough Hill Climb

Members who had learned with dismay of the unexpected decision of a Scarborough Corporation sub-committee to withhold permission for use of Olivers Mount in 1969 owing to objections from a few local residents will be glad to know all is now well, the full Council meeting early in December having granted permission to use the hill as usual again next September.

The Council took the view the Scarborough Hill Climb was a popular event enjoyed by residents and visitors alike which brought valuable additional trade to the town — advantages which greatly outweighed the few objections to the meeting.

In the past every effort has been made to minimise inconvenience to residents in the immediate vicinity of Olivers Mount — an end we shall continue to seek.

### International Racing Car Show

The International Racing Car Show will be held in The National Hall, Olympia from 8th to 18th January next. Normal admission is 7/6d. — except on opening day, Wednesday 8th January, when it will be 1/.

Special admission rates apply to B.A.R.C. members who, by using the special application form enclosed on page 4 of the December B.A.R.C. News can obtain tickets in advance at from 5/- to 6/- each according to the quantity required, except for the opening day. Applications must be submitted by not later than 27th December.

---

## JANUARY CIRCULAR

### PRESS CLOSING DATE

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

**WEDNESDAY 15th JANUARY**

otherwise publication in that issue cannot be guaranteed

A large number of Centre members and friends assembled during the evening and night of Tuesday 19th November to usher the R.A.C. Rally through its Yorkshire stages, the Centre being responsible for a Special Control at Dalton-on-Tees (in the shadow of Croft Autodrome) and the 15 mile Special Stage in the forests at Dalby South. More Centre members assisted on adjacent stages manned by other local clubs so the whole area was alive with Centre types.

By the time the rally entered Yorkshire it was on its last night and the field was down to 43 at Dalton of which several were well out of time and many of lights, breath and, in several instances, bodywork. Almost all the "known" overseas entrants — with the exception of Lampinen and Orrenius of course were missing — and there weren't so many "known" British either. Especially pleasing was the presence of Phil Cooper who finally came home in fourth place overall. At Dalby the field had been further reduced to around the 30 mark — which must be by far the smallest number of competitors the Centre has ever had to handle on an R.A.C. Rally. Strange though this decimation appeared at the time it has to be remembered there are now about twice as many stages as there were a few years back and the individual severity has, in many cases, greatly increased. There's certainly no doubt it's now a pretty tough rally to complete — let alone do well in.

As usual the night provided much humour. At Dalton officials derived considerable amusement from the apprehension of two ladies in a Minor 1000 Estate who, on being confronted with a couple of "NO" boards at the entrance to the road they wished to take refused to proceed further, seemingly convinced unspeakable horror lurked down the road around the autodrome. It appeared they'd never heard of the rally and it took a great deal of patient explanation before they could be persuaded to proceed on their lawful way. At the same spot a lady competitor — who earlier had been engaged mainly on keeping going to the finish to secure the Ladies Award, a quest which was plainly hopeless she being very, very late at Dalton — arrived just as the marshals were moving off for home (nearly an hour after their allotted closing time!) plaintively demanding the presence of the Marshal i/c. This gentleman obligingly came at the double, fastening his trousers as he ran having been otherwise engaged behind a hedge, to be greeted with the querulous enquiry "why is it all the controls are closed when we get to them?"

The R.A.C. Rally is always an enjoyable night out — even for those who like their sleep and irrespective of the weather which this year was mild and fine if a shade damp. And the regulars always cherish the thought they may, in due course, receive those elusive bars to their rally badges! To reassure the doubting, one or two of us have actually seen them so they do exist.

Next year 14th to 21st November — and perhaps we'll get a daylight stage.

---

## SMILE WITH TIPCO

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".

For the finest Sockets, Sets,  
Open Ended, Ring and Combination  
Spanners, TIPCO is the name.

As supplied to Rolls-Royce,  
B.M.C., Leylands, the Israeli Army,  
The British Army and Chippy Stross.

Contact :

**TIPCO TOOLS,**

LOWFIELDS ROAD,

LEEDS 12.

Telephone : LEEDS 30178/9.

or

**RICHARD SUTHERLAND**

Telephone : KNARESBOROUGH 3702

---



We are pleased to introduce the RENAISSANCE RANGE of LANTERNS and WALL LIGHTS in the CLASSICAL STYLE.

Illustrated is the Florentine Lantern designed over 500 years ago during the Italian Renaissance and the original of which still stands on a palace in Florence. This superb hand-made reproduction is available with a variety of brackets from only 12 Gns. and will grace your home for many years to come.

Our works and showrooms are on the A.1 3 miles south of Wetherby and we are always pleased to see any of our friends when they are in the area if they care to pop in.

---

**BOB SOPER LTD., Bramham, Yorks.**

Telephone : BOSTON SPA 3772





# COMPETITION



# HATTER

## War of the Roses

Several years ago, a feature of the Centre's competition programme was the Annual battle with our colleagues from the North Western Centre, for the War of the Roses Shield. The winners were usually decided on the results of an all night rally organised by each Centre in alternate years; though I remember one very enjoyable event, which took place in daylight, and included rally sections, driving tests, miniature selective sections and even a "reverse route card" section.

Unfortunately the event went the way of many, following the regulations governing competition on the public highway. However, I am glad to say that our friends from across the Pennines have proposed that we should revive the Shield Competition, to be fought out in driving tests in 1969.

The North Western Centre are holding an Inter Club Driving Test at a very good site at Burtonwood, Nr. Warrington on Sunday, 9th February, and whilst the Centre have been invited to send a team along to compete in the main event, it is also proposed to make the comparative results of the Yorkshire Centre and North Western Centre Teams count as the first leg of the War of the Roses; with the second leg being held in conjunction with our closed driving tests in April.

The Centre committee has readily agreed to these suggestions and look forward to being represented very strongly in both home and away legs. The proposed classes are:

- (1) Minis, all variants.
- (2) Sports Cars.
- (3) Saloon Cars front wheel drive and rear engine rear wheel drive.
- (4) Other Saloon Cars.

The team would consist of one car per class plus one reserve from any class.

I have still had no confirmation of these classes in regulation form and it may be that if more inter Centre entries are available, the War of the Roses side of the event may be extended. In any case, I should very much like to hear from anyone who would like to take part in the away leg at Burtonwood on February 9th — since this is strictly speaking the "off season", we may have some difficulty in persuading some of you out, so please get in touch with me as soon as possible, if you would like to be considered for selection. The Events Committee meets on 30th December, and will be considering the matter at that meeting. My telephone number, after 7-30 p.m. is Cleckheaton 3050.

## Rallying Season

The Rallying season is hard on us once again, and as a past organiser of these events, I'll bet the present day organisers are one section of the community who will favour British Standard Time. The early daylight hours were always difficult to cope with, for one either had to finish the rally in the middle of the night or

put up with the possibility of late finishers dicing in daylight with the early morning traffic — the extra hour's darkness should help with that problem.

I am happy to say that some of our neighbouring clubs, who have had to drop out of the field for the last couple of years have come back in, with some well known events. As there is quite a useful choice coming up in January/February, I thought it would make a change to look at some of these rallies.

As luck would have it, there is a clash on the 11th/12th January between the Lincolnshire Automobile Club's Tor-Trip Lincolnshire Rally, and the High Moor Motor Club's Cytax Rally.

The Lincolnshire event first, which as you may have guessed is sponsored by the Tor Shipping Line, starts at Pelham Bridge, Lincoln and Finishes at Caenby Corner. The route is 200 miles on Maps 104, 105, 113 and 114. The first prize is a Tor Trip to Amsterdam for two, very nice too!

The Cytax Rally is described as a tight road event, with the result not being decided on Selectives, but there will be 70 controls and "no nonsense" navigation. Since one of the organisers is the well known Northern navigator Keith Wood, I think we can be assured of a first class event, starting at Ewloe and finishing near Llangollen.

Next along comes another favourite amongst the Centre's former band of rally enthusiasts, the Leeds University Union Motor Club's Rally of the Northern Lights. This takes place on January 25th and 26th and has a 200 mile route on maps, 91, 92, and 96 (much more like home for us!), taking in three stages on private land and ten selective sections. The event is sponsored by Banstone Oils of Dewsbury, an essential in these austere days (sponsorship I mean!). The University also ask for marshals for this event, any takers?

The final Rally of the Month, actually falls in February, the 1st and 2nd to be exact, but needs mentioning here to be of any benefit to Centre members. This is the Airedale and Pennine Club's White Horse Rally — incidentally, the well produced regulations include one of those fast becoming popular pin-ups of our staff secretary in her (quote) "rather attractive anorak". The rally really is one of the best known Northern events, with a great reputation and several years Motoring News Championship status behind it.

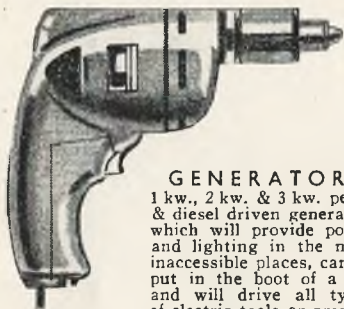
After a season off, a new, but nevertheless experienced team of organisers have taken over to present a 250 mile event with twelve lengthy selective sections. Starting at Ringways the rally uses maps 89, 90, 95 and 96 (hum, another local event). I always used to think that the Rally took its name from the phenomenon at Kibburn, N. Yorks, but after seeing the picture in the regulations, there's no mistaking which White Horse is meant this year — no matter how you look at it!

# KEN LEE (MOTORS) LTD.

WISH ALL MEMBERS  
AND CUSTOMERS  
A  
VERY MERRY CHRISTMAS  
AND A  
HAPPY NEW YEAR

Please note new address :

172/174 LEEDS ROAD, BRADFORD 3. Telephone 20080.



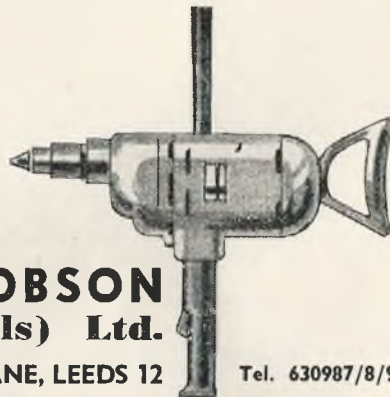
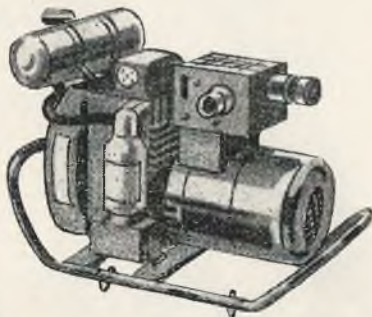
**GENERATORS**  
1 kw., 2 kw. & 3 kw. petrol  
& diesel driven generators  
which will provide power  
and lighting in the most  
inaccessible places, can be  
put in the boot of a car  
and will drive all types  
of electric tools or provide  
light for large areas.  
Generators up to 7 kw.  
available.

## POWER TOOLS

To have the cor-  
rect number of  
electric tools at  
the right place at  
the right time  
without tying up  
valuable capital is  
now possible by  
using our tool hire  
service.

A WIDE RANGE  
OF POWER  
TOOLS BY  
LEADING  
MANUFACTURERS  
— KANGO  
BLACK & DECKER  
ETC.

Stocks of new  
machines are  
always available  
for immediate  
delivery.



**ISAAC ROBSON  
(Power Tools) Ltd.**

WORTLEY MOOR LANE, LEEDS 12

Tel. 630987/8/9



# GREENWOOD CUP TRIAL

27th OCTOBER

Once again the Greenwood Cup Trial heralded the unwelcome end of the Centre competitive season this years fortieth in the series being, as usual, jointly organised by the Yorkshire Sports Car Club and the Centre. After many last-minute alarums over a venue the desirable, but hitherto unavailable, acres of Whin Park suddenly became free again — to the relief of organisers David Lincoln and Chris Winder.

A good deal of rain during the previous week had softened the ground to a gooey consistency but Chris — old hand at this kind of thing — had laid out a sensible, sporting and practical course which took this into consideration and nobody was asked to do anything stupid.

The days sport opened with signing-on and the first two sections on familiar terrain at Stockton Farm from whence the pleasingly large field of 50 competitors made its way to Whin Park for a further 18 sections — eight of them taken before the lunch-break. Despite threatening weather the rain held off until after lunch and by then it was too late to spoil the sport. The organisation functioned very smoothly and everything was over in good time with the results calculated shortly after the last man finished the final section.

This year no Figure of Merit markings were used to work out a General Classification the major award going to the competitor with the lowest total of marks lost irrespective of class and, as on so many past occasions in events of this kind, it proved to be Edgar Wadsworth with 71, although J. M. Ramsbottom (Hillman Imp) reached the same level, only yielding first place to the Denzel driver by virtue of a 0.4 secs. slower test time. The winner of each class — except Wadsworth — gained a Special Award and the next best 10% in each class a First Class which, with the usual Novice and Team Awards completed the prize list. The marking system worked well and is certainly easier and speedier to calculate although it did pose an unforeseen problem or two for the markings for the Annual Competitions. Many will regard the principle of the winner being the chap who gets farthest up most hills as more satisfactory than arithmetically calculated comparative performances to achieve a theoretical best achievement of the day, and it was in deference to this view the previous marking system was abandoned this year.

Chris Winder — and David Lincoln for that matter — have organised the Greenwood between them for the last three years and the former, wishing to devote more time to other commitments, has asked not to be considered for the task next year — a request we hope he may have second thoughts about later.

All who took part will, we are sure, share our hopes Chris will continue as Clerk of the Course and join in the offering of thanks to Chris and David — as well as Bob Soper who acted as Chief Marshal.

## GREENWOOD CUP TRIAL

Results  
Total  
Marks  
Lost

### Class 1. — Front Engine, Front Wheel Drive Saloons

1. P. A. Snowden (Renault 4L) ..... 99
2. D. Barrett (BMC 1100) ..... 100

3. D. N. Townsend (Mini) ..... 106
4. A. N. Umpley (Cooper S) ..... 107
5. J. R. Goodall (Cooper) ..... 123
6. J. Sutcliffe (BMC 1300) ..... 124
7. M. B. Allenby (Cooper S) ..... 126
8. D. K. Haigh (Cooper) ..... 135
9. D. J. Robey (Cooper) ..... 137
10. J. W. Kelley (Mini) ..... 137
11. C. J. Shaw (Mini) ..... 140
12. P. A. H. Britton (Cooper) ..... 140
13. F. P. Kaye (BMC 1800) ..... 141
14. J. R. Hardcastle (Renault R 4) ..... 151
15. M. Cooke (Mini) ..... 159

### Class 2. — Front Engine, Rear Wheel Drive Saloons

1. G. F. Chippindale (Ford Cortina GT) ..... 126
2. T. M. C. Wise (Ford Escort GT) ..... 143
3. J. M. Harris (Triumph 12/50) ..... 155
4. D. F. Herbert (Singer Vogue) ..... 155
5. I. K. Hardy (Ford Cortina GT) ..... 162
6. J. F. Jolley (Ford Cortina GT) ..... 162
7. J. D. Haynes (Vauxhall Viva GT) ..... 176
8. C. R. Mills (Vauxhall Ventora) ..... 177
9. M. H. Whiteley (Ford Anglia 1500) ..... 180
10. C. W. Whiteley (Ford Anglia 1500) ..... 180

### Class 3. — Sports Cars

1. R. J. Clark (HRG 1500) ..... 94
2. R. G. Winder (Austin 7 Ulster) ..... 100
3. R. G. Moorhouse (Lotus 7 BMC) ..... 116
4. R. Twaites (MG Midget) ..... 116
5. C. A. E. Ashworth (MG Midget) ..... 122
6. C. H. B. Wadsworth (Morgan 4/4) ..... 152
7. R. S. Chatburn (MG Midget) ..... 155
8. E. Green (MG B) ..... 159
9. A. K. Vickers (Triumph TR 4A) ..... 166
10. N. R. Hargreaves (Morgan Plus 4) ..... 170

### Class 4. — Rear Wheel Drive Cars

1. E. B. Wadsworth (Denzel) ..... 71
2. J. S. Ramsbottom (Hillman Imp) ..... 71
3. M. Hinde (Simca 100S) ..... 85
4. J. M. Busfield (Sunbeam Imp) ..... 93
5. M. L. Snowden (FIAT 500D) ..... 93
6. W. L. T. Winder (Humber Silverstone) ..... 112
7. E. J. Messenger (VW 1300) ..... 115
8. D. Kemp (VW 1300) ..... 122
9. P. R. W. Hargreaves (Hillman Imp) ..... 127
10. A. J. Clacher (Hillman Imp) ..... 132
11. P. A. Jones (FIAT 850 SPL) ..... 137
12. J. Hall (VW 1300) ..... 137
13. R. B. Stross (Hillman Imp) ..... 148
14. Mrs. J. E. Kitching (Hillman Imp) ..... 154

## Awards

- Greenwood Cup** ..... E. B. Wadsworth  
**Special Awards** ..... P. A. Snowden; R. J. Clark;  
 G. F. Chippindale  
**First Class Awards** ..... D. Barrett; D. N. Townsend;  
 T. M. C. Wise; R. G. Winder;  
 J. S. Ramsbottom.  
**Novice Award** ..... E. J. Messenger  
**Team Award** ..... "Ilkley No. 1"  
 M. Hinde; J. S. Ramsbottom;  
 F. R. Wadsworth



# Northern Sportscars Ltd.

SCORTON, RICHMOND, YORKSHIRE.



Telephone : OLD CATTERICK 402/613



**TVR** DISTRIBUTORS

• AGENTS FOR **LOTUS**

DEMONSTRATIONS

FULL WORKSHOP FACILITIES

LARGE SELECTION OF USED SPORTS CARS AVAILABLE

---

## TUNING

S.U. CARBS. WEBERS OUR SPECIALITY — OUR OWN CAR HAS PROVED WELL — 9 WINS FROM 10 STARTS.  
LET US GIVE YOU SOME OF OUR KNOWLEDGE — ALL CONVERSIONS UNDERTAKEN.

## SERVICING

PERSONAL TO YOU AND YOUR CAR. FOR DEPENDABLE ROUTINE SERVICE.

## REPAIRS

RELIABLE, SPEEDY REPAIRS UNDERTAKEN DAILY FROM 8-30 A.M. TILL 6 P.M.  
NO JOB TOO SMALL — NO JOB TOO LARGE.

## RACE, RALLY & HILL CLIMB PREPARATION

PREPARATION OF ALL TYPES UNDERTAKEN.  
B.R.T. DEVELOPMENTS CONVERSIONS AVAILABLE.

# SKAYES GARAGE

(F. P. KAYE & N. D. SYKES)

Tel. :  
69091 (Day)

**CHELTENHAM PARADE,  
HARROGATE.**

Tel. :  
82647 (Evening)

# CLASSES OPEN FORUM

The Open Forum to discuss the competition rules and classes for 1969 was held at Churchill Barracks, Regent Street, Leeds on Thursday, 14th November — a dreadful piece of staff work on the part of the Events Committee, the occasion coinciding with the televised Miss World Competition!

Several of those present being under a misapprehension on the matter it ought to be made clear that the idea of the meeting is not that it should decide anything — that would obviously be impossible with so many divergent and frequently irreconcilable opinions — but to sound the general feeling of those interested and affected about specific issues following which the Classes Sub-Committee would further consider the points arising and arrive at their final decisions.

Prior to the meeting several helpful letters had been received making valid criticisms of existing rules, these in most instances going on to offer constructive suggestions for improvement. In contrast, one letter from an experienced, successful competitor who one would have expected to know better, was an ill-tempered accusation that the Committee had acted in the way it had to ensure the success of a particular, but un-named, individual it was said to favour. Resisting the temptation to consign the letter to an obvious destination and feeling all complaints — however unfortunately expressed — should be taken up the Committee took its contents into consideration also. Happily, most of those concerned with this matter accept the impossibility of pleasing all the people all the time and give those whose task it is to draw up the ultimate rules credit for doing so as best they know and without fear or favour.

A splendid crowd of between 50 and 60 came along — more than anticipated which stretched available accommodation overmuch — and proceedings opened with a discussion about the Racing Car Classes, suggestions covering an amended split between Classes 14 and 15 at 1100 c.c. instead of 1150 c.c., the creation of an additional class for four-wheel drive cars irrespective of capacity and urging the Centre should continue to regard supercharging as merely another form of tuning and resist attempts to move blown cars into the next higher capacity class.

On the thorny subject of Clubman's Sports Cars dissatisfaction with the 1968 arrangements was expressed whereupon Chairman Mike Wilson pointed out the sub-committee had proposed no changes from the previously-existing arrangements but that at the 1967 Open Forum there was considerable pressure for the abolition of the classes — a wish to which the sub-committee had deferred! After a lengthy discussion — which was by no means generally in favour or reinstatement of the categories — it was left that, if possible, at least one Clubman's Sports Car class should be included next year.

In the Special G.T. Car category the inclusion of certain nominated models was discussed but a suggestion the category should be divided into three

classes, instead of the present two, lacked much support.

The Marque "Y" Sports Car class — henceforth to drop the "Y" — appeared satisfactory to almost all present although it was thought additions to the nominated list should be made i.e. TVR Griffith and Tuscan, Porsche 911 S and AC Cobra 289.

Not unexpectedly opinions of desirable alterations in the Touring Car classes were numerous and various, ranging from the inclusion of 970 c.c. Cooper S and 998 c.c. Imps in Class 1 and that only factory-produced (i.e. by manufacturers) high performance vehicles should be eligible for the Special Series Class to the suggestion proprietary conversions such as the Escort Pirana Sprint should go into the Formula Libre Class and that the latter should split at 1000 c.c. On a vexed subject, it was agreed without murmur that over-riders should not be compulsory wear!

The sub-committee's final decisions — considerably, but not wholly, influenced by the views expressed at the Forum and elsewhere — have now appeared in print. They must, inevitably, be a compromise but it is to be hoped those whose views have been heard but not met will at least feel they have been given a proper chance of ventilating them and that due regard has been paid to them.

---

## B. WATERHOUSE AND SONS LTD.

*Sales*



*Service*

**GOOD SELECTION OF USED CARS  
CRYPTON TUNING & CONVERSION  
WORK A SPECIALITY.**

---

**FULL WORKSHOP & BODY  
REPAIR UNIT.**

---

**Showrooms: MANNINGHAM LANE  
Works: ELDON PLACE  
BRADFORD  
SALES 2 7 2 9 1 — SERVICE 3 2 2 2 2**





# CENTRE ANNUAL COMPETITIONS

The final positions in the 1968 Centre Annual Competitions are as follows:

Pearce Trophy .....	M. S. Wilson
Pearce Runners Up Award .....	G. F. Chippindale A. J. Hodgetts
Pearce Trophy Consolation Award .....	J. R. Hardcastle
Chippy Iola Vase .....	Mr. & Mrs. G. F. Chippindale
Arnold Burton Trophy .....	G. F. Chippindale
Ken Lee Trophy .....	G. F. Chippindale
Ronald Hudson Memorial Trophy .....	P. B. Holiday
Firth Bowl .....	Mrs. G. B. Haigh
John Bindloss Memorial Trophy .....	J. D. Bunney
Scrutineer's Trophy .....	J. Ward

Another series of consistently brilliant performances in a variety of events throughout the season has not only earned Gordon Chippindale considerable success in most of them but brought him the Pearce Trophy Runners-up Award — with a tie for second place with Tony Hodgetts — the Arnold Burton Trophy, the Ken Lee Trophy and, in company with wife Pat, the Chippy-Iola Vase, a remarkable achievement. Perhaps it's a good thing he isn't eligible for all the competitions!

The results given above, as the lynx-eyed will notice, differ from the provisional ones published in the November Circular. This is due to John Holroyd, who scored highest marks of those eligible in the Ronald Hudson Memorial Trophy competition declining to accept the award in view of his strongly-held belief the award was intended for, and should therefore go to, a marshal and not one whose primary function has been to organise. In consequence of John's generous gesture the award therefore passes, most deservingly, to Peter Holiday. Boris Hardcastle, equally deservingly, takes the Pearce Trophy Consolation Award.

That Chairman Mike should once again get his hands on the Pearce Trophy is no more than justice for not only does he rarely miss a Centre event of any kind but the amount of work he puts in behind the scenes is staggering — a fact known to every active Centre member but which, nonetheless, we feel should be properly acknowledged.

It's pleasant to see the Firth Bowl passing into Mrs. Gillian Haigh's safe keeping for the next twelve months although she only wrested it away from the previous holder, Mrs. Paddy Lincoln, by a whisker. Gillian

always tries very hard — yet not too hard — and it's nice to see her getting her well-deserved reward.

That Tony Hodgetts should feature amongst the awards winners is not a reflection of the fact he keeps the scores for these competitions(!) but a thoroughly well-deserved recognition of all he does, so much of it unobtrusively and outside the knowledge of all but a few, to assist Centre business and, especially, Centre speed events along.

The John Bindloss Memorial Trophy, awarded to the most successful newcomer in Centre hill-climbs goes deservedly to Jim Bunney who performed so well that few may have realised he is a comparative newcomer whilst the Scrutineer's Trophy goes to John Ward — whose Ward-Ford has always been immaculate — except for a brief period immediately following its contretemps at the entrance to Orchard during the Novices and Vintage meeting — an episode it may perhaps be uncharitable to recall!

Congratulations to all the annual competitions winners each of whom thoroughly deserves the success thus attained.

## GUISELEY GARAGES *Ltd.*

for EARLY DELIVERY of your NEW

### FORD and TRIUMPH

## £100 TO BE WON

**By ONE in EVERY TEN  
Persons who BUY a CAR  
Before 31st Dec.**

Phone MORRIS WHALEY for details

SEE OUR LARGE SELECTION OF  
**GOOD USED CARS**  
FROM £10 to £1,000

**Self Drive Hire Cars**  
OTLEY ROAD, GUISELEY.  
Telephone 2244

← OPPOSITE

*Allan Stauforth in a grim mood during Records  
Week-End at Elvington.*

# JOHN HEPPENSTALL LTD.

TRINITY GARAGE, BIRSTALL Nr. LEEDS

*Agents for :*



## BROADSPEED LIMITED

### RACE WINNING CONVERSIONS

**CASTROL CAR CARE CENTRE**  
LAYCOCK AUTOMATIC CHASSIS DYNAMOMETER

YOUR CAR COLLECTED AND DELIVERED BY ARRANGEMENT

Phone Batley 4523 and have a chat with John Heppenstall or Granville Horsfall.

**SPECIAL OFFER** BRING THIS CIRCULAR WITH YOU FOR A  
15/- DISCOUNT ON OUR "ROLLING ROAD" TUNE-UP

# ONDURA REMOULDS GROW ON YOU

ONDURA LIMITED, KEIGHLEY, YORKSHIRE. TEL. KEIGHLEY 3253

For any vehicle . . . the latest tyre treads, new wrap round shoulders, and modern remoulding techniques — you cannot beat Ondura remoulds for tyre value. For long mileage at approximately half the cost fit Ondura — the safer safety remoulds.



ONDURA



ONDURA



ONDURA



ONDURA



ONDURA

# COMING SHORTLY

The Social Committee, aided by Mike Wilson, has arranged a comprehensive programme of social events for the first three months of the new year.

On Thursday, 2nd January, Mike opens his umpteenth season of film shows at The Liberal Club, Hough Lane, Bramley, Leeds (OS 96/243349) starting at 7-45 p.m. Apart from the films themselves the attractions include a readily accessible and well-found bar and free admission for members and their friends.

Five days later, on Tuesday, 7th, there will be the usual monthly Noggin and Natter session at The Scotts Arms, Sicklinghall. Previous attenders will need no introductions; newcomers are recommended to go along and see for themselves.

Towards the end of the next week, on Thursday, 16th, Mike will be running another film show at Bramley, this one to be complemented by the January Grand Lottery draw which will provide added interest — at any rate to those with a stake.

The following Tuesday, 21st, the first 1969 "Southern" club night will be taking place but at new surroundings at the Morley Rugby Club. Let us say immediately to stifle the groans of those with memories of bygone Bonfire Parties the meeting will take place in the super-duper new cocktail bar the club has recently opened — surroundings we are told which cannot fail to satisfy even the most fastidious but which are equally suitable for Chippy! The move from The Peacock, Birkenshaw, has been necessitated by the impending descent of Bill Varley's hairy-chested demolition gangs and as, in later years, you speed across the Pennines on the the motorway spare a thought for the pleasant little hostelry lying beneath your radials. To mark the occasion at the new venue Bruce Moss will be arranging one of his popular picture quizzes — which it is hoped none will take too seriously and all will enter.

Still in January — on Saturday 25th — there will be the now-regular Midnight Film Matinee at the Odeon Cinema, Merrion Centre, Leeds starting at 11-45 p.m. Tickets at 7/6d. each will be available immediately after Christmas, from Centre Office, 6, Sidney Street, Vicar Lane, Leeds 2.

To close off the January programme — you're really getting your moneysworth this time — there will be an Inter-Club Quiz against our old friends the de Lacy Motor Club of Pontefract at their clubhouse, Rally House, Old Great North Road, Brotherton, Ferrybridge on Wednesday, 29th. This starts at 8 p.m. and all Centre members and friends are welcome. This is the first leg of a two-round contest between teams from both clubs.

B.B.C. T.V. "Treble Chance" system where one character throws darts and the team of three answers the questions scoring marks for correct answers corresponding to the points scored by the dartsman.

Having to close the Circular earlier this month to ensure delivery before Christmas we don't have details of the programmes for either film show or the Midnight Matinee as these notes are written. However, if they're available in time they will be given in a duplicated STOP PRESS sheet to be enclosed. If not, you can be pretty sure all three programmes will be well worth seeing.

The Centre social whirl continues in February with Club Nights on Tuesday 4th (Sicklinghall) and 18th (Morley) — and the latter will include a hill climb film and slide show by Bill Robertson. There will also be film shows at Bramley on Thursday, 13th — including the February Lottery draw — and Thursday, 27th.

## CHARLES SOWDEN & SONS LTD.

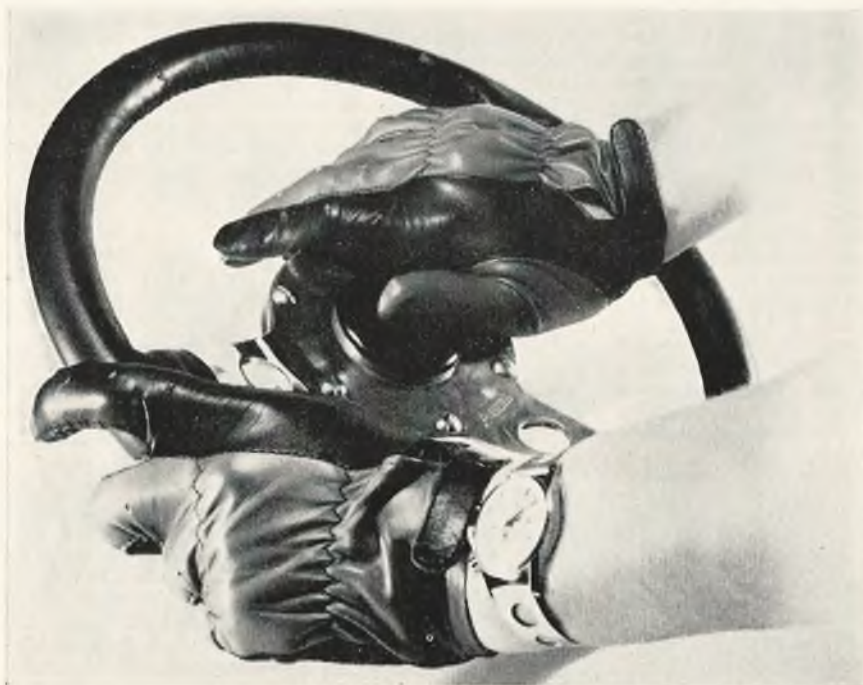
MANUFACTURERS  
OF  
WORSTED SUITINGS, GABERDINES,  
PANAMAS, TERYLENE/WORSTEDS,  
ETC.

Springfield Mills,  
Sandy Lane, Allerton,



# **SUPERB WHEEL FEEL..... WITH THE NEW INTERNATIONAL DRIVING GLOVE**

By TONY FALL.



AVAILABLE IN — ALL BLACK or RED AND BLACK.

MANUFACTURED FROM FINEST QUALITY ENGLISH LEATHER, BRUSH DYED  
WITH WHITE NATURAL INSIDE TO ELIMINATE STAINING OF THE HANDS  
WHEN HOT.

FASTENED BY VELCRO.

Price **59/6** including P. Tax

All enquiries to :

**TONY FALL LTD.**  
RELIANCE WORKS,  
SALTAIRE ROAD, SHIPLEY, YORKSHIRE.  
Telephone : SHIPLEY 53287/8



or Your Nearest Rally Equipment Stockists.

Trade Enquiries Invited.



## Mainly Personal

Last month in my oration on Centre members I am afraid that in my rapid flow I completely forgot to mention what was perhaps the brightest driver of all. I refer to the well liked Cleckheaton paint dauber Bob Bean who with his self restored (many times) Cortina Lotus came second in the European Clubs Rally, a "Formule Libre" event which ran concurrently with the R.A.C. and scored a placing which would have given him third place overall had he been running in the R.A.C. itself.

For the benefit of speed event types, the R.A.C. does not admit prototypes or highly modified machinery so the R.A.C. followed a pattern which has grown up on the Continent by having a second event run at the same time over the same route for cars which were not eligible for the R.A.C. itself.

Actually Bob had entered for the R.A.C. but when he turned up at scrutineering he was rejected on the grounds that his car did not start life as a Lotus, but as a push-rod Cortina which Bob built up to Lotus specification himself when adding a new body shell after a rally shunt.

Due to some mechanical trouble Bob lost a lot of time in the early stages of the event, but on the home run from Scotland he was really outstanding clawing his way back up through the field again with fastest time on nearly every forest stage. Congratulations Bob, you have come a long way since you first made your B.A.R.C. mark racing the ex Bruce Moss Riley 1.5.

Centre members will probably like to know that Grahame White, the Club's Competition Manager who had to have a kidney removed following an accident in Turkey is making good progress. If anyone wants to drop him a line he is in Block H, Ward 5/6, Hammersmith Hospital, 150, Du Cane Road, London W.12 and whilst he is making satisfactory progress, there are slight blood rejection complications. I am sure Grahame would appreciate the odd Christmas card from some of his Centre friends.

On the social scene, it was nice to see so many familiar faces and old friends at the Dinner Dance. Our official guest list was, as usual, short for this is mainly a domestic affair. Unfortunately Tony & Joan Mauldin were not able to come as Tony's tubes begin to need de-furring about this time of year, but our other greatly valued Harewood personality Ted Booth, not to mention his charming wife Lee were able to grope their way from Hull to grace our party. Ted does such a wonderful job in making the Harewood scene come to life for the spectators that we wanted



Ted Booth — "The Voice of Harewood"

having him as a guest at our party. I am glad to say that their visit was not rewardless as Lee's number came out of the hat in the lucky menu draw and she walked away with a couple of bottles of Chippy's champagne.

On a more official level, we were all delighted to see Teddy & Mary Lawry representing the Council from London and Bob and Roma Clarke, the Club's hard working, ever smiling general manager. Teddy & Mary have been representing the Council at our Dances for more years than they probably care to remember and even more, Teddy has been putting the Yorkshire point of view in the Councils of Power with telling effect for the same period. Final official guest was "Jock" Sinclair, Chairman of our N.W. Centre and a Council member. Jock is another of our very loyal supporters whom we are always glad to see.

Moving back to the more domestic aspects of the dance, the Centre was able to use this occasion to pay their own tribute to Peter Lawson on his great feat in winning the R.A.C. British Hill Climb Championship in straight sets. We felt he would like some memento of this splendid season so we lashed out some of the Centre's hard earned brass on a salver engraved with the results of all the Championship rounds of the season — yes, even the couple Peter did not win.

Peter seemed genuinely pleased with this token and replied in his typically modest manner following up with a few of his slightly doubtful stories.

It was obviously a good party as the hands of the clock reached 2-0 a.m. before most people had realised it was after midnight.

A Merry Christmas and a Happy New Year to you all.





As you may read elsewhere this is my last contribution to the Centre Circular for reasons which I have made known to the Editor and which I very much regret. As this is the final Face to Face (at least by the present writer) it has been decided to look back on the people who have been featured and see what they have done in the meantime of general interest.

The first subject was Peter Procter who was featured in April 1966 and who between the writing of the article and the publication of the Circular suffered an extremely nasty accident in a saloon car race at Goodwood. The details are all sufficiently well known but every one was delighted with his recovery and that he still retains an active interest in motor sport through the Broadspeed team for whom he drove. Despite the many successful drivers we have since spoken with I cannot see anyone to match Peter's record.

Morris Whaley was complaining of the intricacies of keeping tabs on the Annual Trophy markings when interviewed but although that task has passed on Morris is now our Treasurer which seems rough justice!!

Philip Townsend in August 1966 apologised for the fact he was getting older and would not be able to go out marshalling in the future, but at Castle Howard this October there was a chap very like Philip marshalling at the second corner together with another 'subject' Farmer Smith. I knew they couldn't resist it really!

Tony Fall (Nov. '62) has changed his boss but not his occupation, now driving for Porsche and/or Lancia following the demise of the BMC/BLMH team. He is still rebuilding the same Austin Seven I think!!

Patrick Snowden (Oct. '66) has now semi-retired his hairy Zephyr and now has a smooth Alfa-Romeo to go with his countenance. He and his brother still lend fields for Autocross but cannot dictate the weather which is still awful.

Mike Kellett (Dec. '66) has left the area to the regret of his many friends but makes sorties to Harewood for the hillclimbs and one suspects for some decent ale!

David Harrison had a bad crash at Shelsley in his Crossle and did a Phil Scragg with the remains thus owning the most pregnant "Lotus Seven" in captivity. Quite successful it was too, till it blew up at Croft

## LOOKS BACK

in May this year since when it has not been seen. David has been entered at almost every event held in the area since May but never had a car to drive. Is he an optimist, has he not told his secretary or does he collect programmes?

Gordon Chippindale (May '67) still continues to win just about all he enters and is no less smooth as he does it. His Cortina is (or was) for sale by the way and is "very good value" (Free Ad.)

Mrs. Lincoln (Oct. '67) and Henry Holiday both continue to marshal at many events with no fuss and get on with the smooth running of the events in question. Henry of course is now two years younger and is due for his twenty-first some time soon!

Bing Crosby (Nov. '67) must be the most unlucky member for the season, his Mamba never quite coming up to expectations but he has soldiered on and I wish him all luck in sixty-nine.

In contrast the fairy tale story of this year must be Peter Lawson. At the beginning of 1967 I wrote "we may be reasonably expect Peter Lawson to feature perhaps in the top half dozen in the Hillclimb Championship. If he is allowed to develop in his own time he is the brightest hope from round these parts for some time". Well, he did come in the top six in 1967 as forecast and this year by dint of consistent (well almost 100%) fast, smooth driving he was the Champion and a very good one too. His Championship was also due in no small part to another Face to Facer in that Bill Crosland looked after the BRM that carried Peter to success.

From a space angle it is now clear I shall be unable to mention all the victims but I should like to make mention of Allan Staniforth who with his Terrapin-Min captured several World and National British Records at Elvington. This was a tremendous performance from a completely self constructed car although only what one has come to expect from the Terrapin Team. There is, by the way, a third Terrapin which is not so well house trained as the other two which says it would like "either a tin of paint or some Duraglit", for Christmas!

Well, there it is, if you have enjoyed reading the stories it has been worthwhile. If you haven't enjoyed these people and their stories you should resign and join the "Tea Set" because Face to Face has been what Motor Sport is all about.



# 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.

## R.A.C. Rally

Dear Sir,

If the agricultural owner of the green Mini-Cooper "3 DYG" would care to contact us, we have a considerable quantity of Forestry Commission mud awaiting his collection. He spread it on us with such care and thoroughness we felt it must be of value to him; and though it took us a considerable time, we have meticulously retrieved it from our clothing, hair and ears, as we are sure that it will provide excellent rhubarb compost. Its adhesiveness was such that it could also be used to repair damage to lightweight Sprite bodies.

It occurs to us that this generous gesture may have been a reward for our helpful directions on how to get out of Dalby North stage into Dalby South. We do not ask that such honours be heaped upon us; his simple word of thanks was recompense enough.

Yours truly,

Tony Hodgetts.  
Peter Symington.

Guiseley.

## FOR SALE

TWIN WEBER DCOE40s with manifold and linkages. Leather covered s/wheel, anti-roll bar, Rallye Seat covers. All fit Cortina and as new. R. Fryers, Mill Lane, Bradley, Nr. Keighley. Tel. Crosshills 2048 after 6 p.m.

## MISCELLANEOUS

### A. N. & H. COOPER LTD.

PARK GARAGE & WEST END GARAGE,  
CLECKHEATON.

### Area AUSTIN / AUSTIN HEALEY DEALERS

Wire Wheels Steam Cleaned while-u-wait.  
Crypton Electric Tuning a Speciality.  
Optical Wheel Alignment.  
Preparation of all types undertaken.  
First class body repairs.  
Full Workshop facilities.

Telephone: CLECKHEATON 2354

## STAYING IN TOWN?

You'll like this comfortable, well-appointed small hotel. Central (200 yards from Hyde Park Corner) and specially recommended to Yorkshire Centre members.

### HEADFORT PLACE HOTEL

Headfort Place, Hyde Park Corner, London S.W.1.

Tel. Belmont 240710

## 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.

## BUCKLED AND DAMAGED ROAD WHEELS.

Wire and Pressed steel, repaired and trued.

A. H. PICKERING,  
70 West Street,  
Leeds 1.

Telephone: Leeds 21072.

# ARNOLD G. WILSON

LIMITED

232 HARROGATE ROAD  
LEEDS 7

QUALITY FIRST  
**MORRIS**



## WOLSELEY

& MORRIS COMMERCIAL

Sales and Service Specialists

Telephone 68.4281

# NORMAN BAGULEY (ROUNDHAY) LTD.

## TALBOT GARAGE, STREET LANE, LEEDS 8

Telephone : 661844 662175

M.O.T. TESTING.

VOUCHER SERVICING.

CRYPTON TUNING.

SELF SERVICE CAR WASH.

TYRES, BATTERIES AND ACCESSORIES.

24-hr. PARAFFIN SERVICE.

OPEN daily 8 a.m. to 11 p.m.

SALES OF ALL MAKES OF  
NEW AND LATE MODEL USED CARS

BARCLAYCARDS ACCEPTED



£1102  
inc. P.T.

## The lazy fireball Vauxhall's new Ventora

3.3 litres. Potent and plush.

140 horsepower.

Six-cylinder smooth.

Power brakes with front discs,

all-coil suspension. And you're away !

Meet the lazy fireball at

VAUXHALL  
BEDFORD

Main Dealers.

# WallaceArnoldsales&serviceLtd

HUNSLET ROAD · LEEDS 10

# DATES

# For Your Diary

## YORKSHIRE CENTRE PROGRAMME

Date 1969	Event	Status	Centre Annual Competitions
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	—	—
29 January	Inter-Club Quiz — Rally House, Brotherton	—	—
4 February	Club Night — Social — Sicklinghall	—	—
13 February	● Film Show — Liberal Club, Bramley	—	—
18 February	Club Night — Social	—	—
18 February	Club Night — Social & Film Show Morley Rugby Club	—	—
27 February	Film Show — Liberal Club, Bramley	—	—
4 March	Club Night — Social — Sicklinghall	—	—
9 March	Sleuth's Mug	Closed	C
13 March	● Film Show — Liberal Club, Bramley	—	—
18 March	Club Night — Social.	—	—
18 March	Club Night — Inter-Club Quiz Morley Rugby Club	—	—
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	—	—
16 September	Club Night — Social.	—	—
27/28 September	Scarborough Hill Climb	Nat. Brit.	K
7 October	* Harewood Safari	Closed	K



# NO TIME FOR TYRE TROUBLES...

Whether your speed is 70 m.p.h. or 10 m.p.h. . . . whether you motor for pleasure, business or sport you just cannot afford to have suspect tyres.

Here at Palmers we know tyres . . . understand tyres. Our expert team is available to you for advice and service. Palmers service is service with a Capital S — Sure, Speedy, Safe. Why not call before your next meeting —or sooner?

Our week-end tyre service may be helpful for pre-race difficulties. 9—4 p.m. Saturdays. 9—12 noon Sundays.

**PALMERS  
FOR TYRES**

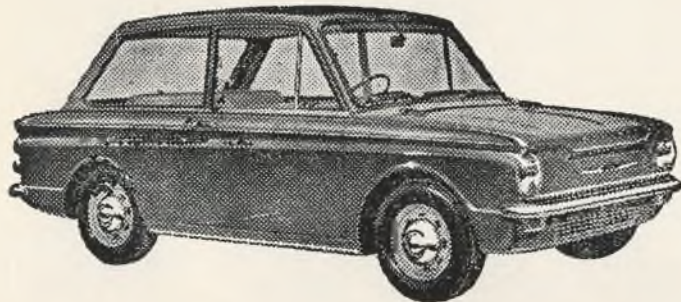
Sheepscafe Street, Leeds 7. Telephone 39031.  
with branches throughout the North.  
THE NORTH'S LEADING INDEPENDENT TYRE SERVICE



**ROOTES GROUP DEALERS**

for

**HUMBER - HILLMAN - SUNBEAM - COMMER**



**Hillman Imp**

**£567/2/9**

Inc. P. Tax

**SPORTS  
CONVERSIONS**

For personal attention contact Ted or Trevor Twaites at :

**WOODKIRK GARAGE & SERVICE STATION LTD.**

**Leeds Road, Nr. Dewsbury.**

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

Date of Summer Dance to be notified later.

- 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

1969

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

#### JANUARY

18/25th Monte Carlo Rally (Int.)  
 25th Rally of the Northern Lights — Leeds University M.C.

#### FEBRUARY

2nd \* Driving Tests (Restricted) — B.A.R.C. (N.W.)  
 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.)  
 1/2nd \* Pilgrim Rally (Restricted) — B.A.R.C. (Surrey)  
 2nd \* Sprint, Thrupton (Restricted) — B.A.R.C. (S.W.)  
 5/9th Flower Rally (Int.)  
 8th Croft Rallycross  
 8th B.A.R.C. Race Meeting (Int.)  
 9th \* Sprint, Blackbushe (Restricted) — B.A.R.C. (Surrey)  
 15th \* Race Meeting, Oulton Park (Restricted) — B.A.R.C. (N.W.)  
 16th \* Race Meeting, Thrupton (Closed) — B.A.R.C. (H.Q.)  
 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. (H.Q.)  
 23rd Race Meeting, Mallory Park (Int.) — B.R.S.C.C.  
 23rd \* Sprint, Thrupton (Restricted) — B.A.R.C. (Bristol & Bath)  
 29th Daily Express Trophy Meeting, Silverstone (Int.)  
 29th 4.44 Trophy Sporting Trial — Yorkshire S.C.C.  
 30th Wharfedale Trophy Hill Climb, Castle Howard — Yorkshire S.C.C. &  
 30th \* Autocross (Restricted) — B.A.R.C. (N.W.)

## APRIL

- 3/7th  
4th  
4th  
4th  
4/8th  
6th  
6th  
7th  
7th  
12th  
12th  
13th  
13th  
13th  
20th  
20th  
20th  
20th  
25th  
26/27th  
26/27th  
27th  
28/2 May
- Circuit of Ireland (Int.)
  - \* Race Meeting, Cadwell Park (Restricted) — B.A.R.C. (H.Q.)
  - Guards & Daily Express Trophy Meeting, Oulton Park (Nat. Open)
  - Race Meeting, Snetterton (Int.)
  - East African Safari (Int.)
  - \* Autocross (Restricted) — B.A.R.C. (N. Thames)
  - \* Production Car Trial (Closed, Joint) — B.A.R.C. (West Midlands)
  - Race Meeting, Thruxton (Int.) — B.A.R.C. (H.Q.)
  - Evening News Trophy Meeting, Brands Hatch (Nat. Open)
  - Croft Rallycross
  - \* Sprint (Restricted) — B.A.R.C. (N.W.)
  - \* Race Meeting, Silverstone (Closed) — B.A.R.C. (H.Q.)
  - Hill Climb, Wiscombe (Nat. British) — A.M.U.C.
  - B.O.A.C. 500 Race Meeting, Brands Hatch (Int.)
  - \* Autocross (Restricted) — B.A.R.C. (East Midlands)
  - \* Hill Climb, Brunton (Restricted) — B.A.R.C. (S.W.)
  - \* Hill Climb, Pontypool (Restricted) — B.A.R.C. (S. Wales)
  - Monza 1000 KM Race (Int.)
  - Race Meeting (Nat. British) — Aberdeen & District M.C.
  - Hill Climb, Loton Park (Nat. British) — Severn Valley M.C.
  - \* Race Meeting, Brands Hatch (Closed) — B.A.R.C. (Surrey)
  - Tulip Rally (Int.)

## MAY

- 3/4  
4th  
4th  
4th  
4th  
9/11th  
10th  
11th  
11th  
11th  
14/18th  
17th  
17/18th  
17/18th  
17/18th  
18th  
18th  
18th  
25th  
25th  
25th  
26th  
26th  
26th  
26th  
26th  
26th  
26th  
29/1st June  
30th  
31st
- Hill Climb, Prescott — (Int.) — Bugatti O.C.
  - \* Race Meeting, Mallory Park (Closed) — B.A.R.C. (E. Midlands)
  - \* Race Meeting, Thruxton (Closed) — B.A.R.C. (H.Q.)
  - Targa Florio (Int.)
  - Spanish Grand Prix (Int.)
  - Welsh Rally (Int.)
  - \* Race Meeting, Castle Combe (Restricted) — B.A.R.C. (H.Q.)
  - 1000 Kms. Race of Spa (Int.)
  - Race Meeting, Brands Hatch (Nat. British) — Maidstone & Mid-Kent M.C.
  - \* Sprint, Thruxton (Restricted) — B.A.R.C. (Surrey)
  - Austrian Alpine Rally (Int.)
  - Martini Trophy Meeting, Silverstone (Int.)
  - Hill Climb, Woburn Park (Nat. British) — S.O.D.C.
  - Hill Climb, Wiscombe (Nat. British) — West Hants & Dorset C.C.
  - \* Roddy's Driving Tests (Closed) — B.A.R.C. (East Midlands)
  - \* Race Meeting, Brands Hatch (Closed) — B.A.R.C. (Surrey)
  - Monaco Grand Prix (Int.)
  - \* Autocross (Restricted) — B.A.R.C. — (N.W.)
  - \* Slalom, Blackbushe (Restricted) — B.A.R.C. (N. Thames)
  - \* Hill Climb, Firle (Restricted) — B.A.R.C. (S.E.)
  - \* Hill Climb, Gurston Down (Closed) — B.A.R.C. (S.W.)
  - Gerard Trophy Meeting, Mallory Park (Nat. Open)
  - Race Meeting, Crystal Palace (Int.) — B.R.S.C.C.
  - R.A.C. Tourist Trophy, Oulton Park (Int.)
  - Race Meeting, Thruxton (Nat. British) — B.A.R.C. (H.Q.)
  - Race Meeting, Castle Combe (Nat. British) — Hagley & District L.C.C.
  - \* Rallycross, Lydden Hill (Closed) — B.A.R.C. (S.E.)
  - Acropolis Rally (Int.)
  - Indianapolis 500 (Int.)
  - Hill Climb, Barbon (Nat. British) — Westmorland M.C.

## JUNE

- 1st  
1st  
1st  
7/13th  
7/8th  
8th  
8th  
8th  
14th  
14/15th  
15th  
19/22nd  
21/22nd
- \* Race Meeting, Silverstone (Restricted) — B.A.R.C. (H.Q.)
  - Nurburgring 1000 Kms. Race (Int.)
  - \* Sprint, Thruxton (Restricted) — B.A.R.C. (W. Midlands)
  - Scottish Rally (Int.)
  - Hill Climb, Shelsley Walsh (Nat. British) — M.A.C.
  - \* Race Meeting, Mallory Park (Closed) — B.A.R.C. (H.Q.)
  - Belgian Grand Prix (Int.)
  - \* Hill Climb, Brunton (Closed) — B.A.R.C. (S.W.)
  - Race Meeting, Silverstone (Nat. British) — 750 M.C.
  - 24 Hours Race, Le Mans (Int.)
  - Hill Climb, Doune — Lothian C.C.
  - Geneva Rally (Int.)
  - Hill Climb, Tholt-y-Will (Nat. Open) — L.A.C.



# The expensive look that's not

Only one place has it: Burton.

You see, we buy top quality cloths just like the expensive tailor does.

But, because we buy in big quantities, we buy a lot cheaper.

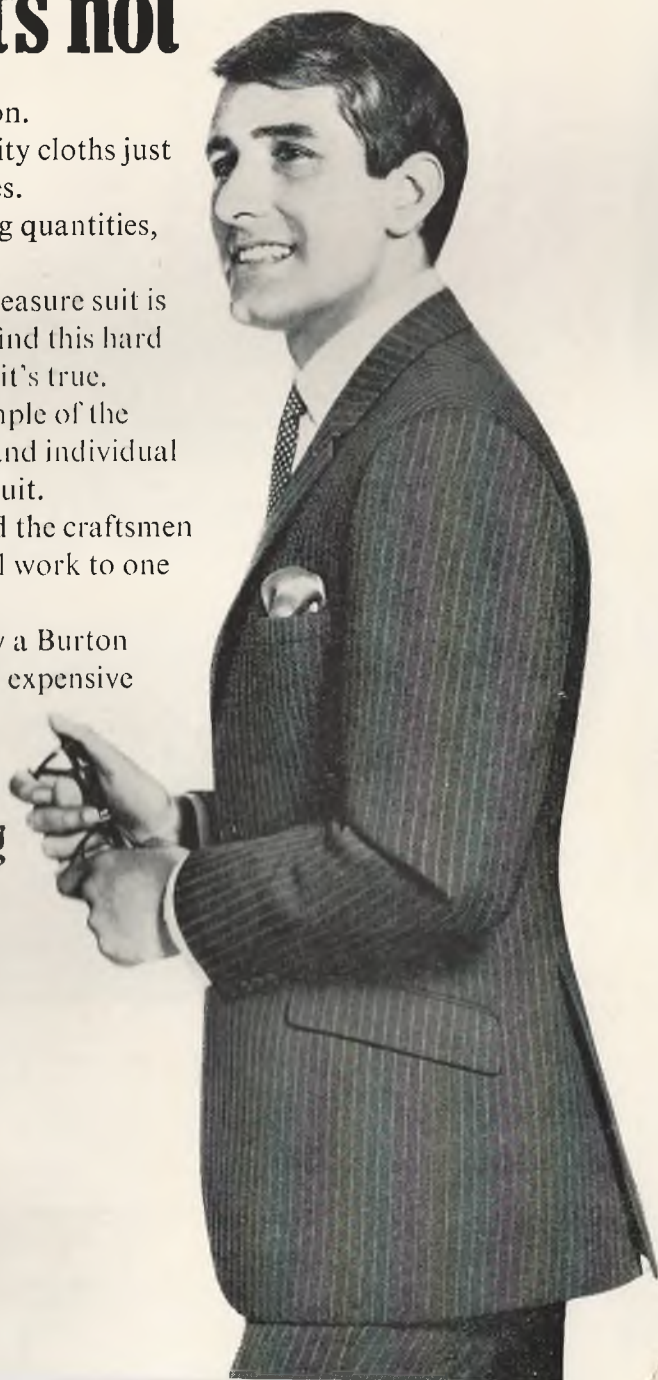
Every Burton made-to-measure suit is cut by hand. Many people find this hard to believe. But, nonetheless, it's true.

We mention it as an example of the painstaking workmanship and individual attention we put into your suit.

The staff in our shops and the craftsmen tailors in our workrooms all work to one end: A suit that fits you.

All of which explains why a Burton made-to-measure suit looks expensive when it's not.

**You can't beat  
Burton tailoring**



getta car witha difference - a

# tate

# GT.



A Ford Escort GT in fact. The small car at a small price with running costs like a small car — but with a difference! **BIG CAR PERFORMANCE.** Now's your chance to cut the big boys down to size. No need just to dream of pulling away from the big car that's two inches from your boot with his horn howling and lights flashing — but take care it's easy to forget you're speeding in an Escort. Like the caption says getta car with a difference — a Tate GT. See Tate to-day.

Tate of Leeds, Main Ford Dealers,  
New York Road, Leeds 2. Tel. 31281

Tatecars, York Road Service Station,  
York Road, Leeds 9. Tel. 27142.

