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YORKSHIRE CENTRE CIRCULAR

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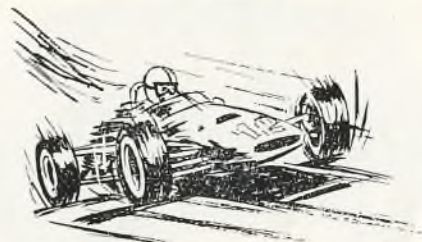
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MAY

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Torque

That Matter of Apathy

The editorial comment on apathy in the Centre which led this feature in the April Circular seems, from various remarks made around the place, at least partly to have achieved its object of making members think about the matter. Your editor, when writing the piece, greatly hoped pens would spring to paper and he'd be overwhelmed with missives from those with similar — or diametrically opposite — views but, alas, as the complete absence of any Correspondence feature in this issue indicates, this has not been so!

From the remarks made many members share the disquiet expressed last month and a few disagree anything is wrong.

In view of the importance of the subject could we here and now plead for letters from those with views one way or the other — we care not which.

Otherwise we must assume our membership is too apathetic to even express its views on apathy!

Grand Lottery

The Grand Lottery concluded with the May Bumper "Double Draw" and to all those who supported it the Committee offers its grateful thanks. Their help raised a shade over £900 towards the cost of the final surfacing of the hill at Stockton Farm — a vital contribution as those familiar with the state of Centre finances will quickly realise.

Thanks are also due to Chairman, Mike Wilson, who handled most of the affair throughout and whose name appeared on all the official documents, rendering him personally liable for the most awful penalties should the rather complicated law governing things of this nature have been transgressed.

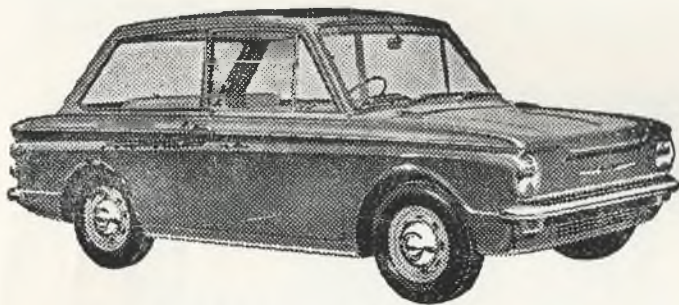
Continued on page 5

COVER PICTURE

Jeff Goodliffe cocks a leg with the BVRT Mini Special on Farmhouse, during the Harewood Spring National meeting.

(Jeff Binns photo)

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TORQUE—continued

The Committee, naturally wishing to continue the enterprise but feeling a change of emphasis might be desirable, is considering one or two other ideas and a further announcement on the subject is likely shortly.

Shell/R.A.C. British Hill Climb Championship

Most readers know this year's championship is being sponsored by Shell and that amongst the benefits their support offers is the financial reward of what amounts to £3 per championship point scored by each entrant throughout the season.

Less well publicised however is the assistance the sponsors are giving the promoting clubs which has reached its climax in our case of a cash grant of £350 — totally without strings, the money to be spent at or on Harewood as we think best — and generous financial assistance towards large-scale publicity for our championship meeting in September. In this the Centre is not alone similar assistance having been donated to the other clubs promoting championship meetings throughout the year.

We are deeply indebted to Shell for their generous help and co-operation, the scale of which has turned out to be far greater than we ever thought possible. Not only is their contribution most welcome in purely mercenary terms but it cannot fail to greatly enhance the sport of speed hill climbing in Britain.

Scarborough Week-End Marshals

Marshals — lots and lots of them — are still wanted for the Scarborough Week-End on 7th and 8th June, especially for the Saturday section. Unless we get lots more offers of help than we have just now the organisers are faced with the prospect of having to scrub some of the planned tests.

Marshalling on the Scarborough has always been a family affair offering mum, dad and the kids — and many have happy memories of the time they took their erstwhile girl-friends! — a pleasant picnic with a purpose, usually in delightful surroundings (it's not all Burniston Car Park you know!). Those wishing to get away by a certain time or not wishing to penetrate the eastern fastnesses of the county too drastically have only to tell the organisers who will gladly arrange their duties accordingly.

If you haven't already offered your services get in touch **RIGHT AWAY** with Bob Soper, Eastbrook Cottage, Low Way, Bramham (Boston Spa 3772). The Scarborough takes a great deal of pre-planning so don't leave your offer until a day or two before the time — make it **now**.

"High Speed — Low Cost"

Next month Allan Staniforth, well-known for his tuning and constructional abilities, turns author — which isn't surprising he being a professional journalist — and publishes his book, "High Speed — Low Cost" through Patrick Stephens Ltd.

The book will contain step by step instructions on building a Terrapin Min using bought-over-the-counter mini components and including many illustrations, technical diagrams, graphs and plans as well as details of the novel suspension system which, incidentally, can be adapted for use on other frames. Those wishing to do so will be able to purchase full size working drawings for the car. One chapter is devoted to the

mysteries of supercharging expressed in practical terms with development details and brake test data.

Those who know Allan and his achievements won't need much more recommendation so far as buying a copy of his book is concerned.

New Members

Welcome to the following new members recently elected to the Centre :

B. Auty, Rawtenstall.
J. Beckett, Pontefract.
M. Booth, Hawksworth.
C. R. Bly, Ossett.
J. S. Cockayne, Garforth.
J. Freshney, Mirfield.
J. W. Hollingsworth, Redcar.
D. Kemp, Halifax.
C. J. Kennedy, Ilkley.
H. D. Kennedy, Stanbury.
M. Kirkman, Farnsworth.
M. W. Lawson, Emsay.
G. R. Rice, Leeds 11.
N. G. Ross, Marton, Middlesbrough.
Miss L. A. Thornton, Harrogate.
W. A. H. Thorpe, Manchester 16.
L. B. Walls, Carlinghow, Batley.
M. W. Wilkes, Ousebury, York.
B. H. Withers, Chelmsford.

Joint Members

Mr. & Mrs. P. Holmes, Seamer.

Junior Members

R. Coulthred, Bradford.
R. H. Iverson, Ilkley.
D. W. Warrington, Sheffield.

Centre membership now totals 1,248.

B.A.R.C. Race Meetings — June

The club's race meeting programme next month covers Restricted events at Silverstone (1st), the special Festival gathering at Thruxton (15th) and Brands Hatch (29th) and a Closed event at Mallory Park on 8th — in addition to our own meeting at Croft on Whit Sunday, 25th.

Centre Circular — June Issue

Owing to the scribe's absence on holiday for the first three weeks of June the Circular for that month won't be issued until around 10th July but as we've no events early that month — except for the Evening Autocross on 1st, details of which appear elsewhere in this issue — the service to members will be unimpaired.

All being well we expect to be back on target with the July Circular — so you lucky people should receive two Circulares in two weeks!

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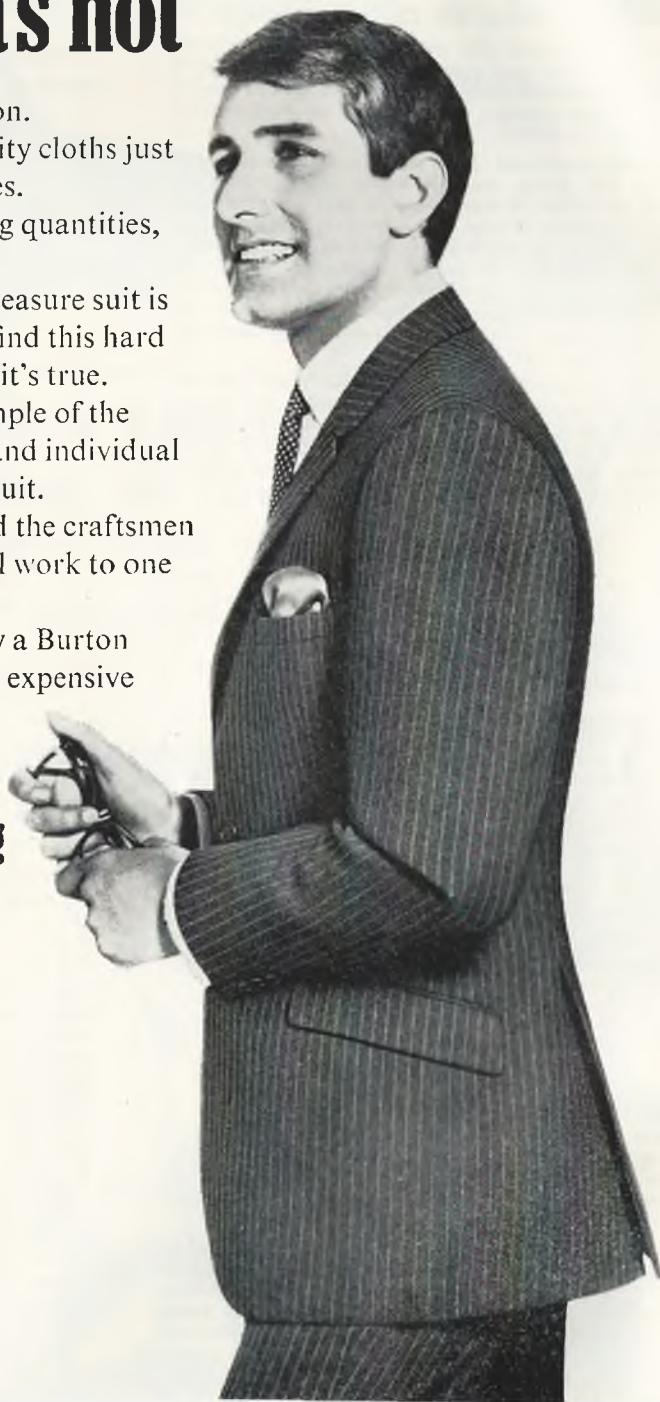
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COMPETITION MATTER

● To begin, there are a couple of new invitations you may like to note in your diary:

July 13 — Restricted Sprint Meeting at Burtonwood, near Warrington, organised by Longton and District Motor Club.

August 31 — Restricted "Auto-Tests" organised by the Huddersfield and District Motor Club.

Auto-tests is the new term coined for what we have known for years as Driving Tests, and adopted by the meeting of Regional Associations recently.

● Looking forward into June, we have the Scarborough Week-End, South of the River Driving Tests, the E. A. Denny Production Car Trial, and a Members' Race Meeting at Croft. The Scarborough I mentioned last month — if you aren't competing, come along and marshal, but don't miss it! The Club night driving tests promise a new venue and a combination of experience and new blood on the organising side, so roll up and see what the evening has to offer.

The E. A. Denny has a character all its own. Using some of the finest scenery in Yorkshire for its route, and with climbs of very varying nature, it provides a worthy test for the whole crew. Our friends of the Yorkshire Sports Car Club provide the main organisation for this event, which is usually reminiscent of the days when motor sport was less commercial and more fun. I always detect a spirit in the "Denny" which is all too often absent these days, and we're poorer for its loss.

No doubt the usual stalwarts will support the Croft meeting, and as usual will wonder why so few of our 1,200 members are interested! There are more salubrious spots than Croft, but as a circuit it is well worth while both from the viewpoint of the competitor and the marshal, so why don't all you budding racing enthusiasts resolve to give these members' meetings your support?

● This leads me to another train of thought. Whatever the event, it tends to be the same hard core of stalwarts who provide the support whether it be as competitors or as officials. They all enjoy themselves immensely, so there must be a fair number of you, gentle readers, who are missing a worthwhile entertainment. As members of the Yorkshire Centre, you must be interested in getting value for your money, so why allow this situation to develop? Whatever you do, don't feel that you must have an expensive, highly tuned car for your enjoyment of motor sport. The company and the pleasure of taking part are what makes the enjoyment, and the satisfaction of completing a good day's marshalling is every bit as great as that of

winning something, in its own quiet way. If winning is important, then some degree of specialisation will probably be necessary, but there is no doubt that there is plenty in the sport for the beginner and the "also-rans", and for the impecunious enthusiast. If a new member wants to find friends in the club, then the quickest way is to participate; do a couple of events, or volunteer to marshal, and you'll soon get to know people. And if you should volunteer to join the small band who set up the Harewood fixtures before the meeting, you'll soon find yourself very "well in" indeed!

● Now a note for our regular competitors. The R.A.C. are hardening their attitude towards competitors who fail to produce their competition licences for inspection before scrutineering. The onus is on the competitor to have the correct grade of licence for the meeting, and the organisers are not obliged to check this when accepting the entry. A competitor with the wrong grade of licence will not be allowed to start, and R.A.C. stewards will be "taking a tougher line when inflicting fines for non-production of licences in the future". Regular offenders please note.

● Turning to the performance of our members in outside events, the battle between John Cussins and David Hepworth on the hills seems to be warming up. Only one-hundredth of a second separated them at Prescott, so it looks as though the 1969 Championship might well be a very close affair.

Abroad, Phil Cooper, Donald Griffiths and John Heppenstall invaded Morocco for a spot of desert rallying, but found the terrain unfriendly and retired. Tony Fall found the Targa Florio more rewarding, and took the 1,300 c.c. Group 3 Class for Lancia after a somewhat eventful drive in which running repairs played a major part. Tony's description of the politics of Mediterranean race organisation are quite hilarious, and so also is the thought of his passing no less than 40 cars before the start. Definitely an event of character.

● For would-be competitors, regulations of events to which we have been invited are usually available from Linda Thornton at the B.A.R.C. Yorkshire office. If supplies run out, I usually have a small supply as well, and can fill the gap in an emergency.

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COMING SHORTLY

July is a quiet month in the Centre mainly due to the holiday season.

Club Night Evening Event — Autocross Tuesday 1st July

Both attempts to stage this last year were thwarted by the weather which was a great pity because this is definitely one of the best competitive evening events from all points of view. The 1969 edition is scheduled to take place at what seems by now, by kind permission of famille Busfield, its permanent site at Guiseley, M.R. 96/197423 will locate it but if this calculation poses problems — no, dear, it's the up and down ones which come first! — you can find it by going along Towngate, turning into Queensway and then left in about 150 yards over the cattle grid.

Being a speed event Belgrave Square won't allow us to accept entries at the start so if you want a run you must fill in an entry form and submit it beforehand — with the necessary akkers. If you haven't a form, Centre Office — Miss Linda Thornton — will supply. You'll also need an approved crash helmet, a valid competition licence and to be able to get past Sid's scrutiny.

The usual social evening is planned for afterwards to which, of course, all members are welcome.

Bruce Moss (Halifax 21212), Tony Hodgetts (Arthington 2375) and John Ison (Guiseley 3975) are organising the event and if you'd like to help by marshalling have a word with one or other of them. If you can lend a hand with the laying out of the course beforehand you'd be doubly welcome.

Owing to holidays the June Circular won't be out until after this event has been held so this is the only notification you'll get.

Club Night — Tuesday 15th July

The usual monthly social club night gathering at Morley Rugby Union Club, the location of which must, by now, be well-known.

Novices and Vintage Hill Climb 20th July

The Novices and Vintage meeting at Harewood — such a great success last year — is being repeated in similar form on 20th July.

As before it will be a two-part event, the Novices section being for Centre members who haven't won an award in a speed event during the last three years — which limits it to regular but unsuccessful competitors, newcomers pure and simple, former but now retired competitors and those who'd just like a run or two up for fun. On the Vintage side we're again collaborating with the Vintage Sports Car Club who, despite a race meeting at Silverstone the previous day, supported us so well last year. Having enjoyed themselves so much last July that they asked if they could come again and being without the impediment of a meeting the previous day we're expecting a bumper entry from this source which will add a great deal of colour and interest to the day.

MICHELIN PRESS DAY

3rd MAY

Five members from twelve clubs, including the Yorkshire Centre, attended the Michelin Press Day at Rufforth on Saturday, 3rd May — and having anticipated another highly commercialised, if interesting, publicity stunt encountered a pleasant surprise.

After a suitable reception and explanation of what was to follow, including a run-down on the advantages of radials, especially when steel reinforced, they were taken for several very quick laps of the circuit in Cooper S's, hot Escorts, etc. shod with non-Michelin radials, most of the lappery being door-handle stuff. After a cup of coffee and handful of aspirins they were taken out again in the same car, this time clad with ZX's or XAS's, at the same speeds the differences being, so they tell us, remarkable. To ram home the lesson they had the opportunity of studying the behaviour of other cars as they circulated in turn and it seems there was little problem in telling Michelin from Bergougnan.

After refreshment to restore shattered nerves and allow previous notions on the subject to be revised a magnificent lunch was served followed by several amusing speeches and our heroes returned to their cars — to find each shod with five ZX's or XAS's, whichever appropriate, wheels balanced and the old boots neatly wrapped in the back — all with the compliments of Michelin.

Not surprisingly the list of those wishing to go next time this happens is already heavily over-subscribed!

COMMITTEE DINNER

16th APRIL

Twenty-one Officers and members of the Main, Events and Social Committees gathered at the Bridge Inn, Walshford for what has now become an annual gathering. Possibly influenced by more dignified surroundings the post-dinner hilarity was more restrained than previously but all present agreed it had been an excellent evening in all respects.

To correct misunderstandings — and there have been ill-informed murmurings on the subject — the total cost of the shindig fell completely on those attending, not one penny being contributed from Centre funds.

JUNE CIRCULAR

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

WEDNESDAY, 18th JUNE

otherwise publication in that issue cannot be guaranteed.

HAREWOOD SP HILL

20th

Records galore — nine out of eighteen class best-ers — fell at Stockton Farm on 20th April — the 1969 season's opener following the postponement of the March meeting. With a full and high-calibre entry containing names such as Peter Lawson, Jeff Goodliffe, Peter Voigt, Clive Oakley, Jimmy Johnstone, Chris Court, Phil Scragg, the Blankstones, David Hepworth, etc. a first-class meeting seemed assured and so it proved, the surface being in excellent condition and the day fine if cold.

In the Touring Car classes Roger Brown's Team Flying Wheel 998 c.c. Cooper Mini took 1.20 secs win from Fletcher's supercharged Cooper in the up to 1300 c.c. category whilst the larger brethren were dominated by Richard White (Ford Cortina G.T.) who broke the class record by 1.56 secs to head Paul Stephenson's similar car by .61 secs. In the Special Series section the four fastest all bettered the former class record, honours finally resting with Nick Porter (Supercharged Cooper S) with 48.80 secs, 1.62 secs better than the previous quickest. Mike Flather and John Busfield — both in Cooper S — were second and third with 49.47 secs and 50.15 secs respectively.

The five-entry Special Saloon Car class for up to 1,000 c.c. produced some hot competition. Chris Cramer, Eric Stansfield and Andy Hutcheson — all in Cooper S — finishing in that order with 49.33 secs, 49.44 secs and 50.42 secs respectively and a new record 1.68 secs lower. In contrast, the over 1,000 c.c. section saw no new class record but Tom Christie (Cooper S) and B. Preston (Mini) tied with identical times of 48.27 secs, first place going to the former. R. Briggs (Mini) was third with 48.61 secs so there wasn't much in it.

The class for the smallest-engined Marque Sports Cars went to Fred Whitaker (MG Midget) notwithstanding a spin at Farmhouse first time up but he was only .20 secs quicker than Brian Lancaster (MG Midget) who is rapidly getting into the Stockton Farm groove. In the intermediate category — 1,301 to 2,200 c.c. — Dick Speak (MG B) was in excellent form cracking the former record by 2.51 secs although both second and third men, John Ashcroft (Porsche 356 SC) and Steve Simpson (TVR 1800S) were well inside the previous best. In the big-banger class Jim Thomson and Alan Mountain set about one another again in their E Types, Jim's proving the quicker by .77 secs giving himself a new class best-ever in the process.

Both Grand Touring classes were well-supported that for the up to 1,300 c.c. fraternity going, not surprisingly, to Jeff Goodliffe in his very hot BVRT Mini Special G.T. Despite mechanical bothers Jeff turned in the usual immaculate performances leaving his days best at 48.35 secs, only .21 secs outside the record. However Jim Bunney (Mini Marcos) was close behind with 48.54 secs and John Northcroft staked a firm claim in his Midget with 48.83 secs. The over 1,300 section produced a new class record for Peter Lawson in his Chevron B.M.W. who had a comfortable 3.90 secs over second man Chippy Stross (Lotus Elan) who had S. Smith (TVR Tuscan) up his psychological tail pipe .16 secs behind.

The Clubmans class, reintroduced in deference to the wishes of many, attracted six runners the swiftest of whom, Bob Prest (Lotus 7 Ford), busted the record by 1.47 secs to clock 47.42 secs. Chris Tipping (Mallock U2 Ford) and Jim Ward (Ward Ford) occupied second and third spots with 49.60 secs and 51.23 secs in that order.

Thus to the Sports/Racing boys. Of the smallest-engined Peter Voigt (DRW Imp Mk. 6) proved as

quick as ever and lowered the record by .50 secs with 46.38 secs being a fairly comfortable victor from G. V. Tyack (Ginetta G 16A Ford) whose best was 47.08 secs. The next two classes in this category had, owing to shortage of entries, to be merged but even so produced only four runners. Of these Phil Scragg (Lola 70 Ford) retired after his first run but not before recording 44.18 secs, a time none of the others could approach, Jim McCartney (Felday 4 BRM) being nearest with 46.88 secs.

Of the single-seaters, in the up to 1,100 c.c. class Chris Court's 45.21 secs in the Brabham BT 21B Ford — only .21 secs outside the record — proved best, Allan Staniforth (Terrapin Min) being a shade more than a second slower. The five-runner 1,101 to 1,600 c.c. class gave David Blankstone (Lotus Ford) a comfortable one second plus win over R. C. Hickman (Brabham Ford) whilst Peter Kaye (Brabham BT 14 Ford) had the misfortune to spin on some oil first time up, damaging his suspension in the process and compelling his retirement. In the over 1,600 c.c. class Roy Lane (Tech Craft Buick) made two beautiful runs — 43.40 secs being the faster — to beat Jimmy Johnstone (Brabham BT 14/21 Buick) by .58 secs. Roy Lane seems to improve each time he comes to Stockton Farm and is now very, very quick and steady. In the all-corners-driven sector contested only by David Hepworth (Hepworth Traco F.F.), Peter Blankstone (Brabham Quatro Traco) and John Cussins (BRM P99B) the first-named came out best with 42.29 secs — a highly creditable performance. Cussins — with a first run time of 45.10 secs only to count as he spun off at Willow on his second — was next best and Blankstone, plagued with clutch trouble, third. Thus far Hepworth had F.T.D. in his keeping and it looked pretty secure, the main question being whether or not he could go quicker.

Being a qualifying round for the Castrol/B.A.R.C. Hill Climb Championship — the first of the 1969 series — spectators got a bonus in the shape of two special runs for each of the ten fastest entrants in the competition and these ran next, four — Shardlow, Voigt, Cramer and Way improving on their previous bests.

As now customary at Harewood the day concluded with the Top Ten Run-Off for the ten fastest of the day, seven of whom — including David Hepworth — showed they had a something extra to call upon. Thus F.T.D. went, deservedly, to David Hepworth whose four times of 44.26, 42.29, 42.30 and 42.11 secs reflected a high degree of consistency and suggested he could be the man to beat in the 1969 Shell/R.A.C. Hill Climb Championship. David has worked very hard over the years and it's pleasant to see him getting some well-deserved successes.

In between the car class runs members of the National Sprint Association, mounted on two or three wheels, tackled the hill — one unhappy sidecarist being ejected, after which he was run over by the chair only to re-mount to complete the climb — almost without pause!

RING NATIONAL CLIMB

APRIL

A good, competitive meeting with all the signs of lower class records before the season's over and probably a new outright record too. Some of the newcomers to the hill climbing scene are beginning to make their marks and 1969 could well be a vintage year.

Results

Class 1. — Touring Cars up to 1,300 c.c.

1. R. Brown (BMC Cooper)	54.39
2. J. Fletcher (BMC Cooper)	55.59
3. I. K. Hardy (BMC Mini)	56.41

Class 2. — Touring Cars 1,301 c.c. and over

1. R. White (Ford Cortina G.T.)	52.15
2. S. P. Stephenson (Ford Cortina G.T.)	52.76
3. G. F. Chippendale (Ford Cortina G.T.)	53.51

Class 3. — Touring Cars, Special Series

1. N. Porter (BMC Cooper S)	48.80
2. M. R. Flather (BMC Cooper S)	49.47
3. J. M. Busfield (BMC Cooper S)	50.15

Class 4. — Special Saloon Cars up to 1,000 c.c.

1. C. F. Cramer (BMC Cooper S)	49.33
2. E. Stansfield (BMC Cooper S)	49.44
3. A. G. Hutcheson (BMC Cooper S)	50.52

Class 5. — Special Saloon Cars 1,001 c.c. and over

1. T. B. D. Christie (BMC Cooper S)	48.27
2. B. Preston (BMC Mini)	48.27
3. R. Briggs (BMC Mini)	48.61

Class 6. — Marque Sports Cars up to 1,300 c.c.

1. F. J. Whittaker (MG Midget)	51.45
2. B. C. Lancaster (MG Midget)	51.65
3. M. Bartram (Triumph Spitfire)	53.17

Class 7. — Marque Sports Cars 1,301 to 2,200 c.c.

1. R. W. Speak (MG B)	50.27
2. J. E. Ashcroft (MG B)	51.70
3. S. J. Simpson (TVR 1800S)	52.22

Class 8. — Marque Sports Cars 2,201 c.c. and over

1. J. F. Thomson (Jaguar E Type)	48.31
2. A. Mountain (Jaguar E Type)	49.08
3. J. Lambert (Jaguar E Type)	49.62

Class 9. — Grand Touring Cars up to 1,300 c.c.

1. J. W. Goodliffe (Austin Cooper S)	48.35
2. J. D. Bunney (Mini Marcos)	48.54
3. J. Northcroft (MG Midget)	48.83

Class 10. — Grand Touring Cars 1,301 c.c. and over

1. P. G. Lawson (Chevron BMW)	44.12
2. L. S. Stross (Lotus Elan)	48.02
3. S. Smith (TVR Tuscan)	48.18

Class 11. — Clubmans Sports Cars up to 1600 c.c.

1. R. J. Prest (Lotus 7 Ford)	47.42
2. C. J. Tipping (Mallock U2 Ford)	49.60
3. J. Ward (Ward Ford)	51.23

Class 12. — Sports/Racing Cars up to 1,600 c.c.

1. P. E. Voigt (DRW Imp Mk. 6)	46.33
2. G. V. Tyack (Ginetta G 16a Ford)	47.08
3. H. Wilkinson (Lotus 23B Ford)	47.98

Class 13. — Sports/Racing Cars, Front engined Rear Wheel Drive 1,601 c.c. and over, and

Class 14. — Sports/Racing Cars Rear Engined or Four Wheel Drive 1,601 c.c. and over

Merged

1. E. P. Scragg (Lola 70 Ford)	44.18
2. J. M. McCartney (Felday 4 BRM)	46.88
3. A. J. Burton (McLaren M6B Chevrolet)	49.20

Class 15. — Racing Cars up to 1,100 c.c.

1. C. B. Court (Brabham BT 21B Ford)	45.21
2. A. Staniforth (Terrapin Min)	46.27
3. M. C. Allen (Ecosse Imp)	49.68

Class 16. — Racing Cars 1,101 to 1,600 c.c.

1. D. Blankstone (Lotus Ford)	44.41
2. R. C. Hickman (Brabham Ford)	45.68
3. N. S. Elton (Brabham BT 18 Ford)	45.90

Class 17. — Racing Cars 1,601 c.c. and over

1. R. T. Lane (Tech Craft Buick)	43.40
2. J. Johnstone (Brabham BT 14/21 Buick)	43.98
3. M. MacDowel (Brabham BT 30 XI Climax)	44.44

Class 18. — Racing Cars Four Wheel Drive, any capacity.

1. D. Hepworth (Hepworth Traco F.F.)	42.49
2. J. R. Cussins (BRM P99B)	45.10
3. P. A. Blankstone (Brabham Quatro Traco)	47.19

Solo Motorcycles

1. D. Saville (Sabre)	50.34
2. C. Ludgate (Royal Enfield)	50.97
3. B. Scammell (Wasp)	53.33

Sidecars/Three-Wheelers

1. J. Worthington (Scitsu)	51.93
2. R. Ward (Mog Imp)	53.40
3. F. Brindley (Sabre)	54.60

Top Ten Run-Off

1. D. Hepworth (Hepworth Traco F.F.)	42.11
2. J. Johnstone (Brabham BT 14/21 Buick)	43.07
3. R. T. Lane (Tech Craft Buick)	43.12
4. P. G. Lawson (Chevron BMW)	43.32
5. N. S. Elton (Brabham BT 18 Ford)	44.51
6. D. Blankstone (Lotus Ford)	44.57
7. M. G. H. McDowell (Brabham BT 30 XI Climax)	44.89
8. C. B. Court (Brabham BT 21B Ford)	45.26
9. C. Oakley (Cooper 87)	45.49
10. R. C. Hickman (Brabham Ford)	45.51

Continued on page 19

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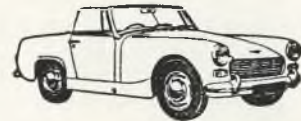


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13th September, 1968 :-

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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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next month

JUNE

Montague Burton Trophy Hill Climb Sunday 1st June

The meeting at Stockton Farm on 1st June will not only incorporate a normal hill climb which, amongst other things, will determine the lucky holder of the magnificent Montague Burton Trophy for the next twelve months but will be a gala affair with much to interest those who find speed hill climbing lacking in spectacle.

John Netherwood, of Denby Dale Pie publicity fame, has been working up the supporting side of things which will include a concours d'elegance and static display for Veteran and Edwardian cars — and some very interesting ones have been promised — a parachute jumping display and a host of fairground attractions such as Punch and Judy, roundabouts, swings, etc. — indeed all the fun of the fair. Raymond Baxter will be driving Reg Phillips Fairly Poke — as well as Reg — and these two in this machine ought to be worth going a distance to see. We hope the B.B.C. man will also distribute the prizes afterwards.

This meeting, which is being run under a National permit, is very much a serious competition and the entry list will almost certainly reflect this by containing the leading names in hill-climbing, many of whom will be coming on from the previous days Shell/R.A.C. Championship meeting at Barbon. Because of this meeting we shall be having a longer Sunday morning practise session than usual so if you come early you'll get more motoring for your money than usual.

All the usual Harewood facilities will be in full operation and admission charges will remain unchanged.

Club Night — Tuesday 3rd June

Nothing special this time just the usual monthly Noggin and Natter session at the Scotts Arms, Sicklinghall getting under way around 8-30 p.m.

The Scarborough Week-End 7/8th June

The details given last month plus the regulations enclosed with the same Circular should have filled most of the gaps intending competitors and others need to have filled. To re-cap briefly there will be a Rufforth start around noon on Saturday 7th June and ten tests spread over the route-carded journey to Scarborough. The Sunday section, in the Scarborough area, will consist of a late morning start — Alka Seltzers not provided! — with ten more tests before a late afternoon finish. Provisional results will be available later that evening.

To link the two sections the Royal Hotel, Scarborough has been chosen as headquarters hotel — and many if not most competitors and marshals will be staying there — where there will be a Centre dance on Saturday evening in the ballroom to which all members

official and marshal will receive two complimentary tickets with his final instructions and additional tickets, providing there are any left, are obtainable at 5/- each at the Start, from any member of the Social Committee or at the door. Bands now being very expensive it is possible dancing will be to a discotheque although this has not been finalised as we close for press.

An event in the old style — there are very few like it left now — this is a must for those who like their motor sport with a strong social flavour.

Club Night Evening Event

Driving Tests — Tuesday 17th June

Evening driving tests, followed by a social gathering, usually proving popular and well-supported by members we've another planned for Tuesday evening, 17th June — this time in the Morley area with a finish at the "Southern" club night venue, the Morley Rugby Union F.C.

Unfortunately, owing to the sudden non-availability of a previously promised site we are, as this Circular closes for press, unable to tell you where it's all taking place but this information will be conveyed either by the usual duplicated Stop Press slip or, if that fails, by separate mailing later.

Bruce Moss and John Ison are the leading lights behind the effort which will, as previously mentioned, conclude with a social gathering at Morley R.U.F.C. the locale of which must, by now, be tolerably familiar with all likely to attend.

Midsummer Rave Mk. III

Friday 20th June

This year we've plumped for a change of venue — to the Collingham Village Hall, where Brian Lancaster, landlord of the Scotts Arms, Sicklinghall, will be looking after the food and drink side with all that denotes to regular habitués of this hostelry.

Dancing will be to Simon Peters discotheque — live bands seem prohibitively expensive for this kind of "do" nowadays — and tickets will be available from Centre Office, Social Committee members or the Control bus at Harewood on 31st May/1st June at 7/6d. each.

No longer a poor comparison with its winter big brother the Summer Dance has recently re-established itself as a major attraction in Centre social life and the size of the hall being restricted an early application for tickets seems advisable.

E. A. Denny Production Car Trial

Sunday 22nd June

Although the Centre co-promotes the Denny the actual organisation of the event lies wholly in Yorkshire Sports Car Club hands and we tend to be a trifle in the dark about the details until regulations are issued — and that's so again this year.



THIS IS KATHY. You should know her — she's the Club's former Staff Secretary. What you should also know is that she is wearing the new "Tony Fall" Rally Jacket. Selling at £9. 19. 6d. Including

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WEEK-END

7/8th June

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1st JUNE
STOCKTON FARM

Club Night

TUESDAY, 3rd JUNE
SCOTTS ARMS, SICKLINGHALL

Scarborough Week-End

7/8th JUNE

Club Night

DRIVING TESTS
TUESDAY, 17th JUNE
FINISH — MORLEY R.U.F.C.

Midsummer Rave Mk. III

FRIDAY, 20th JUNE
VILLAGE HALL, COLLINGHAM

E. A. Denny Trial

SUNDAY, 22nd JUNE

Croft Race Meeting

SUNDAY, 29th JUNE
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URGENTLY WANTED!!! an army of marshals for the Scarborough Week-End on Saturday 7th and Sunday 8th June — especially for the former. Offers please IMMEDIATELY to Chief Marshal, Bob Soper, Eastbrook Cottage, Low Way, Bramham (Boston Spa 3772).

NEXT MONTH—continued

As we close for press — before the regs are out — we can't do much more than tell you we understand it's very much a case of the mixture as before. However, the regs should be included with this Circular so you should have all the gubbins safely and in good time.

In recent years the Denny hasn't always been as well supported as it deserves which, to those of us who know it well, is something of a mystery. An excellent event competitively, usually taking place in delightful countryside, it has much to attract the competitive fraternity whilst if your taste lies in marshalling there are few more pleasant events for the whole family to go along to.

If you haven't tried a Denny why not give it your support this year?

Croft Race Meeting — Sunday 29th June

Once again we'll be at Croft on Sunday, 29th June, for our second meeting of the year. As our events there follow a now well-known pattern there's no point in taking up limited Circular space with repetition.

Suffice it to say there will be events for all the usual categories including qualifiers for the Tate Formula Ford, Osram/B.A.R.C. Saloon Car, Motoring News G.T. and Fred W. Dixon/Chevron Oils championships — which is a pretty comprehensive selection guaranteed to attract a first-class entry of clubmen.

As usual, practising starts at noon sharp with the first race at 2-30 p.m. Regs are enclosed with this Circular for those wishing to have fuller information.

HAREWOOD HILL CLIMB—continued

Awards

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

First Class (£10)

R. Brown, R. White, N. Porter, C. F. Cramer, T. B. D. Christie, F. J. Whitaker, R. W. Speak, J. F. Thomson, J. W. Goodliffe, R. G. Prest, P. E. Voigt, E. P. Scragg, C. B. Court, D. Blankstone.

Second Class (£2)

M. R. Flather, B. Preston, B. C. Lancaster, J. E. Ashcroft, A. Mountain, J. D. Bunney, L. S. Stross, C. J. Tipping, G. V. Tyack, A. Staniforth.

Third Class (£1-10-0)

J. M. Busfield, S. J. Simpson.

Harewood Record Plaques

R. White, N. Porter, C. F. Cramer, R. W. Speak, J. F. Thomson, P. G. Lawson, R. J. Prest, P. E. Voigt, J. Johnstone.

Special Motor Cyclists Awards

Best Solo up to 350 c.c. B. Scammell
Best Solo 351 to 500 c.c. D. Saville
Best Solo 501 to 1,300 c.c. C. Ludgate
Best Three-Wheeler up to 1,300 c.c. J. Worthington
Best Three-Wheeler passenger L. Gardner

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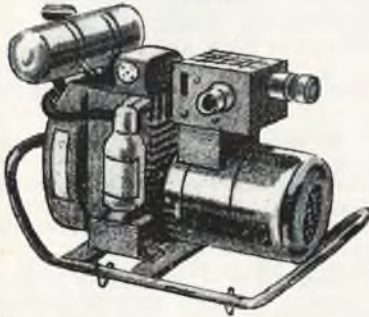


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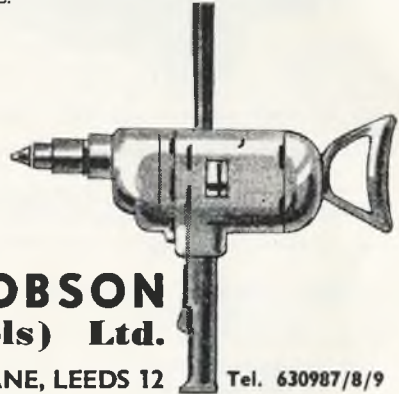
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DATES

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YORKSHIRE CENTRE PROGRAMME

Date 1969	Event	Status	Centre Annual Competitions
31 May/1 June	Montague Burton Trophy Hill Climb, Harewood	Nat. Brit.	KAB
3 June	Club Night — Social — Sicklinghall	—	—
7/8 June	Scarborough Week End	Restricted	NCKA
7 June	Scarborough Dance	—	—
17 June	* Driving Tests	Closed	K
20 June	Summer Dance	—	—
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 — Morley	—	—
20 July	Novices & Vintage Hill Climb, Harewood	Restricted	KB
3 August	Joint Driving Tests	Closed Jt.	K
5 August	* Greenwood Cup Trial Practice	Closed	CK
10 August	Harewood Members Hill Climb	Restricted	KB
17 August	Members Race Meeting, Croft	Restricted	NK
19 August	Club Night — Social — Morley	—	—
31 August	Annual Cricket Match	—	—
2 September	* Birds Event	Closed	CK
13/14 September	Championship Hill Climb, Harewood	Nat. Brit.	KB
13 September	BARC-BQ Dance, Harewood	—	—
16 September	Club Night — Social — Morley	—	—
27/28 September	Scarborough Hill Climb	Nat. Brit.	KB
7 October	* Harewood Safari	Closed	K
19 October	Members Race Meeting, Croft	Restricted	NK
21 October	Club Night — Social — Morley	—	—
26 October	Greenwood Cup Trial	Closed Jt.	CKA
4 November	Club Night — Social — Sicklinghall	—	—
18 November	Club Night — Social — Morley	—	—
29 November	Annual Dinner Dance	—	—
2 December	Club Night — Social — Sicklinghall	—	—
16 December	Club Night — Social — Morley	—	K

● 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.
 Events marked "B" qualify for the John Bindloss Memorial 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

* Indicates B.A.R.C. (Yorks.) invited. Regs for these events obtainable from the organising club, B.A.R.C. (London) or, in some instances, Centre Office.

1969

MAY

- 29/1st June Acropolis Rally (Int.)
 30th Indianapolis 500 (Int.)
 31st Hill Climb, Barbon (Nat. British — (RAC Champ.) — Westmorland M.C.

JUNE

- 1st Autocross — Newton-Le-Willows & D.C.C. (B.T.R.D.A. Autocross Champ. — North).
 1st * Race Meeting, Silverstone (Restricted) — B.A.R.C. (N. Thames)
 1st Nurburgring 1000 Kms. Race (Int.)
 1st * Race Meeting, Brands Hatch — Romford Enthusiasts C.C.
 1st * Hill Climb, Leighton Hall, near Carnforth — Morecambe C.C.
 6th * Sprint, Blackbushe — Jaguar Drivers Club.
 7th * Race Meeting — Oulton Park — Mid-Cheshire M.R.C.
 7/13th Scottish Rally (Int.)
 7/8th Hill Climb, Shelsley Walsh (Nat. British) — (RAC Champ.) — M.A.C.
 8th Autocross — High Eggborough — de Lacy M.C. of Pontefract (Players No. 6 Champ. — North).
 8th Driving Tests — Cambridge C.C. (Castrol/B.T.R.D.A. Autotest Champ.)
 8th * Race Meeting, Mallory Park (Closed) — (Motor News Spec. G.T. Champ. & BARC/OSRAM-GEC Champ. & Fred W. Dixon Champ.) — B.A.R.C. (H.Q.)
 8th * Hill Climb, Brunton (Closed) — (Castrol/BARC Champ.) — B.A.R.C. (S.W.)
 8th Rossfeld Hill Climb, Germany — (Mountain Champ.)
 14th Race Meeting, Silverstone (Nat. British) — 750 M.C.
 14/15th 24 Hours Race, Le Mans (Int.)
 15th Autocross — Liverpool M.C. (B.T.R.D.A. Autocross Champ. — North).
 15th Autocross — Lincoln & D.M.C. & L.C.C. (Players No. 6 Champ. — Midland).
 15th Driving Tests — N. Staffs M.C. (Castrol/B.T.R.D.A. Autotest Champ.)
 15th * Race Meeting, Croft — B.R.S.C.C. — Regs from Mrs. S. Wood, Northern Centre Office, York House, 21 Park Street, Leeds.
 15th Hill Climb, Doune — (RAC Champ.) — Lothian C.C.
 15th * Race Meeting (Festival), Thruxton (Restricted) — B.A.R.C. (H.Q.)
 15th * Race Meeting, Lydden Hill — T.E.A.C.
 15th * Race Meeting, Snetterton — West Essex C.C.
 15th * Race Meeting, Brands Hatch — London M.C.
 19/22nd Geneva Rally (Int.)
 21st * Race Meeting, Silverstone — Midlands M.E.C.
 21/22nd * Midsummer Night Rally — A.C. Owners Club.
 21/22nd Hill Climb, Tholt-y-Will (Nat. Open) — (RAC Champ.) — L.A.C.
 22nd Autocross — Tynemouth & D.M.C. (Players No. 6 Champ. — North).
 22nd Race Meeting, Mallory Park (Int.)
 22nd Dutch Grand Prix (Int.)
 22nd Brands Hatch 6 Hours Race (Int.)
 22nd * Hill Climb, Pontypool Park (Restricted) — B.A.R.C. (S. Wales)
 22nd * Autocross (Restricted) — B.A.R.C. (S.E.)
 22nd Mont Ventoux Hill Climb, France — (Mountain Champ.)
 22nd * Sprint, Curhorough — Owen Organisation.
 26th * Race Meeting, Rufforth — B.R.S.C.C. — Regs from Mrs. S. Wood, Northern Centre Office, York House, 21 Park Street, Leeds.
 28th * Sprint, Borrass Hall — Liverpool M.C.
 28th * Race Meeting, Silverstone — M.C.C.
 28/29th * Barnard Trophy Rally — Lincoln & D.M.C.
 29th Autocross — Rolls Royce (Derby) M.C. — (Players No. 6 Champ. — Midland).
 29th Driving Tests — Sheffield & Hallamshire M.C. (Castrol/B.T.R.D.A. Autotest Champ.)
 29th * Race Meeting, Cadwell Park — B.R.S.C.C. — Regs from Mrs. S. Wood, Northern Centre Office, York House, 21 Park Street, Leeds.
 29th Hill Climb, Fintray (Nat. British) — Aberdeen D.M.C.
 29th Mallory Park Race Meeting (Nat. Brit.)
 29th * Race Meeting, Brands Hatch (Restricted) — B.A.R.C. (Surrey)
 29th * Hill Climb, Wiscombe (Restricted) — (Castrol/BARC Champ.) BARC (Bristol & Bath Centre).

JULY

- 4/6th Moldau Rally (Int.)
 5th Hill Climb, Rest-and-beThankful (Nat. Open) — (RAC Champ.) — R.S.A.C.
 6th Autocross — Morecambe M.C. (Players No. 6 Champ. — North).
 6th Driving Tests — B.A.R.C. (Surrey Centre) (Castrol/B.T.R.D.A. Autotest Champ.)
 6th French Grand Prix (Int.)
 12th * Sprint (Restricted) — B.A.R.C. (N.W.)

- 12/13th Watkins Glen Race Meeting (Int.)
 12/13th Race Meeting, Croft (International) — B.A.R.C.
 13th Autocross — Worksop & D.M.C. (B.T.R.D.A. Autocross Champ. — North).
 13th Driving Tests — Shenstone & D.C.C. (Castrol/B.T.R.D.A. Autotest Champ.)
 13th * Hill Climb, Baitings Dam (Restricted) — Lancs & Cheshire C.C. — Regs from T. K. Dooley.
 285 Brooklands Road, Manchester 23.
 13th * Sprint, Sandtoft (Closed) — S. Yorks. Enthusiasts C.C. — Regs from M. G. Dixon, 13 South Dale
 Close, Kirton Lindsey, Lincs.
 13th Bardahl Trophy Sprint, Santa Pod Raceway — Restricted — (Santa Pod Sprint Championship) —
 London M.C. — Regs from B. H. Ross, 8 Ringwood Avenue, London N.2.
 13th Race Meeting, Ingliston (Nat. British) — Scottish M.R.C.
 13th * Sprint, Blackbushe (Restricted) — B.A.R.C. (Surrey)
 13th Trento-Bondone Hill Climb, Italy — (Mountain Champ.)
 13th * Sprint, Burtonwood — Longton & D.C.C.
 16/19th Polish Rally (Int.)
 19th British Grand Prix (Int.)
 20th Driving Tests — Potteries & Newcastle M.C. (Castrol/B.T.R.D.A. Autotest Champ.)
 20th * Race Meeting, Cadwell Park (Restricted) — B.A.R.C. (H.Q.)
 20th Mugello Grand Prix (Int.)
 20th Hill Climb, Pontypool Park (Nat. British) — B.A.R.C. (S. Wales)
 20th * Autocross (Restricted) — B.A.R.C. (N. Thames)
 24th Hill Climb, Bouley Bay (Nat. British) — (RAC Champ.) — Jersey M.C.L.C.C.
 26th Gremlin Rally (Restricted) — (Motor News Champ.) — Brecon M.C. — Regs from
 J. Chamber, Penval, Newton Green, Brecon.
 27th Autocross — Lancs. & Cheshire M.C. (Players No. 6 Cham. — North),
 27th Driving Tests — Liverpool M.C. (Castrol/B.T.R.D.A. Autotest Champ.)
 27th Race Meeting, Croft — Darlington & District M.C.
 27th * Autocross (Restricted) — B.A.R.C. (E. Midlands) (B.T.R.D.A. Autocross Champ.) — Midlands.
 27th * Hill Climb, Gurston Down (Restricted) — (Castrol/BARC Champ.) — B.A.R.C. (S.W.)
 27th Fribourg Hill Climb, Germany — (Mountain Champ.)

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SCARBOROUGH PRACTISE

TUESDAY 6th MAY

A disagreeably cold, damp evening was scant inducement to members to leave the comfort of their firesides but nevertheless forty-two of them did — which speaks volumes for the never failing popularity of club night driving tests.

Held on Tockwith airfield, organised by Tony Riall, David Stead and Bob Soper, the event was made up of five tests — all pretty quick ones — with a finish at The Scotts Arms, Sicklinghall.

After-event comment was favourable — but the organisers were quick to make it plain if they have anything to do with it Mini Marcos will be in with the Cooper S, not the sports cars next year!

Results

Class 1. — Small Touring Cars

1. I. K. Hardy (Mini)	227.0
2. D. Pearson (Cooper)	230.4
3. J. C. England (Cooper S)	238.4
4. D. R. Firth (Cooper S)	246.2
5. D. Robey (Cooper)	254.2
6. D. Townsend (Mini)	257.0
7. B. A. Kitching (Sunbeam Stiletto)	261.8
8. N. Umpleby (Cooper S)	262.0
9. H. White (Cooper)	264.0
10. C. J. Shaw (Mini)	265.8
11. D. K. Haigh (Cooper)	269.0
12. B. Edwards (Mini)	269.6
13. M. Allenby (Cooper S)	270.2
14. P. Britton (Cooper)	274.2
15. H. C. Mason (Cooper)	287.8
16. Mrs. B. A. Kitching (Sunbeam Stiletto)	288.0
(Cooper S subject to 5% handicap)	

Class 2. — Other Touring Cars

1. G. F. Chippendale (Ford Cortina G.T.)	239.0
2. D. A. Cope (Triumph Vitesse)	240.2
3. R. Prentice (Ford Escort)	243.0
4. J. Jolley (Ford Escort)	248.0
5. H. O. Holliday (Triumph TR 2S PI)	260.4
6. M. M. Rogerson (Ford Cortina G.T.)	262.4
7. E. D. Clark (Jaguar 420)	264.6
8. E. P. Millman (Fiat 124)	265.4
9. G. Dickinson (Triumph 2000 Estate)	268.0
10. M. Smith (Hillman)	275.4
11. J. D. Haynes (Vauxhall Viva)	278.8
12. E. N. Barker (Ford 1600 E)	279.2
13. J. M. Busfield (Triumph 2000 Estate)	282.0
14. A. J. Burton (Gordon Keeble)	282.2
15. D. Herbert (Singer Vogue)	283.6
16. A. J. Hodgetts (Morris 1800)	312.0
17. J. Cockayne (Ford Cortina)	313.2
18. B. Hodkinson (Lotus)	317.2

Class 3. — Sports Cars

1. P. Hargreaves (Marcos)	232.8
2. A. J. Armitage (MG Midget)	239.2
3. J. Sparling (MG Midget)	242.6
4. S. Lloyd (Triumph Spitfire)	264.8
5. R. G. Moorhouse (MG B)	272.6
6. R. Stephenson (Triumph GT 6)	274.4
7. A. Vickers (Triumph TR 4)	286.8
8. M. D. Soper (MG Midget)	291.2

Awards

First Overall	I. K. Hardy
First Class	D. Pearson, G. F. Chippendale, P. Hargreaves
Second Class	D. Cope

CENTRE ANNUAL COMPETITIONS

Leading placings up to and including the Scarborough Practise on Tuesday 6th May.

Pearce Trophy	A	B	C	D	Tot.
J. C. England	8	12	8	8	36
J. M. Busfield	8	8	10	8	34
K. Soper	—	12	8	12	32
B. A. Kitching	8	8	8	8	32
H. C. Mason	8	8	8	8	32
D. K. Haigh	13	8	—	8	29
A. J. Hodgetts	—	8	12	8	28
J. R. Hardcastle	—	8	9	8	25
D. Easthope	—	8	8	8	24
M. J. Frost	—	8	8	8	24
M. M. Rogerson	8	—	8	8	24
M. S. Wilson	12	—	12	—	24
I. K. Hardy	—	—	8	13	21
D. P. Stead	—	—	8	12	20

Ken Lee Trophy

J. C. England	—	5	1	1	7
I. K. Hardy	—	—	1	6	7
R. G. Moorhouse	—	6	—	1	7
G. F. Chippendale	—	1	1	4	6
J. M. Busfield	—	1	3	1	5
J. F. Thomson	—	—	4	—	4
L. S. Stross	—	—	3	—	3
B. A. Kitching	—	1	1	1	3
P. R. Grimshawe	—	1	1	—	2
M. P. Smith	—	1	—	1	2
D. K. Haigh	—	—	—	1	1
R. Stansfield	—	—	1	—	1

Chippy Iola Vase

1. Mr. & Mrs. J. C. England	24 pts.
2. " " " D. K. Haigh	23 pts.
3. " " " M. M. Rogerson	21 pts.

Firth Bowl

1. Miss J. Lee

Ronald Hudson Memorial Trophy

1. M. J. Frost	24 pts.
D. Easthope	24 pts.

Key

- A — Sleuth's Mug, 9th March.
- B — War of The Roses Driving Tests, 13th April.
- C — Harewood Hill Climb, 20th April.
- D — Scarborough Practise, 6th May.

Tony Riall now looks after the markings for the above competitions and all queries, enquiries, etc. should be addressed to him at 11 Weedling Gate, Scarborough, Teesside (Telephone 2155).

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