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YORKSHIRE CENTRE CIRCULAR

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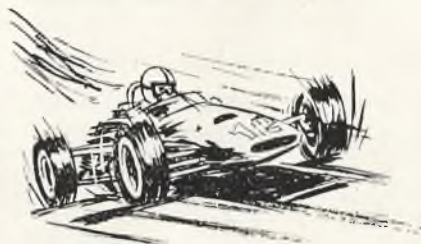
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The officers are ex-officio members of all committees

JULY **69**



Torque

Centre Fixture List 1970/71

With the need for bids for 1970 National dates to be lodged with the R.A.C. by mid-July and those for all other events to be there by early September — before which the latter have to be submitted to and approved by the Association of Northern Car Clubs — the Main and Events Committees have recently been much pre-occupied with the Centre programme for the April 1970 to March 1971 period — which seems rather far off just now.

Once again the whole subject of the size and nature of the Centre programme is under close scrutiny, there being a feeling we are offering a surfeit. Certainly difficulty is being experienced in finding organisers — and in some instances sufficient entries — for certain non-speed events and on occasion the marshalling side has been decidedly thin. The simple and obvious answer is just to drop these meetings but doing so would mean the Centre programme having even more emphasis on speed events — and from general comment many feel we've already gone too far along that road.

The general line of thought feels we have too many meetings during the season, that some pruning is desirable and that this might be achieved with minimum discontent by dropping some of our driving tests and the autocross. To reduce our hill climbing and race meeting programme is clearly possible but less attractive as it is on these we so largely rely for the finance for the rest of our commitments.

Committee members are always anxious to know what members feel about these things — after all their job is to represent the members, not themselves — and any views, orthodox or otherwise, are welcome.

B.A.R.C. Race Meetings — August

Club members certainly have their moneysworth next month with seven meetings up and down the country.

Continued on page 5

COVER PICTURE

Nudity is "in" but R. O. Wyllie seemed to be carrying it a bit far at Croft on Whit Sunday.

(Photo: Jeff Binns)

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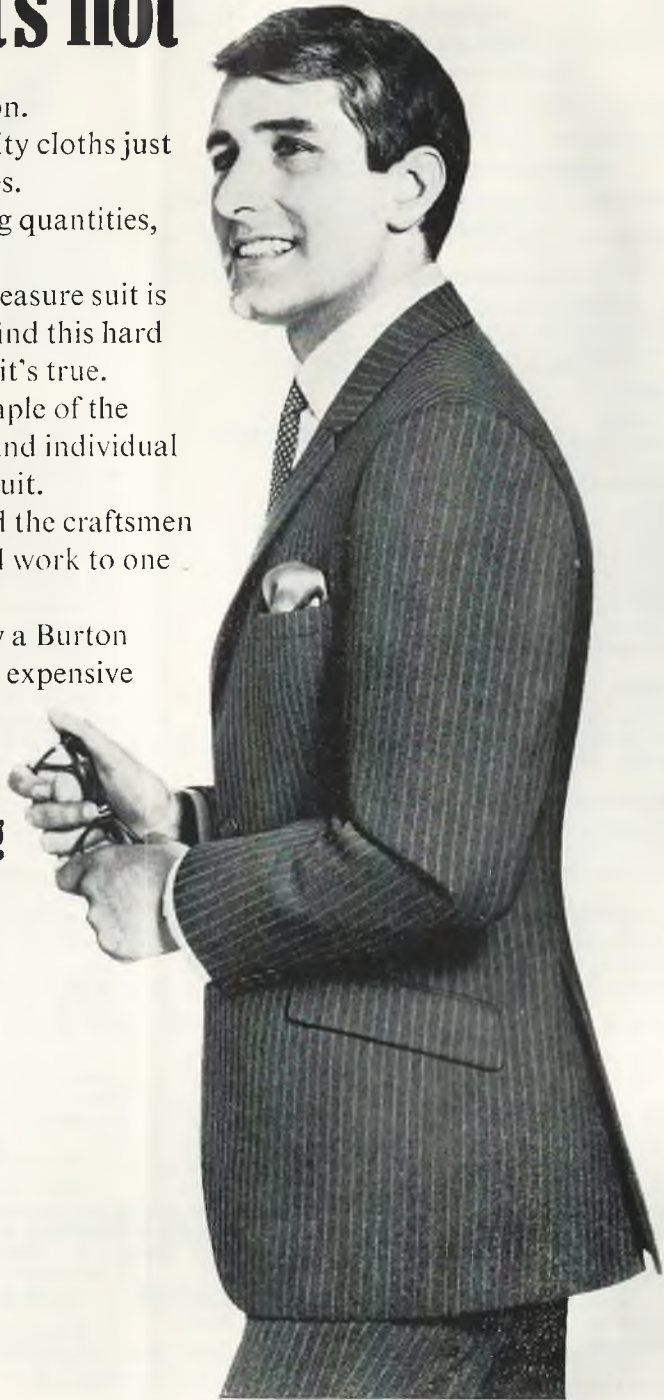
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The major fixtures are the National events at Crystal Palace on 2nd and Thrupton on 10th, these being supported by Restricted meetings at Brands Hatch (17th) and Silverstone (24th) and Closed ones at Mallory Park (10th) and Thrupton (30th). Additionally there is our own Yorkshire Centre gathering — under Restricted permit — at Croft on 17th.

Allan Staniforth

When Allan Staniforth established several International Sprint records at Elvington last autumn we, like many others, deplored the necessity for him to support his claims for recognition with a large cash payment, the money for which would have had to come from his own pocket.

We agreed with the general view this was surely an occasion on which Belgrave Square, not short of a bob or two, or members of the trade might well make a gesture. There being nothing like example a small donation — the state of Centre funds necessitated it being smaller than we'd otherwise have wished — was made to Allan who, much touched, voluntarily said he'd return it in the event of the money being forthcoming from elsewhere.

However, it seems at least one trade company shared this view and Duckhams came up trumps whereupon Allan, recalling his pledge which had long been forgotten by those to whom it was made, returned our donation — actually the original cheque! — with considerable thanks.

A worthy ending to a worthy endeavour.

New Members

- M. R. Barr, Leeds 6.
- R. Edwards, Selby.
- B. M. Grayson, Boston Spa.
- D. W. Harvey, Leyland.
- A. T. B. Jeffrey, Leeds 8.
- I. R. A. Kearn, Harrogate.
- G. O. Lambert, Burnley.
- D. R. Lawton, Leeds 8.
- B. Noble, Strensall.
- R. Peace, Pontefract.
- J. R. Plowright, Leeds 8.
- C. G. Seaman, Sheffield.
- R. Twaites, Dewsbury.
- A. D. Winter, Leyland.

Joint Members

- Mr. & Mrs. D. Creedon, Knaresborough.
- Mr. & Mrs. M. D. Howarth.

Junior Members

- J. P. Macalavey, Leeds.
- B. G. Jamieson, Stockton-on-Tees.

Centre membership now totals 1,259.

A warm welcome to all of the above and we look forward to meeting them at a Centre event shortly. Lest they be put off by tales of unsociability on the part of established members we suggest they come along to a club night at Sicklinghall or Morley, make themselves known and then make their own judgement.

Centre Annual Competitions

The leading positions in the various Centre Annual Competitions up to and including the Croft Members Meeting on 29th June were as follows.

Tony Riall — who can be contacted at Weedling Gate, Stutton, near Tadcaster (Tel.: Tadcaster 2155 — Home; Barnsley 5541 — Business) looks after the markings and all queries should be addressed to him.

PEARCE TROPHY

	PCT	F	G	H	J	K	L	M	Tot.
1. M. S. Wilson	24	9	9	8	8	8	8	8	82
2. H. C. Mason	32	8	—	8	8	8	8	8	91
3. M. J. Frost	24	8	8	8	8	8	8	8	80
4. J. R. Hardcastle	25	9	8	12	8	—	8	8	73
5. J. M. Busfield	34	8	—	8	8	8	8	—	75
6. G. F. Chippindale	19	10	8	8	11	8	11	—	75
7. D. Easthope	24	—	8	8	8	8	8	8	72
8. J. C. England	36	8	—	—	12	8	8	—	72
9. R. G. Moorhouse	21	11	—	—	—	13	9	13	67
10. A. J. Hodgetts	28	9	12	9	8	—	—	—	66
11. I. K. Hardy	21	8	—	8	10	8	8	9	64
B. A. Kitching	32	—	8	8	8	8	8	—	64
Miss J. Lee	24	8	8	8	8	8	—	—	64

CHIPPY IOLA VASE

1. Mr. & Mrs. J. C. England	24	—	—	—	13	—	8	—	45
2. Mr. & Mrs. D. K. Haigh	23	—	—	—	11	—	8	—	42
3. Mr. & Mrs. M. M. Rogerson	21	—	—	—	8	—	9	—	38
4. Mr. & Mrs. I. K. Hardy	13	—	—	—	12	—	12	—	37

KEN LEE TROPHY

1. R. G. Moorhouse	7	4	—	—	6	2	6	—	25
2. G. F. Chippindale	5	3	—	1	4	1	4	—	18
3. J. C. England	7	1	—	—	5	1	1	—	15
I. K. Hardy	7	1	—	1	3	1	2	—	15
5. J. M. Busfield	5	1	—	1	1	1	2	—	11
6. B. A. Kitching	3	—	—	1	1	1	1	—	7

RONALD HUDSON MEMORIAL TROPHY

1. M. J. Frost	24	8	8	8	8	8	8	—	72
D. Easthope	24	—	8	8	8	8	8	8	72
3. D. M. Gledhill	16	—	8	8	8	—	—	—	48
4. B. Bettridge	16	—	—	8	—	—	—	—	24
5. R. J. Stephenson	16	—	—	—	—	—	—	—	16

Miss J. Lee leads in the Firth Bowl Competition.

Events Cancelled

- Harewood Members Meeting — 23rd March.
- Harewood Practise Evening — 27th May.
- Evening Autocross — 1st July.

Key

- PCT Previous Corrected Total
- F Autocross — 11th May
- G Croft Race Meeting — 25th May
- H Montague Burton Trophy Meeting, Harewood — 1st June
- J Scarborough Week-End — 7/8th June
- K Evening Driving Tests — 17th June
- L E. A. Denny Trial — 22nd June
- M Croft Members Meeting — 29th June

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- RADBOURNE, ETC., ETC.

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SCARBOROUGH WEEK-END

7/8th JUNE

Beautiful weather, an entry of 51 and some good tests combined to make the 1969 Scarborough an enjoyable event. Unhappily a chronic shortage of marshals aggravated by the inexplicable non-appearance of many who had previously undertaken to assist seriously hampered proceedings and almost thwarted the organisers intentions. But for the generous offers of help from onlookers — for which there is much gratitude — several of the tests would, of necessity, have had to be abandoned.

After a start from Rufforth — at the rather late hour of 1 p.m. — where there were two tests, competitors made their way to Strensall (2 tests), Wombledon (2 tests), Thornton Le Dale (2 tests) and thence to Scarborough for a test on Olivers Mount and a final one at Albert Road.

The Sunday section started from Olivers Mount where the first test was also sited and thence to Merryless (1 test), back to Olivers Mount for a further pair and then on to Burniston (1 test). After this it was north to the old Whitby road (2 tests) and then three in Low North Camp after which signing-off in Scarborough.

In between the two sections the usual dance took place in the Royal Hotel on Saturday night, a well-attended affair which was generally enjoyable even if the music left a little to be desired.

When the results appeared some familiar names occupied the top places, pride of place going to Bob Moorhouse with a splendid 99.46 with Chris England close behind with 99.17. John Richardson got a good fifth place with 97.09 thus ensuring a well-deserved Gold Scarborough Cup for 95 or more in three successive years.

Next year we'll try to overcome the marshalling problem and revert to an earlier Saturday start — appreciating 7-30 p.m. is much too late for competitors and marshals to be getting in to Scarborough on Saturday evening.

Results

1. R. G. Moorhouse (Lotus 7)	99.46
2. J. C. England (Cooper S)	99.17
3. E. P. Millman (Fiat 124 Estate)	90.03
4. I. K. Hardy (Mini)	97.92
5. J. S. Richardson (Mini)	97.09
6. J. P. Wheatley (Ford Escort G.T.)	96.23
7. D. G. Pearson (Cooper)	90.31
8. I. Walker (Fiat 124)	96.15
9. G. F. Chippindale (Ford Cortina G.T.)	95.93
10. D. A. Cope (Triumph Vitesse)	94.68
11. I. Dunford (Mini)	93.22
12. C. J. Tipping (Triumph TR.6)	92.87
13. D. R. Firth (Cooper S)	92.68
14. R. M. Shipp (Vauxhall Victor 101)	91.19
15. J. R. Cooper (M.G. B)	90.46
16. D. K. Haigh (Cooper)	90.46
17. R. N. Prentice (Ford Escort G.T.)	90.37
18. J. M. Busfield (Hillman Imp Sport)	90.31
19. B. B. Edwards (Mini)	90.31
20. P. Standidge (B.M.C. 1100)	90.24
21. J. Sparling (M.G. Midget)	90.03
22. M. P. Smith (Hillman Minx)	89.54
23. J. B. Beadle (Cooper)	89.32
24. E. D. Clark (Jaguar 420)	89.10

25. B. A. Kitching (Sunbeam Stiletto)	88.69
26. C. R. Mills (Vauxhall Viva 1600)	88.51
27. J. D. Haynes (Vauxhall Viva 1600)	88.51
28. J. R. Eastwood (V.W.)	88.45
29. J. F. Jolley (Ford Escort G.T.)	87.42
30. D. N. Townend (Mini)	86.82
31. M. M. Rogerson (Ford Cortina G.T.)	86.73
32. A. K. Bickers (Triumph TR.4)	86.26
33. D. R. Lawton (Austin Healey Sprite)	86.08
34. M. Myerscough (Jaguar 'E' Type)	85.80
35. P. Norman (Cooper S)	85.73
36. G. D. Taylor (Mini)	85.64
37. D. Kemp (Ford Escort G.T.)	84.98
38. P. A. H. Britton (Cooper)	84.97
39. F. J. Gibson (Austin Healey Sprite)	83.68
40. R. M. Webster (Lotus Elan)	83.22
41. P. M. Rogerson (Cooper S)	83.11
42. J. F. Thomson (Jaguar XJ 6)	83.02
43. J. N. Thompson (Austin Healey Sprite)	82.97
44. G. J. Shaw (Sunbeam Tiger)	80.78
45. H. C. Mason (Cooper)	80.35
46. S. H. Newton (Mini)	80.20
47. J. Lytne (V.W. 1500)	79.59
48. D. M. Webster (Lotus Elan)	78.99
49. A. G. Woffenden (M.G. Midget)	78.91

Retired

P. R. W. Hargreaves (Mini Marcos)
C. J. Green (M.G. Midget)

Non Starters

E. Wilkinson (Cooper S)
P. H. Ruffell (Cooper S)
C. B. Wilson (Hillman Imp)
A. J. Burton (Lotus Super 7)
P. R. Grimshawe (Jaguar 3.4)

Awards

1st Wilson Trophy	R. G. Moorhouse
2nd Wood Cup	J. C. England
3rd Wilson Opposite Class Cup	E. P. Millman
Gold Scarborough Cup	J. S. Richardson

Silver Scarborough Cups

R. G. Moorhouse, E. P. Millman, D. G. Pearson,
I. Walker, J. C. England, I. K. Hardy, J. P. Wheatley,
G. F. Chippindale.

Scarborough Plates

C. J. Tipping, D. K. Haigh, J. W. Cooper.

Team Award

B.A.R.C. No. 1 — G. F. Chippindale
R. G. Moorhouse
E. P. Millman

Entries From Clubs

B.A.R.C. (Yorkshire)	33
Y.S.C.C.	7
Huddersfield M.C.	7
North Humberstone M.C.	6
De Lacy M.C. of Pontefract	2
York M.C.	1
Sheffield & Hallamshire M.C.	0
Hartlepoons & D.M.C.	0
Ilkley & D.M.C.	0
Shipley & D.M.C.	0
62 Car Club	0

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next month

AUGUST

Joint Driving Tests — Sunday 3rd August

After the holiday lay-off we re-open competitive activities with the Joint Driving Tests, our annual co-promotion with the Yorkshire Sports Car and North Humberside Motor Clubs. This year it's the turn of Ted Bowers Booth's Hull-based colleagues to organise the affair and, not surprisingly, they've selected a Humberside midden which will probably limit the number of Centre types entering. However, the keen driving test members — and we've many of them in the Centre — won't be deterred by the distance but it seems unlikely many of our members will marshal or spectate.

Club Night Evening Event — Tuesday 5th August Greenwood Cup Practise

To be laid on this year by John Busfield and Bruce Moss in the now-familiar — to regular entrants at any rate — Pompacalie Field, Scarcroft (MR 96/378418) this will be a mini version of its similarly-named big brother and consist of a dozen or so **non-damaging** sections, some easy — some less so. Entries can be made at the Start which will open at 6-30 p.m. Coming from the North we'd advise approaching on A1 as far as Bramham and thence by following the Scarcroft signs or if coming from the South by doing so on the Leeds-Wetherby road leaving it at the New Inn.

There will be the usual post-event gathering at The Scotts Arms, Sicklinghall for a chat, gulp and results.

John and Bruce could use more helpers and would welcome offers to them at Guiseley 4887 or Halifax 21212 respectively.

An event aimed at the "ordinary" member in his "ordinary" car which usually provides an enjoyable evening out and plenty of fun.

Harewood Summer Hill Climb — Sunday 10th August

We're almost afraid to publicise this in case the man who makes the weather gets to hear about it! However, all being well the weather-beaten March Members meeting under its new style takes place at Stockton Farm on Sunday 10th August. Regs have already been distributed but to recap this is a one-day affair staged under a Closed permit — the only one of the year at Harewood — designed especially for Centre member participation although having so many leading hill-climbers in our midst nowadays that description may be misleading.

Practising takes place during the morning and after a brief lunch break the meeting proper opens at 2-15

p.m. Following our normal pattern there will be a Top Ten Run Off after the class runs and all the usual refreshment, etc. services will be operating.

As we close for press we've an excellent entry and a full list by the time this reaches you seems probable.

Croft Members Race Meeting — Sunday 17th August

This is the third of our Croft members meetings of the season and if its two predecessors are anything to go by it should be both well-supported and enjoyable. Made up of 10 lap scratch races for Clubmans Sports, Special Saloon, Prodsports, Grand Touring, Formula Ford and Formula Libre cars with a handicap for all comers there will be a full programme. The Formula Ford event will be a qualifier for the Tate Formula Ford Championship and promises a continuation of the close racing this now popular class has brought at previous meetings.

Most readers will by now know where the circuit is but for those who may not we suggest taking the A1 to Catterick or Scotch Corner — depending on their direction of approach — and then following the signs.

Scrutineering opens early in the morning, practising starts at ten and following a short lunch break the first race leaves the grid at 2-30 p.m.

Club Night — Tuesday 19th August

This will be purely a gab and gulp session without any competitive event held, as usual, at the Morley R.U.F.C. clubhouse.

Although not specifically intended for new members any coming along will be more than welcome.

Annual Cricket Match — Sunday 31st August

As we put this Circular to its metallic bed, details of this are a shade uncertain although it seems improbable it will differ from its forerunners. For the benefit of the uninitiated the excuse for this happening is an alleged desire of teams of bat and ball minded members of the De Lacy M.C. of Pontefract and the Centre to flex their muscles — with what customary results modesty forbids us to mention! Before, during and after this formality refreshment of the kind beloved by Sid Hanson and his fellow scruts is readily available so the general pattern will by now be apparent. The enjoyment is by no means confined to participating athletes (sic) and spectators, umpires, scorers and all are equally catered for. All this takes place on and around a rectangle of sward at South Milford followed by a gathering at the splendid De Lacy clubhouse at Brotherton — by kind invitation of our friends in that club.

If you need any further details any member of the Social Committee will oblige.

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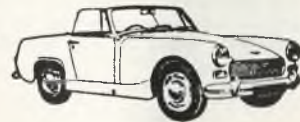
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Extract from the Financial Times
24th September, 1968 :-

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COMPETITION MATTER

● I may not be very chatty this month, as I have been out of circulation for a while; but at least I can provide details of the events to which you may go in August.

- Aug. 3 Thrupton — if you can make the rather long journey, the Surrey Centre of the B.A.R.C. are promoting a sprint. They will use a one-mile section of the course at least twice, with a third run if time allows.
- Aug. 17 Hartlepool & District Motor Club are organising a Driving Test meeting entitled "Prom 69" on Hartlepool Promenade. This is a qualifying round in both the Castrol/B.T.R.D.A. Autotest Championship and the R.A.C. National Driving Test Championship.
- Aug. 17 The Knowdale Car Club have a hill-climb at Baitings Dam — which needs no introduction from me. Regulations are available from Mike Sutcliffe, at R. Hamilton Ltd., Birchinlee Mill, Royton, Lancs.
- Aug. 23 The Lancashire Automobile Club Sprint, to be held at Woodvale, near Southport.
- Aug. 31 More "Autotests" — this time nearer home. The Huddersfield Motor Club are organising a championship qualifying round — no details of the venue have yet come to hand, but the regulations should be available shortly.
- Aug. 31 Lincoln & District Motor Cycle and Light Car Club are holding a Sprint at Cadwell Park, which will take in two laps of the Club circuit. This means a course more like a three-mile hill climb, but with steep hills down as well as up, and it should be an enjoyable day out.

● The Yorkshire contingent of hill-climbers continues to dominate the top end of the R.A.C. championship; David Hepworth seems well in the lead, and Jim Johnstone lies fourth after missing a couple of events with mechanical trouble.

● The International meeting at Croft was blessed with outstanding weather and some excellent racing. It was a pity that Trevor Taylor's usual horrible luck plagued him, though his efforts to make up for his unfortunate start, unexpected pit stop, and penalty for short-cutting the chicane added fire to both days' racing.

It's always pleasant to record a race that was exciting yet free from incident, and both days were notable for the competent and safe driving that is often more conspicuous by its absence. If anything had to happen, perhaps the place one would choose was Railway Straight; the sudden arrival of an incident may have served to reassure Roy Snuggs and his crew

that they weren't just put there to keep them out of the way!

● More seriously though, I sometimes hear complaints from marshals that the post they have been given is not as exciting or glamorous as they feel they merit. The staffing of a race or hill-climb course is of necessity a compromise, and a great deal of juggling goes on to make the best use of staff available. Often a good flag marshal may be put, for example, at a post where there is not much excitement but a great deal of overtaking — the first consideration has to be efficiency. Equally, there are some observers who are crisis men and others who are best at spotting impending mechanical trouble, so the placing of these is a matter for judicious consideration of the reputation of parts of the course.

There are other factors too. Some marshals work as a team, others don't "get on"; some have to be sited where the unknown quantity, the spectators, can't hear their jokes. Superstition even enters into it — I could name at least three regular marshals who seem to attract trouble like a magnet. Then some like their regular "pitch" and others like to move around.

So it is not always easy to work out the staffing of an event — we try very hard to keep everybody happy, for it's voluntary labour, working for fun, but mistakes can occur. And sometimes a change which seems inexplicable has been done quite deliberately and with very good reason.

A.J.H.

MIDSUMMER RAVE

Mk. III

20th JUNE

Although not a sell-out there was an excellent attendance of over 150 at this year's Summer Dance at the Village Hall, Collingham. To the relief of an Hon. Treasurer who is getting used to bad news this year the occasion was — just — financially self-supporting.

It was unfortunate proceedings came to an abrupt halt around midnight when the discotheque turned temperamental and took over half an hour to get going again — and then only on half cock — by which time many Centre revellers had departed.

Bryan Lancaster of Equipe Scotts Arms provided the usual excellent refreshment service and the choice of venue seemed widely approved.

David Hepworth once again made FTD at Stockton Farm on 1st June, in the Hepworth four wheel drive car whilst being strongly challenged by Jimmy Johnstone who was going as fast as ever in the Brabham BT14/21 and finishing only 0.75 seconds away with 2nd FTD. The only record to fall during the event was the Grand Touring Cars up to 1300 c.c. Class when Jeff Goodliffe broke the record on his second run of the afternoon and then again in the Top Ten run off's as he drove the BVRT 1300 c.c. Minisprint Special up the Hill to place himself seventh fastest overall with a scorching time of 47.32 secs.

Unfortunately torrential rain during the previous days practise reduced the ground to a quagmire and much of the regular car parking space had, of necessity, to be taken over as paddock accommodation. Although the day itself was sunny the damage had been done and many would-be spectators, no doubt attracted by the considerable publicity the event had received, had to be turned away — assuming they didn't get in for nothing! Additionally several of the planned side-shows had to be abandoned owing to the impossibility of even getting them into position — let alone out of it — although fortunately the free fall parachute drop went as planned. However, most of those present fully sympathised with the organisers in their hour of trial.

That the meeting ever took place at all was remarkable and reflects considerable credit on Clerk of Course, Mike Wilson and his band of helpers who almost did the impossible.

First away in the Touring Cars Classes was Eric Stansfield, who was driving the Supercharged Mini Cooper of Jack Fletcher, making only one run in the up to 1300 c.c. section but fast enough to give him first place from Peter Standidge and Roger Brown, both in 998 c.c. Mini Cooper's, after they had relegated Ian Hardy to fourth place, also driving a similar car. Richard White held on to the class leadership of the 1301 c.c. an over class with the Cortina GT, .06 secs. ahead of Patrick Snowdon's Viva and Roger Jackson also in a Cortina GT finishing close after some keen competition. The Mini Cooper S cars of Nicky Porter, John Pascoe and John Busfield dominated the Special Series department with an intervening run from John Heppenstall in the Escort TC for third place, but not being to hold off John Busfield, went back to fourth.

In the smaller of the Special Saloon Cars class the only entries came from Martin Radcliffe with the Cox Imp and Eric Stansfield in his own 999 c.c. hot Mini now sponsored by Brian Ellis of Halifax. Eric emerged a clear winner at 51.22 secs. with Martin 2.05 secs. in arrears. It was good to see Peter Kaye back in the larger of the two classes, in the 1330 c.c. Mini, the expected battle developing in the last runs when Tom Christie made his bid for second place after having had problems with the Mini Coper S for most of the day. Barry Pearson had been second up to this point but had not been quite fast enough and moved to third spot.

The small engined Marque Sports Cars class saw Fred Whittaker gain another win the Midget, being well in front of Angus Exley driving a Sprite. The middle class, 1301 c.c. to 2200 c.c., went to Richard Speak with the MGB, driving in fine style, with Anthony Crowther bringing the Elan Plus 2 into

second a shade over half a second behind. Jim Thompson, Alan Mountain and John Lambert went out to do great battle in the large GT class, with their respective 'E' Types but Jim went autocrossing after Willow Bend on his second run which allowed Alan to take the class from him by one tenth of a second.

Of the Grand Touring classes Jeff Goodliffe set about lowering the smaller class record when he took the British Vita Mini Sprint Special over the course with a new record of 48.03 secs., and securing a place in the Top Ten. Jim Bunney was trying hard to stay in contact with the Mini Marcos in second place whilst Tim Hayton in his similar car was keeping ahead of the rest of the field in third place. In the larger class David Good gave a neat performance in the Chevron B9 BMW to win the class from Bill Wood whose second run was baulked at Orchard causing him to spin the A.C. Cobra. Jack Maurice had the Ferrari 250LM in third but was unable to maintain this position when Malcolm Dungworth in his TVR 200 made a final bid and snatched third by less than half a second.

Bob Prest continued his successful run of wins when once again he took the Clubmen's class with his Lotus 7 from Joe Ward's Wardford Mk. II keeping out the Lotus 7 BMC of Roger Moorhouse who was ahead of the man from Stockton Farm, Arnold Burton in the Lotus Super 7.

The Lotus 23B of Howard Wilkinson was on song and gave him an excellent victory in the 1600 c.c. Sports/Racing section. Almost three seconds away in second was Reg Phillips getting plenty of fresh air in the BMC 1300 Fairley Poke, whilst the third place battle was between Maggie Blankstone's Ginetta G12 and Gerry Tyack's Ginetta G16A, the final result going to Gerry Tyack by half a second, with Maggie taking the Ladies award. Class 13 and 14 were merged but only produced entries from John McCartney in the Felday 4 BRM and George Tatham with the Brabham BT17 Chevrolet, with John being some 3.77 secs. quicker than George.

First of the Single Seater divisions saw the entry reduced to Bing Crosby, David Tebb and Don Gray. Bing turned the tables on David and took the class by 0.31 sec., the Mamba now sporting a large carburettor. David's Terrapin sounded most unhappy on his last run but his first run was over a second faster than Don in the Cooper T82. In the middle class of the two wheel drive section Chris Court placed his Brabham BT21A well ahead of Bob Wainwright in the Lotus 20 whilst in third spot was Mrs. Terrie Dunn in her Brabham at 52.95. Jimmy Johnstone once again put one over Roy Lane in the big engined class when he drove the Brabham to victory 0.48 sec. ahead of Roy's Tech Craft Buick. In third place was Mike MacDowel having now got the Brabham running on all eight, albeit using soft plugs!

The four wheel drive class was supported by David Hepworth and Peter Blankstone. After his win at

RTON TROPHY

UNE

ELLIWELL

Barbon the previous day David continued his run of FTD victories, powering the Hepworth Traco FF up the hill to take FTD at 43.94 secs.

As is now usual the final runs of the day were made by the fastest ten drivers and as the Top Ten run off's were made each driver improved upon his previous best time and some stirring battles developed. On the first runs Jeff Goodliffe was well and truly mixing it with the single seaters of Clive Oakley and Chris Court with David Good and Howard Wilkinson filling the last two places. Mike MacDowel was down to fourth behind Roy Lane who had been overtaken by Jimmy Johnstone in second whilst David Hepworth was way out in front at 43.56 secs.

Peter Blankstone kept the power on too long approaching the gate below Orchard and drove the car off collecting slight damage and putting himself out of the running. During the second runs Chris Court moved into sixth place, ahead of Jeff Goodliffe who selected third gear at Farmhouse and lost a second. Jimmy Johnstone turned the taps full on to finish 0.39 secs. behind David Hepworth's first run but David further improved to set final FTD 0.75 sec. in front at 43.20 secs.

The only Vintage and Veteran car to appear was John Mitchell's immaculate 1912 Hispano-Suiza which gently left the start to stately poppings and back-firings and collecting the Special Award for this section.

Organisational powers of the Centre had their backs to the wall due to the conditions that the Saturdays weather had left, but experience and determination won the day. Mike Wilson and his band certainly showed they can be relied upon to give us all a good days Sport whatever the odds. Well done lads!

Results

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

1. E. Stansfield (B.M.C. Cooper) 53.51
2. P. Standidge (B.M.C. Cooper) 56.26
3. R. Brown (B.M.C. Cooper) 56.85

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

1. R. White (Ford Cortina GT) 53.54
2. P. Snowden (Vauxhall Viva GT) 53.60
3. D. R. Jackson (Ford Cortina GT) 53.97

Class 3. — Touring Cars Special Series

1. N. Porter (B.M.C. Cooper S) 50.25
2. J. Pascoe (B.M.C. Cooper S) 51.73
3. J. M. Busfield (B.M.C. Cooper S) 53.77

Class 4. — Special Saloon Cars up to 1000 c.c.

1. E. Stansfield (B.M.C. Cooper S) 51.22
2. J. M. Radcliffe (Hillman Imp) 53.27

Class 5. — Special Saloon Cars 1001 c.c. and over

1. F. P. Kaye (B.M.C. Cooper S) 49.62
2. T. B. D. Christie (B.M.C. Cooper S) 50.00
3. C. B. Pearson (B.M.C. Cooper S) 51.22

Class 6. — Marque Sports Cars up to 1300 c.c.

1. F. J. Whittaker (M.G. Midget) 51.74
2. A. D. Exley (Austin Healey Sprite) 55.14
3. C. G. Seaman (Austin Healey Sprite) 56.95

Class 7. — Marque Sports Cars 1301 c.c. to 2200 c.c.

1. R. Speake (M.G. B) 51.75
2. A. E. Crowther (Lotus Elan Plus 2) 52.38
3. M. Dilnot (Morgan Super Sport) 52.66

Class 8. — Marque Sports Cars 2201 c.c. and over

1. A. Mountain (Jaguar 'E' type) 50.56
2. J. F. Thompson (Jaguar 'E' type) 50.66
3. J. A. H. Lambert (Jaguar 'E' type) 51.36

Class 9. — Grand Touring Cars up to 1300 c.c.

1. J. W. Goodliffe (B.V.R.T. Mini Sprint Spl.) 48.03
2. J. D. Bunney (Mini Marcos) 49.90
3. T. J. Hayton (Mini Marcos) 52.22

Class 10. — Grand Touring Cars 1301 c.c. and over

1. D. R. Good (Chevron BMW B9) 47.95
2. W. T. Wood (A.C. Cobra) 49.04
3. G. M. Dungworth (T.V.R. 200) 49.26

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

1. R. J. Prest (Lotus / Ford) 49.45
2. J. Ward (Wardford Mk II) 51.56
3. R. G. Moorhouse (Lotus 7 B.M.C.) 54.25

Class 12. — Sports/Racing Cars up to 1600 c.c.

1. H. Wilkinson (Lotus 23B) 48.22
2. R. W. Phillips (Fairley Poke B.M.C.) 50.61
3. G. V. Tyack (Ginetta G 16A Ford) 51.40

Class 13. — Sports Racing Cars, Front Engined Rear Wheel Drive 1601 c.c. and over

Class 14. — Sports Racing Cars Rear Engined or Four Wheel Drive 1601 c.c. and over

- Merged
1. J. M. McCartney (Felday 4 B.R.M.) 51.04
 2. G. T. Tatham (Brabham BT17 Chevrolet) 54.81

Class 15. — Racing Cars up to 1100 c.c.

1. F. H. Crosby (Mamba Mk. 3 B.M.C.) 50.00
2. D. M. Tebb (Terrapin Mk. 3) 50.31
3. D. L. Gray (Cooper T87 Ford) 51.42

Class 16. — Racing Cars 1101 to 1600 c.c.

1. C. B. Court (Brabham BT21A Ford) 46.76
2. R. W. Wainwright (Lotus 20 Ford) 51.09
3. Mrs. T. Dunn (Brabham BT3/18 Ford) 52.95

Class 17. — Racing Cars 1601 c.c. and over

1. J. Johnstone (Brabham BT14/21 Buick) 45.28
2. R. T. Lane (Tech Craft Buick) 46.53
3. M. MacDowel (Brabham BT3OX1 Climax) 46.80

Class 18. — Racing Cars Four Wheel Drive any Capacity

1. D. Hepworth (Hepworth Traco FF) 43.94
2. P. A. Blankstone (Brabham Quatro Traco) 45.20

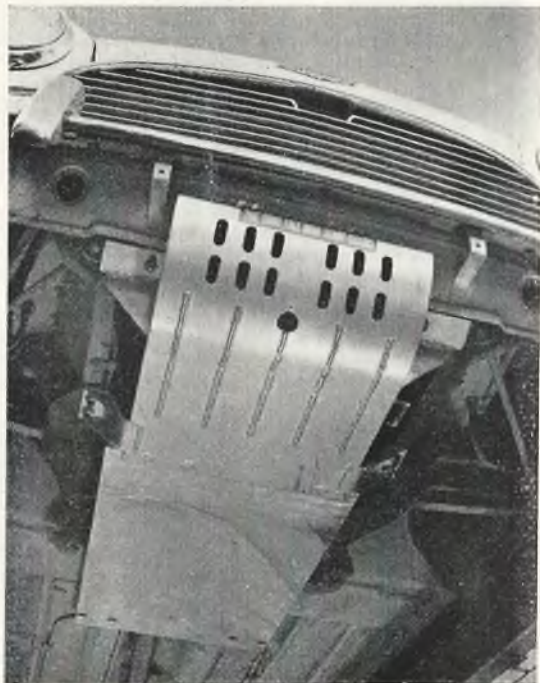
Class 19. — Veteran and Edwardian Cars

1. J. Mitchell (1912 Hispano Suiza) 90.40

Continued on page 15

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COMING SHORTLY

September

If August, with six Centre events of one kind or another, is a busy month September is scarcely less so.

Club Night Evening Event — Tuesday 2nd September

The months programme opens with the annual opportunity for the fairer — but scarcely weaker! — sex to demonstrate its motoring prowess. Last year we had an excellent entry which will, Clerk of Course Bob Soper hopes, be repeated again this time.

No details are available yet but keep the date clear, ladies — after all David Stead is Chief Marshal so it's worth coming for that reason alone!

R.A.C. British Hill Climb Championship Meeting Harewood Sunday 14th September

The highlight of our hill-climbing year comes round again on Sunday 14th September and with three Centre members filling the leading five places in the Championship as these notes are written and fair prospect of this years champion again being a Yorkshire Centreman we'll have a vested interest in this aspect alone. Additionally we may reasonably expect almost all the leading British hill-climbers to be there so all we seem likely to need is that rare commodity — for us in 1969 — a fine day.

Regs are enclosed with this Circular and at this stage further comment seems unnecessary.

B.A.R.C. "B.Q." — Saturday 13th September

For many of those connected with the following days meeting the dance at Stockton Farm is at least as enjoyable as the meeting itself and once again this is being staged in the refreshment marquee in the paddock. Entry will be by ticket only (price 5/- each) and these will be available from Centre Office beforehand, at the Control bus during Saturday practise and, if any remain, at the door on the night.

Local licensing restrictions compel us to damp down at midnight so those intending to come are advised not only to dally over long at their locals.

To allow Clerk of Course Mike Wilson, who has a busy few days on his hands anyway, to enjoy the shindig for once he's been given the night off from his record player and a discotheque is to dispense the latest pop.

Club Night — Tuesday 16th September

The usual monthly "Southern" club night of nattering and noggining at Morley R.U.F.C.

Scarborough Hill Climb — Sunday 28th September

The advent of this meeting, a trifle earlier than before, heralds the impending end of the season and includes the final round of the B.A.R.C./Castrol Hill Climb Championship, the destination of which was decided at last years meeting.

Held on part of the Olivers Mount motor cycling racing circuit — by kind permission of our friends, Scarborough Corporation — under a National permit we usually secure a good, if not outstanding, entry. Practise takes place on the Saturday with a brief training session on Sunday morning after which the serious business commences.

Although there's no official headquarters hotel a block reservation for participants has been made at the Balmoral Hotel where the following preferential rates have been arranged:

Single room, bed and breakfast 48/-
Double room, bed and breakfast 84/-

Bookings should be made DIRECT to the hotel mentioning the Yorkshire Centre. There being only a limited number of rooms covered by the booking early application is advisable.

On the Saturday evening an informal dance with music by discotheque will take place in the hotel and tickets for this will be available from Centre Office and during the week-end.

MONTAGUE BURTON TROPHY—continued

TOP TEN RUN OFF

1. D. Hepworth (Hepworth Traco FF) 43.20
2. J. Johnstone (Brabham BT14/21 Buick) 43.95
3. R. T. Lane (Tech Craft Buick) 44.93
4. M. MacDowel (Brabham BT30X1 Climax) 45.60
5. C. C. Oakley (Cooper T87 Daimler) 46.12
6. C. B. Court (Brabham BT21A Ford) 46.54
7. J. W. Goodliffe (BVRT Mini Sp't 1300 Spl.) 47.32
8. D. R. Good (Chevron B9 BMW) 47.68
9. H. Wilkinson (Lotus 23B) 48.09
10. P. A. Blankstone (Brabham Quatro Traco) Retired

Awards

F.T.D. Arnold Burton Trophy & £60 D. Hepworth

2nd F.T.D. (£30) J. Johnstone

3rd F.T.D. (£20) R. T. Lane

4th F.T.D. (£15) P. A. Blankstone

First Class Awards (£10)

E. Stansfield; R. White; N. Porter; E. Stansfield;
F. P. Kaye; F. J. Whitaker; R. Speak; A. Mountain;
J. W. Goodliffe; D. R. Good; R. J. Prest;
H. Wilkinson; J. M. McCartney; F. H. Crosby;
C. B. Court.

Second Class Awards (£3)

P. Snowden; A. E. Crowther; H. D. Bunnay;
W. T. Wood; J. Ward.

Ladies Award (£3) Mrs. M. A. Blankstone

Special Award (Class 19) J. Mitchell

Harewood Record Plaques J. Goodliffe; P. R. Kaye

(We are grateful to Keith Helliwell for quite voluntarily submitting the above report —Ed.)

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CLUB NIGHT DRIVING TESTS

17th JUNE

After a hectic pre-event period, due to the last-minute non-availability of a promised venue and the partial withdrawal of co-organiser John Ison owing to external pressures, Bruce Moss — assisted by Chairman Mike — laid on an enjoyable driving test meeting on Tuesday 17th June. After signing-on at Chippindales premises at Wortley the thirty-seven entrants made their way to the finish at Morley R.U.F.C. taking in a series of tests en route, eventually to natter and noggin in the club bar whilst the organisers grappled with the results.

Pre-occupied with finding an equitable method of handicapping the Cooper S fraternity Bruce opted for a 2½% handicap instead of the more usual — and frequently penal — one of 5% and was gratified to find this worked well.

Evening driving test meetings are usually well received by our membership and this one was no exception. The general opinion was it had been a good one — despite the pre-event difficulties.

Results

Class 1. — Minis & Imps

1. D. R. Firth (Mini Cooper S)	205.2
2. D. G. Pearson (Mini Cooper)	206.2
3. A. N. Umpleby (Mini Cooper S)	208.6
4. J. C. England (Mini Cooper S)	209.0
5. I. K. Hardy (Mini)	213.6
6. H. C. Mason (Mini Cooper)	215.2
7. B. M. Chippindale (Mini Cooper S)	215.6
8. B. A. Kitching (Sunbeam Stiletto)	219.0
9. A. E. Spencer (Mini Cooper)	220.2
10. R. G. Hooper (Hillman Imp)	221.8
11. D. K. Haigh (Mini Cooper)	224.8
12. G. F. Chippindale (Mini Cooper S)	226.6
13. B. R. Edwards (Mini)	230.0
14. D. N. Townsend (Mini)	230.8
15. Mrs. J. Kitching (Sunbeam Stiletto)	241.8
16. D. R. Scatchard (Mini)	289.8

Class 2. — Other Saloons

1. P. Cooper (BMC 1100)	202.8
2. E. P. Millman (Fiat 124)	217.0
3. D. A. Cope (Triumph Vitesse)	218.6
4. B. Prentice (Ford Escort G.T.)	223.8
5. J. M. Busfield (Triumph 1300)	224.4
6. M. M. Rogerson (Ford Cortina)	241.0
7. D. F. Herbert (Singer Vogue)	246.4
8. J. D. Haynes (Vauxhall Viva)	251.6
9. P. M. Rogerson (Ford Capri)	251.6
10. M. K. Oldham (Jaguar 340)	252.8
11. B. D. Hogg (Ford Capri)	262.4
12. M. Smith (Hillman Minx)	263.0
13. N. H. Hogg (Vauxhall Viva)	266.8

Class 3. — Sports Cars

1. R. A. Fall (MGB)	214.6
2. R. G. Moorhouse (Lotus 7)	217.4
3. A. E. Vickers (Triumph TR 4)	224.0
4. D. R. Lawton (Austin Healey Sprite)	232.8
5. H. Wilkinson (Porsche 912)	236.0
6. C. J. Tipping (Triumph TR 6)	237.4
7. B. R. Pearce (MGB)	243.8
8. J. Sparling (MG Midget)	244.8

Continued on page 17

CLUB NIGHT DRIVING TESTS—continued

Awards

Best Overall On Figure of Merit P. Cooper
First In Class 1 D. R. Firth
First In Class 3 R. A. Fall
First Class Awards :
D. G. Pearson; A. N. Umpleby; E. P. Millman;
R. G. Moorhouse.
Novice Award A. E. Spencer

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Road, Bradford.

AUGUST CIRCULAR

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

WEDNESDAY 13th AUGUST

otherwise publication in that issue cannot be guaranteed.

SMALL ADVERTISEMENTS

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

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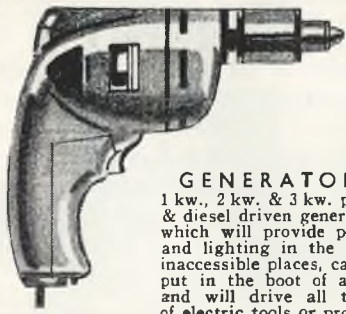
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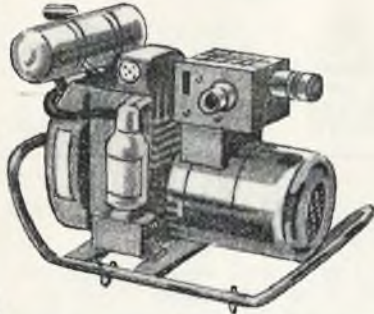
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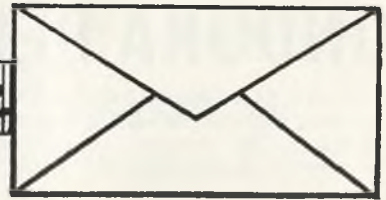
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Correspondence



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

On Apathy

Dear Sir,

Referring to your continued plea for letters regarding apathy within the Club, it appears as though someone has to start the ball rolling and so, nothing ventured, etc., here goes.

To my humble logic, the very fact that the Circular has to call for pointers from members to find out what ails, seems to be an indication of where these very troubles lie. Surely in a Clubs environment, the various Committee members should be awake and alert to the trend of thought of its members and not have to call on letters for assistance to indicate where the bed of discontentment is. If this state does not exist, which appears so, then perhaps a new position of some sort of "Liaison Officer" should be made, to keep the Committee informed about the various grumbles of the members — a thankless job — true, but one that might bring back the atmosphere that certainly used to exist and that now equally certainly seems to have waned or expired completely.

The main points of unrest seem few, varied and mostly minor and so ought easily to be resolved (but generally one whose opinion varies from the rest is thought to be something of an idiot and I expect to get the same treatment but be it "water off a ducks back"). Birk N. Shaw kept the pot on the boil, alas his voice is now quiet, although it seemed a shame that his troubles had to be aired under the camouflage of a nom-de-plume — but I'll have none of this!

Firstly, I think a very sore point is the relationship of competitor/organiser/marshal, the "You're here for my convenience and I'm a super being" on the one hand and a case of "too many chiefs and not enough Indians" on the other.

Secondly, what's happened to the very varied programme for prospective B.A.R.C. members: we're told so much about, it bears little resemblance to the actual events calendar. Where are the Rallies, Concours, Treasure Hunts and Gymkhanas? — the events primarily for the more mundane motor still owned by the majority of the club members — the events for the social gathering rather than the cut-and-thrust of a National meeting.

Thirdly, should the "Noggin 'n Natter" club nights always be held at the same venues? Why not the locales around the Centre area to give all new members an opportunity of meeting some or all of the Com-

mittee, although having attended these, I would hardly say a new comer gets a very warm reception in the final half hour before closing time, which seems to be about the time to arrive, possibly here again a Liaison Officer might break the ice.

Is it now that the almighty Dollar has too big a say in what used to be a very closely knit, swinging AMATEUR Motor and Social Club. Unfortunately this is perhaps bound to happen to a club of the calibre of B.A.R.C. to a certain extent, but surely it needn't dictate completely!

I hope by this epistle to have lit the fire, possibly only scratching the surface, but now maybe someone will, throw some fuel on.

Yours faithfully,

Harrogate.

Brian Bettridge.

Montague Burton Trophy Meeting

Dear Sir,

As Chief Paddock Marshal on that difficult day to which Reg Phillips referred in his letter published in the June Circular I would like to thank him for his kind remarks which are greatly appreciated by all of us.

Drivers who are "keyed-up" sometimes forget the paddock staff must stick to a strict timetable but a friendly word works wonders and maintains goodwill.

It is the generous co-operation of the drivers which makes a paddock marshals job so satisfying and worthwhile, particularly under difficulties.

May this happy state of affairs long continue.

Yours etc.,

Bilbrough.

Keith Chippindale.

Harewood — Paddock Admittance

Dear Sir,

I think it should be realised that so long as I am responsible for the Paddock entry gate at Harewood I shall observe my instructions and only those with passes or season tickets will be allowed through. With Centre finances in their present state this ought to be understood.

So I advise those competitors who arrive with car loads of helpers, friends, family and hangers-on to see that those who wish to leave the paddock and return are supplied with one of the two, passes with which each entrant is provided. This similarly applies to those who arrive with a nut and bolt for Competitor No. so-and-so!

Yours etc.,

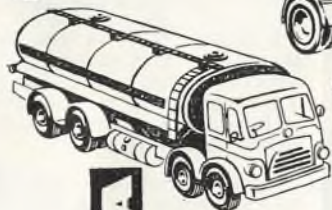
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DATES

For Your Diary

YORKSHIRE CENTRE PROGRAMME

Date 1969	Event	Status	Centre Annual Competitions
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	—	—

* 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 AUGUST

2nd	Race Meeting, Crystal Palace (Nat. British) — BARC/OSRAM-GEC Champ. & Motor News Spec. G.T. Champ. & Fred W. Dixon Champ.) — B.A.R.C. (H.Q.)
2nd	Hill Climb, Great Auclum (Nat. British) — (RAC Champ.) — Hants & Berks M.C.
3rd	* Race Meeting, Silverstone — Nottingham S.C.C.
3rd	German Grand Prix (Int.)
3rd	Autocross — Peterborough M.C. (Players No. 6 Champ. — Midland).
3rd	* Sprint, Thrupton (Restricted) — B.A.R.C. (Surrey).
3rd	Ceasana-Sestrieres Hill Climb, Italy — (Mountain Champ.)
9th	* Sprint, Gaydon — SUNBAC.
9th	Race Meeting, Silverstone (Nat. British) — 750 M.C.
9th	Hill Climb, Craigantlec (Nat. British) — (RAC Champ.) — Ulster A.C.
10th	* Race Meeting, Lydden Hill — TEAC.
10th	Autocross — Mid-Cheshire M.R.C. (B.T.R.D.A. Autocross Champ. — North)
10th	Autocross — Dudley & D.C.C. (B.T.R.D.A. Autocross Champ. — Midlands).
10th	Driving Tests — Crawley M.C. (Castrol/B.T.R.D.A. Autotest Champ.)
10th	Austrian Grand Prix
10th	Race Meeting, Thrupton (Nat. Open) — B.A.R.C. (H.Q.)
10th	* Race Meeting, Mallory Park (Closed) — B.A.R.C. (E. Midlands)

- 15/17th Rally of 1000 Lakes (Int.)
 16th Gold Cup Meeting, Oulton Park (Int.)
 16th Bolton Rally (Nat. British) — (Motor News Champ.) — Bolton-le-Moors M.C. — Regs from R. Clough, 7 Wentworth Avenue, Farnworth, near Bolton.
 17th * "Prom 69" Driving Tests — Regs from M. Parsey, 118 Westbrooke Ave., Hartlepool, Co. Durham.
 17th Autocross — Lancs. & Cheshire C.C. (B.T.R.D.A. Autocross Champ. — North).
 17th Driving Tests — Hartlepool & D.M.C. (Castrol/B.T.R.D.A. Autotest Champ.)
 17th Hill Climb, Shelsley Walsh (Nat. British) — (RAC Champ.) — M.A.C.
 17th * Race Meeting, Brands Hatch (Restricted) — B.A.R.C. (H.Q.)
 23rd * Race Meeting, Castle Combe — Monoposto R.C.
 23rd * Sprint, Woodvale — Lancs. A.C. — Regs from B. Hartley, 1 Avenue Parade, Accrington.
 24th * Autocross — West Lancs. M.C.
 24th * Driving Tests, North Weald — Chess Valley M.C.
 24th * Courage Autocross, Theale — Craven M.C.
 24th * Race Meeting, Silverstone (Restricted) — (Motor News Spec. G.T. Champ. & BARC/OSRAM.
 24th * GEC Champ. & Fred W. Dixon Champ.)
 24th * Sprint, Thrupton (Restricted) — B.A.R.C. (N. Thames)
 24th Driving Tests (Restricted) — B.A.R.C. (Surrey)
 30th * Race Meeting, Oulton Park — B.R.S.C.C. (N.W. Centre).
 30th * Autocross, Godstone, Surrey — Surrey Sporting M.S.
 30th * Race Meeting, Television Trophy, Thrupton (Closed) — B.A.R.C. (H.Q.)
 31st Sprint — Nuneaton M.C.
 31st * Sprint, Cadwell Park — Regs from J. Timms, 10 Coningsby Crescent, Bracebridge Heath, Lincoln.
 31st * Autocross — Stafford & D.C.C. (B.T.R.D.A. Autocross Champ. — Midland).
 31st Driving Tests — Huddersfield M.C. (Castrol/B.T.R.D.A. Autotest Champ.)
 31st * Autocross (Restricted) — B.A.R.C. (N.W.)
 31st * Hill Climb, Pontypool Park (Restricted) — (Castrol/BARC Champ.) — B.A.R.C. (S. Wales)
 31st * Ollon-Villars Hill Climb, Switzerland — (Mountain Champ.)

SEPTEMBER

- 1st "Battle of Britain" Race Meeting, Croft — Darlington & District M.C.
 1st Race Meeting, Snetterton (Nat. Open) — (BARC/OSRAM-GEC Champ.) — B.A.R.C. (H.Q.)
 1st Race Meeting, Brands Hatch (Int.)
 1st Race Meeting, Mallory Park (Nat. British) — B.R.S.C.C.
 1st Race Meeting, Llandow (Nat. British) — S.W.A.C.
 1/7th Alpine Rally (Int.)
 1st * Rallycross, Lydden Hill (Closed) — B.A.R.C. (S.E.)
 1st * Hill Climb, Gurston Down (Restricted) — B.A.R.C. (S.W.)
 6th Cilwendeg Rally (Restricted) — (Motor News Champ.) — Teif Valley M.C. — Regs from L. Evans, 9 Bryn yr Eglwys, Lampeter, Cards.
 6th * Race Meeting, Rufforth — B.R.S.C.C. — Regs from Mrs. S. Wood, Northern Centre Office, York House, 21 Park Street, Leeds.
 6/7th * Sprint, Sandtoft (Restricted) — S. Yorks. Car Enthusiasts Club — Regs from M. G. Dixon, 13 South Dale Close, Kirton Lindsey, Lincs.
 6/7th Hill Climb, Prescott (Nat. British) — (RAC Champ.) — Bugatti O.C.
 7th * Race Meeting, Brands Hatch (Closed) — (Motor News Spec. G.T. Champ. & BARC/OSRAM-GEC Champ. & Fred W. Dixon Champ.) B.A.R.C. (S. Eastern).
 7th Italian Grand Prix (Int.)
 13th September Cup Meeting, Oulton Park (Nat. Open) — B.A.R.C. (N.W.)
 13th Race Meeting, Crystal Palace (Nat. Open) — B.A.R.C. (H.Q.)
 13th AGBO Rally (Restricted) — (Motor News Champ.) — Owen Org M.C. — Regs from Mrs. J. Squire, 59 Pooles Lane, Short Heath, Willenhall, Staffs.
 14th Driving Tests — Austin Healey Club (Northern Centre) (Castrol/B.T.R.D.A. Autotest Champ.)
 14th * Race Meeting, Croft — B.R.S.C.C. — Regs from Mrs. S. Wood, Northern Centre Office, York House, 21 Park Street, Leeds.
 14th Lynton Trophy Sprint, Santa Pod Raceway — Restricted — (Santa Pod Sprint Championship) — London M.C. — Regs from B. H. Ross, 8 Ringwood Avenue, London N.2.
 14th * Autocross (Restricted) — B.A.R.C. (Surrey)
 14th * Sprint, Curborough (Restricted) — B.A.R.C. (West Midlands)
 14th Gaisberg Hill Climb, Austria — (Mountain Champ.)
 19th Castrol Express & Star Rally (Nat. British) — (Motor News Champ.) — Wolverhampton & SS M.C. — Regs from R. Giles, The Express and Star, Wolverhampton, Staffs.
 19/21st German Rally (Int.)
 20/21st * Autocross (Restricted) — B.A.R.C. (E. Midlands) (BTRDA Autocross Champ. — Finals).
 21st Driving Tests — Morecambe C.C. (Castrol/B.T.R.D.A. Autotest Champ.)
 21st Canadian Grand Prix (Int.)
 21st Race Meeting, Thrupton (Nat. British) — B.A.R.C. (H.Q.)
 21st Race Meeting, Thrupton (Nat. British) — (Motor News Spec. G.T. Champ.) — B.A.R.C. (H.Q.)
 21st * Hill Climb, Brunton (Restricted) — (Castrol/BARC Champ.) — B.A.R.C. (S.W.)
 26/28th Munich-Vienna-Budapest Rally (Int.)
 27th Roy Fedden Sporting Trial — Bristol M.C. & L.C.C. (R.A.C. Trials Champ.)

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