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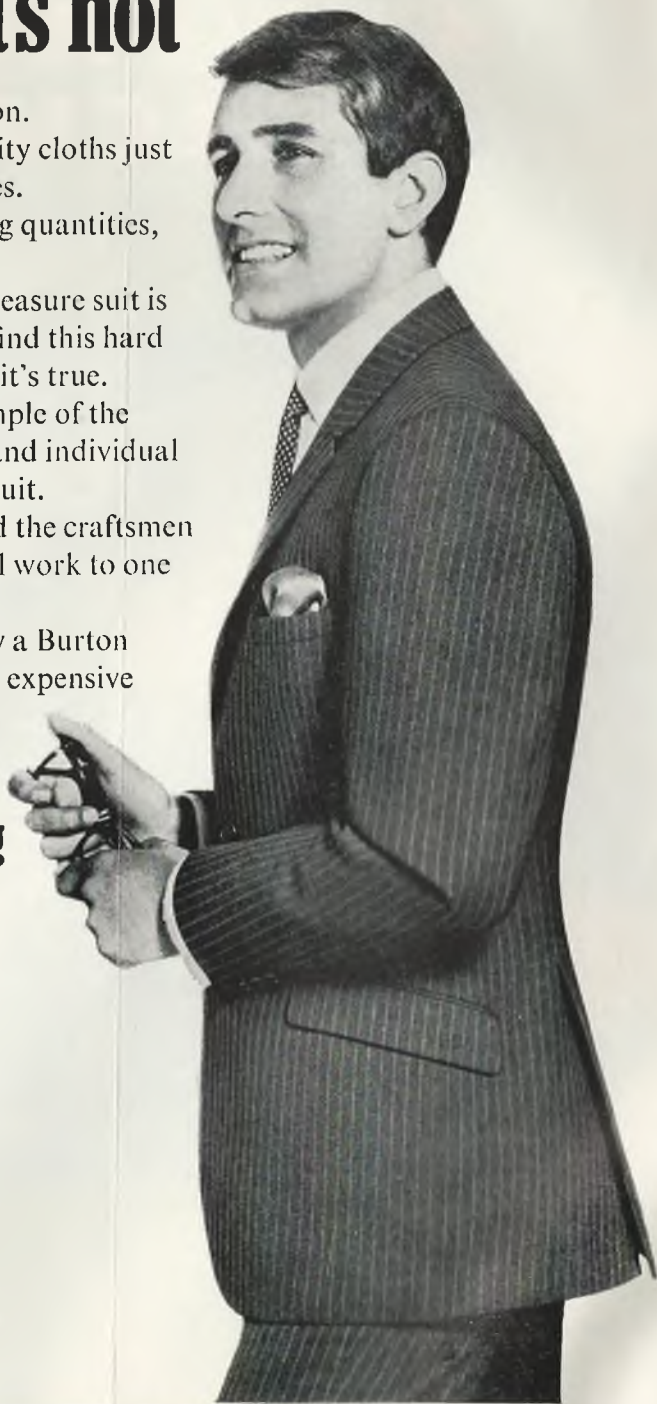
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# YORKSHIRE CENTRE CIRCULAR

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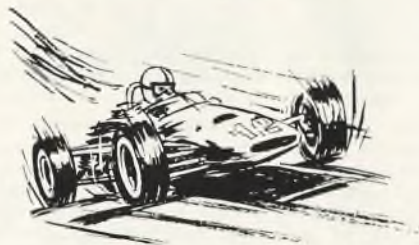
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*The officers are ex-officio members of all committees*

AUGUST

# 69



## Torque

### Centre Croft Programme

From current writings in the motor sporting press clearly all is far from well in the club racing world due mainly to the fact too many meetings are chasing too few competitors. It is therefore satisfying to be able to say the 1969 Centre season at Croft has so far proved highly successful attracting competitors a-plenty without incurring the high proportion of non-starters of which so many other clubs are complaining.

It is fairly well-known our activities at Croft since the Centre commenced organising meetings there were less encouraging than we'd hoped, culminating in a significant loss on the 1968 season — a loss Centre finances simply could not stand. At the end of last year it was therefore touch and go whether we would carry on. Happily, a series of winter negotiations between Croft Autodrome, B.A.R.C. London and ourselves resulted in an acceptable formula being devised to take care of the financial aspect although, to correct possible misconception, it should be stated the Centre does not — and cannot — make a bomb out of its activities at the Autodrome nor, for that matter, does the owner company.

Much of this years success has been due to the care with which the dates of the four meetings have been selected — for which the credit goes to Mike Wilson — and the co-operation we received from London Headquarters in the allocation of qualifying rounds for the various B.A.R.C. Championships. Organising and running race meetings is no sinecure and considerable credit is also due to the comparatively small band of Centre members who officiate and marshal at Croft for without them we would, like many other clubs, be bewailing lack of support.

Our Croft programme tends, so far as the bulk of the Centre membership is concerned, to be overshadowed by our many other activities, especially

### COVER PICTURE

David Hepworth, seen here in his old 2-w.d. Brabham, has had a wonderful season and thoroughly merits the congratulations of every Yorkshire Centre member.

(Jeff Binns photo)

## TORQUE—continued

Harewood — an inevitable consequence of geographical circumstances alone. It is therefore all the more satisfying to be able to record substantial progress, especially at a time when the trend is the other way.

### Speed Events Classes

A bit of murmuring last year after the 1969 classes had been settled and a feeling in Committee circles the procedure wasn't perhaps all it might be, led to the decision to do things slightly differently another time — and that time is now rapidly approaching.

Broadly the revised arrangements provide for the formation of a Sub-Committee as before except that this time only three of its members will be nominated by the Committee — and they won't necessarily be Committee members — the remaining two vacancies being filled by members nominated by competitors themselves. So, competitors, the ball's in your court and it's up to you to name your representatives to the Hon. Competitions Secretary — Tony Hodgetts — by Monday 15th September, a date chosen deliberately as it gives an opportunity for this to be finally sorted at Harewood the previous week-end. If these vacancies aren't filled in this way — and it's greatly to be hoped this isn't the case — the Committee will nominate two further members and take it from there.

Reversing the former practise whereby the Open Forum met after the Sub-Committees proposals had been published — a practise which led to much misunderstanding about the object of the exercise — this year's Open Forum will be held in early October — before the Sub-Committee has met at all — and its object will be to offer competitors an opportunity of ventilating their opinions prior to any consideration. Following this meeting the Sub-Committee will consider the whole subject, make its recommendations to the Committee for final decisions and publication of the revised classifications, rules, etc. towards the end of November.

The Events Committee has already named Jim Johnstone, Alan Staniforth and Mike Wilson as its nominees — with Hon. Comps Sec. Tony Hodgetts as non-voting secretary. To assist competitors select their own representatives a meeting for drivers and entrants is being held in the Main Refreshment Marquee at Harewood on Sunday morning, 14th September at 10 a.m. to which all competitors will be welcome. John Stroud, Chairman of the Events Committee and other members will be present to provide any assistance which may be needed but, it is emphasised, it will be entirely for competitors themselves to name their representatives.

Preliminary arrangements are in hand for the open Forum to be held in Leeds in early October — probably on Wednesday 1st. It is appropriate to mention the purpose of the Open Forum is solely to receive and test opinion and nothing which takes place there, even if voted upon, will be binding upon the Sub-Committee, although they'll naturally do their best to meet everybody's wishes as far as they can.

### Harewood and Scarborough Class Record Plaques

The patient winners of Harewood and Scarborough plaques will be glad to hear a design has now been approved and the plaques ordered and they should be getting them before too long.

The problem has been to obtain a suitable plaque at a reasonable price — and quite a problem that has

proved. However, thanks to Derek Clark this has at last been overcome and we think — and hope you'll agree in due course — they are worthy of the feat they commemorate.

We have complete records of all winners but as a check we'll announce in the Circular when all plaques have been distributed and any unsatisfied claimants can make their play then.

### Joint Driving Tests — 3rd August

To all those members who felt the July Circular contained scant details of this event we can only say we are sorry but unfortunately no more information than we published was forthcoming from the organising club.

Doubly unfortunately instead of receiving sufficient copies of the regulations to permit one to be enclosed with each Circular in the usual fashion — which would have amplified things considerably — we only received a handful — insufficient to permit even a limited distribution to all the potential entrants we could think of — all of which is rather a pity.

Under the circumstances it says a lot for the enthusiasm of the driving test exponents in the Centre that 17 of them surmounted the difficulties and made the journey over to Hull — by no means without success as the results, when generally published, will show.

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

The club's race meeting programme continues apace during September with six meetings — four of them under National permits. First of these is at Snetterton (1st) followed by Crystal Palace and Oulton Park (13th) and Thruxton (21st). In between there are Members Closed Meetings at Brands Hatch on 7th and Silverstone on 28th.

### New Members

We welcome the following new members and hope to meet them amongst us soon.

J. B. Richards, Leeds 16.  
T. Corner, York.  
B. H. N. Huddleston, Brighouse.  
E. Wilkinson, Pool-in-Wharfedale.  
P. J. Hamilton, Sheffield 9.  
M. H. R. Ayres, Cottingham.

### Junior Members

N. G. Pritchard, Pudsey.  
J. H. W. Sharpe, Bradford 9.

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## SEPTEMBER CIRCULAR

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

**WEDNESDAY 17th SEPTEMBER**

otherwise publication in that issue cannot be guaranteed.



# COMPETITION



# HATTER

● My thanks to Brian Bettridge for his letter in last month's circular; the comments raise interesting points for discussion, and may well assist to direct the course of the Events Committee's thoughts on future programmes. The committee set its face against road rallies many months ago; and in view of the complications and bureaucracy which surrounds rally organisation these days, this was undoubtedly the right decision. Even the dear old Sleuth's Mug is subject to the pages of regulations which govern the use of the public highway for motor sport, and thus is likely to remain our only Treasure Hunt for the foreseeable future.

The suggestions of gymkhana and concours are worthy of further investigation, and we may well find these returning to fill a club-night. It is a matter of finding a site, an organiser — and a demand from the membership!

● I gather that I have been remiss in failing to report an achievement by a Centre member; Peter Hanson has won an International F.3. event on the continent. My congratulations, and apologies for the omission. I try to keep an eye open for members' names when reading through reports of events, but at times it is difficult to spot everything. The reports do not always make it easy to spot the vital information, or to get it in time for inclusion in the Circular, so if anyone has any information to impart, a call or note to the Editor or to me will be helpful.

● Moving on to invitation events we have a predominance of speed events in the month of September.

Sept. 1 Croft: Darlington & District M.C.'s "Battle of Britain" meeting. This is a mixed car and motor cycle meeting, there being two events for solo bikes, and two for sidecars; car events cover Saloons, Sports & G.T., Racing cars up to 1600 c.c. and Clubmans cars.

Sept. 6 Rufforth: Another B.R.S.C.C. race meeting on the airfield circuit.

Sept. 7 Sandtoft: South Yorkshire Car Enthusiasts' Club are promoting a sprint.

Sept. 7 Baitings Dam: Lancashire Automobile Club have a hill climb on this date. Classes are as B.A.R.C. Yorkshire Centre.

Sept. 14 Croft: B.R.S.C.C. Race Meeting Santa Pod Raceway, Poddington, Bedfordshire: The London Motor Club are staging a "Slalom Sprint" covering about 1000 yards of the Raceway course.

● Congratulations to Jim Johnstone on his F.T.D. at the August Harewood meeting. One of his practice runs was far faster than he'd ever managed before, and on a slippery road at that. Jim's comment on reaching the top was that he now knows what it's like to drive at eleven-tenths!

Our commiserations to Donald Gray and David Hepworth on their unfortunate mishaps. I hope that Donald will soon be fit again and that David manages to hammer his car back into shape again in time to sew up the 1969 Hill-Climb Championship.

● While I'm thinking about this meeting, a comment seems in order on one thing which occurred. After the incident on Quarry Corner, there was a mass exodus of spectators over the fences and on to the track. Many of these were not members, and I can't tell them the error of their ways; but many were members who will, I trust, take note for future reference. To climb the fence and rush across the track may be done with the most laudable of motives, but it only increases the danger and hampers the marshals in their efforts to deal with the situation. We have a force of experienced marshals with adequate equipment to deal with most predictable incidents. If trained men have to be diverted to herd a crowd of onlookers, then delays occur which are at best irritating and could at most be dangerous. So, please, stay in the spectator enclosures or the paddock, and if you see anyone about to leap to join the action, persuade them to desist as your contribution to getting the trouble sorted out.

There are a few people who find it necessary to take photographs of accidents. I'm sure none of our members are numbered among these, but they come into a category of very special nuisances; and anyone who climbs over retaining fences for this purpose is liable to be put back with more force than courtesy.

● It appears that the R.A.C. Rally will circle the country in the reverse direction to its usual travel, with the express aim of giving the marshals who usually staff the forests a chance to see the full field, in daylight, at the weekend. "For this regard, much thanks". It will be a change to really see what goes on, instead of shepherding a weary bunch of battered crews (and cars) who are nursing the bangers through to the finish! The timekeepers are going to have a lot more work, though; no long gaps to do the sums!

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# E. A. DENNY PRODUCTION CAR TRIAL

22nd JUNE

38 entries, fine weather, fifteen observed sections — each to be attempted twice — and five driving tests added up to another good Denny on 22nd June and, surely, good value for competitors at 30/- a go.

Things got under way from the Masham start in mid-morning and competitors were immediately confronted with a series of observed sections of varying severity in the area North West of Ripon. After lunch at Nosterfield's Freemason Arms it was on to Skipton-on-Swale for five fast, open driving tests and then back to Masham with more observed sections en route, rounded off with high tea at the Kings Head.

As if to underline his Scarborough Week-End supremacy Bob Moorhouse again topped the list although R. G. Hooper was a mere 0.4 marks in arrears.

Well up to the standard of its predecessors this years Denny reflected the care taken in its organisation by the authors, Roland and Mike Wilson and G. D. Hobson and seemed thoroughly enjoyed by competitors and marshals alike.

## Results

	Marks Lost
1. R. G. Moorhouse (Lotus 7) .....	17.8
2. R. G. Hooper (Hillman Imp) .....	18.6
3. J. M. Busfield (Sunbeam Imp) .....	19.8
4. G. F. Chippindale (Ford Cortina G.T.) .....	21.0
5. D. G. Crowther (MG Midget) .....	24.4
6. A. N. Umpleby (Cooper S) .....	35.6
7. I. K. Hardy (Austin Mini) .....	37.2
8. A. J. Simpson (Cooper S) .....	38.6
9. D. N. Townsend (Austin Mini) .....	42.4
10. D. G. Pearson (Cooper) .....	43.8
11. D. Kemp (Ford Escort G.T.) .....	47.2
12. R. C. Messenger (VW 1300) .....	49.2
13. D. R. Firth (Cooper S) .....	50.6
14. P. R. W. Hargreaves (Austin Healey Sprite) .....	53.8
15. H. C. Mason (Morris Cooper) .....	53.8
16. J. Kelly (Morris Mini) .....	56.0
17. D. K. Haigh (Cooper) .....	57.0
18. G. W. Asquith (Morris Cooper) .....	59.6
19. J. C. England (VW 1200) .....	59.6
20. R. A. Fall (MG TD) .....	61.6
21. A. K. Vickers (Triumph TR 4A) .....	62.4
22. J. Prosser (MG Midget) .....	64.4
23. B. A. Kitching (Hillman Imp) .....	72.0
24. D. F. Herbert (Singer Vogue) .....	72.4

25. D. J. Robey (Cooper) .....	72.4
26. C. R. Mills (Vauxhall Viva) .....	78.4
27. J. E. Haxton (Ford Capri) .....	82.2
28. D. R. Lawton (Austin Healey Sprite) .....	82.4
29. A. R. Marks (MG B) .....	91.6
30. M. P. Smith (Hillman Imp) .....	95.2
31. N. R. Hargreaves (Morgan Plus 4) .....	97.0
32. E. B. Wadsworth (Denzel) .....	100.0
33. E. Green (Ford Cortina G.T.) .....	103.6
34. F. H. Crosby (Saab V4) .....	115.6
35. H. R. Kennedy (Allard K1) .....	128.0
36. J. S. Whitehead (Cooper S) .....	132.0
37. M. M. Rogerson (Triumph Spitfire) .....	146.4
38. J. D. Haynes (Vauxhall Viva) .....	235.0

## Awards

E. A. Denny Trophy .....	R. G. Moorhouse
Fairfax Trophy .....	R. G. Hooper
Special Awards .....	G. F. Chippindale, A. N. Umpleby
Second Class Awards .....	D. G. Crowther, I. K. Hardy, D. Kemp, J. M. Busfield
Novice Award .....	D. F. Herbert

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

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

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# next month

SEPTEMBER

## Bird's Event — Tuesday 2nd September

This year's edition of the Bird's Event — our annual fixture solely for the entertainment of the ladies — will break new ground in two respects, by being held at a new venue, the Great Yorkshire Show ground at Harrogate and by being organised by a bird, Miss Josephine Lee.

Josephine has planned a series of 5 or 6 straight-forward driving tests of varying nature located well away from solid objects each carefully devised to give every driver, irrespective of the type of car she's handling, a chance to do well and have an enjoyable evening without fear of embarrassment. These will be laid out on the private roadway at the Main Entrance to the showground which is on the A.661 Wetherby-Harrogate road. Those unfamiliar with the terrain should, if approaching from Wetherby, turn off at the last small turn to the left before the traffic lights at the showground whilst those coming from Leeds or Harrogate on Hookstone Road should turn right at the traffic lights at the A.661 intersection and then take the first turn to the right.

The start will open at 6-30 p.m. and the entry fee will be a modest 10/-.

The usual club night gathering will follow at another new venue, the Harrogate Arms, Harlow Carr — which is on the B.6162 going out of Harrogate — where scampi and chips (for those ordering reasonably early) and good ale are to be had. Route cards showing the way to the pub will be available at the test site — which gives some idea of the care and thought Josephine's put into all this.

Josephine has clearly gone to a very great deal of trouble to devise something different in completely new surroundings and fully deserves her efforts on behalf of her feminine colleagues are rewarded as they so richly deserve — by a splendid entry and one larger than the record 21 we had last year.

Finally, to obviate repetition of recent misunderstandings, this event will NOT be a qualifying event for the Chippy Lola Vase competition.

## Shell/RAC British Hill Climb Championship Meeting Harewood — 14th September

Once more it falls to the Centre to stage the final round of the annual hill climb championship and, for the second successive year, it looks as though the occasion will be one on which we shall greet a Yorkshire Centre member, this time David Hepworth, as confirmed Champion. As these notes are written he has an almost unassailable lead in the championship and appears uncatchable. David has worked very hard indeed for his success both as a constructor and conductor and thoroughly deserves to have his efforts rewarded in this fashion, and we are sure all his fellow members at Stockton Farm on 14th September will demonstrate their agreement.

The meeting will follow the now well-established pattern of Saturday practising — in fairly gentle vein — to which spectators are welcome followed by a dance in the refreshment marquee the same evening. After a brief practise session on Sunday morning — but only for those with prior written permission — the meeting proper gets under way at 1 p.m. After the class runs the ten fastest competitors who have entered in the Castrol/BARC Championship — of which this is the penultimate round — have their two special runs and these will be followed by the RAC Championship runs for the ten fastest entrants in that competition. Whilst the runs in these special run-offs count so far as FTD awards, trophies, course and class records are concerned they do NOT count towards class awards.

With the almost certainty most of the leading names in hill-climbing will be appearing it seems another memorable Harewood Championship meeting lies ahead of us on 14th September.

## BARC-BQ — 13th September

That highly popular event, the BARC-BQ, tentatively introduced some years ago as an experiment, has proved so popular we sometimes wonder if it doesn't dominate the week-end it is designed to complement. But perhaps it doesn't matter if it does.

Once again all is set for a repetition of this enjoyable annual rowdiness in the refreshment marquee at Stockton Farm after Saturday practising and tickets are available from Centre Office, any member of the Social Committee, the Control bus at Harewood or at the door — so long as there are still some to sell — at 5/- each.

Ever since the dance commenced Chairman Mike has nobly spent the evenings working the electric hurdy-gurdy which left scant time for his personal enjoyment which is a bit off he being Clerk of the Course and prime organiser of the week-end anyway. So this time a discotheque has been hired to dispense the latest pop and Mike will have plenty of time to devote to his favourite relaxation, Youngers.

Liquid and solid refreshment — the latter to a higher standard than last year — will be available. Owing to the exigencies of the licensing laws we have to wrap the whole thing up at midnight so don't hang around in your local too long but come along good and early — it'll get properly under way about 8-30 p.m. — and help to create the necessary ambience.

## Club Night — Tuesday 16th September

The monthly "Southern" club night at Morley R.U.F.C. will be a social affair with no competitive event planned.

Continued on page 10

NEXT MONTH—continued

Scarborough Hill Climb — 28th September

This year's meeting, co-promoted with the North Humberside C.C., is a week earlier and takes place on the usual Olivers Mount circuit on 28th September. The revised paddock arrangements having proved unsatisfactory last year the paddock will revert to its former location this being the best, although far from ideal, situation for it. Although not a Shell/RAC British Hill Climb Championship qualifying event — but we live in hopes! — the meeting is the final round of the Castrol/BARC Hill Climb Championship in which last year's winner, Centre member Jeff Goodliffe, has a commanding lead although the lower places are wide open.

Saturday will be taken up with scrutineering and practise — the latter from 12-30 to 5-30 p.m. The evening will be enlivened by an informal dance at the Balmoral Hotel which, although not an official headquarters hotel, will be accommodating many of those taking part. Dance tickets will be available from Centre Office or at the Control Bus during practise — price 5/- each — and music will be provided by Simon Peters discotheque.

The meeting proper starts at 1-30 p.m. — after a brief practise session for those with prior permission in writing and after the class runs the ten competitors scoring most championship points towards the Castrol/BARC competition in the class runs will make their two extra runs as provided by the regulations. Following these there will be a Top Ten Run Off for the fastest ten men of the day times in which will count for the four FTD awards and course and class records but NOT for class awards.

Scarborough is a very different proposition to Harewood being essentially a power hill making it especially suitable for those with hairy beasties particularly if they have applied power at each corner. Unlike Stockton Farm spectators cannot see a great deal of the hill from a single vantage point but movement round is very easy and each section can be watched during the afternoon which adds, rather than detracts, from the enjoyment.

To assist with the accommodation problem a block reservation of rooms has been made at the Balmoral Hotel at the following rates:

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

Bookings should be made DIRECT to the hotel mentioning the B.A.R.C. The hotel will only hold vacant rooms for a limited period after which they will be disposed of elsewhere so an early application is advisable.

Scarborough Corporation officials always welcome the Centre with open arms — in contrast to the clenched fists of a few local residents — and we are greatly in their debt for all they do to ensure the success both of our Scarborough Hill Climb and, earlier in the year, our Scarborough Week-End.

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# GREENWOOD CUP PRACTISE

5th AUGUST

28 entrants — four fewer than in 1968 and somewhat lower than this events "norm" — competed in the Greenwood Cup Practise Trial for standard cars on Tuesday evening, 5th August — as fine a summers evening as one could wish for.

Clerks of the Course John Busfield and Bruce Moss, undeterred by a lengthy fine spell, had laid out an interesting and challenging course of five sections amidst the undulations of Pompacalie Field with a tie-decider at the end and were, like all standard car trial organisers, delighted nobody cleaned the lot — although it was a near thing. To halt the Minis and Imps fairly tight sections were inevitable which is a bit hard on the owners of Jaguars, Allards and Vogues — as the results sheet shows.

John Ramsbottom and Brian Kitching, closely followed by Peter Millman and Mrs. Kitching — the latter especially pleasing performance — occupied the leading places overall — although the event was run on a class only basis — when the results were announced later at the Scotts Arms, Sicklinghall where the usual club night evening ran its pleasurable course.

Position		Results		Marks
Overall	Class	Name/Car		Lost
1.	3	J. S. Ramsbottom (Imp)	.....	3
2.	3	B. A. Kitching (Imp)	.....	7
3.	2	E. P. Millman (Daf)	.....	8
4.	3	Mrs. J. Kitching (Imp)	.....	9
5.	1	I. K. Hardy (Mini)	.....	15
6.	1	D. J. Robey (Cooper)	.....	17
7.	1	D. K. Haigh (Cooper)	.....	17
8.	1	D. N. Townsend (Mini)	.....	18
9.	1	Mrs. C. Hardy (Mini)	.....	19
10.	1	A. N. Umpleby (Cooper)	.....	20
11.	1	A. H. Bolt (Cooper S)	.....	22
12.	2	G. F. Chippindale (Cortina GT)	.....	24
13.	1	R. Soper (Cooper S)	.....	24
14.	2	R. G. Winder (Vitesse)	.....	25
15.	4	C. H. B. Wadsworth (Morgan 4/4)	.....	27
16.	1	J. Richards (Cooper)	.....	27
17.	2	E. Wilkinson (Escort)	.....	29
18.	1	H. White (Cooper)	.....	30
19.	1	J. M. English (Renault R4)	.....	33
20.	1	J. R. Hardcastle (Renault R4)	.....	34
21.	1	H. C. Mason (Cooper)	.....	38
22.	2	D. F. Herbert (Singer Vogue)	.....	39
23.	4	D. W. Taylor (A/H Sprite)	.....	41
24.	4	H. D. Kennedy (Allard)	.....	47
25.	2	P. H. Ruffell (Escort)	.....	49
26.	2	M. K. Oldham (Jaguar 340)	.....	51

#### Retired:

A. J. Simpson  
Mrs. D. Simpson

#### Awards

#### Class Winners Awards:

I. K. Hardy (1); E. P. Millman (2);  
J. S. Ramsbottom (3); C. H. B. Wadsworth (4)

#### First Class Awards:

D. J. Robey; G. F. Chippindale.

#### Ladies' Award:

Mrs. J. Kitching.

#### Novice Award:

J. M. English.

# COMING SHORTLY

Shortage of space this month limits us to a brief note of Centre events scheduled for October but, of course, full details will be published later.

#### Club Night Safari — Tuesday 7th October

The final form of this event being so much under discussion as these notes are written it's impossible to say anything about it in detail. However, the organisers intentions are to make it, circumstances permitting, just what its name implies, i.e. a true Safari albeit in miniature. The plot involves a 2½ mile cross-country run with the maximum number of hazards and an anticipated average speed of 12½—15 m.p.h. is envisaged — which several who've seen the course think may prove optimistic!

The whole thing should, if it materialises as at present envisaged, prove enormous fun for all — whether they be marshals, competitors or spectators — and should prove a diverting innovation.

More next month.

#### Croft Race Meeting — 19th October

This, the final meeting in the 4-event Centre programme for 1969 will include all the usual 10 lap scratch races with at least one handicap covering the usual classes. The Formula Ford race will be the final qualifier for the Tate Formula Ford Championship and the Clubmans event, a qualifier for the B.A.R.C. Clubmans Formula Championship. Otherwise the usual ingredients and arrangements.

#### Club Night — Tuesday 21st October

Disappointed and perplexed at continuing poor attendances at the Southern Club Nights at Morley R.U.F.C. the Social Committee has in mind an alternative venue for the Natter and Noggin session on Tuesday 21st October. However, having said that, it's not so easy to know where this should be, the district not being too well-endowed with suitable hostelrys where we would be welcome and not regarded as an intrusion by the regulars — which is sometimes the case. If any members living in the district have any ideas, Harry Mason or Chippy Stross would be glad to hear them.

#### Greenwood Cup Trial — 26th October

Umpteenth in the series which has been going on for longer than any of us can recall. Will follow the usual pattern of a standard car trial with numerous observed sections — some easy, — some less so, but all non-damaging and suitable for the everyday car. If current negotiations are successful this will be held in an interesting new location. Under new management this year the old maestro, Chris Winder, having understandably asked for a rest. And with the Greenwood we wrap up the competitive season for another year.

# VINTAGE & NO HAREV

20th

This years Vintage and Novices meeting, blessed for a change with splendid weather, drew an excellent crowd and entry and proved the best of the series so far. To give the fastest competitors a little extra for their money the "big" meeting practise of Top Ten Run Offs for the ten fastest in each of the Novices and Vintage sections was instituted — a bonus which created considerable interest amongst competitors.

Colin Parker (Porsche 904) put up FTD, improving his times on successive climbs, but Mrs. Rita Wilkinson — driving husband Howard's Lotus 23B Ford — chased him hard and was in the end only .80s slower. 72 novices (including five ladies) and 25 vintagents came under starters orders which must by any standards be an excellent entry for an event of this nature.

In Class 1 Grahams Brooks and Gerrard — with Mrs. Jackie Eastwood intervening — contested the leading three places, the two last-named sharing the same Cooper. At the final count victory lay with Gerrard by 1.41s from Brooks Escort G.T. with the lady driver only .01s behind. Class 2 produced only three runners — Brett's Viva against Greaves and Herbert's Cortina G.Ts and that was their final order with the comfortable margins of 5.52s and 3.52s between them respectively. Next class up attracted nine entries of which Harrison's Cooper S was the quickest, Dewars Cortina T.C. taking second place. Class 4 consisted of 4 Minis and 4 Imps but the defection of Sheard's BMC car spoilt the neatness of things, but not the closeness of the competition. When the dust eventually settled the Coventry-based marque occupied the first four places with Henderson (52.70s), Conclough (54.44s), Greenwood (54.54s) and Jackson (54.69s).

With five entries but only two starters Class 5 was something of an anti-climax especially as Richard Twaites didn't complete his second run. David (I love Lotus) France proved the faster with a second run of 50.66s compared with his opponents sole 52.50s.

In Class 6 — for the smallest-engined marque sports cars — Bill Stuttard (MG Midget) brushed aside all opposition on both climbs being 2.70s faster than Lawton's Sprite which just managed to head Taylor's similar mount. In the next category up — fifteen entries — Brian Tidman (MGB GT) worked hard and successfully to be quickest with 55.46s only to have the class award denied him due to eligibility transgression, it thus passing to J. N. J. Upton (Morgan 4/4) with 56.14s whose father, Dr. A. F. Upton, with 60.84s with the same car, similarly moved into fourth place when Angus Sheldon was excluded for an infringement. Paul Holmes (MGB) was third fastest with 57.06s. In the two-car unlimited class Revell's Aston Martin DB2 was no match for Walker's E Type, 14.24s separating the two.

The three G.T. classes were thinly supported and of the four contestants in the up to 1,500 c.c. category Auty's Midget with 51.45s was the swiftest. In the next section Parker's Porsche really went motoring to register 50.34s hotly pursued by Robin Rew's Sabre with consistent runs of 52.69s and 52.31s. When it came to the turn of the biggest boys Vic Smith's beautiful Bentley R Type Special purred up in 52.81s — a fair old lick for such a car — followed by Malcolm Smith (4½ Bentley) 4.77s slower.

If Brian Beatty (Lotus 7 Ford) felt lonely as the sole inhabitant of the Clubmans Sports car class he didn't let it affect him turning in 52.01s and 52.62s — good

enough to ensure his appearance in the Top Ten Run Off.

Robert Turnbull (Lotus XI) and Rita Wilkinson (Lotus 23B Ford) were sole performers in the Sports/Racing car class and after the first runs were separated by only .10s, the former being the quicker. However Rita, undismayed when Bob chalked 51.65s on his second turn registered a splendid 50.53s to take the class.

The only racing car class — a merging of classes 15 and 16 — produced some widely varying times at the end of the first runs the fastest being Norman Greenhalgh (Cooper FJ) with 51.61s. Next time up however Dr. Cummins — who'd had a first run happening resulted in a time of 80.25s — got down to 53.44s to get into second place but well below the Formula Junior man who improved to 51.41s.

Thus to the vintagents whose ranks included a face or two more familiar in latter day machinery. In the Standard Vintage, Post Vintage Sports and Modified Sports car class (under 1500 c.c.) Roger Clark's HRG established 57.99s on its first run which proved best of the day, although Jack McEwan's Riley Sprite with a second run time of 58.44s wasn't all that far behind. In the over 1500 c.c. section Edward Barraclough (Bentley 3½), Frank Sowden (Bentley 8 litre) and W. R. Alexander (Lagonda M45) occupied the leading places in that order.

Alone in his class for Vintage and Historic Racing Cars Peter Evans (Chawner GN) had a moment at Farmhouse when a brake locked but managed 57.00s and 58.45s and in the over 1500 c.c. section Guy Smith (Frazer Nash Alvis) and Basil Davenport (GN Spider) had it all to themselves the former winning by 4.37s.

In the Top Ten Run Offs Colin Parker and Rita Wilkinson continued to fight for the honour of FTD both improving their times on both climbs but the edge finally lay with the Porsche. On the Vintage side Guy Smith continued to assert his supremacy with Edward Barraclough near at hand — but not near enough to seriously threaten.

A good meeting, seemingly equally enjoyed by on-lookers and competitors alike, favoured with excellent weather and a delightful situation — speed hill climbing at its best.

## Results

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

1. G. S. Gerrard (Cooper) .....	54.62
2. G. M. Brooks (Ford Escort G.T.) .....	56.03
3. Mrs. J. Eastwood (Cooper) .....	56.04

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

1. J. Brett (Vauxhall Viva) .....	52.61
2. D. F. Herbert (Ford Cortina G.T.) .....	57.13
3. G. Greaves (Ford Cortina G.T.) .....	60.56

Only three runners

# VICES MEETING WOOD

JULY

## Class 3. — Touring Cars Special Series

1. C. R. Harrison (Cooper S) .....	52.94
2. J. Dewar (Ford Cortina T.C.) .....	54.56
3. C. J. Cammack (Cooper S) .....	54.60

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

1. J. Henderson (Hillman Imp) .....	52.70
2. B. Conclough (Hillman Imp) .....	54.44
3. N. Greenwood (Hillman Imp) .....	54.54

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

1. D. M. France (Cooper S) .....	50.66
2. R. Twaites (Cooper S) .....	52.50

Only two runners

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

1. W. Stuttard (M.G. Midget) .....	53.21
2. D. R. Lawton (Austin Healey Sprite) .....	55.91
3. M. G. Taylor (Austin Healey Sprite) .....	56.24

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

1. B. T. Tidman (M.G. B G.T.) .....	55.46
2. J. N. J. Upton (Morgan 4/4) .....	56.14
3. P. Holmes (M.G. B) .....	57.06

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

1. M. J. M. Walker (Jaguar "E" Type) .....	51.05
2. D. Revell (Aston Martin DB 2) .....	65.29

Only two runners

## Class 9. — G.T. Cars up to 1300 c.c.

1. D. Auty (M.G. Midget) .....	51.45
2. J. W. Hollingsworth (A/H Sprite) .....	52.04
3. M. Barker (Austin Healey Sprite) .....	53.73

## Class 10. — G.T. Cars 1301 to 3000 c.c.

1. C. J. Parker (Porsche 904) .....	50.34
2. R. D. Rew (Reliant Sabre) .....	52.31
3. J. Ellis (Lotus Elan) .....	60.01

Only three runners

## Class 10A. — G.T. Cars 3001 c.c. and over

1. V. A. Smith (Bentley "R" Type Special) .....	52.81
2. M. S. Smith (Bentley 4½) .....	57.58
3. H. D. Kennedy (Allard K1) .....	62.55

Only three runners

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

1. B. Beatty (Lotus 7 Ford) .....	52.01
-----------------------------------	-------

Only one runner

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

1. Mrs. R. Wilkinson (Lotus 23B Ford) .....	50.53
2. R. Turnball (Lotus XI) .....	51.65

Only two runners

## Classes 15 & 16 Merged — Racing Cars up to 1600 c.c.

1. N. Greenhalgh (Cooper FJ) .....	51.41
2. Dr. N. L. Cummins (Lotus 22 Ford) .....	53.44
3. W. Adams (Tojeiro) .....	53.88

## Classes A & C Merged — Standard Vintage, PVT Sports and Modified Sports Cars up to 1500 c.c.

1. R. J. Clark (HRG) .....	57.99
2. J. A. McEwan (Riley Sprite) .....	58.44
3. J. M. Shaw (Fiat Ballila) .....	59.11

## Classes B & C Merged — Standard Vintage, PVT Sports, Modified Sports and PVT Sports Cars 1301 c.c. and over

1. J. E. Barraclough (Bentley) .....	54.87
2. F. Sowden (Bentley 8 litre) .....	56.90
3. W. R. Alexander (Lagonda M 45) .....	58.20

## Class E — Vintage and Historic Racing Cars up to 1500 cc.c.

1. P. J. A. Evans (Chawner GN) .....	57.00
--------------------------------------	-------

Only one runner

## Class F — Vintage and Historic Racing Cars 1501 c.c. and over

1. G. Smith (Frazer Nash Alvis) .....	50.10
2. B. H. Davenport (GN Spider) .....	55.32

## Novices Top Ten Run Off

1. C. J. Parker (Porsche 904) .....	48.96
2. Mrs. R. Wilkinson (Lotus 23B Ford) .....	49.76
3. N. Greenhalgh (Cooper FJ) .....	50.14
4. D. Auty (M.G. Midget) .....	50.14
5. B. Beatty (Lotus 7 Ford) .....	50.37
6. R. Turnball (Lotus XI) .....	50.66
7. J. W. Hollingsworth (A/H Sprite) .....	51.30
8. M. J. M. Walker (Jaguar "E" Type) .....	51.48
9. R. D. Rew (Reliant Sabre) .....	52.16
10. M. Barker (Austin Healey Sprite) .....	53.22

## Vintage Top Ten Run Off

1. G. Smith (Frazer Nash Alvis) .....	50.43
2. J. E. Barraclough (Bentley) .....	54.41
3. B. H. Davenport (GN Spider) .....	54.54
4. F. Snowden (Bentley 8 litre) .....	56.48
5. W. Alexander (Lagonda M 45) .....	57.09
6. R. J. Clark (HRG) .....	57.32
7. J. E. B. Wiggins (Alvis Speed Special) .....	57.44
8. J. A. McEwan (Riley Sprite) .....	58.01
9. J. M. Shaw (Fiat Ballila) .....	58.17
10. P. J. A. Evans (Chawner GN) .....	No times

F.T.D. (Novices) £10 ..... C. J. Parker

F.T.D. (Vintage) £10 ..... G. E. Smith

2nd F.T.D. (Novices) £8 ..... Mrs. R. Wilkinson

2nd F.T.D. (Vintage) £8 ..... J. E. Barraclough

3rd F.T.D. (Novices) £6 ..... D. M. France

3rd F.T.D. (Vintage) £6 ..... B. H. Davenport

## First Class Awards (£5)

G. S. Gerrard, J. Brett, C. R. Harrison, J. Henderson, W. Studdard, J. N. J. Upton, M. J. M. Walker, D. Auty, V. A. Smith, B. Beattie (£3), N. Greenhalgh, R. J. Clark, P. J. Evans.

## Second Class Award (£3)

C. M. Brooks, J. Dewar, B. Conclough, D. R. Lawton, P. Holmes, Dr. N. L. Cummins, J. A. McEwan, F. A. Sowden.

## Third Class Awards (£1.10)

Dr. A. F. Upton, J. M. Shaw, W. R. Alexander.

Special Vintage Award (£5) ..... R. G. Winder

Class Record Plaques ..... J. M. Shaw, J. G. Barraclough

Ladies Award ..... Mrs. J. Eastwood

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# CROFT CHAMPIONSHIP MEETING

29th JUNE

After a year or two of ups and downs Centre race meetings at Croft are really swinging along this year and following the successful Whit Sunday meeting — which opened the season — the next in the series, on Sunday 29th June, was equally so aided by a good entry, glorious sunshine and a good crowd of spectators. Had the refreshment facilities even approached adequacy the enjoyment of many attending would have been correspondingly greater and it is difficult to understand why this side of things, which has been bad enough for long enough, appears to defy attempts at improvement — for surely such must have been made ?

In the first race — for G.T. and Clubmans Sports cars — Peter Lawson shot away from pole position and was never seriously challenged, increasing his lead throughout to win by 48s from George Silverwood in Derek Buller-Sinfield's Mercury G.T. Ford. So fast was the latter that dark mutterings were heard around the paddock and the scrutineers decided upon removal of the Ford head whereupon all was found to be as it should — a fact which came as no surprise to those familiar with the owner.

In the first of the two Saloon Car races — both qualifiers for the OSRAM/GEC Trophy championship — George Whitehead (Ford Anglia) and Dick Longman (Cooper S) set about each other with gusto and further back Brian Chatfield and Harry Tuer in Cooper S did the same. On the fifth tour Whitehead managed to get in front establishing a lead he was never to lose although he was nobbut 0.4s ahead of Longman's Downton-prepared car at the flag. Immediately behind, Borrowman, Chatfield and Tuer were hotly contesting the next three places finishing in that order only for Borrowman to be excluded for persistent kerb-cutting at Sunny — and lack of dynamo !

The Formula Ford event was a qualifier for the Tate Formula Ford championship and current leader Ken Bailey (Alexis Mk. 15) indicated his intention of remaining so by claiming pole position and taking the lead right from flag fall, never to be even remotely challenged. However foregone conclusion first place might have been but Squires, Clark and Hunter fought hard for second place until Hunter dropped down to let West up into fourth place.

The Prodsports race produced nine non-runners but nevertheless a good field faced starter John "Toto" Ison and some excellent dicing ensued. Unlucky was John Quick (E Type) who punctured at the 1 minute board and had to quit pole position and the race. Ted Worswick (E Type) saw his chance and took it going off like Apollo 11 to stage a copy-book exhibition of fast driving and take an 8s victory. Back in the ruck Marshall's Spitfire was showing all its negative camber to Richard Sutherland, Allan Wood and L. Thorne — all in Spridgets — until the Spit, on being passed by Wood clobbered the Midgets rear and spun. Woods supremacy was, however, short-lived as Sutherland, seizing his chance, shot through and went into second place.

The second of the Saloon Car races — also a qualifier for the OSRAM/GEC Trophy championship — covered

the two smaller-engined categories for which there were fifteen contestants. Surprisingly this was a rather dull affair from the spectators angle although the competitors enjoyed it — which is what matters most in a clubmans meeting, after all. W. McGovern (Sunbeam Bevan Imp) — who'd managed to lap the tail-enders — found himself lone recipient of the flag and a big bundle of electric light lamps and fluorescent tubes !

The Formulè Libre event which came next suggested some fast driving and onlookers weren't disappointed although some may have been surprised. David Berry (1.6 Brabham BT 16) outraggd David Hepworth's 4wd 4.5 Hepworth Traco off the grid and went right away, steadily increasing his lead all the time to run out a comfortable 12s winner — a misleading margin as he clearly slowed towards the end. Behind a great scrap for the lower places was in progress with F 3 and FF cars mixing it merrily. Gilbert and Squires had a race of their own running off at Oxo and Hunter had his moments as well.

Encouraged perhaps by continuing sunshine ten entrants came up for the handicap Berry's Brabham being on scratch. Limit man Bullen scuttled round in fine style and try though Berry might he failed to make it by 12s. However, up until the penultimate round Borrowman's Cooper S seemed to have it sewn up until a mechanical malady intervened at the chicane — so perhaps Bullen was a shade lucky. It certainly wasn't Borrowman's day.

## Results

### RACE 1. — 10 LAP RACE FOR G.T. CARS AND CLUBMANS SPORTS CARS

#### Overall

1. P. G. Lawson (Chevron BMW) ..... 12.30.2
  2. G. Silverwood (Mercury Ford GT) ..... 13.18.4
  3. L. Aylott (Lotus 11 GT Ford) ..... 13.46.0
- Winner's Speed : 83.97 m.p.h.

#### Class "A" — GT Cars 1151 c.c. and over

1. P. G. Lawson (Chevron BMW) ..... 12.30.2
  2. L. Aylott (Lotus 11 GT Ford) ..... 13.46.0
- Only 2 finishers

Winner's Speed : 83.97 m.p.h.

#### Class "B" — GT Cars up to 1150 c.c.

1. G. Silverwood (Mercury GT Ford) ..... 13.18.4
2. M. G. Warren (Lotus 23 SP GT) ..... \*12.31.4
3. C. J. Radnall (Landar R6 BMC) ..... \*12.35.4

Winner's Speed : 78.90 m.p.h.

\* 9 laps only completed

#### Class "C" — Clubmans Sports

1. R. J. Prest (Lotus 7 Ford) ..... 13.48.6
2. M. Bartram (Chevron B2 Ford) ..... \*12.35.8
3. A. G. Watson (Mallock U2 Ford) ..... \*13.23.4

Winner's Speed : 76.03 m.p.h.

\* 9 laps only completed

Continued on page 16

**CROFT CHAMPIONSHIP MEETING—continued**

**RACE 2. — 10 LAP RACE FOR SPECIAL SALOON CARS 1001 c.c. AND OVER**

**Overall**

1. G. Whitehead (Ford Anglia) ..... 13.32.2
  2. R. Longman (Cooper S) ..... 13.32.6
  3. B. Chatfield (Cooper S) ..... 13.53.6
- Winner's Speed : 77.56 m.p.h.

**Class "A" — 1301 c.c. and over**

1. G. Whitehead (Ford Anglia) ..... 13.32.2
  2. L. Bowmaker (Ford Anglia) ..... 14.48.2
  3. J. A. Sugden (Ford Escort TC) ..... \*14.47.0
- Winner's Speed : 77.56 m.p.h.  
\* 8 laps only completed

**Class "B" — 1001 to 1300 c.c.**

1. R. Longman (Cooper S) ..... 13.32.6
  2. B. Chatfield (Cooper S) ..... 13.53.6
  3. H. E. Tuer (Cooper S) ..... 13.56.0
- Winner's Speed : 77.52 m.p.h.

**RACE 3. — 10 LAP RACE FOR FORMULA FORD CARS**

1. K. Bailey (Alexis Mk. 15) ..... 13.36.2
  2. D. B. Squires (Merlin Mk. 11A) ..... 13.42.4
  3. E. J. Clark (Lotus 51) ..... 13.48.2
- Winner's Speed : 77.18 m.p.h.

**RACE 4. — 10 LAP RACE FOR PRODUCTION SPORT CARS**

**Overall**

1. E. A. Worswick (Jaguar E Type) ..... 13.35.0
  2. R. D. Sutherland (Austin Healey Sprite) ..... 13.44.8
  3. C. Boulter (Marcos 1800) ..... 13.47.4
- Winners Speed : 77.30 m.p.h.

**Class "A" — 3001 c.c. and over**

1. E. A. Worswick (Jaguar E Type) ..... 13.35.0
- (Only finisher)

**Class "C" — 1150 to 2000 c.c.**

1. C. Boulter (Marcos 1800) ..... 13.47.4
  2. L. Thorne (Austin Healey Sprite) ..... 13.48.6
  3. C. Marshall (Triumph Spitfire) ..... 14.06.0
- Winner's Speed : 76.14 m.p.h.

**Class "D" — up to 1150 c.c.**

1. R. D. Sutherland (Austin Healey Sprite) ..... 13.44.8
  2. C. Lee (Austin Healey Sprite) ..... 14.18.8
  3. D. C. Welpton (Austin Healey Sprite) ..... 14.35.6
- Winner's Speed : 76.38 m.p.h.

**RACE 5. — 10 LAP RACE FOR SPECIAL SALOONS UP TO 1000 c.c.**

**Overall**

1. W. McGovern (Sunbeam Bevan Imp) ..... 14.12.2
  2. S. Marshall (Mini) ..... 14.48.4
  3. E. Whymark (Cooper) ..... 14.50.0
- Winner's Speed : 73.92 m.p.h.

**Class "C" — 851 to 1000 c.c.**

1. W. McGovern (Sunbeam Bevan Imp) ..... 14.12.2
  2. E. Whymark (Cooper) ..... 14.50.0
  3. B. Lightfoot (Mini) ..... \*14.21.2
- Winner's Speed : 73.92 m.p.h.  
\* 9 laps only completed

**Class "D" — up to 850 c.c.**

1. S. Marshall (Mini) ..... 14.84.4
  2. J. Anstead (Fiat Abarth) ..... 15.23.2
  3. J. K. Walker (Mini) ..... \*14.35.8
- Winner's Speed : 70.91 m.p.h.  
\* 9 laps only completed

**RACE 6. — 10 LAP RACE FOR FORMULE LIBRE CARS**

1. D. Berry (Brabham BT 16) ..... 12.23.0
  2. D. Hepworth (Hepworth Traco FF) ..... 12.35.6
  3. E. J. Clark (Alexis Mk. 15) ..... 13.39.2
- Winner's Speed : 84.79 m.p.h.

**Fastest Lap**

- D. Berry (Brabham BT 16) ..... 1.11.4  
88.24 m.p.h.

**RACE 7. — 10 LAP HANDICAP RACE**

1. D. Bullen (Cooper S) ..... 13.05.0
  2. J. Mackie (Mallock U2 Ford) ..... 13.08.4
  3. D. Berry (Brabham BT 16) ..... 13.17.4
- Winner's Speed : 66.75 m.p.h.

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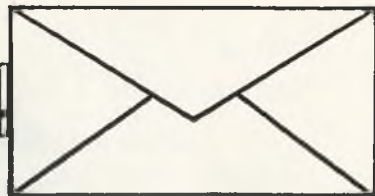
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# Correspondence



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.

## Chippy-lola Vase

Dear Sir,

As an also-ran in this years competition, and with nothing to gain whichever way the decision goes, I feel it only fair on the entrants to know whether this year the interpretation of the rules are as they have been in the past.

Surely, to quote 'where the carrying of passengers is required' means that an event qualifies for marking with active participation by a couple and not where an event takes place at just one venue and the better half stands around like a spare part i.e. Scarborough Practice.

Yours etc.,

Rawdon.

Gordon Chippindale.

## Professionalism in Club Motor Sport

Dear Sir,

In reply to Mr. Clive Mills letter in the June Centre Circular his appeal for other members like himself to have a go is well justified.

The two remarks I wish to pick Mr. Mills up on are (1) Professionals and (2) spending money till it hurts.

Surely the ten or twelve competitors who are game enough to enter all the different types of events the Centre caters for must be the true enthusiast but never professionals.

Secondly, whenever I spend money it hurts, but to analyse the leaders in the Ken Lee Trophy the majority of cars have come from second hand car lots, and indeed the way out leader, Bob Moorhouse in his Knackers Yard Special must have every bit of £200 invested — sorry £203 as it had a lick of paint during the winter months.

To add further to this the overall winner on the June 17th driving tests was in a standard B.M.C. 1100 (P. Cooper — who's he?) and also on the recent Y.S.C.C. Industrial Driving Tests the overall winner was that bearded Turkey breeder Mike Wheatley in a standard 850 Mini if you please.

So come on Mr. Mills, do not despair, you and I must have the same problem this year — cockpit trouble.

Yours etc.,

Rawdon.

Gordon Chippindale.

## That Matter Of Interest In The Centre

Dear Sir,

I have a certain sympathy with Mr. Bettridge's letter in the July Circular but cannot agree with all he says, although I am sure he means well.

The paragraph about Competitor/Organiser/Marshal relationships is not fair. It seems to me that our Centre is exceptionally good in these respects and great trouble is taken to see that everyone is happy. A destructive letter is not enough. I am certain Mr. Bettridge has many helpful ideas which will surely be given serious attention if he were to come forward with them. It has been suggested to me by members in the Scarborough district, that if there was the occasional Natter and Noggin Night, say, in York, they would gladly turn up. As for "too many chiefs", we could do with many more active Indians.

Yours etc.,

Bilbrough.

Keith Chippindale.

## Apathy — Or Something Else ?

Dear Sir,

Following the small attendance at this years A.G.M. the Editor has invited comment on the general subject of apathy. The reason is understandable for it cannot be taken for granted that lack of support is an indisputable indication of general satisfaction at the way the club's affairs are being run. However, it is not just disapproval of its actions which Committee fears, but indifference.

Apathy is suggested as the culprit but a letter from J. Brierley in a recent issue of the Circular suggests that the trouble may go beyond any single cause for in his last sentence he expresses his hope that he will have more time available next year. I am sorry but I do not think he will; and if he does then it is probable another member will find he has less time than he expects.

For the fact is that times have changed dramatically these last few years and although as a nation we are having more and more leisure time, the time which we as individuals are able to devote to taking part in the club seems to be becoming less and less. This explains the paradox of increasing membership, good public attendances at meetings but very little increase in 'personal effort' — the same old faces in the working parties and running the practice days. Times have changed for the sport too. Overall our Harewood National meetings probably involve more people than even the All Fools Eve rallies of the last decade, but the major proportion of marshals are concerned with crowd control, observing, programme selling, etc., all necessary but passive occupations. There is much less scope for the active member to feel a part of a meeting and hence a part of the club. This I think is the germ of the apathy trouble. These meetings are now so big, so amorphous, so 'commercial' that the ordinary club member feels remote and detached. I admit to finding Saturday practice much more enjoyable than the event.

But these arguments cannot apply to the smaller monthly club night event. So why the declining interest? For my own part I can only plead a succession of personal factors which have made me short of time, combined with having got out of the habit. But this will not be true of everyone else. It

Continued on page 19



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Lots and lots of competitors for the Birds Event on Tuesday 2nd September. To be held at Main Entrance, Great Yorkshire Show ground, Harrogate, start 6-30 p.m., entry fee 10/-.

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### CORRESPONDENCE—continued

would be interesting to hear if that bedmate of apathy — the social clique is active. Loneliness is not synonymous with solitariness. Far real loneliness experience being on your own in a crowd of which you are supposed to be a part. Experience it once and you will think twice before coming to another 'social' event.

I have suggested that the club is beset by several problems including apathy — individual shortage of time, change in leisure activities, in the pattern of motor sport and perhaps cliquishness. We are not the only club troubled in such a way. An awareness of the problem and a willingness to admit its existence goes a long way to remedying the condition.

Yours etc.,

Harrogate.

Bill Varley.

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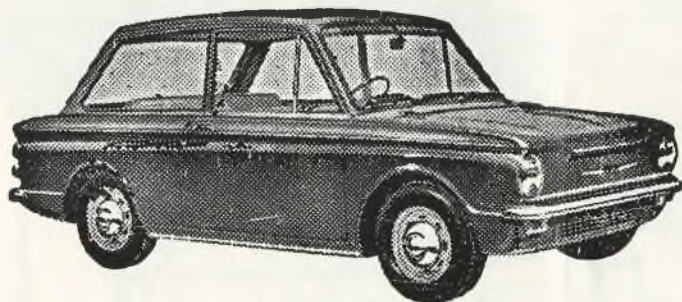
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# DATES

# For Your Diary

## YORKSHIRE CENTRE PROGRAMME

Date 1969	Event	Status	Centre Annual Competitions
31 August	Annual Cricket Match	—	—
2 September	* Birds Event	Closed	K
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	—	—
26 October	Greenwood Cup Trial	Closed Jt.	CKA
4 November	Club Night — Social — Sicklinghall	—	—
18 November	Club Night — Social	—	—
29 November	Annual Dinner Dance	—	—
2 December	Club Night — Social — Sicklinghall	—	—
16 December	Club Night — Social	—	—

\* 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.

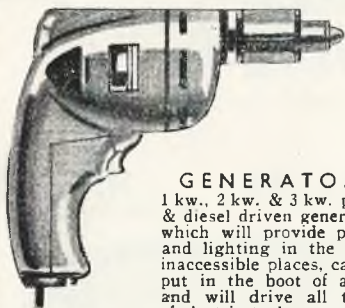
### OTHER EVENTS

\* 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 SEPTEMBER

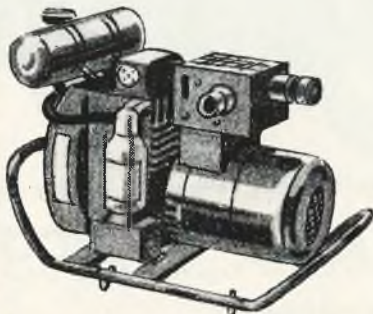
1st	* Race Meeting, Silverstone — Notts S.C.C.
1st	* Race Meeting, Castle Combe — B.R.S.C.C. (SW Centre)
1st	"Battle of Britain" Race Meeting, Croft — Darlington & District M.C.
1st	Race Meeting, Snetterton (Nat. Open) — (BARC/OSRAM-GEC Champ.) — B.A.R.C. (H.Q.)
1st	Race Meeting, Brands Hatch (Int.)
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	* Race Meeting, Silverstone — SUNBAC
6th	* Race Meeting, Aintree — Aintree C.C.
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.
6/7th	* Holland Cup Rally — Boston & D.M.C. & L.C.C.
7th	* Sandrace/Sandcross, Ainsdale — Liverpool M.C.
7th	* Autocross, Burstow Park Estate, near Horley — Chislehurst M.C.

- 7th \* Hampshire Centre Rally — Bournemouth M.C.
- 7th \* Hill Climb, Baitings Dam — Lancs. A.C. — Regs from A. Iddon, Esq., 17 Coleridge Drive, Baxenden, Accrington, Lancs.
- 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 \* Race Meeting, Mallory Park — Nottingham S.C.C.
- 14th \* Sprint, Santa Pod — London M.C.
- 14th \* Autocross, Odiham — Farnborough & D.M.C.
- 14th \* Race Meeting, Silverstone — 750 M.C.
- 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.)
- 20th \* Race Meeting, Silverstone — M.G. C.C.
- 20/21st \* Autocross (Restricted) — B.A.R.C. (E. Midlands) (BTRDA Autocross Champ. — Finals).
- 21st \* Autocross — West Lancs. M.C.
- 21st \* Autocross, Canewdon — T.E.A.C.
- 21st Driving Tests — Morecambe C.C. (Castrol/B.T.R.D.A. Autotest Champ.)
- 21st Canadian Grand Prix (Int.)
- 21st Race Meeting, Thruxton (Nat. British) — B.A.R.C. (H.Q.)
- 21st Race Meeting, Thruxton (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.)



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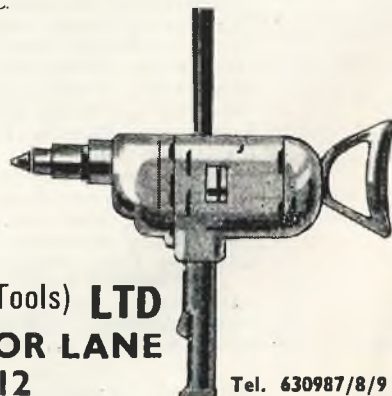


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