



# YORKSHIRE CENTRE CIRCULAR



OCTOBER **69**

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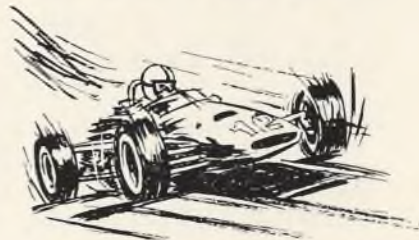
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OCTOBER **69**



## Torque

### Congratulations Department

Congratulations to David Hepworth on his splendid achievement of winning the 1969 Shell/R.A.C. British Hill Climb Championship by a clear margin of 9 points from his nearest rival, Roy Lane.

That David has managed to take over the crown from fellow Yorkshireman and Centre member Peter Lawson is a source of satisfaction to all of us for, to be honest, we like things that way. Especially pleasing however is the way in which this has come about for David has toiled very, very hard for his success, burning untold gallons of midnight oil constructing and fettling his cars through the years.

None will dispute he deserves his success nor the commendable modesty with which he has accepted what must be, to him, a very satisfying achievement.

Congratulations also to Jeff Goodliffe for an outstandingly successful season culminating in his winning the Castrol/B.A.R.C. Hill Climb Championship for the second successive year. Jeff's driving of the Minisprint GT has been sensational throughout the year and few class records have survived the onslaught of this formidable combination. Towards the end of the season it seemed just possible the 1968 Champion might be caught but in the final round at Scarborough he showed his class rushing up the hill in 48.15s to score 9.78s under his class bogey time giving him a finishing championship score of 53.72 — some 3.35 ahead of nearest rival Chris Cramer.

Congratulations also to Tony Fall who, with Gunnar Palm beside him, drove the works Ford Escort TC to victory in the rugged Camino de Inca road race — an

Continued on page 5

### COVER PICTURE

The Championship meeting on 14th September was notable for several brilliant performances but none better than that of 1968 Hill Climb Champion Peter Lawson whose polished driving in the Chevron B8 BMW was only .85s slower than F.T.D. — a remarkable achievement.

(Jeff Binns photo)

# David James

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## TORQUE—continued

event with which few of us were previously familiar but which it seems was tackled by Fords as part of their World Cup Rally preparations.

The race, which the team won by two hours, was held over about 1700 miles of rough, fast Peruvian roads and appears to have taken a high toll amongst competitors two of whom died in an accident.

### Centre Annual Trophies — Harewood

The various Centre annual trophies awarded for best performances at Harewood during the season were won by the following for 1969:

#### Yorkshire Post Trophy

*To the competitor who records the fastest time of the season irrespective of class*

Sir N. Williamson ..... 42.00s

#### Jack Farrar Trophy

*To the B.A.R.C. member resident in the county of Yorkshire who records the fastest time of the season irrespective of class*

D. Hepworth ..... 42.09s

#### Appleyard Group of Companies Trophy

*To the competitor who records the fastest time of the season driving a "Marque" Sports Car running in Classes 6 to 8 inclusive*

J. F. Thompson ..... 48.31s

#### Wallace Arnold Trophy

*To the competitor who records the fastest time of the season driving a Touring Car running in Classes 1 to 3 inclusive*

N. Porter ..... 45.58s

#### Total Trophy

*To the competitor making the greatest improvement over the class records which were standing before April 20th meeting running in the Touring Car Classes 1 to 5 inclusive*

C. F. Cramer ..... +4.72s

The congratulations of all are due to these competitors each of whom fully deserves the recognition his splendid performances have thus brought.

### 1969 Castrol/B.A.R.C. Hill Climb Championship

1st: Archie Frazer Nash Trophy & £100

J. W. Goodliffe

2nd: £75 and Souvenir Plaque ..... C. F. Cramer

3rd: £50 and Souvenir Plaque ..... D. H. Way

4th: £40 and Souvenir Plaque ..... J. C. Northcroft

5th: 30 and Souvenir Plaque ..... P. E. Voigt

6th: £20 and Souvenir Plaque ..... A. G. Hutcheon

Ladies Award: "The Fast Lady Trophy", Souvenir Plaque and £20 ..... Miss J. R. Day

In the ten qualifying rounds best Championship performances were made by:

Jeff Goodliffe	6
Chris Cramer	2
D. H. Way	1
David Good	1

And finally, in recognition of his sporting efforts a small token award was made to Alexander Boyle from London who competed in each of the ten rounds and never once beat his bogey time.

## John Netherwood

John Netherwood's resignation from Events Committee of which, by virtue of his commitment with publicity for Harewood he was a member, will be widely regretted — as much so outside "management" circles as within them. John took on the difficult and time-consuming task at the beginning of this year, his efforts being frequently fraught with frustration as succeeding Stockton Farm meetings were bedevilled by bad weather. To publicise the venue with the general public he devised and staged several exhibits such as the displays in the Seacroft Centre, and more recently, in Schofield's store when Allan Staniforth's Terrapin had hastily to be substituted for Jimmy Johnstone's Brabham following the latter's accident at Shelsley.

John has laboured hard and effectively on our behalf and his services in this respect will be much missed.

### December Club Nights

A memory-jogger that the usual social club nights will be arranged for Tuesday 2nd December — at The Scotts Arms, Sicklinghall — and Tuesday, 16th December — at a venue to be publicised later.

Christmas is traditionally the season of conviviality so make a note to come along — if only to play hell about the wrongs perpetuated or instituted by those responsible for the Competition Classes for 1970!

### Harewood Safari

The necessity to abandon the Harewood Safari at the last minute was an acute disappointment, especially as it had promised not only to be something new but something highly entertaining also.

As we had a suitable midden all lined up and reconnoitered and the enthusiastic support of its owners it was especially hard the event had to be cancelled owing to inability to organise it following the late withdrawal of the original Clerk of the Course. We hope for much better things next October.

### New Members

Welcome to the undermentioned new Centre members whom we hope to meet soon at a Centre function.

E. Craggs, Kirkby Moorside.  
D. C. Etherington, Crook.  
P. G. Herbert, Darlington.  
C. R. Jackson, Leeds.  
J. Pascoe, Blackwood.  
S. K. Sutcliffe, Keighley.  
D. J. G. Wardrop, London.  
R. Wilson, Riddlesden.

### Joint Members

Mr. & Mrs. J. Sutcliffe, Bardsey.

### Junior Members

A. J. Sandford, Leeds.  
G. J. Taylor, Keighley.  
K. S. Wright, Middleton-St.-George.

Centre membership now stands at 1,237.



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# next month

NOVEMBER

## Castrol-Guards Quiz — 6th November

Our first round tie — an away fixture against the team from Alwoodley Community Association M.C. — will take place at the clubhouse of the Moortown R.U.F.C., Far Moss, off The Avenue, Alwoodley, Leeds (96/294403) on Thursday, 6th November, starting at 7.45 p.m.

The arrangements include, by kind co-operation of the committee of the rugby club, temporary membership of the club enabling spectators to imbibe freely and legally up to the rather early hour of 10 p.m. that being, in the eyes of the city fathers, the time at which refreshment should cease to flow.

To give onlookers — and we hope a large body of Centre members will go along to support our team — a bonus the Leeds University M.C. team will be playing its first round tie against the Penistone Moorland M.C. the same evening.

## Club Nights

The November club nights on Tuesday 4th and Tuesday 18th will, as customary during the opening months of the "off season", be social gatherings at The Scotts Arms, Sicklinghall and Morley R.U.F.C. clubhouse respectively.

Whilst the Scotts Arms gatherings continue to be well-supported those south of the river attract few members (these notes are written before the October night) which is both a disappointment and puzzle to those who lay them on. Do any of our Bradford-Halifax-Huddersfield-Dewsbury area members, who are by no means lacking in enthusiasm in other respects, care to put forward any explanations for this lack of support and/or make suggestions?

## RAC Rally — 15th November

This year's R.A.C. Rally passes through Yorkshire right at the beginning of the event rather than at the fag end and the Dalby South special stage — which has been allotted to the Yorkshire Centre to organise and man — will be the fifth competitors have to face since leaving the London Airport start earlier in the day. Consequently it is expected few of the 150 starters will have fallen by the wayside by the time they get to us — which will be quite a change from previous years.

This 19 mile stage, longest in the whole rally, which will carry a bogey time of 20 minutes dead, starts at 92/875½834 and ends at 92/878½882 opening at 21.30 hrs. on Saturday 15th November. In view of the timing a large number of spectators is anticipated and Ronnie Varley, who is i/c proceedings is, with 19 miles of road to cover, anxious to muster the maximum marshalling support he can raise. It obviously helps him with his pre-planning if he knows in advance just what he has at his disposal so if you're available and willing

to lend a hand and haven't already volunteered will you please notify Linda Thornton at Centre Office or, if you prefer, Ronnie himself at Shaw Green Farm, Blackmoorfoot Road, Crosland Hill, Huddersfield (Tel. : Huddersfield 28663 (day) or Huddersfield 53694 (evenings).

The marshalling arrangements provide for a working party to lay out the stage to gather at The Cayley Arms, Allerston, near Pickering — on the main Pickering to Scarborough road — between 09.00 and 10.00 hrs. on Saturday morning and perhaps needless to say, all will be welcome. The marshalling team proper will gather at the same venue by 18.30 hrs. the same evening to sign on and be briefed and allocated to duties and then move off into position in the forest. If you haven't previously volunteered but find you can come along at the last minute, by all means do so but please don't omit to report to a responsible official on arrival and make sure you sign on as otherwise you won't be covered by the rally insurance and will get nowt if by any mischance you should be injured

## Annual Dinner Dance — 29th November

This year's dinner dance has, as surely all Centre members must know by now, been brought forward by a fortnight and on to a Saturday — the 29th November — this being the first time we've been able to get it at a week-end for many a long year. Happily the change entails no curtailment of either the licensing hours or those for dancing and the general opinion is, so far, unanimously favourable.

Beset by heavy increases in SET as well as higher general costs the management of the Queens Hotel, Leeds has been obliged to raise its charges and rather than accept a lower standard of meal the Committee has opted for a continuation of the higher standard at which we've always aimed, and we venture to think, usually attained. Music as in former years will be provided by Edwin Harper and to help the financial ends meet the usual tombola will be operating with a variety of prizes the tickets for which will be dispensed by a couple of Chippy's dishy dollies.

With moderate performers asking the earth nowadays and their more notable counterparts being impossible, the form the entertainment should take has been the subject of a great deal of discussion. As these notes are written the final arrangements haven't been made and although it's unlikely any "name" artists will be appearing the Social Committee is determined the evening shan't be any the less enjoyable for that.

A ticket application form is enclosed with this Circular and anticipating a pretty brisk demand we'd suggest you don't delay if you intend coming along.

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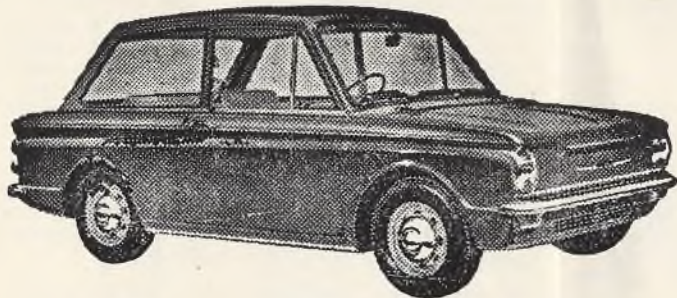
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# COMPETITION CHATTER

## COMPETITION CHATTER

● The Speed Events Classes meeting was attended by 42 interested parties, one of whom was not a member but had come from the Bolton area to air his views, along with the others, on the amendments necessary for the proper appointment of competitors for the 1970 season.

John Stroud took the chair and the sub-committee were present to test the feeling of the meeting, so that the sub-committee could consider and submit acceptable recommendations to the Main Committee. The following suggestions were made for consideration.

Class 1. John Busfield suggested that the larger-engined Imp derivatives return to this class, along with the 970 c.c. and 1071 c.c. Cooper 'S'. The removal of the tray from the boot of the Mini-Cooper range was thought to be permissible and some discussion took place on "swaging" of bodywork to permit the fitting of wide wheels. It was felt that this is permitted provided that the mass of the bodywork is not reduced.

Class 3. Various tentative suggestions were made for the amendment of this well-supported class, none of which appeared acceptable to the meeting.

Class 6, 7 & 8.

Gordon Harrold suggested that it should be permissible to modify a Mark 1 Sprite by fitting a later and larger Sprite engine, without being removed from this class. Brian Kenyon disagreed, feeling that the class should remain as it is. He also suggested that fuel injection (and 8-port heads for B.M.C. cars) should not be allowed on Marque cars. Peter Standidge supported this and added that the embargo should be extended to Touring cars also.

Mervyn Bartram proposed that all cars in these classes ought to be road-going and suggested that magnesium wheels and racing tyres should be excluded. Jim Thompson suggested that the class should be for standard road cars, or be defined as for "Prodsports" (I presume this will now become "Modsports" — AJH) instead of an intermediate specification.

Steve Simpson suggested that classes 6 and 7 should be merged and then subdivided into standard and light-weight. The possibility of raising the upper limit in class 7 to 3 litres was suggested, as was the abandonment of the Special G.T. class and the inclusion of these cars with standard sports cars or "Prodsports".

Malcolm Dungworth considered that it would be difficult to make a valid eligibility specification for such classes, so that the way might be open to the "buying" of the class by large financial outlay. He favoured adherence to the "Prodsports" regulations for clarity and felt that this would increase entries also.

Jim Thompson asked that the scrutineers make a ruling at the beginning of the season on what they will allow to be removed from cars and then work to that ruling through the season.

Classes 9 & 10.

A suggestion had been received from "Chippy" Stross that the class be divided at 1900 c.c. and from Jim Bunney that Chevrons be classified as Sports/Racing cars and that the "Special G.T." category ought to consist of cars conceived as road-going transport.

Class 11. Mervyn Bartram suggested a split to give a 1000 c.c. class, which John Love felt would receive good support in 1970.

Classes 12, 13 & 14.

Class 13 has been ill-supported and is not to be continued. A class split at 1300 c.c. was suggested.

Classes 15—18.

Steve Simpson queried the viability of the four-wheel-drive class and felt that it should be merged with class 17.

After the Chairman had summed up the meeting, Jim Thompson suggested a class or award on the lines of the "Shelsley Special" class for "one-off" cars.

## ● Things to do in November:

Nov. 9th Leicestershire C.C. "John Bull" Sporting Trial.

N. Midland M.C. Autumn Production Car Trial; Winster, Nr. Matlock.

15th R.A.C. Rally — Special Stage in the North Yorkshire forest — Saturday evening, up to about midnight. Warm clothes, hot drinks, torches, etc. highly necessary; any do-it-yourself rescue equipment useful as services aren't readily available in the middle of the night in a forest. Lots of willing volunteers required for one of the high spots of the year!

A.J.H.

# HAREWOOD CHAMPIONSHIP

14th SE

In the final round of the 1969 Shell/R.A.C. British Hill Climb Championship at Harewood F.T.D. went deservedly to Sir Nick Williamson whose beautifully turned out 5 litre McLaren M10A proved faster by .09s than 1969 Champion David Hepworth's Hepworth Traco FF, despite the tremendous efforts made by the latter to round off his highly successful season with a clear victory on his home ground. The duel between these two went on all day through the class runs and into the championship run-off and held the attention of the large crowd. That the six fastest men in the championship qualifying round were separated by no more than three-quarters of a second was a measure of the close competition throughout the day in which six class records fell.

In the Castrol/B.A.R.C. Hill Climb Championship — for which the meeting was the penultimate round — Jeff Goodliffe, despite breaking his own class record, was unable to improve upon his position and Chris Cramer, also with a new class record, moved a shade nearer his Minisprint-mounted rival.

In the five-car class for the smallest touring cars Eric Stansfield's blown 998 c.c. mini secured a fairly easy win from Standidge and Chambers, the latter having a fight for second place which eventually went to the former by .23s. In the 1301 c.c. and over category Richard White was right back in the groove with a sizzling 49.20s in the Cortina GT, breaking his own class best-ever by nearly two seconds and being 3.23s better than second placeman Paul Stephenson (Cortina GT) into the bargain. The Special Series category however was a closer run affair John Pascoe, after lying second at the end of the first runs, managing to snatch the class ultimately by .06s from Nick Porter who, in turn, was only .51s ahead of Douglas Bullen.

In the three runner special Saloon Car class up to 1000 c.c. Chris Cramer with two beautiful drives made it look so easy breaking his own class record by 1.18s to take the title by no less than 3.90s from Eric Stansfield who was himself .06s ahead of Sandy Hutcheon. In the over 1000 c.c. sector the famille Christie again crossed the Border intent on giving the Sassenachs a lesson and again Tom of that ilk succeeded with 47.65s, just .53s faster than the best Ronnie Briggs could muster. David Blackledge, however, after a disastrous first attempt made no mistake next time and neatly ousted John Christie from third place with 48.09s — just 0.4s better than the Scot could manage.

Fred Whitaker (MG Midget) could do little about Brian Kenyon's Sprite in the under 1300 c.c. Marque Sports Car class and in the 1301 to 2200 c.c. section Steve Simpson (TVR 1800S) was unable to better Bennis 51.15s with the Marcos. Judith Day was third with the smaller-engined Marcos. The unlimited category — four E Types and a lone Gilbern — was a Jim Thomson bonanza the class record holder being .53s quicker than arch-rival Alan Mountain.

The up to 1300 c.c. GT class contained an assortment of interesting machinery of which, almost inevitably, the quickest and best-driven was that of 1968 Castrol/B.A.R.C. Champion Jeff Goodliffe — who also led the 1969 championship — who clipped .24s off his existing record on his first run and took the class from John Northcroft (MG Midget) by 1.44s. Jim Bunney (Marcos Mini GT) after holding second place at the end of the first runs was pushed into third place by Northcroft despite an improvement of .17s. The category for the

over 1300 c.c. GT cars was dominated by Peter Kaye's Chevron BRM which quickly established its superiority with 47.20s on its first run although Richard Stross (Lotus Elan) with 47.45s showed clear intention not to be intimidated. In the second runs the Chevron driver, warning no doubt to the task in hand, cut back to 46.15s whereupon his Lotus-mounted adversary not to be outdone, went at things a shade too heartily and lost it coming out of the gateway into Orchard, to slowly overturn on the shingle protecting bank fortunately with no more than loss of dignity — and damage to Dad's bank balance! Jack Maurice, benefiting from this contretemps, motored the Ferrari 275 LM quietly but effectively to record 46.40s and thus take second place but Richard Stross had at least the satisfaction of a well-earned third place.

The Clubmans Sports Car class looked another certainty for Bob Prest (Lotus 7 Ford) after his occupation of first spot at the end of the first climbs, especially as only he had got below 50s. However, Slinn (Mallock U2 Ford) had other ideas and with sparks flying from the undertray at the Farmyard bump he flew up the hill to do a cracking 48.61s and try though Prest did he couldn't get under 49.21s. Just behind, Joe Ward (Ward Ford) had to be content with third place with 50.09s.

The presence of Peter Voigt with his trim little DRW Imp made the outcome of the Sports/Racing up to 1600 c.c. class something of a foregone conclusion so rapid is this combination nowadays and although his 46.10s was .5s outside his own class record it was good enough for the day — and 1.44s better than Howard Wilkinson's best in the Lotus 23B Ford. Howard wasn't hanging about either, especially with Trevor Smith (Crosslé CSS) on his tail only .32s in arrears. The next class — for front-engined rear wheel drive Sports/Racers over 1600 c.c. — had only three entries of which one was an absentee and of the remainder Maurice Starbuck (Chrysler Special) was the faster with 48.54s — 5.08s quicker than Walton's TBS Bristol. To compensate for what may have appeared a slightly hollow victory however, Maurice lowered his own class record by .78s in the process. In the last Sports/Racers category Peter Lawson, driving the Chevron BMW magnificently, shattered Phil Scragg's record with a superb 43.80s — with promise of yet better things to come in the championship run-off.

In the single-seater section up to 1100 c.c. Allan Staniforth's Terrapin Min Mk. 1 with its Elvington nose just clear of the road was almost two seconds ahead of Mike Allan's Ecosse Imp and in the five car field in the next class Peter Blankstone, sharing the Lotus 41C Ford with brother David, was the quicker of the two by .8s with Chris Court (Brabham BT 21A Ford) third .26s behind. The over 1600 c.c. class had eleven runners, almost all championship contenders and was especially notable for Agnes Mickle's sporting gesture of standing down to enable carless Mike McDowell to run in her car and thereby qualify for further points

# WOOD P HILL-CRIMB PTEMBER

in the national championship in which he was well placed. Despite splendid performances by Jimmy Johnstone (43.20s) and Martin Brain (43.68s) Williamson's new McLaren just wasn't to be denied and his class record breaking 42.00s — best of the day as it turned out — was magnificent. The four-wheel drive single seaters had, in the absence of John Cussins, only two runners, Peter Meldrum (PR2 Ford) and David Hepworth (Hepworth Traco FF) — a position which would have seemed almost unthinkable a year previously when universal all four corner traction was confidently being predicted. With Meldrum's car still not au point the new champion had little opposition but try though he might — and he certainly did — to better the McLaren drivers time he just couldn't manage it, 42.36s being the best he could muster.

The ten fastest men in the Castrol/B.A.R.C. Championship gathered for their run-off and most were able to improve upon their class runs first time up and yet again on their second climbs although Jeff Goodliffe was a notable exception. Chris Cramer, running last, had gearbox sourness on his first run and that was that for the day but his class run performance had been enough to give him the best improvement of the day and bring him nearer Goodliffe in the championship table with one more meeting to go.

With the destination of the 1969 Shell/R.A.C. British Hill Climb Championship already decided interest centred on who would fill the second, third and fourth places. Roy Lane, current occupant of second spot, could be overtaken by Williamson and/or Brain — an eventuality he appeared determined to stave off. At the end of the first round of Championship runs the order was Williamson, Hepworth, Brain, Lawson (!), Lane and Johnstone. Next time up the last four all improved upon their times again but whilst Brain had retained third place, Lane was fourth and Johnstone fifth, Lawson having been pushed down to sixth. Making the final climbs of an interesting day Hepworth failed to improve on his first, although he remained secure in second place. Williamson, going last, set off on a very rapid climb but had the wretched luck to accidentally switch off the ignition on coming out of Farmhouse and that was that although he'd still not been bettered in the Championship class nor, for that matter, all day.

So the final placings left Williamson and Lane tied with 69 points but as the latter had broken two course records — at Doune and Great Auclum — during the season second place was his. Strangely Martin Brain and Mike McDowell also tied for fourth place which went to Brain. McDowell moving down to fifth.

The meeting — and championship season — was rounded off by a pleasant little prize-giving ceremony afterwards at which the champions and annual awards winners received their well-deserved acclamation and tribute was appropriately paid to Castrol and Shell who have done so much for the sport of speed hill climbing during the year and who, it was announced, intend to continue to do so during 1970.

## Results

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

1. E. Stansfield (BMC Cooper)	51.09
2. P. Standidge (BMC Cooper)	53.15
3. P. Chambers (BMC Mini)	53.38

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

1. R. White (Ford Cortina GT)	49.20
2. S. P. Stephenson (Ford Cortina GT)	52.43
3. J. Brett (Vauxhall Viva GT)	52.87

### Class 3. — Touring Cars Special Series

1. J. Pascoe (BMC Cooper S)	49.21
2. N. Porter (BMC Cooper S)	49.27
3. D. Bullen (BMC Cooper S)	49.78

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

1. C. J. Cramer (BMC Cooper S)	46.26
2. E. Stansfield (BMC Cooper S)	50.16
3. A. C. Hutcheon (BMC Cooper S)	50.22

Only 3 runners

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

1. T. B. D. Christie (BMC Cooper S)	47.65
2. R. Briggs (BMC Mini)	48.18
3. R. D. Blackledge (BMC Cooper S)	48.89

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

1. B. Kenyon (Austin Healey Sprite)	50.69
2. F. J. Whitaker (MG Midget)	52.45
3. C. G. Seaman (Austin Healey Sprite)	56.01

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

1. M. H. Benn (Marcos 1600 GT)	51.15
2. S. J. Simpson (TVR 1800S)	52.78
3. Miss J. R. Day (Marcos 1500 GT)	53.56

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

1. J. F. Thompson (Jaguar "E" Type)	48.72
2. A. Mountain (Jaguar "E" Type)	49.26
3. J. A. H. Lambert (Jaguar "E" Type)	51.53

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

1. J. Goodliffe (Minisprint GT)	47.08
2. J. C. Northcroft (MG Midget)	48.52
3. J. D. Bunney (Marcos Mini GT)	48.88

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

1. F. P. Kaye (Chevron B8 BRM)	46.15
2. J. Maurice (Ferrari 275 LM)	46.40
3. R. B. Stross (Lotus Elan)	47.45

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

1. F. M. Slinn (Mallock U2 Ford)	48.61
2. R. J. Prest (Lotus 7 Ford)	49.21
3. J. Ward (Ward Ford)	50.09

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

1. P. E. Voigt (DRW Imp Mk. 6)	46.10
2. H. Wilkinson (Lotus 23B Ford)	47.54
3. T. Smith (Crossle C55)	47.86

### Class 13. — Sports/Racing Cars FE/RWD 1601 c.c. and over

1. M. Starbuck (Chrysler Special)	48.54
2. J. Walton (TBS Bristol)	54.62

Only two runners

Continued on page 13

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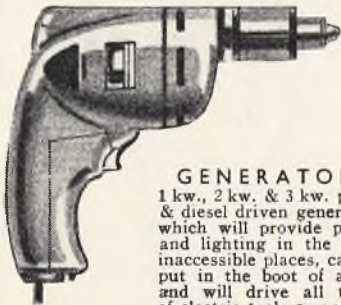
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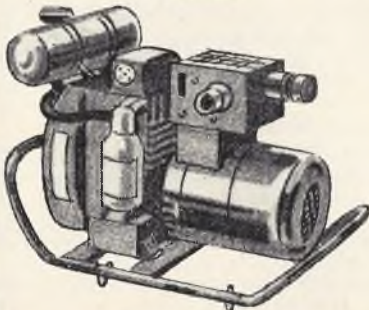
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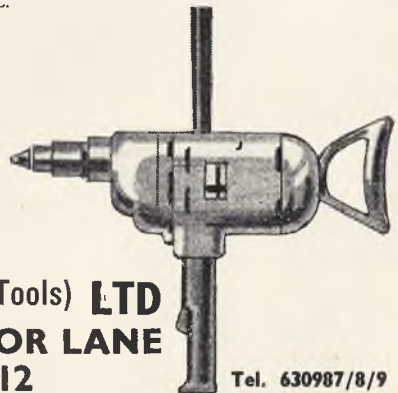
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**HAREWOOD—continued**

**Class 14. — Sports/Racing Cars RE or 4WD 1601 c.c. and over**

1. P. G. Lawson (Chevron B8 BMW) .....	43.80
2. D. R. Good (Chevron B8 BMW) .....	46.05
3. J. M. McCartney (Felday 4 BRM) .....	48.16

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

1. A. Staniforth (Terrapin Mk 1) .....	45.86
2. M. C. Allan (Ecosse Imp) .....	47.72
3. F. H. Crosby (Mamba Mk. 3) .....	49.11

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

1. P. A. Blankstone (Lotus 41C FVA) .....	45.64
2. D. R. Blankstone (Lotus 41C FVA) .....	45.72
3. C. B. Court (Brabham BT 21A Ford) .....	45.98

**Class 17. — Racing Cars 1601 c.c. and over (excluding 4-WD)**

1. Sir N. Williamson (McLaren M10A Chev.)	42.00
2. J. Johnstone (Brabham BT14/21 Buick)	43.20
3. M. R. Brain (Cooper Chrysler)	43.68

**Class 18. — Racing Cars 4 WD any capacity**

1. D. Hepworth (Hepco Traco FF) .....	42.36
2. P. H. Meldrum (PR 2 Ford) .....	47.08

Only two runners

**Castrol/B.A.R.C. Hill Climb Championship Run-Off**

D. R. Good .....	44.57
P. E. Voigt .....	45.45
J. Maurice .....	46.30
J. C. Northcroft .....	47.82
E. Stansfield .....	49.16
A. G. Hutcheon .....	49.28
J. W. Goodliffe .....	49.44
F. J. Whitaker .....	51.35
S. J. Simpson .....	51.48
C. J. Cramer .....	No times

**Shell/R.A.C. British Hill Climb Championship Run-Off**

1. Sir N. Williamson (McLaren M10A Chev.)	42.08
2. D. Hepworth (Hepworth Traco FF) .....	42.09
3. M. R. Brain (Cooper Chrysler) .....	42.49
4. R. T. Lane (Tech-Craft Buick) .....	42.61
5. J. Johnstone (Brabham BT4/21 Buick) .....	42.69
6. P. G. Lawson (Chevron B8 BMW) .....	42.85
7. J. T. Butterworth (Brabham BT 19 Buick)	43.86
8. M. McDowell (Brabham BT 23B Climax) .....	43.93
9. P. A. Blankstone (Lotus 41C FVA) .....	44.88
10. D. R. Blankstone (Lotus 41C FVA) .....	44.99

**Awards**

**FTD — Double Twelve Trophy & £60**

2nd FTD (£30) .....	Sir N. Williamson
3rd FTD (£20) .....	D. Hepworth
4th FTD (£15) .....	M. R. Brain
	R. T. Lane

**First Class (£10)**

E. Stansfield; R. White; J. Pascoe; C. F. Cramer; T. B. D. Christie; B. Kenyon; M. H. Benn; J. F. Thompson; J. W. Goodliffe; F. P. Kaye; F. M. Slinn; P. E. Voigt; M. Starbuck; P. G. Lawson; A. Staniforth; P. A. Blankstone; Sir N. Williamson; D. Hepworth.

**Second Class (£3)**

N. Porter; R. Briggs; S. J. Simpson; J. C. Northcroft; J. Maurice; R. J. Prest; H. Wilkinson; M. C. Allan; J. Johnstone.

**Third Class (£1.10) .....**

D. Bullen; T. Smith

**Ladies Award (£5) .....**

Miss J. R. Day

**Class Record Plaques**

R. White; C. J. Cramer; J. W. Goodliffe; M. Starbuck; P. G. Lawson; Sir N. Williamson.

# CENTRE ANNUAL COMPETITIONS

The following are the leading positions in the several annual competitions up to and including the club night evening event on Tuesday 7th October.

The final positions will be published next month.

Any enquiries about these markings, etc. should be directed to Tony Riall, Weedling Gate, Stutton, Tadcaster (Tel. Tadcaster 2155 — home — or Barnsley 5541 — office).

Tony would also welcome views on desirable changes to the rules for these competitions for next season.

**Pearce Trophy**

	PCT	V	W	Total
1. G. F. Chippindale .....	125	8	11	144
2. I. K. Hardy .....	120	11	11	142
3. H. C. Mason .....	129	—	8	137
M. J. Frost .....	121	8	8	137
5. Miss J. Lee .....	116	8	8	132
6. M. H. Whaley .....	122	8	—	130
7. J. R. Hardcastle .....	119	8	—	127
8. J. M. Busfield .....	103	8	8	119
9. A. J. Hodgetts .....	98	8	—	106
B. A. Kitching .....	88	8	10	106

Miss J. Lee leads in the Firth Bowl competition.

**Ronald Hudson Memorial Trophy**

1. M. J. Frost .....	146	16	8	170
2. D. Easthope .....	112	16	—	128
3. D. M. Gledhill .....	88	—	—	88
4. B. Bettridge .....	64	8	—	72
5. R. J. Stephenson .....	16	—	—	16

**Ken Lee Trophy**

1. I. K. Hardy .....	27	4	4	35
2. R. G. Moorhouse .....	31	1	1	33
3. G. F. Chippindale .....	24	1	4	29
4. J. C. England .....	20	1	—	21
5. B. A. Kitching .....	10	—	3	13

None of the leading competitors in the Ken Lee Trophy competition has any need to discard marks at this stage.

**Chippy-lola Vase**

Mr. & Mrs.:	A	J	K	L	Q	Total
1. I. K. Hardy .....	—	12	13	1	12	48
2. D. K. Haigh .....	13	11	10	9	11	45
3. J. M. Busfield .....	11	9	11	13	8	44
4. H. C. Mason .....	—	8	12	10	9	39
5. B. A. Kitching .....	9	8	—	8	13	38
6. M. M. Rogerson .....	10	8	9	8	—	35

**Key**

- A Sleuth's Mug — 9th March.
- J Scarborough Week-End — 7/8th June.
- K Evening Event Driving Tests — 17th June.
- L E. A. Denny Trial — 22nd June.
- Q Greenwood Cup Practise — 5th August.
- V Scarborough Hill Climb — 27/28th September.
- W Club Night Driving Tests — 7th October.
- PCT Previous Corrected Total.

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## NOVEMBER CIRCULAR

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

**WEDNESDAY 12th NOVEMBER**

otherwise publication in that issue cannot be guaranteed.

## BARC-BQ

13th SEPTEMBER

The BARC-BQ at Stockton Farm on the eve of the Championship meeting has now become something of an institution both as an occasion and the informal atmosphere which surrounds it.

This years dance, attended by 400 or so revellers, was certainly no less enjoyable than any of its predecessors and the introduction of a discotheque was a welcome innovation — especially by the disc jockey of previous years, Mike Wilson, who certainly used his new-found freedom to the utmost! The bar and snack service was both efficient and pleasant and many remarked afterwards that this aspect, by far the best we've yet experienced, made this the best-ever BARC-BQ. For this our gratitude is due to the caterers and their staff who worked hard and long — and had to be back on duty again early next day.

Laying on an occasion of this kind in temporary surroundings isn't the easiest of tasks — nor the most pleasant as Harry Mason and his shovel-wielding companion will readily testify! — and the success of the evening was due in no small measure to the efforts of the Social Committee and its small band of helpers.

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## COMPETITION CLASSES OPEN FORUM

1st OCTOBER

The Open Forum, held in almost regal splendour at the re-vamped Hotel Metropole, Leeds, was attended by around 35/40 members and representatives of other clubs — a lower attendance than usual which may — or may not — indicate greater satisfaction with matters as arranged for 1969.

Many of those attending had points to make and in general, the criticism was constructive and appreciative of the problems involved and the impossibility of satisfying everybody. Happily, the small degree of acrimony which has tended to mar previous meetings was not present this time.

The Hon. Competitions Secretary is reporting the major issues raised in Competition Chatter elsewhere in this issue and by the time this Circular reaches you these, together with other points, will have been considered by Messrs. Goodliffe, Johnstone, Smith, Staniforth and Wilson — your Sub-Committee handling the matter.

Although time's getting on there's still just about enough left if any member wishes to bring forward another viewpoint — but he'd better be smart about it and let the Hon. Comps. Sec. — or any member of the Sub-Committee — have his views quickly; or forever hold his peace, or, at least, until Autumn 1970.

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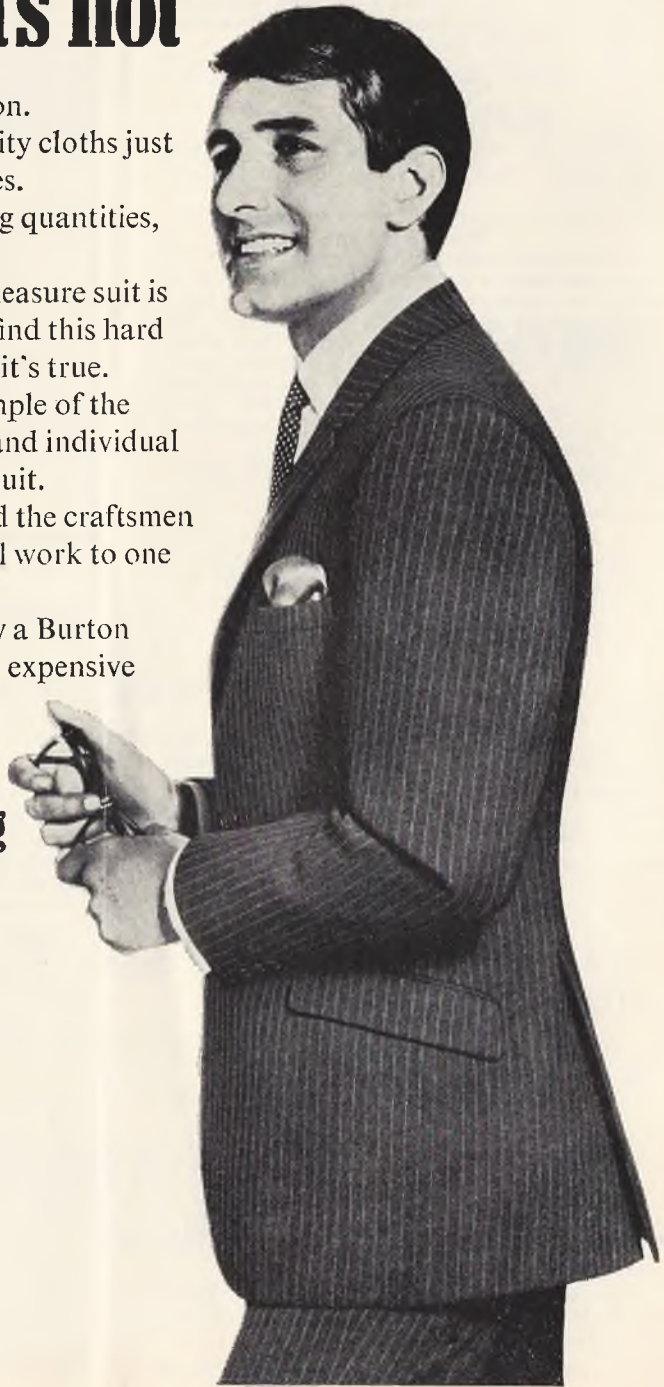
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# DATES

# For Your Diary

## YORKSHIRE CENTRE PROGRAMME

Date 1969	Event	Status	Centre Annual Competitions
4 November	Club Night — Social — Sicklinghall	—	—
6 November	First Round Castrol/Guards Quiz — Moortown R.U.F.C.	—	—
18 November	Club Night — Social	—	—
29 November	Annual Dinner Dance	—	—
2 December	Club Night — Social — Sicklinghall	—	—
16 December	Club Night — Social	—	—
1970			
6 January	Club Night — Social	—	—
20 January	Club Night — Social	—	—
3 February	Club Night — Social	—	—
17 February	Club Night — Social	—	—
3 March	Club Night — Social	—	—
8 March	Sleuth's Mug	Closed	C
17 March	Club Night — Social	—	—
7 April	Club Night — Social	—	—
19 April	Harewood Spring Nat. Meeting	Nat. Brit.	KB
21 April	Club Night — Social	—	—
5 May	* Club Night	Closed	—
17 May	Harewood Members Spring Meeting	Closed	KB
19 May	Club Night — Social	—	—
24 May	Croft Spring Bank Holiday Meeting	Restricted	NK
26 May	* Harewood Practise Evening	Closed	K
2 June	* Club Night	Closed	—
6/7 June	Scarborough Week-End	Restricted	NCKA
16 June	Club Night — Social	—	—
21 June	Croft Members Summer Meeting	Restricted	NK
28 June	Montague Burton Trophy Meeting	Nat. Brit.	KAB
5 July	E. A. Denny Prod. Car Trial	Closed/Jt.	CK
7 July	* Club Night	Closed	—
21 July	Club Night — Social	—	—
26 July	Vintage and Novice Meeting, Harewood	Restricted	KB
4 August	* Club Night	Closed	—
9 August	Croft Members Meeting	Restricted	NK
18 August	Club Night — Social	—	—
23 August	Joint Driving Tests	Closed/Jt.	K
1 September	* Club Night	—	—
13 September	Championship Meeting, Harewood	Nat. Brit.	KB
15 September	Club Night — Social	—	—
27 September	Scarborough Hill Climb	Nat. Brit.	KB
6 October	* Club Night	Closed	—
18 October	Croft Members Autumn Meeting	Restricted	NK
20 October	Club Night — Social	—	—
25 October	Greenwood Cup Trial	Closed Jt.	CKA

3 November	Club Night — Social	_____	—
17 November	Club Night — Social	_____	—
1 December	Club Night — Social	_____	—
15 December	Club Night — Social	_____	—

All dates for 1970 are provisional.

\* 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

#### NOVEMBER

- 1st Shenstone Rally — (Motor News Champ.) — Shenstone M.C. — Regs from R. Pugh. 69  
 Rosemary Hill Road, Little Aston, Sutton Coldfield, Warwicks.
- 1st \* Sprint — Herts C.A.A.C.
- 1/2nd \* Moorland Rally — Avro M.C.
- 2nd \* Sprint, Thrupton (Restricted) — B.A.R.C. (S.W.)
- 2nd \* Race Meeting, Brands Hatch (Restricted, Joint) — B.A.R.C. (Surrey)
- 2nd Mexican Grand Prix (Int.)
- 2nd \* Sprint, Thrupton (Restricted) — B.A.R.C. (S.W.)
- 8th \* Sprint, Silverstone — M.G. C.C.
- 9th \* Clubman's Rallycross, Lydden Hill — T.E.A.C.
- 9th \* Production Car Trial, Winster, near Matlock — N. Midland M.C.
- 9th \* John Bull Sporting Trial — Leicester C.C. (R.A.C. Trials Champ.)
- 9th \* Sprint, Ford (Closed) — B.A.R.C. (S.E.)
- 14/21st R.A.C. Rally (Int.)
- 16th \* Race Meeting, Brands Hatch — T.E.A.C.
- 16th November Sporting Trial — Kentish Border C.C. (R.A.C. Trials Champ.)
- 16th \* Driving Tests (Restricted) — B.A.R.C. (S. Wales)
- 23rd \* Race Meeting, Brands Hatch — Romford Enthus C.C.
- 23rd Harold Biggs Memorial Sporting Trial — 750 M.C. (R.A.C. Trials Champ.)
- 23rd \* Driving Tests (Closed) — B.A.R.C. (E. Midlands)
- 20/30th \* Holland Cup Rally — Boston & D.L.C.C.
- 20/30th \* Three Counties Rally — Chess Valley M.C. (L.C.A.M.C. Championship)
- 29th VIP Icebreakers Rally — Mini Seven Club.
- 30th \* Race Meeting, Brands Hatch — London M.C.
- 30th \* Hereford Evening News Rally — Herefordshire M.C.

#### DECEMBER

- 6th Targa Rusticana Rally — (Motor News Champ.) — Oxford University M.D.C. — Regs from  
 J. Brown, 49 Marlose Road, London W.8.
- 7th Gloucestershire Sporting Trial — London M.C. (R.A.C. Trials Champ.)
- 26th Race Meeting, Croft — Darlington & D.M.C.
- 26th Rallycross, Lydden Hill — Thames Estuary A.C. — Regs from B.A.R.C. (London).
- 26th \* Driving Tests (Restricted) — B.A.R.C. (N.W.)
- 27th Race Meeting, Brands Hatch (Nat. British) — B.R.S.C.C.

1970

#### JANUARY

- 11th \* Production Car Trial (Restricted) — B.A.R.C. (S.E.)
- 18th \* Production Car Trial (Closed) — B.A.R.C. (E. Midlands)

#### FEBRUARY

- 21/22nd \* Seven Dales Forest Rally — de Lacy M.C. of Pontefract (A.N.C.C.)
- 22nd \* Production Car Trial (Closed/Jt.) — B.A.R.C. (W. Midlands)

#### MARCH

- 1st \* Driving Tests (Closed) — B.A.R.C. (E. Midlands)
- 8th \* Sprint, Blackbushe (Restricted) — B.A.R.C. (Surrey)

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