



# YORKSHIRE CENTRE CIRCULAR



JUNE **70**

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# YORKSHIRE CENTRE CIRCULAR

PUBLISHED MONTHLY

SIXTEENTH YEAR No. 179.

JUNE

# 70

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On the correspondence page this month is a letter from the Sports Director of Yorkshire Television giving his observations on our World Cup Rally comments. Now, whilst we were not getting at Y.T.V. directly — how could we when they hardly mentioned the event — we do feel that we were correct in criticising the way that B.B.C. in their 'Wheelbase' programme and the local press handled it. The fact that Y.T.V. didn't know who was the number one driver of the car in question merely illustrates just how little interest they take in Motor Sport. The coverage that our sport gets in any of the National media is so small as to be pathetic when compared with the vast amount both written and spoken about soccer, cricket, tennis and Rugby League, not to mention horse racing. The only mention usually is to film some accident or wallow in the blood if someone is badly hurt but as for mentioning the sporting side of things, they just do not want to know.

The argument normally offered is that there is no demand or interest in Motor Sport to warrant the space compared with other sports but to this we would disagree. There are many cricket and Rugby League teams not to say the number of Football League Clubs who would be more than happy with the gates that we get at Harewood and Croft, and what other sport can claim the crowds that the Silverstone Grand Prix attracts? Another argument is that Motor Sport doesn't make good television unless there are lots of accidents. This was proved wrong by the wonderful coverage of last year's German Grand Prix and this year's Monaco Grand Prix by the 'Wheelbase' team. Of course, you had to have B.B.C. 2 to watch.

Continued overleaf

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## COVER PICTURE

A delighted Bob Moorhouse learns that he has put up yet another quick time on his way to winning this year's Scarborough Rally.

Photo: John English.



The implications of this attitude of the all powerful Press Barons and T.V. Companies is really quite frightening. By their arbitrary decision that the public want this or that sport and by slanted reporting, they can completely mis-represent the true facts. This was best illustrated by the disgusting way that they handled the Springbok Tours. The opposition to the Rugby Tour was initially limited to a mere handful of agitators who were using it as a means of stirring up trouble but who received so much publicity that one would be forgiven for thinking that the whole country was behind them. Just before the match against Wales, much attention was given to the demonstrators with a special reporter looking after their every need — there couldn't have been more than thirty of them but they got the coverage — not the thirty thousand inside the ground who supported the tour.

Of course, this type of slanted, sensational reporting could be put to some use. If, say, fifty of the many thousands that signed the 'Motor Sport' petition were to drive three abreast up the motorways each weekend at ten miles an hour we might see an end to the seventy limit and one wonders whether a similar all out effort against the Eastern Bloc would not bring a speedy peace in the Far East.

But this is politics which is not the concern of this magazine. Our interest is in Motor Sport and to see that it gets a reasonable chance against other sports. We feel sure that a good motoring sports programme on either Y.T.V. or B.B.C. 1 would be only justice to what is, after all, one of the fastest growing spectator and participating sports of the age. Come on chaps, move with the times, these are the seventies you know.

#### A BUSY MONTH AHEAD

Following all the activity in June we have just as much to come in July with three social events, a race meeting and a hill climb. Starting this coming Sunday is the Denny.

#### THE DENNY — 5th July

The first event in July is the 'E. A. Denny Trophy' trial run in conjunction with Y.S.C.C. and it can be recommended to anyone looking for an event on which to start competing in motor sport. The start is at Masham from where there is a gentle drive to the morning series of observed sections. After a leisurely lunch there are some driving tests followed by some more observed sections. The competition

is very keen but there always seems to be a more sociable spirit on the Denny than other events which makes it such a pleasant day out for the family. The organisers — Henry Holliday and Roland Wilson — assure us that there are no car damaging sections and so it is quite suitable for the everyday family car. Linda has some regs for anyone needing a late entry.

#### GYMKHANA — 7th July

No end of people have asked us to put on a Gymkhana for the last couple of years and so Bruce Moss has stepped forward to organise one of these popular events. There will be about six tests, obstacles or whatever you like to call them all set up in the car park at Harewood where things should be under way at about 7 p.m. There are no regs, competition licences, crash hats or scrutineers for this event so roll up and sign on at the start.

The finish this time will be in the top room at the Windmill, Linton which is easily found by turning left out of the car park on to Harewood Avenue and then left again in Collingham just before the old railway bridge. See you next Tuesday.

#### CROFT — 11th July

The big meeting of the year at Croft is the International organised by London but marshalled by the Yorkshire Centre and, for the first time, this year is being sponsored by Guards.

Main event of the day will be the Guards International Trophy Race for Formula 3 cars run in two ten lap heats and a 30 lap final. The race will also qualify for the Forward Trust Formula 3 Championship and the Motor Sport Shell Formula 3 Championship.

Supporting the main event will be the Jock Leith Trophy Race for Sports Cars which in addition to Group 5 & 6 cars will have a class for Group 7 cars, being the first Group 7 race in Britain this year. As well as qualifying for the RAC British Sports Championship for cars up to 2000 c.c. the race will qualify for the recently announced 'Interserie' for Group 5, 6 and 7 cars. The race will be over 25 laps.

Completing the programme is a 25 lap race for saloon cars qualifying for the RAC British Saloon Car Championship. As with the two previous BARC International meetings this year there will be a very large entry from the Continent ensuring that the meeting lives up to its International status. First race is at 1-00 p.m.

#### PUB CRAWL — 12th July

A slight contrast to the Croft International is the sponsored walk announced last month. You all got your sponsorship forms with the last 'Circular' and these should be full of names by now. As we said before it is a gentle meander through the country lanes between the Harewood Arms and Sicklinghall and you will all be delighted to know that most of the committee have agreed to take part but those feeling past it have promised to make a donation equivalent to the distance that they feel they would have walked if it had been held ten years ago.

We hope to see you all in force bright and early in the morning.

#### SOUTHERN CLUB NIGHT — 21st July

As usual, this will be a pint and natter session at the Morley Rugby Club where no doubt the odd one or two who like a pint will turn up. These are never our best supported functions but those that do attend always enjoy the evening.

#### HAREWOOD — 26th July

Once again the ever popular Vintage and Novice meeting has come round and we expect the usual complement of about 80 Novice competitors together with about 50 vintage machines to make up the entry. For the benefit of newer members, this event was started some years ago to give those who just couldn't make the first three a chance of winning an award at Harewood. Anyone who has won any award on a speed event in the last three years is not eligible to enter and so most of the quick boys are missing. We usually see people who have retired having a go again and a lot of the regulars lend their cars to the marshals taking their places for a day on a corner.

If you fancy having a go at hill climbing, this is the one to start on. Regs are enclosed with this 'Circular'.

#### GREENWOOD PRACTICE — 4th August

Once again in the Greenwood Practice evening will be held at Pompacali near Bardsey and the organiser, as last year, is John Busfield. The format will be much the same as before and fuller details will be published next month.

(For the ignorant but interested, Pompacali was a Roman Fort and encampment on the road from the two Roman settlements of Adel and Tadcaster).

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#### MARTIN BRAIN

The sad news of the death of Martin Brain in an accident at Silverstone came as a shock to all those who knew him in the Yorkshire Centre. By its very nature, Motor Racing is a dangerous sport and we are becoming accustomed to reading of fatal accidents in the press. It is only when it is someone that you actually know that is involved that one realises just what a terrible loss it is to those really near. But, as has been said before, those taking part know full well just what the risks are and accept them. It is no consolation to know that Martin died doing what he enjoyed doing but in his short life — he was 38 — he had packed more success, fun and enjoyment than many do into twice that span. The Harewood paddock will not be the same this year without the big Cooper Chrysler and its big hearted driver. We send our sincere condolences to Mrs. Brain and her young baby.



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**Competition Chatter**

● We have even less invitations for the month of July than we had for June — perhaps it's as well, as the Yorkshire Centre is involved in five events in the month, which leaves the regular organising teams a little breathless — The 'E. A. Denny', the Gymkhana, two race meetings (which though strictly speaking are Headquarters events are staffed and run by the Centre) and the Vintage and Novices meeting at Harewood.

So our lonely invitation received is —

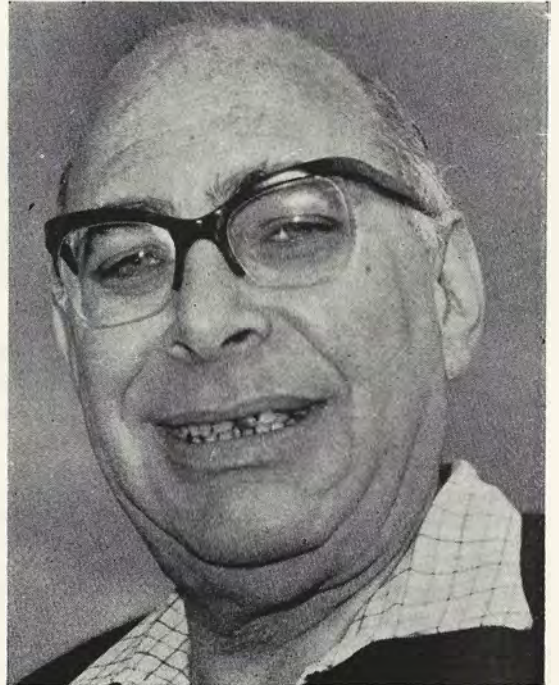
July 19 Baitings Dam — Lancashire & Cheshire Motor Club. Restricted Hill Climb. Baitings Dam is just off the A.58 Ripponden—Littleborough road.

August is rather more promising —

16 Baiting Dam — Knowl Dale Car Club. Hartlepoons & District " 'Prom '70" Autotests.

23 Baitings Dam — High Moor Motor Club Woodvale (Nr. Formby) — Lancs. Auto Club Sprint.

30 Stafford & District Car Club — Auto-cross (BTRDA Championship).



*Chippy Stross — seen at a club night.*

# CROFT RACE MEETING SPOILT BY SMALL GRIDS

The May Members' Meeting held on Spring Bank Holiday Sunday attracted a large crowd on a really beautiful day in the hope of seeing some good and exciting racing. The programme promised a good and full entry but alas, only half turned up which made some of the races hardly worth running. This was a pity as we don't want to lose the confidence of the public without whose support there just would be no motor racing at all. Unfortunately this is becoming an all too regular occurrence on circuits throughout the country and unless something is done by the competitors to rectify things, then organisers will have to take drastic steps. Perhaps a much larger entry fee to be returned after the car has started would do the trick but what do the competitors think ?

Fortunately those that did start gave us some good racing to make up for the small grids. Race One for G.T. and Modified Sports Cars saw Peter Smith and George Stewart in Chevrons leave the rest of the field standing as they fought a race long battle for the lead which fizzled out on lap 9 when George ran out of fuel and had to limp back, losing two places in the process. The rest of the field followed some distance behind.

Race two was for saloons over 1 litre and this was won comfortably by Tony Sugden in his Escort TC from Frank Didsbury and Peter Wray in Anglia TC's whilst the Clubmans Race saw Roger Craven just pipping Mervyn Bartram.

The Formula Ford was the best race of the day with seventeen out of the eighteen starters actually finishing the race. The race itself produced plenty of excitement with Harry Gilbert and Malcolm Wayne swapping the lead on every other lap, the decision finally going to Gilbert by .4 sec. The battle for third was even closer with four cars changing places during the entire race and resulting in Chris Tipping just getting fourth. The small saloons as usual gave more noise than they were entitled to and after lap 3 was just a procession behind Andy Barton to the flag.

The Libre Race was notable for its six starters and eleven who didn't providing a very easy win for Ronnie MacKay over the other three who finished. The Handicap Race was the same story with six starters and ten non-starters but the handicappers had done an amazing job for, after 4 laps of seeing cars on their own, the entire field appeared on the finishing straight together and in another 100 yards would have been a dead heat. As it was Keith Wright just got the decision by a short head.



*Chris Tipping waiting to start in the Formula Ford race with his new March 708.*

## SOUTHERN CLUB NIGHT AT CAWTHORNE

The Southern Club Night at Cawthorne turned out to be a big success and fully justified moving away from the Garden City to this pleasant little village near Barnsley. The Sheffield crowd were there in force as were the lads from Barnsley, in fact the car park was full of odd coloured Capris from a certain Garage down in that direction. It was good to see Tony Fall back from his wanderings with stories that definitely had 'D' notices on them and the evening was unique in that it was graced by the presence of our Social Secretary, Chippy Stross. All together a good evening was had by all which should be repeated. What about a Club night at Colton for the York crowd or in Thirsk for Teeside people ?



# IAN HARDY

In all forms of sport there are some who are successful and some who, no matter how hard they try, never quite make it. In the boxing ring we have seen good British Champions who can beat just about everyone else except the World Champion who is always just that little bit better each time. Henry Cooper and Howard Winstone were two good champions who were always up against a great World Champion. In motor racing there have been dozens of top line drivers who haven't got that little bit extra that makes them into certain winners. They are the ones who will do well if the Moss's, Clark's, Fangio's or Stewarts don't finish but are never in with a chance otherwise.

At local level there are many who, if they carried on for fifty years would always find that there was one other person in their class who would always beat them. On the other hand there are those who will always win, no matter what the event, opposition or type of car they are driving. Seemingly without effort they notch up award after award, week in, week out whilst the others are

always just that little bit behind. One man who has had his fair share of success in recent years is Ian Hardy.

Ian started competing, not seriously, in 1965 with a Cortina GT entering the smaller events like the Novices Hill Climb and the club nights but it wasn't long before he was on the award winning trail with an outright win on the Denny Practice Production Car Trial. For the next three years he didn't take things too seriously running a series of Cortina GT's with mildly tuned engines on the hills against people with really quick cars and consequently with only average success. At this time the Cortina had to be used for business, family outings and motor sport which rather restricted his activity and so only a dozen awards appeared on the mantelpiece during this period.

At the beginning of last year the Cortina was traded in for an 1800 and a Mini 1000 bought for Ian's wife Carole to use for shopping. This was promptly given a slight tweak before Ian set about





what has always been the toughest class of all to win. The first event was the Scarborough Practice evening which resulted in fastest time of day and an outright win. This was followed by class wins on just about every event entered as well as outright wins on the Joint Driving Tests and the Floodlit Driving Tests. The culmination of a quite fantastic season was a total of 32 awards including the Pearce, Chippy-lola and Ken Lee trophies from B.A.R.C., The Postlethwaite Trophy for club nights from Ilkley and the Malcolm Bateman from Y.S.C.C. 1970 looks like being an even better season than last with ten awards notched up already and things have hardly got under way.

How is it all done? Well it certainly isn't money as the car is basically a normal Mini 1000 which is quite definitely still Carole's shopping car. Obviously it has been tuned but not to any great extent. The carburettors are normal 1 1/4" twin S.U.'s and the bottom end, apart from Cooper pistons and being carefully put together by Peter Kaye, is still standard. The cam is a Cooper 948 and the head has been carefully worked on to give a much higher compression ratio. The wheels are wide Mamba ones but the suspension is still standard. The total cost of all modifications including labour is about £120. The car has never been on a rolling road and so Ian has no idea of it's output but thinks it must be fairly high for him to get down to the 54's at Harewood.

If it isn't money that brings success, what is it then that makes the all important difference between a winner and a place man? Apart from the obvious basic ability without which one is wasting one's time anyway, it could be attitude, not only to sport but to life in general. Ian lives a very full life. He owns a confectionery business in Moortown (and makes the best pork pies in Leeds!) and to this he has to devote a great deal of his time, starting at 6-45 every morning and working until 6-00 in the evening every day except Saturdays when he has a half day for two hours in the afternoon. Any spare time is spent with Carole, to whom he has been married for eight years, and their three children Karen and twin sons Simon and Richard. His hobby is gardening which he does whenever he has an hour to spare like between practice and the first runs at Harewood, but whatever he is doing, he is doing well and enjoying it. Whilst others are trying to get this and that altered to suit themselves and generally moaning about what is wrong with the club, Ian is getting on with enjoying his Motor Sport which is what it is all about anyway.

## NATIONAL CONCOURS D'ELEGANCE

Castrol in conjunction with 'Cars and Car Conversions' magazine announce the first National Event of its type with heats at five venues, classes catering for all car enthusiasts and a £1000 prize fund.

### Classes

1. Road cars with accessories under £60.
2. Road cars with accessories over £60.
3. Specials and kit cars.
4. Competition cars.
5. Pre 1955 British cars.
6. Pre 1955 American cars.

### Awards

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Best car at each heat .....	£50
Class winners .....	£10
Class second .....	£5
Class third .....	£5

Venues are as follows:

- Heat 1. June 2st Autocross Festival (London area).
  - Heat 2. July 4th Hednesford Hills Raceway (Birmingham).
  - Heat 3. July 12th Burtonwood (Liverpool).
  - Heat 4. August 8th Silverstone (South Midlands).
  - Heat 5. Santa Pod August 23rd (East Midlands).
- Final to be announced in September.

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## SCARBOROUGH WEEK-END — 6/7th June

Through the Circular I would like to thank all those Marshals who were able to assist on the Scarborough Week-End this year. Certainly their efforts helped to make this a very successful week-end, and my job so very easy.

Some of us who were able to attend the Disco' at the Royal on Saturday night, suffered from a surfeit of the available beverages, however with the help of the wonderful weather, I am sure we all found the whole week-end just as enjoyable as did those competing.

Once again many thanks,

David Easthope,

(Chief Marshal).

## BARCounter

There must have been a cold snap about October judging by the number of new arrivals announced this month. Top of the list is DANIEL ADAM GAUNT HIRST whose father was extremely well known in the early Harewood days, namely DICK HIRST. Dick used to drive with quite monotonous success a very early Cooper Climax — the sports car where you sat in the middle — and despite its 1100 c.c. engine it was always up with the top few. In fact, if we had had such things in those days, it would have been in the top ten just about every time. Dick has been out of the sport for some time now what with married life and all that but still takes a keen interest in all that is going on.

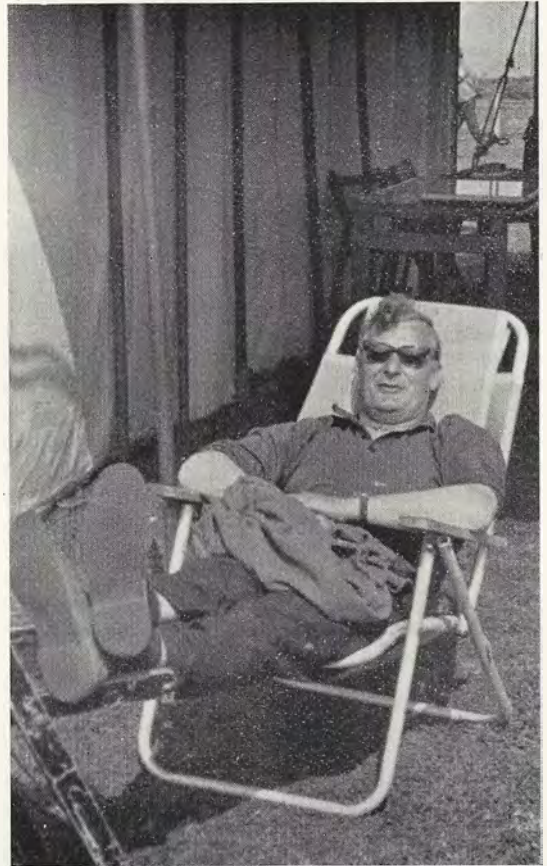
Another couple to be congratulated are DAVID and ANN GARNETT on the safe arrival of ANDREW JAMES. We haven't seen much of David on Centre events this year mainly because of the impending new arrival and also because he has been spending a lot of his time converting their rather super little cottage in Great Ouseburn.

Yet another new arrival just in time for publication is the first son for RICHARD and TIZ STURDY, to be called MARTIN RICHARD GRAHAM. They say that some children are born with a silver spoon in their mouths but we fear that any advantage that this little chap may have in being FRED LAWSON'S first grandchild must be offset by having two uncles like PETER LAWSON and TONY RIALI. Poor Tiz will have a job keeping him on the straight and narrow.

Following hot on the heels of Linda's engagement last month is the news that KATHY REYNER has announced her engagement to ALLAN McCALL of Auckland, New Zealand. Kathy was our secretary for three years before leaving to take an appointment in London with the Frank Williams team. She is now with I.C.I. at Slough. Allan is one of the leading mechanics with the Bruce McLaren team, working on the CanAm and Indy cars. At the moment they haven't decided whether to stay in this country or go back to Allan's native New Zealand. Whatever they decide to do, the Yorkshire Centre sends them every good wish for their future happiness.

Congratulations next to DAVID TAYLOR and JENNIFER BEVAN who announced their engagement just too late for the last issue. David, who sells gas, distinguished himself on the recent Scarborough Rally by getting the very first wash-out of the event on the first test on Saturday.

Continuing our series illustrating the long and arduous hours worked by our marshals, we feature this month the eligibility scrutineer seen here at his post coping with the protests after the May meeting at Harewood.



*Peter Watson hard at it again.*

Congratulations on a wonderful effort to our two worthy World Cup Rally competitors PHILLIP COOPER and TONY FALL (who, incidentally, is now a veteran according to 'Wheelbase'). It is now history that Tony was seventh and Phil ninth in this, the toughest motoring event of all time and even to have finished was a considerable achievement. One final word on Tony's co-driver, of whom the professionals now have quite a high regard, was given by BOB BEAN when he competed in the Isle-of-Man Rally. Talking to one of the locals in a pub the night before, he was told "Call yourselves rally drivers — this fellow Greaves has shown you all how to do it".



We were all delighted to see that DAVID HEPWORTH does not intend to rest on his laurels this season when he turned up at Barbon and proceeded to annihilate the opposition. Keep up the good work lad, there's a long way to go before Harewood in September. Following our comments that it was going to take a quick E type to upset Spotty in class 8 it looks as though the man we had in mind has decided that if you can't beat them you should join them. ALAN MOUNTAIN has gone out and bought just about the hairiest Tuscan of them all so fireworks should ensue at the end of the month.

Last month we reported that ERIC BRYDEN had recently become a proud father. Since then (and a bit before it for that matter) he has become quite domesticated and is quite content to potter about the garden instead of dashing round pylons at Scarborough as he used to do. A little incident that happened whilst we were all savouring the delights of the Spa made him wish that he was with us. It appears that he was building a small wall alongside his garden when a herd of cows, as they are wont to do, came to investigate. After some time when the cows had investigated Eric and he in turn had given them the once over, he thought that one of them seemed to be a bit lame. Being an animal lover he thought to investigate further so that he could inform the farmer who may not be aware of the poor thing's plight. Unfortunately, the poor thing didn't take kindly to Eric's attentions and, as the lad bent down to look at its poorly leg it caught him in the wrong place and sent him flying through the air to land in a large bed of nettles. Not content with that it proceeded to attack him whilst he was down and gave him a good pummeling against a drinking trough which left him stung and bruised before he could dash off to the safety of his local to count the damage and pronounce judgement on wild beasts let loose in fields.

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Quote from Derek Clark talking to an attractive dolly bird in the Windmill. "I've tried it but I'm no good at it. My figure is all wrong for that sort of thing. I don't think I'll do it again."

What was he talking about? Turn to page 22 for the answer.



*Alan Mountain — gone all hairy this year.*

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#### **BROOKE BOND 'HALF A MILLION GIVEAWAY'**

Brooke Bond, the tea people, are having a contest or whatever you would like to call it where 'Giveaway Certificates' to be found on P.G. Tips and Dividend tea packets are to be collected and the person or organisation sending in the largest quantity will be eligible for one of the splendid prizes which include three Capri GTs, 10 Colour TV sets and umpteen transistor radios. It occurred to the committee that this could be a painless method of raising funds for the club by getting everyone who drank tea to send in as many certificates as possible to Helen Kaye who is the anchor girl for this contest. If we do win a prize then it would be put in a draw so that everyone has a chance of winning. Come on ladies, let's see you out with your little scissors snipping away at those tea packets — we've put this bit in the middle of the scandal column deliberately so that you would all read it. By the way, Helen can be contacted at Skayes Garage, Cheltenham Parade, Harrogate.

## HAREWOOD HILL CLIMB

Mid May saw once again the Members' Climb at Harewood which this year was supported by Shell. Whilst many of the single seater brigade were competing at Wiscombe, Richard Thwaites decided to play at home and make it a worthwhile day. The previous week-end Richard had made FTD at Baitings Dam and on our own course he made this a double.

Of the Top Ten runners, only Jeff Goodliff was the outsider to a county benefit and of these it transpired that Richard Thwaites, Howard Wilkinson and Mervyn Bartram were the ones who bettered their class times. With Mervyn again improving the Clubmans class record. Reg Phillips 2.5 Chevron class time of 44.48s. held good to give him 3rd FTD, and surely his smile must now become a pleasing chuckle-chuckle. The Terrapin of Richard Blackmore gave its drivers a rather crestfallen outing, when the pair were posted missing prior to Orchard in the Class runs and then again in the TT runs. Yet in spite of this the Terrapin did Richard proud with a fourth top ten place. Another competitor to suffer the crustiness of frustration with his car was Eric Stansfield. His Mamba attempted to take full control at Orchard and snatched its snout and then simply refused to fire at the Farmhouse gateway. Eventually Eric managed to charm some life into the Mamba and succeeded a last run at 46.92s.

In the small Touring cars, Graham Brooks made a sub 55s. for the class with his Escort, but Ian Hardy pulled out a faster run — and he doesn't know why — to give his Mini the class win. Meanwhile David Haigh was twiddling his shared 998 Cooper around in third, wishing that the engine had been left at the previous year's spec. Gordon Chippindale had the over 1.3 Tourers sewn up with the Cortina's first run, from Derek Haynes Viva G.T. An unusual car, these days, in the class was Jack Waltons 3.8 Jag. which he comfortably got into third place. Once again Nick Porter, John Pascoe and Mike Flather were attending to the needs of the Special Series Touring class. These three were in various powered Cooper S's and on both runs Nick was under his own record, but his first run had the most improvement, respectively John and Mike took the next places.

Sandy Hutcheon was well away in the 1000 lightweight Saloons. The only other competitor along with Sandy's special 999 c.c. Cooper was Gerry Greaves in a similarly powered Mini Cooper.

In the larger class Tom and John Christie had everything going their way for the first and second. But unfortunately on his second climb, the Cooper S gently rolled as Tom was negotiating Farmhouse Bend.

As usual at this meeting the M.G. T series class was included and the record holder, David Clewley took charge in his 1.5 TC, with Alistair Naylor's TC finishing a good second.

Of the Marque Sports classes the 1300 c.c. class was another record improvement for Chris Seaman's Midget. Which left the rest of the competitors by a good 6 secs. Likewise Jeff Goodliff improved the BVRT Elan's 1301—2600 c.c. class record by almost 2 secs. His arch rival, Mike Benn was also below the existing record but the 1.6 Marcos GT was not quite able to catch the leader. In the over 2601 c.c. class, Spotty Smith was dominating the field with the powerful sounding Tuscan and Malcolm Dungworth's TVR Griffith took second from Jim Thompson's 'E' Type.

Gerald Gardner held a commanding lead as his 1300 c.c. Mod Sports Midget was being pressed by the Sprite of John Hollingsworth. Tony Thorpe snatched third on the last run, his Spitfire's tyres staying flat on the course — just the body rose to give almost full droop at the back end. Also in this class the Ladies award went to Pat Hopkinson's tail hanging Sprite. In the larger class Richard Stross clobbered his Elan's own record on both runs, leaving David Walker's 'E' Type and Vic Smith's Bentley 'R' Type Special well behind.

The 1300 GT class was hotly contested between Jim Bunnay's Mini Marcos and Warren Rapid Booth's Minisprint GT. Both were chased hard by Tim Hayton's Mini Marcos but the leading pair romped home with only .5 secs. between them.

Out for another win, Mervyn Bartram took the Clubmans class with his Chevron B2, as Joe Ward reclaimed second in his Mk. 3 Wardford, thereby pushing Bob Moorhouse, Lotus 7 into third.

Peter Varley's Ginetta was another car well out in front, the main battle in this class — the 1.6 Sports/Racers — was for second and third. This developed between Frank Aston's Landar and Keith Merryfield's Lotus 7, with the Landar coming out on top.





*Richard Thwaites — an F.T.D. at Harewood in his first season in single seaters.*

Both the large GT and Sports/Racers classes were combined and with Reg Phillips present in the B8 Chevron no one could get a look at the first spot. Thus Maurice Starbuck settled for second with the Chrysler Special and George Tatham's Chevy Brabham third.

Entries were a little thin in the single seater classes. In the smallest sized class Richard Blackmore made the fastest of all time Terrapin runs with 45.12s. For his second run he gave the timing gear a thorough work out, the answer in the main almost unrepeatable. The first run of Eric Stansfield's Mamba was a no-nonsense affair at 46.51s., placing the Mamba second with John Croft's Mk. 3 Mamba third. Back up man in the class was Don Gray who was making a welcome return in the Cooper T82. The middle class was a three cornered fight with Howard Wilkinson taking over with his B9 Chevron from Bob Wainwright's Lotus 20, which was leading after the first runs, John Brown was the third man and once he gets the hang of the Brabham BT18 Vegantune, will be worth watching. With Peter Scott-Walker and Jim Johnstone out of the running after the Buick Brabham BT14/21 had broken, only Richard Thwaites was left in the big banger class. He was making no mistakes as he drifted the Brabham along the course with two quick runs at 44.06s. and 43.62s.

K. HELLIWELL.

#### HAREWOOD HAPPENINGS

Jeff Goodliff just knocks a little bit off each time — wonder what he will be down to by the end of the season.

By winning the class this time, Richard Blackmore disqualified himself from a probable FTD at the Novice meeting in July.

In the absence of Chippy, Richard Stross got back on the winning trail again — with a new record to boot.

Is the honeymoon over for Spotty now that the big guns are back again ?

Isn't it time that Bryan Kitching went into Class 1 where he would be competitive — he was in that class at Scarborough.

In a quiet sort of way Mervyn Bartram is notching up quite a few good wins again this season.

Howard Wilkinson should have got the hang of his new Chevron by the end of the season.

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# BATTLE OF FLOWERS

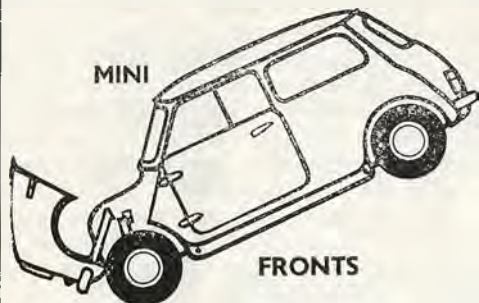
## WOOD AND WINDER WIN

The June Northern Club Night which was to have been an almighty thrash under the rather loose heading of 'A Battle of Flowers' was eventually run as a very sedate treasure hunt in the area to the North of Wetherby. Peter and Olga Scott put in a lot of effort to find an interesting route and what they thought were easy questions. In fact Olga was expecting everyone back after an hour with a clean sheet but, as those who have organised this type of event before will know, what is simple and obvious to the organiser is not necessarily so to the competitor. Once again those who took the trouble to plot the route before setting off were able to spend more time searching for clues and these were the ones who got round the whole course and answered most questions. Every question was answered by at least one crew except the one about the poles which had become overgrown with grass since the questions were set. Not many knew that the name of the road is written on every milestone but the rest were quite easy if you went round slowly.

Guy Wood and Geoff Winder turned out to be worthy winners by a small margin from the Johnstones and Josephine Lee. In the true spirit of the event Guy and Geoff waived their award and took instead a dozen bottles of ale kindly donated by the organisers but which was not drunk at the finish which was the Fox and Grapes on the Leeds—Tadcaster Road. Those of us who haven't been there for some time were agreeably surprised at the splendid alterations that Gerry Oddy has made to this ever popular pub.

### Results

1.	R. G. Winder .....	170
2.	J. Johnstone .....	167
3.	Miss J. Lee .....	165
4.	G. D. Taylor .....	150
5.	H. A. Pickard .....	133
6.	J. M. English .....	127
7.	M. M. Rogerson .....	108
8.	D. Townsend .....	102
9.	J. Richards .....	99
10.	J. M. Busfield .....	97
11.	W. R. Varley .....	88
12.	I. K. Hardy .....	88
13.	J. R. Hardcastle .....	85
14.	G. F. Chippindale .....	81
15.	R. Wilson .....	74



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# Correspondence

Dear Sir,

Just a line to thank you for the few words about the Mamba and myself. It's nice to know that somebody back home remembers all our efforts on chassis design and supercharging after all this time.

Yours etc.,

Lagos, Nigeria.

John Thornton.

Dear Sir,

The weather over here is now getting very hot as we get into the summer and the temperature soon will be around 100 with 100% humidity. In order to keep cool I have acquired a  $\frac{1}{3}$  share in a 'Mark Twain' 160 H.P. Speedboat and am enjoying some lazy weekends water-skiing on the Mississippi now that the hectic period at work is over.

In July I intend taking a two week holiday and driving across the Rockies and the Grand Canyon to the West Coast to see something of the West whilst I am here. It means a trip of over 4000 miles but my 6.3 litre Dodge Charger should do the required 300 miles a day without much effort.

All the best to everyone,

Yours etc.,

Bridgeton. Mo. U.S.A.

Roger Stevenson.

Dear Sir,

In a recent article in your magazine you commented that the impression given on television and in the press is that Jimmy Greaves is actually driving a works Escort. This impression comes from the official entry list which states that Jimmy Greaves is the driver and Tony Fall is the co-driver.

However, in Yorksport transmitted on the 13th March the position was clearly explained who would be doing what on the Mexico Rally by both Tony and Jimmy themselves. In addition, in Yorksport on the 17th April Tony Fall again came in, having just completed a European reconnaissance, and explained any modifications to their tactics in these stages. Subsequently, during the rally Sunday Sport News, which is seen on the entire Northern I.T.V. network, has several times given the position of Tony Fall and Jimmy Greaves, not specifying who is the driver and who is the co-driver because of the anomalous position due to their official entry.

Yours etc.,

Guy Caplin, Sports Director,  
Yorkshire Television, Leeds.

Dear Sir,

I understand that John Busfield recently watched the World Cup on a new COLOUR TV set. I am surprised that he has kept this so secret, so much so that he didn't even ask anyone round to his house for a party to celebrate this new acquisition.

Yours etc.,

Guiseley.

M. H. Whaley.

## 100% FOR JIM JOHNSTONE

### ON THE SCARBOROUGH PRACTICE

Held this year amongst the dark and satanic mills of Lesser Morley, the Scarborough Practice Evening attracted only 27 entries — considerably less than is usual at Tockwith. Those who did turn out enjoyed a splendid event ably, as one would expect, organised by Mike Wilson and Henry Holliday. The form was the usual one of the tests being on different sites with, instead of pylons, large bags of shoddy and rather solid soot covered brick walls to drive round.

Jim Johnstone in his Lotus Cortina won the event with a figure of merit of 100% although David Pearson in his Cooper took F.T.D. and was a close second on 98.5%. Ian Hardy just pipped Gordon Chippindale for second in class 1 after Gordon's marks had been adjusted with the Cooper's penalty. Class 2 saw Jim Johnstone well ahead of Malcolm Rogerson and Paul Hargreaves whilst in Class 3 Mike Wheatley showed that he has lost none of his touch by taking the class with second F.T.D. in his newly aquired but clapped out Mk. 1 Sprite. Not very far behind was Bob Moorhouse with the Lotus Seven which was trailed from site to site, it not being taxed, and then there was a large gap of 50 seconds before Alan Forrest in the Turner. Another good event finishing at the usual Morley Rugby Club where once again we thank them for their hospitality.

#### Results.

1. Jim Johnstone (Lotus Cortina)
- 1st in Class 1. David Pearson (Cooper)
- 1st in Class 3. Mike Wheatley (Sprite)
- 1st in Class Awards:
  - Ian Hardy (Mini)
  - Gordon Chippindale (Cooper S)
  - Bob Moorhouse (Lotus)
  - Ladies' Award Janet Kitching (Imp)



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# A Scarborough 'Gold' for Bob Moorhouse and Second Outright Win

Blessed once again by quite outstanding weather, the first 'Scarborough' of the seventies attracted an excellent entry which fully justified the committee decision to keep things just as they have always been. Even with a 2½% handicap, Bob Moorhouse in his Lotus Seven managed to put up fastest time of day on sixteen of the twenty tests and was quickest in his class on seventeen of them. This gave him a figure of merit of 99.59, the 'Wilson' Trophy and, having over 95% for the third year in succession, a Silver Gilt (Gold) Scarborough Cup. Second overall was Ian Hardy in the Mini and third was Peter Wheatley who just beat Gordon Chippindale in his class by three seconds. The other two cup winners were Denys Townsend in the 850 Mini class and David Pearson with the Cooper.

From the start at Tockwith, the route went quickly to the first five tests at Dalton which is a new site for this event, and where the pattern of things to come quickly emerged. The ultimate class winners all managed to record fastest times at most of these tests which included some very loose parts, some very wet tar which caught out quite a few on finishing lines, some very tight ones and a couple of diabolical blinds. Test 3 caught out thirteen of the entry who did it all wrong and got wash-outs but the quick boys all managed to do a little reccy first and consequently got it right. From Dalton there was a long run over to Wombledon where, on the first test, Mike Myerscough wrote his name indelibly in the record books by putting up fastest time in his class. The second test here was the one around the three circles which was very slippery in the dry weather and was more like a forest stage than a driving test so that it was not surprising when Peter Wheatley in his Escort put up Fastest Time of Day.

The quarry at Thornton Dale was just as dusty as ever and with the brilliant sunshine reflecting off the white limestone, it was difficult to see without sunglasses. Here the hairy lads were in their element and good times were put up by David Pearson, Barry Edwards and Gordon Chippindale. Next stop was Olivers Mount for a short one round the hairpin before the last test on Saturday on Albert Road just off the Marine Drive. On Saturday evening, Bob Moorhouse was clearly in the lead from Ian Hardy, Gordon Chippindale, Peter Wheatley and Barry Edwards but with another ten tests to go after a very drunken night, anything could happen.

Sunday saw the first test at Olivers Mount and the retirement of 5 cars including the two Imps with broken gearboxes. Moorhouse set out straight away to consolidate his lead and in Class 3 Townsend was trying to get back the twenty second wash-out penalty that had dropped him back. Mike Wheatley in his rather slow Mk. 1 Sprite managed an F.T.D. at Burnistone where precise control was paramount but after this it was all Moorhouse with some brilliant handling of not the easiest of cars and he took fastest time on the remaining eight tests to win the class by 63 seconds after the 2½% penalty had been added. In Class 2 Ian Hardy gave another faultless display to take the class and second place overall, putting himself in line for a Gold next year. Denys Townsend managed to overhaul Barry Edwards before Barry had the bad luck to have his car stick in first gear at Low North. Even so with four wash-out times on the last tests he was less than 80 seconds behind and this could have been an even closer class than Class 4 where Peter Wheatley won by three seconds. The really hairy class of Gilberts, Lotus Cortinas and Twin Cam Escorts was won by Geoff Blades in a Lotus from Bob Bean in an Escort at a speed only seven seconds faster than the 850 Mini class — there must be a moral in that somewhere.

It was a good, if noisy, party on the Saturday night and most people seemed to enjoy an excellent weekend, very well organised by Derek Clark, David Easthope, Chippy Stross and David Stead.

## Results

1st Overall — R. G. Moorhouse (Lotus 7) .....	99.59
2. I. K. Hardy (Mini) .....	98.30
3. J. P. Wheatley (Escort) .....	97.98
4. G. F. Chippindale (Cortina) .....	97.40
5. D. N. Townsend (Mini) .....	96.73
6. D. G. Pearson (Cooper) .....	96.26
7. G. N. Blades (Lotus Cortina) .....	94.78
8. N. Wright (Escort) .....	94.54
9. R. Bean (Escort) .....	94.25
10. A. K. Vickers (T.R.4) .....	94.07
11. P. Standidge (1100) .....	94.05
12. J. Beadle (Cooper S) .....	93.46

## Awards :

- Scarborough Silver Gilt Cup — R. G. Moorhouse.
- Scarborough Cups — I. K. Hardy, J. P. Wheatley, G. F. Chippindale, D. N. Townsend, D. G. Pearson.
- Scarborough Plates — A. K. Vickers, H. E. White, J. Johnstone.
- Class Award (For winning class and not eligible for Cup or Plate) — G. N. Blades.
- Team Award — I. K. Hardy, P. R. Hargreaves, A. K. Vickers.





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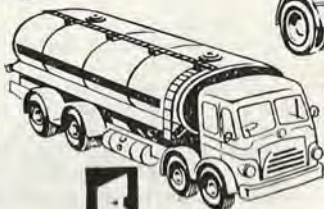
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# ANNUAL COMPETITIONS

PEARCE TROPHY		PCT	D	E	F	G	H	I	Total
1.	J. R. Hardcastle .....	29	9	0	12	8	8	8	82
2.	D. N. Townsend .....	28	8	8	8	3	8	11	79
3.	I. K. Hardy .....	27	11	10	—	8	8	12	76
4.	H. C. Mason .....	29	8	8	8	—	9	8	70
5.	G. F. Chippindale .....	23	10	9	—	8	8	10	68
6.	J. M. English .....	20	9	8	8	—	8	8	61
7.	J. M. Busfield .....	21	8	8	—	8	8	6	59
8.	A. J. Hodgetts .....	18	12	8	12	—	—	3	58
	M. S. Wilson .....	20	12	9	—	9	—	8	58
10.	R. Moorhouse .....	16	8	9	—	8	—	13	54
	B. A. Kitching .....	24	8	8	—	8	—	6	54
12.	Miss L. A. Thornton .....	24	8	—	8	—	—	8	48
	P. R. W. Hargreaves .....	16	8	8	—	8	—	8	48
14.	D. Easthope .....	8	8	8	8	—	—	12	44
15.	M. J. Frost .....	8	8	—	8	—	8	8	40
	Miss J. S. Lee .....	8	8	—	8	—	8	8	40
17.	M. M. Rogerson .....	8	—	8	—	8	8	—	32
18.	Mrs. B. Kitching .....	8	—	8	—	8	—	6	30
19.	Mrs. D. K. Haigh .....	12	8	—	—	—	—	8	28
20.	G. K. Rothwell .....	8	8	—	8	—	—	—	24

## CHIPPY IOLA VASE

1.	Mr. & Mrs Busfield .....	42
2.	Mr. & Mrs. Mason .....	38
3.	Mr. & Mrs. Hardy .....	32
4.	Mr. & Mrs. Chippindale .....	30
5.	Mr. & Mrs. Rogerson .....	27
6.	Mr. & Mrs. Shaw .....	20
7.	Mr. & Mrs. Haigh .....	19
8.	Mr. & Mrs. Kitching .....	18
9.	Mr. & Mrs. Hodgetts .....	8

## KEN LEE TROPHY

1.	I. K. Hardy .....	16
2.	G. Chippindale .....	12
3.	R. Moorhouse .....	10
4.	D. Etherington .....	8
5.	L. S. Stross .....	4
6.	J. D. Bunney .....	3
7.	P. R. Hargreaves .....	3
	B. A. Kitching .....	3

- D Harewood 17th May.
- E Club Night 19th May.
- F Croft 24th May.
- G Harewood Practice 26th May.
- H Club Night 2nd June.
- I Scarborough Rally 6/7th June.

## CASTROL/B.A.R.C. HILL CLIMB CHAMPIONSHIP

After six events just before the June meeting at Harewood the leader board looks like this :

1.	Jeff Goodliff .....	58.94
2.	Chris Cramer .....	49.66
3.	Nick Porter .....	47.90
4.	Peter Voigt .....	43.53
5.	John Pasco .....	40.97
6.	Spotty Smith .....	40.07
7.	Mervyn Bartram .....	39.25
8.	Brian Preston .....	38.21
9.	Mike Flather .....	32.37
10.	Spencer Elton .....	30.26
17.	Clive Harrison .....	20.49
23.	Chris Seaman .....	15.28
28.	Richard Blackmore .....	13.72

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# Dates for your diary

## YORKSHIRE CENTRE PROGRAMME

Date 1970	Event	Status	Centre Annual Competitions
5 July	E. A. Denny Prod. Car Trial	Closed/Jt.	CK
7 July	* Club Night — Gymkhana.	Closed	—
21 July	Club Night — Social	—	—
26 July	Vintage and Novice Meeting, Harewood	Restricted	KB
4 August	* Club Night — Greenwood Cup Practise.	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 — Birds' Event	Closed	—
13 September	Championship Meeting, Harewood	Nat. Brit.	KB
15 September	Club Night — Social	—	—
20 September	Stone Trough Trial.	Restricted/Jt.	NCK
27 September	Scarborough Hill Climb	—	—
6 October	* Club Night — Safari.	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	—	—
21 November	Annual Dinner Dance.	—	—
1 December	Club Night — Social	—	—
15 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.

The Turner is my car, I shall not want another,  
 It maketh me lie down in wet places,  
 It assaileth my soul,  
 It leadeth me into deep water,  
 It leadeth me into the paths of ridicule for  
 its name's sake.  
 It prepareth a breakdown for me in the presence  
 of mine enemies.  
 Yea, though I run through the valleys, I am towed  
 up the hills.  
 I fear great evils when it is with me,  
 Its rods and its engine discomfort me,  
 It annointeth my face with oil and its tank  
 runneth over.  
 Surely to goodness if this thing follows me  
 All the days of my life,  
 I will dwell in the house of the insane for ever.  
 (Reprinted from BARC E. Midlands Newsletter).

What was Derek Clark talking about? High  
 board diving of course, what did you think it was?

## JULY CIRCULAR

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

WEDNESDAY 15th JULY

otherwise publication in that issue cannot be  
 guaranteed.



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## **TAKE A CLOSER LOOK AT THE WINNERS CIRCLE**

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