



# YORKSHIRE CENTRE CIRCULAR



SEPTEMBER / OCTOBER **75**

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# YORKSHIRE CENTRE CIRCULAR

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## COVER PICTURE

Roy Lane, Fenny Marine McRae G.M.1.,  
R.A.C. Hillclimb Champion 1975.

(Photo: Tony Hodgetts)

# Forthcoming Events

## Club Night — 6th November, 1975

The first indoor club night of the winter session takes the form of a "Table-top Rally", which is something we have not tried for some time. Organised by Paul Smiddy, it takes place at the Wellington at East Keswick, starting at 8 p.m. You will need a copy of O.S. sheet 104 (the metric Leeds/Bradford sheet) and a metric romer; if you haven't got one of the latter, Howard White will be there with a supply on the night, so don't be dissuaded by the lack of the tools of the navigator's trade. The event is promised to be suitable to novice and expert alike, and ties will be decided by a "surprise package". If you need any more details, contact Paul Smiddy at Leeds 757129.

## R.A.C. Rally — 22nd - 26th November, 1975

The first day of the R.A.C. Rally keeps entirely within Yorkshire, with the cars coming westwards from the start in York to stages at Bramham and Harewood (no Esholt this year) before looping back to the east to traverse the forests and then returning to York. The Centre is involved in the running of **two** stages in the same day, so we are in great need of lots of willing marshals.

## The October Club Night

It was really more reminiscent of the "Yorkshire Rally", pounding along moorland roads on a dark night, with torrential rain and fog to add to the complexities of navigation. But even that rugged event never required you to squelch around a car park with rain dripping down your neck trying to find out the connection between the landlord's car and boxing!

The first part of the plot was available well before the event, which allowed one to plan out a route which visited various points which gained varying points values, which gave one a chance to apply maximum thought and ingenuity to the choosing of a route. It is rumoured that the plot was fed into Bradford University's computer by one erudite soul, who must have had quite a headache writing the necessary program to cover all eventualities. When one presented oneself in the murk in the car park of the Royalty, a further piece of paper was produced giving the name of a pub at the point to be visited, and a clue the solving of which would provide proof that one had visited the designated spot. Some of the clues were simple, some were of sadistic obscurity, though the setters could not have envisaged the appalling weather

The Harewood stage is an early morning affair, with the cars due in at about 10 a.m., and then in the afternoon the first car will be due into our stage in Dalby forest at about 4-20 p.m. Will anyone who can help please contact Jan at the office if they have not already volunteered, and if you have specific queries, contact Peter Griffin at Ilkley 3988 with Dalby enquiries, or Tony Hodgetts at Arthington 2375 with Harewood questions. Please let us know as soon as possible, as a lot of planning will be necessary to staff two stages on one day.

For spectators, the Harewood stage offers probably the best view of the cars in action that you get on the whole rally. Car parking and viewing facilities will be as for our hillclimbs, and catering and commentary will be laid on. You are advised to get there in good time, as late arrivers caused a monumental traffic jam last year.

## The Annual Dinner Dance — 6th December, 1975

The full details of the function and reservation forms for ticket bookings are enclosed with the Circular. Inflation has meant yet another rise in the ticket price, but the Social Secretary and his helpers are striving manfully to give value for money even at the new rates. So book early to avoid disappointment! There will be no raffles, or draws, as it is felt that we should not have any "hidden extras" at this price.

they were asking the contestants to brave. Nor could they have envisaged the tenacity, or was it the schizophrenia, of Denys Townsend and Tim Smith, who did Tim's route with Denys driving, and then Denys's route with Tim driving, so that they managed to finish third and tenth on the same night! Malcolm Lanfranchi, with Sharon giving the orders, emerged as winner, followed by several tie-decided places (great minds think alike). Thanks to David Easthope and Paul Adelman for rounding off the club-night events with a loud splash, if not a bang!

### Results :

1. Malcolm Lanfranchi/Sharon Lanfranchi ... 395
2. Gerald Taylor/Geoff Ainley ..... 387
3. Denys Townsend/Tim Smith ..... 387
4. Howard White/Diana White ..... 387
5. Harry Mason/Barbara Mason ..... 383
6. David Russell ..... 383
7. Malcolm Rogerson/Joan Rogerson ..... 383
8. John Suttentall/Michael Suttentall ..... 381
9. Simon Clark ..... 375
10. Tim Smith/Denys Townsend ..... 344
11. Tony Hodgetts ..... 225

Retired : Gordon Chippindale/Pat Chippindale  
Peter Jones/Jean Fox.

# THE DONINGTON COLLECTION

In writing my review of this magnificent collection, a few personal thoughts and recollections of the exhibits seemed more appropriate than the usual motor magazine approach you have probably all read.

My interest in the Grand Prix racing goes back to late 1962 when Graham Hill just pipped Jim Clark for the World Championship; both types of car were displayed, Hill's BRM complete with stack exhaust pipes in its Dutch Grand Prix guise of that year. The Lotus 25 was similar to that used by Clark for 1962 and his Championship Year 1963. I was rather amused to see that this particular model was first displayed at the 1963 Motor Show, where it was the subject of my first unsuccessful attempt at indoor photography.

The collection has quite a lot of B.R.M.'s, their workshop having built three P25's, the last front engined cars of the marque, more or less from scratch using parts from the 1960 P48's, the first rear engined B.R.M. One of these P25's belongs to Neil Corner for racing, the other two were on display, one as a works car, the other as the Stirling Moss/Hans Herrmann B.R.P. car.

Not all the P48's were cannibalised into P25's at the Wheatcroft workshops. They had one of these on display; remember the one Tony Griffiths used on the hills during the 1960's? No? Well you will almost certainly remember the P48 as the one Brian Waddilove spectacularly crashed at Harewood through the fence at Quarry.

Surprisingly there were a number of famous hillclimb cars exhibited, from a couple of early Cooper single seaters to some famous cars that have appeared at Harewood over the years, two of these being in the four-wheel drive section. It does not seem 11 years since Peter Westbury put the fabulous Ferguson P99 up Harewood in 44.54 secs., an incredibly fast record which was not broken until that epic battle between Tony Marsh in the 4wd Marsh Special and Peter Lawson in his then recent purchase of the 4wd B.R.M. three years later. The Ferguson stood there as immaculate as ever; it has hardly been used since its brief hillclimb career. The B.R.M. by contrast was completely destroyed by John Cussins in 1969 (the year after Lawson won the championship with it) and the wreckage passed to Roy Lane, who was building the Techcraft 4wd B.R.M. at the time, and from there to Donington.

Over in the far corner of the third hall was the well-restored Brabham BT3, the original Formula 1

Brabham, complete with its V-8 Coventry Climax 1½ litre reinstalled. The car had passed from Jack Brabham's works team to Ian Raby, who raced it for a couple of seasons with a V-8 B.R.M. engine before it found its way to Brighthouse to form the basis of David Hepworth's first Brabham Chevrolet. The sister car to David's second Brabham Chevrolet was also there, the BT20 which won the World Championship for Jack Brabham in 1966. Inspired by the basic designs from these two cars and 4wd from the Ferguson, the Hepworth 4wd was born at the end of 1968, which went on to win the championship in 1969 and 1971.

Looking at other exhibits such as the McLaren M7 Formula 1 car, which led to the development of the McLaren M10A and M10B F5000 car, successful not only on the tracks but also on the hills in the hands of such names as Sir Nick Williamson, Richard Thwaites, David Good, Roy Lane and Tony Bancroft to name a few.

Considering the fact I have only followed Grand Prix for thirteen years there are a surprising number of cars that I actually saw race. The 1964 P261 B.R.M. on display was the car in which I first saw Graham Hill in action at the Aintree 200 in 1964, an exciting moment for a twelve year old enthusiast. The H-16 B.R.M. brought back memories of the 1966 Gold Cup at Oulton Park as two of these 3 litre monsters thundered round in the hands of Stewart and Hill, dicing for the lead with two works BT20 Brabhams, previously mentioned, of Hulme and Brabham. Across the floor the epitome of 1½ litre F.1. racing stood; the Lotus 33 in its ultimate form stretched to 2 litres for the 1963 3 litre F.1 racing; this car brought back all too many memories of the late Jim Clark to mention here.

Each car seemed to tell its own story, some of the older ones I've only read about, Moss's Rob Walker Lotus 18 versus the Ferraris of 1961, the Thinwall Special versus the V-16 B.R.M. (regrettably the latter in each case wasn't present) and perhaps the ultimate legend present must be the as yet unrestored Mercedes W154/W163 of the 1938—39 era — very fitting in the surroundings of Donington. On reflection one could perhaps fill a Circular on this "museum", so if you wish to know more it's well worth a visit; I've really mentioned only a few exhibits.

P.S. I had to thank the lady who runs the restaurant there for chatting to my wife June whilst I wandered for a couple of hours.

DAVID SCATCHARD.

# THE MONTAGUE BURTON TROPHY SPEEDCLIMB



Colin Rogers was out of luck, but retained his overall lead in the Guyson/B.A.R.C. Championship.

(Photo: Tony Hodgetts)

The association between the Yorkshire Centre of the B.A.R.C. and that well known Leeds-based tailoring giant has been a long and happy one, dating back to the days when we ran a series of exciting and popular sprints up the main drive of Burtons' Hudson Road Mills, and continuing with the even more entertaining and nationally prestigious speed hill climbs at Stockton Farm. There have been other diversions too, such as that driving test in the underground car park, which rivalled Malcolm Bateman's back yard for the solidity of the "physical boundaries"; but the Centre, and particularly our hill climb competitors, owe an enormous debt of gratitude to Arnold Burton for his help in providing the site which has developed into one of the foremost venues in the country. To add to his kindness, Arnold presented a trophy some time ago for the best time at one of our members' meetings, and this year the eighth round of the Guyson/BARC championship was the

vehicle also for the competition for the Montague Burton Trophy.

As with the previous meeting at Harewood, the heat-wave brought delights both visual and speculative, and problems which largely centred around the adequate supply of ice cream and cool drinks. In that heat, it was not record breaking weather; though Roy Lane got to within half-a-second of the course record, and on this form must give it a dent soon.

The meeting opened as usual with the small saloon class, which Roy Greenwood took at once, and Nicky Porter clocked the same time on both runs to show that his domination of class 2 was no accident. Class 3 went to Brian Walker, whose Escort RS 1600 comfortably disposed of Alan Forrest, and class 4 provided an unexpected result when Patrick Watts beat both Geoff Farmer and Colin Rogers, who however retained his overall championship lead. The evergreen Richard White

took class 5 from John Meredith in the absence of Jim Thomson's Firenza, with Alan Warburton in third place in spite of excursion up the bank at Orchard. Mike Gleave reversed Mick Merrills' lead with his second run to win class 6, and in class 7 Stuart Watts' Elan beat the similar cars of Dennis Liversidge and Robin Gray. Malcolm Trehwitt again demonstrated that the M.G.C was the most unjustly maligned car of all time by trouncing the more potent opposition.

Messrs. Galbraith and Seaman continued their battle to see who could get the most sideways without losing it, and again Norrie won — just. John Walker had to try very hard to beat William Cole's "E"-type, to the extent that he spun over the finishing line in his efforts. Bob Prest, in the only record-breaking run of the day, lowered his own record for class 11 by over half a second. Dennis Pegg's venerable yellow Lotus II had a walk-over in class 12, John Pascoe won a thinly-supported class 13 and Ian Curtis an equally sparse class 14.

Class 15 saw John Crowson's Rawlings Chaser Terrapin back in the winning place from Ian Beardsley and Jerry Sturman, and in class 16 Peter Kaye maintained his excellent form to beat Alan Thompson, with Mike Allan getting it all right this time to take third spot. Roy Lane dominated class 17 throughout, showing the form which shortly afterwards was to bring him the R.A.C. Championship, and though Chris Cramer tried manfully, he stayed about a second behind Roy all day. Malcolm Dungworth and John Cussins brought the two

Waring and Gillow cars into the next places, followed by John Lambert. Sadly, the Clark family's March blew up rather comprehensively, spreading bits of engine over the surrounding area and not allowing them a single competitive run, which was the only depressing part of the whole day.

#### Awards

F.T.D. and the "Montague Burton" Trophy	Roy Lane	38.89
2nd F.T.D. ....	Chris Cramer	39.86
3rd F.T.D. ....	Malcolm Dungworth	40.39
Ladies' Award .....	Jane Beardsley	58.21

#### Class Awards

Class 1.	1st Roy Greenwood
Class 2.	1st Nicky Porter, 2nd Bobby Fryers, 3rd John Casey
Class 3.	1st Brian Walker, 2nd Bill Lord
Class 4.	1st Patrick Watts, 2nd Geoff Farmer
Class 5.	1st Richard White, 2nd John Meredith
Class 6.	1st Mike Gleave
Class 7.	1st Stuart Watts, 2nd Denis Liversidge
Class 8.	1st Malcolm Trehwitt
Class 9.	1st Norman Galbraith, 2nd Chris Seaman
Class 10.	1st John Walker
Class 11.	1st Bob Prest, 2nd Mervyn Bartram
Class 12.	1st Dennis Pegg
Class 13.	1st John Pascoe
Class 14.	1st Ian Curtis
Class 15.	1st John Crowson, 2nd Ian Beardsley, 3rd Jerry Sturman
Class 16.	1st Peter Kaye, 2nd Alan Thomson 3rd Mike Allan

## September Club Night

I suppose we should have known better than to let two accountants combine to think up a treasure hunt. The tortuous mind necessary these days to unravel fiscal legislation, if given its head, can produce dire results when directed into the production of clues based on the names of places, even on a restricted area of the local Ordnance Survey sheet. On the evening of Thursday, 4th September, the car park of the Harewood Arms was full of cries of woe and frustration as sixteen crews endeavoured to translate an abstruse set of anagrams and puns, first to find out where they should go and then to add a number of places to which careful perusal of the regulations revealed they should not go. Around the route thus revealed were a number of clues which proved one's attendance, and while travelling around the lanes of Middle Wharfedale a variety of items were specified for collection and delivery to the finish.

Some of these were pretty diabolical, and one

beat everyone, for nobody realised the significance of the request for "page 3", which is apparently the boobs-and-bottoms page of some publication called "The Sun", which has obviously escaped the attentions of our club-night fraternity.

Ace scavenger turned out to be Jan Walker, who collected more items than anyone else, and dropped points on, of all things for a lady crew, a bra. It is understood that the errant garment was present, but not for display! The sixteen crews trickled in to assemble at the Square and Compass at North Rigton as dusk fell; though some fell by the wayside, mainly through mental fatigue, and Gerald Taylor and Paul Hargreaves persevered long into the night, hardy in an open MG B.

"The Square" proved to be an excellent finish spot. The results were computed with a fair amount of hilarity on the terrace, with tasty sandwiches on hand to help down the liquid suppers, at the end of which John Suttentall appeared once again as winner, to establish himself

(Continued on page 15)

# CROFT - THE MIDSUMMER RACE MEETING

Another sunny day at Croft, with a good programme of races containing plenty of variety and a few surprises for both competitors and spectators. The very first race, the Formula Ford event, started with a surprise when John Simpson appeared in an unfamiliar car. In practice, John's Nike was severely damaged in a collision when a car he was overtaking moved over into him, and it looked as though he would be without a drive until Bruce McMichael sportingly offered the use of his Crossle, which had to go at the back of the grid as it had not practised in the appropriate session. The start was pretty dramatic, too, as Eric Horsfield stalled his engine on the front row of the grid, and cowered there as the field hurtled by, the back rows at a pretty fair clip.

Mick Starkey got well away into the lead, and stayed there unchallenged until the end, while behind him John McGilvray, Chris Lawson and Alan Wilson swapped places throughout until the final lap, when they sorted themselves into that order, and McGilvray's Crossle coasted across the line after the effort. John Simpson managed to work his unfamiliar mount up to seventh place, and Eric Horsfield to eighth place by the finish.

## Results

1st	Mick Starkey		
	A.T.S. Merlyn Scholar	12:41.4	82.74
2nd	John McGilvray		
	Crossle 25 Minister	12:49.4	
3rd	Chris Lawson		
	Van Dieman RF74 Ford	12:50.8	
4th	Allan Wilson		
	Eldon 8 Scholar	12:53.8	

Event two, for Modsports, saw Eike Wellhausen's "E"-type Jaguar in pole position, but when the flag went down that was the last we saw of him, for he spun at Sunny corner, crashed, and stayed there. Andrew Smith established himself in a comfortable lead over Jim Adamson's Davrian, and John Bury's Midget. At the tail of the field, Ken Allen's Clan spluttered sadly round until lap 4, when the engine cleared itself and he began motoring through the field until he finally settled for fifth place.

## Results :

Class A1	1st Andrew Smith		
	Lotus Elan	13:00.6	80.71
Class C1	2nd Jim Adamson		
	Davrian Imp	13:15.8	79.17
Class B1	3rd John Bury		
	MG Midget	13:30.0	77.78

Next came the Formula Vees for their annual trip to the North, which Ian Flux led from flag to flag, followed by a tight little bunch hotly disputing the next three places. First Ian Mitchell passed Peter Wimhurst on lap 7, then Wimhurst spun off at Spa letting Ray Simpson up, and on the last lap Simpson got past to finish two tenths of a second ahead. David Williams suffered a nasty-looking accident at Oxo and finished up over the bank, but was not badly hurt.

## Results :

1st	Ian Flux		
	Shell Sport Scarab Vee	15:34.8	80.87
2nd	Ray Simpson	J.S.R. Vee	15:52.6
3rd	Ian Mitchell	Austro Vee	15:52.8

The "Wendy Wools" race saw another meteoric drive by Norman Hodgson in his yellow Ford Escort FVC. Starting from the back row with a ten-second penalty he shredded the field until he took the lead on lap nine and drew out a gap of nearly eight seconds on the last lap alone. Mike Newman's blue Viva G.T. led away, with Eric Smith's Mini 1275 G.T. in hot pursuit, until the Mini squeezed by on lap three. On lap four Newman's gear lever broke, but he continued, changing gear with the one-inch stub, closely behind until he was overwhelmed by the flying Hodgson on lap seven. Behind them, Hugh Chalmers' interesting Avenger held fourth place almost throughout the race, a little way back; and the Mini-Seven leaders battled with one another from beginning to close end, with Ian Mittel finishing just in front. Simon Davey's Cooper "S" took the 1000c.c. class by over a minute.

## Results :

Class A1	1st Norman Hodgson		
	Ford Escort FVC	12:47.4	82.10
Class B1	2nd Eric Smith		
	BL Mini 1275 GT	12:55.0	91.29
Class A2	3rd Mike Newman		
	Vauxhall Viva GT	12:57.8	
Class A3	4th Hugh Chalmers		
	Chrysler Avenger	13:07.0	
Class A4	5th Walter Robertson		
	Ford Escort	13:35.4	
Class B2	6th Owen Corrigan		
	BL Cooper S	13:48.6	
Class B3	7th Dave Horsley		
	BL Cooper S	13:50.8	
Class C1	8th Simon Davey		
	BL Cooper S	12:51.4	73.50

(9 laps)



The "T"-type M.G. race produced the rather unusual spectacle of sponsor's colours, and for four of the eight laps they held the lead on Gerry Brown's car. But then Dave Clewley managed to get by and to stay just in front, taking the flag less than a second ahead. The leading bunch was completed by Nick Taylor, with Alistair Naylor — "Le Patron" — motoring steadily round to finish fourth.

**Results :**

1st	Dave Clewley	MG TC	11:56.6	70.33
2nd	Gerry Brown	MG TC	11:57.4	
3rd	Nick Taylor	MG TB	12:00.0	
4th	Alastair Naylor	MG TC	12:33.2	

To finish off the meeting, the really quick stuff came out as usual. John Lepp produced a beautiful March sports-racing car and popped it on the middle of the front row of the grid, but John Calvert took pole by a small margin with his March 742. This pair set off at a great rate and soon left the rest of the field well behind, including Andy Barton, who coasted into the pits at the end of the first lap, apparently suffering from fuel shortage. Calvert pulled out a small lead, which soon vanished as the two leaders started to trip over back markers, and at the end it amounted to 0.2 seconds, with only Richard Simms on the same lap. Behind all this the drama was rather more subtle; Roy

McNab narrowly beat John Muirhead, to leave the pair sharing the lead for the Northern Clubman's Championship, and Bruce MacMichael's earlier generosity was rewarded by a win in class B which was sufficient to put him in the lead for the B.A.R.C. Northern Formule Libre Championship.

**Results :**

Class A1	1st	John Calvert		
		March 742 BDA	13:09.6	
Class A2	2nd	John Lepp		
		March Sports Hart	13:09.6	
Class A3	3rd	Richard Simms		
		Chevron B24 Chev.	14:14.0	
Class C1	4th	Roy McNab		
		Gryphon C74A Swindon	13:28.8	85.68 (11 laps)
Class C2	5th	John Muirhead		
		Mallock U2 14/16 Holbay	13:29.8	
Class C3	6th	Chris Hart		
		Mallock U2 11B Ford	13:41.4	
Class 81	7th	Bruce MacMichael		
		Crossle 20F Scholar	14:15.6	81.00

Again one found Croft at its best in the sunshine, with a programme of good racing for a fairly good crowd. The interest now turns to the final meeting to see the outcome of those closely contested championships.

## Correspondence

Dear Sir,

I feel that I must express my concern about the Scrutineering of Crash Helmets, at the Harewood Practice Day earlier this year.

To the best of my knowledge my crash helmet was legal, but I was informed by the scrutineer that it was not; thereby ensued quite an argument, but I bowed to supposedly superior knowledge and purchased a legal helmet (approximately £30).

In the last few days, I have discovered, much to my annoyance, that my original crash helmet was legal all the time, and have therefore wasted £30.

If it has happened to me, how many more people have been forced into wasting money?

Yours faithfully,

Rotherham.

A. B. Goddard.

(Our Chief Scrutineer is taking up the anomaly in the regulations governing crash helmets with the Scrutineers' committee — Ed.)

Dear Sir,

Readers may be vaguely aware that one of the "new-look" RAC sub-committees recently made a decision effectively penalising blown engines in various events.

While you may not care a jot about the problems of superchargers and their owners, you should care that this decision was made virtually without discussion, on the pressure of a tiny group of competitors, without any chance for those who disagreed to argue the case, and there appears to be no appeal.

This could happen to you. On the evidence, anyone could find himself with a useless car or engine, or his class altered in some fundamental way overnight.

I urge anyone who thinks this is unsatisfactory to write to the RAC Motor Sport Division to try and get things altered so that there is at least a chance of the RAC seeking a decent cross-section of opinion before making any decision with violent repercussions in the future.

Yours truly,

Pateley Bridge.

Allan Staniforth.

Dear Sir,

In the last issue of the "Circular" on page 6, you state that the total investment on the page was £400. Does this include Derek Clark's outfit?

Yours etc.,

Tadcaster.

R. Soper.

# THE GUYSON/B.A.R.C. CHAMPIONSHIP FINAL

HAREWOOD — 28th SEPTEMBER, 1975

The central point of the Championship final was the question whether Colin Rogers, who was the only one with a points record which could be significantly improved, could unseat David Franklin from the lead. David himself could not improve on his score, and in fact did not try, but went elsewhere in search of points for the R.A.C. Sprint championship. There wasn't much doubt about the future domicile of the F.T.D. Championship, and any possibility of a last minute upset was dispelled when Chris Cramer did not appear for the very good reason that he had sold his car.

Practice on the Saturday was about as depressing a day as there could be, with rain and strong winds to plague all who attended. The time gave little

indication of the potential of the cars and drivers, the fastest ascent of the day being over 44 seconds. The majority of the attenders departed in good time to forget the whole thing in one way or another.

Sunday dawned sunny and clear, which raised everyone's spirits, and brought the practice times down smartly, so that by noon the meeting was nicely into its stride, without the delays which have bedevilled the running of some recent events. Just before midday the course was closed by a small procession consisting of NUB 120, the white Jaguar in which centre member Ian Appleyard won the first Gold Alpine Cup ever to be presented, and a good number of other things as well, and its



First they penalise superchargers, then the wretched thing won't start — it's enough to make a man take up fishing! But Russ Ward still won his class in the end.

(Photo: Tony Hodgetts)

direct descendant the new XJS Jaguar. Promptly at twelve o'clock, these were followed by the class 1 cars — all Minis this time, with Roy Greenwood securely in the lead from Terence Tattam. Class 2 saw Nicky Porter (again) pedalling the pink Cooper into a comfortable lead from Bobby Fryers' similar car and the squat, quiet Allegro of Antony Pownall.

Class 3 was all Brian Walker's, with Alan Forrest unable to make an impression, and in third place came Colin Wild's Capri 3000, going much better on the dry road than its rather lurid performance in the wet. Well down the class — could it be the shape of things to come — came Nicky Porter again, in a Mercedes-Benz 280 this time. Is the faithful old "10 UP" going to be put out to grass? In class 4, Colin Rogers was really flying in his attempts to rack up the elusive points, and managed to beat Geoff Farmer's Imp by three-hundredths of a second, on the second run. Richard White was in command of class 5, but further down there was hot contention as John Meredith displaced Alan Cox from second place and Jim Thomson blew up his engine pretty comprehensively and spread oil from Willow to Farmhouse in the process.

The class for M.G. "T"-types was won by Gerry Brown on his first run, fortunately for him, for on his second run he ran up the kerb at Quarry and took off to fly over the gravel bank and land with a resounding thump in the field beyond. The sturdy construction of the car stood him in good stead, and he was able to drive it away relatively unscathed. The more modern M.G.s of the "Marque" class were led home by the Sprite of Mike Gleave, and the rather depleted class 7, suffering from a rash of non-starters, by Stuart Watts and Guy Brooker, both in Lotus Elans. In the absence of Malcolm Trewwhitt, Paul Tankard took Class 8 on his second run, after failing his first attempt, and Phil Fay led home a collection of Morgan Plus Eights. Tim Smith, after driving a thousand miles back from holiday to compete, had to retire when "Tigger" disgraced himself and made a nasty puddle on the carpet down at the start.

Russ Ward, determined to make the most of the time left to supercharged cars, romped away with class 9, leaving the old firm of Seaman and Galbraith hammering away just behind. Chris confesses that both he and his car are feeling their age; the former only he can say, but the latter has been around since 1958, which is a long time for a Spridget. The Jaguar class went to John Walker after Fred Cliffe had held an initial lead of just one hundredth of a second, and Bob Prest, well outside his recent record, still managed to retain class 11 from the pursuing Jeremy Hunt and Mervyn Bartram.

A strange assortment of "Specials" turned out

for class 12, to be led home by Dennis Pegg's "Mistron". John Pascoe won class 13 and Mike MacDowel's elegant white Chevron B.M.W. led Ian Curtis' B.M.W.-engined Mallock.

The well-supported class for small racing cars was won by John Crowson's Terrapin from John Buck's similar car, and Jerry Sturman's Vixen. In spite of it being his birthday, Peter Riley could only manage fifteenth place; still, first time out, you've got to start somewhere. Peter Kaye, trying as hard as usual and showering gravel around at the finish, took class 16 from David Morris and Rob Turnbull. Class 17 was again depleted by non-starters for a variety of reasons, and Roy Lane put up a good time on his first run, which was not bettered for the rest of the day, and was followed by John Cussins, Ken MacMaster and Malcolm Dungworth. Phil Bennett at last has the Scott screwed together, and motored very briskly into fifth place, followed by Mike MacDowel in John Cussins' Waring and Gillow Chevron.

The Top Ten runs saw most of the favoured ten managing to improve their markings slightly, but in the process Colin Rogers went sadly astray at Orchard, and cartwheeled into the field in a most dramatic fashion. Fortunately he was undamaged, and the Mini, though bent, is not seriously disarranged. The Top Eight run-off for the F.T.D. award was not marred by any serious incidents, though David Morris managed a whopping spin just before the apex of Quarry, and did well to keep the engine running and drive away from it.

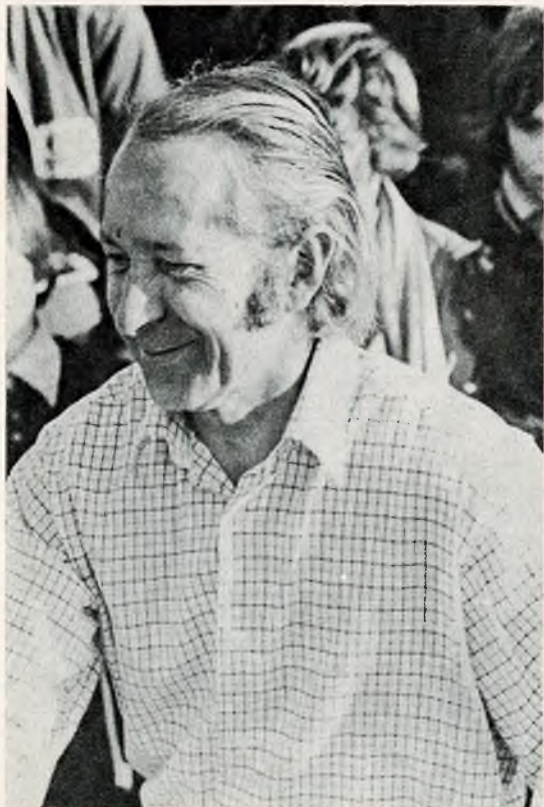
So the meeting finished in good time, and a large crowd stayed to see the prize presentation, which included the handing out of the Centre's annual awards as well as the class awards, and, of course, the presentation of the Guyson Championship prizes. Jim Thomson dispensed the spoils of victory, which included some very natty black jackets which form the badge of office of the successful, and a couple of well-deserved special prizes to Roy Lane, who had to make several journeys, roundly applauded each time, to collect his various trophies. During his brief speech, Jim also told the gathering that Guyson will be sponsoring the Championship again next year, which was received with acclamation. And then there was a valedictory party in the Scrutineers' tent (what an appropriate place!) to send everyone on their way toward winter hibernation in a happy frame of mind.

#### Awards

F.T.D. and The "Castrol" Trophy ...	Roy Lane	39-96
2nd F.T.D. ....	John Cussins	40-66
3rd F.T.D. ....	Ken MacMaster	40-72
4th F.T.D. ....	Malcolm Dungworth	41-28
Ladies Award .....	Diana MacMaster	

**Class Awards**

- Class 1. 1st Roy Greenwood
- Class 2. 1st Nicky Porter, 2nd Bobby Fryers
- Class 3. 1st Brian Walker, 2nd Allen Forrest
- Class 4. 1st Colin Rogers, 2nd Geoff Farmer
- Class 5. 1st Richard White, 2nd John Meredith,  
3rd Alan Cox
- Class 6. 1st Mike Gleave
- Class 7. 1st Stuart Watts, 2nd Guy Brooker
- Class 8. 1st Paul Tankard, 2nd Phil Fay
- Class 9. 1st Russ Ward, 2nd Norman Galbraith
- Class 10. 1st John Walker
- Class 11. 1st Bob Prest, 2nd Jeremy Hunt
- Class 12. 1st Dennis Pegg
- Class 13. 1st John Pascoe
- Class 14. 1st Mike MacDowel
- Class 15. 1st John Crowson, 2nd John Buck,  
3rd Jerry Sturman, 4th Paul Squires
- Class 16. 1st Peter Kaye, 2nd David Morris,  
3rd Rob Turnbull, 4th Robert Sunderland
- Class 17. 1st Roy Lane, 2nd John Cussins
- Class 6a. 1st Gerry Brown, 2nd Dave Clewley  
3rd Alastair Naylor



Richard White, first in Class 5, and very pleased to accept a cheque from his old adversary Jim Thomson.

(Photo : Tony Hodgetts)



Roy Lane — F.T.D., The Yorkshire Post Trophy, The F.T.D. Championship — Grand Slam! And the Scrutineers' Trophy for the best kept car as well, to go with the title of 1975 R.A.C. Hillclimb Champion.

(Photo : Tony Hodgetts)

**Annual Awards**

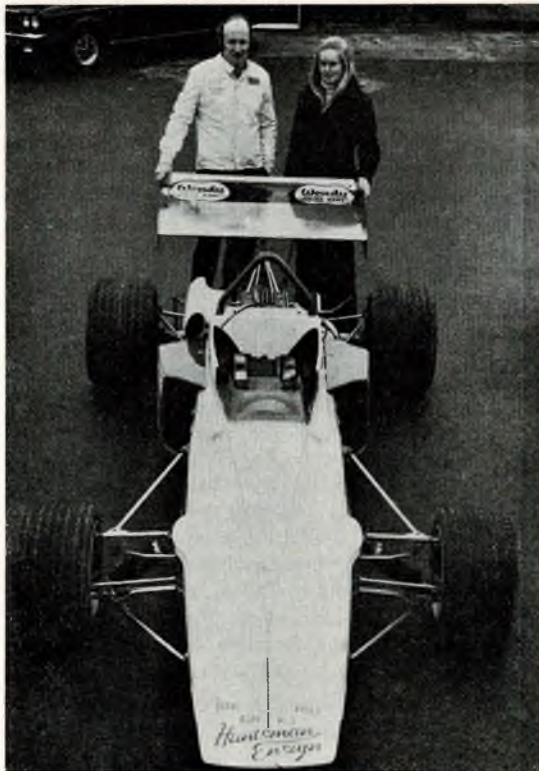
- "The Yorkshire Post Trophy" ..... Roy Lane 38.89
- "The Jack Farrar Trophy" ..... Peter Kaye 41.02
- "The Appleyard Group Trophy" Stuart Watts 45.90
- "The Wallace Arnold Trophy" ... Nicky Porter 48.46
- "The Total Trophy" ..... Geoff Farmer —0.15
- "The Scrutineers Trophy" ..... Roy Lane

**F.T.D Awards**

- 1. Roy Lane ..... 57
- 2. Chris Cramer ..... 50
- 3. David Franklin ..... 43
- 4. Alistair Douglas-Osborne 27
- 5. Peter Kaye ..... 27
- 6. Ken MacMaster ..... 25
- 7. Malcolm Dungworth ..... 24
- 8. David Morris ..... 19
- 9. John Lambert ..... 17
- 10. Richard Jones ..... 16
- 11. John Cussins ..... 11
- Mike MacDowel ..... 11



Peter Kaye took the Jack Farrar Trophy for the fastest time by a Yorkshire Centre Member.  
(Photo : Tony Hodgetts)



David Franklin, wife Deborah and the Huntsman Ensign which took him to the top in the Guyson/ BARC Championship, 1975.



Stuart Watts displays the Appleyard Group Trophy for the fastest time by a sports car.  
(Photo : John English)

#### Guyson/BARC Hillclimb Championship

##### Final Positions

28th September 1975

1. David Franklin ..... 56:96
2. Stuart Watts ..... 55:08
3. Guy Brooker ..... 54:30
4. Colin Rogers ..... 54:28
5. John Meredith ..... 53:00
6. Roy Lane ..... 52:56
7. Nicky Porter ..... 51:05
8. Brian Walker ..... 50:44
9. Richard White ..... 50:23
10. Alan Cox ..... 50:20

##### Ladies Award

Carol Lloyd ..... 15:99

The Committee of the Yorkshire Centre send their thanks to all the Guyson personnel for their enthusiastic support of the Championship.

# CROFT – THE CHAMPIONSHIP RACE MEETING

7th SEPTEMBER, 1975

It couldn't really last. We had to return to normality sooner or later, and a combination of sparse entries, shortage of marshals and drizzling rain promised an uninspiring day. In fact, the racing was quite good, and as the day progressed the track dried and the sun even shone weakly; but our visitor from Headquarters, Sidney Offord, saw Croft at its most trying. It must be put on record that Incident Officer Chris Seaman was seen in a suit for the first time ever — even though it was only a suit of red waterproofs.

The first event started in a very wet track, though the rain had ceased by then. Andy Barton shot off into the lead, and came by with a 100 yard advantage after the first lap, with Richard Sims in second place a similar distance ahead of Warren Booth. Followed by clouds of spray, and twitching violently through the puddles, they continued in this order until the end. This, though, formed only the first part of the Formule Libre race, whose second part was to be the last event.

From the pole position, Jim Evans' turbo-charged Ford Escort took the lead with Norman Hodgson's Escort chasing through from the second row of the grid. Brian Whiting displaced Gerald Clark on the second lap to take and keep third place, and Eric Smith then came up to dispute fourth which he finally took after a race-long battle. As the leaders came up to lap the tail-enders, they closed up until at one point it looked as though the lead might be in dispute; but the Turbo pulled away, and though Brian Whiting got by on the finishing line two laps from the end he could not hold on to second place until the end.

## Results :

Class A1	1st Jim Evans		
	Ford Escort Jet Turbo	16:14.2	77-60
Class A2	2nd Norman Hodgson		
	Ford Escort FVC	16:25.6	
Class A3	3rd Brian Whiting		
	Ford Escort BDA	16:28.8	
Class B1	4th Eric Smith		
	BL Mini GT BDA	17:03.0	73-90
Class B2	5th Gerald Clark		
	BL Cooper S	17:03.8	
Class C1	6th Bruce MacLeod		
	BL Alval Cooper S	16:46.6	65-00 (11 laps)

The Formula Ford event began, to no-one's surprise, with a fair mix-up at Tower, from which all emerged relatively unscathed though somewhat delayed. Less fortunate on lap two was Eric

Horsfield, who rolled his Alexis over the bank at Sunny in a most spectacular way, damaging the car fairly extensively, but being himself protected by roll-bar and harness to climb out unhurt. Ken Pickering and Nigel Robinson swapped the lead for half the race, until Pickering took control and pulled away to win by a comfortable margin. The two leading contenders for the championship were away to the south, but John MacGilvray was out of luck, and did not manage to pick up enough points to improve his position.

1st	Ken Pickering		
	Jamun T3B Scholar	20:03.8	78-50
2nd	Nigel Robinson		
	Merlyn 24 Minister	20:12.2	
3rd	Neil Williamson		
	Van Dieman RF75 Scholar	20:18.2	
4th	Allan Wilson		
	Elden Mk. 8 Scholar	20:25.0	
5th	Richard Phillip		
	Crossle 20f Scholar	20:32.6	
6th	John MacGilvray		
	Crossle 25F Minister	20:34.2	

At the start of race four, for "Modsports" cars, Jim Adamson set off briskly just as the flag was starting to go upwards, for which he was penalised ten seconds. In spite of this, Kenny Allen came by in the lead on the first lap, though this state of affairs did not last long before Adamson was back in the lead with Andrew Smith in hot pursuit, after Allen had spun and dropped back. On lap six Adamson took over the lead, which he kept until the end. Alan Stirling managed to spin his Morgan in the Chicane, and Eddie Falkhouse managed even more surprisingly to find enough road to avoid him. Robert Speak and Ian McCullough circulated as though they were tied together, until the Lotus Europa clipped the Chicane and spun off into the ditch, fortunately without serious damage to either driver or car.

Class A1	1st Andrew Smith		
	Lotus Elan TC	15:28.4	
Class C1	2nd Jim Adamson		
	Davrian Mk. 7 Chrysler	15:40.0	90-42
Class C2	3rd Kenny Allen		
	Clan Crusader	16:16.4	
Class B1	4th Ian McCullough		
	Sportspares Healey Sprite	16:20.0	77-14

Finally the Formule Libre cars came out again, this time on a dry track, for the second half of the race which, together with the results of the first event, would be aggregated to give the final result.

Richard Sims got away in the lead, held it for one lap, then gave best to Andy Barton, who tore off to set a new class record and win at a race average of 13 m.p.h. faster than the first race. Warren Booth disappeared over the bank at the Esses on the first lap, which let Roy McNab's Gryphon up into third place.

After the results had been aggregated, the result of the B.A.R.C. Northern Formule Libre Championship was computed, and Andy Barton was declared the winner from Bruce MacMichael, with everyone else far behind. The B.A.R.C. Northern Clubmans' Championship went to Roy McNab from John Muirhead, again with everyone else nowhere!

#### AGGREGATE RESULTS OF EVENTS 1 & 5

Class B1	1st	Andy Barton		
		March 74B Barton BDA	24:16.4	86.51
Class A1	2nd	Richard Sims		
		Chevron B4 Chevrolet	25:40.2	81.80
Class C1	3rd	Roy McNab		
		Gryphon C74A Swindon	24:46.2	80.54
			(19 laps)	
Class C2	4th	John Muirhead		
		Mallock U2 14/16 Holbay	25:11.6	
			(18 laps)	
Class B2	5th	Bruce MacMichael		
		Crossle 20F Scholar	25:11.8	

So long, Croft — see you next year!

## Championship Results

#### RESULTS OF THE B.A.R.C. NORTHERN SALOON CAR CHAMPIONSHIP FOR THE "WENDY WOOLS" TROPHY

1st	Eric Smith	31
2nd	Gerald Clark	25
3rd	Simon Davey	21
4th =	Norman Hodgson	20
	Dave Horsley	20
6th	Allan Ritchie	13
7th	Ian Rogerson	12
8th	Brian Whiting	11
9th	Owen Corrigan	10

#### RESULTS OF THE B.A.R.C. NORTHERN FORMULA FORD CHAMPIONSHIP

1st	Mick Starkey	33
2nd	John Simpson	21
3rd	John MacGilvray	15
4th	Ken Pickering	9
5th	Richard Phillip	7

6th =	Nigel Robinson	6
	Neil Williamson	6
	Allan Wilson	6
9th =	Chris Lawson	4
	Stuart Lawson	4

#### RESULTS OF THE NORTHERN SPORTSCARS (SCORTON)/PLAYERS No. 6 MODSPORTS CHAMPIONSHIP

1st	Kenny Allen	30
2nd	Jim Adamson	25
3rd	Ian McCullough	23
4th	Andrew Smith	11
5th	Ronnie Grice	10
6th =	Ian Wilkinson	9
	Ron Kirkman	9
8th	John Bury	8
9th =	Ron Harper	7
	John Read	7

#### CLUB NIGHT—continued.

as a new "King of the Clubnights". Thank you, Messrs. Townsend and Smith, for a highly cerebral exercise which was definitely different!

#### Results

	Marks	
1. John Suttentall .....	76	
2. Brian Marsden .....	68	
3. Miss Jan Walker .....	64½	
4. Malcolm Rogerson .....	63	
5. Tony Hodgetts .....	59	
6. = Harry Mason .....	50	
	Gerald Taylor .....	50
8. = Paul Smiddy .....	47	
	Rowland Wilson .....	47
10. Howard White .....	46	
11. David Easthope .....	39	
12. Gordon Chippindale .....	29	
Retired: D. Fairburn		
	M. Lanfranchi	
	D. Turner	
	J. R. Hardcastle	

## Total Economy Drive

Closed Joint Promotion: 8th/9th November: 185 miles: Simple Navigation by Road Book: Crew MUST be Driver, Navigator plus Observer: Entry £5, good prizes: Regs. from Office, or Mike Tullie, Bingley 3375.

## BARCounter



Richard Thwaites at speed in his Eastern Carpet Stores Elva Mk. 7.

Richard Thwaites is this year's "Speed Merchants' Post-Historic" Champion, having pipped Willie Green on a tie-decider though his Eastern Carpet Stores Elva Mk. 7 did not finish the final round at Thruxton. Richard says that, contrary to reports, he did not hit anything; a wheel came off and caused his retirement. Well done, Richard — bring it to the Vintage meeting at Harewood, and see if you can put another record plaque beside that durable course record trophy.

The Guyson championship final at Harewood had a couple of attractions with a difference; the model aircraft from Bradford Model Aero Club were there again, with a flying saucer this time, and a model helicopter whose radio-controlled antics made anyone who has tried to make model aircraft just fly gasp in incredulity. Also present were two Formula

One Stock Cars, trying to see how they could adapt to the different requirement of hills and tarmac. Their ascent was spectacular though not very quick by hillclimbing standards, but we hear that they are keen to try again with more suitable vehicles for the job.

Those stock cars — after the return match at Odsal (of which more next month) Tony Fall was so impressed with Stu Smith that he's offered him a trial in the D.O.T. Opel Kadett.

There was one noticeable absentee from the starters at that Harewood meeting. "Chippy" Stross has quietly sold his Chevron and gracefully retired from competition after a career stretching back to 1937, when he took part in his first event, a Sheffield and Hallamshire trial, in an M.G. TA. While he will be missed from the entry, we have



no doubt that Chippy will be around for some time to come, still with his fund of anecdote and reminiscence.

The prize for the Traveleads Novice award will be a weekend in London for two, David Easthope tells me; so some lucky enthusiast is in for a pleasant surprise at the annual dinner-dance when the winner is announced.

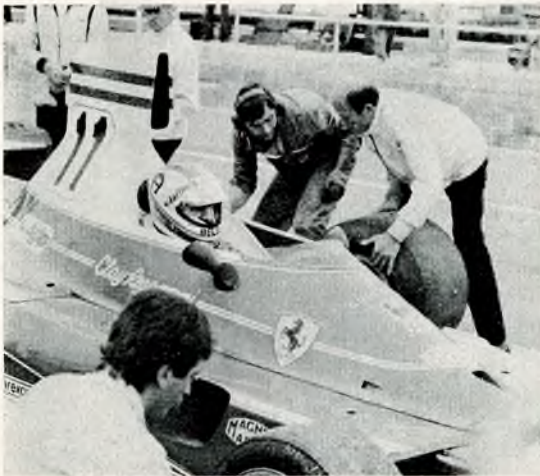
Congratulations department — Diana Greenwood (née Townsend), better known some while ago as "Neighbour" has produced a son, Richard Stephen, and Uncle Denys reports both are well.

The following cryptic communication arrived recently from Tim and Ann Wise :

"August 12th, Tenerife.  
 1st Prototype, daughter of 3000 TW.  
 Kerb weight — 3.5 kilos.  
 Max. Talk — figures not yet available.  
 Max. Lung Power — 68 decibels.  
 Overall Length — 18 inches.  
 Consumption — 2.5 pints per day.  
 Alexandra Cowton Wise (Grand-daughter of Old B . . . ) will be introduced in Britain some time in 1976".

(I had to censor that one line !); congratulations, Tim and Ann.

Waring & Gillow, who sponsor the hillclimb cars of John Cussins and Malcolm Dungworth, are offering special discounts to Centre Members who produce current membership card when they buy from a Waring & Gillow, John Peters or Granthams (Sunderland) store.



"That's it Luca, if you stick it on there, everyone will think we thought of the idea before Ken Tyrrell!"

(Photo : Paul Smiddy)



Seen at the opening of the R.A.C.'s new offices in Sheffield (l. to r.) Gordon Forster, (R.A.C. Rally Area Organiser); Sir Clive Bossom, the new Chairman of the R.A.C.; Chris Seaman in disguise; and Brian Midgley of North Midland Motor Club.

(Photo : Ron Ockenden)

Josephine Lee, one of the Centre's most energetic workers, leaves soon for South Africa; your editor thus loses a regular contributor and his sternest (constructive) critic. Thanks, Josephine, for all your hard work, and all the best for the future.

At the Gold Cup Formula 5000 race at Oulton Park a French driver rushed into race control shouting "Il faut q'on donne beaucoup de bleu ! Ils sont tres, tres, lents !" By sheer, blind, luck the first person he hit was Peter Griffin, who has been bashing his brains out at Berlitz for months in preparation for just such an eventuality, so Monsieur Pilette got the blue flag he wanted. Didn't do him much good, though — he was fastest in the first practice session, but in the second three people got ahead of him, thanks to the easier overtaking !

There is encouraging news from the Shellsport League — thanks to some inspired team-picking by Malcolm Rogerson, we collected enough points at Scammonden to rocket up into 10th place. The Final is on November 9th, when the Autotest drivers are required. Volunteers please contact Malcolm Rogerson at Leeds 752391 or John English at 534617.

Did you hear about the professor of Gaelic and Erse who was asked if the Irish language had any equivalent to the Spanish "mañana". He replied that there were twenty-three words with a similar meaning, but none expressed the same sense of urgency !

# Dates for your diary

## YORKSHIRE CENTRE PROGRAMME

Date	Events and Status	Centre Competitions
December 6	Annual Dinner Dance.	

Status : N=National; R=Restricted; C=Closed; CJ=Closed Joint Promotion.  
 Centre Competitions : P=Pearce Trophy; K=Ken Lee Trophy; C=Chippy-Iola Vase.  
 A= Arnold Burton Trophy.

Entries in Restricted, National and Jointly promoted events must be made in the name of BARC to qualify for marks in annual competitions.

Regulations for all events will be distributed automatically to Yorkshire Centre members as they are published.

## ANNUAL COMPETITIONS

MARKED UP TO AND INCLUDING CROFT ON 7th SEPTEMBER 1975

### PEARCE TROPHY

1. A. J. Hodgetts	77
2. J. R. Hardcastle	64
3. T. C. D. Smith	61
4. P. S. Adelman	59
5. J. English	57
6. D. R. Scatchard	55
7. M. S. Wilson	51
8. B. N. Marsden	49
9. H. C. Mason	43
10. G. F. Chippindale	40
D. Easthope	40
12. S. N. Clark	39
H. White	39
14. N. Higgins	38
Mrs. B. J. Scatchard	38
C. G. Seaman	38
17. K. Gibson	36
18. Miss J. Walker	33
19. D. N. Townsend	32
20. P. Smiddy	30
Miss H. Dixon	30
Miss G. Nicholson	30
23. R. Soper	29
24. J. Crowson	27
A. Page	27
26. L. S. Stross	26
27. N. Porter	24
28. G. Taylor	21

### FIRTH BOWL

1. Mrs. B. J. Scatchard	38
2. Miss J. Walker	33
3. Miss H. Dixon	30
Miss G. Nicholson	30

### KEN LEE TROPHY

1. H. White	39
2. G. F. Chippindale	27
3. J. Crowson	27
4. N. Porter	24
5. H. C. Mason	22
6. P. Smiddy	21
G. Taylor	21
8. I. Hardy	20
9. A. J. Hodgetts	18
10. B. Marsden	17

### CHIPPY-IOLA VASE

1. G. F. Chippindale	28
B. N. Marsden	28
3. H. White	21
7. D. Scatchard	14
J. Busfield	13
9. R. Soper	11
N. Higgins	11

### ARNOLD BURTON TROPHY

1. G. F. Chippindale	14
2. I. Hardy	12
G. D. Taylor	12
4. H. White	10
5. J. Busfield	7
H. C. Mason	7
7. A. Page	5

1934 Ford Model B Tudor Sedan.



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and prestigious "year-bar".

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**Harewood - a.m.**  
**Dalby - p.m.**  
•  
**Saturday**  
**22nd November**  
**1975**

**The**  
**DINNER DANCE**

7-30 for 8 p.m.

TICKETS : £6.00

**Saturday**  
**6th December**

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SIMON PETERS DISCO

AT THE QUEENS HOTEL, LEEDS

**B.A.R.C**  
**Cocktail Party**

SUNDAY, 29th FEBRUARY, 1976  
11-30 a.m. at CARRINGTON'S,  
STATION PARADE, HARROGATE  
£1-00 per ticket



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