



# YORKSHIRE CENTRE CIRCULAR



OCTOBER **68**

# NO TIME FOR TYRE TROUBLES

Whether your speed is 70 m.p.h. or 10 m.p.h. . . . whether you motor for pleasure, business or sport you just cannot afford to have suspect tyres.

Here at Palmers we know tyres . . . understand tyres. Our expert team is available to you for advice and service. Palmers service is service with a Capital S — Sure, Speedy, Safe. Why not call before your next meeting —or sooner?

Our week-end tyre service may be helpful for pre-race difficulties. 9—4 p.m. Saturdays. 9—12 noon Sundays.

**PALMERS  
FOR TYRES**

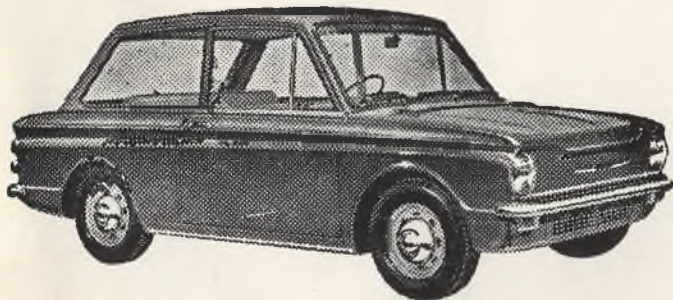
Sheepscafe Street, Leeds 7. Telephone 39031.  
with branches throughout the North.  
THE NORTH'S LEADING INDEPENDENT TYRE SERVICE



**ROOTES GROUP DEALERS**

for

**HUMBER - HILLMAN - SUNBEAM - COMMER**



**Hillman Imp**

**£567/2/9**

Inc. P. Tax

**SPORTS  
CONVERSIONS**

For personal attention contact Ted or Trevor Twaites at :

**WOODKIRK GARAGE & SERVICE STATION LTD.**

**Leeds Road, Nr. Dewsbury.**

Telephone : **BATLEY 4212**

# YORKSHIRE CENTRE CIRCULAR

OCTOBER **68**

## BRITISH AUTOMOBILE RACING CLUB

### PRESIDENT

The Rt. Hon. THE EARL HOWE. C.B.E. D.L. J.P.

### GENERAL MANAGER

ROBT. L. CLARKE  
5/6, Argyll Street, London, W.1.  
Tel. GERrard 2533

## YORKSHIRE CENTRE

B.A.R.C. YORKSHIRE OFFICE  
6 Sidney Street, Vicar Lane, Leeds 2.  
Tel. Leeds 38972.

### CHAIRMAN

M. S. WILSON  
Silver Royd House, Leeds, 12. Tel. 630944/638392

### VICE-CHAIRMAN

E. D. CLARK  
10, Wormalds Yard, Boar Lane, Leeds 1  
Tel. Leeds 21451

### SECRETARY

H. C. MASON  
4, South Parade, Leeds, 1. Tel. Leeds 20756

### TREASURER

M. H. WHALEY  
Guiseley Garages Ltd., Otley Road, Guiseley.  
Tel. Guiseley 2244.

### COMPETITION SECRETARY

J. D. LINCOLN  
'Brandy Close', 125, Drub Lane, Cleckheaton, Gomersal, Yorks.  
Tel. Cleckheaton 3050.

### MAIN COMMITTEE

A. J. BURTON, J. M. BUSFIELD, J. M. HOLROYD,  
J. JOHNSTONE, B. W. MOSS, K. J. OLDHAM, M. K.  
OLDHAM, R. A. RIALI, P. H. SCOTT, D. P. STEAD,  
L. S. STROSS, J. A. STROUD, M. H. WHALEY.

### FINANCE & GENERAL PURPOSES COMMITTEE

M. S. Wilson (Chairman) H. C. Mason (Secretary)  
E. D. Clark, J. D. Lincoln, M. H. Whaley.

### EVENTS COMMITTEE

J. A. Stroud (Chairman), A. J. Hodgetts (Secretary),  
A. J. Burton, J. M. Busfield, D. K. Chippindale, J. M.  
Holroyd, J. E. Ison, J. Johnstone, B. W. Moss, M. K.  
Oldham, R. Soper, D. P. Stead.

### SOCIAL COMMITTEE

H. C. Mason (Chairman), L. S. Stross (Secretary),  
K. J. Oldham, R. A. Riall, P. H. Scott, D. P. Stead,  
H. Wilkinson.

The officers are ex-officio members of all committees

## THE MAGAZINE OF THE BRITISH AUTOMOBILE RACING CLUB (YORKSHIRE CENTRE)

### PUBLISHED MONTHLY

FOURTEENTH YEAR No. 159.

### EDITOR

J. A. STROUD *The Knoll, 495 Bradford Road,  
Bailliffe Bridge, Brighouse  
Tel. Brighouse 2026 (Home)  
Halifax 63251 (Office)*

### ADVERTISEMENT MANAGER

M. S. WILSON *Silver Royd House, Leeds, 12  
Tel. 630944 638392*

### LEGAL ADVISER

J. D. SCOTT *19, Piccadilly, Bradford, 1  
Tel 31404*

### PHOTOGRAPHERS

S. J. BINNS *19, The Oval, Heald Green, Cheshire*  
P. H. LOVEL *20, Fourth Avenue, Bridlington, Yorkshire,  
Tel. Bridlington 6258*

### COVER PICTURE

CROFT — The Centre's Members Meetings at Croft are now an established feature of our annual fixture list. This photograph, by Jeff Binns, taken just before the start of a race earlier this year, captures a little of the atmosphere.

# More men go to Burton than to any other tailor

## It's easy to see why

Even if you've never had a suit made for you before you'll enjoy having one tailored by Burton. There's a 48-page style book to guide you. Over 2,000 fine cloths to choose from—each clearly labelled and priced. An expert to make everything simple for you. And, of course, a tradition of superb tailoring.

What about ready-to-wear?

At Burton, you'll get exactly what you want. Suits, overcoats, raincoats, sports jackets, slacks . . . all sizes, all shades, and all tailored to the exacting Burton standard.

Come to Burton soon. You'll find the prices sensible. The tailoring unbeatable.



You can't beat

**BURTON**  
tailoring

# Ramblings



## ● ● ● EDITORIAL MEANDERINGS THROUGH THE BROAD ACRES ● ● ●

### David Pearson

The death of David Pearson, a few hours after an accident during the race meeting at Cadwell Park on Sunday, 15th September, has saddened his many friends in the Centre and Northern motor sporting field generally. Popular and successful David was a well-liked member and competitor and the club scene will be a great deal the poorer for his passing.

Our deepest sympathies go to his widow and young family in their great loss.

### Mervyn Oldham

That Mervyn Oldham should, owing to pressure of business commitments, find it necessary to resign from the Main Committee six months after joining it is a great disappointment as his lively mind and energy bid fair to make a most useful contribution — especially so coming from a member of the younger generation — to the running of Centre affairs in the years ahead. It is, however, typical of Mervyn that finding he could no longer afford the time he felt obliged to submit his resignation rather than occupy a place on the Committee to which he could not do justice.

In accepting his resignation with great regret we would like to thank him for his considerable contribution in recent years, especially as a member of the Events Committee, and to express the hope perhaps his business activities will later allow him more time to devote to the organisational side of the Centre.

### Joint Autocross — An Apology

Unfortunately a few of those hardy souls who had volunteered to marshal on the Autocross on 29th September weren't informed of its cancellation and turned up only to find a wet, empty field — for which the organisers offer their apologies.

Hoping against hope the meeting could be run a final decision was deferred until the middle of the preceding Friday afternoon after which it was a case of panic stations there being a large number of competitors, marshals, caterers, public address, ambulance and others to be notified as very short notice — necessarily by telephone, our new "improved" postal service being so unreliable. We hope those concerned will appreciate the difficulties which beset the organisers at such short notice and accept their regrets at missing one or two people — an almost inevitable consequence of the circumstances.

### Centre Annual Trophies

The five annual trophies awarded for performances at Harewood during the season have been won this year as follows:

#### Yorkshire Post Trophy

*(for fastest time of year irrespective of class)*

P. G. Lawson.

#### Jack Farrar Trophy

*(To B.A.R.C. member resident within Yorkshire recording the fastest time of the year irrespective of class)*

P. G. Lawson.

#### The Appleyard Group of Companies Trophy

*(for fastest time of season in a Marque "Y" Sports Car running in Classes 5, 6 & 7)*

A. Mountain

#### Wallace Arnold Trophy

*(for fastest time of season in a Touring Car running in Classes 1, 2, 3 & 4)*

K. N. Lee

#### Total Trophy

*(to competitor making greatest improvement over class record standing before meeting on 7th April 1968 in a Touring Car running in Classes 1, 2, 3 & 4)*

F. P. Kaye

### Centre Programme — 1969

Details of the provisional Centre programme for 1969 — except for the Sleuth's Mug and Summer dance, the dates for which have still to be decided — are given in DATES FOR YOUR DIARY at the end of this Circular. The dates of all competitive motoring fixtures are subject to the final approval of the R.A.C. which, in the case of Restricted and Closed permit meetings, is unlikely to be forthcoming for some weeks yet although alteration or rejection is improbable.

Compared with 1968 the main alterations are the discontinuation of the Croft Practice Day, the One Mile Sprint and the joint promotion of the Stone Trough Trial. New fixtures are an additional Driving Test meeting in April, an Evening Safari in October and an extra Members Race Meeting at Croft in October. The dates of several of the other fixtures have been re-arranged in an endeavour to obtain a more even spread of events over the competitive season than was possible this year.

Continued on page 7

**move over...**

**here comes**



**2002**

**YORKSHIRE  
DISTRIBUTORS**

**NORMAND (BRADFORD) LTD.**

**HALL INGS, BRADFORD 1**

TELEPHONE:  
BRADFORD 33077



**YORKSHIRE W.R.  
MAIN DEALERS**

**JENSON YORKSHIRE DISTRIBUTORS**

## RAMBLINGS—Continued

### B.A.R.C. Hill Climb Championship

Congratulations to Jeff Goodliffe who, after a close contest with Peter Voigt, managed to clinch the 1968 B.A.R.C. Hill Climb Championship on its final round at Scarborough on 6th October. Congratulations also to British Vita Racing who must derive a great deal of satisfaction from the addition of Jeff's success to that of Harry Ratcliffe and John Handley.

It's certainly been a great hill-climbing season for the Yorkshire Centre with members taking the R.A.C. and B.A.R.C. titles.

The final leading positions in the Championship after the last qualifying round at Scarborough were:

1. J. W. Goodliffe (Cooper S) .....	48.65
2. P. E. Voigt (DRW Imp) .....	45.17
3. T. B. D. Christie (Cooper S) .....	42.65
4. C. F. Cramer (Cooper S) .....	29.02
5. J. Pascoe (Cooper S) .....	27.00
6. P. V. Richardson (Ginetta G.12) .....	26.70
7. C. Rogers (Cooper) .....	26.13
8. B. Woodfield (M.G. Midget) .....	23.74
9. F. M. Dent (Cooper S) .....	23.35
10. A. G. Hutchins (Cooper) .....	23.18

### Competition Classes and Rules — 1969

Quickly though the last year may have seemed to have passed the annual review of competition classes and rules for 1969 is again due and a Sub-Committee to look into the position has, as previously, been set up. Its deliberations will again be complemented with an Open Forum designed to offer the body of the kirk generally an opportunity of voicing its opinions and this will take place at Churchill Barracks, Regent Street, Leeds 2 — which is opposite Moortown Motors Ltd. premises — on Thursday, 14th November, NOT Wednesday, 13th as previously notified, starting at 8 p.m.

However, it helps a great deal if those with suggestions to make raise them beforehand with the Sub-Committee and they are therefore asked to make them known in advance — preferably in writing — to the Hon. Competitions Secretary, David Lincoln, whose address, etc., appears on page 3 of this Circular.

The finalised rules and class divisions must be decided by the end of November so now's the time to air your views after which it'll be a matter of putting up with whatever is decided until this time next year.

Not all opinions can be accepted but all are welcome — the Committee being anxious to meet the reasonable wishes of competitors so far as possible.

### Grand Lottery

Lucky winners in the monthly draw held at the BARC BQ dance at Harewood on Saturday, 14th September were:

David Stead	£50
Mrs. Edgar Wadsworth	£10
Basil Beilby	£5
David Lincoln	£5
Tony Hodgetts	£5

With three committeemen amongst the five winners and Basil Beilby getting his second win it seems like a case of "unto him that hath shall be given!"

The lucky five out of the hat at the monthly draw on Tuesday, 15th October at The Peacock, Birkenshaw, were:

1st Prize (£50) — No. 2992 — Warren Booth
2nd „ (£10) — No. 832 — Roger Hansell
3rd „ (£5) — No. 1429 — Tony Brooke
„ „ (£5) — No. 2004 — Chris Green
„ „ (£5) — No. 2819 — Henry Holliday

Next draw at the Club Night on Tuesday, 5th November, at The Scotts Arms, Sicklinghall.

With a draw every month until — and including — May, and the prize money steadily mounting it's still very worth while taking a ticket if you haven't already done so. Mike Wilson will gladly let you have details from Silver Royd House, Leeds 12 (Leeds 630944 or 638392).

### Annual Dinner Dance

Once again we're approaching Annual Dinner Dance time and the Ticket Application Form for this years occasion, on Thursday, 12th December, at the Queens Hotel, Leeds, is enclosed.

Unfortunately all the clap trap about price stabilisation. Prices and Incomes Board and Barbara's similar castles in the sky has fallen upon unheeding ears so far as British Transport Hotels is concerned and a further 5/- per head has been demanded this year — to which we have, reluctantly, accepted the higher charge but unhappily, the Dinner Dance being a "break even" affair financially, we've had to pass the increase on to you and your tickets have gone up to 50/-.

The occasion will be complemented by the usual tombola and, by popular request, a repeat appearance of our own "do-it-yourself" cabaret act, Wilson, Mason and Barlow. Those who saw the last appearance of this trio will know just what this means.

As there hasn't been any necessity to "sell" the Dinner Dance for many years past — in fact rather the embarrassing reverse — we feel it's only necessary to advise those intending to come to make an early application for tickets.

### Club Nights — November

The regular monthly Club Nights continue in November with social gatherings at The Scotts Arms, Sicklinghall, on Tuesday 5th and The Peacock, Birkenshaw on Tuesday 19th — the sixth Grand Lottery draw being held during the former.

Telephone : SHIPLEY 51519

# David James

## AUTO·EXTRAS

73 OTLEY ROAD · SHIPLEY · YORKSHIRE

SUPPLIERS & STOCKISTS OF :-

- LEATHER & WOODRIM WHEELS (Over 100 Types always in Stock) ●
- CIBIE, MARCHAL Q.I. RALLY LIGHTING ●
- PROTEX NOMEX RACING OVERALLS ● RESTALL ● CORBEAU RALLY SEATS ●
- WEBER, STROMBERG & S.U. CARBURATION KITS ●
- INLET & EXHAUST MANIFOLDS ● RALLY OR RACE CYLINDER HEADS ●
- ANTI ROLL AND LOWERING KITS ● BIG BORE SILENCER SYSTEMS
- VALVE SPRINGS ● REV COUNTERS SWITCHES & GAUGES ●
- RALLY JACKETS & DRIVING GLOVES ●
- WE ARE MAIN AGENTS FOR LESTON ● HOPKIRK ● ALEXANDER ●
- RESTALL ● CORBEAU ● MAMBA ● ASTRALI ● AVANTI ● TAURUS ●
- RADBOURNE, ETC., ETC.

CONCESSIONS TO B.A.R.C. CLUB MEMBERS

AT ...

**DAVID JAMES**  
AUTO · EXTRAS

73 OTLEY ROAD, SHIPLEY,  
YORKSHIRE.

## SPORTING CARS (Leeds) LTD.



FOR INTERESTING CARS

CALL AT

**32 MEADOW LANE**

**LEEDS 11**

(2 Mins. City Centre)

TEL. 2 4 7 1 1





# COMPETITION CHATTER

● There are three events this coming month, to which the Centre has been invited and which will make very good days out for the family now that the speed event (and Centre) season has come to a close.

## Sunday November 3rd — Y.S.C.C. Driving Tests

The event is of restricted status, consisting of fast, open tests all on good tarmacadam surfaces. The venue for the event is the Sowerby Bridge Mill of Messrs. James Clay & Sons (Map ref: 96/053½ 238) in Hollins Lane and will start at 1-30 p.m. prompt.

The Yorkshire Sports Car Club have organised several excellent events at this venue and Clerk of Course, George Asquith, can be relied on to provide some good tests. There are five Classes, cars being divided into categories according to their test potential. No mention is made in the regulations of Figure of Merit, but awards in Y.S.C.C. Test meetings are usually decided in this way.

The finish of the event will be at the Blue Ball, Norland which is well known for the hospitality provided for motor event finishes. Although the event is only a couple of days away when this Circular reaches you, it is a fair chance that late entries will be accepted at the start and regulations can be obtained from the Centre office or from David Lincoln.

## Sunday November 17th — De Lacy Autocross

On this day the De Lacy Club hold their latest Autocross at their Motor Sport Centre at High Eggborough, near Whitley Bridge off the A.645 near the junction with A.19.

These meetings have been mentioned several times previously in the Chatter columns and you will recall that the Centre is one of several Clubs jointly promoting the meeting. So all Centre members are eligible to compete. Also tied up with the Autocrosses at High Eggborough is the Inter Club Trophy, in which competition the Centre did very well last year.

The usual eight Autocross classes are used and this will be the first opportunity for Centre Members to compete at the High Eggborough course following alterations to the circuit to bring it up to specification, following its inclusion in the Players (?) National Autocross Championship next season. The improvements include provision for four cars to run on the

track at once, so there will be plenty of interest for spectators too.

Secretary of the Meeting is P. A. Morrell of 5, Manor Close, Norton, Doncaster and the Centre Office and Competition Secretary have copies of the Regulations. So roll up for the first meeting at the new and much faster Eggborough circuit.

## Sunday 24th November — L.U.U.M.C. Driving Tests

Several years ago, a regular event on the Centre calendar was the jointly promoted driving tests meeting, organised by the Leeds University Union Motor Club, in which anything up to 40 Centre Members would take part. Interest started to wane for a variety of reasons, not least of which was the fact that Woodhouse Moor on a Saturday afternoon in mid-summer did not always turn out to be the ideal Driving Test venue.

However, when the University approached us with the idea of reviving the event this November, we readily agreed. University Clubs by their very nature have their ups and downs, according to the varying personnel involved. This is a time of "up" for the Leeds Union Club, who have a strong and enthusiastic body of officials running things at the moment.

This particular event will again take place on Woodhouse Moor, but being in November and on Sunday, we feel it to be a much more suitable venue than previously (at least the dust will have been 'sleeked' by the recent weather). The tests start in the morning at 10-30 a.m. with a further series after lunch. Once again regulations are available from the Centre Office or Competition Secretary.

● There have been one or two requests for out of season 'Club' events recently, but as you know the Centre Events Committee firmly believes in having no events out of season. Although it was not thought the right time to change this policy just now, it was decided to accept the Leeds co-promotion and to give good publicity to other invitations, watching the resultant entries with interest.

The previewing of these events has put back for a month the continuation of my review of the events programme of the Centre over the past few years; but all being well this will continue in the next Chatter.

J.D.L.

# **GUISELEY GARAGES** Ltd.

for EARLY DELIVERY of your NEW

## **FORD and TRIUMPH**

*including the New* **ESCORT**



*The small car that isn't*

SEE OUR LARGE SELECTION OF  
**GOOD USED CARS**

FROM £10 to £1,000

**Self Drive Hire Cars**

OTLEY ROAD, GUISELEY.

Telephone 2244

# **ARNOLD G. WILSON** LIMITED

232 HARROGATE ROAD  
LEEDS 7

QUALITY FIRST  
**MORRIS**



## **WOLSELEY**

**& MORRIS COMMERCIAL**

*Sales and Service Specialists*

Telephone 68-4381



We are pleased to introduce the RENAISSANCE RANGE of LANTERNS and WALL LIGHTS in the CLASSICAL STYLE.

Illustrated is the Florentine Lantern designed over 500 years ago during the Italian Renaissance and the original of which still stands on a palace in Florence. This superb hand-made reproduction is available with a variety of brackets from only 12 Gns. and will grace your home for many years to come.

Our works and showrooms are on the A.1 3 miles south of Wetherby and we are always pleased to see any of our friends when they are in the area if they care to pop in.

---

**BOB SOPER LTD., Bramham, Yorks.**

Telephone : BOSTON SPA 3772

# ELVINGTON ONE-MILE SPRINT

25th AUGUST

The annual Sprint, bedevilled by venue problems in recent years, proved "on" this year and was held in cool but not unpleasant conditions amidst the vastness of Elvington airfield on Sunday 25th August. There can be few more suitable spots in Britain for an event of this kind and not surprisingly a good entry of 83 — of which only seven non-started — turned out.

Entrants each had two runs in their classes being timed over the standing kilometre, standing quarter-mile, standing mile and had their terminal velocity recorded also. After the class runs competitors were grouped into one of four groups for an elimination knockout competition which proved highly popular.

Although sprints such as this are scarcely good spectator value tending to be dull and prolonged both onlookers and competitors seem to have enjoyed the relaxed atmosphere and an event rather different from our normal run nowadays. It is unlikely the Sprint will continue as a regular annual fixture in the Centre calendar but there seems room for its repetition every second or third year.

## Results

<b>Class 1. — Touring Cars up to 1300 c.c.</b>	
1. J. C. England (Cooper S) .....	43.08
2. B. A. Kitching (Sunbeam Stiletto) .....	44.39
3. J. M. Radcliffe (Hillman Imp) .....	44.79
<b>Class 2. — Touring Cars 1301 c.c. and over.</b>	
1. K. J. Oldham (Shelby Mustang) .....	38.02
2. J. C. England (Vauxhall Victor) .....	40.02
3. I. K. Hardy (Ford Cortina GT) .....	45.84
<b>Class 3. — Touring Cars Special Series</b>	
1. Dr. N. L. Cummins (Cooper S) .....	43.92
2. A. G. Walker (Cooper S) .....	43.95
3. M. B. Allenby (Cooper S) .....	44.52
<b>Class 4. — Touring Cars Formula Libre</b>	
1. P. J. Wilson (Ford Anglia) .....	40.16
2. Dr. J. B. Ford (Cooper S) .....	41.23
3. S. A. Coulson (Ford Anglia) .....	46.21
<b>Class 5. &amp; Merged — Marque "Y" Sports Cars up to</b>	
<b>Class 6. 2200 c.c.</b>	
1. P. G. Sargeantson (Porsche 911T) .....	38.67
2. J. L. Parker (Porsche 911 L) .....	39.18
3. J. M. Crompton (Triumph TR 4A) .....	44.54
<b>Class 7. — Marque "Y" Sports Cars 2201 c.c. and over</b>	
1. A. Mountain (Jaguar "E" Type) .....	36.86
2. J. A. H. Lambert (Jaguar "E" Type) .....	36.86
3. D. P. Stead (Jaguar "E" Type) .....	37.05
<b>Class 8. — Special G.T. Cars up to 1300 c.c.</b>	
1. D. Buller-Sinfield (Mercury GT) .....	37.52
2. P. Varley (Piper GT) .....	38.59
3. R. D. Barrett (Austin Healey Sprite) .....	41.20

<b>Class 9. — Special G.T. Cars 1301 c.c. and over.</b>	
1. D. Hodgson (Aston Martin 212) .....	32.91
2. G. V. Tyack (Abarth GT) .....	35.22
3. G. M. Dungworth (TVR 200) .....	36.38

<b>Class 10. — Sports/Racing Cars up to 1300 c.c.</b>	
1. C. J. Tipping (Lotus Tipco Climax) .....	39.45
2. P. R. W. Hargreaves (Harton Mk. 4 BMC) .....	43.70
3. R. G. Moorhouse (Lotus 7 BMC) .....	49.97

<b>Class 11. — Sports/Racing Cars 1301 to 1600 c.c.</b>	
1. R. J. Prest (Lotus 7 Ford) .....	38.50
2. K. T. Pullin (Ward Ford) .....	39.48
3. J. Ward (Ward Ford) .....	40.39
Only three runners in class.	

<b>Class 12. — Sports/Racing Cars Front Engine Rear Wheel Drive 1601 c.c. and over.</b>	
1. A. J. Burton (Hustler Chevrolet) .....	31.30
2. G. F. Tatham (Lister Corvette) .....	34.04
3. D. Hodgson (Jaguar D Type) .....	34.12
Only three runners in class.	

<b>Class 14. — Racing Cars up to 1150 c.c.</b>	
1. A. Staniforth (Terrapin Min Mk. I) .....	36.33
2. R. D. Blackmore (Terrapin Mk. II) .....	39.08
3. N. Greenhalgh (Cooper Junior BMC) .....	39.22

<b>Elimination Knockout Competition Winners</b>	
Group 1. — D. Hodgson (Aston Martin 212)	
Group 2. — J. Croft (Lotus 18 Ford)	
Group 3. — A. Forrest (Ford Cortina Super)	
Group 4. — R. G. Moorhouse (Lotus 7 Ford)	

## Awards

**Fastest Standing Mile (£4)** ..... A. J. Burton

**Fastest Standing Quarter Mile (£4)** ..... A. J. Burton

**Fastest Terminal Velocity** ..... D. Hodgson

**Fastest Standing Mile**

Class 1.	J. C. England
.. 2.	K. J. Oldham
.. 3.	Dr. N. I. Cummins
.. 4.	P. J. Wilson
.. 5.	G. B. Ellis
.. 6.	P. G. Sargeantson
.. 7.	A. Mountain
.. 8.	D. Buller-Sinfield
.. 9.	No award
.. 10.	C. J. Tipping
.. 11.	R. J. Prest
.. 12.	No award
.. 14.	A. Staniforth

**! KEN LEE (MOTORS) LTD. !**  
**B.R.T. DEVELOPMENTS (YORKSHIRE)**

KEN LEE AND HARRY RATCLIFFE, TWO OF THE NORTHS WELL KNOWN MOTOR SPORT PERSONALITIES HAVE JOINED FORCES, TO GIVE YOU, THE CUSTOMER, THE BENEFIT OF THEIR EXPERIENCE AND MECHANICAL KNOW-HOW TO IMPROVE THE PERFORMANCE OF YOUR CAR, WHETHER IT BE A COMPETITION CAR OR FAMILY SALOON.

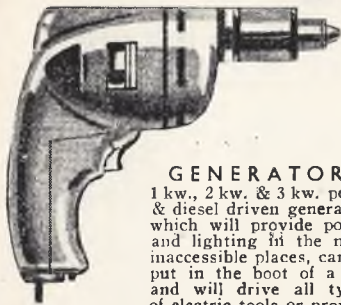
THEIR VAST STORE OF KNOWLEDGE AND FIRST CLASS EQUIPMENT IS AT YOUR DISPOSAL. WHY NOT MAKE USE OF IT.

**ROLLER BRAKE - DYNAMOMETER TUNING**  
**ON**  
**PERFORMANCE AND STANDARD CARS**  
**OF ALL MAKES**

**YORKSHIRE** — KEN LEE (MOTORS) LTD. — BRIGHOUSE  
 TELEPHONE: ELLAND 3539/30  
 TUNING DEPT.: CROMWELL GARAGE, ELLAND ROAD, BRIGHOUSE.

**LANCASHIRE** — B.R.T. DEVELOPMENTS LTD. — LITTLEBOROUGH  
 TELEPHONE: 78239

TRADE ENQUIRIES WELCOME.



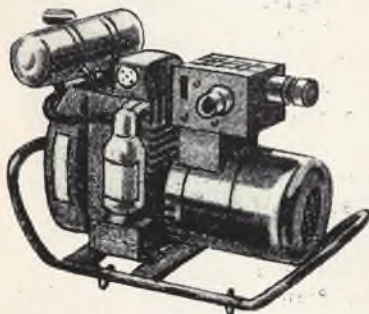
**GENERATORS**  
 1 kw., 2 kw. & 3 kw. petrol & diesel driven generators which will provide power and lighting in the most inaccessible places, can be put in the boot of a car and will drive all types of electric tools or provide light for large areas. Generators up to 7 kw. available.

**POWER TOOLS**

To have the correct number of electric tools at the right place at the right time without tying up valuable capital is now possible by using our tool hire service.

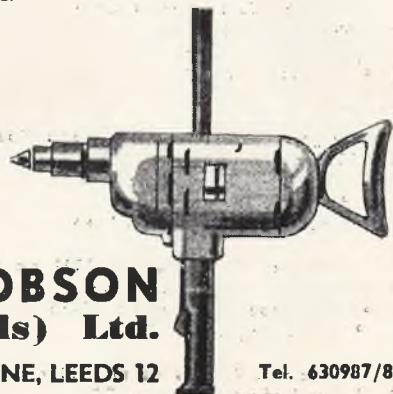
A WIDE RANGE OF POWER TOOLS BY LEADING MANUFACTURERS — KANGO BLACK & DECKER ETC.

Stocks of new machines are always available for immediate delivery.



**ISAAC ROBSON**  
**(Power Tools) Ltd.**

WORTLEY MOOR LANE, LEEDS 12



Tel. 630987/8/9.

# ANNUAL CRICKET MATCH

25th AUGUST

Once again this "summer" the weather contrived successfully to spoil a Centre fixture and although both teams managed heroically to struggle through an innings apiece the enthusiasm of both spectators and players was naturally rather threadbare by the end — so much so that few stayed to take advantage of the de Lacy boys hospitality in their clubhouse afterwards — usually the highlight of the day.

For the record the Yorkshire Centre continued its winning way by emerging victorious by 102 runs.

As for many years past we are once again indebted to the de Lacy M.C. of Pontefract for making the arrangements and only sorry, for reasons we hope they understand, greater advantage was not taken by Centre members of their kind offer of post-match hospitality.

## Scoreboard

### B.A.R.C. Yorkshire Centre

N. Greenwood, lbw b Last .....	12
J. N. Rhodes, Retired .....	25
E. Bryden, Retired .....	30
J. A. Wilson, lbw b Hobman .....	18
H. Wilkinson, c Pasley b Last .....	19
D. Button, b Last .....	0
M. P. Smith, b Last .....	5
C. Hopton, b Last .....	15
J. M. Forster, b Last .....	0
M. M. Rogerson, Not out .....	17
P. M. Rogerson, Not out .....	6
Extras .....	20

(9 wkts) 167

### De Lacy M.C. of Pontefract

T. Morrell, c Rhodes b Forster .....	1
T. Watt, c Hopton b Smith .....	1
R. Ovenden, b Bryden .....	21
M. Last, b Forster .....	11
C. Lord, c Greenwood, b Button .....	9
T. Pasley, b Greenwood .....	4
K. Thompson, b Hopton .....	0
D. Hobman, c Button b Greenwood .....	0
R. Sewell, Not out .....	8
T. Rickuss, c Rogerson (M) b Wilkinson .....	0
M. Cooke, b Wilkinson .....	0
Extras .....	10

65

# ANNUAL COMPETITIONS

Leading positions up to and including the Championship meeting at Harewood on 15th September.

## Pearce Trophy

	PCT	Q	R	Total
1. J. R. Hardcastle .....	136	8	8	152
2. M. S. Wilson .....	124½	8	8	140½
3. A. J. Hodgetts .....	123	8	8	139
P. G. Holiday .....	123	8	8	139
5. C. Mycock .....	112	8	8	128
6. J. M. Holroyd .....	114	—	8	122
7. G. F. Chippindale .....	104	8	8	120
T. M. Wood .....	112	—	8	120
9. B. Bettridge .....	104	—	8	112
10. M. J. Frost .....	96	—	8	104

## Ken Lee Trophy

1. G. F. Chippindale .....	27	—	1	28
2. J. M. Busfield .....	20	—	1	27
2. K. G. Moorhouse .....	17	—	1	18
4. I. K. Hardy .....	11	—	1	12
C. A. Winder .....	12	—	—	12
6. J. D. Bunney .....	8	—	3	11
E. P. Millman .....	11	—	—	11
8. J. Cussins .....	10	—	—	10
9. J. Hall .....	9	—	—	9
K. N. Lee .....	8	—	1	9
R. Stross .....	9	—	—	9

## Ronald Hudson Memorial Trophy

1. P. G. Holiday .....	137	8	16	161
2. J. M. Holroyd .....	138	—	16	154
M. S. Wilson .....	130	8	16	154
4. C. Mycock .....	128	8	16	152
5. A. J. Hodgetts .....	122	8	16	146
6. M. J. Frost .....	120	—	16	136
7. B. Bettridge .....	88	—	8	96
8. G. Thompson .....	72	—	16	88
9. J. E. Ison .....	74	—	8	82
10. D. Easthope .....	64	—	8	72
H. C. Mason .....	72	—	—	72

## Key

Q — Bird's Event, 3rd September.

R — Harewood Hill Climb, 14/15th September.

PCT — Previous Corrected Total.

The positions in the Chippy-lola Vase and Arnold Burton Trophy Competitions remain unchanged from those last published.

Mrs. G. Haigh leads in the Firth Bowl Competition.

Any queries, enquiries, etc. regarding the markings in the competitions should be directed to Tony Hodgetts at 2 Carlton Drive, Guiseley, near Leeds. (Tel.: Guiseley 4774).

With Peter Lawson making his first appearance as 1968 British Hill Climb Champion on his home ground, the best-ever Harewood entry which included nine of the ten leading Championship entrants, a stern struggle in prospect between Peter Voigt and Jeff Goodliffe for the lead in the the B.A.R.C. Hill Climb Championship and the virtual certainty, owing to the new surface, the outright and most class records would be shattered, all seemed set for the best-ever meeting at Stockton Farm. But the weather, which has so often interfered with Centre events this year, decided otherwise and did its best to ruin the meeting, several downpours wetting out the inevitably muddy surface which, combined with a cold east wind, served to spoil the pleasure of competitors and spectators alike.

However the last quarter of the meeting took place on a dry road and an agreeably large crowd saw seven class records fall and the outright time for the hill reduced on three consecutive runs by the new Champion who was in superb form.

The meeting opened promptly at 1 p.m. with the four-entry Class 1 but a downpour at 1.02 p.m. allowed only Bryan Kitching (Sunbeam Stiletto) and E. Stansfield (Cooper) the good fortune of runs in the dry. From then on only five competitors were to record their personal fastest times of the day on their first runs which indicates conditions up to the half-way stage. When the second runs started the track was drying out and Stansfield proceeded to better his first time by .49s. thereby taking the class from Kitching by a clear 2 secs. In the "Cortina" class opposition in the shape of two Vivas, a Victor 2000 and Chevrolet Corvaire could make no impression on the Dagenham-built entry and had to be content with the last four places. The much-favoured R. White, class record holder, was .52s. ahead of Alan Forrest who, in turn, bettered Chris Venter's best by .46s. thus maintaining the close competition which has characterised this class all the season. Class 3 — four Cooper S's and two Escort Twin Cams — promised much but at the end of the day the order was Nick Porter (Cooper S) with 51.31 secs., J. Pascoe (Cooper S) 52.27 secs. and Michael Flather (Cooper S) 52.29 secs. — Ken Lee's 51.97 secs. in his Cooper S being unavailing as he was unfortunately subsequently disqualified on final re-scrutineering. In Class 4 the Peter Kaye, Tom Christie, Jeff Goodliffe triumvirate put on yet another of their magnificent displays, the honours eventually being distributed in that order.

The Marque "Y" Sports Car chaps in Classes 5 and 6 still had damp conditions to cope with on their second ascents but Gerry Ellis (MG Midget) managed a good 52.83 secs. — 1.48 secs. outside the class record — to win the category for the smallest-engined by 1.77 secs. from M. Martin (MG Midget). In the intermediate class J. L. Parker's splendid Porsche 911L stopped the clocks at 53.34 secs., second man Nickell-Lean (Triumph GT 6) being unable, try hard though he did, to get below 54.93 secs. Miss J. Day drove well to take third place in the class and the Ladies Prize. By now the track was dry and the fall of existing class records appeared "on". First to go was in the "E Type" class where, once again, Walker's lone XK 120 faced eight

of its grandchildren. Jim Thomson — maker of the class best-ever — must have fancied his chances at the end of the first runs, holding a lead of more than two seconds over nearest rival David Stead, although he may have felt his second run time of 50.02 secs. — .58 sec. outside his record — a shade disappointing. It remained good enough however until the last run of the class when arch rival Alan Mountain put in a corking 48.6 5secs. to take the record, the class win and snatch the Appleyard Group of Companies Trophy for the year out of Jim's hands. Henry Crowther, making what was rumoured to be his farewell appearance at Harewood, took a popular and well-deserved third place with 50.80 secs.

The familiar name of Richard Sutherland (Austin Healey Sprite) headed the list in the category for the smaller-engined Special G.T. cars although Jim Bunney's Mini Marcos was only .08 sec. behind. In the section for the bigger-engined of the tribe John Cussins — an intrepid conductor if ever there was one — put his impressive Ford GT 40 up in double quick time to lower his own record by .58 sec., even the experienced and very quick David Good (Chevron BMW) being unable to get nearer than a 1.41 secs. deficit. John Maklin, revelling in the seven litres — but not the 7 mpg! — of the ex John Woolfe/Arnold Burton AC Shelby Cobra was third, .20 sec. behind Good.

Peter Voigt (DRW Imp) who has done so well in the newly-instituted B.A.R.C. Hill Climb Championship showed us why with a splendid 46.88 secs. — shattering Tom Twaites old record by no less than 2.10 secs. — and even though Chris Tipping (Lotus 7 Climax) managed to get well under the old record he had to concede a 2.2 secs. advantage to the Middlesex man. Another newcomer to Harewood, D. W. Firkins (Mallock U2 Ford) provided shocks in the next class for the 1301 to 1600 c.c. vehicles, his very quick motor getting him to the finish 1.07 secs. faster than anybody has ever done in that class before. John Netherwood (Lotus 23B) Ford), who for most of the season has regarded the class as his "perks", couldn't manage better than 48.63 secs. and was pushed hard by J. Ward (Ward-Ford) who was only .25 sec. slower. Maurice Starbuck (Chrysler Special) ensured the appearance of a familiar name in the awards list with 49.63 secs. — only a shade outside Phil Chapman's existing class record — and the familiarity continued in the class J. R. Walton (Walton Bristol) and George Tatham (Lister Chevrolet) being second and third respectively. With David Harrison (Crosslé Buick) and Arnold Burton (Lola T70 Ford) non-starting Class 13 was reduced to three runners, albeit all of quality. Phil Scragg (Lola T70 Ford not unexpectedly proved the fastest with 45.13 secs. — lowering his own class record — with Jim McCartney (Felday 4 BRM) second with 45.57 secs. and Ray Terry (Elva Buick 8 WB) third with 51.25 secs., the latter being one of the few who made best time first run up.

Jim Johnstone (Brabham BT 15 Ford) took the category for the smallest-engined racing cars surprisingly easily with 45.90 secs. although try hard as he always does he couldn't better his own record. R. C. Hickman (Brabham BT 21B Ford) was 2.14 secs.

# ONAL HILL CLIMB

TEMBER

behind Jim, hotly pursued by Alan Staniforth (Terrapin Min) who was himself only a whisker ahead of teammate Richard Blackmore in the Mark 2 version of the interesting little Terrapins. In the intermediate class Geoff Rollason (Lotus 41 Ford), who has shown so much improvement as the season has progressed, proved to be really in the groove with a splendid 43.90 secs., lowering Peter Boshier-Jones long-standing record by .68 sec. Tony Griffiths (Brabham BT 21A Ford) came next with 44.73 secs. and Sir Nick Williamson (Brabham BT 21C Ford) completed the leading trio with 45.14 secs. Excitement mounted as the biggest-engined racing cars — unfortunately not numbering David Hepworth amongst their ranks — awaited their second runs on a now completely dry road. After the first one or two cars had gone the improvements over their first run times suggested the outright record would soon fall and so it proved when Peter Lawson, making the final class ascent of the day, broke his former best-ever by .55 sec., with 42.31 secs.

Thus to the Hill Climb Championship runs which, incidentally, concluded that contest for 1968. Second man to go, Jim Johnstone, realised his objective on his first trip by breaking his own class record with 45.00 secs. dead and notching another four points in the championship to finish tenth place. Geoff Rollason emulated Jim breaking his own so-recently established class record with 43.69 secs., thus elevating himself to fourth place in the championship. Second placeman, Martin Brain, had an unfortunate 137.47 secs. on his first run and had to withdraw from further participation although this had no effect on his final placing as runner-up. "Our man", going last, was clearly determined to finish his season in a blaze of glory and simply rocketed off the line away to the top in a splendid 42.12 secs., clipping .19 sec. off his own twenty-minute old record. Not content, he repeated the performance on his final run — the very last of the day — leaving a battered course record standing at 41.43 secs.

During the season we've had a great deal to say — in contrast to the motoring press generally — about Peter Lawson's performances but we feel no need to apologise for having done so. Further comment is, perhaps, superfluous, his record in the 1968 British Hill Climb Championship surely saying all there is to be said. It is:

Championship Rounds entered	12
Fastest Time of Day in Championship Rounds	11
Outright Course Records Broken	5
Maximum Championship Points Possible	88
Championship Points Gained	86

To close our report of a memorable meeting, we offer congratulations to two other Centre members who competed with skill and success in this year's Championship, to David Hepworth who finished seventh and but for wretched misfortune would have been higher, and Jim Johnstone who was tenth.

## Results

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

1. E. Stansfield (Cooper S)	54.51
2. B. A. Kitching (Sunbeam Stiletto)	55.71
3. K. S. Helliwell (Cooper)	57.48

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

1. R. White (Ford Cortina GT)	53.98
2. A. Forrest (Ford Cortina Super)	54.50
3. C. W. A. Venter (Ford Cortina GT)	54.96

### Class 3. — Touring Cars Special Series

1. N. Porter (Cooper S)	51.31
2. J. Pascoe (Cooper S)	52.27
3. M. R. Flather (Cooper S)	52.29

### Class 4. — Touring Cars Formule Libre

1. F. P. Kaye (Cooper S)	48.49
2. T. B. D. Christie (Cooper S)	48.82
3. J. W. Goodliffe (Cooper S)	49.41

### Class 5. — Marque "Y" Sports Cars up to 1300 c.c.

1. G. B. Ellis (M.G. Midget)	52.83
2. D. Martin (M.G. Midget)	54.60
3. M. Bartram (Triumph Spitfire)	55.38

### Class 6. — Marque "Y" Sports Cars 1301 to 2200 c.c.

1. J. L. Parker (Porsche 911L)	53.34
2. M. F. Nickell-Lean (Triumph GT 6)	54.93
3. Miss J. Day (Marcos 1500)	55.07

### Class 7. — Marque "Y" Sports Cars 2201 c.c. and over

1. A. Mountain (Jaguar "E" Type)	48.65
2. J. F. Thomson (Jaguar "E" Type)	50.02
3. H. R. Crowther (Jaguar "E" Type)	50.80

### Class 8. — Special G.T. Cars up to 1300 c.c.

1. R. D. Sutherland (Austin Healey Sprite)	48.89
2. J. D. Bunnay (Mini Marcos BMC)	48.97
3. C. J. Green (Austin Healey Sprite)	49.44

### Class 9. — Special G.T. Cars 1301 c.c. and over

1. J. R. Cussins (Ford GT 40)	46.58
2. D. R. Good (Chevron BMW)	47.99
3. J. Macklin (AC Shelby Cobra)	48.19

### Class 10. — Sports/Racing Cars up to 1300 c.c.

1. P. E. Voigt (DRW Imp Mk. 6)	46.88
2. C. J. Tipping (Lotus 7 Climax)	48.90
3. G. E. Jenkinson (Lotus 7 Climax)	50.17

### Class 11. — Sports/Racing Cars 1301 to 1600 c.c.

1. D. W. Firkins (Mallock U2 Ford)	47.19
2. W. J. Netherwood (Lotus 23B Ford)	48.63
3. J. Ward (Ward-Ford 11)	48.89

### Class 12. — Sports/Racing Cars Front Engine, Rear

#### Wheel Drive 1600 c.c. and over

1. M. Starbuck (Chrysler Special)	49.63
2. J. R. Walton (Walton Bristol)	50.60
3. G. F. Tatham (Lister Corvette)	51.01

Continued on page 17

# Northern Sportscars Ltd.

SCORTON, RICHMOND, YORKSHIRE.



Telephone : OLD CATTERICK 402/613



**TVR** DISTRIBUTORS



AGENTS FOR **LOTUS**

DEMONSTRATIONS

FULL WORKSHOP FACILITIES

LARGE SELECTION OF USED SPORTS CARS AVAILABLE

---

## CHARLES SOWDEN & SONS LTD.



MANUFACTURERS  
OF  
WORSTED SUITINGS, GABERDINES,  
PANAMAS, TERYLENE/WORSTEDS,  
ETC.

**Springfield Mills,  
Sandy Lane, Allerton.  
BRADFORD.**

## B. WATERHOUSE AND SONS LTD.

*Sales*



*Service*

GOOD SELECTION OF USED CARS  
CRYPTON TUNING & CONVERSION  
WORK A SPECIALITY.

—  
FULL WORKSHOP & BODY  
REPAIR UNIT.  
—

Showrooms : MANNINGHAM LANE  
Works : ELDON PLACE  
**BRADFORD**  
SALES 27291 — SERVICE 32222



## HAREWOOD NATIONAL HILL CLIMB—Cont.

### Class 13. — Sports/Racing Cars Rear Engine or Four Wheel Drive 1601 c.c. and over

1. E. P. Scragg (Lola T 70 Ford) ..... 45.13
2. J. M. McCartney (Felday 4 BRM) ..... 45.57
3. R. Terry (Elva Buick 8 WB) ..... 51.25

### Class 14. — Racing Cars up to 1150 c.c.

1. J. Johnstone (Brabham BT 15 Ford) ..... 45.90
2. R. C. Hickman (Brabham BT 21B Ford) ..... 47.04
3. A. Staniforth (Terrapin Mk. 1) ..... 47.13

### Class 15. — Racing Cars 1151 to 1600 c.c.

1. G. C. Rollason (Lotus 41 Ford) ..... 43.90
2. A. B. Griffiths (Brabham BT 21A Ford) ..... 44.73
3. Sir N. Williamson (Brabham BT 21C Ford) ..... 45.14

### Class 16. — Racing Cars 1601 c.c. and over

1. P. G. Lawson (BRM T76 FF) ..... 42.31
2. M. R. Brain (Cooper Chrysler) ..... 43.33
3. R. T. Lane (Brabham BT 14/21 Buick) ..... 44.16

### R.A.C. Hill Climb Championship

1. P. Lawson (BRM T76 FF) ..... 41.43
2. G. C. Rollason (Lotus 41 Ford) ..... 42.69
3. R. T. Lane (Brabham BT 14/21 Buick) ..... 43.22
4. E. P. Scragg (Lola T70 Ford) ..... 43.92
5. Sir N. Williamson (Brabham BT 21C Ford) ..... 43.93
6. C. Oakley (Cooper Daimler) ..... 44.63
7. J. Johnstone (Brabham BT 15 Ford) ..... 45.00
8. P. A. Blankstone (Brabham BT 18 Ford) ..... 45.04
9. A. B. Griffiths (Brabham BT 21A Ford) ..... 45.08
10. M. R. Brain (Cooper Chrysler) ..... 137.47

### Awards

F.T.D. (£60) and Double Twelve Trophy P. G. Lawson

2nd F.T.D. (£30) ..... R. T. Lane

3rd F.T.D. (£20) ..... M. R. Brain

4th F.T.D. (£15) ..... G. C. Rollason

Fastest Touring Car (£15) ..... F. P. Kaye

Fastest Marque "Y" Car (£15) ..... A. Mountain

Fastest Special GT Car (£15) ..... J. R. Cussins

Fastest Sports/Racing Car (£15) ..... E. P. Scragg

### First Class Awards (£10)

E. Stansfield, R. White, N. Porter, G. B. Ellis,  
J. L. Parker, R. D. Sutherland, P. E. Voigt,  
D. W. Firkins, M. Starbuck, J. Johnstone.

### Second Class Awards (£5)

A. Forrest, T. B. D. Christie, M. F. Nickell-Lean,  
J. F. Thomson, J. D. Bunney, D. R. Good,  
C. I. Tipping, R. C. Hickman, A. B. Griffiths,  
M. R. Brain.

Third Class Award (£3) ..... J. W. Goodliffe

### Harewood Record Plaques

A. Mountain, J. R. Cussins, P. E. Voigt, D. W.  
Firkins, E. P. Scragg, J. Johnstone, G. C. Rollason,  
P. G. Lawson.

Ladies Award ..... Miss J. R. Day

## BARC-BQ

14th SEPTEMBER

If the weather contrived to put a damper on enjoyment of the Championship week-end at Harewood the dance in the refreshment marquee on Saturday evening went a long way towards redressing the balance. Although an informal affair with music by kind permission of the Clerk of the Course, decorative lighting by that of the Centre Vice Chairman and assembly of the whole shebag by that of most of the Social Committee the evening went with a bang as most of the 500 — or nearly that number — who patronised it will confirm.

Slight disappointment followed a local authority restriction on music, singing and dancing — even if not accompanied by alcoholic refreshment — after the witching hour of midnight but, in the event, this made little difference (except possibly to the peace of residents across the valley).

The occasion was cunningly seized upon as being appropriate for sales of Grand Lottery tickets, especially from unsuspecting competitors from outside the district, as a result of which it was possible to increase the first prize to £50 — to the unconcealed delight of David Stead when his name was first out in the draw.

Altogether a thoroughly enjoyable occasion.

## AUTOCROSS

29th SEPTEMBER

The weather-man certainly had it in for Centre autocrosses this year having effectively prevented all three meetings from taking place as planned.

The joint meeting arranged in conjunction with the Yorkshire Sports Car Club for 29th September had to be abandoned although the organisers, hopeful for better things, postponed a final decision until late the preceding Friday. However, the dreadful state of the ground coupled with a dismal weather forecast left no alternative to cancellation — a decision which was justified by the amount of rain which fell in the next 36 hours.

Unfortunately it wasn't possible to re-arrange the fixture for later in the autumn and the meeting had to be abandoned for 1968 leaving the gloomy 1968 autocross record at three events attempted and three abandoned.

# JOHN HEPPENSTALL LTD.

TRINITY GARAGE, BIRSTALL Nr. LEEDS

*Agents for :*



## BROADSPEED LIMITED

### RACE WINNING CONVERSIONS

**CASTROL CAR CARE CENTRE**

LAYCOCK AUTOMATIC CHASSIS DYNAMOMETER

YOUR CAR COLLECTED AND DELIVERED BY ARRANGEMENT

Phone Batley 4523 and have a chat with John Heppenstall or Granville Horsfall.

**SPECIAL OFFER** BRING THIS CIRCULAR WITH YOU FOR A 15/- DISCOUNT ON OUR "ROLLING ROAD" TUNE-UP

# ONDURA REMOULDS GROW ON YOU

ONDURA LIMITED, KEIGHLEY, YORKSHIRE. TEL. KEIGHLEY 3253

For any vehicle . . . the latest tyre treads, new wrap round shoulders, and modern remoulding techniques — you cannot beat Ondura remoulds for tyre value. For long mileage at approximately half the cost fit Ondura — the safer safety remoulds.



ONDURA



ONDURA



ONDURA



ONDURA



ONDURA



## HOWARD WILKINSON

Howard Wilkinson, who is our feature this month, is a well liked regular competitor of some years' standing in a variety of cars in most types of event.

After learning to drive in a Ford Eight, Howard became the proud owner of an M.G. TA which he regrets parting with as it was such a pleasant motor. Really though it was not ideal for competitions and it was in a more suitable Sprite that Howard first competed in the Sprints that were held at Burton's Hudson Road Mills track in the late fifties and early sixties. These were extremely pleasant occasions and, being pleased with what he saw, Howard vowed to do even more events and has continued to do so right up to the end of this season.

The first Sprite was used for Driving Tests and Autocrosses as well as speed events and was fitted with the usual bolt-on goodies available in the earlier days. Howard excelled at Driving Tests but enjoyed the speed events so much that he bought a far more highly tuned Sprite which was no good for the driving tests but with which he could do better in sprints and hillclimbs. This was the ex-Jimmy Johnstone Sprite which was not only very fast but extremely pretty with wire wheels. It was bought less engine and fitted with the first ever Formula Junior BMC engine which was very quick and far more successful than this firm's more recent efforts at Formula Three motors. With this combination Howard did extremely well, competing at Catterick, Castle Howard and all the local venues. He sold it after a good spell of successful motoring and bought the car with which he had more results even than the Sprite. This car was a Lotus Seven Climax, without the Climax but with a special Bill Crosland BMC unit which was most powerful and uncannily reliable. Bill built a handful of these engines and they were all highly successful, Howard still holding today some of the records he set up four years ago, Castle Howard and Harewood being two of them. The Lotus Seven was also used for racing and many were the races won and placed within at Rufforth, Aintree, Croft and Oulton Park. Howard prefers Oulton Park to all the other tracks in the North in common with most fellow drivers. After two good seasons the Lotus was sold and disappeared into obscurity, last heard of in Mancheser. During the time Howard had the Seven he

he also bought a Lotus Eleven Climax for his wife Rita to use in hillclimbs but she was denied the chance due to a comprehensive blow up with the Seven at Aintree. The proceeds from the Eleven rebuilt the Seven!!

At this time Howard stopped speed events and only competed in driving tests and marshalled at race meetings up until this season which has just ended, during which he has had a complex selection of motor cars, some good and two others not quite what he was looking for. First of all came the rumour that he had bought a U2 which was true but he also sold it never having driven it. Then came another one not used which was a Lotus Eleven GT which he swapped for the Landar which he tried once or twice before coming to the same conclusions as the previous two owners regarding its inability to drive in a straight line! Finally he sold the Landar and bought a racing Midget which he has lightened considerably and which will be a car to contend with before long.

As a road car Howard uses the Porsche 912 with which he is very happy (surprise, surprise) having had an earlier Porsche previously. The reason he kept the first car as long as he did was that until the new range were announced he was unable to find another car to match up to it.

Howard is a valued member of the Social Committee being a most sociable fellow naming his "Other Interests" as 'making friends with all landlords in the area I live in'!! Some years ago he became involved in some correspondence in this august Publication with Henry Holliday regarding the infrequency with which his cigarette packets appeared in public but as he is a gentleman it was taken in good part and his reply was very much to the point!!

In business Howard is in textiles at Brighouse and has been there since leaving school. As his favourite event he considers Tholt-y-Will to be a very fine hill and the weekend a good party to boot!!

C.A.W.





**T**

THIS IS KATHY. You should know her — she's the Club's Staff Secretary. What you should also know is that she is wearing the new "Tony Fall" Rally Jacket. Selling at £9. 19. 6d. Including Purchase Tax. It's got something very special! — An Orlon Fur Lining in red. Colours available are: Navy or Black. From your nearest rally stockist or details from Tony Fall Ltd., Saltaire Road, Shipley. Telephone: 53287.



## Mainly Personal

With last Sunday's "Greenwood Cup" our competitive season has ground to its close and your scribe hopes he may be excused if instead of the usual monthly ration of trivia on the mating habits of members he serves up some inconsequentialities about the events which have gone.

Perhaps most notable of all was the fact that when all other Clubs were noting falling entries all round, when our own non-speed events were drawing poorer support than last year and when the general climate seemed to have turned against motor sport, Harewood marched on triumphant with bigger entries and more exciting competition than ever.

This having been said, are you the members quite aware that your Committee view this situation not with the satisfaction you might expect, but with concern. Harewood is one thing, but we in the Yorkshire Centre do not look upon ourselves just as a hill climb club, apart from road events we still promote a full programme of driving tests, production car trials and, if only the weather would let us, Autocross.

Hill Climbing is one thing, it has its own supporters, its own atmosphere and its own social life, all very fine and don't anyone think we are decrying this in any way, but a Club to lead a full and satisfying life must have a backing programme of diverse and equally strongly supported events.

From a marshalling point of view, no club could be better served, when it comes to the day, many events like The Scarborough Week-End, the Joint Driving Tests, the Denny, the Greenwood and so on are fairly well supported, a trifle down on last year in some cases but mainly well supported. What then is the gripe. Simply that people will not tell organisers in advance that they intend to come on an event.

With Harewood we send out Regs, we know we are going to be fully subscribed and that, on occasion, some hopefuls are going to be turned away. As a result we can close the entry list on the date specified, produce clear and accurate lists of competitors, give the press due notice, print a decent laid out programme and generally do all in a pleasant and not too hurried manner.

Take now a production car trial, here when the official closing date comes along perhaps ten or twenty types will have sent in their entries, the day after they have shut we get another batch and then people go on ringing up the poor Secretary of the meeting for the



rest of the week asking can they have an entry. Comes the morning of the event and up to the start roll even more hopefuls with their entry fee clutched to their breasts. All nice and fine and because we try to be nice and fine people and we want a successful event we have tried to meet these members and taken them in.

So then what happens, next time even more leave it even later, the poor Clerk of the Course and Secretary of the Meeting go spare trying to deduce how many sections to include, how many meals are needed, what time marshals are required. With these last minute uncertainties the overall organisation suffers and a generally rougher event is promoted in a rather less than pleasant atmosphere.

By now dear Competitors, you may have realised that this diatribe from your M.P. Scribe is directed at you. By your lack of thought for the organisers in not telling them in good time that you are coming on an event you make their task many times harder, you spoil the general efficiency of the event and, overall, you make things even worse next time. Well, be warned, our organisers do not like to be bolshy, we like a well filled entry list, but the time is near when some of you are going to find yourselves out in the cold when you try to enter after time in future. I am sure that you do not intend to be discourteous, but quite definitely that is what you are when you leave it to the bitter end and then expect in.

Finally, a salute to Ray Walton a competitor who has supported us nobly for many years and has just announced his retirement from the hill climb driver's seat and intends to put something back into the sport by training to be a Scrutineer. Good on yer Roy, a splendid example.

M.S.W.

## TUNING

S.U. CARBS. WEBERS OUR SPECIALITY — OUR OWN CAR HAS PROVED WELL — 9 WINS FROM 10 STARTS.  
LET US GIVE YOU SOME OF OUR KNOWLEDGE — ALL CONVERSIONS UNDERTAKEN.

## SERVICING

PERSONAL TO YOU AND YOUR CAR. FOR DEPENDABLE ROUTINE SERVICE.

## REPAIRS

RELIABLE, SPEEDY REPAIRS UNDERTAKEN DAILY FROM 8-30 A.M. TILL 6 P.M.  
NO JOB TOO SMALL — NO JOB TOO LARGE.

## RACE, RALLY & HILL CLIMB PREPARATION

PREPARATION OF ALL TYPES UNDERTAKEN.  
B.R.T. DEVELOPMENTS CONVERSIONS AVAILABLE.

# SKAYES GARAGE

(F. P. KAYE & N. D. SYKES)

Tel. :  
6 9 0 9 1 (Day)

**CHELTENHAM PARADE,  
HARROGATE.**

Tel. :  
82647 (Evening)

### SMILE WITH TIPCO

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

“Mr. Angus Reid” (Chairman of London Rubber Co.) “has always liked the idea of London Rubber going into the wine business. After all, wine fosters romance and romance fosters a need for so many things that his Company makes !”

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

Public Service, the journal of local government officials, records the following note from a family planning booklet: “Reproduction without permission is forbidden”.

For the finest Sockets, Sets,  
Open Ended, Ring and Combination  
Spanners, TIPCO is the name.

As supplied to Rolls-Royce,  
B.M.C., Leylands, the Israeli Army,  
The British Army and Chippy Stross.

Contact :

### TIPCO TOOLS,

LOWFIELDS ROAD,  
LEEDS 12.

Telephone : LEEDS 30178/9.

or

RICHARD SUTHERLAND

Telephone : KNARESBOROUGH 3702

# Committee Commentary

## Events Committee

The September meeting resembled that of all too many of its recent predecessors by opening with an expression of sympathy following the death of a well-liked Centre member — on this occasion David Pearson who had succumbed to injuries received during a race meeting at Cadwell Park eight days previously.

There followed a review of the mid-September Championship meeting at Harewood the financial outcome of which had proved a great deal better than had seemed possible at the time — a most welcome piece of news. The Clerk of the Course referred to the minor breakdowns in the timing equipment which had interrupted the meeting, these being due to a single fault which defied discovery until late in the proceedings. The general feeling — especially amongst competitors — was that the re-surfacing had been very worth while although several problems, arising from the fact the meeting takes place on a working dairy farm, remained to be ironed out. One competitor had, following the event, raised the question of post-event eligibility scrutineering and it was generally agreed this was by no means wholly satisfactory and decided to refer the matter to the Classes Sub-Committee for consideration when going into the rules and classes for 1969.

The Birds Event had, with 21 entries, proved more successful than ever before and members felt thanks were due to the organisers who had made this possible although some reservations about the marking system used were expressed.

A venue for the Greenwood Cup Trial proving difficult considerable discussion took place on suitable available sites although these being few it appeared probable the organisers would have to settle for something a good deal less than they would otherwise have desired.

The Centre delegates to the Association of Northern Car Club's September "Dates Meeting" reported on the proceedings and, in particular, to the feelings expressed by other member clubs following the Centre's move of the date of the Montague Burton Trophy meeting at Harewood — a move over which the Centre had no control.

## Social Committee

The Social Committee, concerned at the difficulties of obtaining suitable accommodation in Scarborough for the Week-End and Hill-Climb, concluded the only way to do so was to make reservations far ahead — only to find the Royal Hotel was already booked completely for the 1970 Hill-Climb week-end by the Master Builder's Federation! Almost in desperation the Committee decided to make reservations covering the Week-Ends of 1969, 1970 and 1971 and the Hill-Climbs of 1969 and 1971 — hoping the Centre will retain "anniversary" dates for each of these.

That the BARC-BQ at Stockton Farm on the eve of the Championship meeting was a great success — except in the matter of food available — was beyond doubt but one or two members felt it might be improved by the engagement of a group to provide live music and/or the incorporation of more formal arrangements for the provision of food.

On the subject of Club Nights the Committee regretted the monthly meetings at The Peacock, Birkenshaw, were not now well-attended and considered ways and means whereby this might be rectified. It was decided that although the November Scotts Arms, Sicklinghall Club Night coincided with Bonfire Night there wouldn't, in view of lack of interest in the past, be any bonfire, fireworks, etc.

Inevitably the Committee was much concerned with plans for the Annual Dinner Dance and following a meeting with the hotel management, when it transpired there would be a price increase of 5/- a head if the usual meal standard was to be maintained, it was decided to accept this increase rather than reduce the standard. At the same time complaints made to the hotel management following last year's dance would be repeated although assurances of improvement had already been given.

## Main Committee

The October meeting opened on a topical note, numerous members complaining of non-receipt of minutes of previous meetings owing to postal delays!

Following the Hon. Treasurer's report on the current financial situation discussion moved to the manner in which the cost of final surfacing at Stockton Farm should be dealt with in the accounts i.e. whether it should be written off in one year or over several. The next item concerned the resignation from the Main Committee, owing to pressure of other commitments, of Mervyn Oldham. This was accepted with considerable regret together with the hope circumstances might permit him later to re-consider his position.

Members then passed on to the formation of a Sub-Committee to go into the competition classes and rules for 1969 and Messrs. Wilson, Lincoln, Lee Staniforth and Hanson were invited to serve. The discussion revealed a general feeling some fairly drastic revisions in certain respects were now needed and the sub-committee was asked to go closely into these. The Open Forum meeting for those interested to ventilate their views and hear the sub-committee's recommendations was fixed for Thursday, 14th November.

## Social Committee

The Social Committee's consideration of provision of a group and/or more formal refreshment facilities at the BARC-BQ were discussed but the general feeling was that this occasion largely owed its popularity and success to its informality and modest admission charges and that anything which tended to formalise it or increase the cost of admission should be avoided.

# NORMAN BAGULEY (ROUNDHAY) LTD.

## TALBOT GARAGE, STREET LANE, LEEDS 8

Telephone : 661844 662175

M.O.T. TESTING.

OPEN daily 8 a.m. to 11 p.m.

VOUCHER SERVICING.

CRYPTON TUNING.

SELF SERVICE CAR WASH.

SALES OF ALL MAKES OF  
NEW AND LATE MODEL USED CARS

TYRES, BATTERIES AND ACCESSORIES.

24-hr. PARAFFIN SERVICE.

BARCLAYCARDS ACCEPTED



£1102  
inc. P.T.

## The lazy fireball Vauxhall's new Ventura

3.3 litres. Potent and plush.

140 horsepower.

Six-cylinder smooth.

Power brakes with front discs,

all-coil suspension. And you're away!

Meet the lazy fireball at

VAUXHALL  
BEDFORD

# WallaceArnoldsales&serviceLtd

Main Dealers. HUNSLET ROAD · LEEDS 10 · TEL: 39911



---

### SMALL ADVERTISEMENTS

---

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

---

### FOR SALE

---

FORD CORTINA GT fitted with twin Weber 40DCOE, full engine overhaul August when fitted with big valve Ford head and cam. Gearbox renewed since Oliver's Mount, adjustable rear shock-absorbers fitted, Iodine headlights, 3 spot lights and 1 fog also fitted. Choice of Dunlop SP68s or 44s or Cinturattos. Sump guard and laminated screen to go with car. 85 awards from last 2½ seasons. Never Sleuth's Mugged, Treasure Hunted or Gymkhanared. £550. G. F. Chippindale, 1, Henley Crescent, Rawdon. Tel. Rawdon 4271.

---

Polished & Flowed CYLINDER HEAD for Mini by Forspeed, fitted valves and double valvesprings, complete with opened manifold and 1½" bore S.U. carburettor. Reliable mild tune for road car offered at less than the cost of the polishing — £21. Ring Len Hunt at Bradford 637686 (Business).

---

4 Lotus 18 suspension units £6, 2 lowered Lotus Seven rear suspension units £3, 1 Lotus Seven Diff £2, 2 Mk. III Sprite Wheels 5½" rims £5. Bob Prest, 1 Johnson Terrace, Croxdale, Co. Durham.

---

### WANTED

---

M.G.B. Steel Tube Exhaust Manifold. John Cooper, Cleckheaton 3705.

---

### MISCELLANEOUS

---

#### A. N. & H. COOPER LTD.

PARK GARAGE & WEST END GARAGE  
CLECKHEATON.

#### Area Austin/Austin Healey Dealers

Wire Wheels cleaned while-u-wait  
with our Steam Cleaning Equipment.

Crypton Electronic Tuning a Speciality

Optical Wheel Alignment

Telephone: CLECKHEATON 2354

---

---

### BUCKLED AND DAMAGED ROAD WHEELS.

Wire and Pressed steel, repaired and trued.

A. H. PICKERING,  
70 West Street,  
Leeds 1.

Telephone: Leeds 21072.

---

### STAYING IN TOWN?

You'll like this comfortable, well-appointed small hotel. Central (200 yards from Hyde Park Corner) and specially recommended to Yorkshire Centre members.

#### HEADFORT PLACE HOTEL

Headfort Place, Hyde Park Corner, London S.W.1.

Tel.: Belgravia 2607/8.

---

## NOVEMBER CIRCULAR

### PRESS CLOSING DATE

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

**WEDNESDAY, 13th November**

otherwise publication in that issue cannot be guaranteed.

---

## YORKSHIRE CENTRE INSIGNIA

YORKSHIRE CENTRE TIES — 20/- each.

B.A.R.C. TRANSFERS — 1/- each.  
(Transfers 2¼" or 3¼" high).

Available from :-

Ken Lee (Motors) Ltd., Cromwell Garage,  
Elland Road, Brighouse.

Autospeed, 36 Commercial Street, Harrogate.

Shema Spares Ltd., 194 Harrogate Road, Leeds 7.

Shema Spares Ltd., 72/74 New Road Side, Horsforth.

J. Wilson, Normand Ltd., Olympia Garage, Thornton  
Road, Bradford.

# DATES

# For Your Diary

## YORKSHIRE CENTRE PROGRAMME

Date	Event	Status	Centre Annual Competitions
<b>1968</b>			
5 November	● Club Night — Social — Sicklinghall	—	—
19 November	Club Night — Social — Birkenshaw	—	—
3 December	Club Night — Social — Sicklinghall	—	—
12 December	● Annual Dinner Dance	—	—
17 December	Club Night — Social — Birkenshaw	—	—
<b>1969</b>			
2 January	Film Show — Liberal Club, Bramley	—	—
7 January	Club Night — Social — Sicklinghall	—	—
16 January	● Film Show — Liberal Club, Bramley	—	—
21 January	Club Night — Social — Birkenshaw	—	—
25 January	Midnight Film Matinee	—	—
4 February	Club Night — Social — Sicklinghall	—	—
6 February	Film Show — Liberal Club, Bramley	—	—
18 February	Club Night — Social — Birkenshaw	—	—
20 February	● Film Show — Liberal Club, Bramley	—	—
4 March	Club Night — Social — Sicklinghall	—	—
6 March	Film Show — Liberal Club, Bramley	—	—
18 March	Club Night — Social — Birkenshaw	—	—
20 March	● Film Show — Liberal Club, Bramley	—	—
23 March	<u>Harewood Members Hill Climb</u>	Closed	K
1 April	● Club Night — Social — Sicklinghall	—	—
13 April	Driving Tests	Closed	K
15 April	Club Night — Social — Birkenshaw	—	—
19/20 April	<u>Harewood Spring National Hill Climb</u>	Nat. Brit.	K
6 May	* Scarborough Practice Driving Test	Closed	CK
11 May	Autocross	Closed Jt.	KA
20 May	● Club Night — Social — Birkenshaw	—	—
25 May	Members Race Meeting, Croft	Restricted	NK
27 May	* <u>Harewood Practice Evening</u>	Closed	K
31 May/1 June	<u>Montague Burton Trophy Hill Climb, Harewood</u>	Nat. Brit.	KA
3 June	Club Night — Social — Sicklinghall	—	—
7/8 June	Scarborough Week End	Restricted	NCKA
7 June	Scarborough Dance	—	—
17 June	* Driving Tests	Closed	K
22 June	E. A. Denny Trial	Closed Jt.	CK
29 June	Members Race Meeting, Croft	Restricted	NK
1 July	* Autocross	Closed	K
15 July	Club Night — Social — Birkenshaw	—	—
20 July	Novices & Vintage Hill Climb, Harewood	Restricted	K
3 August	Joint Driving Tests	Closed Jt.	K
5 August	* Greenwood Cup Trial Practice	Closed	CK
17 August	Members Race Meeting, Croft	Restricted	NK
19 August	Club Night — Social — Birkenshaw	—	—
31 August	Annual Cricket Match	—	—
2 September	* Birds Event	Closed	CK
13/14 September	<u>Championship Hill Climb, Harewood</u>	Nat. Brit.	K
13 September	BARC-BO Dance, Harewood	—	—
16 September	Club Night — Social — Birkenshaw	—	—
27/28 September	<u>Scarborough Hill Climb</u>	Nat. Brit.	K
7 October	* Harewood Safari	Closed	K
19 October	Members Race Meeting, Croft	Restricted	NK

26 October	Greenwood Cup Trial	Closed Jt.	CKA
4 November	Club Night — Social — Sicklinghall	—	—
18 November	Club Night — Social — Birkenshaw	—	—
2 November	Club Night — Social — Sicklinghall	—	—
11 December	Annual Dinner Dance	—	—
16 December	Club Night — Social — Birkenshaw	—	K

Dates of Sleuth's Mug and Summer Dance to be notified later.  
All dates for 1969 are provisional and subject to later confirmation.

- Grand Lottery Draw.
- \* 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.  
All competitive events qualify for the Pearce Trophy/Firth Bowl competition.

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

#### OTHER EVENTS

1968

\* Indicates B.A.R.C. (Yorks.) Invited.

#### NOVEMBER

- 2—Saturday      Shenstone Rally — Shenstone & District C.C. — Restricted — Motoring News Rally Championship  
Qualifying event — Regs from R. T. Broad, c/o Broads Travel Service, 18 Colmore Circus,  
Birmingham 4. (Central 2780).
- 2/3—Sat./Sun. \* Guy Fawkes Rally — Falcon M.C.
- 3—Sunday      \* Race Meeting — Lydden Hill — Romford Enthusiasts Club.
- 3—Sunday      \* Production Car Trial — North Midland M.C.
- 3—Sunday      \* Sprint — Thruxton — B.A.R.C. (S.W. Centre)
- 3—Sunday      \* Slalom — B.A.R.C. (S.E. Centre)
- 3—Sunday      \* Race Meeting — Brands Hatch — B.A.R.C. (Surrey Centre)
- 3—Sunday      Driving Tests — Restricted — Y.S.C.C.
- 3—Sunday      Mexican Grand Prix (Int.)
- 9—Saturday    \* Race Meeting — Oulton Park — Mid-Cheshire M.R.C.
- 9—Saturday    Ken Wharton Trophy Driving Tests — National Open.
- 9/10—Sat./Sun. \* Rallycross — Thames Estuary A.C.
- 10—Sunday    \* Production Car Trial — B.A.R.C. (S.E. Centre)
- 10—Sunday    John Bull Sporting Trial — R.A.C. Trials Championship event — Leicester C.C.
- 15/22—Fri./Fri. R.A.C. Rally (Int.)
- 16/17—Fri./Sat. Tour de Corse (Int.)
- 17—Sunday    \* Driving Tests — B.A.R.C. (E. Midlands Centre)
- 17—Sunday    \* Autocross — de Lacy M.C. of Pontefract — Regs from P. A. Morrell, 5 Manor Close, Norton,  
Near Doncaster.
- 17—Sunday    November Sporting Trial — R.A.C. Trials Championship event — Kentish Border C.C.
- 23/24—Sat./Sun. \* Autumn Leaves Rally — B.A.R.C. (N. Thames Centre)
- 24—Sunday    Harold Boggs Memorial Sporting Trial — R.A.C. Trials Championship event.

#### DECEMBER

- 1—Sunday      Gloucestershire Sporting Trial — R.A.C. Trials Championship event — London M.C.
- 26—Thursday    Race Meeting — Croft — Boxing Day Meeting — Darlington & District M.C.

getta car witha difference - a

# tate

## GT.



A Ford Escort GT in fact. The small car at a small price with running costs like a small car — but with a difference! **BIG CAR PERFORMANCE.** Now's your chance to cut the big boys down to size. No need just to dream of pulling away from the big car that's two inches from your boot with his horn howling and lights flashing — but take care it's easy to forget you're speeding in an Escort. Like the caption says getta car with a difference — a Tate GT. See Tate to-day.

Tate of Leeds, Main Ford Dealers,  
New York Road, Leeds 2. Tel. 31281

Tatecars, York Road Service Station,  
York Road, Leeds 9. Tel. 27142.

