

# BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine



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### NOTES FROM THE EDITOR

What a weekend of metrological contrast! Pouring rain for Saturday's event whilst Sunday was really rather pleasant, with some great results.



— This is the most welcome sight in the paddock area at the moment! (Phill Andrews Photography)

In this issue we're again lucky to have contributions from Peter Herbert and Jim Johnstone and both

articles are fascinating and very readable.

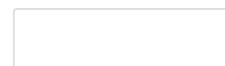
Next up will be the Classic and Vintage, and it's a shame that we still can't welcome spectators to Stockton Farm because it's such a favourite event for many. At the time of writing it seems uncertain if the removal of all restrictions will go ahead on June 21st; the effects of the so-called 'Indian Variant' will be watched with a considerable degree of nervousness.

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### HAREWOOD OPEN HILLCLIMB 8th MAY 2021

So the Clerk of the Weather probably thought he'd win hands down by sending such dreadful weather on 8<sup>th</sup> May. By any yardstick it was dismal, indeed according to one statement, 'The worst weather I've ever seen at Harewood!' but the CotW had reckoned without the indomitable spirit of all concerned at the event. It was also very gratifying to welcome a number of BHC contenders to Harewood for the weekend.



— Nick Taylor was 2nd in the Ferrari class (JCB)

First up were the delectable vehicles from the Ferrari Owners' Club, our 'guest' class. David Snelson took a narrow win in his F430 from Nick Taylor, these two being well clear of the rest. The real 'head-turner' however was Jon Goodwin's 250GT Lusso.

Into the regular Harewood classes, and

1A went to Mark Teale in his Suzuki Swift GTi, comfortably ahead of Nick Mitchell who was himself comfortably ahead of David Taylor. Readers may remember that Adam Riley took Class 1B at the April 11<sup>th</sup> meeting in his Honda S2000. Well, he did it again, this time beating the similarly-mounted Michael Thomson. Great to see a 'Lanfranchi' entered in Class 1B, namely David, a cousin to the late-lamented Tony. David was sharing his MX 5 with Acespeed's Andy Harrison but unfortunately didn't get a timed run as the Mazda decided it

really didn't want to play. Glen Shaw managed to beat Peter Sherratt to take Class 1C, but boy, was it close, with barely 0.1 sec between them, with Josh Carr's VW Polo GTi some way back in third place. Jonathan Mounsey's winning ways also continued in Class 1D, Jonathan leading home Richard Archbould in a Mitsubishi 1-2.



— Mark Teale was 1st in Class 1A and set a new class record the following day (Phill Andrews Photography)



— Robert Pallett braved the conditions to take a lonely win in this Ginetta G33 (JCB Photography)

There were only two finishers in Class 2A, one in Class 2B and one again in Class 2E. 2A fell to Michael Bellerby from Daniel Hollis, Robert Pallett splashed to a solo 2B victory in his fierce Ginetta G33 and David Leach was the similarly lonely winner of 2E in his Elise S1.

Class 3A kicked off the Mod Prods, and again there was only one finisher, regular competitor Roy Bolderson. Things looked up in Class 3B, where five finishers were led home by Tracey Wise whose 71.36 secs time was good enough for 21<sup>st</sup> overall. There

were also five finishers in 3C, where having four driven wheels was a distinct advantage. Damien Bradley not only took the win in his Subaru Legacy GL with a 64.82 secs run, but that was good enough for 6<sup>th</sup> overall! Long-time Porsche owner and enthusiast Geraint Evans was the best of those with just two wheels to propel them up the hill, in the Carrera he's campaigned for 24 years. Bob Bellerby and his terrific little Sylva Riot won 3F but his winning margin over Simon Jenks was only 0.1 secs exactly – phew!



— Damien Bradley not only won Class 3C but was 6<sup>th</sup> overall! (Phill Andrews Photography)



— Fastest Abbey was Andrew! (Phill Andrews Photography)

With no Sports Libre cars taking their timed runs, it was the turn of the open-wheeled racing cars, and in the smallest class Ben Tranter stormed the hill to take the win and place 7<sup>th</sup> overall. There was just one Formula Ford, shared by the Abbeyes, Richard and Andrew, with the latter emerging victorious. There was also only one car in the over 1100cc and up to 1600cc class, but Stuart Dow was one of the fastest competitors, finishing 4<sup>th</sup> overall.

It was no surprise that Richard Spedding took the win in Class 5D, also finishing 2<sup>nd</sup> overall, but next up was Lee Griffiths whose effort was good enough for 3<sup>rd</sup> overall. So who tamed the conditions most effectively to take Class 5E and FTD? None other than Wallace Menzies, who'd travelled from Alloa to 'enjoy' some balmy (or should that read 'barmy'?) English weather.

Although he was beaten into third in



— Richard Spedding won Class 5D and took 2<sup>nd</sup> FTD (Phill Andrews Photography)

class by Sean Gould, it was James



- A drop of rain wasn't going to prevent James Baxter giving his new toy its first airing! (Phill Andrews Photography)

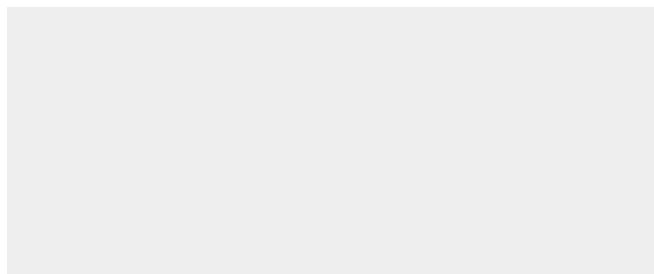
Baxter who turned heads in the class. James was giving the Cooper T90 that he bought at the end of 2020 its competition shake-down; a 'baptism by drowning', it might be said. The car is truly historic; not only is it one of just three T90 Formula 5000 cars built, but it was the very last single-seater racing car to leave the Cooper factory. Not only that, but it was raced successfully in the USA by Peter Rehl in period, including winning the SCCA Road Race of Champions at Daytona International Speedway in 1969.

Last up were the classics in Class 6A, and unsurprisingly only two made all three timed runs. Unfortunately, long-time competitor Jim Johnstone can't be with us at present; we all wish him well and hope he'll be back in action soon. The upshot was that Richard Derrick and his Mini 1275 GT proved to have the winning formula, beating Thomas Robinson in his MG Midget by almost 1.5 secs.



- The Class 6A win on both days went to Richard Derrick in his smart Mini 1275 GT (Phill Andrews Photography)

So that was it. It's doubtful if anyone was particularly disappointed at having to discard their racing clobber, and needless to say, there were no new class or hill records. As always it was the marshals, not only trackside but in the paddock etc., who kept the meeting running as smoothly as possible, and at this event they were to be applauded for their fortitude and stoicism – great work!







— There HAS to be a shot of Jon Goodwin's 250GT Lusso! (Phill Andrews Photography)

**.From the pen of Don Chambers**

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### YORKSHIRE HILLCLIMB HEROES – LESLIE ‘CHIPPY’ STROSS

Chippy Stross was a force of nature. A driver for whom fun was more important than winning, a gregarious paddock presence, and someone who enjoyed life without being too troubled by its conventions or rules.

Variously described as an ‘amiable gorilla’, ‘one of the sport’s real characters and a true gentleman’, ‘an undoer of decorum at every committee meeting’ and ‘one of the kindest, warmest and truest friends one could wish to have’, Chippy was part of a colourful crowd active within the Yorkshire Centre before and during Harewood’s formative years. Indeed, as then Yorkshire Centre Secretary Harry Mason once remarked following a particularly riotous Annual General Meeting, ‘We all have our Stross to bear’.

Born at the end of the First World War into a Jewish textile family, he attended Clifton College in York, sharing a study with the Burton twins, Arnold and Raymond. The young Leslie’s extrovert nature was already apparent, frequently to the embarrassment of the very correct heirs to the Montague Burton tailoring empire.

On leaving school he joined the family business to be tutored by father Jack in the noble art of

wheeling and dealing. Based latterly at Queens Mills in Batley, Jack Stross Ltd was engaged in the Heavy Woollen trade, producing inexpensive textiles such as blankets and workwear from reclaimed rags. Jack's eldest son travelled throughout

Europe buying raw materials, but the young Stross' attention was less than total, young ladies and fast cars providing enticing distractions. He joined the BARC Yorkshire Centre and Yorkshire Sports Car Club and threw himself wholeheartedly into all they had to offer in the way of social and sporting activities. The name 'Chippy' originated from a love of fish and chips following an event.



— 1960 Spring Sprint Chippy Stross Porsche Super 90 (photo by John Holroyd)

Initially rallying was his forte, the post rally-party a speciality, first in Jaguars then Porsches. After an apprenticeship in such local events as the All Fools and Yorkshire Rallies he progressed to the Alpine, Monte Carlo, RAC and Tulip internationals, usually navigated by long time friend Keith Pointing. Perhaps his finest hour was finishing best British privateer and 17th overall with an XK140 in the gruelling 1955 Liege-Rome-Liege Rally won by the Mercedes 300SL of four-time Le Mans winner Olivier Gendebien.

Meanwhile, with the demise of the rag trade, Chippy moved into property development, the family having invested heavily in houses and farms in East Yorkshire.

He also entered the motor trade, acquiring Swires of Yeadon in partnership with Morris Whaley. There, fellow Centre members F.H. 'Bing' Crosby was sales manager and Phil 'Burgler' Bennett junior salesman, themselves accomplished competition drivers.

By now Chippy had a wife Iola and son Richard, but this didn't slow him down. He was a member of the team that brought about Harewood Hillclimb in 1963, which at last provided the club



— Chippy' and Iola Stross deep in conversation with 'Bing' Crosby (John Holroyd).

with a permanent home, then buying a 1598cc Lotus Elan which was enthusiastically campaigned in speed events, setting class records at both Stockton Farm and Oliver's Mount. The ex Trevor Thwaites Chevron B8 followed, first powered by a 1998cc BMW engine and then a 1790 cc Cosworth FVC purchased from Reg Phillips.



— Chippy gingerly eases the Chevron B19 FVC into Orchard at Harewood (Steve Wilkinson)

Subsequently Reg's Chevron B19 was acquired, complete with special Alan Smith FVC bored out to 1930cc, a car Chippy found quite scary on occasion.

Fast road cars were also a Stross passion, many of which saw track action. These ranged from a Mini Cooper S to an Aston Martin DB5, with Porsche a particular favourite,

usually registered SUB 333. Chippy once lent Jack Tordoff and Phil Short his

2.7 RS Touring (JHC 35) in which to enter the Circuit of Ireland following an accident to Jack's own RS (JCT600) on the Firestone Rally in Spain. They finished fifth. There was also an exquisite Riva speedboat in the South of France.

By now Chippy had become the Centre's Social Secretary, a post to which he could not have been better suited. During 25 years in office it was his proud claim that the annual dinner dance always turned a profit, many an unsuspecting hotelier falling victim to negotiating skills of which his father would have been proud.



— Chippy in his Porsche 356 Super 90 at Castle Howard Hillclimb (John Holroyd)

These were lavish occasions and a highlight of the Leeds winter season. The Queens Hotel in Leeds regularly hosted 300 guests, to be greeted by racing cars in the foyer and a tombola boasting magnificent prizes donated by local businesses prevailed upon by Chippy. And his persuasive powers did not end there, appearances being secured by film and musical star Deborah Kerr, fresh from starring in 'The King and I' with Yul Brynner, glamorous blond singer Yana, and comedian Norman

Collier complete with his famous faulty microphone gag.

Once, following a recent return from New York on the QE2, Chippy raved about 'the most fantastic jazz band' which he intended booking for the next dinner dance. When pressed for the name, he vaguely replied 'Oh Duke something'. Fortunately for the Centre's finances Mr Ellington was otherwise engaged that Christmas.

Tales of Chippy's exploits are legendary. There was the time he and Jim Thomson were staying at the Lord Hill in Shrewsbury while competing at Loton Park, when they paid the bar tender to line up a row of glasses on a shelf at which to shoot champagne corks. Whilst on another occasion Chippy and his girlfriend celebrated their twenty second anniversary at the hotel, an arrangement that was common knowledge not least to his wife.

He was also a committed entertainer at 'The Coppice' in Alwoodley Lane, Chippy's Leeds home. At one particular committee meeting held there a selection of Jewish savouries was offered to his guests, unexpectedly accompanied by a plate of pork pie segments. Asked about the kosher origins of said pies, Chippy dismissed any concerns as they had been bought from Marks and Spencer. The Jewish joke was also a Chippy forte, usually featuring Heimi and Rachel and delivered in an appropriate accent for maximum effect.

Bon vivant and raconteur, Chippy Stross loved life and had the means by which to fully enjoy it, an enthusiasm always shared with others. In addition to the memories, he has left us further legacies. The Chippy-lola Vase, originally awarded to the most successful male and female crew in Centre competitions, is now the reward for victory in the Harewood Seniors Challenge, better known as the 'Old Farts Championship', while Chippy's name lives on at the never-ending right hander at the bottom of the Harewood course.

Chippy died in 1990 to the shock of many, he seeming indestructible. His gracious wife lola perhaps had the final say: 'He was a naughty boy, but a lovely man'.

— Ill health never dampened Chippy's enthusiasm for hillclimbing (unattributed)

**Article by Peter Herbert**

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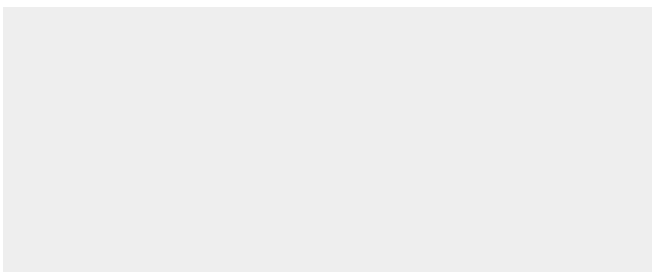
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### HAREWOOD CHAMPIONSHIP HILLCLIMB 9th MAY 2021

Sunday morning at Harewood resembled the set of a sci-fi movie – you know, the scene when, in the wake of an alien invasion, the population drifts about with expressions of stunned bewilderment. What did this lack of precipitation mean? How could conditions be so different to the previous day's deluge? It has to be said that the list of class winners would prove to be very similar to that of the previous day, which was a tribute to their mastery of the different conditions. Interestingly, several drivers expressed the view that early-on the track conditions were actually more difficult than they had been the previous day; on Saturday you knew where you were, whereas on Sunday there could be damp patches lurking anywhere to catch the unwary. After the disappointment of the previous day, it was great that the team managed to shoehorn four timed runs into the day, despite a recalcitrant timing system late-on.



The Ferrari Owners' Club runners again kicked off proceedings. David Snelson wound up his Ferrari F430 to take his second class win of the weekend, but it was a close-run thing; he beat Tim Dickinson in his Ferrari 458 Spider by





— David Snelson took the Ferrari Owners class on both days (Phill Andrews Photography)

just 0.09 secs, who had turned the tables on Nick Taylor this time around. David's best time of 65.85 secs was good enough for a very creditable 29<sup>th</sup> overall.

Class 1A brought the first class-record

of the day! Mark Teale's 66.65 secs run beat the 'Battling Mitchells' who finished in the order Nick (the previous record holder) ahead of Steve. As with the previous day, Adam Riley and Michael Thomson made the top two places in Class 1B an 'S2000 lock-



— Adam Riley set a new class record in his Honda S2000 (Phill Andrews Photography)

out', and Adam was the second new class-record-holder with a great 63.45 secs final run. The eagle-eyed would have noticed that the David Lanfranchi / Andy Harrison Mazda MX5 was still

missing from 1B but the drivers were now competing in Class 1C in a very smart Mini John Cooper Works; David was very grateful that Andy had generously made the vehicle available to them both. However, it was again Glen Shaw who headed the class, but this time it was Terry Deere in his terrific Talbot Sunbeam Lotus who gave him a good run for his money.



— David Lanfranchi gets to grips with the Mini JCW that Andy Harrison shared with him (Phill Andrews Photography)

Class 1D was once again the preserve of That Man Mounsey, Although Jonathan's final run of 60.78 secs was

still some way off his own class record



of 59.89 set on 16/09/2018, it was still good enough for a remarkable 12th overall.

Into the kit cars, and 2A again went Michael Bellerby's way, his Sylva Striker ending well ahead of Tim Kerr's Caterham Supersport. For the second time in two days, Robert Pallett and David Leach were solo winners of Classes 2B and 2E respectively.



— A fine shot of Jonathan Mounsey heading towards a fine result! (JCB Photography)



— Roy Bolderson's well-developed Mini took Class 3A (JCB Photography)

The smallest Mod Prod class again fell to Roy Bolderson, whose second run featured an impressive spin, and Tracey Wise made it two-in-a-row in 3B. There was again a good variety of cars in Class 3C, Andy Hill finishing top of the class ahead of Stephen Moore. Both were 4WD-mounted, in Subaru Impreza and Mitsubishi Evo VI RS respectively. This time it was Haydn Spedding who led the RWD brigade home, third in class. In Class 3F Bob Bellerby in his Sylva Riot again led Simon Jenks' Caterham home, this time with a margin

of 0.22 secs.

John Prickett was the lonely winner of Class 4A, but his best run of 55.83 secs was good enough for 6<sup>th</sup> overall,

Richard Summers easily won the smallest class for racing cars in his DJ Firehawk, his task made easier by the early elimination of Ben Tranter and Rob Spedding, their shared OMS 2000M having suffered suspension damage. It was Sarah Bosworth's turn to be the only Formula Ford entrant. Sarah only



— John Prickett's Radical PR6 was a lonely class winner but a fine 6th overall (JCB Photography)

recorded three times, rather remarkably setting identical times on her second and third runs. James Macdiarmid (Force PC) was the only runner in Class 5C, as was Richard Spedding in 5D, but all thoughts were on the possible outcome of a 'shootout' between Richard and Class 5E-runner Wallace Menzies. However, Richard discovered that he

had a sticking throttle on what proved to be his only timed run, and with the first BHC round at Loton Park only one week away, he wasn't about to risk damaging his GWR Raptor 2. However, his one run stopped the clocks at 50.58 secs, a new class record! It might have been supposed that, with such a close competitor out of the race,



— FTD on both days and a new class record were Wallace Menzies' reward for his trip down from Alloa (JCB Photography)

Wallace would take it easy, but his best time of 49.03 secs would also set a new class record as well as FTD, and it was Sean Gould who did a great job keeping Wallace 'honest', ending only 0.4 secs behind and setting 2<sup>nd</sup> FTD. Sean also was well under Scott Moran's previous record.

If James Baxter had been pleased with

his 'new' Cooper T90 the previous day, now, with a dry track beneath its huge (but well-worn) 'boots' he was, to put it mildly, bowled-over by it. Understandable, given its immense presence and 'proper' dry-sumped, 5 litre Chevy running on Webers, giving James around 500 bhp to play with via its Hewland LG600 gearbox.



— No wonder James Baxter loves his 'new' Cooper T90! (JCB Photography)

As usual, the Classics wound up proceedings, and despite increased competition compared with Saturday, it was Richard Derrick in his Mini 1275 GT who again stopped

the clocks with the fastest time.

So ended a really enjoyable event; it was surprisingly mild, and as always the Harewood team, spearheaded by the trackside marshals, did a great job to make the most of the day.

After three rounds, Adam Riley leads the Harewood Championship with 54.62 points to Mark Teale's 51.43, whilst in the FTD Championship Richard Spedding has 26 points ahead of Wallace Menzies with 20.

Ah yes, the next meeting is the Classic and Vintage...

### **Report by Don Chambers**

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### FROM THE ARCHIVES

#### **The Spring Sprint – Sunday 1<sup>st</sup> May 1960**

This was the 9<sup>th</sup> Sprint held at the Burtons Tailoring factory, Hudson Road Mills in Leeds. Many of the competitors had, by now, become regulars at Burtons and there was a capacity entry of 75.

It may be interesting to list the members of the BARC Yorkshire Centre and those from other organisations who acted as officials on this occasion:

R.A.C Steward: J.D. Stuart Esq

Club Stewards: H.J. Morgan and H.S. Marks

R.A.C Scrutineers: S. H. (Sid) Hanson and E. J. (Eric) Toyne

Clerks of the Course: M. S. (Mike) Wilson and A. (Arthur) Hudson

Chief Marshal: P.F.E Blatch

Medical Officers: Dr Lorna Davis, Dr J. Dannaher and Dr R. Davidson

Ambulance: Supt. H.H. Ridsdale, St John's Ambulance Brigade

Timekeepers: H.G.A. (Tony) Mauldin and R.L. (Dick) Haley

Paddock Marshall: R.D.A. Dick

Public Address: M.M. Roberts and G.A.M. Baxter

Flag, Paddock and Spectator Marshals:

#### MEMBERS OF THE BARC YORKSHIRE CENTRE

Mike Wilson was the Chairman of the Centre and a driving force behind the sprints and other events during the 1950's and '60's. He was a larger-than-life character with a lot of very useful electrical skills which he used to good effect in setting up timing systems etc. If he was proving difficult to locate at a venue, one only had to wait for his unique laugh to reverberate throughout the throng! Sid Hanson was an engineer who had served in the RAF during WW2. Woe betide any competitor needing to pass Scrutineering who failed to contribute to Sid's RAF Benevolent Fund collection box!

#### The Event:

**Class 1, Touring Cars up to 950cc**, had 17 entries, including a certain B.H.T. Redman; yes, it was that Redman, driving a Mini in what must have been one of his very early events on his way up to F1, CanAm and several other categories of motor racing. He finished 13<sup>th</sup> in class. One of the men with a van in the Autumn 1958 Sprint, Tony Lanfranchi, had gone up market by graduating to a Morris Minor Traveller and came in 15<sup>th</sup> in class.



The class winner was Peter Kaye in an Austin Seven, as the Austin version of the Mini was initially named. Peter's driving of these amazing cars was always a joy to watch, so much so that it was not long before he became known as "Mini Kaye". Ken Lee was second in his Speedwell tuned Mini, with Alan Staniforth, also driving a Mini in third place. In his early motorsport days,

- 1960 Spring Sprint Peter Kaye Austin Seven Mini (photo by John Holroyd)

Barry “Whizzo” Williams finished 7<sup>th</sup> out of 18 in a Morris Minor 1000.

### **Class 2, Touring Cars 951 to 1300cc**

was won by Harry Ratcliffe, the pipe-smoking, tuning wizard from Lancashire in a Morris Minor 1000, with an 1100cc engine. He saw off the Elva Anglia 100E of F.W. Stembridge and the 105E model of P.A. Richardson.

**Class 3, Touring Cars 1301 to 1900cc.** Bruce “Willy” Moss was second again in his Riley One Point Five. This time he was beaten by Geoff Thompson driving a Volvo 122S. When he eventually hung up his helmet, Geoff qualified as an RAC Scrutineer and became a regular member of Sid Hanson’s team. A Singer Gazelle was running in this class driven by P.A. Gordon Forster, who later became a regular at BARC meetings as the RAC Steward.

### **Class 4 Touring Cars 1901cc and over.**



- 1960 Spring Sprint Hugh O’Connor Rourke 3.4 Jaguar (photo by John Holroyd)

The 3.4 Jaguar of Hugh O’Connor-Rorke out-ran three Dagenham Fords, two Zodiacs and a Zephyr to take the class. Alec Richardson came second, followed by Ted Bowers Booth, who later was to become the regular commentator at Harewood. Future Centre Chairman, Derek Clark was in third place.

**Class 5a Sports Cars up to 950cc** could justifiably have been named “The Sprite Class” as all 7 entries were Sprites. They were all MK 1’s in 1960, of course. Yours truly filled the 7<sup>th</sup> spot in what was my first speed event in the bog-standard Sprite which was still wearing its bumpers and other items very soon discarded as unnecessary. My learning curve had begun! Pete Smith, at the time a rhubarb grower from Lofthouse, took the class win. Second was Henry Holliday, a shoddy producer from Morley. Shoddy was a product of the recycling of rejected textiles into industrial rags known as wipers. Henry’s advert strap line in the Yorkshire Centre Circular was “Have you something that needs wiping?” The class was pleased to welcome Miss Vikki Lincoln, one of the first lady drivers on the Yorkshire speed event scene. She was no slouch in her pale blue Alexander-tuned Sprite and was a leading contributor to discussions on the subject of how certain activities could be



accomplished in these very compact sports cars!

**Class 5A Sports Cars 951 to 1600cc** was won by “The Wild Man of Elland”, John Heppenstall in his MGA “Tin Can” – a Mike Wilson twist on Twin Cam.



— 1960 Spring Sprint John Heppenstall MGA Twin Cam (photo by John Holroyd)

Twin Cams were almost as rare then as they are now, so the fact that there were two in the class was quite something. The second one was driven by John Busfield. Both were coupe versions. Mike Brown was runner up in his Turner with John Cotton driving his Lotus Elite into third spot.

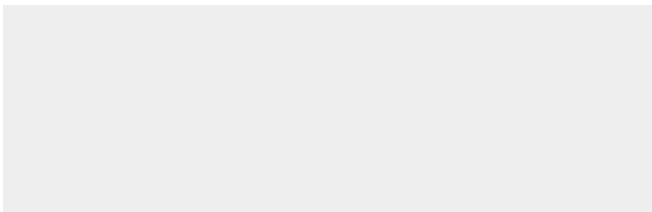
#### **Class 6 Sports Cars 1601 to 2700cc.**

John Mitchell, driving his AC Ace Bristol beat Cec' Booth in his Frazer Nash Le Mans by 0.27 secs to take the class win. Cecil's car was a genuine Le Mans car, which had finished second overall in the 1949 24 hour race. Its reg. no. is TMX 545. To see a genuine Frazer Nash Le Mans in the class was quite something but there was also a well known Le Mans Replica. Tony Lanfranchi's second drive was in HBC 1, the ex-Bob Gerard car with which “Mr Bob” had been very successful.



— 1960 Spring Sprint Cecil Booth Frazer Nash Le Mans (photo by John Holroyd)

#### **Class 7 Sports Cars 2701cc and over.**



David Harrison was the victor here driving the Frazer Nash Shelsley. It is fitted with a 3,500cc Alvis engine. David sold it to Derbyshire driver Guy Smith



— 1960 Spring Sprint David Harrison Frazer Nash Shelsley (photo by John Holroyd)

who raced and hill climbed it with great success. It is still active in HSCC and other classic events in the hands of its current owner.

### Classes 8 & 9, merged, Sports Racing

#### Cars.

BTD came from this class by T.A. Fallows in his Cooper Climax. He headed John Brierley in the Cooper MG by a whisker under half a second.



— 1960 Spring Sprint John Brierley Cooper MG (photo by John Holroyd)

#### Class 12 Formula Junior Cars. There

were only two cars in this class which was won by D.C. Mason in an Elva B.M.C from K.D. Jones who was Lotus Austin mounted.

Team names were beginning to appear during this period. Examples at this meeting are: Ecurie Five Star (the 3 Ford Zodiacs), Ecurie IPA (a non-starter – maybe had a hangover?), Huddersfield Motor Racing Team (Barry Williams, Peter 'Mini' Kaye, Vikki Lincoln, John Heppenstall and Tony Lanfranchi), Scuderia Shoddy (Henry Holiday) and Stable Seberkenshaw (Peter Bradley, Morgan Plus 4)

**Article by Jim Johnstone**



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JCB Photography

Phill Andrews Photography

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Issue 35 February 2022

## Issue 30 June 2021

### TAILPIECE



— Which Scottish soft-rock band does this remind you of? What? What? What? (PWPics)

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