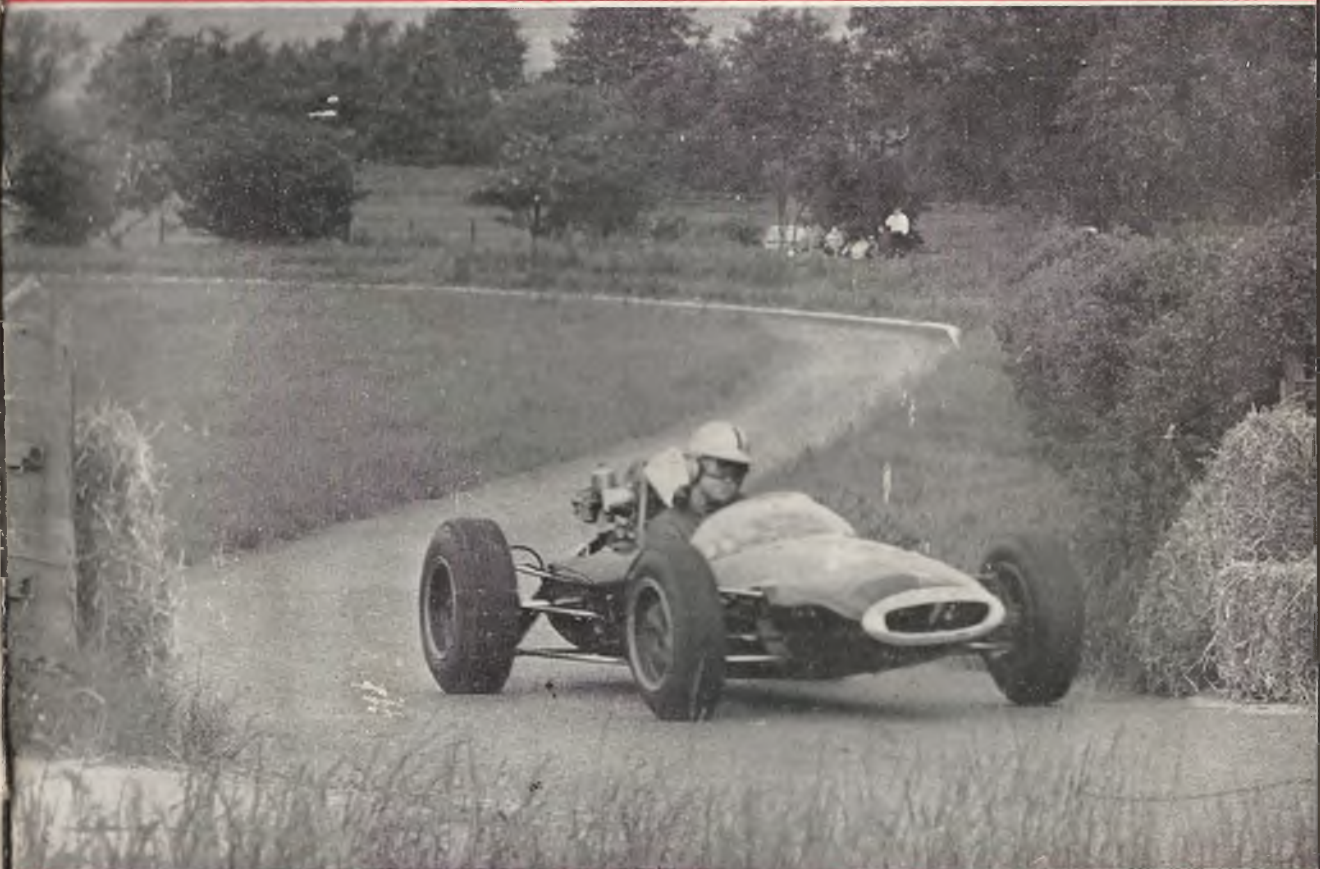




YORKSHIRE CENTRE CIRCULAR



APRIL **67**

BOB SOPER LIMITED

194, HARROGATE ROAD, LEEDS 7.

Telephone : 684020

STRAIGHT THROUGH SILENCER DISTRIBUTORS

- SERVAIS** — ALL TYPES REPLACEMENT STRAIGHT THROUGH SILENCERS IN STOCK.
- PECO** — BIG BORE SINGLE AND TWIN PIPES FOR B.M.C. FORDS, IMP, VIVA, ETC.
- ABARTH** — FOR THOSE WHO DEMAND AND CAN AFFORD THE VERY BEST. AVAILABLE FROM STOCK FOR "E" TYPE, M.G. B., COOPER 'S', IMP, ETC.
-

TRADE ENQUIRIES INVITED FOR THE ABOVE.

Silvio's Ltd.

Speciality of the Month

CAKES FOR THE CONNOISSEUR

CREAM HEARTS
CHERRY SPONGES

MOCHA MERINGUES
CREAM FRUIT SLICES

SPECIALLY MADE FOR THOSE OF YOU WHO ARE SATISFIED WITH NOTHING BUT THE BEST.

Available Fridays and Saturdays at all our Branches.

Head Office : 121, WHITE ABBEY ROAD, BRADFORD. Tel. 41755

YORKSHIRE CENTRE CIRCULAR

APRIL **67**

BRITISH AUTOMOBILE RACING CLUB

PRESIDENT
HIS GRACE THE DUKE OF RICHMOND
AND GORDON

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. 638392

VICE-CHAIRMAN
A. J. BURTON
Carlshead House, Sicklinghall, near Wetherby.
Tel. Wetherby 2861.

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

TREASURER
R. FARRAR
129, Southway, Horsforth, Leeds, Tel. Horsforth 5181

COMPETITION SECRETARY
J. D. LINCOLN
"Brandy Close", Drub Lane, Gomersal, near Leeds.
Tel. Cleckheaton 3050.

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

MAIN COMMITTEE
J. M. BUSFIELD, J. M. HOLROYD, J. JOHNSTONE,
A. G. M. KELLETT, K. N. LEE, B. W. MOSS,
K. J. OLDHAM, R. A. RIALI, P. H. SCOTT,
L. S. STROSS, J. A. STROUD, M. H. WHALEY.

FINANCE & GENERAL PURPOSES COMMITTEE
M. S. Wilson (Chairman) H. C. Mason (Secretary)
A. J. Burton, E. D. Clark, R. Farrar, J. D. Lincoln.

EVENTS COMMITTEE
E. D. CLARK (Chairman), J. A. STROUD (Secretary),
J. M. BUSFIELD, K. D. CHIPPINDALE, J. M. HOLROYD,
J. E. ISON, K. N. LEE, B. W. MOSS, A. J. HODGETTS,
M. K. OLDHAM, R. SOPER, D. STEAD, M. H. WHALEY.

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

The officers are ex-officio members of all committees

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

PUBLISHED MONTHLY
THIRTEENTH YEAR No. 141.

EDITOR

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

ADVERTISEMENT MANAGER

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

LEGAL ADVISER

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

PUBLICITY OFFICER

F. BARLOW *16, Kingsley Crescent, Birkenshaw,
Bradford. Tel. Cleckheaton 2722*

PHOTOGRAPHERS

S. J. BINNS *19, The Oval, Heald Green, Cheshire*

P. H. LOVEL *48, St. Johns Road, Driffield, E. Yorkshire,
Tel. Driffield 2232*

COVER PICTURE

KING OF HAREWOOD. Peter Meldrum's efforts at Harewood this year will be followed with keen interest not only to see if he can maintain his remarkable unbeaten record but crown it by taking the outright record for the hill — a distinction most will feel he richly deserves.

KEN LEE (MOTORS) LTD.

'WHAT WE CAN DO - YOU CAN DO'

**BE ASSURED OF SUCCESS, HAVE YOUR MINI's,
COOPER's AND "ESSES" TUNED AND SERVICED
BY :-**

THE SAME MECHANICS WHO WORK ON OUR OWN CARS WILL WILLINGLY HAND
ON TO YOU THE FULL BENEFIT OF THEIR KNOWLEDGE.

'PERFORMANCE IS PROOF'

CROMWELL GARAGE, ELLAND ROAD,

**ELLAND
3530 & 3539**

BRIGHOUSE.

**ELLAND
3530 & 3539**

ROLLER BRAKE TESTING 35/-

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 . . . under-
stand 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**

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



Ramblings



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

Events and Social Committees

With the re-constitution of the Events and Social Committees following the Annual General Meeting — itself an annual occurrence — several members who have given valuable service on these auxiliary committees disappear — temporarily we hope — from this particular scene. Although the five-man Social Committee remains unchanged for the next twelve months Jimmy Johnstone, Sid Hanson, Mike Kellett, Peter Millman and Tony Riall all stand down from the Events Committee — although the latter remains a member of the socialites.

It seems appropriate and certainly fitting they should be thanked for their past efforts and the considerable time devoted to Centre affairs on the Events Committee whilst at the same time a welcome is extended to their successors in the shape of Keith Chippindale, Bob Soper, David Stead and John Ison.

Special Continental Mini-Tour Tickets

Members thinking of visiting one of the continental race meetings this summer may be interested in the special Mini-Tour tickets offered by Townsend Car Ferries Ltd. and the joint British/French Rail cross-channel services.

Under these four adults can make the cross-Channel return trip for £18 (four return passenger fares) with their car, which can be of any size, carried free. Two children count as one adult and children of under four can travel free. No reduction is made if less than four adults — or equivalent — travel.

These special Mini-Tours operate all the year round but during the summer season from 1st May to 9th October outward journeys can be made on Monday, Tuesday or Wednesday of any week returning on Thursday the same week or, of greater interest to racegoers, outwards on a Thursday returning the following Monday.

Full details are available from Townsend Car Ferries Ltd., Camden Crescent, Dover, Kent or 199 Regent Street, London, W.1. and Continental Car Ferry Services, Continental Car Ferry Centre, Terminal House, London, S.W.1.

A point worth remembering is that Townsends have an arrangement whereby you can obtain for sterling credit vouchers which can be used on board their ships for purchases, meals, etc. thus preserving intact foreign currency allowances.

Centre Circular Advertising

Readers may have noticed recent Circulars have carried less advertising than for some time past due in the main to the unfortunate necessity to economise

forced on several of our regular patrons by present economic circumstances. Unhappily the sale of less advertising space entails a reduction in the overall size of the Circular from 32 to 28 pages — periodically if not permanently — so this is all something of a spiral in the wrong direction.

Advertising in periodicals such as the Circular is often regarded as akin to a charitable donation but we feel this is not so in this case as experience of many of our regular advertisers bears out the contention our magazine, distributed regularly each month to over 1,200 members — mostly resident in the immediate district — and seen by many others as well, is a credible publicity medium in its own right. A fair number of readers have interests right outside the motoring sphere so that the medium is clearly of use to those with goods or services to sell which have no specific connection with motor sport.

Advertising rates are modest — with worthwhile series discounts available — and Advertising Manager, Mike Wilson, Silver Royd House, Leeds 12. (Tel. Leeds 630944) will be pleased to give details to those who are interested.

The object of the foregoing is not to beg for support but to make the point that many of our members can obtain a good return for a modest outlay — and do the Centre good in the process.

Centre Annual Competitions

Entry lists for the various Centre Annual competitions — with the exception of the Arnold Burton Trophy — closed so far as existing members are concerned on 31st March, although new members can still enter until later in the summer. As the exact rules for the Arnold Burton Trophy competition weren't published until the March Circular and the first qualifying event — the Scarborough Week-End — isn't until mid-May, entry in this remains open until 30th April.

At the time of general closure the following entries had been made:

Pearce Trophy	47
Firth Bowl	9
Chippy Iola Vase	14
Ken Lee Trophy	30
Arnold Burton Trophy	27

Tony Hodgetts — who lives at 2, Carlton Drive, Guiseley, near Leeds. (Tel. Guiseley 4774) — looks after the records and any enquiries, queries, etc. relating to the competitions should be directed to him accordingly.

ARE YOU INTERESTED IN A GARAGE WHICH SPECIALISES IN TOP CLASS, LATE MODEL, QUALITY USED CARS COUPLED WITH STRAIGHT-FORWARD TRADING, DEPENDABLE ROUTINE SERVICE AND RELIABLE REPAIRS.

IF SO, YOU SHOULD KNOW THAT NORMAN BAGULEY HAS TAKEN OVER TALBOT GARAGE, ROUNDHAY WHERE HE WILL BE PLEASED TO WELCOME MEMBERS AT ANY TIME.

NORMAN BAGULEY (ROUNDHAY) LTD.

TALBOT GARAGE, STREET LANE, LEEDS 8

661844

NATIONAL BENZOLE
8-00 a.m. to 11 p.m.
DAILY

ANY MAKE OF NEW CAR SUPPLIED

PROJECT YOUR IMAGE WITH

"PROJECT"

OFFICE FURNITURE

Phone JOHN ISON at BRADFORD 20218

FOR FURTHER DETAILS

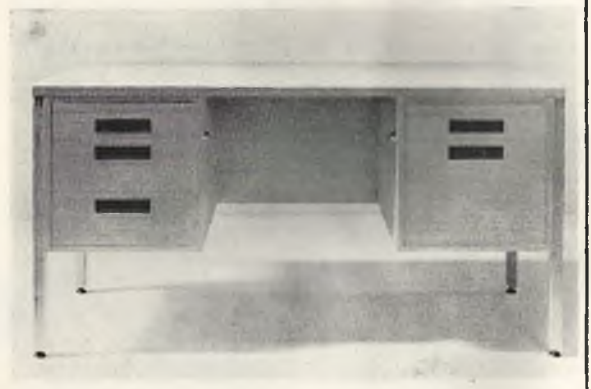
Wm. RICHARDSON

(FURNISHER)

LIMITED

72-74 LEEDS ROAD,

BRADFORD 1.



next month

MAY

Harewood Spring National Hill Climb — 30th April

A reminder that the first National meeting at Stockton Farm takes place, not next month as the heading suggests, but this coming week-end — assuming the G.P.O. can manage to get this Circular to you within three days of posting which isn't by any means always the case!

The Spring National meeting at Harewood is usually an interesting affair, taking place before the inevitable ennui of a long, competitive season sets in and gaining added interest from the presence of familiar faces in unfamiliar vehicles. As this issue closes for press in mid-April many of the leading names in the business have entered as well as some interesting newcomers, plus of course our own "locals" from one or two of whom big things are expected this year. Given merely a few non-starters the entry is high not only in quality but quantity also, so a full field seems assured.

As usual with the National meetings at Harewood practice takes place, in leisurely fashion, on Saturday 29th from noon to around 5-30 p.m. whilst the show proper gets under way at 1 p.m. sharp on Sunday — a reasonably easy time schedule for competitors and marshals alike. Members who haven't previously attended a Saturday practice session might care to come along and have a look round in comfort without the milling crowds we hope will attend on Sunday. During Sunday afternoon the National Sprint Association are laying on a team of selected motor-cyclists who will have a series of timed runs and as these boys will be both skilful and experienced and trying in earnest, the comparison of times and techniques may well be illuminating.

An innovation this time will be the grouping of the competitors making the ten fastest times into a "Top Ten" class which will have a two-run run off at the end of the meeting. Times recorded in this run-off will, with one exception, count towards the awards of the day, viz, fastest category awards, annual trophy awards and class records but they will not count towards placings for class awards.

Full refreshment facilities will be in operation on both days and admission arrangements remain as usual.

Club Night Evening Event — Driving Tests Tuesday 2nd May

The Club Night Evening Event season kicks off on Tuesday, 2nd May, with a driving test event organised by the brothers Rogerson — the whole being designed as a warmer-upper for the Scarborough Week-End, a mere eleven days afterwards. The event will comprise of six or seven tests — the special section mentioned in the March Circular now being definitely out — all in a limited area involving the minimum of motoring between test sites.

Proceedings will start from the premises of West Park Motors, West Park Ring Road, Leeds 16 (M.R. 263381) where signing-on will open at 6-30 p.m. and intending competitors will be relieved of 7/6d. From there the field will go to the Guiseley district and thence to the finish at Headingley Rugby Union Club, which lies behind the Star & Garter, in Kirkstall Road, Leeds 5 (M.R. 263356). Thanks are due to the Committee and members of the Headingley Club for their kindness in putting their clubhouse at our disposal for the usual post-event supping session and as an extension is to be applied for a pleasant party is in prospect.

The organisers are short of marshals and would welcome offers of help from those willing to assist who should contact Malcolm Rogerson at 179 Oakwood Lane, Leeds 8. (Tel.: Leeds 659348).

The Scarborough Week-End — 13th/14th May

As the regulations — issued with the March Circular — point out in the preamble the basic format of this event is now almost traditional, even Chesham and its aftermath altering it but little, and as the mixture as before seems to suit most tastes no drastic alterations are being incorporated this year — although great efforts are to be made to persuade the Scarborough Corporation to ensure the Marine Drive really is closed off this time, thus preventing a hat-trick!

For the benefit of new members unacquainted with the event it consists of ten driving tests — all on private land — on the Saturday section spread over the county from York to Scarborough and offering some pleasant scenery into the bargain, followed by a similar number of tests in the immediate Scarborough area next day to make up the Sunday section. The motoring between sections is of an intentionally gentle nature — indeed anything else will lead to trouble for those concerned! — and as far as possible the tests will be of the fast, open variety. The Week-End is complemented by an unofficial social gathering in Scarborough on the Saturday evening and the Sunday start is timed to suit tired livers.

This year's Scarborough starts from the Hazlebusch Cafe on the A.64 York-Malton road, a few miles North-East of York and the first competitor will get away around noon. After the ten driving tests are completed the days section — about 40 miles — will finish at the final test, competitors then dispersing to their hotels. The results of the days work will be displayed in the Grand Hotel — where most of the officials and many of the competitors will be staying — during the evening. Around noon next day the Sunday section will start from Burniston Road Car Park, Scarborough, again concluding at the final test of the day, also in Scarborough, about four hours and twenty miles later.

Continued on page 11

THE RIGHT MIXTURE

. . . a blend of power, smoothness and economy that add up to a satisfactory performance.

So why not pay us a visit and try our blend of **SERVICE, COMPETITIVE PRICES, SELECTION AND EXPERT ADVICE**, and we guarantee this mixture will give you years of satisfaction.

WELLINGTON MILLS CARPETS LTD. WELLINGTON MILLS, LINDLEY, HUDDERSFIELD.

O.S. Sheet 102 M.R. 117178.

Tel. Hudd. 52183

EXCELLENT CAR PARKING FACILITIES.

OPEN ALL DAY SATURDAY.

WALLACE ARNOLD

SALES AND SERVICE LTD.

FIRST *for* **VAUXHALL**

FIRST *for* **BRABHAM CONVERSIONS &
LOWER SUSPENSION UNITS**

FIRST *for* **THE G.T.O. VIVA**



Demonstration cars always available at :-

123, HUNSLET ROAD LEEDS 10.

PHONE LEEDS 39911

COMPETITION CHATTER

● Looking at the May fixture list of invitation Events, it is hard to know what to leave out of 'Chatter'. I should like to start, though, with a word or two about one of our own Events, The Scarborough Week-End, details of which are given elsewhere in the Circular, Regulations having already gone out with last month's issue. It seems certain that the entry limit of 75 will be well exceeded, for at the time of going to press, just two days after the opening date for entries, thirty have already been received. It has always been a widely held opinion that a Large Saloon well driven stands an excellent chance of winning the Event with the Figure of Merit system, in fact David Pearson, one recalls, did win outright some years back driving an M.G. Magnette, and whilst still classed as a Novice. This year's tests have been designed to give drivers of Large Saloons plenty of room to swing about, so we look forward to seeing more 'family' cars on the Event than usual. As the limit of entries is approached, entries will be accepted so as to achieve an equal distribution of Classes. Perhaps your best insurance of getting an entry on The Scarborough, is to enter a Large Saloon!

● The week-end of the 6th/7th May seems to be predominantly one of Restricted Race Meetings, there are five on the Headquarters fixture list. As B.A.R.C. invitations to these events go to Headquarters we do not have regs — though prospective Race entrants that week-end would be almost certain of a start at a track of their own choosing.

● Whilst our Driving Tests enthusiasts are enjoying the sea air at Scarborough, the Lancashire Automobile Club will, I am sure, be entertaining some of our Hill Climb members at their Restricted Tholt-Y-Will Hill Climb in the Isle of Man. Yorkshire Centre Members usually do well at Tholt-Y-Will, which, you will recall, is the 3½ mile long Continental style Hill Climb into which our Lancashire friends have put so much time and work. Full details of the event, the Social side, which, with an overnight stay on the Island, is very strong, and of the passages to the Isle of Man are available from the Competition Secretary of the Lancashire Automobile Club, Peter Rothwell, Comps. Dept., 41a. Queen Street, Great Harwood, Blackburn, Lancs.

● The events scheduled for the following week-end, the 20th/21st May, would fill the column on their own, if described in any detail. Suffice it to say that on this week-end the Yorkshire Centre has been invited to take part in just about every form of Motor Sport known to man, except perhaps a Battle of Flowers (which is a pity for the Florists of this world), and you do not need a permit for one of those; so says the R.A.C. Motor Sport Year Book.

● Mention of that publication, reminds one that it is due out in April each year. Well this year we are in a worse position than usual, for after many delays the 1967 'Blue Book' is still far from complete, at the time these notes are written. This explains why you see on all our Regulations for events 'to be read in conjunction with the R.A.C. Motor Sport Year Book Standing Supplementary Regulations 1966 edition' — for the Regulations which apply are those in force at the time of the Permit Application.

● Back to the 20th May, and a race meeting for which we have got Regulations. This is the Restricted Meeting of the Hagley and District Light Car Club Ltd., and it is held at Castle Combe Circuit, Nr. Chippenham, Wiltshire. There are two good reasons for considering the long trip down to Wiltshire: firstly, the Circuit is a friendly one in a pretty part of the country, where a good time is usually had by all, and secondly because this is likely to be the last season of racing at Castle Combe. There is a very full programme of races, eight in all and the meeting concludes with a Half Hour High Speed Trial, with a reasonable target number of laps to achieve.

● In the Rally world, regulations are available for the Manx Trophy Rally, which is being promoted by the Manx Automobile Club on the Isle of Man from the 19th to 21st May. This is a Motoring News Championship qualifying event, comprising 30 special stages, which are held on Closed Public Roads — God Bless the Manx Government. There are Driving Tests on Douglas Promenade on the Sunday, which are not part of the Main event, but which, from the diagrams, look very interesting. The June Effort Committee of the Isle of Man is paying up to £5 each towards the cost of shipping cars to the Island, so a very entertaining week-end seems assured.

● Changing locations and types of event, we move back to Yorkshire for a Production Car Trial on Sunday 21st May. This is the B.T. & R.D.A. Production Car Trial Championship Qualifying Event promoted by the Yorkshire Sports Car Club, and known as the 'Yorkshire Trial'. This is the event which was formerly run as the famous Yorkshire Rally, and on its debut as a trial last year suffered cruelly from the weather in the shape of a thick snow everywhere. This year's 'Yorkshire', having moved well clear of the snow promises to be a cracking event. A new venue has been found, with long smooth, grassy sections on a wooded slope and a fine social side to things at the Pack Horse, Southowram. Regulations are now available and the event can be thoroughly recommended as a good day out.

Continued on page 11

SEE **SWIRES** GARAGES

FOR **ALL** YOUR MOTORING NEEDS

SWIRES of YEADON



HENSHAW GARAGE APPERLEY LANE - PHONE RAWDON 2231

Directors: CHIPPY STROSS, F. H. (Bing) CROSBY

New MORRIS MG RILEY WOLSELEY

EARLY DELIVERY OF ALL MODELS.

GUARANTEED USED CARS for ALL TASTES and POCKETS

CRYPTON DYNAVISION TUNING - SERVICE
QUICK CAR WASH - VALETING - ACCIDENT REPAIRS and PAINTING

SCHOOL of MOTORING

M.O.T. APPROVED INSTRUCTOR — RESULTS GUARANTEED.

ALSO

SWIRES of OTLEY

CROSS GREEN - PHONE OTLEY 2048 & 3561

For New AUSTIN AUSTIN HEALEY MORRIS

General Manager :

Mr. J. WATERHOUSE.

Sales :

Mr. N. JONES

COMPETITION CHATTER—Continued

● Still on the same Sunday, but changing to Hill Climbing. The Morecambe Car Club have their Annual Restricted Hill Climb at Leighton Hall, Nr. Carnforth. This is another event which is very popular with centre members, the Climb taking place on a fairly 'easy' hill and in delightful surroundings. Secretary of the Meeting is J. D. Walker, 'Green Gables', 58, Balmoral Road, Morecambe, Lancs.

All in all, a week-end which should see many Centre Members in action. It would relieve the repetition of the Competition column, if we could include a few incidents and award winners — let's be hearing from you!

● The final week-end in May is the first of the new Spring Bank Holiday week-ends, which have taken the place of the recognised Whitsuntide. With the change, have moved our local traditional motor sporting fixtures — and I expect my Annual gardening week-end! — namely the Race Meetings promoted by the Northern Centre of the British Racing and Sports Car Club. The Meetings have retained the 'Whitsun' title, an dare being run at Rufforth and Croft.

On Saturday the 27th May, the Rufforth Meeting takes place commencing at the Rufforth Circuit, Nr. York at 2-00 p.m., with practice taking place the same morning. The Croft circuit, at the Autodrome 5 miles south of Darlington takes place on Bank Holiday Monday itself.

The Regulations for both meetings are very similar and there are qualifying events at each circuit for the B.R.S.C.C. Championships, including the B.R.S.C.C. Northern Single-Seater Championship and the B.R.S.C.C. Northern Saloon Car Championship; and Yorkshire Evening Post Trophy Races for Special G.T.'s and Leedspeed Trophy Races for Clubmans' Sports Racing Cars. Entries open on Monday 24th April and close on Wednesday 17th May.

● Finally, as space limits further comment, we move to the first week-end in June, when we have two events. On Sunday 4th June the Morecambe Car Club are promoting their Restricted Flather Star Driving Test Meeting, which is a qualifying event in the B.T. & R.D.A. Driving Test Championship. Details can be obtained from M. A. Preston, 1 Shaftesbury Place, Piccadilly, Lancaster, Lancs.

● On the same day the South Yorkshire Car Enthusiasts Club are Holding a Restricted Sprint Meeting at Sandtoft, Hatfield, Nr. Doncaster. This is an interesting course and yet again one at which Yorkshire Centre Members have performed with credit. Sandtoft is reached from the Leeds area, via the A.1 to Doncaster and the A.18 Scunthorpe road. Spectator facilities are much improved this year and the South Yorkshire Club hope for a large crowd. Practising is on the Saturday and this meeting affords the chance for competitors to get a look at the course in preparation for the National British Meeting to be held at Sandtoft in September.

J.D.L.

NEXT MONTH—Continued.

Although entries don't officially close until 8th May the field is necessarily limited to 75 and with invitations open to the whole of the B.A.R.C. and all member clubs of the Association of Northern Car Clubs we could be over-subscribed this year so an early application is advised if you wish to have a go and haven't yet done anything about it.

The Social Committee, unfortunately unable to arrange a return to the former official headquarters hotel and dinner-dance set up, have done the next best thing by making a block reservation for 120 people at the Grand Hotel, St. Nicholas Cliff, Scarborough (Tel. Scarborough 1053) for the night of Saturday 13th May. Members wishing to stay there should make their own reservations DIRECT with the hotel mentioning the B.A.R.C. Block Booking. The normal Saturday evening dance will be taking place in the Ballroom and open to all members and competitors resident in the hotel. It is hoped the management will permit those not staying to attend on payment of an entry fee.

Although hotel reservations must be made direct with the hotel the secretary of the Social Committee, Chippy Stross, will be glad to give any assistance he can over this side of the event and can be contacted at Isaac Swires and Sons Ltd., Henshaw Garage, Yeadon, near Leeds. (Tel. Rawdon 2231).

The effective running of the Scarborough requires a small army of marshals — indeed it absorbs more marshals than there are competitors — and although the response to date has been good we are still very short, especially on the Saturday section. Any available help will be gratefully received — and snapped up — by the Chief Marshal, Jimmy Johnstone, to whom your offers should be directed at "Hill Top Cottage", Jewitt Lane, Collingham, near Wetherby. (Tel. Collingham 2730).

Winners of Scarborough Cups in three successive years are eligible for a Gold Scarborough Cup and this year Peter Wheatley is in line for a Gold whilst Phillip Cooper of Oulton is up for his second Gold, the first competitor to do so — a remarkable achievement.

JUNIOR MEMBERS' CORNER

Disappointingly only one Junior Member, in addition to Keith Chippindale's own son, turned up at Stockton Farm on 2nd April in response to Keith's invitation. In view of this and the almost total apathy displayed over the works visit mooted for earlier in the year the Committee and Keith are beginning to wonder if there is any point in continuing to cater for Junior Members in the way which is being attempted.

However, once again Keith Chippindale will be glad to see Junior Members who contact him at Stockton Farm on 29th or 30th April are given interesting and useful duties — which will be switched if circumstances permit — and hopes for a more encouraging response this time. If one isn't forthcoming it seems inevitable the present special arrangements will lapse as clearly they aren't required.

A PROVED PERFORMANCE

with... **BLACK-MOLY A.A.**



15/- per 8 oz. TIN
sufficient for sumps of 1 gallon.
7/6 per 4 oz. Poly-Bottle
Also M.P.Q. Grease 6/- lb. tin.

Black-Moly is manufactured by :- **JOHN W. MILLER & SON LIMITED**
HILLSIDE OIL WORKS : BRIGHOUSE : YORKS. Tel. Brighouse 1047 (4 lines)
Molybdenum Disulphide Lubricants are our speciality.

The following information was received from Messrs. Shotts Laundry, Dyers & Dry Cleaners Ltd., Lanarkshire, after they had tested Black-Moly in a 1962 Humber, series 3 estate car.

"In April last we had a visit from your agent giving glowing accounts of Black-Moly. We accepted your agents reports with the greatest reserve, but agreed to test same on our 1962 Humber, Series 3 Estate Car.

We drained the sump, flushed the engine and fitted a new oil filter, refilled the sump with fresh oil adding the Black-Moly.

Tests were carried out during the normal working journeys, each test showing improvement on petrol consumption and the general running of the car.

Our final test was carried out during the week ending June 8th with Black-Moly added to gear box and differential.

Over a distance of 96 miles, the petrol consumption showed an improvement of 5 miles per gallon.

We now have NO doubts, that with the addition of Millers Black-Moly, tip-top performance and maximum mileage is assured.

Instructions have now been given to our mechanic to drain our entire fleet, refill, and add Black-Moly to all engines and transmissions".

For efficient motoring — use Black-Moly

NOW IN THE WEST RIDING

a 24 hour Fuel Oil
Delivery Service
by Millers modern
Tanker Fleet.



If you require Heating or
Fuel Oils be sure to contact
the specialists
MILLERS of Brighouse.

AUSTIN

- DIAMOND -

B.M.C.

— COMPETITION TUNING SPECIALISTS —

ACCESSORIES, RALLY & SPEED EQUIPMENT

HIGH TORQUE RAM PIPES
PECO BIG BORE EXHAUST
DASH POT COVERS
SMITHS and MOTOMETER
INSTRUMENTS and PANELS
WOOD RIM WHEELS and
LEATHER WHEEL GLOVES
REV COUNTERS

PADDY HOPKIRK ACCESSORIES and
RALLY JACKETS
STOP WATCHES and CLIPS
SPEED MIRRORS
FLEXY LIGHTS and POTTI'S
RACING GLOVES, Nos., Etc.
GEAR KNOBS and EXTENSIONS
AIR HORNS

LATEST B.S.I. 1869 CRASH HELMETS @ 79/6

CARB TROUBLES? LOAN OUR CRYPTON SYNCHRO TESTER 5/- PER DAY

AT

DIAMOND CARS YORKSHIRE LIMITED
BRADFORD ROAD - STANNINGLEY - PUDSEY

Telephone : PUDSEY 76544



RICHARD SUTHERLAND

Richard Sutherland, our subject for this month is a very active and successful competitor, so much so, that he has created a new record each time out this season in sprints and hillclimbs.

Richard was born in 1938 and all his life has been interested in mechanical things to the almost total exclusion of anything else. He went to school, of course, but spent the lesson times thinking out new modifications to make to his push bicycle in order of course to make it faster. On leaving school he took up farming for a short time before realising it wasn't what he really wanted. He joined his father in the family poultry dealing business for some years until he married, when he and his wife, Jennifer, took over a hospital round which involved supplying papers and all the other small items so essential and welcome to patients in hospital, the hospital concerned being the Harrogate General. At the same time as the hospital job, Richard was able to rebuild several Sprites from wrecks and did a roaring trade in these to various club members, notable among them being Mervyn "Hertz" Oldham. As a matter of interest, both Richard's competition Sprites are built from wrecks though it would be impossible to tell, so meticulously does he rebuild them. At present, Richard is in business with the Naylor brothers (the name under which he trades) who are also Centre members and fanatical M.G. enthusiasts. In addition to doing very extensive and expensive rebuilds on earlier M.G.'s for enthusiasts on both sides of the Atlantic, they also specialise in tuning Sprites, Midgets and Minis — (free ad.) If Richard's own car is anything to go by, they are going to get very busy!

Richard started his motoring with a series of Austin A30 vans and having found out how to control these completely lethal motors, progressed to a Mark I Sprite, a marque he has remained faithful to since 1960. His first event was an autocross at Langtoftdale in East Yorkshire, which was enjoyed greatly and resulted in Richard embarking on a long and amazingly successful career with the little B.M.C. sports cars. Over the years, he has competed in driving tests, sprints, hillclimbs, production car trials and races. In the driving tests, he has been particularly good. Take his record in the Scarborough Rally, for instance. Since 1962 he has won two Scarborough goblets and three Scarborough cups therefore earning himself a Gold Scarborough Cup as well. He has driven in various meetings from coast to coast (New Brighton to West Hartlepoons) and has always given a good account of himself. In speed events he currently holds the Class Record at Harewood, Castle Howard, Scarborough, Sandtofts, Oulton and Mallory Parks, Woodvale and Topcliffe!! Some quiverful. On occasion he has lost his local hill records to his team mates David Welpton and Colin Lee and also to veteran invader Amie Lefevre. His favourite venues are Cadwell Park because it contains a bit of everything in the way of



up and down hill, and many types of corner, and Croft because he knows the track so very well.

As mentioned earlier, Richard is married to Jennifer who has always encouraged him in his efforts even to the length of helping to buy the original Mark I Sprite which she herself runs daily these days. She has always accompanied Richard to events and does so with their new baby son, Andrew, and all the various items which go along with young children. As Richard says, "The baby is getting used to the noise young" — he certainly is as he is not yet six months old. Jennifer tried to count the number of awards won by the fast and reliable Sprites but stopped when she reached seventy or eighty. I am not sure whether this was due to modesty or just getting fed up but either way, it is just reward for the tremendous amount of work and enthusiasm that has gone into Richard's competition motoring over the last (wait for it) seven Spritely (ouch!) years.

Richard seems to have started this year in the same winning manner with new records at Castle Howard and Harewood. On the racing circuits he has been giving Peter Smith some work to do and has finished second twice although making the fastest lap each time. Richard does all his own engine work and must surely, with all his vast experience, know almost as much as anyone in the North about tweaking the small BMC engine. Evidence of this is that he has recently built an engine to power a BMC car on the Tulip Rally and the abundance of Sprites and Midgets at his Esholt workshops waiting for attention.

C.A.W.

CLUB NIGHT TUESDAY, 2nd MAY DRIVING TESTS

START:

WEST PARK MOTORS
WEST PARK RING ROAD
LEEDS 16
(M.R. 263381)

FROM 6-30 P.M. ONWARDS

ENTRY AT START

HAREWOOD

2nd A

The opening meeting of the year at Stockton Farm was certainly not blessed weatherwise, practice taking place in the wet on a slippery course although fortunately the rain left off before the runs proper commenced and a strong, bitterly cold wind quickly dried the road out — the nett effect of which was that nearly all best times were recorded on the second runs and the crowd was kept down to modest dimensions.

Out of 147 entries — a full complement — nineteen non-started, probably the highest ever at Harewood, and although there were undoubtedly good reasons in many cases it is to be hoped this occurrence will not be repeated too often. In the small-engined Touring Car class Christopher England's newly-acquired Cooper S — exchanged during the winter for his familiar, hot Morris 1100 — was $2\frac{1}{2}$ secs faster than its nearest rival driven by Mike Wheatley — Chris breaking the existing record on both climbs and ultimately leaving it 1.1 secs lower. In the next class — the "Cortina" group — Gordon Chippindale and Alan Forrest — both in Dagenham-built products, continued where they left off last season although this time Ian Grassick (Jaguar Mk. II) — in the only big saloon running — came into third place. The Special Series Touring Car class provided the usual assortment of interesting vehicles Geoff Helliwell's Cooper S taking the honours without too much difficulty from M. Flather's similar car with Sugden's Ford Lotus Cortina third. The last Touring Car class — for Formula Libre cars — was well supported with sixteen runners but the odds-on favourite, Peter Kaye, justified his journey from Bowness and his supporters confidence with two beautiful and consistent drives despite comparative unfamiliarity with this particular car. It seems a fairly safe prediction Peter will lower this class record before the year is out.

In the Marque "Y" Sports Car classes Richard Sutherland was in his element in the Sprite despite the poor conditions and broke the record twice leaving it .6 seconds lower in the end and taking the class by .78 secs from David Welpton's similar car — and Welpton hadn't been hanging about. In the intermediate category G. B. Ellis (M.G. B) — for so long an "eternal second" at Harewood to Mike Nickell-Lean — drove well to take the class fairly easily from Hodgkin's similar car with Grimshaw's M.G. B third. Unfortunately de Roeck's Triumph G.T. 6 non-started so the eagerly-awaited comparison between Mr. Leyland's latest and the Abingdon product wasn't possible. In the big Marque class — inhabited solely by five "E" Types and a solitary XK120 — competition was less fierce than last year, Thomson taking first spot by .64 secs from David Stead's new "E" Type, Mountain in third place putting in the same time as Stead on his final run.

The twelve-car field in the Special G.T. class was well assorted with a number of interesting and fast vehicles, of which Jim Hall's Porsche Carrera was the quickest by 1.66 secs from Wild's Ginetta G4. In the "big banger" section Malcolm Dungworth's TVR 200 Ford got the upper hand of Crowther's exotic Iso Grifo with the only other runner, Groombridge's Sunbeam Tiger rather out of things with a slow first run and a spin on the second.

In the two Clubmans' Sport Car sections the smaller class went to M. Gribben's Terrier by .49 secs from Cowling's similar car whilst Bartram had little competition in the bigger section, taking it by 1.59 secs in his Lotus 7 Ford from Duncan's Chevron.

Owing to shortage of entries the two Sports/Racing car classes were merged and produced a good tussle between David Harrison's Crossle-Buick — on which it is said David intends to concentrate his attention this year — and Phil Chapman's fuel-injected four wheel drive Mercury 4 Oldsmobile — which ought to be really something when it gets its new, hairier motor. Not surprisingly Phil took advantage of the dampish track to better Harrison by 1.57 secs on the first runs — the pair being well in front of the rest of the class — but the Crossle-Buick driver turned the tables on the repeat climbs by being .63 secs faster.

The Racing Car class (Up to 1,150 c.c.) was robbed of much of its interest owing to Jimmy Johnstone having to dash off in the middle of practice owing to an unfortunate accident at home and thereby being unable to start. Alan Staniforth's now well-sorted Terrapin Min managed a .53 win over Thornton's B.M.C.-engined Mamba Mk. II. The Terrapin Mins and Mambas are excellently-designed and constructed cars, invariably beautifully turned out — a credit to their owner-builder-drivers. With one or two more vehicles of the same kind coming along this class promises well for the future. With only seven racing cars of over 1,150 c.c. entered — of which three non-started including Bryan Eccles — Classes 15 and 16 were necessarily merged and it was anticipated Peter Lawson wouldn't have too much trouble in taking it. However, J. T. Butterworth (Brabham B.T 14 Ford) had no intention of letting Lawson in his Brabham F.L. Ford have things his own way and although the latter was 2.78 secs the faster at the end of the first runs, having turned in 49.63 secs, Butterworth replied with a 49.60 secs on his second — the fastest time of the day so far. Lawson, once again faced with all at stake on what was to be the final run of the day, drove coolly and well to record 49.14 secs — thus serving notice he could well be the man to break Meldrum's remarkable unbroken record at Harewood later in the season.

HILL CLIMB

APRIL

Results

Class One — Touring Cars up to 1,300 c.c.

1. J. C. England (Mini Cooper S) 53.12
2. M. Wheatley (Morris Cooper) 55.66
3. J. W. Goodliff (Morris Cooper S) 56.21

Class Two — Touring Cars 1,301 c.c. and over

1. G. F. Chippindale (Cortina G.T.) 56.22
2. A. Forrest (Cortina Super) 56.25
3. I. Grassick (Jaguar Mk. II) 57.88

Class Three — Touring Cars Special Series

1. G. W. Helliwell (Morris Cooper S) 53.95
2. M. R. Flather (Morris Cooper S) 54.93
3. T. Sugden (Ford Lotus Cortina) 55.12

Class Four — Touring Cars Formula Libre

1. F. P. Kaye (Morris Mini S) 51.17
2. D. N. Smith (Ford Lotus Anglia) 52.53
3. R. White (Ford Lotus Anglia) 52.65

Class Five — Marque "Y" Sports Cars up to 1,300 c.c.

1. R. D. Sutherland (Austin Healey Sprite) 53.49
2. D. C. Welpton (Austin Healey Sprite) 54.27
3. J. Jagger (M.G. Midget) 56.77

Class Six — Marque "Y" Sports Cars 1,301 to 3,000 c.c.

1. G. B. Ellis (M.G. B.) 54.49
2. N. L. Hodgkin (M.G. B.) 55.58
3. P. R. Grimshawe (M.G. B.) 56.82

Class Seven — Marque "Y" Sports Cars 3,001 c.c. and over.

1. J. F. Thomson (Jaguar 'E' Type) 51.93
2. D. P. Stead (Jaguar 'E' Type) 52.57
3. A. Mountain (Jaguar 'E' Type) 52.57

Class Eight — Special G.T. Cars up to 3,000 c.c.

1. J. Hall (Porsche Carrera) 51.61
2. C. A. Wild (Ginetta G4) 53.27
3. J. Smith (Lotus Elan) 54.13

Class Nine — Special G.T. Cars 3,001 c.c. and over.

1. M. Dungworth (T.V.R. 200 Ford) 51.29
2. A. E. Crowther (Iso Grifo) 53.30
3. M. P. Groombridge (Sunbeam Tiger) 57.12

Class Ten — Clubmans' Sports Cars up to 1,000 c.c.

1. M. Gribben (Terrier Mk. II Ford) 56.47
2. R. A. Cowing (Terrier Mk. I Ford) 56.96
3. W. J. Netherwood (Spartak IV Ford) 57.17

Class Eleven — Clubmans' Sports Cars from 1,001 to 1,500 c.c.

1. M. Bartram (Lotus 7 Ford) 51.96
2. G. R. C. Duncan (Leedspeed Chevron Ford) 53.55
3. D. L. Gray (Mallock U2 Mk. VI Ford) 56.28

Class Twelve and Thirteen (Merged) — Sports/Racing Cars All Capacities.

1. D. A. Harrison (Crossle Buick) 51.32
2. J. P. Chapman (Mercury Oldsmobile) 51.95
3. M. Starbuck (Chrysler Special) 52.96

Class Fourteen — Racing Cars up to 1,500 c.c.

1. A. Staniforth (Terrapin Min) 51.83
2. J. Thorton (Mamba Mk. II B.M.C.) 52.36
3. J. M. Wheatley (Miniclimber) 58.22

Class Fifteen and Sixteen (Merged) — Racing Cars 1,151 c.c. and over.

1. P. G. Lawson (Brabham F.L. Ford) 49.14
2. J. T. Butterworth (Brabham B.T. 14 Ford) 49.60
3. A. J. Bosomworth (Lotus 22—31) 53.15

Awards

Fastest Time of Day — £10 P. G. Lawson

Fastest Time:

Touring Cars F. P. Kaye
 Marque "Y" Cars J. F. Thomson
 Special G.T. Cars M. Dungworth
 Sports/Racing Cars D. A. Harrison

First Class Awards:

J. C. England; G. F. Chippindale; G. W. Helliwell;
 R. D. Sutherland; G. B. Ellis; J. Hall; M. Gribben;
 M. Bartram; A. Staniforth.

Second Class Awards:

M. Wheatley; A. Forrest; M. R. Flather;
 D. N. Smith; D. C. Welpton; N. L. Hodgkin;
 D. P. Stead; C. H. Wild; J. P. Chapman;
 J. Thornton; J. T. Butterworth.

Third Class Awards:

G. W. Goodliffe; I. Grassick; R. White; J. Jagger;
 P. Grimshawe; J. Smith.

Harewood Plaques:

J. C. England; R. D. Sutherland.

MAY CIRCULAR

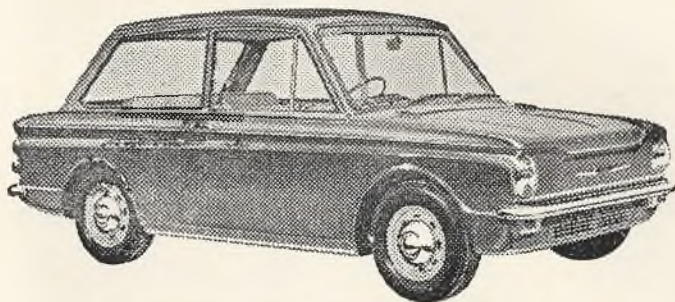
PRESS CLOSING DATE

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

WEDNESDAY, 17th MAY

otherwise publication in that issue cannot be guaranteed.

ROOTES GROUP DEALERS
for
HUMBER - HILLMAN - SUNBEAM - COMMER



Hillman Imp
£548/14/-
Inc. P. Tax

Agents for
PAUL EMERY
SPORTS
CONVERSIONS

For personal attention contact Ted or Trevor Twaites at :

WOODKIRK GARAGE & SERVICE STATION LTD.
Leeds Road, Nr. Dewsbury.

Telephone : **BATLEY 4212**

ARNOLD G. WILSON
LIMITED

232 HARROGATE ROAD
LEEDS 7

QUALITY FIRST
MORRIS



WOLSELEY
& **MORRIS COMMERCIAL**
Sales and Service Specialists
Telephone 68-4381

GUISELEY
GARAGES Ltd.

Managing Director :

MORRIS H. WHALEY

for EARLY DELIVERY of your NEW

FORD and TRIUMPH

make an appointment for a
DEMONSTRATION RUN in

The TRIUMPH GT6

and All FORD and TRIUMPH MODELS

SEE OUR LARGE SELECTION OF
GOOD USED CARS
from £50 to £1,000

Self Drive Hire Cars

OTLEY ROAD, GUISELEY.
Telephone 2244

Committee Commentary

Social Committee

The five-man Committee was in full attendance at the April meeting and mainly concerned itself with the projected Summer Dance, eventually deciding despite falling support in recent years to repeat the affair. A good deal of discussion centred around its form, venue, etc. and in the end it was decided to hold it at the Village Hall, Linton on Friday, 17th June — providing the hall is available. Ways and means of getting the customers in force — especially in the earlier part of the evening — were gone into at length and it may be some form of "bonus" for early-comers will figure in the final arrangements.

The Committee, for some time not wholly happy with the way new members are received and introduced, thought the plan tried out at the April Club Night whereby Social Committee members were readily identifiable to newcomers by the named lapel badges worn had worked well and achieved the desired object. When discussing the April Club Night the Committee expressed appreciation of the warm welcome always given to the Centre by Mr. & Mrs. Lancaster of The Scotts Arms, Sicklinghall.

Events Committee

The March meeting was an unusually brief affair — occupying little more than 2½ hours — despite which a good deal of business was cleared. With the season getting under way, planningwise that is, arrangements for the six forthcoming events up to mid-June received a good deal of attention after which discussion took place on the one event which had taken place since the last meeting — the Croft Practice Day. Although some members felt the poorish support it had received tended to indicate lack of enthusiasm for the venture — the first of its kind — the majority felt it should be repeated next year despite the small financial loss involved it being possible a better response might ensue. There was also a good deal of feeling that an event of this kind provided a service to members and that it should not therefore be judged solely on the number of members participating or financial viability.

Welcome news came from the Hill Climb Sub-Committee who reported the construction of a more acceptable gentlemen's toilet at Stockton Farm was under way and should be completed before the meeting on 2nd April and that similar plans for a ladies' emporium were well advanced with hopes of completion by 30th April.

Lengthy discussion centred around the problem of a possible return of the Centre to the rally field and although members were unanimous on the desirability of doing so the mechanics of the matter were less easily settled. In the end it was decided with great reluctance that the financial implications were so considerable and the sponsorship situation so uncertain it would be unwise to take on such a heavy additional commitment at the present time.

Main Committee

In one of the briefest meetings for some time the Committee went over a good deal of ground, a lot of it purely administrative, at its April session. Happily the meeting at Harewood on 2nd April proved to have been better attended than thought at the time and although final figures weren't available at the meeting the financial outcome — of prime importance — seemed likely to be satisfactory.

The main business of the meeting was concerned with the composition of the Events and Social Committees for the ensuing twelve months, each being re-constituted immediately after the Annual General Meeting. In the end the Social Committee was set on again unaltered but considerable changes were made to the Events Committee, Messrs. Jimmy Johnstone, Mike Kellett, Tony Riall, Sid Hanson and Peter Millman standing down whilst Keith Chippindale, Bob Soper, David Stead and John Ison were elected in their places.

Following a previous meeting of the Hill Climb Sub-Committee — attended by the sometimes-suffering patron of Stockton Farm, Arnold Burton — discussion took place on the subject of desirable improvements and especially their relationship to the agricultural needs of what is a working farm — a point not always completely appreciated. In particular some means of preventing or minimising further the carriage of mud from the paddock on to the road above Farmhouse Bend was felt to be urgently necessary whilst other desirable but not wholly compatible needs embraced permanent fencing for the paddock and avoidance of loss of car parking space due to ploughing activities.

The Hon. Secretary reported on the proceedings of the half-yearly Centre's Conference in London which he had attended at which numerous points, few of particular interest to the Yorkshire Centre, had been ventilated.

DRIVING TESTS

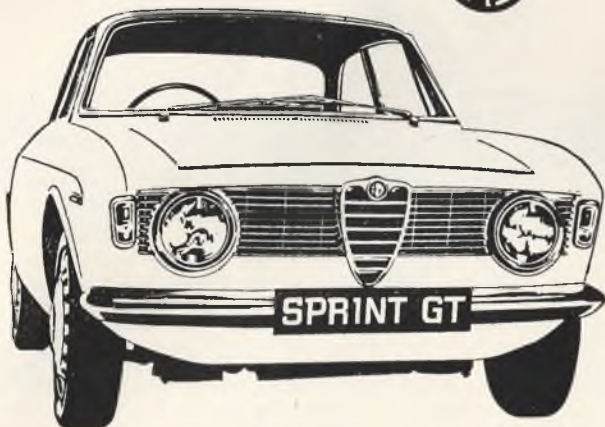
SUNDAY 4th JUNE

CHARRINGTON'S BREWERY
TADCASTER

FROM 2 P.M. ONWARDS

Secretary of the Meeting:
J. D. LINCOLN,
"BRANDY CLOSE", 125 DRUB LANE,
GOMERSAL.

ALFA ROMEO



TOMMY CLAPHAM
and
DAVID HARRISON

*have joined forces
to distribute*

Alfa Romeo
IN YORKSHIRE

**FOR FULL DETAILS, EXPERT ADVICE
AND DYNAMIC DEMONSTRATIONS**

Contact . . .

DAVID HARRISON

AT

The

WHITE GARAGE

Leeds/Otley Road,

Nr. Dyneley Arms,

Pool-in-Wharfedale.

TEL. ARTHINGTON 2613

TOMMY CLAPHAM

AT

**T. R. CLAPHAM (Eng.)
LTD.**

Rectory Row,

West Lane,

Keighley

TEL. KEIGHLEY 7586

ANNUAL GENERAL MEETING

22nd MARCH

45 members attended the Annual General Meeting at the Metropole Hotel, Leeds on Wednesday 22nd March — about the average attendance for nowadays it seems.

Following the customary adoption of the minutes of the last A.G.M. the various Centre officers proceeded to give their annual reports. The first, from the Hon. Treasurer, dealt with the unfavourable financial balance at the end of the year, Ron Farrar attributing this to the cost of the new Centre office and permanent secretarial assistance — which he pointed out now reflected the considerable generosity of officials in the past who had provided services, met postage expenses and much else without reimbursement — the heavy increase in postal and other expenses especially in respect of the Centre Circular, the drop in attendances at Harewood and several other contributory factors. He went on to outline the steps now being taken to control expenditure — the lack of which had been partially responsible for expenditure exceeding income during the year.

The Hon. Secretary, who followed, reported Centre membership had fallen by about 85 to 1,397 due mainly to the increased Club subscription but pointed out that the Centre average drop of 9% was a good deal less than the Club overall decline of over 18%. He was glad to say this trend had now come to a halt and it was expected membership would now begin to climb again. Harry Mason also reviewed the whole range of Social events run throughout the year.

Owing to the last-minute absence of the Hon. Competitions Secretary — embroiled with the frustrations of opening a new shop in the few days remaining before Easter — David Lincoln's report was read by the Chairman. The report stated that generally entries on Centre events exceeded those of the previous year despite the effects of poor weather. Reference was made to the initiation of Centre-organised race meetings at Croft and it was suggested considerable progress had been made in this respect by the end of the season. The report pointed out that following Chesham no timed road events featured in the Centre programme and although a return to the rally field was under active discussion it seemed improbable anything could come of this within the immediate future. The Comps Secretary also mentioned the expanded Club Night Evening Event programme run during 1966 which had proved a little too much for available resources to cope with happily necessitating a return to the usual one permonth basis for 1967. The report concluded with a reference to this year's fixture list which had been designed to spread events more evenly over the year than had been the case previously.

The reports concluded with that of the Chairman who undertook mainly to fill the gaps left by his fellow officers. Mike Wilson's first remarks directed the thanks of the Committee and members generally to the large body of voluntary helpers, officials, marshals, etc. who do so much to make the Centre programme possible and he went on specially to thank Chippy Stross and John Stroud for their work as secretaries of the Social and Events Committees respectively. He

particularly mentioned the work of John Holroyd in dealing with the whole of the selection, purchasing, etc. of awards — a tremendous task discharged with considerable success — a reference which was greeted with loud applause. He also thanked the various advertisers and sponsors for their invaluable support and Arnold Burton for the generous presentation of the Arnold Burton Trophy. He remarked on the considerable success of Centre members in International and National competitions, recalling in particular the Autosport Cup win of Peter Bolton and Arnold Burton in this year's Monte Carlo Rally, Tony Fall's many splendid performances during the year and the successes of Jimmy Johnstone and Peter Lawson in the hill-climbing field.

The six retiring officers being the only nominations for their various posts they were re-elected unanimously and en bloc and in the election for four Committee members the retiring quartet, Messrs. Moss, Scott, Stross and Stroud were voted back making it very much a matter of the old firm being deputed to carry on. Frank Barlow was re-appointed as Publicity Officer.

The Chairman then threw the meeting open to general questions and there followed a gratifying variety of queries and suggestions ranging over such diverse subjects as paddock exit road improvements at Harewood, permanent hard standings in the paddock, the general problems of spectator appeal at Stockton Farm, the upgrading of the Autumn Autocross as a spectator-appeal meeting, the encouragement of Junior members and much else. Surprisingly, in view of recent criticisms, the matter of competition classes, and particularly the aspect of exclusion of cars with less than three cylinders, was never mentioned.

The Chairman then closed the meeting at 10-15 p.m. thanking those present for their attendance following which the Hon. Treasurer was asked to sanction drinks all round "on the Centre" to which he acquiesced without demur!

SCARBOROUGH WEEK-END 13/14 MAY MARSHALS WANTED

OFFERS PLEASE TO :-

JIMMY JOHNSTONE,

"Hill Top Cottage", Jewitt Lane,

Collingham, Near Wetherby.

(Collingham Bridge 2730)

More men go to Burton than to any other tailor

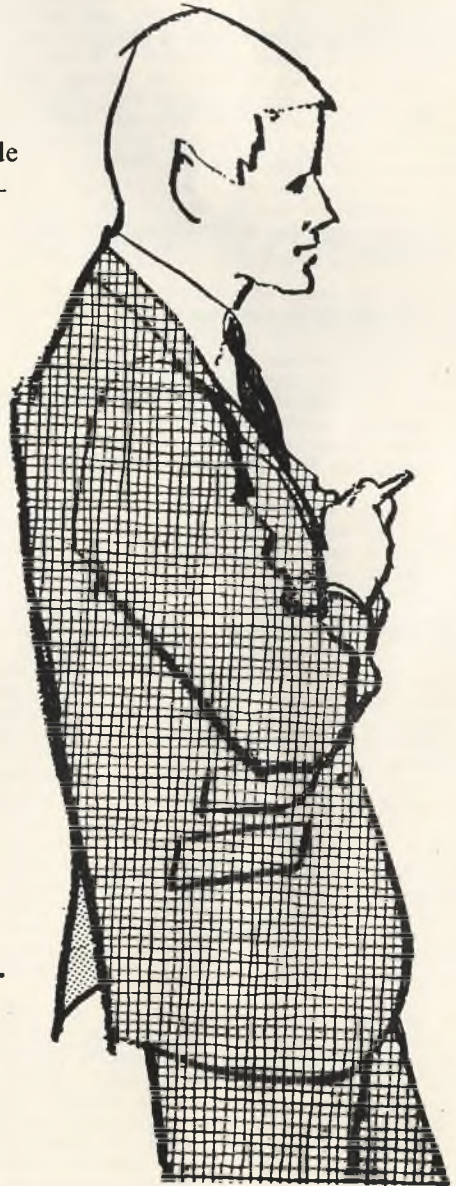
It's easy to see why

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

COMING SHORTLY

Joint Driving Tests — 4th June

This year it falls upon the Centre to organise the annual Joint Driving Tests, a responsibility we share in turn with the co-promoters, the East Yorkshire Car Club and Yorkshire Sports Car Club.

To obtain an acceptable venue reasonably accessible to our East Riding friends has not been easy but we hope we have succeeded in doing so with the choice of Charrington's Brewery, Tadcaster — by kind permission of the brewers of that name — where proceedings will kick-off soon after lunch on Sunday 4th June. As usual there will be a series of tests devised and laid out by one-time flying pharmacist, Bruce Moss, who is Clerk of the Course, assisted by Tony Hodgetts. David Lincoln is doing duty as Secretary of the Meeting and can, if need be, be contacted at the address shown on the title page of this Circular.

As this is written no Chief Marshal seems to have been nominated but offers of marshalling assistance — if not already made on the omnibus form sent out by Centre Office some time ago — will be welcomed and can be sent to any of the three officials mentioned above.

Club Night Evening Event

Harewood Practice Evening — 6th June

Last year's Harewood Practice Evening was a highly successful innovation, despite unfavourable weather conditions, so much so that scarcely had the last man crossed the line — almost in the dark — than by popular clamour its repetition in 1967 had been promised.

The fixture is, as its name states, purely a practice — and therefore non-competitive and conducted as such. The object is to give all comers, experienced and not so, a few runs up the hill — but particular emphasis is laid on provision of the opportunity for members probably with very ordinary cooking motor cars and little or no experience of speed motoring to have a little dab.

As there were few early-comers for last years 4 p.m. start the practice will get under way around 5 this year — a convenience which entails no loss of running time as the event takes place a month later.

Full details are given in the enclosure with this Circular but the attention of would-be entrants is drawn to the necessity for possession of a competition licence and an approved-type crash helmet and for applications to practice to be made on the form provided in advance — as we are not allowed to accept entries at the start in the usual Club Night Evening Event fashion.

E. A. Denny Rally — 18th June

The next fixture in the Centre calendar after the Harewood Practice Event is the E. A. Denny Rally on Sunday 18th June — a long-established and pleasant

standard car trial we run each year in conjunction with our friends, the Yorkshire Sports Car Club. The division of labour is such that the Y.S.C.C. does the organising of the event, our share being mainly to provide marshalling assistance on the day — as well as a large contingent of competitors. However, as many of those who participate in one way or another are members of both the Centre and the Y.S.C.C. such distinctions tend to be a little academic!

As we go to press we've no details of this year's event but it seems improbable the 1967 Denny will differ much from the form its predecessors have taken and that a pleasant day out in delightful countryside with a less tense competitive atmosphere than is often the case nowadays will be in prospect, the whole being very suitable for the man who likes to take his family along for the day.

Harewood Hill Climb — 25th June

Montague Burton Trophy Meeting

The late June meeting at Stockton Farm has now become established as the annual Montague Burton Trophy meeting at which the custody of that handsome trophy, donated by the company in the days of the Hudson Road Mills sprints, for the ensuing twelve months is decided.

Although the object of the 1966 meeting was to provide competitive sport for the participants the event had the important secondary objective of raising funds in aid of the Variety Club of Great Britain who do such tremendous work to help underprivileged and sick children and in this it succeeded to the extent of £1,500 — in our eyes a worthy aim and gratifying outcome.

To attract the crowds, numerous frankly gimmicky attractions such as free-fall parachuting, gliding, ascents of the hill by Batman and so on were staged and that these succeeded in pulling the patrons in is beyond doubt by those who were there.

The 1967 meeting on Sunday 25th June is being planned on similar lines although it has been upgraded to Restricted status to widen its appeal a little competitorwise but otherwise it will differ but little from its immediate predecessor, and once again part of the surplus will be donated to the V.C.G.B. To complement, but certainly not overshadow, the competitive side of the event a number of similar but of course different attractions are being planned as well as a raffle for a mini and other fund-raising activities, details of which will appear in the May Circular.

The regulations for the meeting are enclosed with this issue and it is envisaged, especially in view of the upgraded status, the entry will be both high in quality and quantity, and probably not far short in the former respect of that we usually get at Stockton Farm for our National meetings.

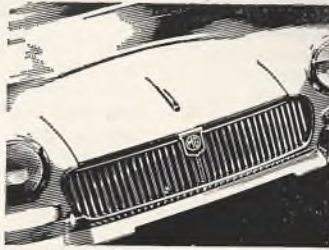


We prepare cars for success using BMC special tuning department parts and the experience gained in events of all kinds.

DRIVE UP TO THE



CLASS -



Drive up to the Distributors:

**APPLEYARD
of BRADFORD LTD**

CANAL ROAD Telephone 33488

OTHER APPLEYARD MG DEPOTS AT LEEDS, HUDDERSFIELD, BARNSELY AND RIPON.

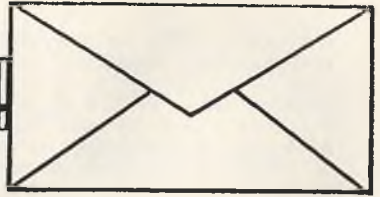
ONDURA REMOULDS GROW ON YOU

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.



Correspondence



The opinions expressed by correspondents are their own and do not of necessity correspond either with those of the Editor or of the Centre Committee. Letters for publication should be addressed to J. A. Stroud, 495, Bradford Road, Bailiffe Bridge, Brighouse, Yorkshire.

That Morris 1800

Dear Sir,

More than one of the Garages which I control has a BMC franchise and so I was rather upset by M.S.W.'s ditty about the 1800 at the Dinner Dance.

I must confess immediately that I had never driven an 1800 but since we seemed to be selling them at a steady rate, I felt duty bound to find out if they were really as bad as they had been made out.

So, one Sunday, instead of using my wife's 3.8, I borrowed a second-hand 1800 from stock and took the family out in that.

The first surprise came after loading everybody in. I could sit down without first having to move Christine's bag, gloves and shopping basket off the drivers seat. The second surprise was the ease with which it could be turned round in a tight forecourt and threaded down a twisty narrow drive. The third surprise came at the first corner which it went round absolutely level and with no trace of fuss, or the absurd angle at roll normally assumed by the Jaguar (Koni shockers notwithstanding).

After all the fuss and moans in the road test reports, I had expected a noisy, heavy, sluggish motor car. The noise level was lower than an 1100, the steering was lighter than the Jag, and the children could see out of the windows without standing up.

I drove the car nearly 200 miles that day and every mile made me wonder more, what all the fuss was about. The acceleration is not phenomenal but it is adequate for a car which will comfortably seat 6, has an enormous cavern of a luggage boot and will comfortably exceed 30 miles per gallon.

For those who want it to go quickly, Downton Engineering will provide a transformation kit which improves the petrol consumption, gives it a 105 m.p.h. maximum and better acceleration than a Rover 2000 T.C.

Apart from the very notchy gear change, I could find little to carp about in this 1800 and there were many features which I preferred to the 3.8.

In fact, I have now sold the 3.8 and bought a new 1800. I would be prepared to back the 1800 against any 1967 model competitor for safety, comfort and space in its price class. To call it the worst car ever made, when one looks back over ten years and examines some of the appalling lemons produced by the British Motor Industry, is utterly ludicrous.

Perhaps (whisper it!) Mike's derogatory ditty is Freudian. After all he is a bit like an 1800 himself, a bit wider than high and sort of blunt at the front. Maybe he just yearns to be an M.B.G.

Yours truly,

Ilkley.

David A. Harrison.

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

MINI TUNING BITS — Speedwell CSS camshaft £5. Twin Carb: conversion with linkages and exhaust manifold £6. H. C. Bateman, Guiseley, 4014 evenings only.

YORKSHIRE CENTRE INSIGNIA

Yorkshire Centre Ties — 20/- each.

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

Available from :-

Bob Soper Ltd., 194 Harrogate Road, Leeds 7.

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

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

MISCELLANEOUS

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.: Bolgravia 2607/8.

Get your radials or any other type of tyre at Car Tyre Corner — the tyre service for the discerning motorist.

- ★ Wide choice of tyres from 'self-selection' display units.
- ★ Latest jacking equipment for the safe handling of your car.
- ★ Pneumatic tyre fitting machine for accurate fitting of your tyres.
- ★ Electronic wheel nut spanner for correct tension.
- ★ Generous allowance on old casings.

— and enjoy a 'cuppa' while you wait in our comfortable lounge.



GET YOUR RADIALS FROM



CAR TYRE CORNER

the tyre service for the discerning motorist

REGENT STREET, LEEDS 2. TELEPHONE, LEEDS 30652

DATES

For Your Diary

YORKSHIRE CENTRE PROGRAMME

Date	Event	Status	Centre Annual Comps.	Clerk of Course, Principal Organisers, etc.
29/30 April	Harewood Hill Climb	Nat. British	K	M. S. Wilson
2 May	*Driving Tests	Closed	CK	M. Rogerson
13/14 May	Scarborough Week-End	Restricted	NCK	J. D. Lincoln
4 June	Joint Driving Tests	Closed	K	B. W. Moss
6 June	*Harewood Practice	Closed	K	M. S. Wilson
18 June	E. A. Denny Prod'n Car Trial	Closed	CK	_____
25 June	Harewood Hill Climb	Restricted	NK	M. S. Wilson
4 July	*Autocross	Closed	K	J. M. Busfield
9 July	Race Meeting — Croft	Restricted	NK	M. S. Wilson
23 July	Harewood Hill Climb — Novices	Closed	K	M. S. Wilson
1 August	*Production Car Trial	Closed	CK	R. Soper
6 August	Sprint — Topcliffe	Closed	K	M. S. Wilson
27 August	Annual Cricket Match	_____	_____	_____
5 September	*Birds Event	Closed	CK	_____
9 September	Barbecue Dance, Harewood	_____	_____	H. C. Mason
9/10 September	Harewood Hill Climb	Nat. British	K	M. S. Wilson
17 September	Stone Trough Trial	Restricted	NCK	_____
24 September	Autocross	Closed	K	E. D. Clark
30 September	Dance, Scarborough	_____	_____	H. C. Mason
30 Sept./1 Oct.	Scarborough Hill Climb	Nat. British	K	M. S. Wilson
3 October	Club Night — Social	_____	_____	H. C. Mason
15 October	Race Meeting — Croft	Restricted	NK	M. S. Wilson
22 October	Greenwood Cup Trial	Closed	CK	_____
7 November	Club Night — Social	_____	_____	H. C. Mason
5 December	Club Night — Social	_____	_____	H. C. Mason
14 December	Annual Dinner Dance	_____	_____	H. C. Mason

Date of Annual Ten Pin Bowling Match to be notified later.

* Club Night Evening Events.

CENTRE ANNUAL COMPETITIONS

Events Marked "N" must be entered under B.A.R.C. to qualify for marking.
 Events Marked "C" Qualifying Event for Chippy-lola Vase.
 Events Marked "K" Qualifying Event for Ken Lee Trophy.
 All Competitive Events Qualify for Pearce Trophy.

Regulations for the above Events will be distributed to registered members of the Yorkshire Centre as published.

1967

OTHER EVENTS

MAY

- 1—Monday Spa Grand Prix (International)
 6—Saturday B.A.R.C. (Joint Centre) — Castle Combe — Members Race Meeting.
 7—Sunday Monte Carlo — Monaco Grand Prix (International) (F1)
 11/14—Thur/Sun Austrian Alpine Rally (International)
 13/14—Sat./Sun. Chichester M.C. — Martlets Rally — Regs from L. Cruttenden, Chance Cottage, Furners Green, Near Uckfield, Sussex.
- 13—Saturday B.A.R.C. (H.Q.) — Oulton Park — Members Race Meeting.
 14—Sunday Mallory Park (International)
 14—Sunday B.A.R.C. (Surrey Centre) — Brands Hatch — Members Race Meeting.
 14—Sunday Targa Florio (International)
 21—Sunday 750 M.C. — Brands Hatch — Race Meeting — Regs from A. W. Butler, 1 Hawkshurt Way, West Wickham, Kent.
- 21—Sunday Eastern Counties M.C. — 14th Felixtowe Rally — Regs from Mrs. J. Leggett, 93 Woodbridge Road East, Ipswich, Suffolk.
 21—Sunday Manx A.C. — Manx Trophy Car Rally — Regs from W. J. W. Ashton, 28 Victoria Street, Douglas, I.O.M.
 21—Sunday Morecambe C.C. — Leighton Hall — Speed Hill Climb (Restricted) — Regs from J. D. Walker, 58 Balmoral Road, Morecambe, Lancs.
 21—Sunday de Lacy M.C. of Pontefract — High Egborough — Autocross — Regs from B. D. Benton, England House, Aire Road, Knottingley.
- 21—Sunday Mallory Park — Race Meeting (International)
 25/28—Thur/Sun Acropolis Rally (International)
 27—Saturday B.R.S.C.C. (Northern Centre) — Rufforth — Race Meeting — Regs from G. Knights, 12 Westroyd, Pudsey, Yorks.
 27/28—Sat./Sun. Spring Rally (Restricted) — York M.C. — Regulations from D. J. Browne, 36 Deramore Drive, Badgers Hill, Hull Road, York (York 25537).
 29—Monday B.R.S.C.C. (Northern Centre) — Croft — Race Meeting — Regs from G. Knights, 12 Westroyd, Pudsey, Yorks.
- 28—Sunday Nurburgring — 1000 Kilometres Race (International)
 29—Monday B.A.R.C. (H.Q.) — Snetterton — Members Race Meeting.
 29—Monday Oulton Park — Tourist Trophy Race (International)
 29—Monday Crystal Palace — Race Meeting (International)
 30—Tuesday Indianapolis 500 Race (International).

JUNE

- 4—Sunday Lincoln & District M.C. & Light C.A.C. — Cadwell Park — Sprint — Regs from J. Timms, 10 Coningsby Crescent, Bracebridge Heath, Lincoln.
 4/9—Sun./Fri. Scottish Rally (International)
 10—Saturday B.A.R.C. (H.Q.) — Oulton Park — Members Race Meeting.
 10/11—Sat/Sun Le Mans — 24 Hours Race (International)
 15/18—Thur./Sun. Geneva Rally (International)
 17—Saturday B.R.S.C.C. (Northern Centre) — Rufforth — Race Meeting — Regs from G. Knights, 12 Westroyd, Pudsey, Yorks.
- 18—Sunday Chess Valley M.C. — Autocross (LCA Championship) — Regs from Miss A. Corp, 16 Kingsfield Road, Oxhey, Watford, Herts.
 18—Sunday London M.C. — Brands Hatch — Race Meeting — Regs from B. Simons, 8/10 Charing Cross Road, London, W.C.2.
- 18—Sunday Spa — Belgian Grand Prix (International) (F1)
 18—Sunday B.A.R.C. (H.Q.) — Silverstone — Members Race Meeting.
 20/24—Tues./Sat. London Rally (International)
 24—Saturday Silverstone — Race Meeting (International)
 24/25—Sat/Sun Rheims — 12 Hours Race (International)
 25—Sunday B.A.R.C. (H.Q.) — Mallory Park — Members Race Meeting.

JULY

- 2—Sunday B.A.R.C. (H.Q.) — Brands Hatch — Members Race Meeting.
 2—Sunday French Grand Prix (International) (F1)
 6/9—Thur/Sun Czechoslovakian Rally (International)
 15—Saturday Silverstone — British Grand Prix (International) (F1)
 16—Sunday Solitude Grand Prix (International)
 22/23—Sat./Sun. Kirby Lonsdale M.C. — Devils Own Rally — Regs from A. E. Banks, Bolton-Le-Sands, Carnforth, Lancs.
- 22/23—Sat/Sun Spa — Francorchamps 24 Hours Race (International)
 23—Sunday B.A.R.C. (East Midlands Centre) — Mallory Park — Members Race Meeting.
 23—Sunday Circuit of Mugello Race Meeting (International)
 30—Sunday B.R.S.C.C. — (Northern Centre) — Croft — Race Meeting — Regs from G. Knights, 12 Westroyd, Pudsey, Yorks.
- 30—Sunday B.A.R.C. (H.Q.) — Silverstone — Members Race Meeting.
 30—Sunday Brands Hatch — Race Meeting (International)

Printed by F. Youngman Ltd., Stafford Street, Leeds 10. Tel. 77264.



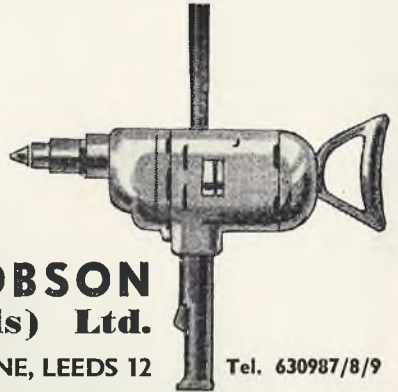
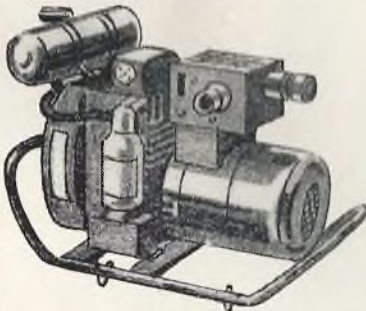
POWER TOOLS

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.

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

LEEDSPEED Accessories

At your service: GEORGE DUNCAN



Type 22 Headlamp
£5.19.0. per pair



Type OSCAR
From £7.15.0.

CIBIE STOCKISTS

We stock and recommend ● PECO Big Bore Silencers ● Leston and Moto-Lita wood and hide rimmed wheels ● £6.6.0d. Rally Jackets ● Bell and Alpha Helmets to BSI 2495 ● Walpress Mirrors ● STP ● Duckhams and Speedwell Oils ● Mazda Q.I. Bulbs, etc., etc.

Try us first for that specialist item Race and Rally preparation. Tuning and Conversions in our own workshops.

LEEDSPEED

160 North STREET, Leeds 7

Telephone: 24906

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



I SPY A
TATEMAN...OOO

licensed to please

He knows exactly what he wants and he usually gets it. He expects that little extra attention, that extra special service because he's used to getting that too. That's why he has that smooth fast Ford from Tate. These certain little extras are automatic to a Tateman. If you like to get things the way you like them — if you want to go places, go Tate — be a Tateman! But act fast — like a Tateman!

TATE OF LEEDS - MAIN FORD DEALERS - NEW YORK ROAD - LEEDS 2 - TEL.: 31281
TATEDROME - THE USED CAR CENTRE OF THE NORTH.