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COVER PICTURE

Roger Nathan hangs the tail of his Imp out at Croft. With the second Centre-organised Members meeting of the season coming up at the Autodrome on 9th July those members who haven't yet been to a Centre race meeting have an excellent opportunity of seeing some good club racing.

Photo: Viki Heppenstall.

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Junior Members Visit to Jaguar, Coventry

London Headquarters have arranged for a visit of Junior Members to the Coventry factory of Jaguar Cars Ltd. on Wednesday, 9th August, and have allocated a limited number of vacancies to the Yorkshire Centre. Details of the programme are as follows :-

- 1-45 p.m. Reception on arrival at factory at Coventry.
- 2-00 p.m. Film show about production of Jaguar cars and brief history of Company.
- 2-30 p.m. Tour of factory to see assembly lines, car production, etc.
- 4-00 p.m. Tea.
- 4-20 p.m. Question session.
- 4-30 p.m. Departure.
- Cost 5/- per head.

Keith Chippindale, who looks after the interests of Centre Junior Members, has kindly undertaken to conduct the Centre party to and from Coventry — a most generous gesture. Junior members who are interested in the trip are advised to contact Keith at The Old Rectory, Bilborough, York without delay as the Centre allocation is unlikely to cover more than a handful of vacancies.

Driving Test Classes

The Events Committee feels the present divisions into classes for Centre driving test events aren't all they might be and intends shortly to go into this subject with a view to introducing alterations — perhaps far-reaching — for the 1968 Season. No doubt many of our regular driving tests exponents will have their own views on what should or should not be done and the Committee would welcome these which should be sent to the Hon. Competitions Secretary, J. D. Lincoln, "Brandy Close", Drub Lane, Gomersal, Cleckheaton.

Centre Annual Competitions

In giving the leading positions in the Centre Annual Competitions in the May Circular (page 7) your scribe missed a beat and omitted the key to the various events which was as follows :

- A. Sleuth's Mug — 26th February
- B. Croft Practice Day — 12th March
- C. Harewood Hill Climb — 2nd April
- D. Croft Race Meeting — 16th April
- E. Harewood Hill Climb — 30th April

Apologies !

Cape Town to Southampton Race

After a series of incidents, accidents and political palavers — of which we hope we may hear a good deal more at firsthand — Eric Jackson, Ken Chambers and their Ford Corsair 2000 managed to reach Southampton from Cape Town just in time to greet the R.M.S. WINDSOR CASTLE as she berthed. However, as the land-borne travellers accelerated their progress, following frontier delays, by resorting to a 1,000 mile air hop across Africa Ken Chambers comment "that perhaps a draw was a fair result" appeared fair enough.

Perhaps we can look forward to a replay ?

B.A.R.C. Race Meeting in July

As well as our own Centre race meeting at Croft on 9th July there will be B.A.R.C. Members meetings at Brands Hatch on Sunday 2nd at Mallory Park on Sunday 23rd and at Silverstone on Sunday 30th during July.

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JULY

Club Night Evening Event — 4th July Autocross

The July Club Night takes the form of an autocross — a repeat of the similar event of last year although there won't on this occasion be any informal dance, etc. afterwards.

John Busfield is master-minding proceedings which will take place in his field at Guiseley (96/197423) which you can get by going along Towngate, then into and along Queensway for about 150 yards where turn left over a cattle grid into the field.

This being a speed event entries have to be made in advance and forms for this purpose were enclosed with the last Circular. If you want another it can be obtained from Centre Office, 6 Sidney Street, Vicar Lane, Leeds 2 on request. R.A.C. regulations being what they are entries cannot be accepted at the start in the usual Club Night fashion and you will also need an approved crash helmet and current competition licence.

John Ison — who can be contacted at 9 Park Lane, Guiseley (Tel. Guiseley 3975) — is looking after the marshalling side and will be glad to hear from you if you're willing to lend a hand and haven't previously indicated your availability. The organisers could also do with a few willing hands beforehand to help with the laying out of the course and either of the Johns will receive offers with gratitude.

As we go to press — early this month owing to holidays — no final venue for the post-event matter has been arranged, but full details of where this is to be will be given in a stop press insert to be included with this Circular.

Croft Race Meeting — 9th July

The second of the three Centre race meetings at Croft this year takes place on Sunday 9th July and the regulations were circulated with the May Centre Circular. It follows the usual pattern of Centre meetings at the Autodrome with 10 lap scratch races for Sports/Racing, Clubmans Sports, Special Grand Touring, Marque, Special Saloon and Formula Libre cars with one or more handicap races for all comers — just how many depending on the number of entries. The programme will also include qualifying events for the B.A.R.C. Saloon Car Championship and Fred W. Dixon Trophy for Marque Cars which will ensure a good entry for those categories.

Entries were scheduled to close officially on Monday 26th June but it is possible an extension may be applied so if you're still interested you are advised to contact the Secretary of the Meeting, Miss K. A. Reyner, at

B.A.R.C. Yorkshire Office, 6 Sidney Street, Vicar Lane, Leeds 2 without too much delay.

The arrangements are as usual, viz scrutineering will open around 10 a.m., practising will start at noon sharp, the first race will get away at 2-30 p.m. and full refreshment facilities will be available. Croft Autodrome, 1.75 miles in length, lies some seven miles south of Darlington just off A.167 and is easily reached from that road or A.1 from both of which it is clearly signposted.

Although we have a permanent marshalling team to staff the circuit it's by no means a closed shop and new members or others who would like to get in on this part of the act are invited to contact Tony Hodgetts at 2 Carlton Drive, Guiseley, near Leeds (Tel. Guiseley 4774) who will be pleased to tell them what is involved.

Harewood Hill Climb — Novices Event — 23rd July

The fourth Novices Hill Climb at Stockton Farm is laid on for Sunday 23rd July and judging from the interest aroused in previous years it seems likely to be oversubscribed. For the benefit of new members the idea behind the meeting is to provide newcomers to the sport, regular but unsuccessful competitors, those whose motor-cars are unsuitable for normal speed events and former regular competitors now retired from the game with an event all of their own at which they can try their hand on the Harewood hill. To this end it is a condition of entry that entrants must not have won an award in any speed event during the previous three years — which will allow those whose last success was at the first Novices meeting in 1964 to compete — and thus the wheel completes its first full circle.

Although the entry list should still be open by the time this Circular hits your doormat this is one of the really popular events in the Centre programme and if you intend to enter but haven't done anything about it there's only one course we advise — get your entry in quick.

From the onlookers viewpoint the Novices Event is, of course, less formal or pretentious than either of the National meetings or the Montague Burton Trophy jamboree but many members find its easy, relaxed atmosphere and absence of milling crowds preferable, especially for those really interested in the finer points of the sport. Scrutineering and practice take place in the morning with the runs proper commencing after lunch — and given a tolerably fine day it can all be very enjoyable. Full refreshment facilities will be available and the usual Stockton Farm arrangements will apply.

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COMPETITION



FATHER

● Stop press reminders of events taking place this weekend, that is July 1st and 2nd open this month's feature. On the Saturday night of the weekend, the Lincoln & District M.C. and L.C.C. are promoting the Barnard Trophy Rally and if current entry lists are anything to go by, a telephone call to Mr. E. Scoffin at North Hykeham 22082, might secure you a late entry.

● Similarly, if you find yourself free to enter the Huddersfield Motor Club's Speed Hill Climb at Baitings Dam Access Road, on Sunday 2nd July Geoff Rothery, the Secretary of the Meeting, can be contacted at Huddersfield 23177 during business hours and will be able to give you the latest position. Incidentally, Baitings Dam is proving very popular as a local spectator attraction, now that it has become so well established. To refresh your memory on how to get to Baitings, take the A.58 road from Halifax, through Sowerby Bridge and Ripponden. Fork right in Ripponden, still on A.58 and the Hill Climb is on your left in approximately two miles. Practice takes place on Sunday morning and the Meeting proper commences at 2-0 p.m.

● Looking back to mid-June to the Darlington & District Motor Club's Relay Race, sponsored with plenty of publicity, by the way, by Radio 270, the Centre was represented in the end by only one team. Our potential award winners, Team Taste, who you will recall were runners-up last year, whilst running independently, had to pull out at the last minute and several other would be competitors were unable to form a team. Our representatives, the B.A.R.C. Triumph team, put up a brave show in the face of almost unending troubles and four of the five members had the misfortune to have to 'run in' with the sash, from out on the circuit, for a variety of mechanical mishaps. The luckless team comprised Len Hunt in the Jupiter Triumph, D. N. Boyd Lotus VIII Triumph, Philip Bennett in an immaculate TR 3A, he had rebuilt himself, Barry Cope from Salford and Chris Green in A/H Sprites. Many other Centre names were to be found in the ranks of other teams, and the scorching un-Croft like weather contributed to an enjoyable day's racing.

● At last the R.A.C. Motor Sport Year Book and fixture list for 1967 has been published. Although the layout and numbering of Standing Supplementary Regulations and Organisation of Motor Sport Requirements has been completely altered, the Regulations themselves have not changed very much. If you are intending to compete, marshal, or even spectate at Motor Sport events regularly, the Motor Sport Year Book is an essential possession. In fact every time you sign an entry form, you sign that you have read and

understood the S.S.R.'s printed in that publication. Copies can be obtained from the R.A.C. Motor Sport Division, 31, Belgrave Square, London S.W.1. In the meantime, if anyone has urgent need of information from the Motor Sport Year Book, I have a copy and will be pleased to answer any query, from telephone number Cleckheaton 3050.

● From time to time, I mention that I will be pleased to deal with enquiries, as for example the case above, and I am pleased to say people are beginning to do just this — which shows we must be providing some sort of service! What this is leading up to is this: I frequently have to go out in the evening, am rarely home before 7-0 p.m. in the early evening, and do not mind receiving calls later on. So that the best time to ring would be between 7-0 p.m. and 7-30 p.m. or between 10-30 p.m. and 11-0 p.m., not in the middle of the evening. I thank you in advance for your co-operation.

● With the start of the holiday season approaching, the number of events coming up has dropped off considerably. In fact we have only one set of Regulations for July, although there are several other events on the calendar. The Regulations we have, are for the Flather Star Driving Tests of the Shenstone and District Car Club. This is one of the country's leading Driving Tests Clubs, having organised this Flather Star Meeting for many years. A glance through the Regs. suggests another high quality meeting, taking place at Curborough, 4 miles North of Lichfield. I frequently mention The Flather Star Championship in these notes, in connection with events previewed and perhaps a brief word on the Championship may be of interest to those, who are not members of the B.T. & R.D.A.

The British Trials and Rally Drivers Association promote an annual Driving Test Championship, which takes its name from one of the senior members of that organisation, Denis Flather of Sheffield. Events counting towards the Flather Star are strictly organised according to conditions which the B.T. & R.D.A. Driving Tests Committee feel go to make a good Driving Test Meeting, and they should know, as they are all regular and experienced competitors. Any club whose event does not come up to scratch, either improves or gets out. Because competitors come from far and wide, refreshment and toilet facilities are always available, and the standard of the driving itself has to be seen to be appreciated. If you see the phrase 'Qualifying for the Flather Star Driving Test Championship', you can be sure of a first class event. I have a limited supply of Regulations for the Shenstone event, or the

Continued on page 11

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COMPETITION CHATTER—continued.

Secretary of the Meeting is M. F. Finnemore, 3, High Street, Sutton Coldfield. Tel. (Day) SUT 6742 or (Evening) Four Oaks 0362.

● We are invited to two B.R.S.C.C. Race Meetings during July. The first is at Oulton Park on Saturday 22nd July, and as this is a B.R.S.C.C. North Western event, we do not receive Regulations direct. However, T. K. Dooley of 285, Brooklands Road, Manchester 23 is the Secretary of the Meeting, and will be doubtless pleased to supply the necessary information to any intending entrants or marshals. The following weekend the Northern Centre of B.R.S.C.C., our neighbours from the Leeds area, are promoting another of their restricted race meetings at Croft Autodrome. Although regulations for this event have not yet arrived, one assumes that the meeting will follow the now familiar B.R.S.C.C. pattern. When regs do arrive the B.A.R.C. Yorkshire Centre Office always have a copious supply. This is on the Sunday 30th July.

● One invitation received through the Association of Northern Car Clubs, is for the Brentwood Trophy Trial, a Production Car Trial to be run by the Glossop & District Car Club on Sunday 23rd July. No regulations are available as we go to press, but the Glossop Club are well experienced at running Production Car Trials and details of this one can be obtained from Ian Bowler, Central Office, District Bank Staff Association, 12, Spring Gardens, Manchester 2. Ian is also the Secretary of the A.N.C.C., so we can be assured of a well run Trial.

● The next issue of the Yorkshire Centre Circular will be published too near to the beginning of August for you to make arrangements for events on the first weekend, so I will briefly mention two events organised by neighbouring clubs on that weekend.

Firstly, the De Lacy Motor Club of Ponefract have the first in their new season's Autocrosses at the permanent High Eggborough circuit. Incorporated in this series of events, there is a Club Championship. So if you are thinking of entering the Autocross, why not enter for B.A.R.C., as the Centre has been invited to compete, and score points in the Club Championship.

● The other event on this first weekend in August is the Pennine Rally, organised by the West Yorkshire Committee of the Yorkshire Sports Car Club. This was formerly the premier event of the Elland Motor Club and had achieved a notable place in Northern Rally circles before the merging of the Elland Club with the Y.S.C.C. The Pennine was not held last year due to the difficulties of operating under the Chesam Regulations, so the re-appearance of the event is more than welcome. Regulations for the Rally will be available shortly.

J.D.L.

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JOINT DRIVING TESTS

4th JUNE

The Joint Driving Tests at Charringtons Brewery, Tadcaster on Sunday 4th June attracted 51 entries — of which 10 non-started — from the three participating clubs, Yorkshire Sports Car Club, East Yorkshire Car Club and the Yorkshire Centre, it being our turn to arrange the event this year. Fine weather, three long, fast open tests and some splendid driving combined to make the event a success both for competitors and spectators. An outstanding performance from Phil Cooper who achieved the remarkable Figure of Merit of 100% was closely matched by another almost as creditable from Gordon Chippindale so that the meeting was a continuation of the struggle between these two which commenced at The Scarborough Week-End three weeks earlier.

To make best use of the site and avoid the need for competitors to hang about whilst tests were dismantled and erected only three were laid out, each to be performed thrice — all nine times to count — an unusual arrangement which worked well.

Test 1/4/7 was a long, fast affair with a minimum of reversing, there being only two short "over-and-backs" to contend with. Test 2/5/8 was equally long being a succession of high-speed 180 degree right and left curves with only the briefest reverse jink — really a spin turn across two closely-placed lines in the middle. Test 3/6/9 was an out-and-back blind through 180 degrees, a quick over-and-back across a line adjacent to the start followed by a series of high-speed swerves through pairs of pylons culminating in a quick spin-turn-cum-reverse thence to an astride forward finish.

As expected the majority of competitors improved their times for each test as the meeting progressed although the consistency of the more practised — and there were many of these competing — was its own commentary on their skill.

Phil Cooper's performance was remarkable and justifies the belief of those who predicted he might achieve a Figure of Merit of 100% on the Scarborough Week-End last month. Excellent performances were also turned in by Gordon Chippindale (a model of consistency in so many forms of motor sport), B. Wetherill, Peter Millman and Derek Clark.

Whilst the results were being calculated Messrs. Charringtons most generously and kindly disbursed their wares in unlimited quantity free of charge and we are deeply indebted to them for both their hospitality and allowing us to use their premises.

Sadly, and unusually for the Yorkshire Centre, over half the marshals who had undertaken to help with the running of the meeting failed to turn up, having given the organisers no advance warning of their intention. This resulted in an acute shortage of helpers and necessitated press-ganging of spectators into service with stopwatches, etc. which, as numerous offers of help had been turned down in the belief sufficient was available, was infuriating to say the least. It therefore seems timely to point out what used to be taken for granted i.e. that although it sometimes proves impossible to marshal as promised it is expected

that the organisers should be informed of subsequent non-availability so that they can make alternative arrangements.

Results

	Figure of Merit
1. P. Cooper (Morris Cooper S)	100.00
2. G. F. Chippindale (Ford Cortina GT)	99.83
3. B. Wetherill (Austin Cooper)	99.48
4. E. P. Millman (Volkswagen)	98.32
5. E. D. Clark (Jaguar 420)	98.03
6. J. F. Jolley (Ford Anglia)	95.28
7. M. H. Howker (Ford Anglia)	94.53
8. D. R. Firth (Morris Cooper S)	94.30
9. C. Mills (Vauxhall Viva)	94.18
10. J. R. Kilburn (Hillman Rally Imp)	94.09
11. A. J. Armitage (Austin Healey Sprite)	93.55
12. J. G. E. Clegg (M.G. B G.T.)	93.53
13. I. K. Hardy (Ford Cortina G.T.)	93.33
14. J. M. Busfield (Morris Cooper S)	92.54
15. D. Townsend (Austin Mini)	92.46
16. D. K. Haigh (Austin Cooper)	91.75
17. I. Dunford (Morris Cooper S)	91.70
18. P. L. Snowden (Ford Zephyr)	91.01
19. J. E. Haxton (Ford Lotus Cortina)	90.53
20. W. A. Judge (Sunbeam Imp)	90.44
21. C. H. Kingsley (Hillman Imp)	90.30
22. H. C. Mason (Ford Cortina G.T.)	90.27
23. R. G. Moorhouse (Lotus 7 A)	89.43
24. P. R. W. Hargreaves (Morris Cooper S)	89.29
25. K. J. Oldham (Jaguar 'E' Type)	88.53
26. D. Kemp (Volkswagen)	88.35
27. D. Haynes (Riley Kestrel)	88.33
28. D. A. Cope (Triumph Herald Estate)	87.65
29. C. A. E. Ashworth (Morris Mini)	87.52
30. P. A. H. Britton (M.G. Midget)	87.48
31. D. Barrett (Austin Mini)	87.46
32. M. A. Lanfranchi (Hillman Minx)	87.17
33. M. Oates (Morris Mini)	86.76
34. B. A. Kitching (Hillman Imp)	86.44
35. D. Kirk (Morris Cooper S)	84.02
36. Miss P. J. Steele (M.G. Midget)	83.24
37. D. Stubbins (Austin Cooper S)	75.21
38. B. R. Devine (Austin Cooper S)	75.18
39. G. M. Westmoreland (Triumph Spitfire)	74.64
40. P. G. Whiteley (Morris Cooper S)	74.41
41. J. M. Hunt (Morris Cooper S)	68.27

Awards

Best Performance	P. Cooper
Second Best Performance	G. F. Chippindale
Best In Class Awards:	
B. Wetherill, E. P. Millman, E. D. Clark., A. J. Armitage.	
First Class Awards:	
D. R. Firth, J. R. Kilburn, J. F. Jolley, J. G. E. Clegg,	
Novice Award	W. A. Judge

Entries

B.A.R.C.	37
E.Y.C.C.	1
Y.S.C.C.	13

Those who attended the 1967 Scarborough Week-End — the nineteenth in the post-war series — will associate the event with three things. Firstly, the outstanding performance of Phil Cooper (Cooper 5) who not only emerged as outright winner but succeeded in winning his second Gold Scarborough Cup — “golds” being awarded for Scarborough Cup wins in three successive years — thus becoming the first man ever to win two “golds”. Secondly, the splendid performances of Gordon Chippindale, — whose versatility as a driver is remarkable — J. Webster, John Clegg, Peter Millman, D. R. M. Kay and Henry Holliday all of whom pressed Cooper hard right to the end waiting for the mistake — which, unfortunately for them, never came. Thirdly, the foul weather conditions which, in contrast to usual Scarborough weather, made life tiresome for competitors and marshals alike, especially on the second day.

An acute shortage of marshals on both days did nothing to assist the task of Clerk of the Course Mervyn Oldham or Chief Marshal Tony Riall and only by pressing spectators into service at the last minute was it possible to ensure all tests were manned. As it was many were woefully under-manned and others entrusted to the care of willing, but inexperienced, officials and it was fortunate, in view of the circumstances, things went as well as they did. Reorganisation of this side of things will certainly be necessary for the 1968 event and if sufficient officials cannot be raised it seems there will be no alternative but to reduce the number of tests — a step all would be reluctant to see.

When the event got under way from the Hazlebusch Cafe, Malton Road, York at noon on the Saturday just 74 entries — one short of a full house — had been received and from a study of the runners and the competition within classes it was clear a close contest was ahead. The first series of six tests were laid out on a disused airfield near Strensall where, an hour or so before arrival of Morris Whaley, running first, a horrified Clerk of the Course was greeted by the owner with the news that the place was out of bounds owing to an outbreak of swine fever! However partly owing to inability to locate the local 'bule for a ruling and partly owing to a quick flash of Oldham charm the farmer decided to take a chance and allow matters to proceed as planned — although it was a nasty moment. The first test was a fast affair with lengthy forward and reverse movements but no jinking around pylons — definitely a warmer-upper. Test 2 was a slightly more complicated, tight business with four lines arranged at 90 degrees to each other with a pylon in the centre involving numerous reverses — quite definitely a shake up for the memory box. Test 3 — “The Runway Ramble” — belied its name being a fast affair almost wholly in the forwards direction with but the briefest reverse in the middle. Test 4 — “The Dispersal Dice” — entailed some lengthy reverses although these could, as the better men showed, be taken almost as fast in the going-back gear as they could proper way round. Test 5 — “Round The Woods” — was perhaps the best of the whole Week-End even if it did appear slightly daunting when first

seen. It consisted of a straightforward blind off the start line to disappear up a woodland track, round a pylon and back into view at full chat for a quick trip across and back over a line. Then off again at full bore up another track out of sight, round another pylon and then a long all-out blind through two pylons back to the Start/Finish line. Exciting to watch, exhilarating to drive and less hairy than it seemed at first sight. The last of the six airfield tests — “The Scissors and Pylons” — was, in contrast, rather tame entailing a slow first half with some to-ing and fro-ing between two sets of pylons with a quickish finish.

Then came the cross-country run to Scarborough — with pubs the only obstacles — and Olivers Mount where two tests were laid out at the Mere end of the entrance to the paddock — the latter not being useable this year owing to a Corporation ruling. The first of these was a twenty yard run up hill across a line, back across and then a re-start to finish astride a line another twenty yards ahead. The combination of steep hill and apparent simplicity of the test caught many unawares and raised a flush on many faces! The adjacent test “The Grotto Test” was a diabolical business involving much forward and backward passage, the difficulty arising not so much from the test as the varying levels of the terrain and slippery surface. Some of the fast reverses looked positively hairy and although the test wasn't dangerous it wasn't surprising when one luckless driver rolled it, fortunately with little damage either to person or car.

From Olivers Mount competitors made their way north of Scarborough to the salubrious delights of Burniston Car Park site of so many Scarborough tests — now rather more respectable with its coating of tarmacadam — in parts anyway. Here, Michael Kellett — who had had much to do with the devising of the tests and had come along merely to see how things were going — had been pressed into service with the stop-watch and was officiating single-handed. “The Clover Leaf” on Burniston is now almost traditional and is fast and ideal for the spin turn boys. Unhappily Jim Thomson clouted the wall with his “E” Type fortunately without hurt to himself but, alas, the same could not be said of his car, the front end of which was sadly damaged. From Burniston to the last test of the day, “The Scarborough Tulip”, which has been a feature of so many Scarboroughs now. This straight uphill and downhill blind made a fast, exciting test on which to conclude the days proceedings.

Sunday dawned fine if dull but towards noon, as the earlier numbers gathered at the Olivers Mount start, down came the rain accompanied with typical East Coast low cloud and so it was to remain for the remainder of the day — indeed until the following morning! The first two tests were repeats of numbers 9 & 10 from the previous day after which the crocodile of competitors moved north to the stretches of disused road alongside A.171. Here two familiar tests — “The In and Out” and “The Crest and Pylons” were almost totally obscured from their start lines, visibility being

UGH WEEK-END

th MAY

around fifteen yards when the first man arrived. Tantalisingly the murk kept lifting slightly only to clamp down again and so it continued throughout the afternoon, competitors taking the unusual hazard of driving tests in heavy rain and thick fog all in good part.

The final six tests of the Sunday section were all in Low North Camp, now abandoned by the Army and looking more derelict than ever. True to style Authority, despite a last-minute reminder, had failed to unlock the entrance gate which was firmly chained and padlocked — not that that was much of a deterrent! The first test — “The Guard Room Test” was a slow, tight affair followed by “Wilson’s Folly” which was quite another matter, consisting of a straight-forward blind up hill, round a pylon and down hill again — real Scarborough stuff. “The Reversing Test” which followed was a lengthy business involving a succession of fast backward and forward shunts. The combination of weather and wooden planking on the Bailey Bridge necessitated the start line for “Clark’s Curse” being moved up hill beyond the bridge — it would have been lethal otherwise — without detriment to the test which was a sharp out and back affair with some fiddling in the middle. “The Pylon Test” which came next was a quick one with only one short reverse although the unwary ran considerable risk of impaling themselves on the sturdy concrete posts which line the camp roadways. Last of all was “The Garage Test” a short, tight affair at the far end of the camp, following which competitors marking cards were collected.

Those who had followed the competitors round were able to weigh up the probabilities and it seemed the likely winner would be Phil Cooper although at least four or five other entrants were very much in the running, bearing in mind the final positions are calculated on a Figure of Merit basis. And so, when the back room boys and their abacus had done their work, it proved to be. Phil Cooper, by turning in his usual remarkably consistent series of impeccable and fast performances had been the outstanding contestant in a band of eight or nine top flight drivers — each of whom demonstrated considerable skill and consistency over the twenty tests — and took not only the Wilson Trophy but his second Gold Scarborough Cup, the first man ever to do so. A fitting reward for a superb performance.

Despite the appalling weather the 1967 Scarborough was a good event, obviously enjoyed by those who participated and favourably commented upon those competing for the first time. If, in 1968, the old social atmosphere can be revived — and obviously an official headquarters hotel is essential if this is to be achieved — and the running of tests is made easier by the availability of more, experienced marshals, the event should, instead of being just an enjoyable week-end of competitive motoring, return to its former position of a few years ago of being an outstanding week-end in both the social and competitive contexts.

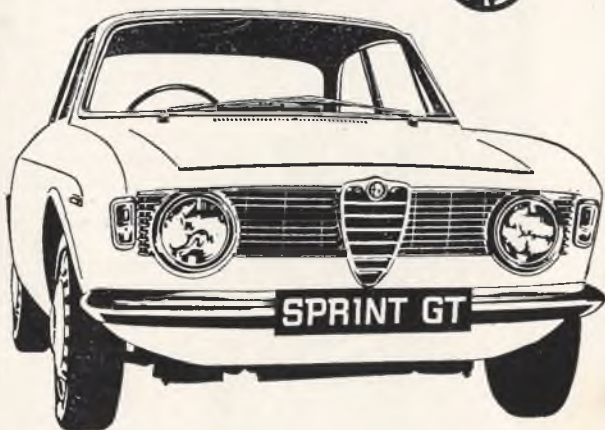
Results

Fig. of Merit

1.	P. Cooper (Morris Cooper S)	99.55
2.	G. F. Chippindale (Ford Cortina G.T.)	98.32
3.	J. Webster (Morris Cooper)	98.32
4.	J. G. E. Clegg (M.G. B G.T.)	97.84
5.	E. P. Millman (Volkswagen)	97.83
6.	D. R. M. Kay (Triumph Vitesse)	96.97
7.	H. O. Holliday (Triumph 2000)	96.43
8.	J. S. Richardson (Morris Mini)	95.71
9.	K. N. Lee (M.G. B)	95.54
10.	E. Green (M.G. B)	94.51
11.	J. P. Wheatley (Ford Anglia)	94.17
12.	I. C. Walker (Jaguar 3.8)	94.00
13.	J. W. Cooper (Austin Healey Sprite)	93.81
14.	H. Wilkinson (Porsche)	93.51
15.	J. M. Busfield (Morris Cooper S)	93.17
16.	I. K. Hardy (Ford Cortina)	92.98
17.	I. R. Grassick (Jaguar 3.8 S)	92.89
18.	J. M. Wheatley (Ford Cortina)	92.86
19.	E. D. Clark (Jaguar 420)	91.84
20.	J. Sparkling (Morris Cooper S)	91.51
21.	D. Flintoft (Ford Cortina G.T.)	91.31
22.	J. B. Beadle (Austin Cooper)	90.65
23.	M. H. Howker (Ford Anglia)	90.45
24.	D. K. Haigh (Austin Cooper)	90.17
25.	E. R. Wood (M.G. B)	90.15
26.	B. Weatherhill (Austin Cooper)	89.54
27.	M. H. Whaley (Triumph G.T. 6)	89.53
28.	D. A. Cope (Triumph Herald)	89.05
29.	N. H. Baguley (Ford Cortina G.T.)	88.93
30.	B. P. Mason (M.G. Midget)	88.80
31.	D. R. Firth (Morris Cooper S)	88.71
32.	I. Dunford (Morris Cooper S)	88.53
33.	A. G. Jackson (Rover 2000)	88.34
34.	C. J. Tipping (Lotus Elan)	88.24
35.	J. D. Haynes (Riley Kestrel)	88.15
36.	J. Craven (Ford Cortina G.T.)	87.94
37.	M. J. Myerscough (Jaguar “E” Type)	87.79
38.	J. F. Jolley (Ford Anglia)	87.72
39.	P. A. Britton (M.G. Midget)	87.37
40.	K. J. Oldham (Jaguar “E” Type)	87.24
41.	F. J. Gibson (Austin Healey Sprite)	87.10
42.	P. M. Rogerson (M.G. 1100)	86.56
43.	J. Jagger (Wolseley 1100)	86.39
44.	D. Haigh (Sunbeam Imp)	86.12
45.	P. R. Grimshawe (M.G. B G.T.)	85.69
46.	C. R. Mills (Vauxhall Viva)	85.65
47.	D. Groves (Morris Cooper)	85.55
48.	G. L. Thompson (Volvo)	85.47
49.	R. A. Hunter (Steyr Puch)	85.29
50.	A. J. Burton (Lotus Elan)	85.16
51.	M. M. Rogerson (Ford Cortina G.T.)	85.05
52.	J. Cooke (Ford Cortina G.T.)	84.69
53.	J. R. Eastwood (Volkswagen 1200)	84.59
54.	A. E. Spencer (M.G. B)	82.30
55.	J. M. Cantrill (Morris Cooper)	82.24
56.	P. A. Snowden (Ford Zephyr II)	82.14
57.	A. C. Brown (Ford Cortina)	81.25
58.	G. B. Blades (Ford Cortina G.T.)	80.91
59.	H. C. Bowman (Ford Anglia)	80.28
60.	A. M. Brotherton (Morris Cooper)	80.06
61.	G. Richardson (Hillman Imp)	79.02
62.	M. P. Smith (Ford Anglia)	77.03
63.	R. Stephenson (M.G. A)	76.13
64.	J. Lythe (Volkswagen)	74.40

Continued on page 24

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JIMMY JOHNSTONE

Jimmy Johnstone is without doubt one of the best local competitors in hillclimbing today. He is also a committee member of the B.A.R.C. Yorkshire Centre and an events organiser of commendable efficiency.

Jim, who is twenty seven, is married to Sue who accompanies him when possible to events and they have two children, a girl aged nearly two and a six week old son.

Jim commenced his motoring career in a style which was enterprising if lacking due care and attention when at eighteen months old he contrived to release the handbrake of his father's ancient Alvis which was parked on a hill. The Alvis stopped having consumed a wooden garage at the bottom of the hill and Jim was rescued, laughing, from the matchwood. I am sure this incident holds some psychological reason for why Jim has specialised in going up hills as fast as possible ever since!

The first car Jim had was a bare chassis with a seat lashed to it which was used for practising on spare land before he was old enough to have a driving licence. When he passed his test he acquired a special which was basically a pre-war Talbot Ten with a new fibreglass body attached. Jim was naturally very proud of his special but it was not long before it was subjected to some gentle speed testing at Burton's Sprint in 1958 where, despite fatherly warnings, he had an anything but gentle accident with some straw bales which smartly took the body off before you could say Williams and Pritchard. W & P were not around in 1958 so Jim had Gordon Gartside, the local pioneer in fibreglass work, repair the Talbot and went and bought a Sprite Mk. 1 for himself to replace the Talbot.

Having seen how dangerous motor racing was and how shiny and smart the new Sprite seemed, Jim vowed never to compete again. At the September 1959 Burton's Sprint, however, he relented and came seventh out of ten in his class. He modified the engine a fair amount and won a few places but then had a really good Michelin 'X' type accident and the car was deemed a 'write-off'.

Jim then bought a new Sprite again but kept the modified engine from the old car and had it converted to Speedwell Clubmans' 60 specification. The new car went straight from the factory to Donald Healey's concern and was fitted with disc brakes and wire wheels. As a result of all this work, the car was competitive and Jim, together with his team-mates Peter Smith and Mike Wheatley, in their Sprites, had a very good season doing all the local events with success. Also, in 1961 Jim started racing and did the Catterick Four Hour Relay Race, "absolutely petrifying" himself in the process.

In 1962 Speedwell produced a more powerful engine in the Clubman's 70 with a special fuel system and Grand Prix Amal motor cycle carburettors. Jim also finally stopped using the 'frog-eyed' bonnet and had a smart Ashley Fibreglass replacement. Again the Team



Speedwell Yorkshire members had a good season, for Jim probably his best ever as far as awards are concerned. All the sprints and hillclimbs were entered and a lot of racing was done as well including a race which Jim won in the rain at Oulton Park.

Speedwell kept the engine for development purposes over the winter 1962-1963 and sent it back giving 105+ BHP for Jim to put into a Turner which he built up from a kit of parts. The Turner was intended for racing but Jim found his temperament not suited to racing and thinking the Turner a waste for just hillclimbing disposed of it not, however, before a good dice at Rufforth with Dave Rees in a Marcos.

An Austin Healey 3000 replaced the Turner and again Jim decided "no competition". After a really enjoyable and reliable twelve month's competition Jim sold the Healey with regret! This time he replaced his car with another just to have fun with at hillclimbing with no regard for whether he won or lost — an obsolete Lotus 18 single seater fitted with an 1100 Formula Junior engine. At first it was unreliable but a visit to 'wizard' Bill Crosland cured the problems and in this incredible car Jim has given a very fine account of himself in all the hillclimbs large and small. He entered the RAC Championship in 1966 "to learn some of the courses" with the car now fitted with Shorrock's blower and strong Hewland gearbox. He won nine first places and had a third in the Championship event at Bo'ness and a seventh at the Harewood round. During this season he learnt a lot and found the car ideally suited to many of the courses.

This year, due to business commitments, Jim is cutting down to doing only the local events but hopes to do the Championship again soon. He would love to put the potent blown engine into a more modern chassis and see how it would perform.

As mentioned earlier, Jim is a Committee member of three years standing and was one of a group of young members of the Club who over the last couple of years have "bitten off more than they could chew", chewed it and got club night events and others up to a high standard of organisation and number of competitors passed even their hopes.

Quiet and unassuming, Jim gets on with the job in hand be it driving or organising with determination and results.

C.A.W.

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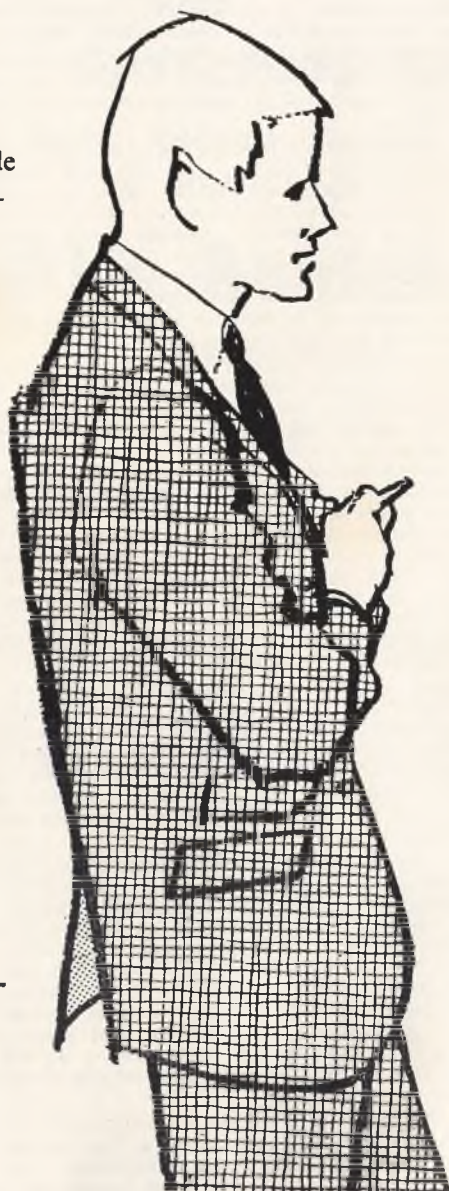
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COMING SHORTLY

Club Night — Production Car Trial — 1st August

Bob Soper has again undertaken to organise the Production Car Trial Evening Event — this years August Club Night — and those who recall last year's corresponding event will know an enjoyable, entertaining evening lies in store.

The plan is for the event, which will consist solely of observed sections without any driving tests, to take place in a single location in the Scarcroft district. When the job is over the usual Club Night sociability will be catered for at some suitable local hostelry — probably The Scotts Arms, Sicklinghall providing our genial member-host of that establishment will have us.

Bob could do with some assistance both beforehand to lay out the sections and at the time to man them and would welcome offers of help to him at 194 Harrogate Road, Leeds 7 (Tel. Leeds 684020).

Further details in the July Circular but make a note of the date, Tuesday 1st August.

Sprint — Topcliffe — 6th August

The Sunday following the August Club Night will bring us to the only other competitive motor sporting event of the month — the Sprint at Topcliffe, which will be a development of the old Drag Sprint with which we have opened the season in the recent past. Until runway availabilities, etc. have been discussed with the Station Commander and the details worked out the exact form of the event cannot be determined and this had not been completed when these notes were written. However, it is hoped circumstances will permit the setting out of a considerably longer course than was possible at the Drag Sprints and that a high speed jink to add to the interest can be incorporated. The Station Commander having expressed a wish spectator attendance should be kept to a minimum the event will not be open to the general public although members and their friends will of course, be welcome.

Further details in the next Circular.

Annual Cricket Match — 27th August

The annual cricket match against the de Lacy Motor Club is due to be drunk on Sunday 27th August, the day before August Bank Holiday, at South Milford, the overall form no doubt being the same as previously.

Anxious to repeat the victory we snatched last year from the jaws of defeat — although the bat and ball business is incidental to the serious work of the day — we hope to be able to raise a good Centre team — or even a team if previous experience is any guide! — to defend the honour of the Yorkshire Centre. So if you'd like to play, umpire, keep the score or give any assistance please get in touch with the secretary of the Social Committee, Chippy Stross at "The Coppice", 276 Alwoodley Lane, Leeds 17 (Tel. Evening Leeds 682870 or Day Guiseley 2244).

CENTRE ANNUAL COMPETITIONS

Marking up to and including Harewood Practice evening.

Pearce Trophy

	PCT	F	G	H	I	Total
1. M. S. Wilson	51	8	8	8	8	83
2. G. F. Chippindale	31	13	12	12	8	76
3. A. J. Hodgetts	42	8	8	8	8	74
4. B. Bettridge	40	8	8	8	8	72
5. J. M. Busfield	32	10	10	9	8	69
6. D. M. Gledhill	43	—	8	8	8	67
7. J. M. Holroyd	42	—	8	8	8	66
8. J. R. Hardcastle	41	—	8	8	8	65
*Mrs D. M. Lincoln	40	9	—	8	8	65
10. J. E. Ison	34	8	—	—	12	54
11. P. G. Holiday	32	—	—	8	8	48
T. M. Wood	24	—	8	8	8	48
13. M. H. Whaley	21	8	10	—	8	47
14. I. K. Hardy	8	9	10	10	8	45
15. B. W. Moss	21	—	—	12	9	42

Ken Lee Trophy

1. G. F. Chippindale	11	6	5	6	1	28
2. E. P. Millman	1	4	4	4	1	14
3. J. Hall	13	—	—	—	—	13
4. J. M. Busfield	2	3	3	2	1	11
5. I. K. Hardy	1	2	3	3	1	10
J. Thomson	9	—	1	—	—	10

Chippy-lola Vase

Mrs. & Mrs. :						
1.	D. K. Haigh	9	13	8	—	30
	J. Jagger	12	10	8	—	30
	M. H. Whaley	13	9	8	—	30
4.	J. M. Busfield	8	12	9	—	29
5.	M. M. Rogerson	—	8	8	—	16

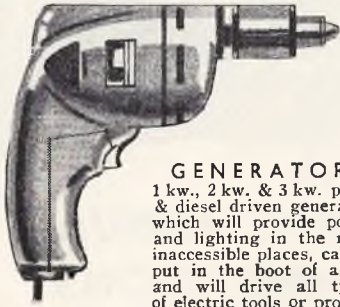
*Mrs. D. M. Lincoln leads for the Firth Bowl award.

Key :

PCT	Previous Corrected Total.
F	Scarborough Practice Event.
G	Scarborough Week-End.
H	Joint Driving Tests.
I	Harewood Practice Evening.

Tony Hadgetts keeps the records for the Annual Competitions and all queries should be addressed to him at 2 Carlton Drive, Guiseley, near Leeds. Tel. : Guiseley 4774 (Home) or Bradford 33488 (Office).

It is expected to include the first table of positions in the Arnold Burton Trophy competition in the July Circular.



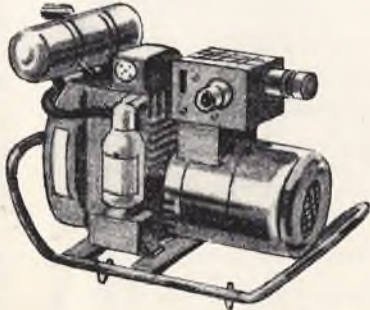
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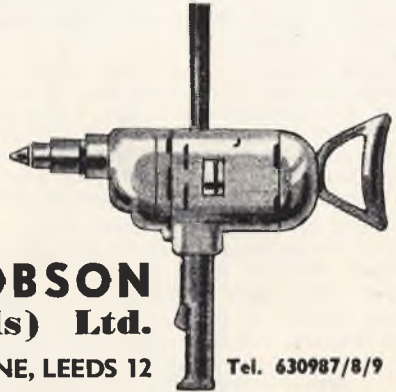
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SHELSLEY

by

KEN HAMMERTON

This is the first of a series of articles which Ken Hammerton, a regular visitor to Harewood and hill-climbing correspondent to **MOTORING NEWS**, has kindly offered to write for the Circular on the various aspects of hill-climbing — a subject of which he has made a close study. We are deeply grateful to Ken for his offer and sure his articles, which will appear from time to time, will be of widespread interest to members.

About twelve years ago I bought an out of print book by Raymond Mays called "Split Seconds" in which he described his years in motor racing up to 1950. A glance at the index at the back of the book shows many references to Humphrey Cook, Peter Berthon, and Amherst Villiers with whom he was so closely associated, but none of these men get the amount of "mentions" as a certain Shelsley Walsh. The book made splendid reading, and I was impressed at the exploits of Mays, the E.R.A. story, and the build up to the B.R.M., but at the time the Shelsley Walsh bits were only relevant because of the great love Mays obviously had for the place.

In the fullness of time I became a hill climb enthusiast, and discovered yet another book (also out of print) called "Shelsley Walsh" written by Austen May. This one contained the full story of the hill from 1905 to 1939.

What is it about Shelsley that moves men to write so enthusiastically about it? It soon became obvious that Shelsley was just as popular with the current generation of hill stormers as with their predecessors. "Very fast and just sufficiently dangerous to make it a real challenge". "Although Prescott is the nicest talk to be, Shelsley is the best hill". (Real fighting talk that one!). "It's not just its long history, you know . . .". "A season without a trip to Shelsley would be unthinkable". These are but a few of the testimonies I have heard.

The Midland Automobile Club held hill climbs between 1901 and 1904 on other hills, but by 1905 Shelsley had been found. The first climb in 1905 was won by E. M. C. Instone's 35 h.p. Daimler in 77.6 seconds. This was a tremendous performance when one considers that the surface was merely a glorified farm track, and that the Daimler carried not only a driver but also three passengers. These timed demonstrations of fully laden touring cars continued up to 1912. It is interesting to note that many of the big manufacturers entered cars, and the results were well publicized. In 1913 the competition car was admitted, and the real battles for fastest time of day and hill records began. The one minute barrier was broken in 1913 by Joseph Higginson's 30/98 Vauxhall with a time of 55.2 seconds. In 1926 Basil Davenport in his 1½ litre Spider broke the 50 second barrier with a climb in 48.8 seconds, whilst it wasn't until 1935 that the 40 second barrier was broken by Raymond Mays in the E.R.A. at 39.6 seconds. The current record was set up

at the Diamond Jubilee meeting in June 1965 by Tony Marsh in his 4.2 litre Marsh Buick at 32.94 seconds. The target now will be the 30 second barrier.

During the recent winter there has been a major facelift at Shelsley. The hill has been completely re-surfaced and all the bumps have been ironed out. However, the natural undulations of the roadway, part of the very character of the place, remain. Those few people who have already seen the finished job are extremely pleased with it. From our own experience at Harewood we know how difficult it is to decide just when a hill is in record breaking state, so we shall just have to wait and see.

Of all the hill climbs in this country Shelsley has the most natural setting. If you were touring in the Teme Valley area of Worcestershire and took a wrong turning and drove up this narrow winding hill you would never guess that you were on one of the most famous speed venues in the country. The thickly wooded surroundings are beautiful, and there are steep banks rising from the edge of the road affording splendid views of the competing cars and very good spectator protection.

The paddock looks like a piece of history with its covered stalls for competing cars. I really like all the nostalgia, indeed after all that I had heard and read about the place my first visit in 1965 almost took the form of a pilgrimage. The competition at that meeting was exciting, and the atmosphere at Shelsley was certainly quite different from anything I had experienced elsewhere. Frankly I wasn't sure whether I liked it, but I went back to both "Nationals" in 1966, and have earmarked both dates for this season so it is obviously growing on me.

On arrival at a meeting one is directed into the very pretty (or diabolical if it is very wet) orchard car park. The purchase of a programme will arm you with an excellent aerial view of the venue in the centre pages, with everything clearly marked. Car parking costs £1, with 10 shillings to transfer to the paddock. A further small payment takes you into the enclosure on the hill side with bench seats. It is nice to sit and watch the proceedings, but one thing I have learned is that it pays to take a cushion! The first enclosure at Crossing Bend enables you to see the cars just after leaving the start line and on the fast approach to the left hand Kennel Bend where even the experts can look a bit hairy. The cars then shoot below your grandstand view on full bore, often hopping about like mad. One of the big Shelsley difficulties is keeping the car on the road long enough to transmit power to the road. The next obstacle is the "S" Bend which is in full view of the second enclosure. This is the part of the hill which can make or mar a good climb, and it is followed by a flat out sprint to the finish. The limiting factor here used to be either how courageous you were, or how effective your brakes were as the braking area was rather limited. However, this area was extended last year.

Continued on page 24

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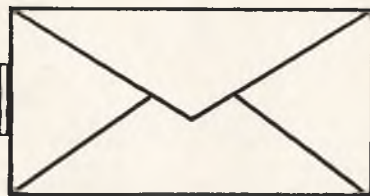


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Correspondence



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.

New Cars

Dear Sir,

As one of the motor trade members of the B.A.R.C. I welcome the opportunity of replying to "Jason's" letter.

Individual members of the trade and our association, the M.A.A., have tried for many years to get the motor manufacturer to give more care to the checking of cars before delivery but, with few exceptions, the manufacturers appear to adopt the attitude that it is cheaper to get their dealers to do the checking for them and to pay meagre labour rates for the warranty work which results from their faults. I am prepared to admit that in some cases the standard of pre-delivery inspection by dealers is not as good as it should be but I am sure that if all customers were willing to pay the full recommended retail price for their cars and accept a reasonable allowance price on their part exchanges without "going the rounds for the best offer" and be prepared to wait an extra day or so for delivery the complaints of faults would be very few and far between.

In the ten years I have been in the motor trade I and my sales staff have sold over 5,000 cars and the occasions on which the customer has purchased a new car at full retail price without haggling over the part exchange allowance offered are so few that I can remember every individual case.

Would the detail finish on "Jason's" suits be perfect if every customer demanded a discount of at least 50% of his gross profit or offered an old suit in part payment?

In conclusion I would like to point out the service given by myself and most other motor traders and manufacturers cannot be as bad as it is often painted because, and I know I am not alone in this, over 50% of my new car customers buy the same make again, over half of my business is with persons who have purchased cars from me before and most of my new customers come to me because they have been recommended to do so by my existing customers.

I must remain incognito but if any one who is prepared to pay full retail price for a new car without part exchange to take in will write to the Editor I will be delighted to prove my point and deliver a new car with no faults at all.

Yours faithfully,

West Riding.

A. Garagiste.

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JULY CIRCULAR

PRESS CLOSING DATE

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

WEDNESDAY, 12th JULY

otherwise publication in that issue cannot be guaranteed.

SHELSELY—continued.

Some years ago the cars used to return to the paddock via a path across the fields, but now they descend almost to the start and then turn right at the Triangle and so to the paddock. A nice feature of these descents is that the cars are arranged in order of fastest first, etc., for the spectator's benefit — and probably does some of the drivers a bit of good too.

One could not write, even briefly, about Shelsley without mention of the Shelsley Special. In this day and age when hill climb venues are plentiful it is difficult to realize how years ago many drivers almost lived from Shelsley to Shelsley. Many Specials were built with competition at this hill particularly in mind. There were cars like Davenport's "Spider", Bolster's "Bloody Mary", Instone's "Martyr", and Frazer Nash even marketed a "Shelsley" model. More recently we have had specials like the Fairley, the Farley, Marsh's Motus and Marsh devices. Even to this day there is an award for the best Special, although of course nowadays there are other hills to take into account.

There is indeed much in the history of Shelsley to write and talk about, but there is also an exciting future. As a foretaste at the Championship Meeting on June 11th Tony Marsh set up a new record at 31.32 and everyone of the ten championship qualifiers managed to break the old record. I hope I have aroused sufficient curiosity to make you want to go and see what it's all about.

SCARBOROUGH WEEK-END—continued.

Retirements

- A. A. Frost (Singer Chapman)
- P. Wheatley (Ford Prefect)
- G. S. Norris (Ford Lotus Cortina)
- J. G. Thomson (Jaguar "E" Type)

Non-Starters

- G. R. Mellor (Austin Cooper S)
- D. Whiteley (Morris Cooper S)
- J. M. Merrills (Austin Healey Sprite)
- D. P. Stead (Jaguar "E" Type)

Awards

- 1st — The Wilson Trophy P. Cooper
- 2nd — The Wood Cup G. F. Chippindale
- 3rd — The Wilson O.C. Cup J. Webster
- Gold Scarborough Cup P. Cooper
- Silver Scarborough Cups :
 - G. F. Chippindale, J. Webster, J. G. E. Clegg,
 - E. P. Millman, D. R. M. Kay, H. O. Holliday,
 - J. S. Richardson, K. N. Lee.
- Scarborough Plate (Novices)
 - E. Green, J. W. Cooper, H. Wilkinson
- Team Award :
 - "B.A.R.C. Dash Pebble"
 - P. Cooper, G. F. Chippindale, E. P. Millman.

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DATES

For Your Diary

YORKSHIRE CENTRE PROGRAMME

Date	Event	Status	Centre Annual Comps.	Clerk of Course, Principal Organisers, etc.
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

JULY

- 1—Saturday Lancs. & Cheshire C.C. — Oulton Park — Race Meeting — Regs from T. K. Dooley, 285 Brooklands Road, Manchester 23.
- 1—Saturday Midlands MEC — Silverstone — Race Meeting — Regs from M. L. Frost, 237 Orphanage Road, Birmingham 24.
- 1/2—Sat./Sun. Lincoln & District M.C. & L.C.C. — Barnard Trophy Rally — Regs from E. E. Scoffin, 4 Victor Drive, North Hykeham, Lincoln.
- 2—Sunday Coventry & Warwicks M.C. — Sugarswell Farm, Shennington — Sprint — Regs from E. M. Lindsay-Jones, 5 Goodyers Lane, Exhall, Bedworth, Warwicks.
- 2—Sunday B.A.R.C. (H.Q.) — Brands Hatch — Members Race Meeting.
- 2—Sunday French Grand Prix (International) (F1)
- 2—Sunday Huddersfield M.C. — Baitings Dam — Hill Climb — Regs from Mrs. D. M. Lincoln, 360 Whitehall Road, Westfield, near Bradford.
- 6/9—Thur/Sun Czechoslovakian Rally (International)
- 8—Saturday S.U.N.B.A.C. — Ragley Park — Hill Climb — Regs from Miss J. A. Merrick, 59 Broadway, Walsall, Staffs.
- 8—Saturday M.C.C. — Silverstone — Race Meeting — Regs from D. Shackles, 9 Southfield Gardens, Burnham, Bucks.
- 8/9—Sat./Sun. Bugatti Owners Club — Prescott — Hill Climb — Regs from Godfrey Eaton, 40 Bartholomew Street, Newbury, Berks.
- 9—Sunday Shenstone & District C.C. — Flather Star Driving Tests — Regs from M. F. Finnemore, 3 High Street, Sutton Coldfield, Warwicks.
- 15—Saturday Silverstone — British Grand Prix (International) (F1)
- 16—Sunday Solitude Grand Prix (International)
- 16—Sunday Romford Enthusiasts C.C. — Brands Hatch — Race Meeting — Regs from J. Longhurst, 3 Vicarage Road, Coopersdale, Epping, Essex.
- 22—Saturday B.R.S.C.C. — Oulton Park — Race Meeting — Regs from T. K. Dooley, 285 Brooklands Road, Manchester 23.
- 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 Nottingham Sports C.C. — Sprint — Regs from Miss B. K. Shaw, 7 Radcliffe Road, West Bridgford, Nottingham.
- 23—Sunday B.A.R.C. (East Midlands Centre) — Mallory Park — Members Race Meeting.
- 23—Sunday Circuit of Mugello Race Meeting (International)
- 29—Saturday Austin Healey Club — Marque Sports Car Meeting — Regs from L. Needham, Austin Healey Club, Abingdon, Berks.
- 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)

AUGUST

- 2/5—Wed/Sat Polish Rally (International)
- 5—Saturday Mid-Cheshire Motor Racing Club — Oulton Park — Race Meeting — Regs from A. S. Atkinson, 12 Crewe Road, Shavington, Nr. Crewe, Cheshire.
- 5—Saturday B.A.R.C. (H.Q.) — Crystal Palace — National (British) Race Meeting.
- 6—Sunday de Lacy M.C. of Pontefract — High Eggborough — Autocross — Regs from B. D. Benton, England House, Aire Street, Knottingley.
- 6—Sunday Enna Race Meeting (International)
- 6—Sunday Nurburgring — German Grand Prix (International) (F1)
- 12—Saturday B.A.R.C. (H.Q.) — Croft — Restricted Race Meeting.
- 13—Sunday B.A.R.C. (H.Q.) — Croft — National (Open) Race Meeting.
- 18/20—Fri/Sun Rally of Thousand Lakes (International)
- 19/20—Sat./Sun. M.C.C. — Mullard Trophy Rally — Regs from G. Farnworth, 5 Fouracre, Mellor, Nr. Blackburn, Lancs.
- 20—Sunday B.A.R.C. (Surrey Centre) — Brands Hatch — Members Race Meeting.
- 20—Sunday Austrian Grand Prix (International)
- 26—Saturday B.A.R.C. (North Western Centre) Oulton Park — Members Race Meeting.
- 27—Sunday Canadian Grand Prix (International) (F1)
- 28—Monday B.A.R.C. (H.Q.) — Castle Combe — Members Race Meeting.
- 28—Monday Brands Hatch — Race Meeting (International)

SEPTEMBER

- 2—Saturday B.R.S.C.C. — Oulton Park — Race Meeting — Regs from T. K. Dooley, 285 Brooklands Road, Manchester 23.
- 3—Sunday Nurburgring 500 Kilometres Race (International)
- 9—Saturday B.R.S.C.C. (Northern Centre) — Rufforth — Race Meeting — Regs from G. Knights, 12 Westroyd, Pudsey, Yorks.

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