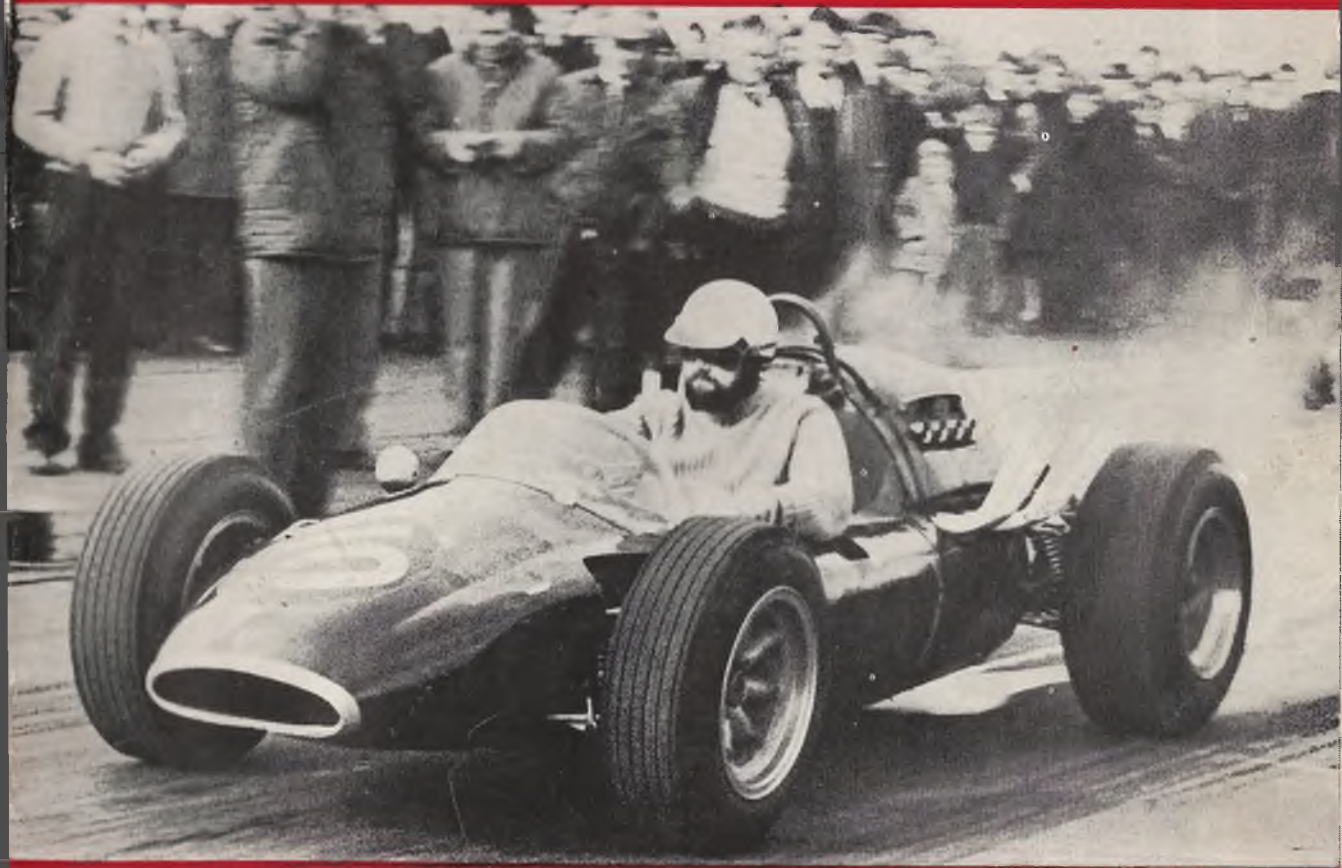




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THE MAGAZINE OF THE BRITISH AUTOMOBILE RACING CLUB (YORKSHIRE CENTRE)

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COVER PICTURE

Jeff Binns shot of David Harrison leaving the line in his Cooper Formula Libre at the last Centre Sprint reminds us of the Sprint on Sunday, 6th August, which we hope will still take place.

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Ramblings



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

Marshalling

In the Yorkshire Centre we've always had the good fortune to be able to call upon the services of a seemingly inexhaustable supply of capable, reliable marshals to staff our events — so much so that perhaps we've tended to take their existence for granted. The recent experiences of the Joint Driving Tests and the Montague Burton Trophy meeting, the running of which were seriously hampered by absenteeism on the part of those who had previously volunteered therefore came as a surprise as well as a nasty shock.

Clearly it is for each Centre member to decide for himself whether or not he will help on an event and there is no suggestion of the existence of any obligation in this matter. However, once a member has volunteered to marshal he has an obligation either to turn up as promised or, if unable to do so, to inform the organisers of his intention to be absent.

For both the Joint Driving Tests and Montague Burton Trophy meeting more than sufficient offers of assistance had been received beforehand — leading to later offers being declined — but the depleted turnout on the day jeopardised the efficient running of both events and presented the organisers with an unexpected, last-minute headache.

This is a new — and quite unwelcome — problem which the Committee views very seriously and hopes will die as quickly as it has arisen.

Club Race Meeting During August

The Club race meeting programme continues through August with a National British meeting at Crystal Palace on 5th, and a National Open meeting at Croft on 13th. Members meetings during the month include Croft on 12th — the day before the National meeting at the circuit — Brands Hatch on 20th (organised by the Surrey Centre), Oulton Park on 26th (organised by the North Western Centre) and Castle Combe on 28th.

August Centre Circular

Owing to our printers closure for annual holidays the August Circular may not be issued until a little later than usual, probably early during the week commencing 4th September.

Photographs of Competitors at Centre Events

Our meetings at Harewood — and sometimes elsewhere — are normally well covered by a number of enthusiastic free-lance photographers each of whom usually has a collection of shots of various competitors available to those who may be interested.

To publish details in the Circular of everything that is available would take far too much space so this facility is reserved for our two official Centre photographers, Jeff Binns and Peter Lovel, enabling us thereby to in some small measure repay all they do for us otherwise quite without reward. However, if any of our other photographer friends with prints to sell or competitors wishing to acquire same care to let the Centre Publicity Officer, Frank Barlow, know their wishes he will be pleased to put the parties in touch and to act as a clearing house in this matter.

Frank can be contacted at 16 Kingsley Crescent, Birkenshaw, Bradford (Cleckheaton 2722).

On the subject of photography whilst our two regular shutter-clickers keep the Circular more than adequately furnished with shots taken at our major speed events neither is able, mainly for reasons of distance, to attend our other events viz Driving Tests, Scarborough Week-End, E. A. Denny Trial, Stone Trough Trial, Greenwood Cup Trial, etc. so that this important and sizeable side of Centre activity is never reflected photographically in the Circular — an omission we are anxious to rectify.

If we have a keen photographer in our midst who is willing and able to attend these events and provide us with shots taken there will he please get in touch with the Editor at Brighouse 2026 (Home) or Halifax 63251 (Office).

New Members

A warm welcome to the following recently-elected new members and we hope we shall shortly see them on Centre events.

- M. C. Allan, Halifax.
- J. E. Ashcroft, Whalley.
- N. E. Barnes, Burnley.
- J. H. Crompton, Garforth.
- B. Dobson, Tadcaster.
- I. Evans, Mirfield.
- W. R. Hargreaves, Skipton.
- W. R. Heap, Sowerby Bridge.
- D. Hodgson, Pickering.
- D. R. Jackson, Shepley.
- M. Jordan, Acomb.
- P. A. Kelsey, Colne.
- T. Macnamara, Kippax.
- D. H. M. Faye, Maidenhead.
- D. E. Newton, Leeds.
- K. Robertson, Cockenzie.
- P. Shaw, Wakefield.

Continued on page 21

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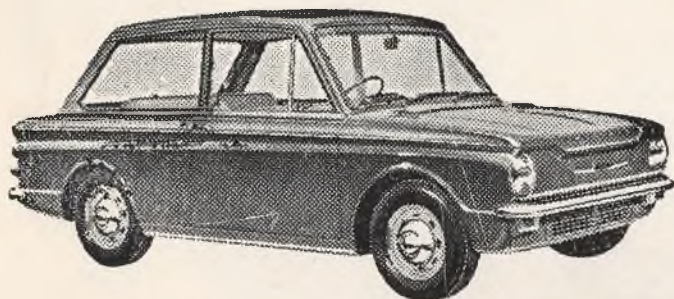
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AUGUST

Sprint — Topcliffe — Sunday 6th August

Owing to a change in Topcliffe's operational role there is, as we close for press, considerable doubt regarding its availability for the Sprint due on Sunday 6th August. As matters stand it seems unlikely a suitable alternative venue can be obtained at such short notice so that the fixture may well have to be postponed or scrubbed altogether for this reason.

If it is found possible to run the event as planned, either at Topcliffe or elsewhere, copies of the regulations will have been distributed to potential competitors by separate mailing before this Circular reaches you. However, whether the Sprint is on or off an insert giving the latest position will be enclosed with this Circular.

Annual Cricket Match — Sunday 27th August

A reminder that the Annual Cricket Match against the de Lacy Motor Club takes place on the usual ground at South Milford on Sunday 27th August and, following our victory last year, we enter the fray this year with greater confidence than ever before. In the past this lighthearted little event hasn't been too well patronised by members — last year nobbut more than the team and two or three Committee members were there — which is a pity as it's always very enjoyable, thanks mainly to the friendliness and hospitality of our hosts from Pontefract who place their splendid clubhouse at our disposal after stumps are drawn. As this is Bank Holiday Sunday and the roads are likely to be crammed why not come along to South Milford and see the fun with a gentle noggin afterwards in pleasant company and surroundings?

There are probably still a few vacancies in the Centre team so if you're prepared to swing a bat, hurl a ball or umpire or score please get in touch with any member of the Social Committee — preferably Howard Wilkinson whose special pigeon this happens to be.

Club Night Evening Event

Greenwood Cup Trial Practice — Tuesday 1st August

The August Club Night — the Greenwood Cup Trial Practice — is being held at Scarcroft near Leeds on Tuesday 1st August. As its name suggests the event will be a production car trial made up of six sections of varying lengths and severity — all strictly non-damaging to normal motor-cars — the whole conceived and organised by Bob Soper whose similar event was highly successful last year.

All six sections will be located at the same venue — MR 96/378418 — and those approaching from the North are advised to use the A.1 as far as Bramham and then follow the Scarcroft signposts whilst those coming from the South will find it best to follow the Leeds-Wetherby road leaving it at the New Inn.

Entries at 7/6d. each will be accepted at the start which will open at 6-30 p.m. After the event the customary social gathering will be held at the Scotts Arms, Sicklinghall where an extension has been applied for.

Bob could use a few more helpers — especially for laying out the course in the afternoon — and those willing to assist in this way or by marshalling who haven't already offered are asked to contact Bob at Boston Spa 3772 (Day) or Leeds 683807 (Evenings).

Bob asks us to emphasize the non-damaging nature of the course and that the event has been purposely designed to enable chaps who cannot afford car damage to compete without qualms.

AUGUST CLUB NIGHT

TUESDAY 1st AUGUST

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COMPETITION



CHATTER

● The latest R.A.C. Motor Sport bulletin is a fairly routine issue; one item however is worth mentioning here. A plea for the Scrutineers is made on the back page, where it is pointed out that the main aim of the Scrutineers, when checking your car is to save you and your fellow drivers from possible injury. Two points mentioned, which have been leading to cars having to be turned down, are badly secured batteries and inadequate segregation between drivers and fuel tanks and fuel lines.

Each holder of a Competition Licence receives a monthly copy of the Motor Sport Bulletin from the R.A.C., and when you apply for a new licence in mid-season, you usually get a set of the back issues for the current year. The Bulletin usually makes pretty dry reading, but just as I mentioned last month that the Motor Sport Year Book is an essential possession for every competitor, so it is important to read through each Bulletin, to keep abreast of any changes in the regulations.

Reverting to the first paragraph, please try to ensure that your car complies with the Regulations before presenting it to the Scrutineer; it will save argument and disappointment.

● Still lacking much fresh competitive news of Members, it is nevertheless pleasing to report that the awards list for the M.G. Car Club's Topcliffe Sprint in June contained the names of several Centre Members.

Peter Lawson is maintaining his fifth position in the R.A.C. Hill Climb Championship and it is good to see David Hepworth getting amongst the points in the Championship this season, after a couple of seasons of cruel luck.

Congratulations to Bob Bean on his achievement in finishing 10th on the gruelling Gulf London International Rally at the end of June. In three days and nights consecutive motoring, Bob, co-driver Brian Marchant and the other competitors were allowed only three brief rest periods totalling only five hours.

● Incidentally, many Centre members were marshalling in the Forests on the Gulf London and we have requests to provide marshals on two more Forest Rallies in the near future. On the 19th/20th August the 2300 Club have their National Mullard Trophy Rally. The Forests in use on the Mullard are those in the far north of England and South West Scotland. So there is the opportunity for anyone holidaying in that part of the world to add a motoring flavour to their holiday.

The other Forest rally, where marshals are requested, is the Moly slip Morecambe National Rally on September 1st and 2nd. The Forest sections are being organised by a regular competitor at most of our Centre events, Geoff Halliwell, ably assisted by ace navigator and international co-driver, Mike Wood. The Morecambe is using the Yorkshire Forests in the Pickering-Helmley area and Geoff and Mike would be very grateful for

offers of help. If you let me know, at Cleckheaton 3050, I will arrange to pass on the names.

Incidentally, at the time of going to press, I still have not received full details of the Club entry competition for the Morecambe. A further request for these has been made.

● Before leaving Rallying, here is one Rally which is a really worthwhile proposition for the local club rallyist. The Yorkshire Sports Car Club has organised the Pennine Rally for Sunday 6th August. As mentioned in last month's Chatter, this is the former Elland Motor Club's premier event and starts from Miller's Garage, Brighouse from one minute past midnight on 6th August. The finish is back in Elland at that establishment of great age and character, the Fleece Inn.

The route will be less than 200 miles of straight-forward Rallying all on Ordnance Survey Sheet 102 (Huddersfield). There are classes for expert, semi-expert and novice and awards for each class. Entries will be accepted at least until Tuesday 1st August, so there is still time to enter. Offers to marshal should go to Malcolm Berry, 90 Birchington Avenue, Birchencliffe, Huddersfield, Tel. Elland 2800. Regulations are available from the Yorkshire Central Office, Tel. Leeds 38972 and fuller details from the Secretary of the Meeting, Peter Croft, 56 Reins Road, Rastrick, Brighouse. One final note on the Pennine, the start has been deliberately held back until after midnight, so that all the event takes place on one date; thus if you have to pay an insurance surcharge, it will only be for one day.

● On the Sunday after the Pennine Rally, that is Sunday 13th August, comes another of the popular Baitings Dam Hill Climbs. The Centre does not have Regulations for this event, but we do know that it is organised by the Knowldale Car Club, from Rochdale. Knowldale it was, mainly in the person of the late Derek Astle, was the instigator of Baitings Dam as a Hill Climb venue; doing all the negotiations with the Wakefield Water Board and running the original meetings there. Full details of the meeting and regulations are available from the Knowldale Comp. Sec., Arthur Ridy, 203 Manchester Road, Rochdale. B.A.R.C. Yorkshire is invited to compete, as the event is open to members of all Clubs in the Association of Northern Car Clubs.

● Incidentally, the F.T.D. at the Huddersfield M.C.'s Baitings Dam Hill Climb at the beginning of July was made by Yorkshire Centre Committee Member, Jimmie Johnstone. Well done, Jim!

● Moving on to the 20th August, we have two Sprint Meetings to which B.A.R.C. is invited.

First there is the Woodvale Sprint of the Lancashire Automobile Club. Many of our regular speed event competitors have been to Woodvale previously, but

Continued on page 23

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TOMMY WOOD

Tommy Wood is known to many Centre Members in one or other of his several capacities, compete, scrutineer, marshal or preparer he has done them all. Anyone who does not know Tommy would do well to head for the smartest car in the Paddock Area at Harewood and the chances are it will belong to this month's genial 'victim'.

Tommy started motoring early in his life when he had his first motor-cycle at the age of fifteen. A selection of other motor cycles, combinations and three-wheelers followed together with the desire for some competition riding.

Among other venues Tommy competed with B.S.A. and Norton machines at the awe inspiring Post Hill at Leeds and the equally impressive Hepolite Scar at Bradford. Both these freak hills were of a loose or mud surface and incredibly steep, anyone who attained the summit on the motor cycles of pre-war days was not only riding a good machine well but was courageous also. Tommy indulged in grass and dirt track racing at Fullerton Park Leeds using a dirt track Rudge bought from one time Speedway Champion Eric Langton.

At this stage Tommy had to retire from competing and attend to running a business for some years. Tommy has a flourishing Haulage Business in Bradford conveniently with sufficient space for working on the odd competition car when the need arises.

Tommy made his comeback in splendid style in a Cooper fitted with single cylinder J.A.P. engine by giving the first demonstration of one of these cars at Odsal Speedway Stadium. "Oh, how I enjoyed it" Tommy says and it takes little imagination to understand why! The Cooper was also raced at Bradford Greyhound Track and probably was the first case of a runner being legitimately on dope!!

As well as looking after his own cars of which more anon Tommy has maintained always in beautifully clean condition various cars belonging to his friend Bruce Moss. Members who read this feature regularly may remember an observation of one of our previous subjects, Philip Townsend, that in his day Bruce Moss was virtually invincible and a lot of the credit for that state of affairs must go to Tommy who was responsible for the way the cars went as well as how they looked. The Riley 1.5 for which Bruce was perhaps best known was always impeccably presented and performed rather better than most. Bruce won awards galore and Tommy drove the car in events occasionally and he too was in the awards list more often than not.

Back now to Tommy's own cars, he purchased an ex works T.V.R. Le Mans with which he competed in hill climbs and sprints with success. He also ran both



Lotus-Cortina and Lotus Seven models which were immaculate cars and very competitive. It became something of a joke for Tommy to say he was going to retire at the end of a hill climb season and then wait to see what he would turn up with the next season!!

It came then as something of a surprise to find Tommy operating as a Scrutineer not however due to doubting his ability, for as an engineer of his high standards it was clear he was ideally suited to the (often thankless) task. Under Syd Hanson's Fatherly Guidance (Tommy's own words!!) he has proved an invaluable addition to the Scrutineering force.

Tommy has mentioned the filthy state of some cars submitted and as a not altogether blameless competitor myself I feel I can elaborate on the matter without appearing to be preaching. As Tommy says "this is a thing I and my fellow Scrutineers dislike" and quite rightly too. We may not all be mechanics of the calibre of a Wilkie Wikinson or Alf Francis but it does not tax the brain too heavily to have a session with gunk and water or polish and cloth. The resulting cleanliness pleases the Scrutineers and does the Club's image no harm and certainly impresses the general public. After that little lot I must slink off to the garage and start work for the next Harewood Meeting in September!!

As well as being Competitor and Scrutineer Tommy has finished in the top twelve in the Marshals Plate competition in the last three years. He is always cheerful and helpful and can be seen to be putting back into the Centre that which he has enjoyed having had from it for so many years.

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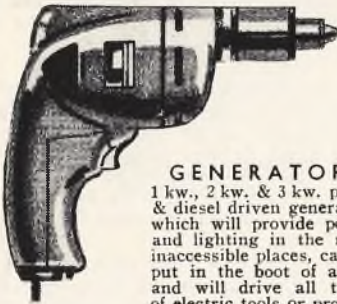
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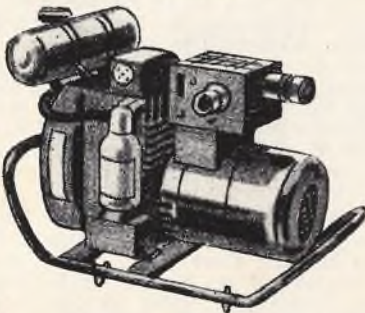
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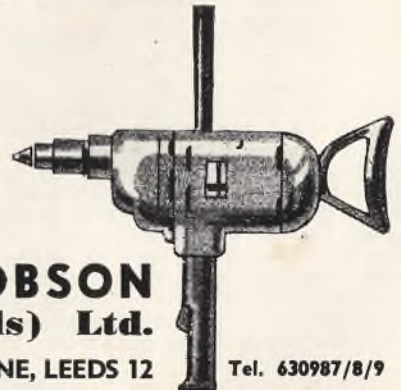
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JUNE CLUB NIGHT HAREWOOD PRACTICE

6th JUNE

A cool but sunny summer's evening attracted a large crowd of Centre members and friends to the Second Harewood Practice Evening on Tuesday, 6th June. The maximum entry of 100 had been slightly over-subscribed but a few non-starters allowed the six reserves places in the list so that in the end nobody was disappointed. The event was, of course, the June Club Night Evening Event and we wonder how many clubs can raise entries of 100 and more for mid-week evening events?

After an inevitably slow start as people arrived from their businesses the running of practice was speeded up to give every entrant a couple of runs, about forty getting an extra one and some an extra two. Eventually a gathering storm and the onset of dusk compelled a halt being called around 9.15 p.m.

Apart from an alarming incident when the Chris Winder/Donald Griffiths Riley 1.5 — driven by the latter — shed a wheel on Farmhouse, the car somersaulting for some distance, fortunately without much hurt to either driver or car, everything went in a most decorous fashion.

The meeting being a purely practice affair there was no question of any competitive aspect and no awards were at stake.

The turnout of spectators, entrants and officials, many of whom came from some way off, reflected the great interest in the event — as the talk afterwards in The Bingley Arms whence many repaired bore witness.

Best Recorded Practice Times

1. D. Groves (Morris Cooper)	64.47
2. D. Kirk (Hillman Imp)	66.66
3. Miss P. J. Steele (M.G. Midget)	63.45
4. I. K. Hardy (Ford Cortina G.T.)	58.38
5. F. H. Crosby (Mamba Mk. III)	53.42
6. G. J. Harrold (Austin Healey Sprite)	55.69
7. D. Pearcey (Morris Cooper)	59.75
8. D. G. Whiteley (Morris Cooper S)	59.42
9. B. Wetherill (Austin Cooper)	53.54
10. C. A. Winder (Riley 1.5)	59.42
11. M. Reinhard (Spartak Lotus 11)	61.01
12. C. J. Tipping (Lotus Elan)	51.56
13. A. J. Armitage (Austin Healey Sprite)	58.77
14. D. G. Griffiths (Riley 1.5)	Retired
15. J. R. Cussins (Austin Cooper S)	51.32
16. H. C. Bowman (Ford Lotus Cortina)	58.06
17. D. A. H. Hargreaves (M.G. Midget)	N/S
18. A. Green (Mallock U.2)	58.87
19. G. N. Anderson (TVR 1800)	60.21
20. Miss K. A. Smith (Ford Cortina G.T.)	67.73
21. B. A. Kitching (Hillman Imp)	61.76
22. D. Lawley (Lotus Elite)	59.39
23. J. C. Thomas (Morris Cooper)	64.26
24. W. A. Judge (Sunbeam Imp)	61.81
25. J. M. Kelly (M.G. Midget)	60.27
26. D. A. Harrison (Crossle Buick)	49.00
27. M. H. Whaley (Triumph G.T. 6)	60.62

28. B. Ferriday (Morris Cooper)	59.26
29. A. E. Spencer (M.G. B)	59.52
30. R. G. Moorhouse (Lotus 7 A)	59.24
31. S. P. Stephenson (Ford Cortina)	63.83
32. J. Thornton (Mamba Mk. II)	48.04
33. D. Heelas (Belsize Farnsbarns)	N/S
34. J. W. Cooper (Austin Healey Sprite)	58.55
35. J. G. Stephenson (Ford Cortina G.T.)	N/S
36. G. M. Westmorland (Triumph Spitfire)	69.55
37. D. Knowles (M.G. B)	59.15
38. P. A. H. Britton (M.G. Midget)	62.92
39. J. Ward (Ford Clubman Special)	53.83
40. J. M. McCartney (Felday 4)	49.44
41. J. F. Thompson (Jaguar 'E' Type)	51.43
42. G. F. Chippindale (Ford Cortina G.T.)	55.57
43. J. D. Bunney (Marcos Mini)	52.84
44. J. T. Lindley (Vauxhall Viva SL 90)	63.97
45. J. Smith (Lotus Elan)	51.87
46. R. Jubb (Austin Healey Sprite)	56.14
47. A. J. Burton (Lotus Elan)	55.36
48. R. W. Fryers (Ford Cortina G.T.)	61.86
49. J. White (Marcos 1500 Ford)	59.86
50. G. Martin (Morgan Plus Four)	56.89
51. G. S. Garrard (Austin A.35)	70.75
52. P. G. Walker (Ford Anglia)	N/S
53. L. S. Stross (Lotus Elan)	51.65
54. P. Richmond (Sunbeam Alpine)	64.28
55. M. Pinder (Morris Cooper)	64.14
56. D. Thomas (Morris Cooper S)	N/S
57. A. Mountain (Honda S 800)	60.51
58. F. W. Bean (Triumph Spitfire)	N/S
59. C. A. Smith (M.G. Midget)	62.54
60. Miss P. Taylor (M.G. Midget)	64.73
61. B. A. Tetley (Morris Cooper)	N/S
62. H. Kingsley (Hillman Imp)	64.77
63. D. Dodgson (Ford Special)	55.02
64. J. F. D. Marsh (M.G. B)	58.17
65. D. G. Wimpenny (Ford Cortina G.T.)	57.22
66. D. J. Williams (Austin Healey Sprite)	62.23
67. R. D. Blackmore (Terrapin Mk. II)	N/S
68. E. P. Millman (VW)	61.96
69. H. A. Cowling (Vauxhall Viva)	72.72
70. J. M. Forster (Minihaha)	54.52
71. A. N. Umpleby (Mini Cooper S)	55.39
72. D. Hepworth (Brabham Oldsmobile)	49.76
73. C. S. Wood (Frazer Nash)	77.83
74. A. E. Crowther (Iso Grifo)	50.69
75. J. Bosomworth (Lotus 22/31)	49.59
76. T. A. N. Wilson (Ford Cortina G.T.)	No Time
77. D. F. Herbert (Singer Vogue)	63.51
78. P. Stokoe (Morris Cooper)	N/S
79. C. R. Mills (Vauxhall Viva)	No Time
80. D. N. Townsend (Austin Mini)	65.19
81. J. M. Radcliffe (Hillman Imp)	53.87
82. J. R. Hardcastle (Austin Healey Sprite)	65.70
83. D. Haynes (Riley Kestrel)	62.60
84. D. A. Richardson (Ford Lotus Cortina)	58.75
85. M. B. Simpson (Ford Anglia)	59.26
86. H. Ratcliffe (Morris Cooper S)	N/S
87. B. Dobson (M.G. B)	60.06
88. D. E. Newton (Hillman Imp)	62.78
89. J. A. B. Naylor (Austin Healey Sprite)	55.84

Continued on page 21

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E. A. DENNY PRODUCTION CAR TRIAL

18th JUNE

Although there have been notable exceptions the Denny is usually favoured with excellent weather and this, coupled with the fact it takes place in some of the finest countryside in the land, helps to make it one of the most enjoyable events in the Centre calendar. The 1967 event, co-promoted as usual with, and organised by, the Yorkshire Sports Car Club, came right up to scratch in all respects including weather which could hardly have been bettered.

From the Start at the Kings Head, Masham, competitors made their way about two miles to two observed sections Nutwith 1 and 2, the second of which included a sizeable hump which caused some of the lower slung vehicles to ground and others to leap skywards. From here the route lay via two sections on a new site three miles away at School House Field, the first of which was a steep affair which defeated everybody due mainly to the slippery grass surface. Thence down the road to High Knowle, for four tests amidst the gorse, thistles and long grass. All four were lengthy affairs and this, together with a bottleneck at the entrance, caused some delays. Here Gordon Chippindale was able to take advantage of the hiatus to re-build his front suspension and persuade his clutch to live up to its name. From High Knowle competitors went on to Nosterfield for the customary leisurely Denny lunch at the Freemasons Arms.

After lunch everybody went off across the A.1 to the disused airfield at Skipton-in-Swale, a splendid site with plenty of natural hazards to add interest to the five driving tests laid out there. All were of the long, open fast type so popular here in the North. After these the field returned to observed sections at Metcalfe's Farm where three more had been taped out on a very steep hillside — one of which was especially awkward owing to a kink midway. From here the entry returned to School House Field for four more sections — two similar to those of the morning with two fresh ones, one of which skirted a bog to give the only really damp section of the day. Thus was completed the days business of fifteen observed sections and five driving tests — pretty fair value for 20/-.

Whilst competitors and officials were having their high tea at the Kings Head the results team were calculating the outcome which, when revealed, showed Peter Millman to have emerged as a clear — but not surprising — winner with that master of versatility, Gordon Chippindale in second place, despite his mechanical bothers. Only one team — "Trouble at T'Mill" Team — managed to remain intact out of the four participating.

An excellent day — rounded off with an informal party at Eddie Shine's place at Marton-Cum-Grafton on the way back. Thanks are due to Roland Wilson, Henry Holliday and John Rhodes for another splendid Denny.

Results

	Fig. or Merit
1. E. P. Millman (VW 1500)	94.68
2. G. F. Chippindale (Ford Cortina GT)	92.67
3. A. J. Burton (Lotus Elan)	89.90

4. C. H. Kingsley (Hillman Imp)	89.62
5. D. Haynes (Riley Kestrel)	89.10
6. A. N. Umpleby (Morris Cooper S)	87.84
7. M. Craven (Triumph Spitfire)	87.47
8. D. N. Townsend (Austin Mini)	86.92
9. I. K. Hardy (Ford Cortina GT)	83.48
10. W. A. Judge (Hillman Imp)	82.26
11. C. H. B. Wadsworth (Morgan 4/4)	82.04
12. J. Prosser (M.G. Midget)	81.33
13. D. Kemp (VW)	81.23
14. J. Croft (Morris 1100)	80.42
15. P. R. W. Hargreaves (Morris Cooper)	79.73
16. J. M. Busfield (Morris Cooper S)	79.28
17. J. F. Thompson (Ford Anglia)	78.66
18. E. Green (M.G.B)	78.61
19. P. M. Rogerson (M.G. 1100)	78.05
20. M. L. Snowden (Fiat 500)	77.86
21. J. E. Haxton (Ford Lotus Cortina)	77.13
22. D. Kirk (Hillman Imp)	76.89
23. A. J. de L. Taylor (Austin Mini)	76.83
24. M. M. Rogerson (Ford Cortina GT)	76.80
25. W. Temple (Fiat 850)	76.48
26. E. B. Wadsworth (Denzel)	75.86
27. G. L. Thompson (Volvo 122S)	75.57
28. R. Stephenson (M.G. A)	75.35
29. C. P. Whaley (Morris Mini)	75.11
30. C. A. E. Ashworth (Morris Mini)	75.00
31. C. R. Mills (Vauxhall Viva)	74.50
32. J. F. Jolley (Ford Cortina)	73.99
33. P. Short (Mini Moke)	73.61
34. P. A. Snowden (Renault 4L)	72.11
35. D. F. Herbert (Singer Vogue)	70.25
36. G. W. Halliwell (Wolseley 1100)	70.17
37. R. K. Mallinson (Morris Cooper S)	68.08
38. H. A. Haxton (Ford Cortina)	67.92
39. P. M. Jackson (Austin Mini)	66.53
40. A. S. Duckworth (Hillman Imp)	65.41
41. G. M. Wood (Ford Cortina)	62.69
42. J. C. Pickard (Austin Cooper)	44.26

Not Placed As Ineligible For Award

J. P. Wheatley (Ford Prefect)
J. C. Craven (Ford Cortina GT)

Retired

K. M. Overend (Morris Cooper S)
D. K. Haigh (Morris Cooper)
M. C. Bateman (Ford Cortina)
J. Lythe (VW 1300)

Awards

1st — E. A. Denny Trophy E. P. Millman
2nd — Fairfax Trophy G. F. Chippindale
Best in Class 1 D. Haynes
Best in Class 2 M. Craven

First Class Awards

A. N. Umpleby D. N. Townsend
I. K. Hardy A. J. Burton

Novice Award J. Prosser

Team Award

Team "Trouble At T'Mill"
J. M. Busfield, G. F. Chippindale, J. E. Haxton.

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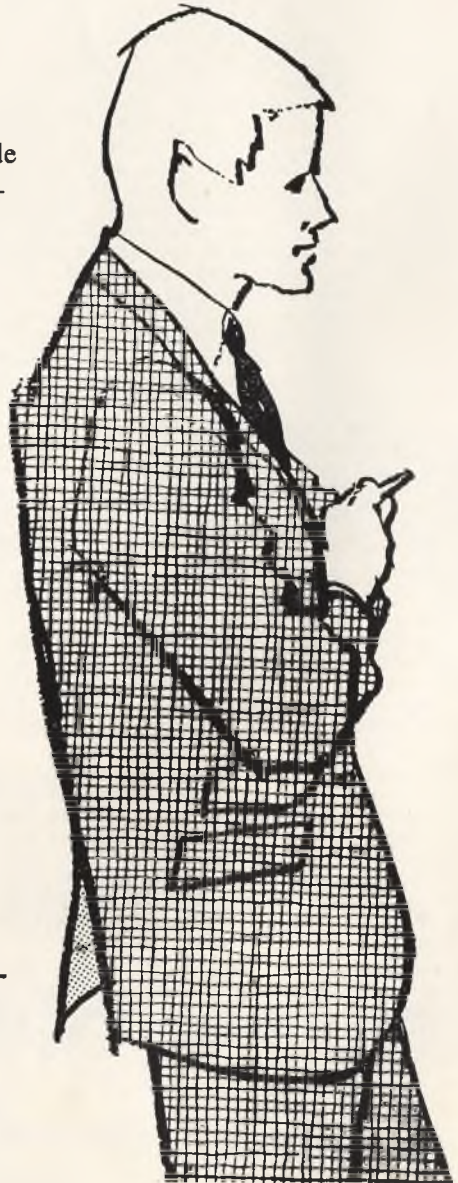
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COMING SHORTLY

Club Night Evening Event — Birds Event Tuesday 5th September

The first fixture in a very busy month, the September Club Night on Tuesday, 5th September, is also the last, competitive evening event of the season. As these notes are written no details are available but it seems this little offering will follow its usual form of a series of simple short driving tests for the fairer sex who may be wives, mothers, mothers-in-law (!) or girl-friends of members. In the past the skill and experience of each entrant — which obviously varies widely — has been estimated and a handicap awarded accordingly and as this has worked well its retention seems probable.

Whilst those who have competed in the past have invariably enjoyed themselves and found it all not too difficult the number of entries has usually been low — which is surprising when the number of lady drivers is taken into account. So ladies, make a note of the date, shed your inhibitions and make a resolution to enter. The event will conclude at some suitable hostelry for the post-competitive noggin and announcement of results.

More details next month.

Harewood Hill Climb — 10th September

The week-end after the Birds Event we come to what most members regard as the major Centre fixture of the year, the National and R.A.C. Hill Climb Championship meeting at Stockton Farm on Sunday, 10th September.

By now the form for this is so well known that only brief details appear necessary. Practising takes place — except for those with specific permission to the contrary — throughout the previous day, Saturday 9th, starting around noon and concluding about 5-30 p.m. On event day itself there will be a brief practice session from about 10-30 to 11-30 — but only for those who have the necessary permission let it be made clear — after which the meeting gets under way at 1 p.m. sharp. After the two class runs the ten entrants in the R.A.C. Hill Climb Championship making fastest times overall will have their own two special Championship runs, these concluding the days proceedings, probably around 5-30 p.m.

This being Harewood and the last round of the 1967 Championship it seems fairly safe to predict almost all the leading hill climb men will be present. The meeting will also decide who gets the various Centre awards competed for over the season at Harewood viz. The Yorkshire Post, Jack Farrar, Appleyard Group of Companies, Wallace Arnold and Total Trophies, so that, with the prize money, quite a bit is at stake.

To complement the sporting side last year's highly popular informal dance — which did so much to popularise the Beatles rendering of "Yellow Submarine" — is being repeated, the form being much as before. For the benefit of those who missed this excellent affair this will be held on the Saturday evening in a specially-

floored marquee in the Hillside Car Park at Stockton Farm with canned music and solid and liquid sustenance a-plenty. Admission will be by pre-sold ticket — available to members and competitors only — and full details will appear in the August Circular.

Stone Trough Trial — Sunday 17th September

Just seven days after Harewood comes the Stone Trough Trial — the sporting trial we annually co-promote with the Yorkshire Sports Car Club and which, for almost more years than we care to recall, has taken place around the old lead mines at Yarnbury, north of Grassington.

For those who don't know what this is all about the Stone Trough Trial — which is a qualifying event for the R.A.C. Trials Championship — is organised by the Y.S.C.C. our share of the tribulation being to provide as many marshals as possible — and a goodly number are needed to man the many observed sections.

Entries being obviously confined to those dauntless types who hurl sketchy trials specials up impossible goat tracks we shan't be sending regulations — when these are available — out with the Circular in the usual way. However, if you want a copy you can obtain one from Centre Office or the Hon. Competitions Secretary, David Lincoln — the addresses of both being shown on page 3 of this Circular.

We haven't yet received any details from the Y.S.C.C. of what they have in store but we greatly doubt if their plans will differ much from what is now the almost traditional — and highly satisfactory — form for this event.

Club Night — Tuesday 19th September

Thanks to the generosity of Derek Buller-Sinfield we shall be holding an unusual and interesting extra Club Night on Tuesday 19th September at Central Garage, Mirfield, where, for a modest outlay, members will be able to try their hands on a racing car simulator, followed by an inquest and refuelling interlude at some suitable local pit.

More details next month.

Autocross — 24th September

Over the years the Snowden brothers have been very good friends to the Centre readily allowing us to use their fields for the annual autocross. However, for agricultural reasons it has become increasingly difficult for them to accommodate us in August so that this year's event has been put back about four weeks to 24th September.

As we go to press the details haven't yet been finalised but the event is expected to take place in the usual Dunkeswick area — which is immediately off the Leeds-Harewood-Harrogate road at the northern end of Harewood bank for those unacquainted with the district — with practising in the morning and the event proper getting under way around 2 p.m.

Continued on page 21

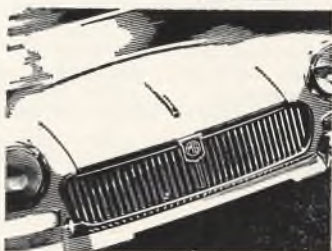


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Committee Commentary

Events Committee

A good deal of time at the May meeting was taken up with arrangements for the nine events on the programme over the ensuing ten weeks but this by no means prevented a critical appraisal of recently-held events, especially some of the more controversial aspects.

The Spring National Meeting at Stockton Farm had been a considerable success from the point of view of entries — almost 100% over-subscribed — the competition on the day and crowd attendance and financial gain. Whilst the motor-cycles were felt to have fallen short of expectations their presence undoubtedly attracted a significant number of spectators who would not otherwise have attended and they provided a useful break in the programme between the car runs.

Although the Scarborough Week-End, despite dreadful weather conditions, had been well supported and up to the standard of recent years the Committee felt it nowadays compared unfavourably with its predecessors of five and more years ago as an event in the total sense, and that the time had come to take a hard look at the whole thing. The general feeling was that the organisational side was not all it ought to be with a shortage of main officials to do the preparatory work and the supervision on the day as well as the now customary shortage of marshals — both quantitatively and qualitatively — to man the tests — a shortage which reached chronic proportions this year and threatened to reduce the number of tests. It was also widely felt essential to return to the former arrangement of an Headquarters hotel as without it the social element, a vital part of the event in its hey-day, could not exist. The Committee, well aware of the problems to be overcome, felt the organising team needed almost twelve months to plan the Scarborough Week-End if the desired ends were to be achieved and accordingly named Mervyn Oldham, David Stead and Morris Whaley as main organisers for the 1968 event. This discussion led into a further one on the equity — or otherwise — of the present classes for Centre driving test events and from what was said clearly few members regarded the present divisions as satisfactory although the necessary re-arrangements were much less easy to define. However, there being only one more driving test event in the Centre 1967 programme — for which arrangements had already been made — it was decided to defer further discussion of this thorny problem until later in the year, with a view to adoption of some new system for 1968.

The Competitions Secretary mentioned the number of requests being received from other clubs for marshalling assistance from Centre members for their forest rallies — a number which was now reaching considerable proportions. The Committee felt it was obviously up to individuals to decide whether or not

they wished to marshal for other clubs in this way and that all such requests would be publicised in the Centre Circular but that the Centre itself would only officially support two forest rallies each year, these being the R.A.C. Rally and the one forest rally allotted to the Associations of Northern Car Clubs.

With eleven events in the ensuing fourteen weeks — four on successive week-ends in September — the June meeting had a great deal of ground to cover. The fall in entries in this years E. A. Denny Trial was discussed at length although no reasons for the drop emerged. The present policy of tying club night evening events to the next major event e.g. Scarborough Practice just before the Scarborough Week-End, was talked about and it was felt this should be pursued.

The meeting being held the day after the Montague Burton Trophy fixture at Harewood, final accounts were not available but it seemed from the details to hand that the financial outcome, both for the Centre and the Variety Club of Great Britain, would be satisfactory. The Committee felt the whole matter of safety beyond the finish line at Stockton Farm needed urgent investigation and instituted steps accordingly.

Main Committee

The June meeting was an unusually brief affair — the wives of many Committee members being startled when their husbands returned well over an hour before the end of the day on which they had set out!

Mostly the meeting was concerned with routine business arising from past or future events although one or two interim improvements to the Stockton Farm venue, viz erection of permanent paddock fencing and widening of the entrance gate were discussed and put in hand. Otherwise there was little of note other than that the Hon. Treasurer reported Centre finances to be in a pleasingly healthy state.

The July meeting was almost equally short presumably this new-found brevity stems from more effective efforts on the part of the satellite Social and Events Committees — and was mainly concerned with affirmation — or otherwise! — of decisions taken by those bodies. The Midsummer Rave — very well attended — had been criticised on the grounds that the subterranean situation of the bar was inconvenient and it was decided to seek an alternative venue for 1968. Mr. Lancaster was especially thanked for his efforts in organising and running the bar.

The uncertainty surrounding the Sprint at Topcliffe on 6th August presented an unexpected headache and although several alternative venues were considered it seemed none of the few thought suitable would be available at such short notice. Eventually it seemed the only course — an unsatisfactory one — was to await developments over Topcliffe and hope these would be in our favour, otherwise to cancel or postpone the event if the matter wasn't resolved by a deadline ten days ahead of the event.

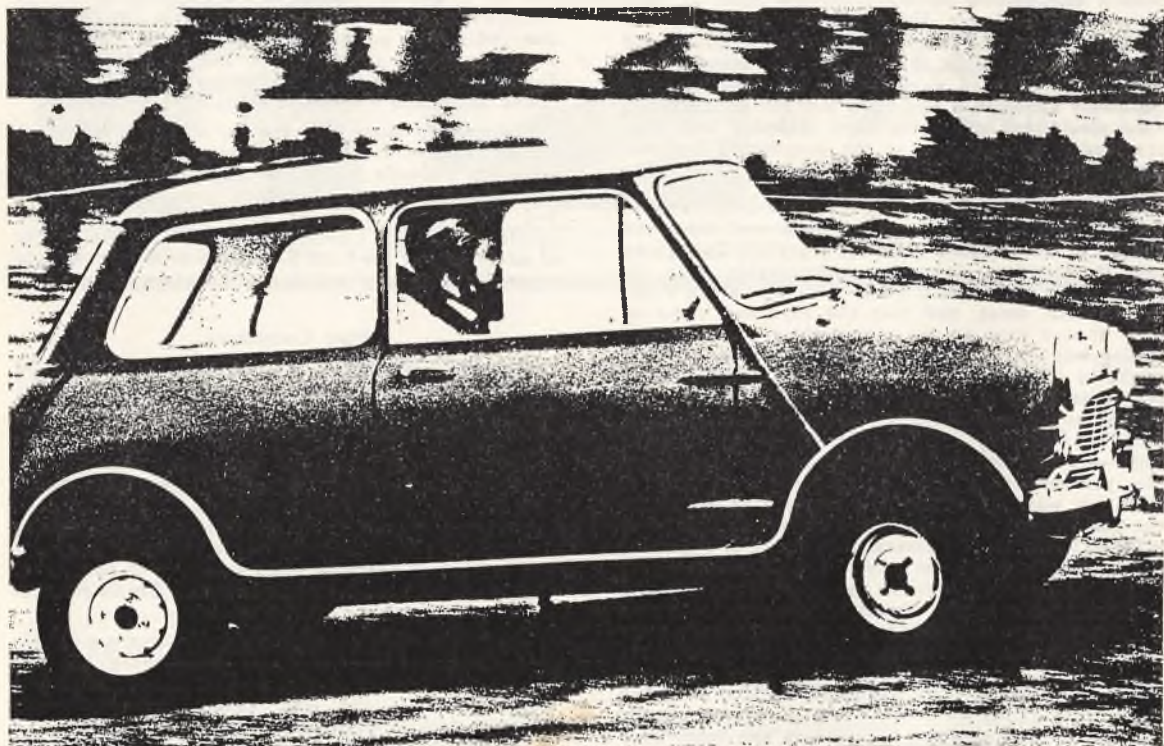
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RAMBLINGS—continued.

- B. Shutt, Langho.
- M. B. Simpson, Burnley.
- H. L. Spedding, Keswick.
- R. E. Stevens, Leeds.
- I. R. A. Swift, Shipley.
- A. K. Vickers, Harrogate.
- J. P. Waterhouse, Harrogate.

Joint Membership

- Mr. & Mrs. R. H. Wilburn, Bessacar.
- Mr. & Mrs. R. J. Dack, Cleckheaton.

Junior Members

- J. H. Naylor, Barnsley.

Centre membership now totals 1,292.

one
one
one
one

First Aid Classes For Marshals

The British Motor Racing Marshals Club, in conjunction with Dr. Smith-Moorhouse who is usually our Senior Medical Officer at Harewood, are running a series of fortnightly first aid classes for marshals starting in September and going on until December. The B.M.R.M.C. would welcome members of the Centre to these and any of our regular speed event officials — or anybody else — who is interested should contact Eric Preston at 1 Chatsworth Avenue, Pudsey for details.

COMING SHORTLY—continued.

Given fine weather — and remembrances of last year's washout are still pretty vivid! — the autocross makes a splendid day out for the family so make a note of the date either to compete, marshal or spectate.

The Scarborough Hill Climb — 1st October

The Scarborough Hill Climb on Sunday 1st October is still quite a way off but as some of those who will be attending may wish to make their accommodation arrangements in good time a brief note at this juncture is not amiss.

The general form of this National permit meeting will be as usual viz practising on Saturday 30th September followed by the event proper next day starting around noon. Although no official headquarters hotel has been arranged the Social Committee has arranged with the Grand and Balmoral Hotels for a limited number of rooms to be set aside for competitors, marshals, etc. requiring accommodation. Those interested should contact the hotels direct, mentioning the Yorkshire Centre, and in view of the probably heavy demand for accommodation in the town that week-end — the event coincides with the Labour party's annual fratch — early application is clearly advisable. As announced there will be an informal dance at the Balmoral Hotel on the Saturday evening.

Further details of the event will be given in the August — with regulations — and September Circulars.

MID-SUMMER RAVE

17th JUNE

For some reason the 1967 Summer Dance, in gratifying contrast to its immediate predecessors, reverted to its form of a few years back and attracted a capacity attendance to the Linton Village Hall on Saturday 17th June. Happily the demand for tickets just equalled the supply — attendance being restricted by police safety regulations — so that nobody had to be disappointed.

The experiment of offering a premium in the form of a free liquor voucher to early-comers was both up-to-date and successful in achieving its object of seducing members and friends away from the local hostelrys well before their closing time, vouchers going to almost half of those attending.

Fairly clearly those present had a thoroughly enjoyable time and the Summer Dance now seems to have been firmly re-established in the Centre calendar.

HAREWOOD PRACTICE—continued.

90. G. A. Smith (Austin Healey Sprite)	57.17
91. D. Tebb (Austin Cooper)	57.22
92. J. B. Ford (Morris Cooper S)	54.45
93. J. Lythe (VW)	66.76
94. K. R. Atkinson (NSU 1000 TT)	62.58
95. J. M. Busfield (Morris Cooper S)	54.92
96. M. E. Tate (Ford Cortina G.T.)	63.85
97. J. A. H. Lambert (Jaguar 'E' Type)	53.57
98. I. Evans (Morris Cooper S)	63.90
99. T. Pinder (Triumph TR 3A)	63.60
100. J. F. Yeomans	59.76
101. P. E. Robson (Ford Cortina) G.T.)	61.10
102. J. S. Obank (Mallock U.2 Ford)	55.48
103. ? ? ? ? (Mallock U.2 Ford)	60.28
104. P. G. Lawson (Morris Cooper S)	56.19
105. P. Cooper (Morris Cooper S)	55.33
106. J. C. England (Morris Cooper S)	56.92

AUGUST CIRCULAR

PRESS CLOSING DATE

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

WEDNESDAY, 16th AUGUST

otherwise publication in that issue cannot be guaranteed.

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ROLLER BRAKE TESTING 35/-

COMPETITION CHATTER—continued.

a brief description for those who haven't. The course is 2.2 miles long, with three left hand bends, one right and a good asphalt surface. Although the B.A.R.C. Yorkshire Class leaflet is not mentioned by name, eligibility is very similar to that required by the B.A.R.C. leaflet and classes for Marque 'Y' cars are included. There are five Touring Classes, divisions being made at 1,000, 1,600 and over, Special Series and Formula Libre.

Entries, at £1.15.0., do not close until 16th August, practice commences at 10.0 a.m. and the meeting proper at 1.0 p.m. It is however a condition of the L.A.C.'s use of Woodvale that spectators will not be allowed.

● The second Sprint Meeting on the 20th August is organised by the Lincoln & D.M.C. & L.C.C. at the Cadwell Park Racing Circuit, Nr. Louth in Lincolnshire. So if you would enjoy the opportunity of competition round a circuit without the distraction of other competitors, here is your chance. The course will consist of two laps of the Club circuit and there will be classes for Touring Cars (standard and modified), Marque Sports (standard and modified), Sports/Racing, and Racing Cars.

Regulations for both these events are available from the Yorkshire Centre Office, once again Tel. Leeds 38972.

● The following weekend being Bank Holiday, is dominated by Race Meetings. But of course all loyal Centre Members will be supporting the Yorkshire Centre in that famous non-motoring occasion, the annual Cricket Match with the De Lacy Motor Club.

● Moving on into September, on the first weekend we are invited to compete in the Flather Star Driving Tests by the Huddersfield Motor Club. As the name implies the Tests are a qualifying meeting for the B.T. & R.D.A.'s Flather Star Driving Test Championship and will take place on Sunday 3rd September at Taplow's Lockwood Brewery, Huddersfield. This is another branch of Charrington's, who provided their Tadcaster premises for our own Meeting in June — what a debt West Riding Driving Tests enthusiasts owe to Carl Hague and Charrington's for their hospitality.

The site at Lockwood is every bit as good as the Tadcaster one and as mentioned in previous Competition Chatters, the Flather Star meetings are well worth attending. Regulations are available from the Centre office or from the Secretary of the Meeting, David Sykes, 255 Scar Lane, Golcar, Huddersfield.

● It was feared that the tightening up of the Regulations for Autocross might rule out relay races in future. However the Blue Book, recently published makes it plain that properly organised, relay races can still feature in Autocross meetings this season. Those who attended the re-run of last year's joint B.A.R.C. — Y.S.C.C. Autocross, washed out at the first attempt, will remember how exciting the relay races were, building up to a knock-out final.

Potential competitors in this year's Autocross, and spectators too for that matter, might like the advance information that this year's event will feature a Relay Knock-Out Race again. Teams will be handicapped according to their performance in the individual runs, so that all have an equal chance. So be thinking about the make up of teams for the Relay and make a note of the date Sunday 24th September. Regulations are due out, by the way, with the next issue of the Circular.

J.D.L.

CENTRE ANNUAL COMPETITIONS

Markings up to and including the Croft Race Meeting on 9th July.

Pearce Trophy

	PCT	J	K	L	M	Ttl.
1. M. S. Wilson	83	8	8	8	8	115
2. A. J. Hodgetts	74	12	8	8	8	110
3. G. F. Chippindale	76	12	9	9	—	106
4. J. M. Busfield	69	8	8	12	8	105
5. B. Bettridge	72	8	8	8	8	104
6. J. R. Hardcastle	65	8	9	8	8	98
7. *Mrs. D. M. Lincoln	65	8	8	8	8	97
8. D. M. Gledhill	67	8	8	—	—	83
9. J. M. Holroyd	66	—	8	—	8	82
10. P. G. Holiday	48	8	8	8	8	80
T. M. Wood	48	8	8	8	8	80

Ken Lee Trophy

1. G. F. Chippindale	28	5	2	2	—	37
2. E. P. Millman	14	6	1	3	—	24
3. J. Hall	13	—	4	1	—	18
4. I. K. Hardy	10	3	1	—	—	14
5. J. M. Busfield	11	1	1	—	—	13
6. A. Forrest	7	—	4	1	—	12
7. B. Wetherill	7	1	—	3	—	11
J. Thomson	10	—	—	1	—	11
9. J. R. Cussins	6	—	3	—	—	9
10. P. Grimshawe	6	—	1	1	—	8
L. S. Stross	5	—	3	—	—	8

Chippy-lola Vase

1. Mr. & Mrs. J. Busfield	29	11	—	—	—	40
2. Mr. & Mrs. D. Haigh	30	6	—	—	—	36
3. Mr. & Mrs. J. Jagger	30	—	—	—	—	30
Mr. & Mrs. M. Whaley	30	—	—	—	—	30
5. Mr. & Mrs. M. M. Rogerson	16	10	—	—	—	26

*Mrs. D. M. Lincoln leads in the Firth Bowl Competition.

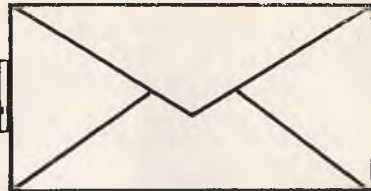
Key

- PCT Previously Corrected Total.
- J E. A. Denny Trial — 18th June.
- K Montague Burton Trophy — 25th June.
- L Club Night Autocross — 4th July.
- M Croft Race Meeting — 9th July.

Unfortunately it has not been possible to include the current positions in the Arnold Burton Trophy Competition as hoped although these will appear in the August Circular.

Tony Hodgetts maintains 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 Leeds 32731 — Office).

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.

Those New Cars

Dear Sir,

I am glad one — but sorry only one — motor trader has replied to my letter in the May Circular on the subject of checking of new cars before delivery.

In his reply A. GARAGISTE makes two valid points, viz the apparent indifference of many manufacturers to their obvious obligation and the unreasonableness and greed of the majority of purchasers over deliveries and part exchange allowances.

The manufacturers attitude is cynical and inexcusable and whilst agreeing customers cannot expect service unless they are willing to pay for it some of us with longer memories may feel it a pity dealers were not equally concerned about the observation of recommended retail selling prices and deliveries in the days of scarcity immediately after the war! So far as conditions in other trades are concerned I can assure GARAGISTE that although part exchanges may not be involved competition can be just as fierce and the financial outcome as least as precarious as in the motor trade, yet a reasonable standard of manufacture is still expected.

In my original letter I omitted, in the interests of brevity, to mention when ordering my new car I knew exactly what I wanted, needed no demonstration runs, made it clear to the dealer I had neither the time nor intention of hocking round the trade and that the business was his providing his allowance — which I accepted without demur — was reasonable (and I wasn't thinking in terms of "top book"). Additionally I readily agreed to forego any rebate in respect of the ten months unexpired licence carried by the car I was trading in and delivery was no criterion. All of which is, I would have thought, an excellent proposition from the traders point of view, especially as it repeated the pattern of a similar transaction with the same trader two years previously and involves the regular replacement of a £1,200 car every two years.

In return I expected not a complete strip and re-build but a reasonable check over and correction of the numerous faults which were clear to me before I had completed the first ten miles. I still feel this to be a reasonable expectation in return for the not inconsiderable sum of money laid out and under the circumstances.

Interested in A. GARAGISTE's offer in the last paragraph of his letter I contacted the Editor as invited only to discover that it was from A. GARAGISTE I bought my last two cars!

Yours faithfully,

JASON.

West Riding.

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

Mid 1963 997 c.c. Mini Cooper engine and G/box, 38,000 miles, Oil pressure 75 p.s.i av. Good condition except G/box which requires attention, otherwise ideal to bolt on to Cooper or Mini box. Engine £27 o.n.o., G/box free. Full details on request — J. C. Newby, Keld Cottage, Kirkby Overblow, Harrogate.

KENLOWE Thermostatic Electric Fan cx., little used, suitable Rootes 1500 models, etc. £5. Ring Bradford 27448 (Business Hours).

FOR SALE — 1967 Mini Cooper 1275 c.c. White/Black. Fabulous specification. Scotts Garage, Mytholmroyd. Calder Valley 2022.

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DATES*For Your Diary***YORKSHIRE CENTRE PROGRAMME**

Date	Event	Status	Centre Annual Comps.	Clerk of Course, Principal Organisers, etc.
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	E. P. Millman
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-Iola 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

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 Yorkshire S.C.C. — Pennine Rally — Regs from P. Croft, 56 Reins Road, Rastrick, Brighouse.
6—Sunday Farnborough District M.C. — Summer Sortout Driving Tests — Regs from H. W. Greenwood, Tecto, Cokenor, Wood, Wrecclesham, Farnham, Surrey.
- 6—Sunday Harrow C.C. — Driving Test Meeting — Regs from K. G. Robey, 122A St. Johns Wood High Street, London, N.W.8.
- 6—Sunday St. Helens & Wigan C.C. — Autocross — Regs from J. Greenhoush, 56 Long Lane, Hindley Green, Lancs.
- 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 Knowldale Car Club — Baitings Dam — Hill Climb — Regs from A. J. Rody, 203 Manchester Road, Rochdale, Lancs.
- 13—Sunday East Surrey M.C. — Lydden Hill — Race Meeting — Regs from B. G. Kennett, 10 Greenview Avenue, Shirley, Croydon, CRO 7 QU.
- 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.
- 19/20—Sat./Sun. Ludlow Castle M.C. — Peak Revs Rally — Regs from A. Watkins, Park View, Ashton, Leominster, Herefordshire.
- 20—Sunday Romford Enthusiasts C.C. — Snetterton — Race Meeting — Regs from J. F. Hill, 36 Glovers Field, Kelvedon Common, Brentwood, Essex.
- 20—Sunday Lancs. A.C. — Woodvale Aerodrome, near Formby — Sprint — Regs from B. L. Hartley, 1 Avenue Parade, Accrington.
- 20—Sunday Lincoln & District M.C. & L.C.C. — Cadwell Park — Sprint — Regs from J. Timms, 10 Coningsby Crescent, Bracebridge Heath, Lincoln.
- 20—Sunday B.A.R.C. (Surrey Centre) — Brands Hatch — Members Race Meeting.
20—Sunday Austrian Grand Prix (International)
26—Saturday Jaguar D.C. — Silverstone — Race Meeting — Regs from Mrs. P. Hyde, The Norfolk Hotel, Harrington Road, London, S.W.7.
- 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 Huddersfield M.C. — Driving Tests (Flather Star) — Regs from D. Sykes, 255 Scar Lane, Golcar, Huddersfield.
- 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.
- 9—Saturday B.A.R.C. — (H.Q.) — Crystal Palace — National (British) Race Meeting.
10—Sunday Coventry & Warwickshire M.C. — Sugarswell Farm, Shennington — Sprint — Regs from E. M. Lindsay-Jones, 5 Goodyers Lane, Bedworth, Warwicks.
- 10—Sunday Monza — Italian Grand Prix (International) (F1)
16/17—Sat/Sun Bridghampton — Double 500 Race (International)
16—Saturday Oulton Park — Race Meeting (International)
17—Sunday Farnborough District M.C. — Barley Mo Sutocross — Regs from H. W. Greenwood, Tecto, Cokenor Wood, Wrecclesham, Farnham, Surrey.
- 17—Sunday Knowldale C.C. — Autocross — Regs from A. J. Rody, 203 Manchester Road, Rochdale, Lancs.
17—Sunday B.R.S.C.C. (Northern Centre) — Croft — Race Meeting — Regs from G. Knights, 12 Westroyd, Pudsey, Yorks.
- 23/24—Sat/Sun Albi Grand Prix (International)
24—Sunday York M.C. — Driving Tests (Restricted) — Regs from D. J. Browne, 36 Deramore Drive, Badger Hill, Hull Road, York.
- 24—Sunday de Lacy M.C. of Pontefract — High Eggborough — Autocross — Regs from B. D. Benton, England House, Aire Street, Knottingley.
- 30—Saturday M.G.C.C. — Oulton Park — Race Meeting — Regs from T. K. Dooley, 285 Brooklands Road, Manchester 23.
- 30—Saturday North Staffs M.C. — Silverstone — Race Meeting — Regs from P. Boulton, 6 Bagnall Street, Hanley, Stoke-on-Trent, Staffs.

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