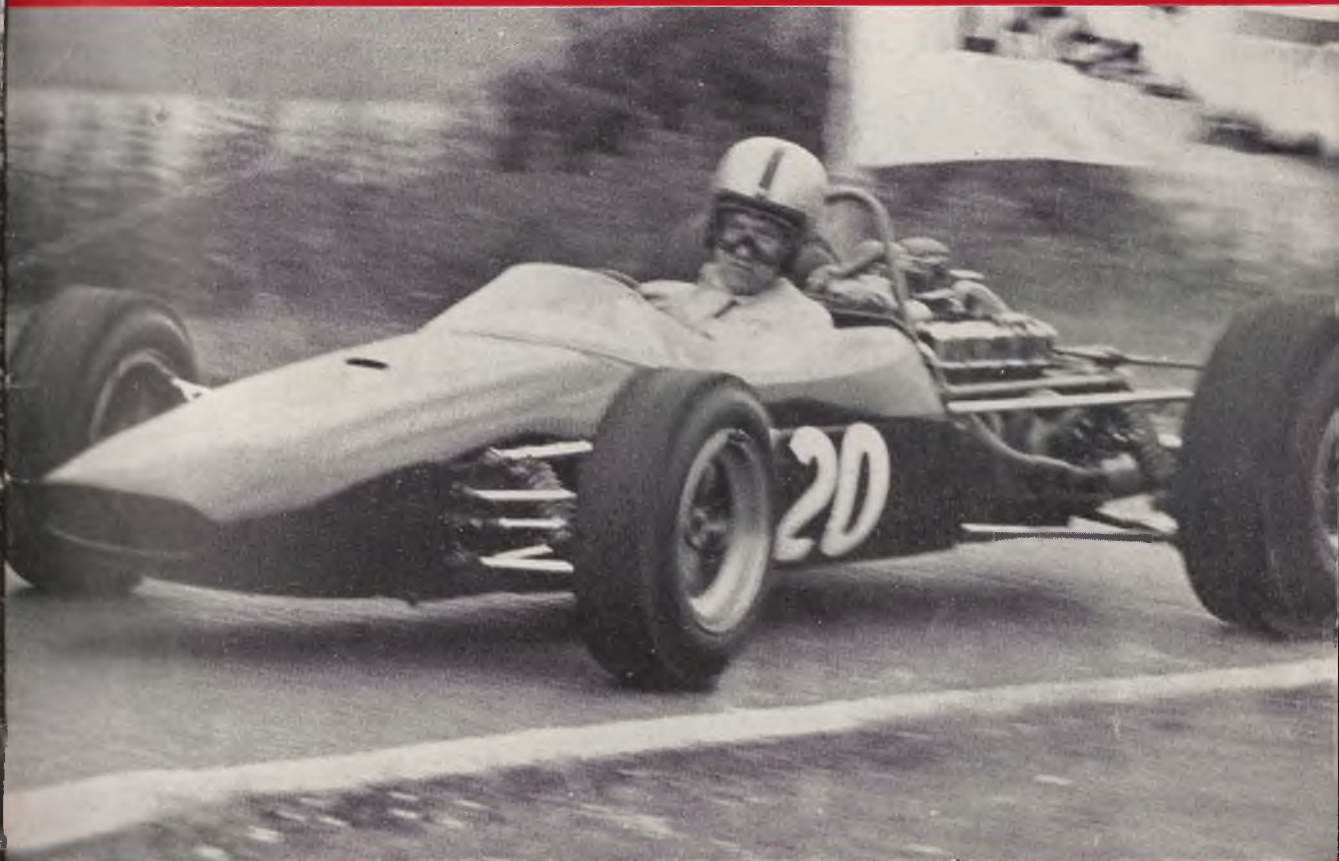




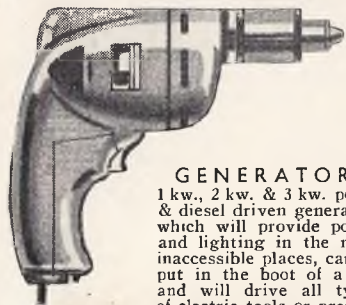
YORKSHIRE CENTRE CIRCULAR



SEPTEMBER

67

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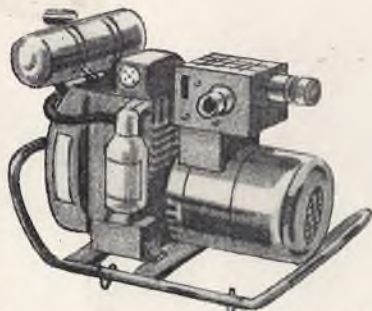


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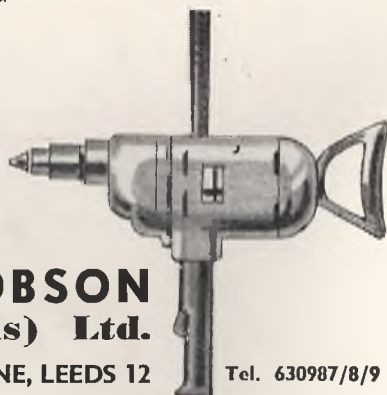
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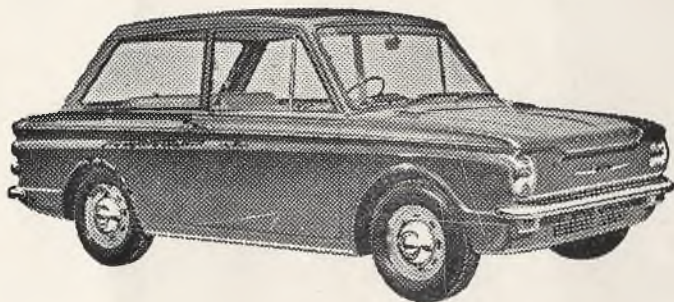


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YORKSHIRE CENTRE CIRCULAR

SEPTEMBER **67**

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EDITOR

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

ADVERTISEMENT MANAGER

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

LEGAL ADVISER

J. D. SCOTT *19, Piccadilly, Bradford, 1
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PUBLICITY OFFICER

F. BARLOW *16, Kingsley Crescent, Birkenshaw,
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PHOTOGRAPHERS

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

P. H. LOVEL *20, Fourth Avenue, Bridlington, Yorkshire,
Tel. Bridlington 6258*

COVER PICTURE

Bryan Eccles has had a wonderful season, despite the handicap of only having two-wheel drive, and narrowly missed being the 1967 Hill Climb Champion. Here he is seen at Stockton Farm at the Montague Burton Trophy meeting when he only just failed to crack Peter Westbury's three-year old outright record.
(Photo : Jeff Binns)

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Ramblings



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

Centre Annual Trophies

The Centre annual trophies, awarded over the five Harwood meetings during 1967, were won by the following:

Yorkshire Post Trophy

To the competitor recording the fastest time during the Season irrespective of class —

A. E. Marsh.

Jack Farrar Trophy

To the B.A.R.C. member resident in Yorkshire recording the fastest time during the Season irrespective of class —

P. G. Lawson.

The Appleyard Group of Companies Trophy

To the competitor recording the fastest time during the Season driving a Marque "Y" Sports Car in Classes 6 to 9 inclusive —

J. F. Thomson.

Wallace Arnold Trophy

To the competitor recording the fastest time during the Season driving a Touring Car in Classes 1 to 4 inclusive —

J. W. Goodliffe.

Total Trophy

To the competitor making the greatest improvement over the class record standing after the first meeting running in the Touring Car Classes 1 to 5 inclusive —

J. W. Goodliffe.

Photographs at Centre Events

Robin Rew, proprietor of Motor Sporting Photographers of Towcester, himself a Yorkshire Centre member, has asked us to make it clear, following our remarks in the August Circular, that his firm has the sanction of the Committee to attend at, and offer its services to competitors in, Centre events and that their method of business has been approved. All photographs sent out by Motor Sporting Photographers are accompanied by literature which makes it clear recipients are under no obligation whatsoever to purchase and that each package is accompanied by a postage pre-paid return addressed label. Furthermore Mr. Rew says any competitor has only to say he doesn't wish to have photographs sent to him in future to ensure he isn't sent any as M.S.P. has no wish to waste money and time where there is no prospect of return.

Pretty clearly M.S.P. are not one of the firms to whose activities exception has been taken — as we hope the foregoing will illustrate.

Evening Classes for the Enthusiast

The Colne Valley Centre of the Upper Abridge Institute of Further Education are proposing, providing it receives sufficient support, to run a new course of especial interest to motor sporting enthusiasts living in the Huddersfield area.

The course will take the form of an informal group for enthusiasts who wish to develop or expand their constructional facilities without undue expense. The group would meet on Tuesdays and Thursdays weekly from 7 to 9 p.m. at the Colne Valley High School, Linthwaite, Huddersfield where the drawing office and workshops would be available for their use. The range of work could include karts, Formula Four, Ford and Vee, Monoposto Formula, Dragsters, Hill Climb and Sprint Specials, trailers, etc. as well as special accessories for minis and other vehicles. The enrolment fees would work out about 1/- a night for the duration of the course — from September to Easter — but the cost of the end products would, obviously, depend upon the contacts and scrounging ability of the individuals. It is thought a competitive Formula Vee racer could be built for about £70 — or a pair of grille buttons for a mini for 2/-!

Unfortunately these details didn't arrive in time for us to publicise them before the final enrolment date but if interested members contact either P. M. Hughes, 62 Bradshaw Road, Honley, Huddersfield (Tel.: Hudds 62106) or A. J. Tull, Head of Centre, Colne Valley High School, Linthwaite, Huddersfield (Tel.: Hudds 61725 or Slaithwaite 2969) fairly quickly we imagine they will do their best to get them in.

Centre Speed Events Classes and Regulations

With the speed events season now almost at its end the Classes Sub-Committee and Events and Main Committees will shortly be considering alterations to existing regulations, classes sub-divisions, etc. for 1968 preparatory to the issue of final details around the end of November. So now is the time for those with axes to grind, shoulders to free of chips or just plain constructive criticisms to make to bring them forward to the Hon. Competitions Secretary — or hold their peace (at any rate until this time next year).

Competitors will naturally be anxious to make their plans for next season so these details have to be finalised and issued by the end of November — hence the need for suggestions to be brought forward soon after issue of this Circular — otherwise they obviously cannot be properly considered.

Continued on page 7

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RAMBLINGS—continued.

November Club Night — Tuesday 7th November

The November Club Night will be a social gathering-cum-indoor event, the latter taking the form of one of Bruce Moss' popular quiz type competitions. Full details, including venue, will be published in the October Circular.

Records Week-End at Elvington

On Saturday/Sunday, 21/22nd October, Elvington airfield will be the scene of a number of attempts by two and four wheeled vehicles on existing World and/or International Class records over distances of 500 metres, quarter mile, kilometre and one mile.

We understand a limited number of spectators will be admitted on payment of £1 each.

Provisional National British Dates for 1968

In the September Motor Sport Bulletin the R.A.C. published the provisional National British fixture list for next season, those allocated to the Centre being:

28th April — Spring National Meeting, Harewood.
16th June — Montague Burton Trophy Meeting, Harewood.

15th September — R.A.C. Championship Meeting, Harewood.

6th October — Scarborough Hill Climb.

All the above dates are provisional and subject to confirmation.

Letters To the Editor

For reasons we've explained several times before — and which are fairly obvious anyway — we cannot publish anonymous letters in the Circular, however well-intentioned or innocuous their contents may be. Where correspondents do not wish their identity revealed they only have to say so and their letters will be published under a pseudonym providing their full name and address — which will remain confidential — is disclosed to the Editor.

If the author of the letter signed "A Bird" — who seems to live in the Halifax area — cares to reveal his — or her — identity we shall be pleased to publish the letter, indeed we are anxious to do so feeling it has considerable point.

B.A.R.C. Race Meetings — October

The 1967 Season of Club race meetings which covered 29 events varying in status from Members to International meetings concludes with Members events at Silverstone on 7th and Mallory Park — run by the East Midlands Centre — on 22nd, and the International Motor Show '200" at Brands Hatch on 29th.

R.A.C. Rally

If any Junior Members would like to assist on the R.A.C. Rally whilst it passes through the Centre forest sections during the day of Monday 20th November they should get in touch with Keith Chippindale, The Old Rectory, Bilbrough, York (Tel. Tadcaster 2242) who will gladly make the necessary arrangements, which will not, however, include acceptance of responsibility for those who play "hookey" to do so!

CENTRE ANNUAL COMPETITIONS

The following are the leading markings up to and including the Harewood National Meeting on 10th September.

Pearce Trophy

	PCT	O	Q	R	Total
1. M. S. Wilson	123	8	8	8	147
2. B. Bettridge	112	8	8	8	136
3. A. J. Hodgetts	118	—	8	8	134
4. G. F. Chippindale	114	9	8	—	131
5. Mrs. D. M. Lincoln	105	8	8	8	129
6. J. M. Busfield	113	8	—	—	121
7. J. R. Hardcastle	106	—	—	8	114
8. T. M. Wood	88	8	8	8	112
9. P. G. Holiday	88	—	8	8	104
10. J. M. Holroyd	90	—	—	8	98

Ken Lee Trophy

1. G. F. Chippindale	37	2	—	—	39
2. E. P. Millman	24	3	—	—	27
3. J. Hall	18	—	—	4	22
4. I. K. Hardy	18	1	—	1	20
5. A. Forrest	12	—	—	4	16

Chippy-lola Vase

1. Mr. & Mrs. J. M. Busfield	40	9	—	—	49
2. M. & Mrs. D. K. Haigh	30	10	—	—	40
3. Mr. & Mrs. I. K. Hardy	31	8	—	—	39
4. Mr. & Mrs. E. P. Millman	25	13	—	—	38
5. Mr. & Mrs. M. M. Rogerson	26	8	—	—	34

The Arnold Burton Trophy markings remain unchanged from last month there having been no further qualifying events.

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

The Croft Race Meeting on 15th October having been added to the Centre programme since the commencement of the season notice is given it will be a qualifying event for the appropriate Centre Annual Competitions viz Ken Lee Trophy, Pearce Trophy & Firth Bowl.

Key

PCT	Previous Corrected Total.
O	Evening Event — 1st August.
Q	Evening Event — 5th September.
R	Harewood National Meeting — 10th Sept.

OCTOBER CIRCULAR

PRESS CLOSING DATE

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

WEDNESDAY, 18th OCTOBER

otherwise publication in that issue cannot be guaranteed.



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OCTOBER

Scarborough National Hill Climb 1st October

A day or two after you should receive this Circular the National hill climb co-promoted with the East Yorkshire Car Club takes place on the steep bit of the Oliver's Mount motor-cycle circuit which, for those unacquainted with the northern resort, lies just south of the main road in from Malton on the outskirts of the town. Practice takes place on Saturday, 30th September, with the event itself next day starting at 1-30 p.m. As these notes are written a good entry seems assured including several prominent contestants at this hill-climbing game.

There isn't any official headquarters hotel and it is doubtful if any rooms will now be left at the Grand or Balmoral Hotels from those set aside for the Centre but there's no harm in trying if you're stuck for a bed.

On Saturday evening an informal dance is being held at the Balmoral Hotel. Each competitor and marshal should have received two complimentary tickets and additional tickets, available of course for members and their friends, can be obtained from Centre Office or any members of the Social Committee at 2/6d. each. Dance admission will be by pre-sold ticket only and they won't be on sale at the door on the night.

This year's Scarborough Hill Climb has the dubious privilege of coinciding in time and place with the annual Labour Party conference but we feel our Wilson will have a happier visit to the town than his namesake — and reckon he'll run his show a damn sight better into the bargain!

October Club Night — Tuesday 3rd October

The October Club Night will be a purely social affair at the Scotts Arms, Sicklinghall, where the types will commence foregathering around 8 p.m.

New Centre members will be especially welcome to this, the first purely social meeting of the winter and any coming are asked to contact any member of the Social or Main Committees who will be pleased to make them welcome and introduce them around.

Croft Race Meeting — 15th October

The second season of Centre-organised race meetings at Croft — and our speed event programme for 1967 — conclude with the Members meeting at the Autodrome on Sunday 15th October. The programme includes all the usual events viz 10 lap scratch races for Special Grand Touring, Special Saloon, Marque, Clubmans Sports, Sports/Racing and Formula Libre cars as well as one — possibly more — 10 lap handicap for all comers.

Scrutineering opens early in the morning but owing to a local authority restriction practising cannot commence until the magic hour of noon, on the very dot of which it starts! If all goes well there will be a brief lunch break for the marshals — if it doesn't there won't! — after which the first race will start promptly at 2-30 p.m. It's easy to get there via Darlington and A.617 or going on A.1 almost as far Scotch Corner — and then in both cases following the signs. If you come you'll see some good clubmans racing and, we have no doubt, have an enjoyable day out.

Greenwood Cup Trial — 22nd October

Last year's Greenwood Cup Trial having attracted 60 entrants and being generally acclaimed as the best for years past there wasn't any point in making alterations this year so the 1967 event will be very much a repeat performance.

The trial — which was first held in 1922 and is the oldest event in the Centre calendar, this being the 39th — is for production cars and co-promoted with the Yorkshire Sports Car Club. It will start from the Trailer Depot of Barnes and Winder, White Cross, Guiseley, the first man going off at 10-30 a.m. The entry fee of 25/- is 5/- more than last year but now includes insurance cover for competitors third party liability whilst on the sections. From the start entrants will make their way to Whin Park near Arthington for the morning sections after which they will go to the Ashfield Hotel, Otley for the lunch break. After lunch it will be back to Whin Park for the afternoon sections and then on to that familiar hostelry, The Scotts Arms, Sicklinghall where a substantial high tea will be available and, later, the results given out. A license extension is also being applied for.

Chris Winder, high priest of vintage cars and production car trials, is again master-minding the affair and promises it will be suitable for all normal types of production car excepting the ultra-low slung. Mike Wilson will be officiating as Chief Marshal and welcomes offers of marshalling assistance from those who are willing but haven't yet volunteered, trials being voracious consumers of helpers.

Following last year's Greenwood David Lincoln worked out a modified Figure of Merit marking system which, when applied to the results of the last two events, clearly represented a fairer basis of performance assessment. This system, which will apply this year, necessitates marking being on a marks gained basis — which always seems to us the logical way to do it — the best performances for each class on each section being totalled and each competitor's own total being expressed as a percentage of this theoretical best performance.

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CROFT RACE MEETING

9th JULY

The Centre race meeting at Croft on Sunday 9th July attracted an entry of almost 200 — by far the largest of any Centre-organised meeting there to date — and a crowd in the region of 20,000. The former was no doubt helped by the qualifying events for the B.A.R.C. Saloon Car Championship, the "Fred W. Dixon Trophy", the Vaux Croft Silver Tankard Trophy, and the British Women Drivers Club Embassy Trophy Competitions and the latter by continuing fine weather.

The first race, for Special G.T. Cars, was a fairly comfortable win for John Lepp's Lotus Ford G.T. which went into the lead from flag fall and held it right until the end although the next three placemen — Malcolm Wayne (Lotus 47 Ford), Bob Gordon (Elan S 2) and Arthur Moore (Chevron-BMW G.T.) were locked in a tight bunch and never far behind.

The Special Saloon Car Race was divided into two separate events, the first being for classes up to 850 c.c. and 1,301 c.c. and over. The East Anglian stable's Ford Anglia, driven by Roger Taylor, pulled well away from the rest of the field to win by 21 secs from Peter Finney's Lotus Anglia with Brian Cutting's Ford Anglia in third place a similar distance behind, the latter having collided with Robin Smith's Mustang at half distance, causing the latter's retirement. The other half of this event — for the 851 to 1,000 c.c. and 1,001 to 1,300 c.c. boys — produced the best race of the day. The excitement started when Barry Pearson (Cooper S) left the front row of the grid to retire before the flag fell and at the end of the first lap the field was closely bunched with Buckton (Cooper S) a short head in front of Paul Pursegrove (Cooper S) and Gerry Birrell's Chamois. By lap three the leaders were all close together and drawing away from the rest of the field. Andy Barton spun his Morris 1000 off at Sunny with substantial damage to the car but happily none to himself. Birrell continued to hound Buckton with Geoff Wood (Cooper S) right behind but the latter was passed shortly after by Tom Christie (Cooper) and Whitehead (Cooper S), positions which held until the final lap at the end of which the two leaders went into the chicane together and shunted, allowing Buckton to cross the line 1.4 secs ahead of Whitehead who was a similar distance in front of Christie, whilst Wood just pipped the unlucky Birrell for fourth place. During the race Wood and Buckton established new class records at 1m 25.0s.

The 10 lap Marque Car race was a fairly easy win for John Lewis whose "E" Type motored calmly, but swiftly, to take first place by 8.5 secs from Jack Haydens similar car. Hayden, Ted Worswick (Austin Healey 3000), Cox (Spitfire) and Eade (M.G.B) had an enjoyable tussle for second and third places — the real excitement in this race.

The Formula Vee race — which the organisers didn't know they were running when the regulations were printed and distributed although they shortly afterwards read all about it in the motoring press! — produced the surprisingly large number of 19 starters for its Croft debut. Team mates Nick Brittain and Jenny Nadin (Beach Vees) led throughout, the former occupying first spot until the very end when, approaching the chicane for the last time he appeared unaccountably to slow — perhaps a case of ladies first?

— which allowed Miss Nadin through to win. Although George Brasier (Peco Vee) had circulated all the time in third place he was excluded from the results owing to his ground clearance being one inch too little.

The race for the Clubmans' Sports Cars wasn't very well patronised and was a tussle between John Love (Lotus 7 Ford), Barry Joel (Chevron), Peter Rowstron (SRD U2) and Mervyn Bartram (Lotus 7 Ford). Love had a fairly unchallenged win and Bartram got into second place when Joel fell out and Rowstron slowed.

The Sports Racing and Formula Libre Car race was an excellent dice between Graham McWilliam's Merlyn, Jackson's Elan, Twaites Lotus 23 and Bridges BMW-engined Chevron. After six laps McWilliam, despite a second row start, was six seconds in the lead with Twaites and Bridges just behind. Then Bridges got into second place and really set about the flying Merlyn. On the penultimate lap McWilliam's engine began to falter letting Bridges into the lead and enabling Jackson just to scrape into second place.

The meeting concluded with a 10 lap handicap race in which there were only 11 starters and which F. Gill's Jaguar XK 120 — with one credit lap and 20 secs handicap — won by 4 secs from Jean Denton's M.G.B with limit man Lamont (Imp) third.

The Centre race meetings at Croft seem to go from strength to strength and this was certainly the best we've held there so far although it may well be some time before we again get such an exceptionally large entry.

EVENT 1. — 10 LAP RACE FOR SPECIAL G.T. CARS.

Overall

- | | | |
|---------------------------------|---------|-------|
| 1. J. A. Lepp (Lotus Ford G.T.) | 13.12.8 | 79.46 |
| 2. M. J. Wayne (Lotus 47 Ford) | 13.25.0 | |
| 3. R. Gordon (Lotus Elan S 2) | 13.26.2 | |

Class A — Up to 1150 c.c.

- | | | |
|----------------------------------|---------|-------|
| 1. D. Buller-Sinfield (Lotus 11) | 13.17.2 | 71.12 |
| 2. R. Forester-Smith (Lotus 11) | 13.20.0 | |
| 3. G. Crossley (Lotus 11) | 13.26.6 | |

Class B — 1151 to 2500 c.c.

- | | | |
|---------------------------------|---------|-------|
| 1. J. A. Lepp (Lotus Ford G.T.) | 13.12.8 | 79.46 |
| 2. M. J. Wayne (Lotus 47 Ford) | 13.25.0 | |
| 3. R. Gordon (Lotus Elan S 2) | 13.26.2 | |

Class C — 2501 cc. and over.

- | | | |
|----------------------------------|---------|-------|
| 1. R. Smith (Ford Mustang) | 14.34.6 | 72.03 |
| 2. A. Mountain (Jaguar "E" Type) | 15.15.0 | |
| 3. W. Nicholson (M.G.B) | 15.16.8 | |

EVENT 2. — 10 LAP RACE FOR SPECIAL SALOON CARS

Overall

- | | | |
|-------------------------------------|---------|-------|
| 1. R. Taylor (Ford Anglia) | 14.00.6 | 74.94 |
| 2. P. J. Finney (Ford Lotus Anglia) | 14.21.8 | |
| 3. B. Cutting (Ford Anglia) | 14.41.4 | |

Class A — Up to 850 c.c.

- | | | |
|-------------------------------------|---------|-------|
| 1. R. Payne (Hillman Imp) | 15.19.8 | 68.49 |
| 2. J. Vereker (Austin Mini) | 15.28.6 | |
| 3. J. D. G. Routledge (Morris Mini) | 14.10.0 | |

Continued on page 13

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CROFT RACE MEETING—continued.

Class D — 1301 c.c. and over.

- 1. R. Taylor (Ford Anglia) 14.00.6 74.94
- 2. P. J. Finney (Ford Lotus Anglia) 14.21.8
- 3. B. Cutting (Ford Anglia) 14.1.4

EVENT 3. — 10 LAP RACE FOR MARQUE CARS

Overall

- 1. J. Lewis (Jaguar "E" Type) 14.04.6 74.43
- 2. C. J. Hayden (Jaguar "E" Type) 14.13.4
- 3. A. E. Worswick (A/Healey 3000) 14.24.6

Class A — Up to 1150 c.c.

- 1. P. J. Cox (Triumph Spitfire) 14.25.4 72.79
- 2. J. Britten (M.G. Midget) 14.41.4
- 3. Mrs. G. Konig (Austin Sebring S) 14.45.6

Class B — 1151 to 2000 c.c.

- 1. W. Nicholson (M.G. B) 14.25.4 72.79
- 2. R. Enever (M.G. Midget) 14.41.2
- 3. Mrs. J. Denton (M.G. B) 15.09.2

Class C — 2001 to 3000 c.c.

- 1. A. E. Worswick (A/Healey 3000) 14.24.6 72.88
- 2. J. Gott (A/Healey 3000 G.T.) 14.46.6
- 3. J. L. S. Macley (Daimler SP250) 15.14.2

Class D — 3001 c.c. and over

- 1. J. Lewis (Jaguar "E" Type) 14.04.6 74.43
- 2. C. J. Haden (Jaguar "E" Type) 14.13.4
- 3. J. D. Longbottom (Jaguar "E" Type) 15.54.6

EVENT 4. — 10 LAP RACE FOR FORMULA VEE CARS

- 1. Miss M. J. Nadin (Beach Vee) 14.53.6 70.50
- 2. N. Britten (Beach Vee) 14.53.8
- 3. G. Barsier (Peco Vee) 15.01.4
- 4. N. Clarke (Apal Vee) 15.08.8
- 5. C. I. Benson (Beach Vee) 15.36.6
- 6. S. Taylor (Beach Vee) 15.48.8

EVENT 5. — 10 LAP RACE FOR CLUBMANS' SPORTS CARS

Overall

- 1. J. E. Love (Lotus 7 Ford) 13.48.2 75.99
- 2. M. Bartram (Lotus 7 Ford) 13.51.8
- 3. I. A. B. Harris (Mallock U2 BMC) 14.20.0

Class A — Up to 1000 c.c.

- 1. S. P. Rowstron (SRD U2 Ford) 14.37.4 72.05
- 2. J. M. Buxton (Chevron Mk. 1 BMC) 14.51.8
- 3. G. R. C. Duncan (Leedspeed U 2) 15.01.0

Class B — 1001 to 1500 c.c.

- 1. J. E. Love (Lotus 7 Ford) 13.48.2 75.99
- 2. M. Bartram (Lotus 7 Ford) 13.51.8
- 3. I. A. B. Harris (Mallock U2 BMC) 14.20.0

EVENT 6. — 10 LAP RACE FOR SPECIAL SALOON CARS

Overall

- 1. C. Buckton (Morris Cooper S) 14.26.2 72.73
- 2. J. S. Whitehead (Austin Cooper S) 14.27.6
- 3. T. V. D. Christie (Austin Cooper) 14.29.0

Class B — 851 to 1000 c.c.

- 1. G. Wood (Morris Cooper S) 14.31.6 72.78
- 2. G. H. B. Birrell (Shannon Chamois) 14.32.0
- 3. R. J. S. Haining (Morris Cooper) 14.48.8

Class C — 1001 to 1300 c.c.

- 1. C. Buckton (Morris Cooper S) 14.26.2 72.73
- 2. J. S. Whitehead (Austin Cooper S) 14.27.6
- 3. T. V. D. Christie (Austin Cooper) 14.29.0

EVENT 7. — 10 LAP RACE FOR SPORTS/RACING & FORMULE LIBRE CARS

Overall

- 1. J. Bridges (Chevron G.T. BMW) 13.25.0 78.26
- 2. P. Jackson (Lotus Elan S2) 13.27.0
- 3. J. G. McWilliam (Merlyn Mk. 7 Ford) 13.27.6

Class A — Sports Racing Cars up to 1150 c.c.

- 1. T. Twaites (Lotus 23B Ford) 13.27.8 77.99
- 2. J. Nicholson (Lotus 23B Ford) 13.37.4
- 3. B. Robinson (Elva Mk. 7 Climax) 13.48.6

Class B — Sports/Racing Cars 1151 c.c. and over

- 1. G. R. C. Duncan (Leedspeed Chevron) 13.32.4 77.54
- 2. R. T. Shardlow (Lotus Brabham BMW) 14.26.2
- 3. J. K. Lumsden-Taylor (Lotus Elan) 14.27.4

Class C — Formule Libre Cars

- 1. J. Bridges (Chevron GT BMW) 13.25.0 78.26
- 2. P. Jackson (Lotus Elan S2) 13.27.0
- 3. J. G. McWilliam (Merlyn Mk. 7. Ford) 13.27.6

EVENT 8. — 10 LAP HANDICAP RACE

- 1. F. J. G. Gill (Jaguar XK 120) 15.17.4 74.64
- 2. Mrs. J. Denton (M.G. B) 15.21.4
- 3. G. Douglas (Hillman Imp) 15.22.4
- 4. P. Danaher (Beach Vee) 15.36.4
- 5. B. Robinson (Ford Lotus Cortina) 15.37.4
- 6. R. B. Sparkes (Triumph Spitfire) 15.46.4

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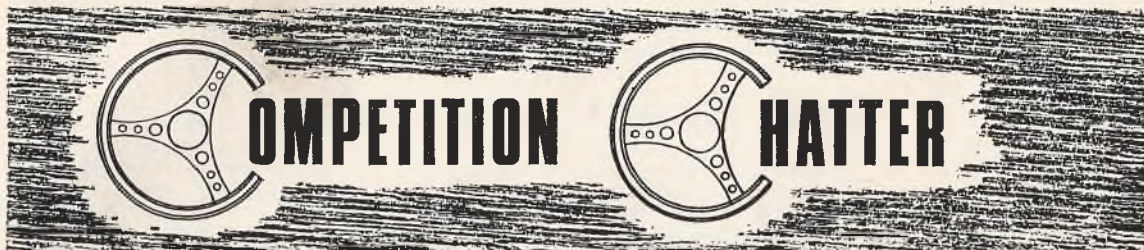
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COMPETITION CHATTER

● Another month crowded with invitation events, so without more ado, let's start right away with the previews.

● If you are not able to get to the Scarborough Hill Climb event on the 1st October, this weekend, the M.G.C.C. (N.E. Centre) is co-promoting another Restricted Sprint at R.A.F. Topcliffe. Entries officially close on Thursday 28th September. Spectators, by the way are limited at Topcliffe, as it is an operational R.A.F. Station, to members and friends only.

● As mentioned in the previous Chatter column, the Yorkshire Sports Car Club have their National British Gunter Trophy Hill Climb at Castle Howard on Sunday 8th October. Entries are, I gather, coming in very well for this important event. This is the last big Hill Climb of the season in this part of the country, and as such usually provides some exciting climbing, to say nothing of the end of term atmosphere. A reminder to firsttimers at Castle Howard that the course is reached from the Leeds area by going to York and Taking the A.64 Malton-Scarborough road, turning left after approximately 12 miles and following the Signposts for Castle Howard. There is always a strong B.A.R.C. Yorkshire Centre flavour about the entry list at Castle Howard and for those who may have misplaced their entry form, the Centre office has copies available! Practising takes place on Saturday afternoon and Sunday morning, and the Hill Climb proper commences at 1-30 p.m.

● As a complete contrast, on the same day, Sunday 8th October, and for those who want to stay nearer this central part of the West Riding, Yorkshire Centre members are invited to compete in or spectate at the new permanent Autocross track of the Airedale & Pennine M.C. at Hunsworth, between Bradford and Cleckheaton. This is the first Restricted event at Hunsworth and after a couple of Closed events, the Airedale boys have managed to sort out the snags to provide a really fast and spectacular course. The surface is hard packed shale, which has been pounded solid to give a smooth, safe surface, which does not cut up. Regulations for this event are available from the Competitions Secretary or the Yorkshire Centre Office — Tel. Cleckheaton 3050 — Leeds 38972 respectively

● Moving on a weekend, to Sunday 15th October, we have an invitation to compete in the Restricted Driving Tests of the Yorkshire Sports Car Club, this time with the West Yorkshire Committee of that Club doing the major share of the organisation. The format of the event seems set to give a good day out, with a morning series of tests at the premises of Messrs.

Hepworth & Grandidge in Bradford. Following an official lunch break for solid and liquid refreshment, there are further tests at Clay's Mills, Sowerby Bridge, with another friendly finish at the Blue Ball, Norland. Both test sites are admirable Driving Tests venues, so, as I say, a good event appears to be in prospect.

● On the Saturday, 14th October, by the way, the Northern Centre of the B.R.S.C.C. have their final race meeting of the season at Rufforth. Arrangements for both competitors and spectators are as before for these popular B.R.S.C.C. meetings — if you want a racing weekend, then, make it Rufforth on Saturday and our own Croft meeting on the Sunday.

● The following weekend comes an invitation to the Association of Northern Car Clubs' members to compete in the Knowl Dale Car Club's Mini Miglia Rally. This is one of the North's premier Restricted rallies, having enjoyed the reputation of being a first class event for many years. The rally once again qualifies for the Motoring News Rally Championship and regulations can be obtained from Arthur Ridy, 203, Manchester Road, Rochdale.

If you do go out on the Mini Miglia, do not forget to come back in time for our Greenwood Cup production car trial on Sunday 22nd October.

● Another Rally invitation via the A.N.C.C. comes for the evening of 28/29 October from the Leeds University Union Motor Club for members to compete in the Rally of the Northern Lights. This event takes place more locally and contains 15 selective sections on tricky, but smooth surfaced road. Regulations available from the Secretary c/o the Students Union, Leeds University.

● Without doubt, the most popular form of Club event in autumn is the production car trial, and on the first Sunday in November, the 5th to be precise, Yorkshire Centre members are invited to take part in a trial organised by the West Yorkshire Committee of the Yorkshire Sports Car Club (Seems a close run thing who has most meetings in the autumn rush this year — Y.S.C.C. or B.A.R.C. Yorkshire Centre!). No firm details of the event are available as we close for press, but by the time the Circular appears, regulations will be available from the Competition Secretary or the Yorkshire Centre Office. It is of course necessary to mention this event here, as our next circular leaves you with little time to decide to go on the trial.

Continued on page 24

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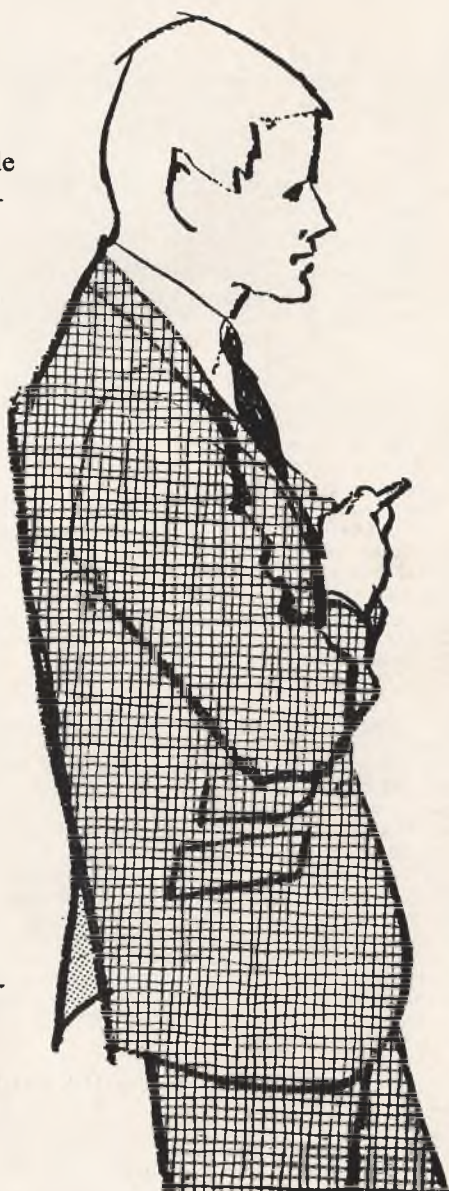
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NOVICES HILL CLIMB

23rd JULY

Although the fifth annual hill climb at Harewood was a little less well-supported than in previous years all seventy-five competitors, each of whom received two practice and three competitive runs seemed to enjoy their day out on the hill and not least the brilliant sunshine which graced the proceedings. It was good to see a number of regular Harewood award winners officiating on the corners and a pleasingly large number of spectators came along to encourage the drivers although the meeting was deliberately not publicised outside the Centre.

Having set fastest time in practice and matched this with three consistent and fast climbs Joe Ward's Ford Special seemed to have F.T.D. in the bag but his nearest rival, Geoff Winder (1098 Climax-engined Elva) who was trailing by .47s after Ward's last run discovered some hitherto missing horses — or benefitted by brother Chris' profane exhortations! — and flew up the hill to lop a full second off his previous best and wrest the honours from Ward by .53s.

Proceedings kicked off with the Touring Car class for the less warm Minis and Imps with a lone Brabham Viva intervening. Rose's Imp took first place from Pearcey's Cooper which was only .05s ahead of Marsden's similar car. In the next section Bullen's solitary Renault 16 faced seven Cortinas but took a beating and the wooden spoon, the class going to Ian Hardy's GT by a clear 2 secs from Stephenson's similar car. The Special Series Touring Car Class was contested between three Cooper S and two Cortina Lotus victory going to Dagenham when Bowman managed best on his last run with Stubbings Cooper 6s in arrears. The last of the touring Car classes for the Formula Libre lads, had only three runners of which Peter Wray's Anglia proved the quickest — on its first run — with 55.08. Swan's similar car being unable to better 56.21.

The Marque "Y" Sports Car section provided the greatest number of entries for the day and in the category for the smallest-engined of the breed twelve Spridgets faced Westmorland's lone Spitfire which, alas, shared the fate of similar lone wolves in other classes and finished last. Naylor and Barratt fought hard for supremacy the latter always just ahead at the end of each run and finally winning by .51s with third placeman Kenyon — subsequently excluded from the awards list on a eligibility infringement — 1.5s behind. Next came the 3 litre section with an assortment of Triumphs, TVR's, M.G.B's and a Morgan and splendid little Guila S.S. Alfa Romeo — 21 in all. The top placings were hotly contested and for once the dominance of the M.G.B's in the class was broken with Jeff Mountain (T.R.4), Hylton T.V.R. (1800S), Ashcroft (M.G.B) and Massey (Morgan 4/4) occupying the first four places in that order. In the unlimited Sports Car category — merged with the unlimited G.T. Car section — only four cars came to the line and not surprisingly the day went to the "E" Type Jaguars of Turner and Simpson. However, it was good to see an XK 120 Jaguar once again in action and especially interesting was Smith's special Bentley, beautifully constructed from a shortened R type saloon chassis fitted with a vintage type two seater body.

Not surprisingly the classes for the more specialised cars were sparsely supported and only five contested the Special G.T. Section of which Tebb's Elan was the swiftest, albeit by only .58s from Livesey's Cox G.T.M. Although the small Clubmans Sports car class produced four runners there were only two cars involved, Buckler, Tom and Malcolm Pinder all sharing the same Lotus 7 — but Moorhouse took the award with 53.91 which was .5s better than any of his opponents could do. Joe Ward had the 1500 c.c. Clubmans Sports class all to himself but, as previously recorded, didn't let this spoil his concentration and eventually ran out with second F.T.D. after three consistently fast ascents. With only three entries the two Sports/Racing car classes were necessarily merged and went easily to Geoff Winder who made F.T.D. in the process. Finally the three Racing Car classes, merged into one, drew only one contestant, Richard Bailey in his first-ever hill climb, who made a creditable 54.91 in the ex-Hinchcliffe Lotus.

Results

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

1. J. R. Rose (Hillman Imp) 56.15
2. D. Pearcey (Morris Cooper) 56.81
3. C. R. Marsden (Morris Cooper S) 58.86

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

1. I. K. Hardy (Ford Cortina G.T.) 56.90
2. S. P. Stephenson (Ford Cortina) 58.93
3. M. M. Rogerson (Ford Cortina G.T.) 59.11

Class 3. — Touring Cars Special Series.

1. H. C. Bowman (Ford Cortina Lotus) 55.62
2. D. S. Stubbings (Austin Cooper S) 56.22
3. D. A. Richardson (Ford Cortina Lotus) 56.45

Class 4. — Touring Cars Formula Libre.

1. P. Wray (Ford Anglia) 55.08
2. B. Swan (Ford Anglia) 56.21
3. P. D. Chippindale (Morris Cooper) 63.62

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

1. J. A. B. Naylor (A/H Sprite) 53.34
2. R. D. Barrett (A/H Sprite) 53.85
3. B. Kenyon (A/H Sprite) 55.45
4. D. Martin (M.G. Midget) 57.92

Class 6. — Marque "Y" Sports Cars 1301 to 3000 c.c.

1. J. Mountain (Triumph T.R 4) 55.95
2. J. Hylton (T.V.R. 1800S) 56.15
3. J. E. Ashcroft (M.G.B) 56.73

Class 7. — Marque "Y" Sports Cars 3001 c.c. and over

Class 9. — Special G.T. Cars 3001 c.c. and over — Merged.

1. P. Turner (Jaguar "E" Type) 53.85
2. G. M. Simpson (Jaguar "E" Type) 54.23
3. E. A. M. Walker (Jaguar XK 120) 56.73

Class 8. — Special G.T. Cars up to 3000 c.c.

1. M. E. Tebb (Lotus Elan) 52.10
2. F. J. Livesey (Cox G.T. M.B.M.C.) 52.68
3. F. B. M. Pollard (Mini Marcos G.T.) 55.92

Continued on page 19



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GREENWOOD CUP TRIAL PRACTICE

TUESDAY 1st AUGUST

The August Club Night — The Greenwood Cup Trial Practice — was a great success whether judged from the standpoint of entries — 47 members took part — or post-event comment.

Organised by Bob Soper in a very suitable venue at Scarcroft, Leeds on a pleasant summers evening it was non-damaging as promised and seemed to offer something of everything the entrants desired.

Catering for competitors of widely differing skills and experience in an evening event of this kind poses obvious difficulties — to say nothing of lack of knowledge of what conditions will be like on the night. That five competitors registered a Figure of Merit of 100% is therefore scarcely surprising. The main thing is that thanks to Bob a good time was had by all — not least at that very important element of any Yorkshire Centre evening event, the party afterwards.

Results	Fig. of Merit
1. A. Judge (Hillman Imp)	100.0
2. A. N. Umpleby (Cooper S)	100.0
3. J. S. Ramsbotham (Hillman Imp)	100.0
4. D. Townsend (Mini)	100.0
5. E. P. Millman (VW)	100.0
6. J. Johnstone (Hillman Imp)	98.5
7. H. Kingsley (Hillman Imp)	97.5
8. G. Chippindale (Rover 2000)	97.2
9. M. Craven (Triumph Spitfire)	97.0
10. J. Sparling (Cooper)	97.0
11. B. Lancaster (M.G. Midget)	96.0
12. R. G. Winder (Austin 7 Chummy)	94.5
D. K. Haigh (Mini)	94.5
14. J. Busfield (Mini)	91.5
15. J. Prosser (M.G. Midget)	90.5
16. K. Monkman (Saab)	90.0
17. M. P. Smith (Ford Anglia)	89.0
18. J. White (M.G. B)	88.5
19. D. M. Garnett (Triumph Spitfire)	88.4
20. R. Stephenson (M.G. A)	87.5
H. C. Mason (Triumph G.T. 6)	87.5
J. Jolley (Ford Anglia)	87.5
C. Roberts (Ford Cortina)	87.5
24. J. M. Forster (Morris 1100)	87.0
25. C. H. B. Wadsworth (Morgan)	85.0
A. J. Armitage (M.G. Midget)	85.0
27. Miss K. A. Reyner (Ford Anglia)	84.5
I. K. Hardy (Ford Cortina)	84.5
29. J. Craven (Ford Cortina)	83.0
30. P. D. Chippindale (Mini)	82.4
C. J. Shaw (Mini)	82.4
32. Miss P. Taylor (Ford Cortina)	82.0
33. P. Rogerson (Morris 1100)	79.5
34. P. A. Britton (M.G. Midget)	79.0
35. M. Allenby (Ford Cortina)	77.5
G. R. Mellor (Cooper)	77.5
37. M. M. Rogerson (Ford Cortina)	76.0
D. Haynes (M.G. B)	76.0
39. P. J. Smith (Mini)	75.6
40. P. H. Scott (Triumph G.T. 6)	70.0
41. B. Dobson (M.G. B)	65.5
42. M. C. Bateman (Ford Cortina)	62.0
43. M. Lanfranchi (Hillman Mix)	60.5
44. Mrs. M. M. Rogerson (Ford Cortina)	55.0

Retired :

B. Kitching
A. E. Spencer
D. F. Herbert

Awards

First Overall A. Judge

First in Class Awards :

A. N. Umpleby, G. Chippindale, M. Craven, J. S. Ramsbotham.

First Class Awards :

B. Lancaster, M. P. Smith, D. Townsend.

Ladies Award Miss K. A. Reyner

Novice Award J. Johnstone

NOVICES HILL CLIMB—continued.

Class 10. — Clubmans Sports Cars up to 1000 c.c.

1. R. G. Moorhouse (Lotus 7 B.M.C.) 53.91
2. T. Pinder (Lotus 7 B.M.C.) 54.46
3. M. Pinder (Lotus 7 B.M.C.) 54.82

Class 11. — Clubmans Sports Cars 1001 to 1500 c.c.

1. J. Ward (Ford Special) 51.20
Only runner.

Class 12. — Sports/Racing Cars up to 1600 c.c.

Class 13. — Sports/Racing Cars 1601 c.c. and over — Merged.

1. R. G. Winder (Elva Mk. VI Climax) 50.73
2. D. K. Pegg (Lotus 11 Climax) 54.40
3. L. J. Hunt (Jupiter T.R. 2 Special) 55.56

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

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

Class 16. — Racing Cars over 1600 c.c. — Merged.

1. B. R. Bailey (Lotus 20/22 Ford) 54.91
Only runner.

Awards

F.T.D. R. G. Winder

Fastest Touring Car P. Wray

Fastest Marque "Y" Car J. A. B. Naylor

Fastest Special G.T. Car M. E. Tebb

First Class Awards :

J. R. Rose, H. C. Bowman, P. C. Turner, J. Ward, I. K. Hardy, J. Mountain, R. G. Moorhouse, B. R. Bailey.

Second Class Awards :

D. Pearcey, R. B. Barrett, S. P. Stephenson, J. Hylton.

Third Class Awards :

C. R. Marsden, J. Ashcroft, D. Martin.

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Committee Commentary

Events Committee

Owing to August Bank Holiday the August meeting fell early in September and the eight-man assembly, depleted by holidays, made light work of arrangements for the seven event programme for September and October.

The Championship meeting at Harewood naturally took pride of place, especially as all appeared set for the best-ever there yet. Safety along the Paddock side of the Finishing Straight — a constant problem — was again discussed at length, estimates for motorway-type ARMCO steel fencing having been received. In view of the heavy cost involved and the shortage of time it was decided to continue with the existing timber barrier, reinforced with wire mesh if possible, for this, the last meeting of the year. Whilst the Committee had no wish to be difficult about the matter it was felt the issue of photographers passes at Harewood had got out of hand and decided in future these would only be issued to genuine, accredited press photographers and approved Centre members.

In view of past financial losses on the event it had been hoped sponsorship could be arranged for the Scarborough Hill Climb but unfortunately Scarborough Corporation felt unable to go along with us on the project necessitating its being dropped, at any rate for this year.

Co-promotion of events being something rather different nowadays than it was a few years ago the Committee considered the desirability of altering its policy which covered willingness only to co-promote when our association with the event was active. Feeling a change was needed it was decided to go ahead appropriately, providing the need for reasonable selectivity was observed.

Main Committee

One of the main subjects for discussion at the September meeting was the finalisation of the draft programme for 1968 due for submission to the Association of Northern Car Clubs "Dates Meeting" two days later. The National British permit events had already been finalised by the R.A.C., the Centre's quota being increased from three to four by the upgrading of the June Montague Burton Trophy meeting. Generally the programme worked out differed little from its predecessor although some minor alterations in dates were necessitated by the fall of Bank Holidays, Leap Year, etc. The general feeling was that our present arrangements seemed to offer a good balance between speed and non-speed events and is as full as available organisational resources can cope with.

It was pleasing to hear that the G.P.O. Leeds, seemingly conscious of its failings, had sent out a circular outlining its arrangements for speeding the delivery of printed paper rate packets and that a more reliable, speedier delivery of Centre Circulars might be expected henceforth.

The Social Committee's recommendation the Annual Bowling Match be dropped was accepted there being no point in continuing with a fixture which is not wanted. Arrangements for the Dinner Dance received their usual share of close scrutiny and it was gratifying to know that, despite considerable difficulty, the Social Committee had succeeded in getting a meal of similar quality without any price increase.

The Committee decided to protest to the R.A.C. over the impossibly short notice given of the Annual Clubs Conference it being felt that two weeks was insufficient time in which to nominate a delegate and consider and advise of points it was wished to place on the agenda.

Although attendance at and revenue from, the National meeting at Harewood the previous day had almost exactly equalled those of the corresponding meeting last year the falling-off in attendances was felt to warrant careful investigation during the close season. It was also decided the Events Committee and Hili Climb Sub-Committees should as a matter of urgency consider the various course and amenity improvements that have been suggested and produce a list of priorities so that action can be taken to put those selected in hand well ahead of the first 1968 meeting in early April.

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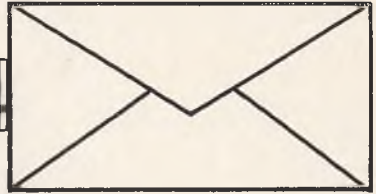
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Correspondence



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.

Dear Sir,

Open Letter to Yorkshire Centre Members

I've now settled down in Ibadan and am slowly growing accustomed to a different way of life — although perhaps it isn't so different as the beer is bottled and very strong! There is a flourishing motor club here of which I've just become a committee member. Since my arrival we've had one rally (no M.V. (C & T) Regulations here!), one driving test, two autocrosses and a combined autocross-hill climb. The latter took place on a hillside over a course carved out the previous day by a large grader and two tractors, the result being a startling oval-cum-figure-of-eight with intersecting roads giving a choice of autocross circuits or straight uphill blind! The $\frac{3}{4}$ mile circuit provided some exciting motor sport, especially for yours truly who finished the day with a third in the Cortina class and a third place in class with a "Fastback" 1600 VW.

All in all a very enjoyable day out but not quite the same as at home.

Yours faithfully,

Ibadan, Nigeria.

Allan Roddis.

JASON'S Reply

Dear Sir,

My good friend Morris Whaley having revealed his identity as A. GARAGISTE — in most generous and flattering terms — I feel bound to return the compliment and round off this amiable correspondence by doing likewise and admit to being JASON. However I set no trap for any unsuspecting motor trader, only seeking to draw attention to an unsatisfactory state of affairs that I am not alone in deploring.

Despite all that is said I cling unrepentantly to my old-fashioned belief that when I buy an expensive mechanical appliance I am entitled, as of right, to expect it to be properly assembled, working correctly and to perform the function for which it was sold providing it receives reasonable use and care.

The marque coming nearest to this standard — and there are some — will be the one I shall buy next time although, alas, I fear it's unlikely to be British as I would so greatly prefer.

Yours faithfully,

Bailiffe Bridge,
Brighouse.

J. A. Stroud.

Photographers at Centre Events

Dear Sir,

In the August Circular, reference was made to certain unofficial photographers who had made a nuisance of themselves by being too pressing. These people were not mentioned by name and before anyone gets the wrong idea, I would like to put some weight into the other side of the balance.

I have been competing in B.A.R.C. speed events for the past ten years and I have never yet felt that any of the many photographers who have sent samples of their work to me were being a nuisance. On the contrary I have always looked forward to the chance of seeing their work and choosing the shots which pleased me to add to my album.

I have felt that the photographers both official, and the other kind, have been giving a much appreciated service to the competitors. I would like to single out two in particular who have sent me work over a lot of years and from meetings as far apart as Boness in Scotland to Wiscombe in Devon, whose work is always good and on several occasions has been absolutely brilliant.

I should hate any fair minded member of B.A.R.C. to get the idea that either Robin Rew of Motor Sporting Photographers or Jeff Binns were in any way connected with the barrage let loose in these pages last month.

Not only do they provide competitors with a chance to see shots of their car in action free of charge, but in addition Motor Sporting Photographers provide a stamped addressed envelope in which to return their work if you do not like it.

I sincerely hope that this letter will help to minimise the chance of any mud sticking to these two fine photographers.

Yours faithfully,

Ilkley.

David Harrison.

Croft

Dear Sir,

I must agree with the writer of the letter signed "DISGUSTED" which appeared in the August Circular. This pointed out that the facilities at Croft left much to be desired.

At one meeting during this Season a rather space-age model was shown in the clubhouse at Croft. This model showed a proposed new pit, paddock and club area. If this is the Croft to come the sooner it comes the better for the public as well as the competitors and officials.

I would go as far as to say that if the facilities at Croft are not improved the attendances are going to take a critical drop.

Yours faithfully,

Stockton-on Tees.

Peter Crooks.

COMPETITION CHATTER—continued.

● Centre Members entering Speed events continue to uphold the Club's name with honour, as the leading Northern Club in this field. Mentioning first the Blackpool Sprint co-promoted by the Longton & D.M.C. and the South Shore (Blackpool) M.C. on the 3rd September, one must state that the most notable feature of the event was the atrocious weather, which threatened to wash away the pier, never mind a motor sprint (you may remember the pictures from your daily papers around that time). The tide did go out sufficiently for officials, competitors and spectators to clear the course, thus allowing the event to go on. There was a fierce and interesting contest for F.T.D. between regular Centre event entrants Freddy Smith in the Brabham BT14 and Peter Kaye in the Mini Cooper 'S', victory and F.T.D. going to Peter by just under 0.2 secs. Centre Members made up a large proportion of the entry list and Class Winners included Chris England (Cooper 'S'), Alan Forrest (Cortina Super), Tony Sugden (Lotus Cortina), Henry Crowther (Jaguar E Type) and the aforementioned Freddy Smith.

● Another event which has the "Old B.A.R.C. House at Home" look about it, is the Sandtoft Sprint, organised by the South Yorkshire Car Enthusiasts Club. The South Yorkshire National Sprint Meeting took place on September 17th, and it is pleasing to report that the organisation and amenities at Sandtoft fully justified the R.A.C.'s approval of this, the first National British Permit at the venue. The extra qualifications probably held the entry back a little, nevertheless a good quality field of 75 assembled, with many B.A.R.C. Yorkshire Centre Members amongst it.

The results speak for themselves. No fewer than 12 of the 14 classes were won by Centre Members, and eleven of these twelve broke the existing class record! The outstanding performance of the day, however, must have been David Hepworth's F.T.D.; continuing his fine form of the previous weekend at the Harewood Championship Meeting, he took the Brabham Traco round the three laps of the Sandtoft circuit in 108.87 secs, not less than 4.7 secs inside the previous best for the course.

For the record those class winners were: D. Pearcey (Morris Cooper), C. W. A. Venter (Cortina G.T.), J. A. Sugden (Lotus Cortina), D. C. Welpton (A.H. Sprite), S. J. Simpson (T.V.R.), A. Mountain (Jaguar E Type), L. S. Stross (Lotus Elan — Grand Old Man of Centre Competition), P. W. Harrington (Lotus 7), F. V. Midgley (Lola), R. Shardlow (Lotus Brabham B.M.W.), R. W. Wainwright (Lotus 20), and to top it off 3rd F.T.D. went to John Butterworth's Brabham, also inside the old record.

Many competitors and officials would no doubt be grateful to the Chief Timekeeper, Chairman Mike, for running the meeting through to finish at 4-30; thus enabling those, who wished, to rush back to Leeds in time for the showing of "Grand Prix".

● Our hearty congratulations to all the award winners above.

J.D.L.

SMALL ADVERTISEMENTS

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

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

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**SEPTEMBER**

- 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.
- 30—Saturday Race Meeting — Castle Combe — Hagley & Dist. M.C.C. — Regs from B.A.R.C. London.

OCTOBER

- 1—Sunday St. Helens & Wigan C.C. — Autocross — Regs from J. Greenhoush, 56 Long Lane, Hindley Green, Lancs.
- 1—Sunday A.C. Awners Club — Lydden Hill — Race Meeting — Regs from R. J. Busbridge, 16 Willow Tree Close, Willesborough, Ashford, Kent.
- 1—Sunday B.R.S.C.C. (Northern Centre) — Cadwell Park — Race Meeting — Regs from G. Knights, 12 Westroyd, Pudsey, Yorks.
- 1—Sunday Watkins Glen — U.S.A. Grand Prix (International) (F1)
- 1—Sunday Hill Climb — Stapleford — West Essex C.C. — Regs from B.A.R.C. London.
- 1—Sunday Race Meeting — Cadwell Park — B.R.S.C.C. — Regs from B.A.R.C. London.
- 1—Sunday Moss Trophy Driving Tests — Harrow C.C. — Regs from B.A.R.C. London.
- 1—Sunday Sprint — Chedworth Aerodrome — B.A.R.C. (Bristol & Bath Centre) — Regs from G. Budge, 33 Birch Grove, Chippenham, Wilts.
- 1—Sunday Autocross — B.A.R.C. (S.E. Centre) — Regs from B. Edgerton, 42 Anderida Road, Willingdon, Sussex.
- 1—Sunday Sprint — Blackbushe — B.A.R.C. (Surrey Centre) — Regs from N. T. Hunt, 53 Honeycrock Lane, Salfords, Redhill, Surrey.
- 1—Sunday Autocross — Guards Trophy event — Beaulieu near Winchester — B.A.R.C. (S.W. Centre) — Regs from R. Woodley, Beam End, Overbrook Dibden Purlieu, Southampton.

- 6/7—Fri./Sat. Rally — Isle of Wight Rally — West Sussex Motor Sports Club — Regs from G. A. Willis, Beechcroft, Crowthorne Road, Bracknell, Berks.
- 7—Saturday Sprint — Aintree — B.A.R.C. (N.W. Centre) — Regs from W. Cockbain, 1 Cambridge Avenue, Southport, Lancs.
- 7—Saturday Lancashire & Cheshire C. C. — 5 Hour Relay Race — Regs from B.A.R.C., London.
- 7—Saturday B.A.R.C. (H.Q.) — Silverstone — Members Race Meeting.
- 8—Sunday Autocross — Liverpool M.C. — Regs from C. P. Oliver, Barclays Bank Chambers, Marine Drive, Ellesmere Port, Cheshire.
- 8—Sunday Autocross — Hunsworth — Airedale & Pennine M.C. — Regs from J. Sparling, Hunsworth Lodge Farm, Whitehall Road, Gomersall, Cleckheaton, Yorks.
- 8—Sunday Autocross — Weldon, Northants — Peterborough M.C. — Regs from V. E. Beck, 34a Priestgate, Peterborough, Northants.
- 8—Sunday Gunter Trophy National Hill Climb — Castle Howard — Yorkshire S.C.C. — Regs from H. O. Holliday, "Park Dene", New Park Street, Morley, Leeds.
- 8—Sunday Montlhery — Coupe du Solon (International).
- 8—Sunday Thames Estuary A. C. — Snetterton — Race Meeting — Regs from B.A.R.C., London.
- 8—Sunday Nuneaton M. C. — Autocross — Regs from B.A.R.C., London.
- 8—Sunday Cambridge C. C. — Autocross — Regs from B.A.R.C., London.
- 14—Saturday B.R.S.C. (Northern Centre) — Rufforth — Race Meeting — Regs from G. Knights, 12 Westroyd, Pudsey, Yorks.
- 14/15—Sat./Sun. Stafford & District C. C. — Mercury Rally — Regs from B.A.R.C., London.
- 15—Sunday Autocross — Newton-Le-Willows & District M.C. — Regs from D. Entwistle, 79 Wellington Road, Turton, Bolton, Lancs.
- 15—Sunday Driving Tests — Crawley — Crawley M.C. Regs from L. Cruttenden, Chance Cottage, Furnes Green, Nr. Uckfield, Sussex.
- 15—Sunday Driving Tests — Yorkshire S.C.C. — Regs from P. Croft, 57 Reins Road, Rastrick, Brighouse, Yorks.
- 15—Sunday Falcon M.C. — Falcon Express Sprint — Regs from Mrs. E. F. Butler, Laburnham Cottage, High Street, Langford, Beds.
- 15—Sunday Jaguar D.C. — Brands Hatch — Race Meeting — Regs from R. H. Davis, 15 Ruskin Gardens, Kenton, Middlesex.
- 15—Sunday London M.C. — Mallory Park — Race Meeting — Regs from B. Simons, 8/10 Charing Cross Road, London, W.C.2.
- 15—Sunday Paris 1,000 Kilometres Race (International)
- 15—Sunday Liverpool M. C. — Sand Race Meeting — Regs from B.A.R.C., London.
- 15—Sunday Falcon M. C. — Sprint — Duxford — Regs from B.A.R.C., London.
- 15—Sunday Slalom — B.A.R.C. (S.E. Centre) — Regs from B. Edgerton, 42 Anderida Road, Willingdon, Sussex.
- 21—Saturday Hill Climb — Bodiam — Hastings & East Sussex C.C. — Regs from A. G. Bird, Highview, Battery Hill, Fairlight, Hastings, Sussex.
- 21—Saturday Hill Climb — Pontypool Park — B.A.R.C. (S. Wales Centre) — Regs from V. H. Hesketh, Brick House, Church Lane, Crickhowell, Breconshire.
- 21/22—Sat./Sun. Elvington — National Sprint Association — World Record Attempts.
- 21/22—Sat./Sun. Grimsby M.C. — Poacher Rally — Regs from D. J. Bibby, 33 Western Outway, Grimsby, Lincs.
- 22—Sunday West Essex C. C. — Race Meeting — Lydden Hill — Regs from B.A.R.C., London.
- 22—Sunday Coventry & Warwick M. C. — Autocross — Leek Wootton — Regs from B.A.R.C., London.
- 22—Sunday Slalom — B.A.R.C. (S.W. Centre) — Regs from R. Woodley, Beam End, Overbrook, Dibden Purlieu, Southampton.
- 22—Sunday Production Car Trial — Pirbright — B.A.R.C. (N. Thames Centre) — Regs from R. Davis, 15 Ruskin Gardens, Kenton, Middlesex.
- 22—Sunday Autocross — Chester M.C. — Regs from N. Watson, The Acorn, Teehey Lane, Bebington, Wirral, Cheshire.
- 22—Sunday de Lacy M.C. of Pontefract — High Eggborough — Autocross — Regs from B. D. Benton, England House, Aire Street, Knottingley.
- 22—Sunday B.A.R.C. (Midlands Centre) — Mallory Park — Members Race Meeting.
- 22—Sunday Mexico City — Mexican Grand Prix (International) (F1)
- 27/29—Fri/Sun Riverside Race Meeting (International)
- 29—Sunday B.A.R.C. (H.Q.) — Brands Hatch — International Race Meeting.
- 30—Monday (??) Coventry & Warwicks M.C. — Leek — Autocross — Regs from E. M. Lindsay-Jones, 5 Goodyers Lane, Bedworth, Warwicks.

NOVEMBER

- 5—Sunday Production Car Trial — Yorkshire S.C.C. — Regs from P. Croft, 57 Reins Road, Rastrick, Brighouse, Yorks.
- 10/12—Fri/Sun Stardust Grand Prix (International)
- 11 Saturday Spanish Grand Prix (International)
- 11/12—Sat./Sun. Rally — Taunton Rally — Taunton M.C. — Regs from R. A. Weeks, 67 High Street, Wellington, Somerset.
- 12—Sunday Sporting Trial — 1967 John Bull Trial — Leicestershire C.C. — Regs from R. F. Leversedge, 69 Gainsborough Road, Knighton, Leicester.
- 18/24—Sat/Fri R.A.C. Rally (International)

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