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DECEMBER **67**

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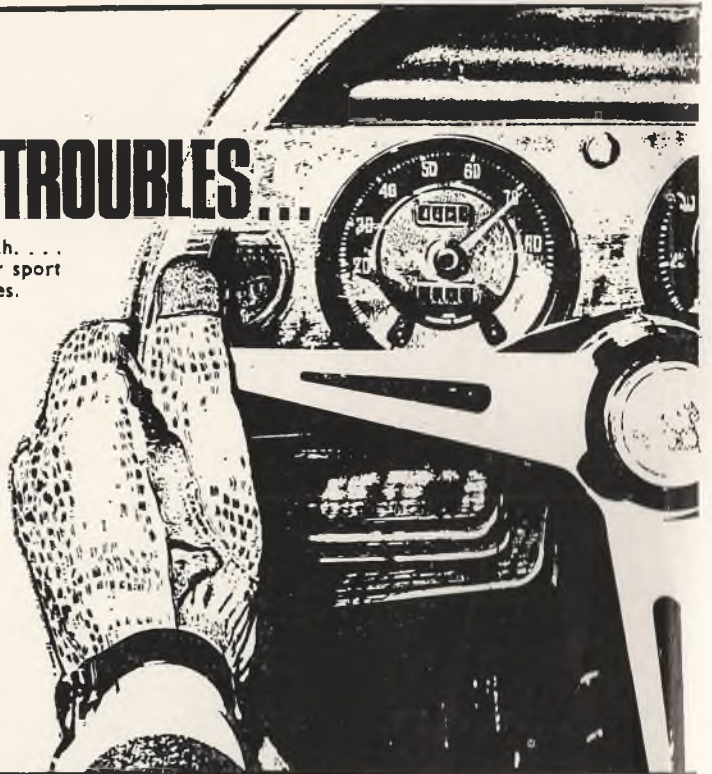
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DECEMBER **67**

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B.A.R.C. YORKSHIRE OFFICE
6 Sidney Street, Vicar Lane, Leeds 2.
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Silver Royd House, Leeds, 12. Tel. 638392

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

SECRETARY
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4, South Parade, Leeds, 1. Tel. Leeds 20756

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

COMPETITION SECRETARY
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"Brandy Close", Drub Lane, Gomersal, near Leeds.
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EDITOR

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

ADVERTISEMENT MANAGER

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

LEGAL ADVISER

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

PUBLICITY OFFICER

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

PHOTOGRAPHERS

S. J. BINNS *19, The Oval, Heald Green, Cheshire*
P. H. LOVEL *20, Fourth Avenue, Bridlington, Yorkshire
Tel. Bridlington 6258*

COVER PICTURE

We hope all our readers, despite breathalysers, devalued currency and similar government-dispensed "benefits", will be able to recapture something of the older idea of the spirit of the season and enjoy a Very Happy Christmas and Prosperous New Year.

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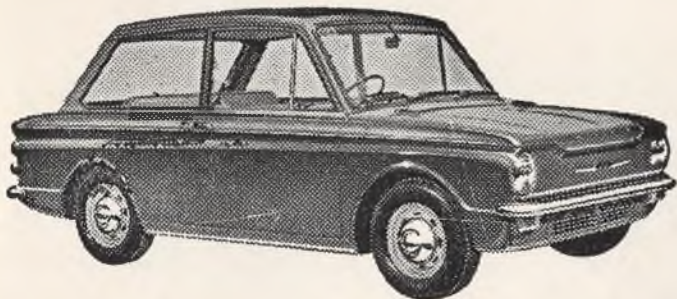
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Ramblings



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

 The Officers and Committee of the Yorkshire Centre extend to all members their best wishes for a Very Happy Christmas and a Prosperous New Year.

Thank You!

Although it has become a regular practice to offer thanks at this time of the year to the large army of friends of the Centre who, by their widely-differing contributions, make possible the continuation of successful Centre activity this is not at all merely a polite convention.

The 1,200-strong Yorkshire Centre is a very active motor sporting organisation — perhaps the most active local motor club in the country — and the execution of what seems generally accepted as a well-conceived, well-conducted programme of varied motor sporting and social events would be impossible even to contemplate, let alone implement, without the enormous fund of goodwill and active assistance of those who labour long and hard for the Centre.

Your Officers and Committee, increasingly aware of what is owed to these competitors, organisers, officials, marshals, Centre Circular advertisers and printers, pressmen, landowners and others far too numerous to mention even by category, wish to express their sincere appreciation for their support and to offer their warmest thanks — to members and non-members alike — to all who have helped to ensure the success of the Season just ended.

The Ronald Hudson Memorial Trophy

As briefly mentioned in the Stop Press supplement in the November Circular the friends of the late Ronald Hudson, wishing to perpetuate the memory of a well-liked and respected colleague, have presented the Yorkshire Centre with a trophy, to be known as The Ronald Hudson Memorial Trophy — a generous gesture your Committee has been pleased to accept with gratitude.

Ronald Hudson's recent motor sporting activities having been mainly concerned with considerable, but characteristically unobtrusive, work on the organising side of the sport his friends of the British Motor Racing Marshals Club and the Yorkshire Centre, with

both of which he was prominently associated, felt it fitting the recipient of the award should be one whose efforts had been similarly directed throughout the season. Accordingly it has been decided the Ronald Hudson Memorial Trophy should be awarded annually to the Centre member who scores the highest number of marks in the Pearce Trophy competition purely for marshalling and who has won no other Centre award during the Season. Additionally it is a proviso that the trophy may not be won more than once in three consecutive years by the same member.

It is especially appropriate, perhaps, that the first member to receive the trophy will be Boris Hardcastle — who has worked hard and long throughout the Season — indeed so much so that he has the enviable record of having marshalled on every Centre event during 1967, a remarkable achievement.

Special Awards

In recognition to their services to the Centre over many years past the Committee has decided to make the first Special Awards to two gentlemen of the press, Ken Hammerton and David Illingworth, who have both done so much to further our activities.

Ken Hammerton's great interest is speed hill-climbing, a subject on which he is very knowledgeable both in its modern and historical aspects. Unusually he has little interest in other branches of motor sport. Ken, who writes much about hill-climbing and is the MOTORING NEWS correspondent on that subject, has done a great deal of quiet, behind-the-scenes work on our behalf, especially in the early days of Harewood and Scarborough when neither the Centre nor its two venues were as well-known amongst the leading competitors as they are to-day. Additionally he has been a willing and interesting contributor to the Centre Circular and hill climb programmes, as well as a ready fount of advice and help on any matter affecting hill-climbing.

David Illingworth will be known to many locally resident members if not personally then by name he being the motoring correspondent of the Bradford Telegraph and Argus. However, not only has David given our events wide publicity in the columns of that newspaper but also by means of unofficial and voluntary liaison with his colleagues of other local newspapers gained for us a good deal of publicity we would not otherwise have obtained. His efforts on our behalf have by no means been confined to his professional activities as he has given the Centre a good deal of publicity in a variety of other ways and both he and his family, regular attenders at Centre events, have never failed to lend a helping hand with the running of events.

Continued on page 7

More men go to Burton than to any other tailor

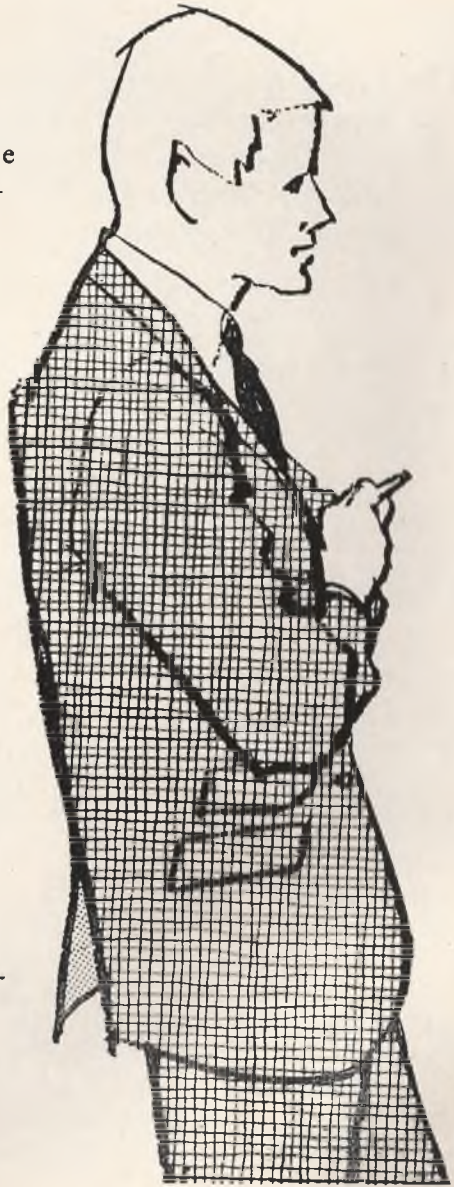
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January Club Night

Owing to the proximity of New Years Eve and following usual custom there will be no Club Night on Tuesday 2nd January, the next being on Tuesday 6th February at a venue to be given in the January Circular.

Winter Film Shows

Once again Chairman Mike Wilson is laying on a series of Winter Film Shows at the Bramley Liberal Club, Hough Lane, Bramley, Leeds 13 (MR 96/243349). Shows will be held on the 4th and 18th January, 8th and 22nd February and 7th and 21st March — of which that on the 8th February will probably be the traditional "Ladies Night" — reintroduced this year by popular request.

Admission to performances, which will commence at 7.45 p.m., will be free for members and friends but as there are certain obvious expenses to be met we hope we will get the usual generous response to the collections taken afterwards.

Details of the programme for each show will be published in the Circular whenever possible although frequently this is not always settled by the time the Circular closes for press.

Clubmans Sports Car Classes

The disappearance of the Clubman's Sports Car classes from the Centre Speed Events Classes for next Season appears to have caused dismay and misunderstanding in some circles so that a few words on the subject will not be amiss.

Firstly, so far as Centre race meetings at Croft are concerned these will, as before, include events for Clubmans Formula cars — a state of affairs we're given to understand will apply similarly to most, if not all, B.A.R.C. members race meetings throughout the season.

So far as Centre speed hill-climbs at Harewood and Scarborough are concerned although the Clubmans Sports Car classes have been merged with the Sports/Racing classes scrutiny of last season's results shows the former are well able to hold their own with their Sports/Racing counterparts — a state of affairs which was taken into account when the decision to merge the two was taken.

Incidentally, the draft rules submitted by the Committee to the Open Forum allowed for the retention of the Clubmans Sports Car classes but it was the almost unanimous view of the 60 or so competitors present that the merger should take place — and your Committee bowed to that strongly expressed view.

Rally Restrictions

Although the foot and mouth epidemic shows signs of abating as these notes are written, the R.A.C. has extended its ban on rallies to 14th January next, all authorisations for rallies in England and Wales, but not Scotland, having been revoked. Additional organisers of other events viz race meetings, driving tests, etc. have been asked to contact their local police before going ahead with plans.

A warm welcome to the following new members.

- A. Algieri, Llandudno.
- B. R. Bailey, Mexborough.
- H. B. Barton, Leeds 8.
- R. W. R. Batty, Harrogate.
- M. H. Benn, Dewsbury.
- Miss C. M. Blenkarn, Barnsley.
- N. H. Bullock, Leeds 8.
- J. P. Carpenter, Bradford 7.
- I. Cobb, Barlow, Sheffield.
- M. E. Craven, Bridlington.
- M. J. Frost, Outwood, Wakefield.
- A. W. Garnett, Shrewsbury.
- R. P. Goodman, Rotherham.
- G. Greaves, Yarm.
- D. G. Griffiths, Menston.
- P. C. Hanson, Baildon.
- R. B. Heawood, Whitley Bay.
- D. F. Hipperston, Andover.
- Miss K. Hughes, Gomersal, Leeds.
- J. P. W. Hylton, Gt. Ecclestone, Lancs.
- W. Jacques, Ben Rhydding.
- M. A. Jasper, Yarm.
- D. M. Kay, Bradford.
- D. W. Kitching, Stockport.
- J. S. Mackrell, Hazel Grove, Cheshire.
- R. I. Makin, Knottingley.
- A. R. Marks, Burley-in-Wharfedale.
- H. F. Marquart, Harrogate.
- R. Matthews, Huddersfield.
- R. A. Milnes, Bradford 9.
- G. R. Mollinson, Bolton.
- J. G. Montgomery, Leeds 11.
- W. A. Mountain, Leeds.
- Miss J. Myers, Leeds 12.
- P. M. Olieff, Doncaster.
- G. C. Pickard, Leeds 6.
- K. T. Pullin, Sheffield 10.
- J. M. Richmond, Barningham, Richmond.
- W. L. V. Robertson, Leeds 6.
- J. R. Rose, Guiseley.
- G. R. Rowsby, Leeds 13.
- H. V. Schofield, Scarborough.
- V. A. Smith, York.
- D. Stavely, Leeds 17.
- Sqn. Ldr. W. I. C. Stoker, Basingstoke.
- J. R. Swannie, Kendal.
- M. E. Tebb, Leeds 17.
- B. J. Tennant, Leeds 13.
- R. M. Varley, Huddersfield.
- E. A. M. Walker, Cawthorne, Huddersfield.
- P. S. Walker, Grindelford, Sheffield.

Joint Members

- Mr. & Mrs. J. A. R. Boocock, Halifax.
- Mr. & Mrs. T. Bullen, Scunthorpe.
- Mr. & Mrs. G. D. Dickson, Bradford 8.
- Mr. & Mrs. W. E. Egerton, Hull.
- Mr. & Mrs. P. G. Gaillard, Helensburgh.
- Mr. & Mrs. B. Joell, Sheffield 8.
- Mr. & Mrs. W. S. Lawson, Knaresborough.
- Mr. & Mrs. K. T. Mappin, Sheffield.
- Mr. & Mrs. J. K. Moorhouse, Mirfield.
- Mr. & Mrs. P. D. H. Rhodes, Harrogate.

Continued on page 11

IT'S HERE AGAIN !!

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THE TULIP INTERNATIONAL RALLY 1968

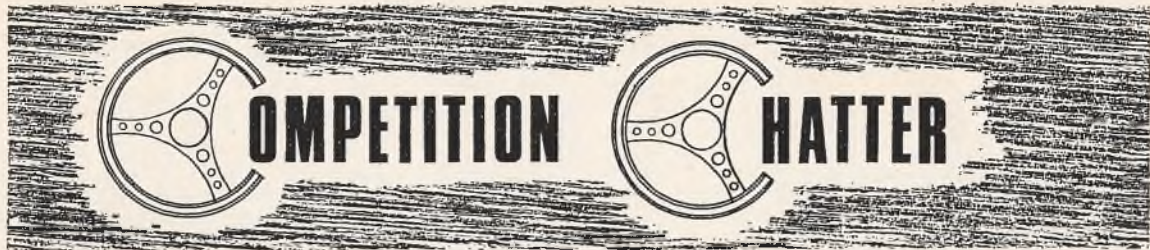
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RESTRICTIONS, THE PRESENT REGULATIONS WILL BE APPLICABLE
TO THE NEW DATE.



COMPETITION CHATTER

● In these Motor Sport-less days of Foot and Mouth, you may like to know that, as yet, the Christmas meetings scheduled for Croft are "on". The Darlington & District Motor Club are running their Annual Christmas Meeting on Boxing Day. Practice is from 10-0 a.m. and Racing proper commences at 1-30 p.m.

On the following Saturday, December 30th, Television's World of Sport Rallycross Championship moves North, when the Darlington & District Club again organises, this time the first round of the Rallycross Championship to be held on the new circuit hewn out of the Croft landscape. Practice for this meeting takes place from 10-0 a.m. on the Saturday morning and the first race is at 1-0 p.m. Stay-at-homes can of course watch the meeting on the 'goggle'.

● At this time of the year it is customary to remind competitors that now is the time for all drivers and entrants to renew their competition licences. We thought it might be a good idea and of some interest to new and would-be competition drivers, to go through all the regulations for licences and so on; and whilst we were about it, to offer a reminder about what you need to do to your car, so that it will pass the scrutineer.

● It is an R.A.C. requirement that all drivers are registered, and this is done by the issue of Competition Licences. You must have a competition licence for all events except Closed to Club non-speed events, that is to say Rallies, Driving Tests and Trials. For these events your Club Membership card, or in your case as a member of the B.A.R.C. your Registered Competition Membership Card, acts as your Licence to compete, provided you have signed the declaration printed on it. It is most important that you carry your Club Card or Competition Licence on all events; R.A.C. Regulations A46 states that failure to produce a signed licence or Club Card may render the offender liable to penalty.

For all race meetings, speed events (including all autocrosses) and events not confined to the members of the promoting club/s, entrants and drivers must possess a competition licence issued by the R.A.C. There are three grades of Licence.

(A) The R.A.C. National licence, which costs one guinea, and entitles a driver to compete in Closed speed events and race meetings, and all Restricted grade meetings.

(b) The R.A.C. National licence, which costs two guineas, and entitles the holder to compete in all Closed, Restricted and National British events, with possible certain exceptions.

(c) The F.I.A. International licence, valid for all events, with possible certain exceptions. This one costs three guineas.

● A peculiar point about applying for licences is that you do not necessarily have to be a member of a Motor Club to apply for a licence. Thus the holder of a National Licence could compete at, for example, a National British meeting at Harewood, without being a member of a Motor Club — but to compete at

a Closed or Restricted meeting he would have to join one, as these are usually confined to members of one or more Clubs. Another point is that you may apply for a National or International licence whatever your experience in competition, but you would not be allowed to compete in National or International Grade rallies or Race meetings without qualifying in minor meetings.

Application forms for competition licences and record cards, on which are recorded performances counting towards the cancellation of the endorsement forbidding the novice to compete in International and National events, are available from the Competition Secretary of the Centre.

● One further document you will require, if you are going racing, is a current Medical Card issued by the R.A.C. showing your fitness to compete. Your own G.P. can carry out the examination and sign this card, but one point to remember, particularly if last season was your first in racing, is that Medical Cards must be renewed annually, with a fresh declaration from your Doctor.

● As I have mentioned previously in Competition Chatter, it is essential that all competitors should acquaint themselves thoroughly with the Standing Supplementary Regulations of the R.A.C. under which all competitions are run. This can be done by purchasing annually a copy of the R.A.C. Motor Sport Book, which costs 5/- and is available from the R.A.C. Motor Sport Division, 31, Belgrave Square, London, S.W.1. It looks as if the 1968 edition of this publication is going to be ready in good time for the start of the new competition next Spring. From time to time amendments to S.S.R.'s are published in the R.A.C. Motor Sport Bulletin, which is published monthly and also contains announcements of disciplinary measures, Rally authorisations, changes of dates of events and so on. All holders of Competition Licences issued by the R.A.C. receive a copy of the Bulletin.

● One final word on Licences, you must have an R.A.C. licence to compete in an R.A.C. event (except in the cases illustrated above), but once you have got an R.A.C. licence, you cannot compete in a non-R.A.C. recognised event. You can't win!

● To complete the paperwork side of the story, if any part of an event uses the public highway, you must check with your insurance company (or broker) to make sure that your insurance is valid for the event. In some cases this may involve a small additional premium and in others, organisers are arranging for competitors to sign off at the exit from competitive sites, when the public highway sections are non-competitive. But above all take the Regs of the event to your insurance expert to check.

● Well that's the "legal" side of competing; if you are still keen enough to compete after that lot, we will detail some of the things to watch for, Regulation-wise, when preparing your car, in next month's Chatter.

J.D.L.

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ALFA GUILIA SPRINT & SPYDER	10 2 6	8 15 0	9 15 0	9 15 0
SPRITE Mk. 1 & 2. MIDGET Mk. 1	9 12 6	7 19 6	8 10 0	8 10 0
SPRITE Mk. 3 & 4. MIDGET Mk. 2	9 17 6	8 10 0	9 10 0	9 10 0
B.M.C. MINI RANGE	9 12 6	7 19 6	8 10 0	8 10 0
B.M.C. 1100 RANGE	9 12 6	7 19 6	8 10 0	8 10 0
B.M.C. 1800 RANGE	10 2 6	8 15 0	9 15 0	9 15 0
FIAT 500, 500D, 600, 850	9 12 6	7 19 6	8 10 0	8 10 0
FIAT 850 COUPE	9 17 6	8 10 0	9 10 0	9 10 0
FORD ANGLIA 105E	9 12 6	7 19 6	8 10 0	8 10 0
FORD CORTINA 1964	9 12 6	7 19 6	8 10 0	8 10 0
FORD CORTINA 1965 ON	9 17 6	8 10 0	9 10 0	9 10 0
HILLMAN IMP RANGE	9 12 6	7 19 6	8 10 0	8 10 0
JAGUAR Mk. 2 & 'S' TYPE	10 2 6	8 15 0	9 15 0	9 15 0
LOTUS CORTINA & ELAN	9 12 6	7 19 6	8 10 0	8 10 0
LOTUS CORTINA 1967 ON	9 17 6	8 10 0	9 10 0	9 10 0
M.G. B & C	9 17 6	8 10 0	9 10 0	9 10 0
MINOR 1000	9 12 6	7 19 6	8 10 0	8 10 0
RILEY 1.5	9 12 6	7 19 6	8 10 0	8 10 0
ROVER 2000 & T.C.	9 12 6	7 19 6	8 10 0	8 10 0
SAAB	9 17 6	8 10 0	9 10 0	9 10 0
SIMCA 1000	10 2 6	8 15 0	9 15 0	9 15 0
TRIUMPH HERALD, VITESSE, SPITFIRE, T.R.4	9 12 6	7 19 6	8 10 0	8 10 0
TRIUMPH 1300	9 17 6	8 10 0	9 10 0	9 10 0
TRIUMPH 2000	10 2 6	8 15 0	9 15 0	9 15 0
VIVA	9 12 6	7 19 6	8 10 0	8 10 0
WOLSELEY 1500	9 12 6	7 19 6	8 10 0	8 10 0

For those reluctant to venture into the wilds of Lower Wharfedale (where we would be shut anyway on a Saturday afternoon), BOB SOPER will always fill his car with the odd wheel, Gear Knob, Rally Jacket or even Sidewinder before coming to Club Nights. He is always prepared to have a little haggle at the bar counter to live things up a bit and is willing to buy cash customers a fat, free Bitter Lemon or 2% Lager if they insist — Anything to get the party going. Don't forget the number is BOSTON SPA 3772.

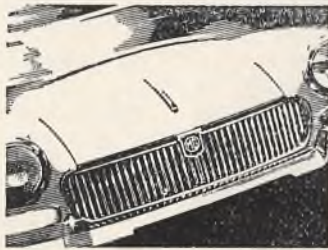


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SPEED EVENTS CLASSES OPEN FORUM

If the well-attended meeting to discuss Speed Events Classes and Rules for the 1968 season at the Griffin Hotel, Leeds failed to beget any dramatic alterations from the body of members or "management" most of those who went along will, we hope, share the view it was worth while and that our rules and classes are tolerably satisfactory.

Members will recall that, following a similar meeting in 1965 at which so many purely personal axes were ground that the whole object of the exercise was nullified, the Committee reluctantly decided not to repeat the meeting in 1966 — to the justifiable disappointment of many regular competitors who felt it unreasonable they should be denied the opportunity of voicing their views. When the time came to consider the matter again for 1968 the Committee, accepting this viewpoint and being anxious to have members opinions, providing they were constructively offered, decided to reintroduce the open meeting, a decision which seems to have given universal satisfaction.

Previous discussion in the Events and Speed Events Classes Sub-Committees had produced a draft incorporating several alterations to the existing arrangements which were put to the meeting — following which there was a general discussion. This led to the emergence of a number of generally acceptable amendments, these being an amalgam of originally proposed, modified and completely new proposals.

It is hoped those who attended share the view that not only was the meeting worth while and that even if it wasn't possible to accommodate all viewpoints at least each was voiced, heard and given the consideration it merited.

Full details of the classes and rules for 1968 were distributed with the November Circular but further copies are available on application from Centre Office.

NOVEMBER CLUB NIGHT

Following the recent trend the monthly club night on Tuesday 7th November was poorly supported only a handful of members being present at the de Lacy clubhouse at Brotherton. Perhaps the venue was a shade too far for most of our club night "regulars" — particularly with the sinister old bag overshadowing even modest conviviality — which, if true, is a pity as not only is the clubhouse itself outstanding but the friendliness of its patrons, to whom we are indebted for their kind permission for its use, remarkably warm.

With a meagre attendance Bruce Moss' quiz, which called for identification of models and photographs, inevitably fell a trifle flat although it seemed well enjoyed by those who had a go, the most knowledgeable of whom proved to be Tony Hodgetts.

RAMBLINGS—Continued.

Junior Members

I. H. Bennett, Leeds 8.
C. R. Dawson, Huddersfield.
C. W. Gibbon, Stockton-on-Tees.
G. J. Lawson, Knaresborough.
A. C. Mountain, Morley.
W. Rouse, Seamer.
J. M. Staveley, Leeds 17.
C. F. Wilson, Harrogate.

Centre Membership now totals 1,177.

AutoSpeed '68

AutoSpeed '68 is the racing car show organised by the B.R.S.C.C. which now alternates yearly with the International Racing Car Show. The first in the series will be held in the two halls at Westminster, London, S.W.1. of the Royal Horticultural Society opening on 3rd January and continuing until 13th. There will be about 30 stands, two cinemas, the Grovewood racing car simulator, over twenty National championship winning cars and numerous other interesting attractions, and the exhibition bids fair to maintain the high standard reached by its predecessors even if on a smaller scale.

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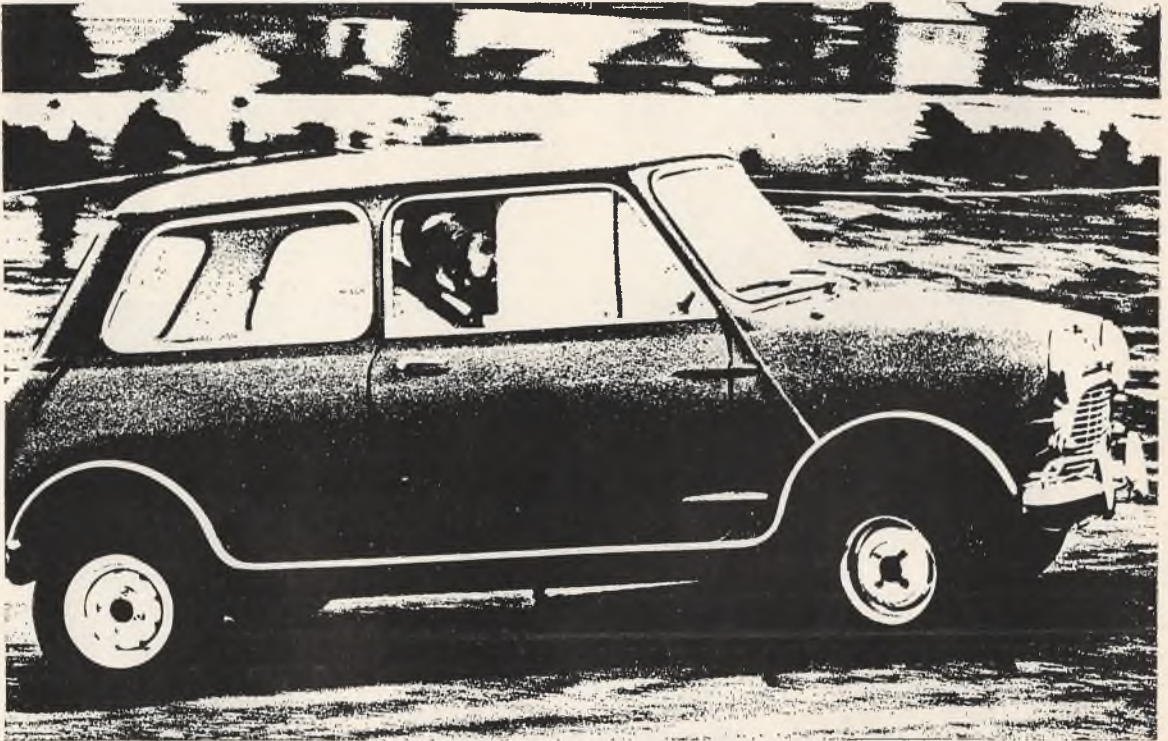
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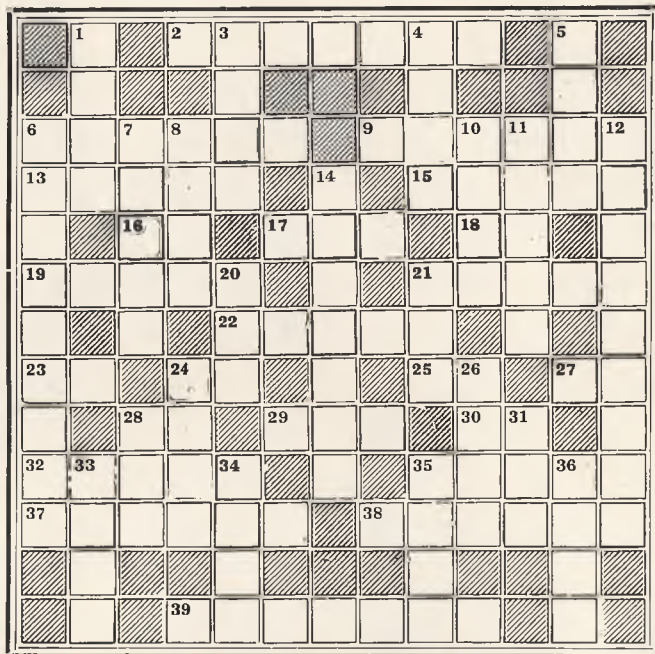
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CHRISTMAS CROSSWORD

by
CHRIS WINDER



CROSSWORD CLUES

ACROSS

2. What the real enthusiast does (to his car) at nights.
6. Police bring your car to a halt.
9. Slightly deceive little Rodney.
13. Very nearly all the group finds the way.
15. One size smaller than a Mini?
16. Territorial Army.
17. About all Bath and Francorchamps have in common.
18. Registration Mark for Derbyshire.
19. All the world is one but this is nothing special.
21. Are your pistons flat or as St. Pauls?
22. Does he rotate in a VW.
23. The best car in the world?
24. Have a short try at composition.
25. Let's hope your car does.
27. A Chinese Mile.
28. This is it.
29. Hulme's study.
30. Gran Turismo.
32. Ben's hill.
35. One needs a little to succeed in any sport of daring.
37. This Triumphant lady was born pre-War.
38. Maria's Aires.
39. Head gear for husbands.

DOWN

1. Not to do with the tyres but all drivers were one once.
3. Pay up or
4. Ee, not another grease gun!
5. Chris has driven many Ferraris.
6. Sid the Blacksmith's main personal attribute.
7. No not Road Tax but a make of Headlamp.
8. Gate Change.
10. George Brown's sprinting Emperor.
11. Quantities of paper to do with certain French Grands Prix.
12. Can they possibly indicate trouble with the headlamp switch?
14. Tool for building a bridge.
20. Built at Bourne out of Victor's Sixes.
21. A Pet Clutch.
24. Steer by all means but not with wooden spoon.
26. You may leer at the late David and his Associates Mini.
28. Tommy the American Dragster Ace came to this country.
31. Liquid container with apparent high top speed.
33. She goes by Lambretta now.
34. Always easier if repairs can be done with engine in
35. Petrol water oil and sometimes one for the foot in some cars.
36. This Yank was like a piece of string.

SOLUTION WILL BE GIVEN IN JANUARY CENTRE CIRCULAR

The closing Centre meeting of the Season at Croft on Sunday 15th October was spoiled by the usual end-of-Season malady of too few entries and too many non-starters, leading to poor fields in several races. However, the weather lived up to its 1967 reputation — for Centre meetings at any rate — and was fine, if cold and windy, and the meeting went with a swing, well to time and without serious incident.

In the opening race, for Special G.T. cars, Paul Bryan's very quick Ginetta went into an immediate lead which he gradually increased throughout, never being challenged, to run out an easy winner. Immediately behind Peter Jackson (Elan), Stewart Robinson (Ginetta) and John Smith (Ford Mustang) battled fiercely for second place for most of the ten laps. On the last time round Robinson almost lost it coming out of the chicane but managed to stay a whisker ahead of Smith to take third place but it was a close thing both being credited with the same time.

The Marque "Y" Sports Car event got off to an excellent start Poole and Britten's Midgets drawing away from the ruck but on the second tour the latter spun dropping down, temporarily, to third place. At the halfway mark Poole led comfortably but overdid things at Sunny and stuffed it into a marshals post and that was that. Fortunately nobody was hurt. By now Britten had got back into second place and consequently found himself in a somewhat fortuitous lead which he held until lap nine when a half-shaft cried enough. This left a slightly surprised Pete Smith (Austin Healey Sprite) to take the chequered flag from Richard Sutherland (Sprite) with Hanson's Midget just able to hold off Green's Sprite for third place.

Peter Crossley had an easy ride in the Brabham BT 8 to win the Sports/Racing car event whilst Shardlow had little bother in taking second place in the Lotus BMW 23 from John Love (Lotus 7) in a rather dull race. Brian Robinson (Elva Mk. 7) had an alarming incident on Railway Straight when the rear suspension collapsed and the car left the road, flinging the driver out in the process. Serious though it seemed at the time Brian fortunately sustained nothing worse than bruises, sundry cuts and abrasions — which added up to a lucky escape.

The six-car Clubmans Sports Car race was ruined by the small field, especially when one of the starters dropped out on the first lap. John Love (Lotus 7) had a very easy win and what interest there was centred on second place where Mervyn Bartram (Lotus 7) and John Clegg (Lotus 7) had a good set-to until lap eight when Clegg slowed — possibly the motor was off-song — and later spun at the chicane although without losing his, by then, third place.

The Special Saloon Car race, in contrast to its predecessor, produced 20 entries. The front row — lacking Brian Robinson after his accident two events earlier — was interesting with Smith's big Mustang one side and Harry Ratcliffe's Cooper S on the other. At flag fall the Ford led off the line and into the first two corners but then the mini went by, an order which was maintained until the end of the race. Behind the two leaders Pursglove (Cooper S), Blanckley (A40) and Eric Smith (Cooper S) battled it out matters not clearing until Blanckley shed a wheel in the chicane on lap six and retired. During the race Ratcliffe established a new outright saloon car lap record with a very creditable 1 min. 21.2 secs.

The Formula Libre/Formula Three race was well-supported and provided Peter Crossley with another notch for his butt — and one which ensured his winning the Vaux "Silver Tankard" competition for 1967 — although only by $\frac{1}{2}$ mark from Mervyn Bartram! Dave Berry got his BT 21 up into second place after running third for some time whilst Peter Fattorini (Brabham BT21) managed to get to the line ahead of Dave Rees (Brabham BT 21) after this pair had staged some close dicing in company with McWilliam until the latter's Merlyn threw a rod.

In the final race, the handicap, John Hunt's Jupiter TR 2 — limit man — held this advantage right until the last lap when a gaggle, headed by Temple's Lotus, overwhelmed him. Second place went to scratch man Pollock (Crossle 12F) who failed to beat his target by only 5 secs.

RESULTS

EVENT 1. — 10 Lap Scratch Race for Special G.T. Cars Overall

1. P. Bryan (Ginetta G 12 Ford)	13.33.2
2. P. Jackson (Lotus Elan S2)	13.43.8
3. S. A. Robinson (Ginetta GT 10 Ford)	14.01.8
4. R. Smith (Ford Mustang)	14.01.8

Winners Speed 77.56 m.p.h.

Class "A" — 1601 c.c. and over

1. P. Jackson (Lotus Elan S2)	13.43.8
2. S. A. Robinson (Ginetta G.T. 10 Ford)	14.01.8
3. R. Smith (Ford Mustang)	14.00.8
4. Dr. J. W. Williams (Jaguar XK 120)	14.16.0

Winners Speed 76.47 m.p.h.

Class "B" — Up to 1,600 c.c.

1. P. Bryan (Ginetta G 12 Ford)	13.33.2
2. J. Lanny (Lotus Elan)	14.04.6
3. J. K. Lumsden-Taylor (Lotus Elan)	14.04.8
4. H. W. Tuer (Morris Cooper S)	14.20.4

Winners Speed 77.56 m.p.h.

EVENT 2 — 10 Lap Scratch Race for Marque "Y" Sports Cars

Overall

1. P. J. Smith (Austin Healey Sprite)	14.34.6
2. R. D. Sutherland (Austin Healey Sprite)	14.41.2
3. P. Hanson (MG Midget)	15.12.0
4. C. J. Green (Austin Healey Sprite)	15.12.4

Winners Speed 72.03 m.p.h.

Class "A" — 1151 c.c. and over

1. A. Hutchinson (Austin Healey Sprite)	15.24.2
2. P. P. L. Higgins (MG B)	16.03.0

Only two finishers in class.
Winners Speed 68.16 m.p.h.

Class "B" — Up to 1150 c.c.

1. P. J. Smith (Austin Healey Sprite)	14.34.6
2. R. D. Sutherland (Austin Healey Sprite)	14.41.2
3. P. Hanson (M.G. Midget)	15.12.0
4. C. J. Green (Austin Healey Sprite)	15.12.2

Winners Speed 72.03 m.p.h.

E MEETING

OCTOBER

EVENT 3. — 10 Lap Scratch Race for Sports/Racing Cars

Overall

1. P. J. Crossley (Brabham BT8) 13.03.4
2. R. T. Shardlow (Lotus Brabham BMW) 13.50.2
3. J. Love (Lotus 7 Ford) 14.13.8
4. D. Duckitt (Varo Climax) *13.04.2

* 9 laps only.

Winners Speed 80.41 m.p.h.

Class "A" 1,151 c.c. and over

1. P. J. Crossley (Brabham BT8) 13.03.4
2. R. T. Shardlow (Lotus Brabham BMW) 13.50.2
3. J. Love (Lotus 7 Ford) 14.13.8
4. D. Duckitt (Varo Climax) *13.04.2

* 9 laps only.

Winners Speed 80.41 m.p.h.

Class "B" — Up to 1150 c.c.

1. D. J. Taylor (Lotus 11 GT Climax) *13.28.6
2. B. Garland (Lotus 11 Climax) *13.30.2

* 9 laps only.

Only two finishers in class.

Winners Speed 73.43 m.p.h.

EVENT 4. — 10 Lap Scratch Race for Clubmans Sports Cars.

Overall

1. J. Love (Lotus 7 Ford) 13.57.0
2. M. Bartram (Lotus 7 Ford) 14.17.0
3. J. G. E. Clegg (Lotus 7 Ford) 14.36.0
4. G. Temple (Lotus 7 BMC) 14.48.6

Winners Speed 75.63 m.p.h.

Class "A" — 1,001 to 1,500 c.c.

1. J. Love (Lotus 7 Ford) 13.57.0
2. M. Bartram (Lotus 7 Ford) 14.17.0
3. J. G. E. Clegg (Lotus 7 Ford) 14.36.0

Only three finishers in class.

Winners Speed 75.63 m.p.h.

Class "B" — Up to 1,000 c.c.

1. G. Temple (Lotus 7 BMC) 14.48.6
2. T. Pinder (Lotus 7 BMC) 15.14.8

Only two finishers in class

Winners Speed 70.89 m.p.h.

EVENT 5. — 10 Lap Scratch Race for Special Saloon Cars

Overall

1. H. W. Ratcliffe (Morris Cooper S.) 13.51.0
2. R. Smith (Ford Mustang) 14.11.0
3. V. Purseglove (Morris Cooper S) 14.13.4
4. E. M. Smith (Morris Cooper S) 14.34.2

Winners Speed 75.81 m.p.h.

Class "A" — 1301 c.c. and over

1. R. Smith (Ford Mustang) 14.11.0
2. P. Dalkin (Triumph Vitesse) 14.05.0
3. K. Bowmaker (Ford Anglia) 14.15.4
4. D. Arnott (Austin A40) 14.33.4

Winners Speed 74.03 m.p.h.

Class "B" — 1,001 to 1,300 c.c.

1. V. Purseglove (Morris Cooper S) 14.13.4
2. E. M. Smith (Morris Cooper S) 14.34.2
3. W. Jaques (Austin Cooper S) *13.57.8
4. J. S. Cowie (Morris Cooper S) *14.46.2

* 9 laps only.

Winners Speed 73.82 m.p.h.

Class "C" — Up to 1,000 c.c.

1. H. W. Ratcliffe (Morris Cooper S) 13.51.0
2. N. Borrowman (Austin Cooper S) 15.21.0
3. R. A. Blaylock (Ford Anglia 105E) *13.52.0
4. S. A. Bell (Morris Cooper S) *15.03.6

* 9 laps only.

Winners Speed 75.81 m.p.h.

EVENT 6. — 10 Lap Scratch Race for Formula Libre and Formula III Cars.

Overall

1. P. J. Crossley (Brabham BT 8) 12.38.0
2. D. Berry (Brabham BT 21) 12.51.0
3. P. Fattorini (Brabham BT 21) 13.09.2
4. D. Rees (Brabham BT 21) 13.52.0

Winners Speed 83.11 m.p.h.

Class "A" — Formula Libre Cars

1. P. J. Crossley (Brabham BT 8) 12.38.0
2. J. Pollock (Crossle 12F) *13.04.6
3. K. Goldsborough (Lotus 23 Fiat) *14.03.4
4. D. Lamb (Lotus 11 Climax) †12.58.0

* 9 laps only.

† 8 laps only.

Winners Speed 83.11 m.p.h.

Class "B" — Formula III Cars

1. D. Berry (Brabham BT 21) 12.51.0
2. P. Fattorini (Brabham BT 21) 13.09.2
3. D. Rees (Brabham BT 21) 13.52.0

Only three finishers in class

Winners Speed 81.71 m.p.h.

EVENT 7. — 10 Lap Handicap Race

1. G. Temple (Lotus 7 BMC) 13.58.4
2. J. Pollock (Crossle 12F) 14.03.0
3. C. Bourke (Morris Cooper S) 14.09.6
4. K. Goldsborough (Lotus 23 Fiat) 14.13.2
5. Dr. I. W. Williams (Jaguar XK 120) 14.16.0
6. L. J. Hunt (Jupiter TR 2) 14.21.2

Winners Speed 67.62 m.p.h.

Handicaps

Temple	1	70
Pollock	—	10
Bourke	2	—
Goldsborough	1	20
Dr. I. W. Williams	1	80
L. J. Hunt	Limit	

Continued on page 21

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THE R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP

•
IS IT TIME TO CHANGE
THE RULES ?

•
by
KEN HAMMERTON



A delighted Tony Marsh receives the "Yorkshire Post" Trophy at the end of the Harewood Hill Climb on September 10th when he won the Hill Climb Championship crown for the sixth time. "Yorkshire Post" Photo.

The 1967 Championship has been won by Tony Marsh; some cars are up for sale; some cars are going to be modified; some cars are so satisfactory that they will be rebuilt for next year. Soon the 1967 season will be history and much thought and activity will be spent preparing for 1968.

For many people the highlight of the hill climb season is the struggle to win the R.A.C. Championship. The 1967 battle which started as a three-way fight between Tony Marsh, Bryan Eccles and David Good and ended at Harewood in a story book finish between Tony and Bryan has been value for anybody's money. Is this, then, the time to start thinking about changes? I think so.

From 1947 to 1956 the Championship scoring was by various methods based on the times recorded by the competitors during the normal class runs at a meeting. From 1957 to date there has developed the practice of "qualifying" for an extra two runs in the special Championship Class at the close of the meeting — the fastest ten qualifiers from the normal class runs being eligible for this. This part of things is very satisfactory and ought to be allowed to continue although in view of the large number of entrants for the contest perhaps the number could be increased to twelve? The change that I would like to see in the rules concerns the number of "performances" each competitor is allowed to count towards his final grand total.

In view of the great variety of cars which are now eligible for the Championship — any single seater or Group 7 sports/racer — I think that the time has come for a handicap of some kind to be introduced. This suggestion will probably strike horror and/or disgust in minds of many people, but what I have in mind is not a complicated system of adding or subtracting to times achieved. For 1967 competitors were allowed to count the best eight out of twelve scorings. Assuming that there are twelve events in the 1968 schedule I would like to see the following system apply:

Four wheel drive single seaters: best EIGHT scorings.
Single seater two wheel drive V.8 and sports/racing four wheel drive: best NINE scorings.
Two wheel drive 2, 4, and 6 cylinder single seaters, and two wheel drive sports/racing cars: best TEN scorings.

To try to assess the outcome of the current season under these rulings would be a waste of time. Most serious contestants plan their season according to the existing rules. For example, Tony Marsh had no intention from the beginning of the season of going to either Great Auclum and Craigantlet, and had he been able to get his car converted to four wheel drive in time for Barbon he would certainly have given Rest and be Thankful a miss. If the rules had been different, then his plans would have had to be altered accordingly.

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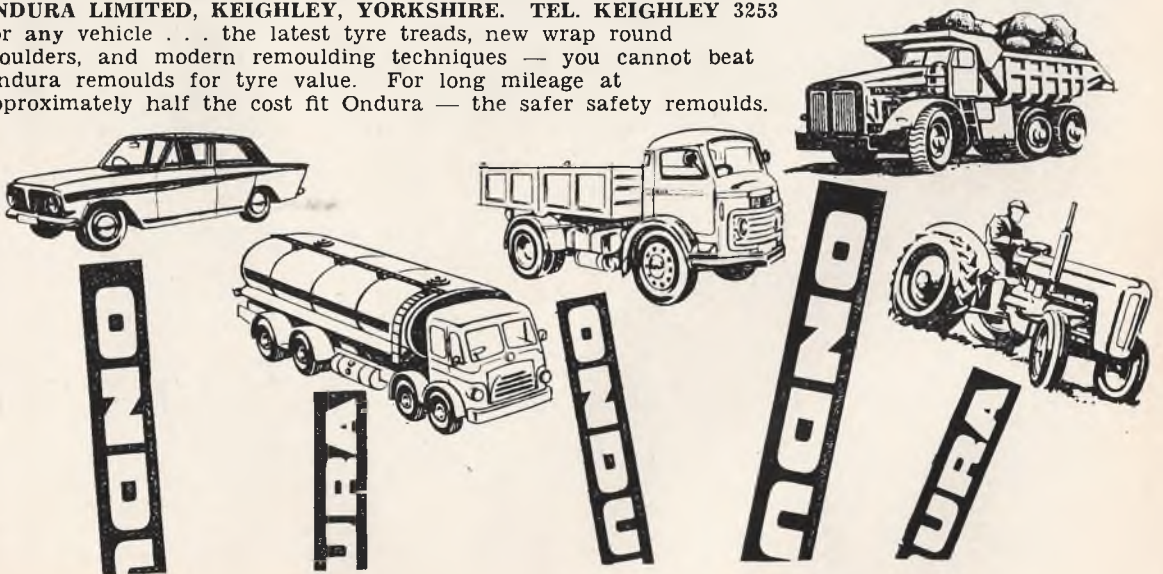
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This revised marking system would produce a winner equally as worthy as the present one. At the end of the season there would probably be a few more "ifs" and "buts" flying around with most of the complaints coming from the supporters of the "one they would have liked to have seen win".

Without going into details it is obvious that 1968 will see very competitive cars in all the sections mentioned above and if my suggested system was adopted it would be impossible to predict a winner until the season was very advanced — if then.

The above suggestion could be implemented next year, but my other innovation would have to wait until 1969. Recently there has been a move to cut down the number of qualifying rounds as by 1965 the schedule had swelled to fifteen with others knocking on the admission door. Since 1965 Longleat, Bo'ness, and Dyrham have been lost to us, but now Tholt-y-Will, Gurston Down, Pontypool, and Olivers Mount, Scarborough merit consideration as Championship venues. I would like to see the following pattern develop:

Year One, e.g. 1969

(Early Championship) — April, May, June and July.

One meeting at each of the following "principal" hills:

Loton Park.
Prescott.
Wiscombe.
Harewood.
Shelsley.

Plus: Barbon, Rest and be Thankful, Bouley Bay, and Tholt-y-Will.

Year Two, e.g. 1970

(Late Championship) — August, September and October.

One meeting at each of the "principal" hills (as above). Plus Craigantlet, Pontypool, Scarborough and Great Auclum.

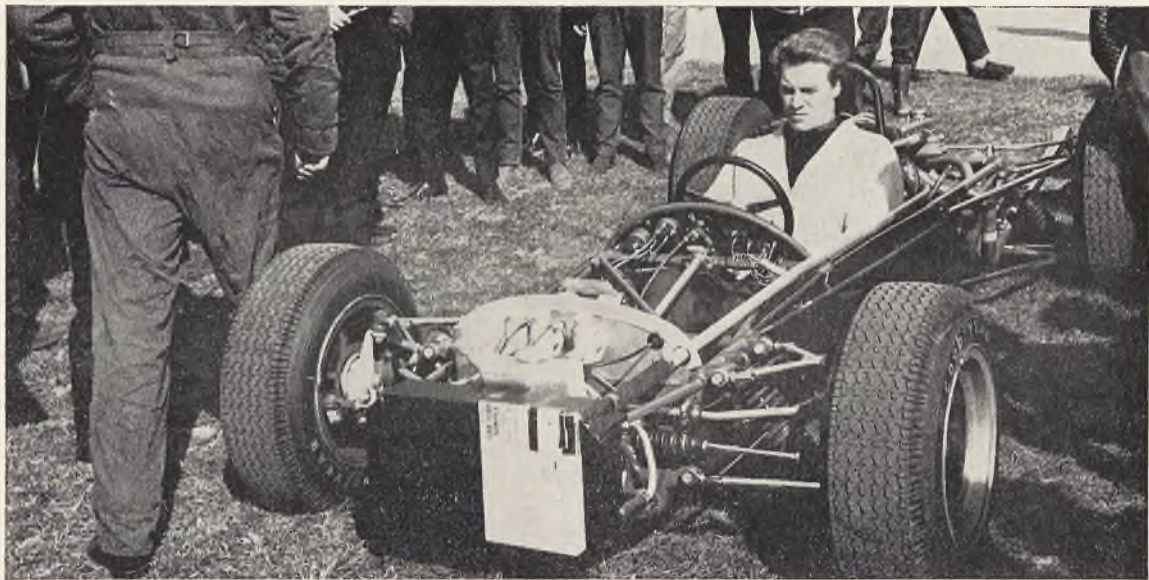
The organisers of the "alternate year" meetings might not think very much of my suggestions, but I would think that from the competitors point of view a trip to some of the less popular venues just once in two years might benefit these hills in the long run. The above list is not complete — such hills as Ragley, Fintray House, Firle, Brunton, Castle Howard come to mind as possible two yearly inclusions.

Such a drastic rearrangement would require considerable goodwill and co-operation between the various organisers, but the advantages of such a change would be considerable. More hills would get Championship status, the principal hills would have alternating chances of having early and late rounds in the contest, and it will encourage the various clubs to adjust their programmes from year to year.

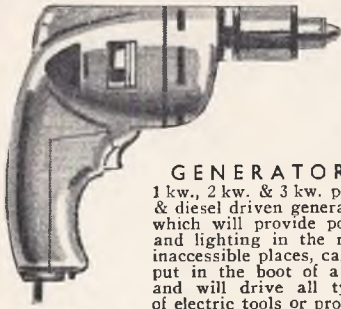
Even if the rules and format of the R.A.C. Hill Climb Championship never change I shall always be following each contest closely, but I really think the time HAS come for some changes which will not spoil the spirit of this magnificent branch of motor sport.

If ever a man could be said to be dedicated to his favourite sport, Ken Hammerton is that man. A fantastic enthusiast for hills and hill climbing, Ken talks a lot of very good sense above and we are greatly obliged for his contributions, not only to all our Hill Climb programmes and the Centre Circular, but also to the National technical motoring press.

— Ed.



Highest placed local contender for the Championship been Peter Lawson who finished sixth. Peter started the season with his B.T.16 Brabham, here seen in boudoir condition, but startled everyone by buying the four-wheel-drive 2 litre B.R.M. from David Good just before Harewood and succeeded in making 2nd fastest time of the day at Harewood only being pipped by Tony Marsh on the very last run of the day with which Tony clinched the 1967 championship. Photograph by Jeff Binns.



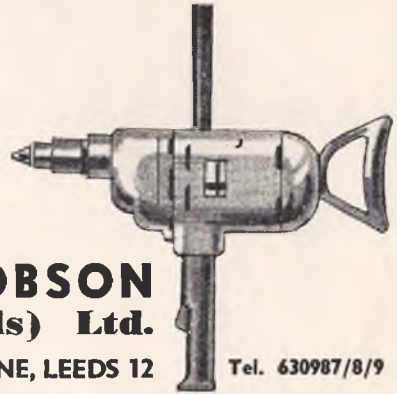
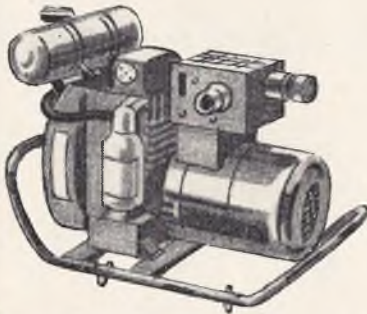
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Committee Commentary

Events Committee

The November meeting, having no recent or immediate future events to deal with, devoted almost all its time to consideration of a report submitted by the Hill Climb and Racing Sub-Committee. This covered all aspects of Centre speed events at Harewood, Croft and Scarborough, with particular reference to course and amenity improvements at the first-named, of which there was no shortage, the main difficulty being to agree priorities in the light of the limited finance likely to be available. The provision of ARMCO (motorway-type) protective steel fencing along the paddock side of the Finish Straight at Stockton Farm was agreed, despite the high cost involved, to be essential, even if the R.A.C. proved amenable to renewing the track licence without it — which seemed improbable. The precise method of mounting this form of protective barrier, bearing in mind the conflicting considerations of shielding spectators without inflicting undue damage on unfortunate drivers, was given a good deal of thought also. It was also the general view that the paddock exit road should now be properly surfaced not only as a matter of convenience but also to minimise the carriage of mud on to the course at the exit from Farmhouse Bend. Once these two projects were completed it was felt lack of finance would preclude our embarking on further major ventures during the close season although a number of less costly, but desirable improvements, viz better boundary fencing, a larger scoreboard, re-built Finish Straight road block, permanent paddock fireposts, sundry signs, etc. could be secured before the opening meeting next April. To the regret of most it seemed unlikely the Centre could afford to undertake the laying of the final surface on the road — a much-desired, but not absolutely necessary, project. The priorities having been lengthily argued out the matter was referred to the Main Committee for consideration — and the important allocation of necessary finance.

The permanent facilities at Croft are outside the control of the Centre, being the responsibility of the circuit owners but the Committee was pleased to know the catering will be in different hands next year, a change which it was felt could hardly be other than for the better. The new R.A.C. ruling that cars which would be racing together must in future practice together implied an increase in the number of practice sessions which posed obvious problems at Croft where practice may not be law commence before noon on Sundays. It was felt the extra time occupied by practising should be off-set by a later start to meetings and that every effort should be made to avoid a reduction in the number of events per meeting or the number of laps per event. It was also decided to proceed with the suggestion of an experimental Saturday evening meeting, with practice in the afternoon — an idea the course owners appeared reluctant to adopt.

The Committee also devoted time to discussion of the equity of the Figure of Merit marking system in the Greenwood Cup Trial — opinions for and against

being fairly evenly divided although several members had open minds on the subject. In view of the fact this matter was being ventilated in the Centre Circular it was decided to adjourn further discussion in the hope some idea of the general feeling within the Centre may emerge before the next meeting of the Committee in late January.



Two-sevenths of the Social Committee pictured by Bob Soper when in Salcombe, Devon, recently. Tony Riall's granddad seems unable to "take Courage".

CROFT RACE MEETING—Continued

Awards

Winners of Events (£10)

P. Bryan, P. J. Smith, P. J. Crossley, J. Love, H. W. Ratcliffe, P. J. Crossley, G. Temple.

Second Places in Events (£7)

P. Jackson, R. D. Sutherland, R. T. Shardlow, M. Bartram, R. Smith, D. Berry, J. Pollock.

Third Places in Events (£4)

S. A. Robinson, P. Hanson, J. Love, J. G. E. Clegg, P. Fattorini, C. Bourke.

*Winners of Classes (£7)

A. Hutchinson, D. Arnott, G. Temple, V. Purseglove.

* Awarded when not winner of overall event.

Final Placings — Vaux Silver Tankard Competition

First (£50) — P. J. Crossley	30 points
Second (£30) — M. Bartram	29½ "
Third (£20) — J. Love	22 "

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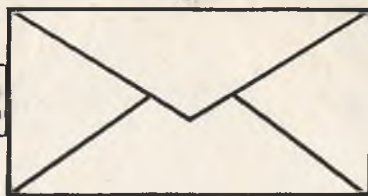
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Correspondence



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.

That Grand Old Man

Dear Sir,

It is possible that some may take a diametrically opposed view, to that expressed by Mr. L. S. Stross in his letter, commenting on J. D. L.'s September Competition Chatter. Namely that Mr. Stross is not Grand, but is an old Man. I would not be so callous as entirely to subscribe to this view, but it is a thought!

Unfortunately, there is no reference in Wisden's Cricketing Almanack as to whether the term "Grand Old Man" used in that publication to describe W. G. Grace — was intended to be complimentary or derogatory. So, assuming that this is where the phrase was 'cribbed' from, we shall never know whether J.D.L.'s reference was libellous or not.

Whether from inspiration or indignation at the comment, Mr. Stross proceeded to break his class record at the very next Centre event, two days after publication of the September Circular. Perhaps he has a point in claiming to be as old as one feels.

Personally, I can vouch for Mr. Stross' staying power, or perhaps to avoid confusion, I should say "staying awake power", for I have navigated for him on rallies, when he has talked some of the greatest rally raconteurs of the day under the breakfast table.

Anyway, I hope somebody still loves ME, when I am 64'.

Yours faithfully,

David Lincoln.

A Trophy for Marshals

Dear Sir,

I should like to echo M.S.W.'s comments regarding the innovation of a trophy especially for the marshalling fraternity, something which I think is long overdue. We are constantly being told that without marshals, events just could not be held, but for someone who attended every meeting last season in exactly this capacity, I do feel rather disgruntled about the matter. For the system of maximum attendances equals maximum points deducted as in the "Pearce Trophy" surely has no equal or is the saying "a day's pay for a day's work" gone for good?

Heartiest congratulations to Boris H. on being the first to win the "Ronald Hudson Memorial Trophy" and may I add, not only for myself, that its a pleasure to marshal with him, which goes such a long way to making the whole thing an enjoyable occupation.

Yours faithfully,

Harrogate.

A No. 7.

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.

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DATES

For Your Diary

YORKSHIRE CENTRE PROGRAMME

Date	Event	Status	Centre Annual Competitions
1968			
4 January	Film Show, Bramley Liberal Club.	—	—
18 January	Film Show, Bramley Liberal Club.	—	—
27 January	Midnight Film Matinee, Odeon Cinema, Leeds 2.	—	—
6 February	Club Night — Social.	—	—
8 February	Film Show, Bramley Liberal Club.	—	—
22 February	Film Show, Bramley Liberal Club.	—	—
3 March	Sleuth's Mug.	Closed	C
5 March	Club Night — Social.	—	—
7 March	Film Show, Bramley Liberal Club.	—	—
21 March	Film Show, Bramley Liberal Club.	—	—
23 March	Croft Practice Day.	Closed	K
24 March	Race Meeting — Croft.	Restricted	NK
2 April	Club Night — Social.	—	—
7 April	Harewood Hill Climb.	Closed	K
28 April	Spring National Hill Climb, Harewood.	National British	K
7 May	Club Night — Scarborough Practice.	Closed	CK
11/12 May	Scarborough Week-End.	Restricted	NCKA
19 May	Race Meeting — Croft.	Restricted	NK
4 June	Club Night — Harewood Practice Evening.	Closed	K
16 June	Montague Burton Trophy Meeting, Harewood.	National British	KA
23 June	E. A. Denny Production Car Trial.	Closed (Joint)	CK
2 July	Club Night — Autocross.	Closed	K
7 July	Race Meeting — Croft.	Restricted	NK
21 July	Novices Hill Climb, Harewood.	Closed	K
4 August	Joint Driving Tests.	Closed (Joint)	K
6 August	Club Night — Production Car Trial.	Closed	CK
25 August	Sprint.	Closed	K
3 September	Club Night — Bird's Event.	Closed	CK
15 September	Championship Hill Climb — Harewood.	National British	K
22 September	Stone Trough Trial.	Restricted (Joint)	NCK
29 September	Autocross.	Closed (Joint)	KA
1 October	Club Night — Social.	—	—
6 October	Scarborough Hill Climb.	National British (Joint)	K
27 October	Greenwood Cup Trial.	Closed (Joint)	CKA
5 November	Club Night — Social.	—	—
3 December	Club Night — Social.	—	—
12 December	Annual Dinner Dance.	—	—

Dates of Annual Cricket Match, Summer Dance and Annual General Meeting to be notified later.

CENTRE ANNUAL COMPETITIONS

Events marked "N" must be entered under B.A.R.C. to qualify for marking.

Events marked "C" qualify for Chippy-lola Vase competition.

Events marked "K" qualify for Ken Lee trophy competition.

All competitive events qualify for Pearce Trophy/Firth Bowl competition.

Events marked "A" qualify for Arnold Burton Trophy competition.

Regulations for the above events — except the "Stone Trough Trophy Trial" — will be automatically distributed to Yorkshire Centre members as published.

1968

OTHER EVENTS

JANUARY

- 1—Monday South African Prix (Int.)
 3/13—Wed./Sat. Monte Carlo Rally (Int.)
 4/7—Thurs./Sun. Swedish Rally (Int.)
 13/14—Sat./Sun. Lincolnshire Rally — Lincolnshire C.C. — Regs from K. M. Franklin, 240 Hykeham Road, Lincoln.
 20/27—Sat./Sat. Auto Speed 1968 Exhibition, London — Organised by B.R.S.C.C.

FEBRUARY

- 3/4—Sat./Sun. 24 Hours Daytona Beach Race — Daytona U.S.A. (Int.)
 24/25—Sat./Sun. Palmer Tyres Seven Dales Forest Rally — A.N.C.C. — Regs from N. Pyke, "Seven Dales", 28 Woolgreaves Garth, Sandal, Wakefield.

MARCH

- 6/10—Sun./Thurs. Rallye de Fiore (Int.)
 16—Saturday Race Meeting — Oulton Park — Restricted — B.A.R.C. — Regs from B.A.R.C. London.
 17—Sunday Race Meeting — Brands Hatch (Int.)
 17—Sunday Race Meeting — Thruxton — Closed — B.A.R.C. — Regs from B.A.R.C. London.
 24—Sunday Race Meeting — Snetterton — Restricted — B.A.R.C. — Regs from B.A.R.C. London.

APRIL

- 4/7—Thurs./Sun. East German Rally (Int.)
 6—Saturday Race Meeting — Silverstone — Closed — B.A.R.C. — Regs from B.A.R.C. London.
 7—Sunday Race Meeting — Brands Hatch 500 (Int.)
 11/15—Thur./Mon. East African Safari (Int.)
 12—Friday Race Meeting — Cadwell Park — Restricted — B.A.R.C. — Regs from B.A.R.C. London.
 12—Friday Race Meeting — Snetterton (Int.)
 12/16—Fri./Tues. Circuit of Ireland (Int.)
 15—Monday Race Meeting — Thruxton — International — B.A.R.C. — Regs from B.A.R.C. London.
 15—Monday Race Meeting — Castle Combe — Restricted — B.A.R.C. — Regs from B.A.R.C. London.
 22/27—Mon./Sat. Tulip Rally (Int.)
 27—Saturday Race Meeting — Silverstone (Int.)
 28—Sunday Race Meeting — Brands Hatch — Closed — B.A.R.C. — Regs from B.A.R.C. London.
 28—Sunday Hill Climb — Brunton — Restricted — B.A.R.C. (S.W. Centre).

FILM SHOWS

Thursday, 4th January

Thursday, 18th January

AT 7-45 P.M.

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JANUARY CIRCULAR

PRESS CLOSING DATE

All copy, advertisements, etc. for publication in the
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WEDNESDAY, 17th JANUARY

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