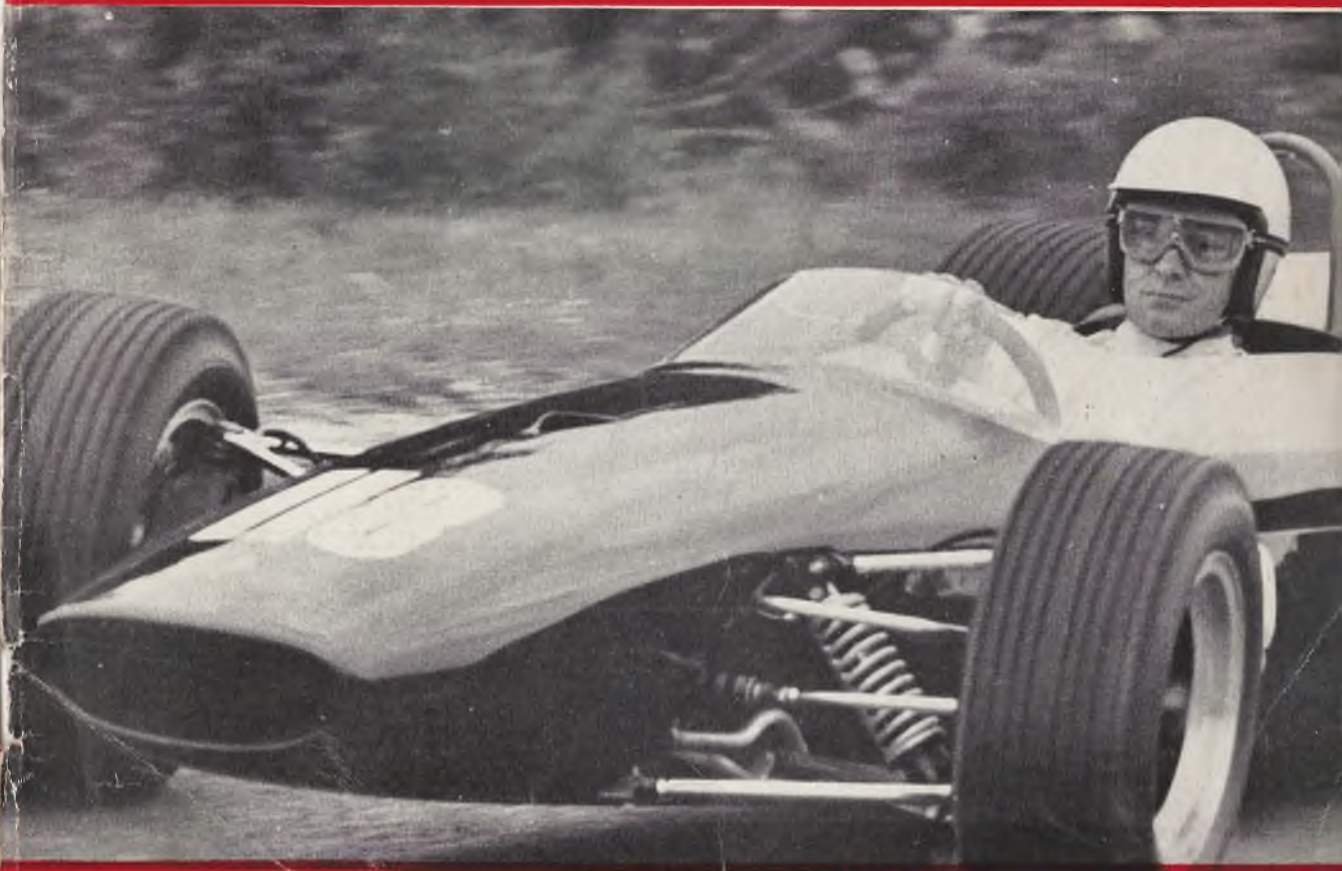




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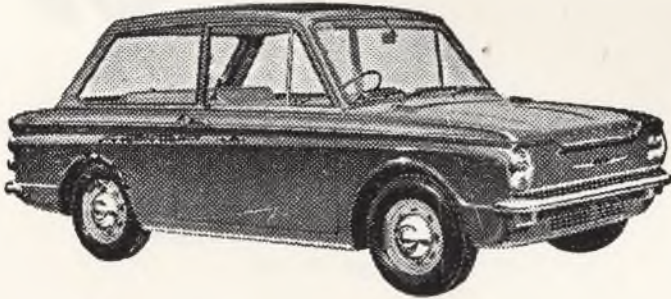
## COVER PICTURE

Mike Hawley (Brabham BT 23 Climax) seen concentrating during the Montague Burton Trophy meeting at Stockton Farm when he made third fastest time of day although unfortunately unable to participate in the final "Top Ten" run-off.

(Photo: Jeff Binns)



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# Ramblings



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

Ronald Hudson

With deep regret we have to record the death of Ronald Hudson who passed away on 18th August at the early age of 33, following a long and cruel illness which he bore with fortitude and fought with great courage for over 2½ years.

Ronald was a well-liked and well-known figure in Yorkshire motor sporting circles for many years, his first association with the sport being when he assisted his great friend, Gordon Chippindale, at the time the latter was racing single-knocker Formula 3 cars. Later, when Gordon turned to rallying Ronald continued the association as his navigator, the pair making a popular and successful team. His interest in the organising side led him to the secretaryship of the North Eastern section of the British Motor Racing Marshals Club — in which he was intensely interested — an office he held until forced to vacate by persistent ill-health. He regularly marshalled at race meetings throughout the North and, until his health failed, was a regular observer at Harewood and marshal on Centre events. Despite the seriousness of his illness he retained his interest in the sport and the Centre right through the last weeks of his life.

His untimely death in his prime removes from our midst not only a true enthusiast but a quiet, unassuming and thoroughly likeable figure who will be greatly missed by all with whom he came in contact.

Our deepest sympathy goes out to his wife, Jillian, and two young sons, David and Roger, in the terrible loss they have so tragically sustained.

### Junior Members Visit to Jaguar

A party of four Junior Members and one Father had an enjoyable visit to the Jaguar Works, Coventry, on August 9th. They were taken down by car and after a good lunch (on the house) reached the Works at 1.30 p.m. to meet Miss Sally French from the B.A.R.C. H.Q. with her party.

After a series of production films they were shown round the factory and Assembly Lines, detailed explanations of the work done being given. Then after tea questions were answered and the Tour was over about 4.30 p.m.

Before setting off back our Party paid a visit to Coventry Cathedral and climbed up the highest point — so many steps!

Then off for home arriving back about 9.45 p.m. after a long, but very interesting day.

### The Scarborough Week-End 1968

Despite an unpromising start to their enquiries in preparation for next year's Scarborough Week-End the Social Committee are happy to announce they have succeeded in concluding very satisfactory arrangements with the Royal Hotel, Scarborough, whereby this establishment will be the official headquarters. An informal private dance, exclusively for competitors, officials, members and friends, with excellent bar facilities, will take place on the Saturday evening in the hotel and reasonable accommodation and meal terms have been arranged with the management so that all now looks set for a return to those more enjoyable week-ends at Scarborough of a few years past. Make a note of the date — 11/12 May, 1968.

### "Grand Prix"

That much-publicised Frankenheimer epic "Grand Prix" opens its Leeds season on Sunday evening, 17th September at the A.B.C. Theatre, Vicar Lane, Leeds with a special charity performance organised by the Yorkshire Centre in support of the Motor Trade Benevolent Fund.

Tickets for the charity premiere are available from the Yorkshire Centre Office, 6 Sidney Street, Vicar Lane, Leeds 2 — on a strictly cash with order basis — at the following prices:

Front Circle	15/- each
Rear Circle	12/6 each
Stalls	10/- each

A ticket application form is enclosed with this Circular.

The general opinion is that although the story is on the thin side the photography is absolutely superb and that the film is a "must" for every motor sporting enthusiast.

The film is due to run for an indefinite season in Leeds — exactly how long will presumably depend upon public support — so that those unable to attend the premiere will have an opportunity of seeing it locally afterwards.

### Postage of Circulars

To those members who failed to receive their July Centre Circulars before the first post on Monday, 1st August — and we haven't yet heard of anyone who did — we can only say that postage was made at 2 p.m. on Wednesday, 26th July — five days earlier — and that the responsibility lies, not for the first time, with G.P.O. Leeds with whom the matter is being energetically pursued.

Continued on page 7

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**RAMBLINGS—continued.**

Considerable efforts are made to get each Circular posted on the Wednesday preceding the monthly Club Night to ensure its receipt by the following Saturday morning at latest and it is galling to the extreme these should be set at night, even occasionally, in this way.

**Photographs at Centre Speed Events**

We've learned that one or two less reputable photographic agencies have been sending their staff to Harewood and subsequently submitting shots taken there to competitors who have neither requested nor ordered them, later pressing for payment of accompanying invoices. Steps are being taken to tighten up the whole basis of issue of photographers passes and to exclude these gentry altogether but it would be helpful if details of any past — or future— pestering of this kind could be reported to the Publicity Officer, Frank Barlow, 16 Kingsley Crescent, Birkenshaw, Bradford (Tel. Cleckheaton 2722) so that appropriate action can be taken.

The legal position in all this is quite clear i.e. that if the photographs were neither requested nor ordered recipients are at liberty to dispose of them as they wish entirely without any liability regarding payment. However we suggest an appropriate method of dealing with this irritation is to return them to the sender in an unstamped envelope.

There are, of course, a number of photographers who attend our meetings the results of whose work are available in a more ethical fashion through the arrangements made by Frank Barlow which is an entirely different matter.

**R.A.C. Rally — 1967**

At long last the R.A.C. International Rally will be on our midden during the hours of daylight, something of us who regularly turn out each year have been awaiting for many years.

This years plot brings the rally into the familiar Staindale, Dalby, etc. forest stages on Monday 20th November, competitors having stayed overnight at Blackpool from whence they have an early morning re-start.

Planning seems rather more advanced than usual this time and it would help Mike Wilson, who looks after the organisation in this area, if he might know who will be available to man the stages — doing which will certainly entail absence from the normal place of work on most, if not all, of Monday 20th November.

Obviously a lot of members cannot commit themselves two or three months ahead but if those who are reasonably certain of their availability would let Mike know (at Silver Royd House, Leeds 12) it would be helpful. Later offers will, of course, be equally acceptable right up to much nearer the date of the rally.

Continued on page 24

# CENTRE ANNUAL COMPETITIONS

The following are the present markings up to and including the Harewood Novices Event on 23rd July.

**Pearce Trophy**

	Prev. Total	Harewood 23/7/67	Total
1. M. S. Wilson	118	8	123
2. A. J. Hodgetts	110	8	118
3. G. F. Chippindale	106	8	114
4. J. M. Busfield	105	8	113
5. B. Bettridge	104	8	112
6. J. R. Hardcastle	98	8	106
7. Mrs. D. M. Lincoln	97	8	105
8. J. M. Holroyd	82	8	90
9. P. J. Holiday	80	8	88
T. M. Wood	80	8	88

**Ken Lee Trophy**

1. G. F. Chippindale	37	—	37
2. E. P. Millman	24	—	24
3. J. Hall	18	—	18
I. K. Hardy	14	4	18
5. J. M. Busfield	13	—	13

The Chippy-Iola Vase placings remain unchanged from last month there having been no further qualifying events.

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

Arnold Burton Trophy	Scarboro Week-End	Montague Burton Trophy	Total
1. G. F. Chippindale (Cortina)	98.32	97.9	196.22
2. I. K. Hardy (Cortina)	92.98	93.6	186.58
3. E. P. Millman (VW)	97.83	88.0	185.83
4. J. M. Busfield (Cooper S)	93.17	91.6	184.77
5. B. Weatherill (Cooper)	89.54	88.5	178.04
6. A. J. Burton (Elan)	85.16	90.72	175.88
7. M. M. Rogerson (Cortina)	85.05	90.01	175.06
8. A. Forrest (Cortina)	—	100.0	100.00
9. J. Thomson (E Type)	—	99.8	99.80
10. L. S. Strass (Elan)	—	97.95	97.95

## SEPTEMBER CIRCULAR

**PRESS CLOSING DATE**

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

**WEDNESDAY, 13th SEPTEMBER**

otherwise publication in that issue cannot be guaranteed.

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# next month

## AUGUST

### September Club Night Evening Event Bird's Event — Tuesday 5th September

The September Club Night Evening Event — The Bird's Event — on Tuesday 5th September continues the annual Ladies Night tradition for 1967.

This years Bird's Event will consist of five driving tests, all of a simple nature on five acres of smooth, open ground entirely devoid of walls or other solid obstacles, on the Dewsbury Feast Ground (MR 96/248214). For the benefit of those ladies who are flummoxed by six-figure map references all they need to do is to get to the Dewsbury Town Hall, which lies at the junction of the Leeds-Dewsbury and Wakefield-Dewsbury main roads and the Feast Ground is only a stones throw away. Signing on will open at 6-45 p.m. and close at 8 p.m.

All five tests being on the same site no road section is involved and the only navigational skill competitors will require is the ability to find their way to Dewsbury and back. To equate the differing skills of the lady contestants an arbitrary handicap based on known past performance of each driver (sic!) will be in operation.

The social gathering afterwards will take a novel form arrangements having been made for members to attend the Batley Variety Club, on the main Batley-Dewsbury road, where the bars will be open until 11-55 p.m. and the cabaret will include one of the Walker brothers, which one we do not at present know.

A limited number of seats in preferential positions have been reserved in advance for our party but there is likely to be plenty of room, either at the bar or tables, for those without prior reservations. Centre members will be granted temporary membership of the club on payment of the usual fee providing they can produce their B.A.R.C. Membership Card at the door. If they can't they probably won't get in, so verb sap.

Entry fee for the event will be 7/6d. but for £1 competitors can not only enter the driving tests but have two reserved seats at the club so, ladies, don't be niggardly with the housekeeping.

Peter Millman is arranging all this and could use a few marshals to help him on the night so would volunteers please get in touch with him or Centre Office who will pass any offer on.

Although the Bird's Event hasn't always been too well supported numerically it is always an enjoyable show for all participating, whether they be ladies competing or mere males marshalling. We hope the ladies will turn out in force this year especially as we have met their requests for driving tests in wide open spaces without solid objects to clout and the elimination of a road section.

### Harewood Hill Climb — 10th September

Practically all the leading names in the hill climb world have signified their intention to compete at our main event of the year, the R.A.C. Hill Climb Championship meeting at Harewood on Sunday, 10th September. Whether or not the identity of the Hill Climb Champion for 1967 is known by the time this meeting comes along — it is the last qualifying event for the 1967 title — it is safe to predict not only will there be a struggle for B.T.D. and the best possible placings in the Championship — and the outright record if conditions are favourable — but a continuation of the fierce competition in many classes which has characterised this seasons major events at Stockton Farm.

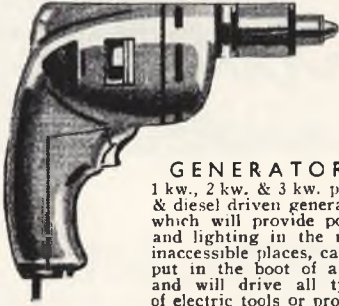
Following the usual pattern practising will take place on Saturday, 9th September, commencing at noon and ending around 5-30 p.m. The course is open to spectators on Practice Day, admission 2/6d. each, and full refreshment facilities will be operating.

On Sunday 10th, there will be a brief practice session with those who have prior permission after which the event proper gets under way at 1 p.m. Each competitor will receive two runs following the completion of which the ten fastest entrants in the Hill Climb Championship will each have two additional runs to determine the marks they gain in the Championship. The meeting will also decide the recipients of the various annual Centre awards which are competed for over the whole season at Harewood viz The Yorkshire Post, Jack Farrar, Appleyard Group of Companies, Wallace Arnold and Total Trophies, details of the basis of awarding of which will appear in the Harewood programme.

To add interest three classes for Vintage and Historic Racing Cars have been included in the programme and these will run after the normal racing car classes. Some interesting entries have been received and the performance of these stalwarts of yesteryear should be both pleasing and perhaps a trifle surprising.

Last year's innovation of an informal dance was so successful that, by popular request, it is being repeated in similar form. The "BARC BQ" as it has been designated is intended primarily as a social rendezvous for competitors and officials but, of course, all members are welcome to attend — up to the limit of ticket availability. The dance is held in a suitably-floored marquee at Stockton Farm, with canned music and full refreshment facilities by Monkman of Leeds. Admission is by pre-sold ticket only and these are available at 5/- each from the Centre Office, 6 Sidney Street, Vicar Lane, Leeds 2 — cash with order — or from the Control bus in the Paddock on Practice Day.

Continued on page 11



# POWER TOOLS

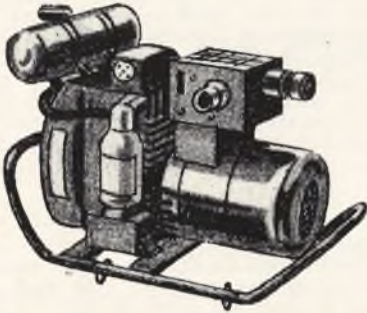
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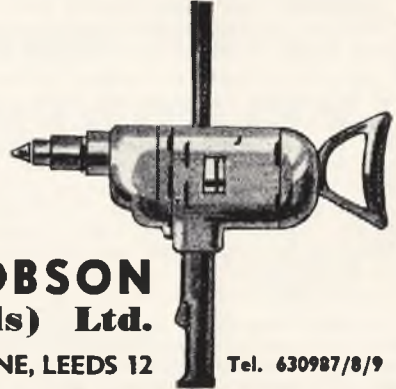
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## NEXT MONTH—continued.

## The Scarborough Hill Climb — 1st October

### Stone Trough Trial — 17th September

The annual Stone Trough Trophy sporting trial, the qualifying event for the R.A.C. Trials Championship which we co-promote with the Yorkshire Sports Car Club, will take place in the Grassington area on Sunday 17th September.

The event is really organised by the Y.S.C.C. our part being to provide as many marshals as possible — and sporting trials require a lot of them. This is always a really good day out, especially if fine, as the trials boys are a good-humoured, likeable lot and the countryside around Grassington is pleasant. If you'd like to assist and haven't already offered please get in touch with Centre Office who will arrange for your offer to be passed on to the Chief Marshal nominated by the Y.S.C.C. but whose identity we don't know as this is written.

Entries being confined to the few owners of trials specials we don't send regulations out with the Circular in the usual way but if you want to enter you can get a copy from Centre Office or David Lincoln.

### Special Club Night — Tuesday 19th September

As briefly mentioned in the August Circular by the generosity of Derrick Buller-Sinfield we are holding a special Club Night on Tuesday 19th September at which a limited number of members can try their hands on a racing car simulator installed in Derrick's premises at Central Garage, Mirfield, on the main Dewsbury-Huddersfield road, from 7 to 9 p.m.

It takes about five minutes to put each driver through his paces and as we have only two hours at our disposal it seems likely the whole affair — for which there will be a charge of 5/- a trip — will be over-subscribed so that it must necessarily be a matter of "first come, first simulated".

To have a Club Night without a social gathering would be unthinkable and arrangements have been made with Mr. & Mrs. A. E. Howard, hosts at The Grey Ox, Hartshead near Cleckheaton — a commodious and pleasant inn — for the usual Natter and Noggin session afterwards.

### Autocross — 24th September

The annual Autocross — co-promoted with the Yorkshire Sports Car Club under a Closed permit — takes place at Dunkswick, near Harewood, on Sunday 24th September. The venue will be signposted from the main A.61 Leeds-Harewood-Harrogate road.

Scrutineering and practicing will take place in the morning with the serious business, which will include another knock-out team relay race, starting after lunch. Spectators will be welcome and there will be a modest charge for car parking to assist towards meeting the cost of the event.

Once again we are indebted to the generosity of Patrick and Malcolm Snowden who have put their land at our disposal without which we would no doubt have experienced the usual difficulty in finding a suitable venue.

This is one of the more relaxed events in the Centre calendar and is an excellent day out for the whole family whether you are competing, marshalling or spectating.

Although not strictly an event taking place next month it is clearly necessary to give details now rather than leave it until the September Circular — which the G.P.O. may not deliver until after the event is over!

This year's National Scarborough Hill Climb will differ little from that of 1966 and will take place on the usual venue which uses part of the Olivers Mount motor-cycle course. Practice will be held on Saturday, 30th September with the meeting next day, starting around noon. Considerably less daylight necessitates proceedings being carried through speedily and ended in time to permit most, if not all, the clearing up to be done in daylight. Usually this is a fairly hectic business, especially if there are delays, which is one of the reasons we no longer seek television coverage for the event.

Regulations are enclosed with this Circular and it is expected we shall get the usual sizeable entry despite the fact this event seems to be — in our view a little unjustifiably — somewhat underrated in comparison with our Harewood activities.

Although no official headquarters arrangements have been made the Social Committee has been in touch with the Grand and Balmoral Hotels who have set aside accommodation for competitors, marshals, etc. who may require it. Those wishing to make reservations are asked to contact the hotels direct mentioning the Yorkshire Centre — and we suggest they should do so pretty quickly in view of other activities in the town that week-end.

To round off the occasion an informal dance for competitors, officials, members and friends is being held at the Balmoral Hotel on Saturday evening, 30th September to which each competitor and marshal will receive two complimentary tickets with the final instructions. Other members can obtain tickets at 2/6d. each on application to Centre Office, 6 Sidney Street, Vicar Lane, Leeds 2 — cash with order please. As admission to the dance will be by pre-sold tickets only it will not be possible to buy them at the door on the night.

---

## BIRDS EVENT

•  
**Tuesday 5th September**  
•

**DEWSBURY FEAST GROUND  
&  
BATLEY VARIETY CLUB**  
•

See page 9 for details



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# COMPETITION CHATTER

● On the assumption that this month's circular filters through from the G.P.O. in time for this item to be of use, I commence this month's Chatter with a last minute reminder of events on this very busy first weekend of the month.

One event for which regulations did not arrive in time for a preview last month, but which should provide an interesting and 'different' setting for Motor Sport is the First Annual Blackpool Sprint, organised by the Longton & D.M.C. and the South Shore M.C.'s at the Prince's Way, The Promenade, Blackpool. Practice will commence at 9-30 and the event proper, on this new 1200 yard course, starts at 1-30 p.m. Classes are strictly according to the B.A.R.C. Yorkshire Centre Classes Leaflet. Although entries officially closed on Saturday 26th August, contact with the Secretary of the Meeting, Mr. J. Rostron, 85, Common Edge Road, Blackpool may secure a late entry. In any case, here is a ready made excuse for a day out in Blackpool; or looking at it another way, a chance to honour your family commitments with a day out at the seaside, still having something worthwhile to do when you get there!

● Other events this weekend are the Holland Cup Rally of the Boston & D.M.C. & L.C.C. starting near Boston, Lincs. Application for late entries to H. J. Parnham, Southfields, Old Leake, Boston.

● Finally a reminder of that excellent driving test event, the Huddersfield M.C.'s Flather Star Event at Taplow's Brewery, Lockwood, Huddersfield on Sunday 3rd September. Enquiries for entries, marshals or spectators could be made for this one to myself at Huddersfield 23235 (day) or Cleckheaton 3050 (up to and including Saturday evening).

● Of interest to those members interested in Speed Events, who will not be able to be present at the Centre's Championship Hill Climb at Harewood, will be the last Sprint Meeting to be held at that excellent Midland venue, Sugarswell Farm, Edgehill, Banbury, organised by the Coventry and Warwickshire Motor Club on Sunday 10th September. The course is approximately 1.2 miles in length, with two fast straights, two hairpins a chicane and fast curves. Entries at 30/- a time close this weekend. Regulations are available from the Competition Secretary, but a phone call to the Secretary of the Meeting, J. S. F. Grindlay at Coventry 20363 or the Club Secretary Mrs. D. Bull at Keresley 3383 would secure an entry.

● Yet another Sprint of interest to Yorkshire Centre marshals, competitors and spectators is brought to our attention by the Joint Chairman of our East Midlands Centre, Leon Banks. This is The Cadwell Park Sprint of the East Midlands Centre to be run at the Lincolnshire circuit of that name on Sunday 17th September. Cars will be started in pairs and each

run will be of two laps of the circuit. There will be classes for Marque, Grand Touring, Sports, Saloon and Racing Cars. Our colleagues from Leicester and district promise a warm and friendly welcome for any Yorkshire Centre members attending. Further details and regulations from the Yorkshire Centre Office.

● Another event on Sunday 17th September, is the Autumn Autocross organised principally by the Knowdale Car Club, but which our North Western Centre co-promotes. This takes place at Kingsway, Rochdale (A.644) and the start will be from 1-30 p.m. The usual nine classes for Autocross are being run and a generous awards list is offered. Refreshments will be available at the course and spectators car parking is only 2/6d.

● Clashing with the East Midlands Sprint, is a now well established Yorkshire Sprint, the South Yorkshire Sprint Championship organised by the South Yorkshire Car Enthusiasts Club at their Sandtoft, Nr. Doncaster venue. The classes for this event are run in accordance with the Yorkshire Centre Speed Events Classes Leaflet. For the first time the South Yorkshire Club have a National British Permit for the Sandtoft Sprint, which should ensure a continuance of the strong support it has always received from members of the Yorkshire Centre. Regulations will be available from the Yorkshire Centre Office.

● Moving forward to the weekend of 23rd/24th September, the York Motor Club have invited Yorkshire Centre Members to compete in their Restricted Driving Test Meeting. Although regulations have not arrived at the time of going to press, the York Club are a very active one and can be relied upon to provide a good day's sport, well organised. Regulations will soon be available from either the Competition Secretary or from the Yorkshire Centre Office.

● A quick glance at the August edition of the R.A.C. Motor Sport Bulletin.

The latest positions, though somewhat behind with their calculations one imagines, show centre member Norman Umpleby to be second in Class Eight in the Northern Area of the Players Number 6 Autocross Championship. I hear that events in this Championship are being very keenly contested, and though only for full-blooded competitors, are provided excellent spectator value. Details of the Finals announced in the R.A.C. Bulletin include: Northern Area Final, organised by the Worksop & D.C.C. at Firbeck House Farm on Sunday 10th September starting at 1-30 p.m.

The Grand National Final takes place on Sunday 24th September (the day of our own Autocross) at Studley Green, High Wycombe just off the A.40.

Continued on page 19



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# MONTAGUE BURTON TROPHY

25th JUNE

Although attendance at this year's Montague Burton Trophy meeting at Harewood — held in support of the Variety Club of Great Britain's efforts on behalf of handicapped children — was less well attended than its 1966 counterpart the day brought some excellent hill-climbing from a high-class entry and the numerous attractions — which included a delayed drop parachute display by the British Parachutists Association, sailplane aerobatics by Chris Riddell, a vintage car demonstration and fully-fledged fun-fair, — were popular and well-patronised. Seven class records fell during the afternoon and had it not been for the torrential rain which came down just before the "Top-Ten" run-off it seems probable the outright record for the hill would have been lowered also. At the conclusion of a long, interesting days sport and entertainment Vince Hill presented the prizes and a damp crowd of competitors, officials and spectators made their way home — leaving the funds of the V.C.G.B.'s children's fund about £250 the richer by their generosity.

## Results

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

1. J. C. England (Austin Cooper S) ..... 51.40
2. J. W. Goodliffe (Morris Cooper) ..... 52.11
3. J. M. Radcliffe (Hillman Imp) ..... 55.18

### Class 2. — Touring Cars 1,301 c.c. and over.

1. A. Forrest (Ford Cortina Super) ..... 53.99
2. A. Ensell (Jaguar 3.8 Mk. II) ..... 54.53
3. G. F. Chippindale (Ford Cortina G.T.) ..... 55.16

### Class 3. — Touring Cars Special Series.

1. K. N. Lee (Austin Cooper S) ..... 50.82
2. J. R. Cussins (Austin Cooper S) ..... 50.89
3. G. W. Halliwell (Austin Cooper S) ..... 52.64

### Class 4. — Touring Cars Formula Libre.

1. F. P. Kaye (Morris Cooper S) ..... 48.90
2. R. Speak (Ford Lotus Anglia) ..... 51.47
3. C. B. Pearson (Austin Cooper) ..... 51.48

### Class 5. — Marque "Y" Sports Cars up to 1,300 c.c.

1. R. D. Sutherland (Austin Healey Sprite) ..... 52.15
2. D. C. Welpton (Austin Healey Sprite) ..... 53.92
3. G. J. Harrold (Austin Healey Sprite) ..... 54.74

### Class 6. — Marque "Y" Sports Cars 1,301 to 3,000 c.c.

1. G. B. Ellis (M.G. B) ..... 52.97
2. M. F. Nickell-Lean (Triumph GT 6) ..... 53.74
3. N. L. Hodgkin (M.G. B) ..... 53.78

### Class 7. — Marque "Y" Sports Cars 3,001 c.c. and over.

1. A. Mountain (Jaguar E Type) ..... 50.31
2. J. F. Thompson (Jaguar E Type) ..... 50.41
3. D. P. Stead (Jaguar E Type) ..... 51.03

### Class 8. — Special G.T. Cars up to 3,000 c.c.

1. J. Hall (Porsche Carrera) ..... 49.30
2. L. S. Stross (Lotus Elan) ..... 50.31
3. C. J. Tipping (Lotus Elan) ..... 50.48

### Class 9. — Special G.T. Cars 3,001 c.c. and over.

1. G. M. Dungworth (TVR 200) ..... 49.06
2. M. Wright (Jaguar E Type) ..... 49.33
3. A. Burton (Shelby Cobra) ..... 51.57

### Class 10. — Clubmans' Sports Cars up to 1,000 c.c.

1. R. A. Cowing (Terrier Mk. II Ford) ..... 52.58
2. W. Netherwood (Spartak Mk. IV Ford) ..... 53.30
3. J. S. Obank (Mallock U.2 Ford) ..... 54.49

### Class 11. — Clubmans' Sports Cars 1,001 to 1,500 c.c.

1. M. Bartram (Lotus 7 Ford) ..... 49.22
2. I. A. B. Harris (Mallock U2 Ford) ..... 49.51
3. J. M. Moulds (Lotus 7 Ford) ..... 50.41

### Class 12. — Sports/Racing Cars up to 1,600 c.c.

1. P. Edmondsdon (DRW Ford) ..... 52.22
2. F. V. Midgley (Lola Mk. I Climax) ..... 54.33
3. D. K. Pegg (Lotus 11 Climax) ..... 55.87

### Class 13. — Sports/Racing Cars 1,601 c.c. and over

1. R. Terry (Elva Buick Mk 8) ..... 46.66
2. J. M. McCartney (Felday 4 BRM) ..... 48.11
3. M. Starbuck (Chrysler Special) ..... 50.70

### Class 14. — Racing Cars up to 1,150 c.c.

1. J. Thornton (Mamba Mk. ii BMC) ..... 46.68
2. J. Johnstone (Lotus 18 Crosford) ..... 46.93
3. A. Staniforth (Terrapin BMC) ..... 49.14

### Class 15. — Racing Cars 1,150 to 1,600 c.c.

1. P. G. Lawson (Brabham BT 16 Ford) ..... 45.24
2. J. T. Butterworth (Brabham BT 14 Ford) ..... 46.58
3. M. J. Eaves (Lotus TC Ford) ..... 47.02

### Class 16. — Racing Cars 1,601 c.c. and over.

1. B. Eccles (Brabham GN) ..... 45.16
2. M. J. Hawley (Brabham BT 23 Climax) ..... 45.54
3. D. R. Good (BRM 4 WD) ..... 46.05

### Top Ten Run-Off.

1. D. R. Good (BRM 4WD) ..... 58.11
2. B. Eccles (Brabham GM) ..... 60.13
3. D. Hepworth (Brabham Traco Olds) ..... 60.61
4. P. G. Lawson (Brabham BT 16 Ford) ..... 60.90
5. M. J. Eaves (Lotus TC Ford) ..... 61.05
6. J. T. Butterworth (Brabham BT 14 Ford) ..... 61.46
7. J. Johnstone (Lotus 18 Cresford) ..... 62.15
8. R. Terry (Elva Mk. 8 Buick) ..... 63.10
9. J. Thornton (Mamba Mk. 2 BMC) ..... 63.00

Continued on page 21

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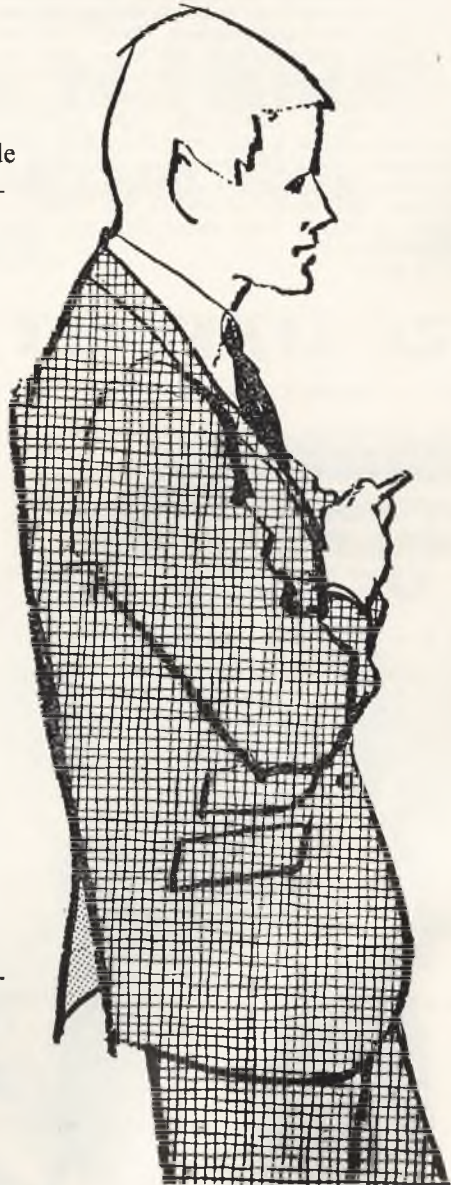
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# CLUB NIGHT AUTOCROSS

4th JULY

Although the Autocross at Guiseley on 4th July was less well supported with 35 entries — of which four non-started — than is usual for our monthly evening meetings those attending, whether to compete or watch, seemed to enjoy the proceedings. The event might well have gone down as "The Club Night Which Never Was" as in the few hours before it started the chief architect, John Busfield, was whisked into hospital, the Secretary of the Meeting, David Lincoln, was laid low with a devilish combination of asthma and gout and the control bus went all temperamental and refused to budge necessitating the hasty reinstallation of all the timing gear in John Ison's furniture van — no, not the Morris 1800, the other one! That things got under way almost to time and ran smoothly reflected well upon those luckless committeemen who stepped into the breach.

Each competitor had two practice and four competitive runs which gave everybody a fair return for his quid entry fee and enabled the field to be cleared up by 9-45 p.m. This year Geoff Halliwell retained sole pilotage rights over his Cooper S and won convincingly with Arnold Burton (Lulu) and Colin Grewer (Ford Cortina G.T.) close behind. The latter's driving was quite something and reflected, so it seemed to us, the experience of considerable mileage over forest stages. Chris Winder and Donald Griffiths provided a little comic relief with their elderly Mark VII Jaguar — allegedly purchased for £3 following which its radio was sold for £5! The sole casualty of the night was Paul Hargreaves whose Edford shed a wheel and spun, happily without hurt to car or driver.

Those who feel an entry fee of £1 is rather on the high side for an event of this kind may care to reflect on the costs of putting it on which are roughly as follows:

	£	s.	d.
R.A.C. Permit Fee .....	2	2	0
Promoters 3rd Party Insurance .....	8	12	6
Land Owners 3rd Party Insurance .....		14	0
R.A.C. Steward — Fee .....	4	10	0
R.A.C. Scrutineers — Fee .....	5	0	0
Competitors 3rd Party Insurance .....	3	0	0
Printing of Regulations .....	12	9	6
P.A. Equipment — Hire .....	10	10	0
Awards .....	20	0	0
Offices Expenses (Duplicating, Postages, Entry Acknowledgem'ts) .....	5	0	0
<b>Total Cost .....</b>	<b>71</b>	<b>18</b>	<b>0</b>
Income on 35 entries at £1 each .....	35	0	0
<b>Deficit on Event .....</b>	<b>36</b>	<b>18</b>	<b>0</b>

The above does not include any cost of postage out of regulations — these being distributed with the Centre Circular — nor does it embrace any charge in respect of Centre Office and Secretary. Additionally no charge was made for the hire of the field which was generously provided free of charge by John Busfield, to whom we are deeply grateful.

The obvious point is that even the most modest speed event is expensive to put on.

## Results

### Classes 2, 3 & 4 Merged; Front Wheel Drive Saloons & Rear Wheel Drive (Front Engined) Saloons up to 1200 c.c.

1. G. W. Halliwell (Morris Cooper S) .....	68.53
2. H. B. Barton (Austin Cooper) .....	70.93
3. D. Kirk (Morris Cooper S) .....	72.70
4. C. H. Kingsley (Morris Cooper S) .....	73.25
5. J. Sparling (Morris Cooper S) .....	74.51
6. K. M. Overend (Austin Cooper S) .....	79.55
7. J. F. Jolley (Ford Anglia) .....	80.25

### Class 5. — Rear Wheel Drive (Front Engined) Saloons 1201 c.c. and over.

1. C. M. Grewer (Ford Cortina GT) .....	70.51
2. J. Heppenstall (Ford Cortina GT) .....	71.14
3. G. F. Chippindale (Rover 2000) .....	76.12
4. G. L. Thompson (Volvo 122S) .....	77.79
5. P. A. Snowden (Ford Zephyr Mk. II) .....	78.57
6. C. J. Green (Volvo 122S) .....	80.68
7. A. Forrest (Ford Anglia 1500) .....	82.74
8. M. M. Rogerson (Ford Cortina GT) .....	83.29
9. J. Hall (Jaguar Mk. VII) .....	90.54

### Classes 6 & 9 Merged — Rear Engined Saloons and Specials

1. A. J. Burton (Lulu) .....	69.45
2. E. P. Millman (VW 1500) .....	73.97
3. B. A. Kitching (Hillman Imp) .....	75.54
4. J. Chatburn (Ford Special) .....	75.76
5. G. R. C. Duncan (Cannon) .....	77.04
6. P. R. W. Hargreaves (Edford Mk. 11) .....	78.76

### Classes 7 & 9 Merged — Sports and GT Cars

1. R. G. Moorhouse (Lotus 7A BMC) .....	71.17
2. J. F. Thomson (Jaguar 'E' Type) .....	74.91
3. H. Wilkinson (Porsche 60) .....	74.93
4. P. R. Grimshawe (Porsche C) .....	76.52
5. D. M. Garnett (Triumph Spitfire) .....	78.54
6. R. Stephenson (M.G. A) .....	79.32
7. R. G. Winder (Austin Ulster) .....	93.48

### Non-Starters

B. Wetherill (Austin Cooper)  
A. N. Umpleby (Morris Cooper S)  
C. R. Mills (Vauxhall Viva 90)  
B. Mankin (VW 1200)

### Retired

D. G. Griffiths (Jaguar Mk. VII)

### Awards

**Fastest Time of the Day** ..... G. W. Halliwell

### First Class Awards:

H. B. Barton, C. M. Grewer, A. J. Burton,  
R. G. Moorhouse.

### Second Class Awards:

D. Kirk, J. Heppenstall, E. P. Millman, J. F. Thomson.



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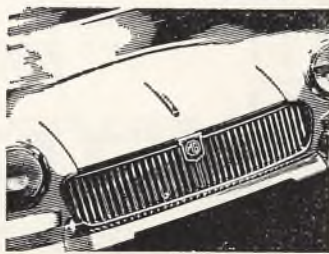


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## BOB BEAN

Bob Bean is our subject for this month and is peculiar to the series in that currently he is predominantly a rally driver albeit a very successful one. We have had examples of racing drivers and hill-climbers but Centre members currently rallying are now few and far between. Bob, aged twenty-nine and married, has been competing in all manner of events for years now with a fair degree of reward.

Aged sixteen, Bob was the no doubt proud owner of a motor scooter but disposed of same as soon as he was old enough to drive a car. The first he had was a Ford Prefect 100E and this little car lasted a very hairy three months before succumbing to a particularly good accident. In the light of experience I refrain from mentioning the make of tyres fitted!! To replace the small Ford Bob bought a large one, a Zephyr convertible which he turned into a genuine boy racer's delight with lots of lamps and flags and go faster tape plus a lot more of the goodies which cause Bob Soper to smile so much!. This was the last car Bob has owned which has not been used in competitions. A Hillman Minx convertible came next and in this most unlikely car Bob did every possible event and some quite impossible ones!! He rallied it in all the local events with success for two years and then decided to have a go at circuit racing with it. At the end of the first racing season he ended up driving the Minx in the final of the Spring Grove Championship at Goodwood. In those days Bob possessed considerably more enthusiasm than finesse and was always good value for money in his 'racer'. He won loads of awards with this car in all types of competition but as Bob put it, "the Minx became tired so I bought a Riley 1.5 ex-Bruce Moss".

The Riley lasted four days before being wrecked on the Dusk 'til Dawn rally which was a harsh blow. The engine however was saved and after a lull in proceedings of some months, Bob bought another Riley and put the good engine into it. He then continued circuit racing and gained several places including a second at Aintree. The urge to go rallying again was too much and Bob and his navigator Donald Griffiths started off on the incredible run of mechanical failures often when well placed. Nearly always it was a broken halfshaft and the resultant long tows home were most depressing. The car was also used for sprints and hillclimbs until its timely disposal to Bob Garside.

Bob really came into his own when he started rallying a Cortina GT. He has really shot to the top in British rallies in the last two years. Last year he came third in the 'Motoring News' Championship and is occupying the same position up to press this year. To achieve these results requires not only very fast driving but also great consistency. His favourite event is the International Welsh Rally in which he

has finished high in the results on both occasions on which he has participated. He really shot into prominence when he won the first three rallies he did with Chris Nash whom he describes as 'brilliant'. The rallies were the Vales, Mini-Miglia and the White Horse. The Vales carried a cash prize of one hundred pounds and even now Bob sounds amazed when he says, "I never dreamt it could happen to us". Another excellent result was coming tenth in in this year's Gulf Rally without the aid of a support car. He also came second to Tony Fali on the Fildyke Rally among several other successes. Bob's attitude to rallying has changed over the last six months for whereas previously he had been rallying purely for pleasure he is now trying hard to get something from it in the way of a works drive. He has shown quite clearly that he has the ability and now his need is for that lucky break into a team which he surely deserves.

Bob works in the family painting and decorating business of which he is a director. His outside interests of gardening and brass band music would appear to be in direct contrast to his weekend activities!! He is also on the Committee of the Airedale and Pennine Club and is their Competitions Secretary all of which he says involves a lot of time and work but he finds it rewarding.

As regards the future of rallying in this country, Bob thinks that the trend will be towards fewer events but that these will be of a higher standard than many being run today. At first he disliked the 'forest rallies' but now he has done several and become used to them, he enjoys them very much.

Finally, his hard luck story. In 1964 and 1965 he won Scarborough Cups on the Scarborough Rally and was thus set fair for a Gold in 1966 when with typical Bean luck his car broke down irrevocably on the way to the start and he was back to Square One.

C.A.W.

## COMPETITION CHATTER—continued.

● Two further events in the Speed events calendar, organised by neighbouring Clubs come up on the first two weekends in October.

On Sunday 1st October, the M.G. Car Club (N.E. Centre) have another of their popular Topcliffe Sprints, and the following weekend the Yorkshire Sports Car Club have their National British Hill Climb, The Gunter Trophy, at Castle Howard.

● Regulations for the Y.S.C.C. event are already available and will no doubt already be in the hands of our regular Speed Event competitors. However, for the benefit of spectators and members who have not received regulations, here are brief details of the event. The Hill Climb takes place at Castle Howard, that most stately of homes just off the A.64 York-Maiton Road. Classes are once more as per Yorkshire Centre Leaflet, practicing takes place from noon on Saturday 7th October and the event proper starts at 1-30 p.m. on Sunday 8th October.

If you have not yet been to an event at Castle Howard, the Gunter can be recommended as a thoroughly enjoyable day out. Regulations are available aplenty from either the Competition Secretary (Cleckheaton 3050) or the Yorkshire Centre Office (Leeds 38972). Anyone wishing to marshal at Castle Howard, should contact Roland Wilson at 26, Harwill Avenue, Churwell, Morley, telephone Morley 3968.

J.D.L.



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# Committee Commentary

## Events Committee

At the July meeting members considered the position of the Sprint scheduled for 6th August and reluctantly decided to cancel it in view of the last-minute non-availability of Topcliffe, the absence of any suitable alternative venue and the impossibility, owing to the crowded calendar, of re-arranging it for later in the season. This not being the first time a Service airfield, through no fault of the occupants, has suddenly become unavailable at the last minute the committee decided to see if arrangements could be made with the owner of a suitable private venue, possibly an ex-airfield, for use in the future.

As this year's Autocross is being held later than usual, with the possibility of taking place on stubble instead of grass, speculation was aroused on the probable effect — without much final conclusion.

When considering recent events the committee was delighted to learn the excellent entry and attendance at Croft on 9th July would result in a handsome surplus accruing to Centre funds. On the same subject the committee felt although the Evening Autocross and Harewood Novices Events would entail losses of about £35 and £20 respectively such deficits were acceptable in view of the popularity of these events.

The committee was disturbed to learn some competitors at Harewood had received unrequested and unordered photographs together with invoices from agencies whose men had been at meetings there and that later letters had been received pressing for payment of what were represented to be "unpaid accounts". The committee felt very strongly about this unethical practise and decided to recommend all competitors pestered in this way to ignore all communications on the subject and at the same time to tighten up on the issue of photographers passes.

Although the subject of Junior Members is mainly one for the Main Committee their assistance at events is one for the Events Committee. It was disappointing to learn from Keith Chippindale that his efforts to stimulate interest amongst Juniors have, so far, been rewarded by almost total apathy.

## Social Committee

With a full autumn and winter social event programme ahead the August meeting was fully occupied. Especially satisfactory was the greater ease with which Messrs. Riall and Wilkinson had succeeded in raising a cricket team to play against the de Lacy M.C. on August Bank Holiday Sunday, in contrast to the difficulties which had been encountered in former years. When discussing the dance to be held at Stockton Farm on the eve of the R.A.C. Championship meeting there in September the desirability of a larger marquee than would normally have been required

was agreed. However its provision would entail an extra £40 being spent on tentage and obviously this could not be recouped from admission charges or receipts from refreshments, etc. Feeling the dance could reasonably be regarded as a service to competitors, officials and members generally it was recommended any deficit thus incurred should be offset against revenue from the event as a whole. The meeting also finalised details for the special Club Night on 19th September and the Scarborough Hill Climb dance on 30th September.

## MONTAGUE BURTON TROPHY—continued.

### Awards

F.T.D. — Montague Burton Trophy and £60 ..... B. Eccles

2nd F.T.D. — Variety Club Trophy and £30

P. G. Lawson

3rd F.T.D. — Sunshine Coach Trophy and £20

M. Hawley

4th F.T.D. — Maple Bond Trophy and £15

D. R. Good

### Fastest in Category (£15)

Touring Cars .....	F. P. Kaye
Marque "Y" Sports Cars .....	A. Mountain
Special G.T. Cars .....	G. M. Dungworth
Sports/Racing Cars .....	R. Terry

### First Class Awards (£10)

J. C. England	A. Forrest
K. N. Lee	R. D. Sutherland
G. B. Ellis	J. Hall
R. A. Cowing	M. Lartram
P. Edmondson	J. Thornton

### Second Class Awards (£5)

J. W. Goodliffe	A. Ensell
J. R. Cussins	R. Speak
D. C. Welpton	M. F. Nickell-Lean
L. S. Stross	A. B. Harris
J. M. McCartney	J. Johnstone
J. T. Rutterworth	

### Third Class Awards (£3)

J. M. Radcliffe	J. W. Halliwell
N. L. Hodgkin	C. J. Tipping

### Ladies Award (£5)

Miss J. Hutchinson

### Harewood Class Record Plaques

J. C. England	A. Forrest
K. N. Lee	G. B. Ellis
G. M. Dungworth	M. Bartram
J. Thornton	

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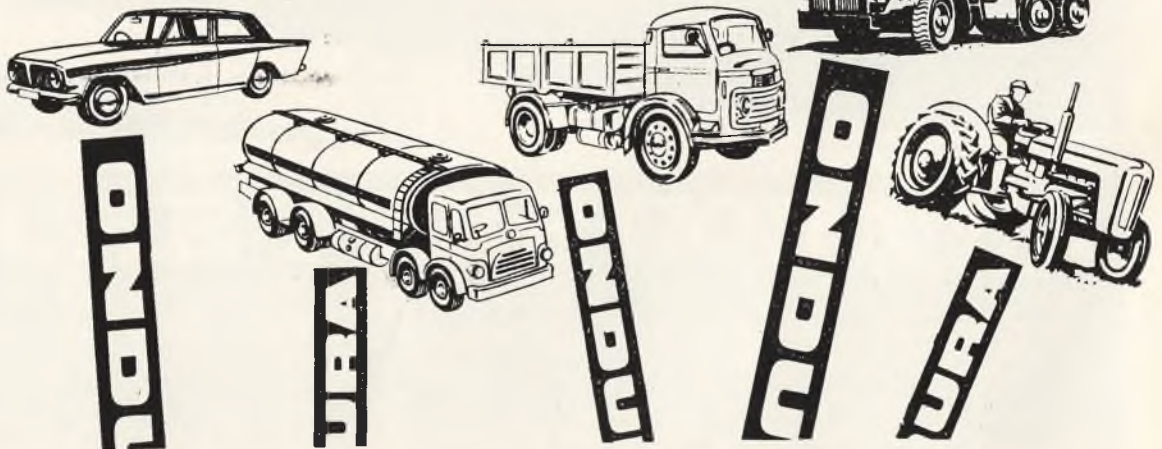
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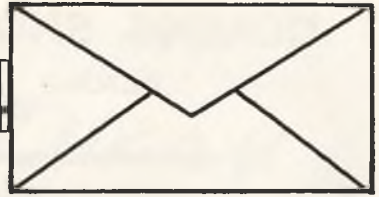
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# Correspondence



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.

If the writer of the letter signed "Fair Play" who apparently resides in London will observe the customary convention and reveal his name and address his letter will receive consideration for publication.

Editor.

## Competition Classes

Dear Sir,

As a regular competitor in Class 1 at hill climbs I am becoming increasingly concerned at the mounting professionalism and cost of preparing a competitive car in Classes 1—3.

Motor sport is not cheap and no one expects it be, but surely the whole point of these classes is to enable the keen club driver to compete in his everyday road car without having to modify it to the extent that it becomes untractable and unreliable as to be completely impractical for everyday motoring.

A certain degree of modification should of course be allowed otherwise the classes lose their spectator appeal and drivers wishing to "hot up" their cars for road use are unable to do if they want to compete.

I do feel however that the ban on modifications should be stricter. A start could be made with racing tyres, which add at least £50 to the cost of preparing a competitive car, are unnecessary, and not used on the road. Certainly any car in these classes which is incapable of being driven to a venue should be put into Class 4.

This is not just a personal "axe-grinding" but a plea to put those classes back on some sort of rational basis to give the private individuals a chance to compete with trade-sponsored entries instead of being "gallant losers" as seems to be the case at the moment unless they pay costs out of all proportion. I know of several people who have converted their cars to larger capacity engines for road use and given up any thought of competing as they simply cannot afford the costs involved in preparing a sufficiently tuned car for hill-climbs.

There is a saying that "money talks". At the moment it looks as though money wins.

Yours faithfully,

Bilbrough, York.

Peter Chippindale.

## Amenities at Croft

Dear Sir,

I wish to draw your attention to the appalling conditions at Croft Autodrome. It is supposed to cater professionally for motoring events and one would expect decent facilities for entrants, marshals and public.

On Saturday morning I was one of the queue waiting in the road from 7-45 a.m. for the gate to be opened. Finally an official appeared and let us in after a rather curt check of our documents as though we were trying to do them down.

The Paddock Office was a pig-sty with litter and dirt on the floor and only a few of the chairs unbroken.

The Marshals' 5/- vouchers not being accepted at the clubhouse, they were compelled to buy at the two eating places near the Paddock. One was very poor, the other reasonable. Food was served through a hatch and there were only very few places to sit, out in the open.

Croft is a dreary enough place at the best of times but if the owners wish to attract custom they will have to make many improvements and very soon.

Yours faithfully,

Bilbrough, York.

"Disgusted"

## Trapped

Dear Sir,

I have already torn up three replies to Jason because now I know who he is I realise how foolish I was to fall into his trap and reply to his original letter, because an ignorant motor trader can't hope to put up a good fight against such an expert with the pen.

At least he proves one of my points because he bought the same make three times and twice from me. He really is a very nice customer to have, because he didn't grumble to me about all the faults which I personally ought to have noticed as only two hours before he was coming to collect the car, I was "walking round it" to see if everything was "perfect" when I suddenly realised we had forgotten to fit the radio and so I myself drove the car 3 miles to the radio fiteers and didn't notice a single fault. My only excuse in this case being that not being an "agent" for this particular make, the "pre-delivery check" was done by the authorised dealers before I got the car.

However, so that all the other B.A.R.C. member motor traders do not lose all their B.A.R.C. customers, I am obliged to confess to being "A Garagiste".

Yours faithfully,

Guiseley.

Morris H. Whaley.



# COMING SHORTLY

OCTOBER

## Club Night — Tuesday 3rd October

The Club Night on Tuesday 3rd October will be the first of the Winter Season of purely social meetings — which means another competitive season is almost over. So far the venue for this Natter and Noggin session hasn't been finalised but details will appear in the September Circular — meanwhile make a note of the date.

## Croft Race Meeting — 15th October

The Centre's Croft race meeting season concludes on Sunday 15th October with another meeting which will follow the now familiar pattern with 10 lap scratch races for Special G.T. Special Saloon, Marque, Clubmans Sports, Sports/Racing and Formula Libre cars as well as one or more 10 lap handicap races for all comers.

By now the form for Croft meetings will be well-known i.e. scrutineering takes place from first thing in the morning of race day onwards but owing to local authority restrictions no practising can take place until noon. This inevitably means practising has to be got through smartly if the meeting proper is to commence on time — which is more important than ever when the daylight is limited as on this occasion.

Centre race meetings at Croft have been very well supported this year — greatly assisted by fine weather no doubt — and those who have been regularly seem to appreciate the informal atmosphere — and sometimes equally informal driving (!) — of club sport at its best. For those new to our ranks Croft Autodrome lies five miles south of Darlington and a similar distance east of Scotch Corner and is easily reached from the north on A.617 or the south on A.1 and then by following the special signs.

## Greenwood Cup Trial — 22nd October

The Greenwood Cup trial — for standard production cars — which completes the Centre competitive season, will closely follow the pattern of its 1966 predecessor in that all tests will be on private land to cope with the restrictions of the M.V. (C & T) Regulations and that Chris Winder, whose "new look" Greenwood proved so successful last year, will again officiate as Clerk of the Course.

The event is co-promoted with the Yorkshire Sports Car Club although on this occasion we reverse the E. A. Denny Trial arrangement by doing the organisational donkey work ourselves whilst our friends provide their usual quota of marshals and competitors.

Chris Winder is an experienced competitor himself in this kind of event and can be relied upon to come up with some really interesting sections.

Regulations will be issued with the September Circular.

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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### FOR SALE

Photographs of competitors at Harewood Montague Burton Trophy meeting 25th June. Numbers 110; 117; 118; 119; 120: Details from Jeff Binns, 19 The Oval, Heald Green, Cheshire.

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### MISCELLANEOUS

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

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

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#### RAMBLINGS—continued.

##### First Aid Classes For Speed Event Officials

A reminder that our good friends, the British Motor Racing Marshals Club, are running a series of fortnightly evening classes under the aegis of Dr. Smith-Moorhouse from September to December and that all with an interest in up-to-date first aid methods — whether or not members of the B.M.R.M.C. — are welcome to attend.

Those interested should get in touch with Eric Preston at 1 Chatsworth Avenue, Pudsey.

##### Club Race Meetings During September

The B.A.R.C. race programme continues in lower gear in September with only one meeting, a National British permit event at Crystal Palace on Saturday, 9th.

# DATES

# For Your Diary

## YORKSHIRE CENTRE PROGRAMME

Date	Event	Status	Centre Annual Comps.	Clerk of Course, Principal Organisers, etc.
5 September	*Birds Event	Closed	CK	E. P. Millman
9 September	Barbecue Dance, Harewood	—	—	H. C. Mason
9/10 September	Harewood Hill Climb	Nat. British	K	M. S. Wilson
17 September	Stone Trough Trial	Restricted	NCK	—
24 September	Autocross	Closed	K	E. D. Clark
30 September	Dance, Scarborough	—	—	H. C. Mason
30 Sept./1 Oct.	Scarborough Hill Climb	Nat. British	K	M. S. Wilson
3 October	Club Night — Social	—	—	H. C. Mason
15 October	Race Meeting — Croft	Restricted	NK	M. S. Wilson
22 October	Greenwood Cup Trial	Closed	CK	—
7 November	Club Night — Social	—	—	H. C. Mason
5 December	Club Night — Social	—	—	H. C. Mason
14 December	Annual Dinner Dance	—	—	H. C. Mason

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

\* Club Night Evening Events.

### CENTRE ANNUAL COMPETITIONS

Events Marked "N" must be entered under B.A.R.C. to qualify for marking.  
 Events Marked "C" Qualifying Event for Chippy-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

2—Saturday	B.R.S.C.C. — Oulton Park — Race Meeting — Regs from T. K. Dooley, 285 Brooklands Road, Manchester 23.
2—Saturday	Race Meeting — Silverstone — S.U.N.B.A.C. — Regs from B.A.R.C. London.
2/3—Sat./Sun.	Sortie Rally — Surrey Sporting M.C. — Regs from B.A.R.C. Londcn.
2/3—Sat./Sun.	Holland Cup Rally — Boston & Dist. M.C. & L.C.C. — Regs from J. Parnham, Southfields, Old Leake, near Boston, Lincs.
3—Sunday	Race Meeting — Lydden Hill — Thames Estuary M.C. — Regs from B.A.R.C. London.
3—Sunday	Huddersfield M.C. — Driving Tests (Flather Star) — Regs from D. Sykes, 255 Scar Lane, Golcar, Huddersfield.
3—Sunday	Nurburgring 500 Kilometres Race (International)
9—Saturday	Race Meeting — Silverstone — Peterborough M.C. — Regs from B.A.R.C. London.
9—Saturday	B.R.S.C.C. (Northern Centre) — Rufforth — Race Meeting — Regs from G. Knights, 12 Westroyd, Pudsey, Yorks.
9—Saturday	B.A.R.C. — (H.Q.) — Crystal Palace — National (British) Race Meeting.
10—Sunday	Race Meeting — Mallory Park — Mini-Seven Club — Regs from B.A.R.C. London.
10—Sunday	Coventry & Warwickshire M.C. — Sugarswell Farm, Shennington — Sprint — Regs from E. M. Lindsay-Jones, 5 Goodyers Lane, Bedworth, Warwicks.
10—Sunday	Monza — Italian Grand Prix (International) (F1)



- 16—Saturday Hill Climb — Ragley Park — S.U.N.B.A.C. — Regs from B.A.R.C. London.  
 16—Saturday Race Meeting — Silverstone — M.G. C.C. — Regs from B.A.R.C. London.  
 16—Saturday Oulton Park — Race Meeting (International)  
 16/17—Sat/Sun Bridghampton — Double 500 Race (International)  
 17—Sunday Farnborough District M.C. — Barley Mo Sutocross — Regs from H. W. Greenwood, Tecto.  
 Cokenor Wood, Wrecclesham, Farnham, Surrey.  
 17—Sunday Knowldale C.C. — Autocross — Regs from A. J. Rody, 203 Manchester Road, Rochdale, Lancs.  
 17—Sunday B.R.S.C.C. (Northern Centre) — Croft — Race Meeting — Regs from G. Knights, 12 Westroyd,  
 Pudsey, Yorks.  
 17—Sunday Sand Race Meeting — Liverpool M.C. — Regs from B.A.R.C. London.  
 17—Sunday Hill Climb — Firlie — Bentley D.C. — Regs from B.A.R.C. London.  
 17—Sunday Rally — A.C. O.C. — Regs from B.A.R.C. London.  
 17—Sunday Sprint — Blackbushe Airport — Jaguar D.C. — Regs from B.A.R.C. London.  
 17—Sunday Autocross — Horley — Chislehurst M.C. — Regs from B.A.R.C. London.  
 23/24—Sat/Sun Albi Grand Prix (International)  
 23/24—Sat./Sun. White Horse Rally — Airedale & Pennine M.C. — Regs from B.A.R.C. London.  
 23/24—Sat./Sun. Welsh Border 200 Rally — Welsh Border C.C. — Regs from W. D. A. Wren, "Kildoon",  
 Welsh Walls, Oswestry, Salop.  
 24—Sunday York M.C. — Driving Tests (Restricted) — Regs from D. J. Browne, 36 Deramore Drive,  
 Badger Hill, Hull Road, York.  
 24—Sunday de Lacy M.C. of Pontefract — High Eggborough — Autocross — Regs from B. D. Benton,  
 England House, Aire Street, Knottingley.  
 24—Sunday Race Meeting — Silverstone — Nottingham S.C.C. — Regs from B.A.R.C. London.  
 24—Sunday Autocross — Brent Vale M.C. — Regs from B.A.R.C. London.  
 24—Sunday Guards Trophy Autocross — West Lancs. M.C. — Regs from W. Clemson, 156 Utting Avenue  
 East, Liverpool 11.  
 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.  
 7—Saturday B.A.R.C. (H.Q.) — Silverstone — Members Race Meeting.  
 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 Monthery — Coupe du Solon (International).  
 14—Saturday B.R.S.C. (Northern Centre) — Rufforth — Race Meeting — Regs from G. Knights, 12  
 Westroyd, Pudsey, 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)  
 21—Saturday Hill Climb — Bodiam — Hastings & East Sussex C.C. — Regs from A. G. Bird, Highview,  
 Battery Hill, Fairlight, Hastings, Sussex.  
 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)  
 21/22—Sat./Sun. Grimsby M.C. — Poacher Rally — Regs from D. J. Bibby, 33 Western Outway, Grimsby, Lincs.  
 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.



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