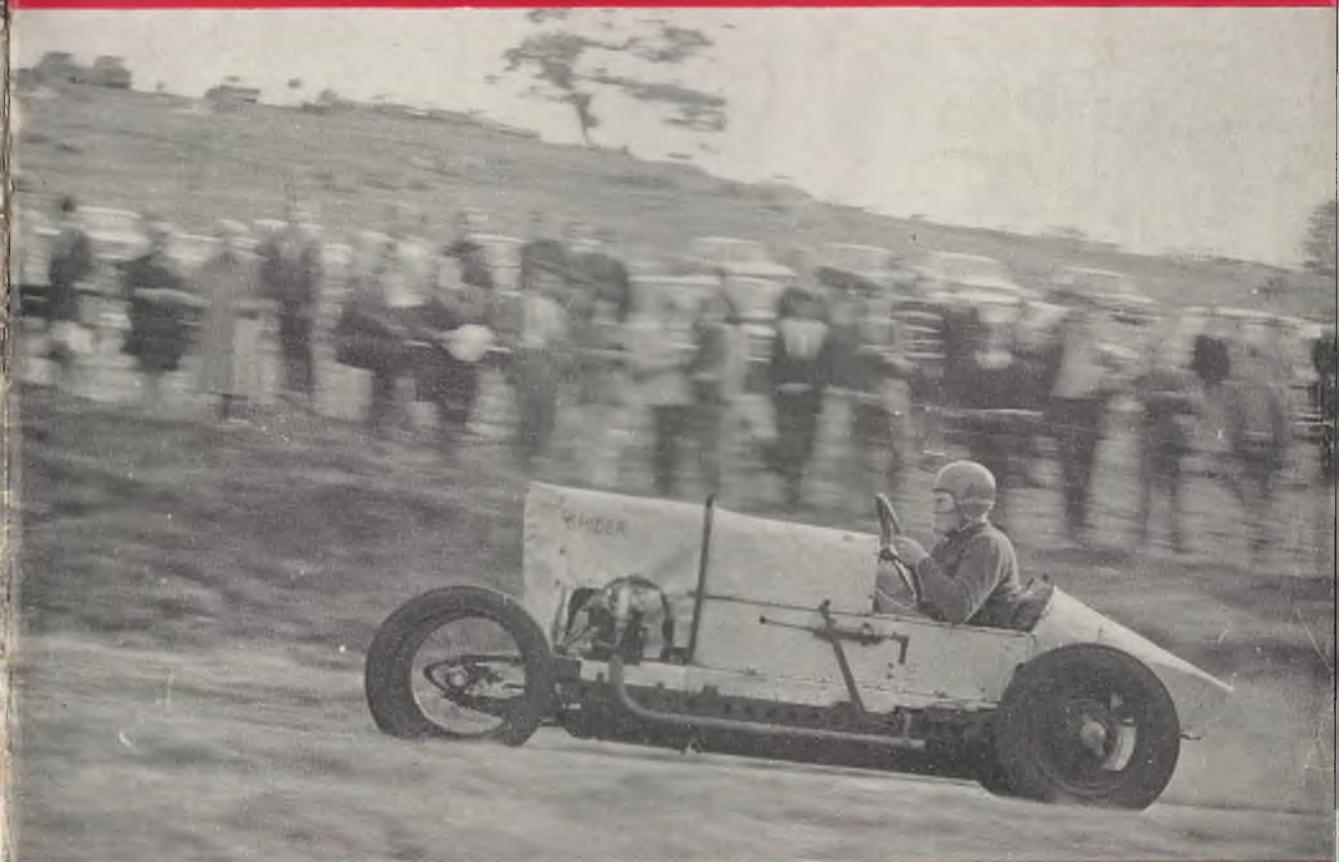




YORKSHIRE CENTRE CIRCULAR



APRIL

68

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YORKSHIRE CENTRE CIRCULAR

APRIL **68**

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EDITOR

J. 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. 630944 638392*

LEGAL ADVISER

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

PHOTOGRAPHERS

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

COVER PICTURE

Basil Davenport & Spider have been climbing the hills since long before many of to-days competitors were born — a remarkable tribute to both driver-constructor and machine. Equally remarkable is the manner in which Basil handles this device and the creditable times he is able to put up at Shelsley, Prescott, Harewood and elsewhere. Vive les anciens!

(Photo: Jeff Binns).

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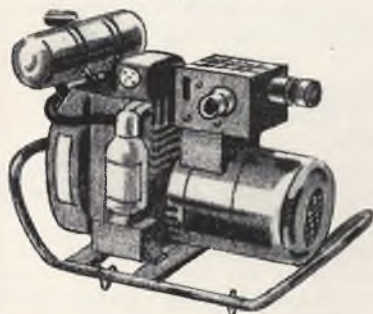
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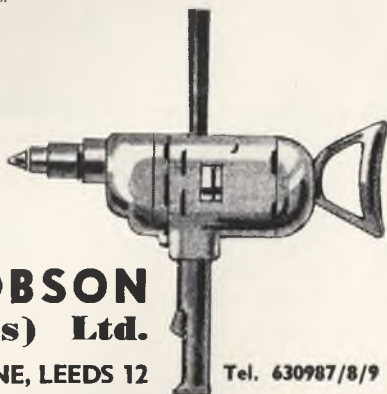
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Ramblings



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

Robin Smith

The death of Robin Smith, whose Mustang ran straight into the bank at Woodcote during the B.A.R.C. meeting at Silverstone on 6th April killing him instantly, will sadden all who have attended Centre race meetings at Croft — and club meetings elsewhere — in recent years.

Robin Smith started racing in the fifties with a Lotus XI and for some time competed in continental events later turning his attention to saloon cars, initially with a Lotus Cortina and latterly with his familiar Mustang.

A Liverpudlian and in his mid-thirties Robin Smith was a big, jovial chap who delighted in club racing — and so admirably represented its true spirit — and his loss to the club racing scene is considerable.

The John Bindloss Memorial Trophy

Many members will remember the late John Bindloss who for many years was a very active member and helper at Centre events. One member who particularly has cause to remember John is David Hepworth who when he first started to take part in Hill Climbs and Sprints was often despondent and on the fringe of giving up altogether. John Bindloss took an interest in David and they became very great friends. David is quite sure that without the help and encouragement he had from John in his early days he would never have got where he is today.

As a mark of thanks and respect to his great friend, and equally, to try and give a little of the same sort of encouragement to the newcomers of today, David has very kindly presented a trophy to the Yorkshire Centre which is to be awarded to the most successful Novice Competitor of the year at B.A.R.C. Hill Climbs at Harewood and Scarborough.

The competition will be run on a points basis on similar lines to the B.A.R.C. Hill Climb Championship and the qualification for entry is that the Novice shall not have won any sort of an award in an Autocross, Hill Climb or Sprint held under R.A.C. rules before the first meeting of the season. It will be necessary

to complete an entry form on which the entrant shall certify that he holds the "Novice" status as defined above although if an entrant subsequently wins an award during the season, this will not exclude him from the competition.

Marks can be gained at the Harewood meetings held on 7th April, 28th April, 16th June, 21st July and 15th September, and at the Scarborough Hill Climb on 6th October. All meetings will count and the entrant with the highest total of marks at the end of the six meetings will be awarded the "JOHN BINDLOSS MEMORIAL TROPHY" for a year and a replica to be retained.

In each class a "Bogey Time" will be established for both courses, and marks will be gained at the rate of 0.01 marks for each 1/100th second by which a competitor exceeds his class "Bogey Time". The "Bogey Time" will be arrived at by taking the class record standing at the commencement of the first meeting of the season at each course and adding 10%. In the event of a tie the winner will be the competitor who has scored his marks in the fewest number of events. If the tie still remains, competitor's marks on the first event in which they competed will be taken into account and so on.

Entry forms and details of "Bogey Times" can be obtained from Centre Office or Tony Hodgetts, 2 Carlton Drive, Guiseley, near Leeds (Guiseley 4774).

Finally — and most importantly — the Committee wishes to thank David Hepworth very much for this kind presentation and, even more, for the spirit which prompted him to suggest the lines along which it should be awarded.

Centre Circular Advertising

Members have probably noticed recent Circulars have contained less advertising than usual — a state of affairs largely due to the unfortunate need to cut back expenditure forced on many of our regular advertisers by the incompetence of those responsible for the conduct of national affairs.

Unhappily not only does the sale of less advertising space enforce a reduction of the size of the Circular but it also strikes hard at the delicate balance of Centre finances as the advertising revenue plays a large part in meeting the cost of your monthly magazine and the distribution of regulations, etc. which is linked with it.

Continued on page 7

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RAMBLINGS—continued.

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If you have products or services to sell — whether or not connected with motor sport — why not give the columns of the Circular a trial? Rates are modest, discounts are available for series insertions and Advertising Manager Mike Wilson will be only too pleased to let you have the gen.

The time to shout your wares from the roof tops is when the going's hard, not easy, and Circular advertising rates are so small compared with other media that you can scarcely be out of pocket by using it.

The Countryside Bill

Our representatives at Westminster — apparently not satisfied with having brought us to our financial knees — now appear hell-bent on depriving us of what little is left of our personal liberty, or so one would think judging from the Countryside Bill now being channelled through Parliament with indecent surreptitious haste.

This bill, when first presented, rejoiced in the title of "The Access to the Countryside Bill" and purported, as its name suggested, to widen the reasonable access of each one of us to the delights nature has so generously bestowed on much of our land and county. However, vested interests having inserted grubby fingers into the pie the character — and name — of the bill has changed and it now seems that unless you're a pedestrian you're going to find the countryside far less accessible than it is at present. The Bill places wide-ranging powers in the hands of local authorities enabling them to create new, or divert existing, footpaths for the benefit of walkers — at the expense of the farmer — to close picnic spots and lanes to non-pedestrians, to open up additional areas to rambblers whilst prohibiting their use by wheeled traffic — or even horse-riders — even if the latter have the land-owners' permission. The Bill also allows walkers to use towpaths and canal banks except where these are owned by British Waterways (!) and permits local authorities to run hostels in isolated spots in the National Parks — presumably for the benefit of the devotees of Shanks' Pony, these no doubt to be financed and subsidised by you and me.

In its present form the Bill virtually prohibits motorcars being taken off metalled roads and will, unless considerably watered down, not only curtail the reasonable freedom of each of us as private motorists but hamstring our motor sporting activities where sporting and standard car trials and similar off-the-road events, as well as rallies, are concerned.

Nobody objects to the good things of life being shared tolerably equitably but why the walkers, vociferously represented in the corridors of power,

should be granted a virtual monopoly in recreational use or the countryside is beyond comprehension.

There's only one way in which this iniquitous measure, now going through Parliament, can be amended and that's by us writing to our Members of Parliament — and it is to be hoped sufficient Centre members will take the trouble to do just that.

Centre Management Changes

The least welcome aspect of the Annual General Meeting is that it frequently marks the retirement from office of an old associate and this year we have to bid Ken Lee, Committee member since 1957, farewell from the management side although we hope he'll be an active competitor for a long while to come. Ken felt he'd had a good run and the time had to come to make way for someone else — hence his wish not to stand for re-election. Ken has always been a staunch "competitor's man" in Committee and did much to ensure the real object of the exercise wasn't lost sight of, and his experienced voice will be greatly missed.

We also have to thank Frank Barlow — alias "Birk. N. Shaw" — Publicity Officer since October 1965, for his work for the Centre which he now finds impossible to continue in the face of growing business commitments.

Finally, a word of thanks to Arnold Burton, who retired from the office of Vice-Chairman but not, happily, from the Committee, for his two years work in that office. Without Arnold's generosity the Centre would be a very different entity than it is to-day and it was fitting he should have occupied and graced the Vice-Chairmanship for the last two years, only relinquishing it at his own request he feeling, typically, the office should be rotated.

Trading Concessions at Harewood

Seeking to widen the scope of general interest at Harewood — especially amongst the ladies whose views on motor sport may not exactly be as keen as those of their menfolk — we invite enquiries for trading concessions for various stalls to be sited adjacent to the Programme and Restaurant tents inside the Hillside Car Park.

Full details of arrangements — which include sole concessionary rights for a complete season at very modest rates — are available from Bob Soper, 4 Grosvenor Park, Leeds 7 — Tel. (Home) Leeds 683807 or (Office) Boston Spa 3772.

B.A.R.C. Race Meeting — May

The club race programme continues in May with five Members meetings, three under Restricted and two under Closed permits.

In the first category there is Castle Combe on Sunday 4th with Thruxton and our own Croft meetings on Sunday 19th whilst in the Closed category there is the Mallory Park event on Sunday 12th and the Surrey Centre-organised meeting at Brands Hatch on Sunday 26th.

Continued on page 24

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COMPETITION



CHATTER

● Another very competitively busy month ahead in May, with many invitations to other Clubs' events. Firstly, however, reminders of two events 'on' this week-end, 5th May, which it is now too late to enter, but both of which are interesting spectator events. There is the Huddersfield Motor Club's Hill Climb at Baitings Dam, Ripponden and the British Racing and Sports Car Club's Northern Centre are running one of their popular Northern Race Meetings at Croft Autodrome.

● The week-end of the 11th/12th May seems fairly clear for our own Scarborough Week-end — so where are all the entries; there is just time for you to enter, if you do it straight away.

If you do not fancy the 'Scarborough', you might like to go to the Retford & D.M.C.'s Sprint at Cadwell Park, Lincolnshire. Centre Members may enter this event and the Secretary of the Meeting, from whom Regs. may be obtained is P. V. Jackson, 23 Bridgegate, Retford, Notts. Tel. 2759.

● Nothing to report for the week-end of the 18/19th, leaving you free to support the Centre's Race Meeting at Croft; but the final two week-ends coming within the scope of this Chatter, offer so much motor sport, that even my old Pen Pal, Chippy Struss, will have had enough by the time they are over.

● Due on the 26th May, a Sunday, is our first co-promoted Autocross with the Airedale & Pennine M.C.C. at their Course at Hunsworth, Cleckheaton. This must by now be a splendid course, for all the time that the gardening contractors had promised to spend on the garden of J.D.L., a quarter of a mile from the Hunsworth Site, has been taken by preparing the Autocross for the coming season. The result of these endeavours, I do know, is a fast and exciting circuit of some 600 yards on smooth compacted shale and now I am assured completely safe.

Since this is our first Autocross of the season, our first visit to Hunsworth and our first Co-promotion at the site with our Bradford friends, why not make it a real Centre day out. I know it comes a little strange for some of our colleagues from the North of Leeds, and I here specifically exclude those very welcome regular visitors to the monthly Peacock Club Nights, to venture across the River Aire, but I can assure you that the Hunsworth Autocross will provide a good day's sport for both competitor and spectator. As a final tit-bit on this meeting, the Airedale & Pennine Club are holding the Northern Association Area round of the Players No. 6 National Autocross Championship at Hunsworth in June, so here is an opportunity for you to spy out the land.

● Another interesting Co-promotion on the same day as the above event, is the Whitbread Sprint to be run by the Lincoln & D.M.C. & L.C.C. at Cadwell

Park, near Louth. Those of you who have been to Cadwell, or those who have spoken to Centre Members who marshalled at the Good Friday Meeting there, will know that this pleasant Lincolnshire circuit is well worth a visit. Secretary of the Meeting is J. Timms, 10 Coningsby Crescent, Braceridge Heath, Lincoln. Tel. Lincoln 28801/22603. Incidentally, there to see fair play on behalf of the R.A.C. will be our Centre Chairman, Mike Wilson.

● Rallying types will need no reminding that this same week-end sees the Annual Moss Tyres Spring Rally, promoted by one of the County's leading Rally Clubs, the York Motor Club. The event will be won, say the Regs., 'on the road', and to this end Selective Sections are included. The event starts on Saturday evening 25th May at 11-0 p.m. from Moss Tyres in York and finishes back at the Hazelbush Cafe, Malton Road, York. We have regs. now for this event, which is masterminded by that experienced York campaigner Danny Browne.

● A further invitation for the 26th May comes from the Austin Healey Club, who are running a Restricted Driving Test Meeting in our part of the world. Details of the event can be obtained from J. A. Stephenson, Park Spring Cottage, Wood Lane Farnley, Leeds 12.

● As if that was not enough for you, I have deliberately left until last the two events, which need no publicity from me, to succeed. I refer, of course to that delightful double headed Speed Event week-end at Barbon Manor on Saturday 25th May and Leighton Hall on 26th May.

The Barbon Event is organised by the Westmorland Motor Club and is a National Event counting towards the R.A.C. Hill Climb Championship held in the grounds of the Barbon Manor Estate. Many Centre Members compete in this event, and several go on to take part in the Leighton Hall Hill Climb, which is a restricted event run by the Morecambe Car Club at Leighton Hall, Warton, Nr. Carnforth. Classes for Production Cars bear a very familiar look and full details of both events are to be found in the Regs., which are available from the Competition Secretary or his wife, if she happens to answer the telephone, when you ring Cleckheaton 3050.

● All of which leaves me little room to give you details of the events scheduled for the Spring Bank Holiday week-end.

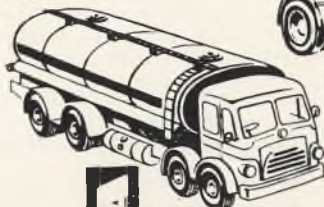
There is another Hill Climb at Baitings Dam on Sunday 2nd June. This time the promoters are the Austin Healey Club and the Secretary of the Meeting, J. S. Mackrell, 1 Delamere Road, Torkington, Hazel Grove, Cheshire.

J.D.L.

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M A Y

The Scarborough Practice Club Night Tuesday — 7th May

The summer competitive season opens with this Tony Riall/David Stead production on Tuesday, 7th May, entry forms for which went out with the March Circular. If you haven't sent yours back yet and intend to enter you haven't much time as entries close on 4th May.

The event, to be held at the Thorpe Arch Trading Estate, near Wetherby, will consist of five driving tests, all of the popular open, fast type. The Start will open at 6-30 p.m. and close at 7-45 p.m. following which contestants and marshals will retire to The Scotts Arms, Sicklinghall for refreshment and results.

To reach the site you should take the first right off the Wetherby By-Pass — if travelling North — following the signs to "Thorpe Arch Trading Estate". On reaching the estate enter by the main entrance, keep right at the T junction and then straight on to the South West corner where you'll find the Start control and tests.

Bob Soper, who is looking after the staffing side, could use a few more marshals and would welcome offers to him at Boston Spa 3772 (Office or Leeds 683807 (Home)).

Even if you don't want to compete or marshal you'll be welcome to spectate and at the Scotts Arms afterwards where, no doubt, the usual genial party will develop.

The Scarborough Week-End — 11/12th May

Most of the essential information concerning the competitive and social sides of the Scarborough was covered in the March Circular but for the benefit of the forgetful or those who don't read these things — and because we're anxious to ensure this will be the best Scarborough ever — here's a recap.

Firstly, the competitive side. This starts from the Hazlebush Cafe on the A.64 York—Malton road just north of York about noon on Saturday, 11th May followed by ten driving tests spread over the beautiful countryside to Scarborough. The Sunday section, in and around Scarborough, will also consist of ten tests with a final finish in Scarborough with provisional results issued later in the evening. All tests will be of the fast, open variety and as suitable for Zodiacs

and Crestas for Minis. There's no time schedule — but spare a thought for the marshals who have to man the tests and don't hang about unnecessarily en route — nor compulsory route but the location of each test will be made very clear. Total mileage on the sections won't exceed 40 on Saturday or 20 on Sunday. Marking will be on the usual Figure of Merit system and there's been a good deal of re-organisation of allocation to classes this year with a view to the encouragement of drivers of the bigger bolides to return to the entry list. Entries don't officially close until 6th May so there's still time to get in — assuming the list isn't already oversubscribed.

With the Royal Hotel, Scarborough designated as the official headquarters hotel and a block reservation of accommodation for competitors and officials and a private Centre dance in the hotel ballroom on Saturday evening, this year's Scarborough takes on an old, familiar look — the closely integrated social side of the event having been missing for some years past. The block reservation of rooms, etc. has been made at the following special rates:

Room/Breakfast	40/- per person per day
Dinner/Room/Breakfast	60/- per person per day
Private Bathroom (extra)	10/- per person per day
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Be sure to mention the B.A.R.C. when reserving rooms which must be done with the hotel direct otherwise you may not get the preferential rates. As these notes were written the reservations were coming in rapidly and it could be all the available accommodation will have gone by the time this Circular is published.

Each competitor and official will receive two free dance tickets with his paperwork for the event but additional tickets are available on request — up to the capacity of the ballroom — at 5/- each from Centre Office or, during the event from a member of the Social Committee or at the door.

Although we have a large army of marshals already lined up we're still short for the Saturday section so if you could lend a hand please get in touch with Bob Soper, Bramham, near Leeds (Boston Spa 3772) as quickly as you can.

Continued on page 12

NEXT MONTH—continued

Great efforts have been made by this years organising team of Morris Whaley, David Lincoln, Mervyn Oldham, David Stead and Bob Soper to re-establish the Scarborough on its former high plane both as a competitive and social event, and they've been working hard at it — in conjunction with the Social Committee — since last June. If time, trouble and effort expended are any criterion then this year's Scarborough Week-End should be one of the best ever.

Croft Race Meeting — 19th May

The second Centre race meeting of the year at Croft takes place on Sunday 19th May — things being much as usual. The meeting will, however, in addition to the usual programme of eight 10 lap scratch races for Sports/Racing, Clubmans Sports, Unsuperchaged Special GT, Special Saloons, Sports Cars, Formula Three and Formula Ford, Formula Vee and Formule Libre cars and a 10 lap handicap, incorporate qualifying rounds for the B.A.R.C. "Fred W. Dixon" Trophy Competition and the British Formula Vee Championship as well as the Vaux Croft "Silver Tankard" Competition — which should ensure some good, close racing.

One departure from previous practice is scrutineering will take place on Saturday, 18th as well as Sunday morning and there will be two practice sessions, one beginning at 2 p.m. on Saturday and another from noon on Sunday, with the meeting proper starting soon after lunch.

Croft Autodrome — for the uninitiated — lies 5 miles south of Darlington and 5 miles east of Scotch Corner and is easily found by following the signs from the A.1.

Club Night — Tuesday 21st May

The social club nights for Bradfordians — and those dwelling thereabouts — will continue in May at The Peacock Inn, Birkenshaw, with another gathering on Tuesday, 21st.

This will include a film show to be given by Bill Robinson who will show an 8mm film he made at Harewood during 1967 in conjunction with the Mercury Movie Cine Society and a showing of a series of 35mm colour slides of Centre Members in action at Stockton Farm. This show will commence at 9 p.m. and will last about an hour. To avoid inconvenience to members wishing to sup but not to watch, the films will be shown in a separate room but as this will only hold about 50 people late comers may be disappointed.

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CROFT PRACTICE DAY

23rd MARCH

The first Croft Practice Day in 1967 — successor to the former drag sprints — wasn't a great success, the number of participants being disappointingly low and although those who took part seemed to enjoy themselves the Committee had doubts about repeating the experiment, especially as the event was far from being financially self-supporting. In the end it was decided to repeat the fixture in 1968 — although not without misgivings.

Unfortunately this year's practice was even less well patronised, an apathy which extended to the marshalling fraternity and unpleasant weather conditions did nothing to enliven a rather dreary day.

Those who took part undoubtedly received good value for their money and seemed to enjoy their thrash round the autodrome but it is obvious this in an event which few in the Centre want and it will undoubtedly now disappear from the Centre calendar.

Best Lap Time in Each Practice Session

S. P. Stephenson (Ford Cortina Super)	1.45.0
C. W. A. Venter (Ford Cortina G.T.)	1.40.0
B. R. Bailey (Lola T 62)	1.50.2
A. E. Spencer (MG B)	1.48.8
J. P. Waterhouse (Lotus Elan)	1.26.6
R. B. Heawood or P. J. Macgregor (Chamois)	1.44.8
H. Barker (Formula Vee)	1.55.2
J. Lanny (Lotus Elan)	1.20.0
G. Whittingham (Lotus 7)	1.34.2
J. C. England (Austin Cooper S)	1.44.8
A. Wareing (Lotus 7)	1.41.4
J. Lanny (Lotus Elan)	1.26.0
S. P. Stephenson (Ford Cortina Super)	1.44.6
L. S. Stross (Lotus Elan)	1.37.2
C. W. A. Venter (Ford Cortina G.T.)	1.41.4
B. C. Lancaster (MG B GT)	1.45.0
A. E. Spencer (MG B)	1.45.8
J. Redhead (Lotus 7)	1.46.0
P. C. Hanson (Brabham BT 21)	1.27.2
J. P. Waterhouse (Lotus Elan)	1.26.0
O. Corrigan (Morris Cooper S)	1.42.6
R. B. Heawood or P. J. Macgregor (Chamois)	1.45.2
H. Barker (Formula Vee)	1.48.0
L. S. Stross (Lotus Elan)	1.28.4
R. B. Stross (MG B)	1.36.8
B. Beatty (Lotus 7)	1.39.8
B. R. Bailey (Lola T 62)	1.44.8
G. Whittingham (Lotus 7)	1.32.0
P. C. Hanson (Brabham BT 21)	1.22.4
J. Hall (Porsche Carrera)	1.34.2
J. C. England (Austin Cooper S)	1.38.0
N. Greenhalgh (Cooper Junior)	1.44.4
R. S. Smith (Lotus Elan)	1.51.4
J. Lanny (Lotus Elan)	1.25.2
S. P. Stephenson (Ford Cortina Super)	1.40.2

L. S. Stross (Lotus Elan)	1.26.4
C. W. A. Venter (Ford Cortina G.T.)	1.41.8
B. C. Lancaster (MG B GT)	1.43.4
R. B. Stross (MG B)	1.34.2
B. Beatty (Lotus 7)	1.37.0
B. R. Bailey (Lola T 62)	1.38.8
G. Whittingham (Lotus 7)	1.31.2
A. E. Spencer (MG B)	1.39.4
J. Redhead (Lotus 7)	1.38.6
J. C. England (Austin Cooper S)	1.38.6
W. N. A. Dryden (Brabham BT 21A)	1.21.2
A. Wareing (Lotus 7)	1.40.4
O. Corrigan (Morris Cooper S)	1.41.4
H. Barker (Formula Vee)	1.42.4
B. Beatty (Lotus 7)	1.45.0
J. Hall (Porsche Carrera)	1.34.8
A. Wareing (Lotus 7)	1.55.4
N. Greenhalgh (Cooper Junior)	1.59.2
R. B. Heawood or P. Macgregor (Chamois)	1.55.2
H. Barker (Formula Vee)	1.47.8
H. Wilkinson (Lotus Elan)	1.38.4
R. B. Stross (MG B)	1.40.8
A. J. Clacher (Hillman Imp)	1.47.4
P. C. Hanson (Brabham BT 21)	1.59.8

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The Centre race meeting Season opened at Croft Autodrome on 24th March with a programme of six 10 lap scratch and one handicap event. Unfortunately a poor entry — which would have been a sight poorer but for the efforts of Clerk of the Course Mike Wilson during the preceding week — reduced by the usual incidence of non-starters and miserable weather conditions combined to make this a rather dismal meeting, good spectator attendance being about the only bright spot.

Event 1. — 10 Lap Scratch Race for Sports/Racing Cars

John Calvert (Lotus 47 GT) sprang into the lead right from the seven car start and had no difficulty in winning by 7 secs from Ben Moore's Lotus 23B — the latter winning the small car class after catching Lanny (Lotus Elan) and heading the latter by nine seconds at the final flag.

Results

Overall

1st J. S. Calvert (Lotus 47 GT)	13.29.6
2nd B. A. Moore (Lotus 23B)	13.46.4
3rd J. Lanny (Lotus Elan)	13.55.2
4th L. Hinchcliffe (Ginetta G4)	14.28.0

Winners Speed 77.81 m.p.h.

Class "A" — 1151 c.c. and Over

1st J. S. Calvert (Lotus 47 GT)	13.29.6
2nd J. Lanny (Lotus Elan)	13.55.2
3rd C. Doyle (Varo Climax II)	14.42.2

Class "B" — Up to 1150 c.c.

1st B. A. Moore (Lotus 23B)	13.46.4
2nd L. Hinchcliffe (Ginetta G4)	14.28.0
3rd D. Arnott (Emery GT)	14.55.0

Winners Speed 76.23 m.p.h.

Event 2. — 10 Lap Scratch Race for Special Saloon Cars

This two-class race attracted fourteen runners of which Geoff Wood (Cooper S) went into an immediate lead and had an easy 20 secs win from Eric Smith's similar car, the second runaway victory of the afternoon. Jim Dryden's Cooper S occupied second place for much of the race but couldn't stave off Smith and had to be content with third place. In the under 1000 c.c. category Harry Ratcliffe's fuel injected Cooper finished ahead of Quickfall's Langdrop mini — the former having a splendid race-long dice with Matthew's (Cooper S), the latter running in the class for the bigger engined boys.

Results

Overall

1st G. Wood (Morris Cooper S)	13.59.0
2nd E. M. Smith (Morris Cooper S)	14.19.6
3rd J. Dryden (Austin Cooper S)	14.29.0
4th R. A. Matthews (Austin Cooper S)	14.36.6

Winners Speed 75.09 m.p.h.

Class "A" Up to 1000 c.c.

1st H. W. Ratcliffe (Morris Cooper)	14.40.6
2nd M. Quickfall (Langdrop Mini)	14.56.0
3rd D. Millington (Austin Mini)	14.59.6

Winners Speed 71.54 m.p.h.

Class "B" — 1001 to 1300 c.c.

As for overall results above.

Event 3. — 10 Lap Scratch Race for Special Sports and Formula Libre Car

This event promised well with entries including Tony Dean's newly-acquired Dino Ferrari, Nick Cussins Ford GT 40, Brian Robinson in his Lotus 47 GT and Peter Fattorini (Brabham BT 21) but the non-appearance of the last three robbed the race of much of its interest, only seven cars eventually coming to the flag. Dean had the anticipated easy win lapping the entire field except for second placeman Peter Hanson (Brabham BT 21). Alan Mountain's E Type and Jim Hall's much be-decalled Porsche Carrera had a fine fight for third place. In the small sports car category Pete Smith's Sprite lapped all its conferees to win by well over a lap from Simms' Midget.

Results

Overall

1st A. G. Dean (Dino Ferrari)	12.34.2
2nd P. C. Hanson (Brabham BT 21)	13.57.8
3rd A. Mountain (Jaguar E Type)	*13.10.4
4th J. Hall (Porsche Carrera)	*13.11.4

Winners Speed 83.53 m.p.h.

Class "A" — Formula Libre

1st A. G. Dean (Dino Ferrari)	12.34.2
2nd P. C. Hanson (Brabham BT 21)	13.57.8
3rd D. Duckitt (Varo Climax Mk. II)	*13.16.8

Class "B" — Special Sports Cars 1151 c.c. and Over

1st A. Mountain (Jaguar E Type)	*13.10.4
2nd J. Hall (Porsche Carrera)	*13.11.4

Winners Speed 71.74 m.p.h.

Class "C" — Special Sports Cars Up To 1150 c.c.

1st P. J. Smith (Austin Healey Sprite)	*13.19.8
2nd R. P. Simms (MG Midget)	†13.15.6

Winners Speed 70.89 m.p.h.

*Only 9 laps completed.

†Only 8 laps completed.

ERS MEETING

MARCH

Event 4. — 10 Lap Scratch Race for Special Saloon Cars

In a eight car field Brian Robinson (Lotus Cortina) had an easy victory from John Blanckley (A40) the only excitement coming when Dave Pearson's Lotus Anglia, challenging the A40 for second place, spun at the chicane, demolishing part of the wall but being able to restart without losing third place.

Overall	Results
1st B. A. Robinson (Ford Lotus Cortina)	14.07.8
2nd J. R. Blanckley (A40)	14.43.2
3rd D. A. Pearson (Ford Lotus Anglia)	14.48.6
4th E. Whymark (Ford Lotus Cortina)	15.27.2
Winners Speed 76.09 m.p.h.	

Event 5. — 10 Lap Scratch Race for Clubmans Sports Cars

With only four starters to contest three classes this event was inevitably lacking in interest although Whittingham's 1500 c.c. Lotus 7 managed to snatch a last lap lead from John Holroyd's similar car, whilst Reinhard's 997 c.c. Spartak enjoyed a lonely run into third place — and a class win.

Overall	Results
1st G. Whittingham (Lotus 7)	15.11.0
2nd J. Holroyd (Lotus 7)	15.11.2
3rd M. Reinhard (Spartak)	15.59.0
Winners Speed 69.15 m.p.h.	

Class "C" — Up to 1000 c.c.

1st M. Reinhard (Spartak)	15.59.0
Winners Speed 65.69 m.p.h.	

Class "B" — 1000 to 1500 c.c.

1st G. Whittingham (Lotus 7)	15.11.0
2nd J. Holroyd (Lotus 7)	15.11.2

Event 6. — 10 Lap Scratch Race for Special GT Cars

Nine other entrants provided the opposition for Tony Dean's Dino but could do nothing to prevent the Oulton garage owner from repeating his earlier success. Robinson (Ginetta G 10), Jimmy Lanny (Lotus Elan), Waterhouse (Lotus Elan) and Lumsden-Taylor (Lotus Elan) struggled for the lesser places, the latter spinning at Tower on the third lap. In the smaller category Mike West (Lotus 23 GT) must have been relieved when Les Hinchcliffe's Ginetta and Derek Arnott's Emery GT dropped out of his mirrors following spins at Tower and White House respectively.

Results

Overall	Results
1st A. G. Dean (Dino Ferrari)	14.36.6
2nd J. Lanny (Lotus Elan)	15.38.0
3rd S. A. Robinson (Ginetta G 10)	15.40.0
4th J. P. Waterhouse (Lotus Elan)	15.42.2
Winners Speed 71.87 m.p.h.	

Class "A" — 1601 c.c. and Over

1st A. G. Dean (Dino Ferrari)	14.36.6
2nd S. A. Robinson (Ginetta G 10)	15.40.0
3rd J. Love (TVR Griffith)	15.40.6

Class "B" — 1150 to 1600 c.c.

1st J. Lanny (Lotus Elan)	15.38.0
2nd J. P. Waterhouse (Lotus Elan)	15.42.2
3rd J. K. Lumsden-Taylor (Lotus Elan)	15.50.0
4th H. W. Truer (Morris Cooper S)	15.50.6
Winners Speed 67.16 m.p.h.	

Class "C" — Up to 1500 c.c.

1st M. J. West (Lotus 23 GT)	15.19.2
2nd D. Arnott (Emery GT)	15.55.4
3rd L. Hinchcliffe (Ginetta G 12)	15.55.4
Winners Speed 61.68 m.p.h.	

Event 7. — 10 Lap Handicap Race

In this event twelve started and David Millington went into the lead on the third lap holding it until passed almost on the line by Malcolm Quickfall (Langdrop Mini) — one up for the handicapper!

Results

1st M. Quickfall (Langdrop Mini)	15.33.2
2nd D. Millington (Austin Mini)	15.33.4
3rd G. R. C. Duncan (Hillman Imp)	15.43.0
4th M. Done (Ford Anglia)	15.52.4
5th N. Blezard (Ford Anglia)	16.10.4
6th J. Holroyd (Lotus 7)	16.29.4
Winners Speed 60.76 m.p.h.	

Continued on page 20

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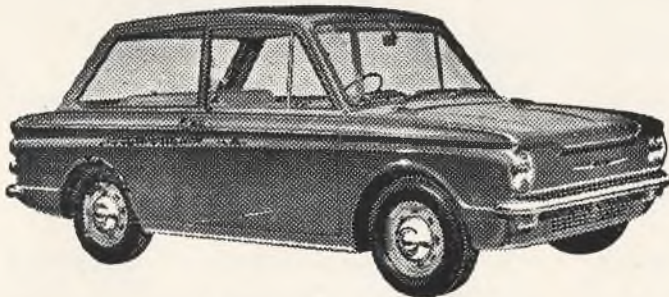
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ANNUAL GENERAL MEETING

Attendance at the Annual General Meeting at the Hotel Metropole, Leeds on Tuesday 26th March totalled a meagre 41 — of whom 18 were officers or Committee members — a state of affairs which may or may not indicate satisfaction with the way Centre business is carried on.

After the customary formalities the Chairman referred to the recent resignation of Ron Farrar from the office of Hon. Treasurer thanking him for his efforts and at the same time thanking Morris Whaley for taking the job over at very short notice. The new, temporary incumbent then presented his report, explaining several items in the Income-Expenditure Account and Balance Sheet and referring to the small surplus shown on the years operation — an improvement on the deficit of the year before.

Morris was followed by the Hon. Secretary who reviewed the Centre membership position pointing out it showed a slight nett gain following a substantial drop due mainly to the increase in the club subscription. Harry Mason continued with a review of the Centre's social activities and especially the attempts being made to revive interest in social club nights.

David Lincoln, Hon. Competitions Secretary, reviewed the 1967 competitive season and outlined plans and hopes for 1968, giving particular reference to the Events Committee's aim to restore the balance between non-speed and speed events, it feeling the latter had tended to dominate Centre competitive activity too much recently. He went on to thank all those marshals who had made the organisation and execution of such a comprehensive and varied programme possible with particular reference to the members of the British Motor Racing Marshals and Rolls Royce Motor Clubs who gave the Centre such invaluable assistance.

Chairman Mike, speaking last as usual, offered sincere thanks to a considerable number of people who work consistently, hard and long for the Centre including Boris Hardcastle — now extremely hirsute — for his marshalling, Sid Hanson and Co. for their scrutineering, Ted Booth for his commentating and Tony and Joan Mauldin for their timekeeping as well as numerous Committee members and officers for the various jobs they look after. Mike went on to thank Arnold Burton, the retiring Vice-Chairman, who had signified his wish to make way for another, and mentioned that owing to a reorganisation of Committees it

was no longer intended the Chairman of the Events Committee should automatically be an officer of the Centre.

The election of officers followed in which the sole nominations for each post were elected unanimously, the previous tenants remaining unchanged except for the appointment of Derek Clark as Vice-Chairman.

Next came the election of five Committee members — for which there were six nominations — but before the voting slips were completed Mike paid tribute to the efforts of Ken Lee — who did not wish to offer himself for re-election — during the 11 years of his Committee membership. The voting was the closest for many years, votes taking over 1½ hours to count and necessitating at least one re-count! Although the numbers of votes cast were not, following custom, made public it appears the final position was resolved by a single vote, the unlucky loser being Howard Wilkinson. Arnold Burton, John Holroyd and Ken Oldham were re-elected with Mervyn Oldham and David Stead joining the Committee for the first time.

On the subject of the supernumary appointment of Publicity Officer Mike Wilson thanked Frank Barlow — who for business reasons felt obliged to withdraw from the post — for his past efforts. Unfortunately efforts to find a suitable and willing successor had been unsuccessful and the post therefore had necessarily to be left vacant.

The meeting was then thrown open to the discussion of "any other business" and amongst matters ventilated were Tony Riall's suggestion steps should be taken to encourage the less affluent speed hillclimb competitors and Peter Holiday's idea there should be an exclusive Members Bar at Harewood.

Finally — after a quickie on the Centre by kind acquiescence of a sympathetic and thirsty Treasurer — the meeting closed shortly after eleven after one of the longest and least well-attended Annual General Meetings for a very long while.

MAY CIRCULAR

PRESS CLOSING DATE

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

WEDNESDAY, 15th MAY

otherwise publication in that issue cannot be guaranteed.

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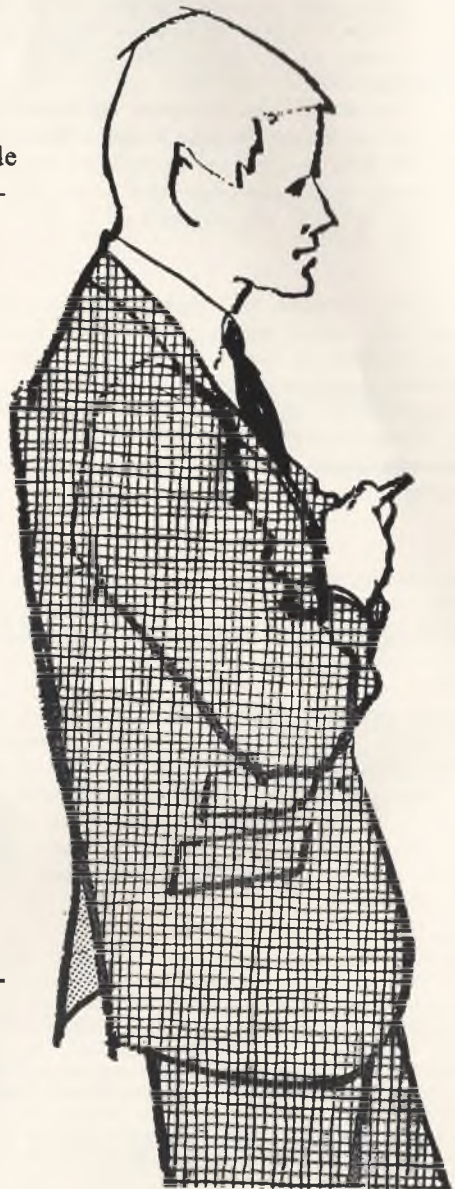
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Mainly Personal

Oh to be at Harewood now that April's there. This must inevitably have been in the minds of many senior members of the Events Committee on the afternoon before the recent Members Hill Climb when they donned their rubber gloves and wellington boots and gave the Ladies Comfort Station a well deserved pre-season "muck out".

The sight of well respected and senior local business tycoons engaged in rewarding pastimes of this nature spoke volumes for the spirit of the club. We would also comment that this display was followed almost at once by the discovery of a willing character who agreed to undertake future duties of this nature for a part time financial consideration.

Contemplation of the calibre of this latrine party takes ones thoughts back a good number of years to a meeting at a newly surfaced Mallory Park where some comedian upset a petrol laden T.R.3 almost at the feet of a high powered Circuit Inspection Committee from the R.A.C.

The fuel gushing from the upturned chariot was quickly seen to be doing the newly laid asphalt a power of no good and an S.O.S. brought relays of shovels and buckets with which water from the convenient lake was used to flush away the mischief making hydrocarbon fluid.

The sight of sweeping brushes being wielded by a senior Earl of the Realm, a near relation of the Royal Family, a well known Chief Constable, a tooth pulling G.P. Driver (at that time) and Mike Wilson's pen-pal, the R.A.C. Competition Manager was too much for one bearded character from Elland who was heard to remark that it would be a well heeled local authority who could command such an august road sweeping gang.

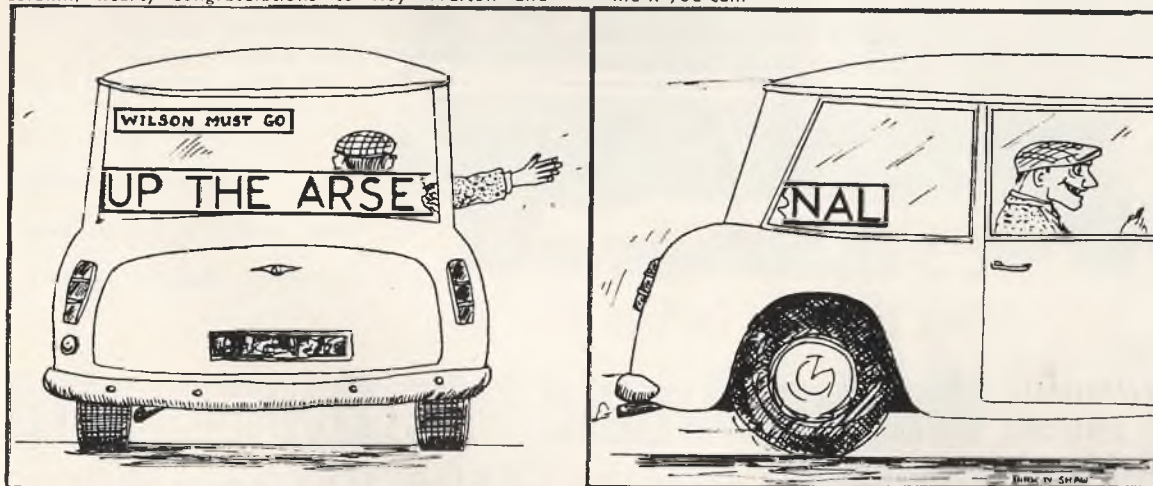
Pressing back to matters more the province of this column, hearty congratulations to Roy Walton and

Pam Robinson who have recently become Mr. & Mrs. Roy first made his mark on the local scenery at Castle Howard with his original Walton Riley when, after missing the solid surroundings of Hudson Road Mills for some years, he went straight on over the open spaces and felled several cubits of George Howard's wall to the obvious lack of amusement of the lady of the house.

Since that time Roy's immense dedication to the development and improvement of his entirely home brewed, motor, now Bristol propelled, have earned him a warm place in many member's hearts.

Talking of warm places in hearts, a year or two ago our Roy discovered that there were more things in life than fettling motors and swilling ale and, since that time, his close friends have been conducting a minor sweep as to when he would take the plunge. Now at last the knot is tied, although with a true feeling for first things first, Roy and Pam timed their honeymoon so as to get full benefit of Mr. Jenkins last full remissions, and yet ensure participation in the opening Harewood meeting. At present he is swanning around with such a contented smile that one might be excused for thinking he had invented the state of matrimony.

Finally, a tale of a member from Woodkirk who, following three sleepless nights working on his Chevron G.T. before Cadwell Park on Good Friday completed the engine at 2-00 a.m. on race day and departed to the Leeds/Wakefield M.1. to run in. As he travelled at not much above a legal 70 down one carriageway he saw a law waggon proceeding in the opposite direction down the other side. Authority gave chase and for the next half hour the two passed and re-passed on either side of this short isolated section of motorway in a fortunately uncompleted game of catch-me-if-you-can.



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CROFT MEMBERS MEETING—continued

Handicaps

	Credit	
	Laps	Secs.
D. Duckitt (Varo Climax Mk II)	1	0
C. P. Turner (Asp Mini)	1	20
M. Quickfall (Langdrop Mini)	1	10
D. Millington (Austin Mini)	1	60
R. B. Heawood (Singer Chamois)	2	0
G. R. C. Duncan (Hillman Imp)	1	50
P. C. Hanson (Brabham BT 21)	Scratch	
N. Blezard (Ford Anglia)	1	30
G. S. Partington (Ford Anglia)	1	30
J. Holroyd (Lotus 7)	0	60
J. K. Lumsden-Taylor (Lotus Elan)	0	10
E. G. Pybus (Morris Cooper S)	1	20

The main objective of club racing is to provide enjoyable competition for members and in this the meeting appears to have succeeded. However there are other considerations to take into account and it seems obvious as support for late March meetings at Croft is strictly limited it would be advisable to discontinue this event in favour of another later in the season.



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COMING SHORTLY

Club Night Evening Event Harewood Practice Evening — 4th June

The June Centre programme opens on Tuesday 4th June — Whit Tuesday — when we stage the third of the popular evening practices at Stockton Farm. On this occasion Whit Tuesday has been deliberately chosen to allow an earlier start to be made to an event which always seems to finish in the dark — late though nightfall is at the time of year.

As its name suggests the event is purely a practice and therefore non-competitive and conducted as such. It is designed mainly to give the inexperienced a couple of runs or more in their cooking motors although a goodly number of Harewood "regulars invariably" make a welcome appearance. Possession of a hot motor certainly isn't necessary to "be with it" on this occasion but those taking part must have an approved type crash helmet and have made prior application to practice on the form being circulated as we can't accept entries at the start.

Given a fine evening this is invariably an enjoyable occasion from the point of view of onlookers as well as participants and the whole will be augmented by the usual social club night at the nearby Scotts Arms, Sicklinghall for those who care to move on later in the evening. In fact just the thing for rounding off the Whitsun holiday.

Harewood Hill Climb — 16th June Montague Burton Trophy Meeting

The 1968 Montague Burton Trophy meeting at Stockton Farm on 16th June — at which the custody of that magnificent piece of silverware for the next twelve months will be decided — rejoices in National status for the first time, the Committee feeling its special nature warranted this upgrading.

Being a National meeting Saturday will be devoted to scrutineering and practice with the job proper getting under way around noon on Sunday.

Full refreshment facilities will be operating on both days and judging from remarks made at Harewood at the opening meeting on 7th April the entry list seems likely to be both full and containing a good sprinkling of the top names in the hill climb business.

Club Night — 18th June

Continuing the twice-monthly club night arrangement there will be a social gathering of members at The Peacock, Birkenshaw on Tuesday 18th June.

E. A. Denny Trial — 23rd June

Apart from knowing the date of this years Denny we've no news yet from our Yorkshire Sports Car Club friends and co-promoters about the plot which is handled by them. However we imagine this will fairly closely follow the 1967 pattern of a mixture of observed sections with a few driving tests thrown in.

Always a pleasant event and usually held amidst some of the finest countryside in the land, the Denny is invariably a delightful day out for competitors and officials alike so if you're not intending to compete why not offer your services to Centre Office as a marshal?

More news next month.

Summer Dance — 21st June Midsummer Rave Mk. II

This years Midsummer Rave — its title being a concession to Tony Rall — takes place at the Village Hall, Bardsey — to the consternation of the inhabitants of that village who, despite the domicile there of Peter Scott are decent folk — on Friday 21st June, starting around 9 p.m. The shindig will be accompanied by all the usual trimmings of a band of, it is said, incomparable excellence, liquid and solid refreshment and so on.

The 1967 Mk. I version was a howling (sic) success — in distinction to its poorly-supported immediate predecessors — and re-established this pleasant social occasion in its rightful place in the Centre scheme of things. Word of last years successful evening having got around it seems probable the Mark II version may be a sell-out so don't dally about your ticket application. Tickets at 7/6d. each will be on sale from Centre Office from 1st May onwards. To encourage members to vacate the local hostelries before they finally close their doors dancers putting in an appearance at the hall before 10 p.m. will receive a free 2/- voucher exchangeable for drinks or solid sustenance.



PETER KAYE

Peter Kaye, this month's subject, has been a competing member of the Centre for more than ten years and during these years has, for the most part, remained faithful to the front wheel drive BMC Mini cars, hence his nickname 'Mini' Kaye.

Peter's first car was, however, a 1956 Standard Ten on which he learned the first rudiments of driving a car to its limit and no doubt occasionally over it! Peter claims to have had no outside interest apart from liquid ones due mainly to the lack of time and as the story unfolds, that lack of time is easily understood.

The first event undertaken by Peter was a main road trial in his MG TF and was not a very happy debut as the crew found themselves arriving at the controls too soon and coming on them too fast to stop and wait outside till the correct time. As a result of these mistakes Peter reasoned that as he seemed quite good at going quickly he ought, perhaps, to have a go at a purely speed type of event to see if he did any better. At that time, short of travelling long distances, the only speed events in the area were held at Burtons Leeds factory up the drive and round the flower beds and quite exciting they were too. Peter had acquired an MG 'A' by this time and came second to John Heppenstall who was the man to beat in that class at the time. Driving tests were also tried in the MG but eventually it was changed for a Morris 1000 which was modified pretty highly and shared with Peter's brother who also raced a Lotus Elite later on. The Morris used Downton parts and really was a flier, so much so that John Heppenstall, standing in for Peter who had broken a leg, beat the record set up by the immortal K. D. Jones in his A.35 which nobody thought would be approached let alone broken!

When the Mini was announced, Peter sold the Minor and bought a Mini and he and Allan Staniforth, who also got one, have a very strong claim to being the first people ever to race one of these cars. This particular car was fitted with an Arden-cum-Speedwell conversion and was virtually unbeatable in speed events. In 1960 and 1961 it was bored out to 960 c.c. using Austin A.40 pistons and gained several places in races as well as the hillclimb successes.

When the Cooper Mini came out in 1962, Peter modified one but only used it for driving tests and autocross to begin with but later in the year began the speed events culminating in a very good second overall to Harry Ratcliffe at Rufforth. For 1963, International racing was on the cards and Speedwell promised a really good engine which did not fully materialise and after rolling at Oulton Park during the Gold Cup meeting and seizing the motor at Silverstone the car had to be sold due to lack of finance. Peter was working with Ken Lee at this time and Ken allowed him to drive his Cooper and an 1100 which were very successful for the remainder of the 1963 season and also 1964.



Funds were restored and another Cooper purchased with which to 'have a go' at Alan Staniforth who was having it too easy in his class at this time. The car was modified with help from Harry Ratcliffe and Peter managed to beat Alan at Scarborough and Castle Howard setting records which stood for some time.

The 1965 season was another good one although Peter was nearly lost to the Centre when he went to Belgium on a rather disappointing venture to work for a well known international saloon car racer. On his return he spent some time helping Frank Greenwood to sort out his Lotus 23B and drove this car at Croft in a race with rather disappointing results as he 'came together' with another car. Honour was restored, though, when he drove Frank's Cooper S at Scarborough and lowered Harry Ratcliffe's record by three seconds!

In May 1966 Peter and his wife Helen moved to Windermere and he temporarily stopped competing until 1967 when he built his present Mini from a nearly new body shell and all other parts new. As is now history, he was only beaten twice, once by a Mustang and the other time by a twin cam Anglia. At all meetings attended, a new class record was set up and he ran in the Top Ten runs at Harewood and Castle Howard. This year has started the same winning way, with successes at Castle Howard and Harewood and will no doubt continue the same.

Peter and his friend David Sykes have moved to Harrogate and opened a garage specialising in maintenance and repair of both bread and butter and high performance cars. With the sort of preparation that causes a Mini to go up Harewood in well under fifty seconds they should not be short of customers for the same treatment. They advertise in this circular, so don't waste time — ring them (Adv't).

Peter and Helen have three children, two boys and one girl who all come along to watch Peter drive in events and would have seen Mother also if the Sprite she was to have driven at Harewood had not sheared its flywheel. Peter sports a fiery beard and it used to match his hairy driving which has now tempered with the result that he is very, very fast but stays on the road these days in contrast to some of his earlier exploits! Definitely very well worth watching closely is Peter Kaye and his incredible little car.

C.A.W.

Committee Commentary

Events Committee

The March meeting started off with inquests on the three recently-held events which had opened the Centre competitive season. The first of these, the Sleuth's Mug, was generally agreed to have been an excellent event in every way and to have completely dispelled any thoughts that this old-established treasure hunt-type event had outlived its popularity. Neither the Croft Practice nor the first Centre race meeting at Croft next day had received sufficient support to justify repetition in the 1969 calendar and it was decided to drop them next year. Support for the former had been even less than in 1967 — both from the point of view of entrants and officials — and it was concluded the meeting had no general appeal to members. The lack of entries for the race meeting suggested it had been held too early in the season although other factors were also involved. As the October meeting, which it superseded, had also been poorly patronised it was hoped the third Croft meeting in 1969 could be fitted in between the two extremes.

The arrangements for the two April Harewood meetings took a good deal of time, especially when matters sanitary were discussed! Plans, almost finalised, for the Scarborough Week-End, have been a feature of almost each Events Committee meeting since last June and this occasion was no exception. Discussion on forthcoming events ranged over a wide field, taking in the Scarborough Practice, Croft May race meeting, Novices Harewood and Birds event — as well as preliminaries for R.A.C. Rally stage manning!

Social Committee

The April meeting — held chez Stross — seems to have been one of those where a good deal of ground was covered but not much arose which is of sufficient interest to report.

After discussion of the support now being given to social club nights — those at Sicklinghall are well-attended whilst those at Birkenshaw if less so are well worth running — talk moved on to arrangements for the Scarborough Week-End, mostly a matter of tying in loose ends.

The Committee then reviewed plans for the Summer Dance and decided to repeat the Barbecue Dance at Harewood on Saturday 14th September, the eve of the National Meeting there.

Main Committee

The April meeting dealt first with urgent matters arising from the meeting at Harewood the previous day the most notable of which was the subject of further improvement of the paddock exit road before the National meeting later in the month. In the end, it being considered the expense of a permanent sealed or concrete surface could not be undertaken at this juncture, members decided to obtain supplies of limestone and a road roller and do the work themselves over Easter and the following week-end.

The meeting on 7th April — well patronised spectatorwise — was criticised on two counts i.e. that it had, due to numerous minor but irritating misfortunes mainly outside the organisers control run very late and although the new caterers had tried hard they obviously needed guidance on certain aspects of their side of things.

The Hon. Competitions Secretary referred to the recent Association of Northern Car Clubs quarterly meeting mentioning the Countryside Bill and the modifications to the Lords Day Observance Act — both now before Parliament — and both of which could substantially affect Centre motor sport. The Committee expressed great disquiet at the far-reaching powers given to local authorities by the former although it was understood the R.A.C. legal department had the matter under urgent consideration.

The Committee also expressed appreciation, on behalf of Centre members, of David Hepworth's gesture in donating a trophy in memory of the late John Bindloss and approved the rules covering its annual award.

Finally the meeting decided the composition of the Events and Social Committees for the ensuing twelve months, leaving it to those committees to elect their Chairmen and Secretaries at their next meetings.

Annual Committee Dinner

The Committee's yearly nosh-up took place at The Mansion, Roundhay on 9th April almost all the familiar faces being present. After an excellent meal the usual bout of storytelling got under way, the tone deteriorating as the evening proceeded. However the highlight was undoubtedly Harry Mason's reference to Chippy as "one of the Strosses we have to bear" — which almost brought the house down. A very pleasant occasion.

Film Shows

When something happens with regularity year after year we tend to regard the occurrence as automatic and forget the time and trouble so often involved and it could be so with our annual film show programme which has for many years been held at the Liberal Club, Bramley during January, February and March.

With the conclusion of another of these successful, well patronised series of shows it is timely to thank Mike Wilson who virtually does the whole thing from selection of films to their showing — on his own projectors! — single-handed for the time, trouble and effort he lavishes in this direction and also to thank the committee of the Bramley Liberal Club for continuing to extend to us the hospitality of their clubhouse.

New Members

Welcome to the following new members whom we hope to see on Centre events during the next month or two.

- C. Corrigan, Durham.
- P. Crooks, Stockton-on-Tees.
- C. A. Goodwin, Leeds.
- C. D. Hodgkinson, Ashton-under-Lyne.
- B. Keegan, Barnsley
- A. G. M. Kellett, March.
- H. R. Kulp, Harrogate.
- D. Martin, Todmorden.
- P. A. F. Moss, Cleethorpes.
- J. A. Ogden, Keighley.
- B. R. Peace, Leeds.
- S. A. Robinson, Darlington.
- P. Rowland, Ellerton.
- F. B. Toulson, Barnsley.
- P. G. Turner, Sheffield.
- P. J. Wilson, York.
- G. Wood, Pontefract.

Joint Members

- Mr. & Mrs. J. A. Dewar, Harrogate.
- Mr. & Mrs. R. W. A. North, Leeds.

Junior Members

- R. H. Iveson, Ilkley.
- R. I. Pigg, Richmond, Yorks.
- R. S. Wainwright, Wakefield.

MISCELLANEOUS

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FOR SALE

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John Cussins offers for sale his 1967 1330 Cooper S. This car was hill climbed very successfully in 1967 and converted to road use during the winter. Sustained severe frontal damage in accident with only 4000 miles on the clock. Engine, gear box unit undamaged and easily converted back to full race engine giving 125 BHB. For further details contact Leeds 685685 (evenings) and Leeds 30257 (Day).

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DATES

For Your Diary

YORKSHIRE CENTRE PROGRAMME

Date	Event	Status	Centre Annual Competitions
1968			
7 May	Club Night — Scarborough Practice.	Closed	CK
11/12 May	Scarborough Week-End.	Restricted	NCKA
19 May	Race Meeting — Croft.	Restricted	NK
21 May	Club Night — Social — Birkenshaw	—	—
4 June	Club Night — Harewood Practice Evening.	Closed	K
16 June	Montague Burton Trophy Meeting, Harewood.	National British	KA
18 June	Club Night — Social — Birkenshaw	—	—
21 June	Summer Dance — Bardsey Hall.	—	—
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
16 July	Club Night — Social — Birkenshaw	—	—
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
20 August	Club Night — Social — Birkenshaw	—	—
25 August	Sprint.	Closed	K
1 September	Annual Cricket Match with de Lacy M.C. of Pontefract.	—	—
3 September	Club Night — Bird's Event.	Closed	CK
15 September	Championship Hill Climb — Harewood.	National British	K
17 September	Club Night — Social — Birkenshaw	—	—
22 September	Stone Trough Trial.	Restricted (Joint)	NCK
29 September	Autocross.	Closed (Joint)	KA
1 October	Club Night — Social — Sicklinghall	—	—
6 October	Scarborough Hill Climb.	National British (Joint)	K
15 October	Club Night — Social — Birkenshaw	—	—
27 October	Greenwood Cup Trial.	Closed (Joint)	CKA
5 November	Club Night — Social — Sicklinghall	—	—
19 November	Club Night — Social — Birkenshaw	—	—
3 December	Club Night — Social — Sicklinghall	—	—
12 December	Annual Dinner Dance.	—	—
17 December	Club Night — Social — Birkenshaw	—	—

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 and Ronald Hudson Memorial Trophy competitions.
 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.

* Indicates B.A.R.C. (Yorks.) Invited.

MAY

- 2/5—Thurs./Sun. West German Rally (Int.)
 4—Saturday * Race Meeting — Castle Combe — Restricted — B.A.R.C. — Regs from B.A.R.C. London.
 4—Saturday * Race Meeting — Silverstone — Seven Fifty M.C.
 5—Sunday * Race Meeting — Snetterton — West Essex M.C.
 5—Sunday * Race Meeting — Brands Hatch — Mini Seven Club.
 5—Sunday * Sandocross — Ainsdale — Liverpool M.C.
 5—Sunday Hill Climb — Prescott — National Open — "R.A.C. Championship event — Bugatti O.C."
 5—Sunday Targa Florio, Italy (Int.)
 5—Sunday * Race Meeting — Croft — B.R.S.C.C.
 5—Sunday * Hill Climb — Baitings Dam — Huddersfield M.C. — Regs from R. F. Chesterman, 28 Beaumont Street, Netherton, Huddersfield.
 11—Saturday * Race Meeting — Oulton Park — Lancashire & Cheshire C.C.
 12—Sunday * Autocross — B.A.R.C. (West Midlands Centre)
 12—Sunday * Race Meeting — Silverstone — Nottingham S.C.C.C.
 12—Sunday * Race Meeting — Lydden Hill — Thames Estuary A.C.
 12—Sunday * Rally — A.C. Owners Rally — A.C. Owners Club.
 12—Sunday Hill Climb — Wiscombe Park — National — R.A.C. Championship event — West Hants & Dorset C.C.
 12—Sunday * Race Meeting — Mallory Park — Closed — B.A.R.C. — Regs from B.A.R.C. London.
 12—Sunday * Hill Climb — Pontypool Park — Restricted — B.A.R.C. (South Wales Centre).
 12—Sunday Spanish Grand Prix. (International).
 15/19—Wed./Sun. Austrian Alpine Rally (Int.)
 18/19—Sat./Sun. * Driving Tests — Closed — B.A.R.C. (East Midlands Centre)
 19—Sunday * Race Meeting — Thruxton — Restricted — B.A.R.C. — Regs from B.A.R.C. London.
 19—Sunday Nurburgring 1,000 kilos Race (Int.)
 19—Sunday Production Car Trial — Restricted — Y.S.C.C.
 25/26—Sat./Sun. * Moss Tyres Sporting Rally — York M.C.
 26—Sunday * Hill Climb — Leighton Hall — Morecambe C.C. — Regs from E. R. Ashworth, 12 Peartree Road, Clayton-le-Woods, near Chorley, Lancs.
 26—Sunday Hill Climb — Barbon — National — R.A.C. Championship event — Westmorland C.C.
 26—Sunday * Race Meeting — Brands Hatch — Closed — B.A.R.C. — Regs from B.A.R.C. London.
 26—Sunday Spa 1,000 kilos Race (Int.)
 26—Sunday Monaco Grand Prix (Int.)
 26—Sunday * Hill Climb — Gurston Down — Closed — (B.A.R.C. S.W. Centre).
 30—Thursday Indianapolis 500 (Int.)
 30/4 June
 Thus./Tues. Acropolis Rally (Int.)

JUNE

- 1—Saturday * Race Meeting — Rufforth — B.R.S.C.C.
 2—Sunday * Sprint — Topcliffe — M.G. Car Club (N.E.)
 2—Sunday * Sprint — Woodvale — Lancashire A.C. — Regs from N. R. Stott, 1 Avenue Parade, Accrington.
 2—Sunday * Hill Climb — Firle — Restricted — B.A.R.C. (S.E. Centre).
 3—Monday * Race Meeting — Croft — B.R.S.C.C.
 3—Monday Race Meeting — Crystal Palace (Int.)
 3—Monday Race Meeting — Thruxton — Restricted — B.A.R.C. — Regs from B.A.R.C. London.
 3—Monday Race Meeting — Oulton Park — National Open.
 8—Saturday Race Meeting — Silverstone — National Open.
 9—Sunday * Speed Hill Climb — Airedale & Pennine M.C.
 9—Sunday Hill Climb — Shelsley Walsh — National — R.A.C. Championship event — Midland A.C.
 9—Sunday * Race Meeting — Mallory Park — Closed — B.A.R.C. — Regs from B.A.R.C. London.
 9—Sunday * Race Meeting — Brands Hatch — Closed — B.A.R.C. — Regs from B.A.R.C. London.
 9—Sunday Belgian Grand Prix (Int.)
 9—Sunday * Hill Climb — Brunton — Closed — B.A.R.C. (S.W. Centre).
 9/14—Sun./Fri. Scottish Rally (Int.)
 15—Saturday Mullard Trophy Rally — 2300 Club — Restricted — Motoring News Rally Championship Qualifying event — Regs from H. Edwards, 24 Glendale Drive, Mellor, Blackburn, Lancs. (Mellor 705).
 15/16—Sat./Sun. Le Mans 24 Hours Race (Int.)
 16—Sunday * Race Meeting — Snetterton — Restricted — B.A.R.C. — Regs from B.A.R.C. London.
 22—Saturday AGBO Rally — Owen Org. M.C. — Restricted — Motoring News Rally Championship Qualifying event — Regs from Mrs. J. Squire, 57 Pooles Lane, Short Heath, Willenhall, Staffs. (Bloxwich 77302).
 23—Sunday Hill Climb — Tholt-y-Wil — National — R.A.C. Championship event — Lancs. A.C.
 23—Sunday Race Meeting — Croft — 4 Hour Relay Race — Darlington & District M.C.
 23—Sunday * Race Meeting — Silverstone — Closed — B.A.R.C. — Regs from B.A.R.C. London.
 23—Sunday Race Meeting — Mallory Park (Int.)
 23—Sunday Dutch Grand Prix (Int.)
 23—Sunday * Hill Climb — Pontypool Park — Closed — B.A.R.C. (South Wales).

- 25/29—Tues./Sat. London Rally (Int.)
 27/30—Thurs./Sun. Geneva Rally (Int.)
 29/30—Sat./Sun. Rheims 12 Hours Race (Int.)
 29/30—Sat./Sun. Race Meeting — Watkins Glen, U.S.A. (Int.)
 29—Saturday Hill Climb — Rest and be Thankful — National — R.A.C. Championship event — R.S.A.C.
 29—Saturday * Race Meeting — Rufforth — B.R.S.C.C.
 30—Sunday * Hill Climb — Firle — B.A.R.C. — (S.E. Centre) / M.G.C.C.
 30—Sunday * Hill Climb — Baitings Dam — Huddersfield M.C. — Regs from R. F. Chesterman, 28 Beaumont Street, Netherton, Huddersfield.

JULY

- 2/5—Tues./Fri. Gulf London International Rally — London M.C.
 5/7—Fri./Mon. Czechoslovakian Rally (Int.)
 7—Sunday * Race Meeting — Thrupton — Restricted — B.A.R.C. — Regs from B.A.R.C. London.
 7—Sunday * Race Meeting — Croft — B.A.R.C.
 7—Sunday French Grand Prix (Int.)
 7—Sunday * Race Meeting — Cadwell Park — B.R.S.C.C.
 13—Saturday Welsh Marches Rally — Herefordshire M.C. — Restricted — Motoring News Rally Championship Qualifying event — Regs from Mrs. N. Skeffington, 121 Hampton Dene Road, Hereford. (Hereford 66298).
 13—Saturday * Race Meeting — Castle Combe — Restricted — B.A.R.C. — Regs from B.A.R.C. London.
 14—Sunday * Hill Climb — Baitings Dam — Restricted — Lancashire & Cheshire C.C. — Regs from T. K. Dooley, 285 Brooklands Road, Manchester 23.
 17/20—Wed./Sat. Danube Rally (Int.)
 20—Saturday British Grand Prix (Int.)
 25—Thursday Hill Climb — Bouley Bay — National — R.A.C. Championship event — Jersey M.C. & L.C.C.
 27—Saturday Harold Sharp Rally — Maidstone & Mid-Kent M.C. — Restricted — Motoring News Rally Championship Qualifying event — Regs from R. A. Aberry, 85 Dargets Road, Walderslade, Chatham, Kent. (Medway 61142).
 27—Saturday Race Meeting — Silverstone (Int.)
 28—Sunday * Hill Climb — Gurston Down — Restricted — B.A.R.C. (S.W. Centre).
 28—Sunday * Race Meeting — Croft — B.R.S.C.C.

AUGUST

- 1/4—Thurs./Sun. Polish Rally (Int.)
 3—Saturday Hill Climb — Great Auclum — National — R.A.C. Championship event — Severn Valley M.C.
 4—Sunday * Race Meeting — Thrupton — Restricted — B.A.R.C. — Regs from B.A.R.C. London.
 4—Sunday German & European Grand Prix (Int.)
 10—Saturday Hill Climb — Craignantlet — National Open.
 10—Saturday Race Meeting — Croft (Int.)
 11—Sunday * Race Meeting — Mallory Park — Closed — B.A.R.C. — Regs from B.A.R.C. London.
 16/18—Fri./Sun. 1000 Lakes Rally (Int.)
 17—Saturday Bolton Rally — Bolton-le-Moore C.C. — National — Motoring News Rally Championship Qualifying event — Regs from Miss Mavis Fone, 156 Longsight, Harwood, Bolton, Lancs. (Bolton 52407).
 17—Saturday Race Meeting — Oulton Park (Int.)
 18—Sunday Hill Climb — Shelsley Walsh — National — R.A.C. Championship event — Midland A.C.
 18—Sunday * Race Meeting — Brands Hatch — Closed — B.A.R.C. — Regs from B.A.R.C. London.
 18—Sunday * Race Meeting — Cadwell Park — Restricted — B.A.R.C. — Regs from B.A.R.C. London.
 24/25—Sat./Sun. Pennine Rally — Restricted — Y.S.C.C.
 25—Sunday * Sprint — Woodvale — Lancashire A.C. — Regs from N. R. Stott, 1 Avenue Parade, Accrington.
 25—Sunday Austrian Grand Prix — International.
 25—Sunday * Race Meeting — Silverstone — National Open — B.A.R.C. — Regs from B.A.R.C. London.
 31—Saturday Cilwendeg Rally — Teify Valley M.C. — Restricted — Motoring News Rally Championship Qualifying event — Regs from L. Evans, 9 Bryn-yr-Eglwys, Lampeter, Cards.

SEPTEMBER

- 1—Sunday * Driving Tests — Huddersfield M.C. — Regs from R. F. Chesterman, 28 Beaumont Street, Netherton, Huddersfield.
 1—Sunday Nurburgring 500 Kms. Race — International.
 1—Sunday * Hill Climb — Gurston Down — Closed — B.A.R.C. (S.W. Centre).
 1—Sunday * Hill Climb — Firle — Restricted — B.A.R.C. (S.E. Centre).
 1—Sunday * Hill Climb — Pontypool Park — Restricted — B.A.R.C. (South Wales Centre).
 2—Monday Race Meeting — Croft — Battle of Britain Meeting — Darlington & District M.C.
 2—Monday * Race Meeting — Snetterton — Restricted — B.A.R.C. — Regs from B.A.R.C. — London.
 2—Monday Race Meeting — Brands Hatch (Int.)
 2/8—Mon./Sun. French Alpine Rally (Int.)
 7—Saturday * Race Meeting — Rufforth — B.R.S.C.C.
 7—Saturday Stocktonian Rally — Stockton & District M.C. — Restricted — Motoring News Rally Championship Qualifying event — Regs from P. Butters, 30 Ruskin Drive, Acklam, Middlesbrough. (Middlesbrough 43211).
 7—Saturday * Race Meeting — Crystal Palace — National British — B.A.R.C. — Regs from B.A.R.C., London.

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