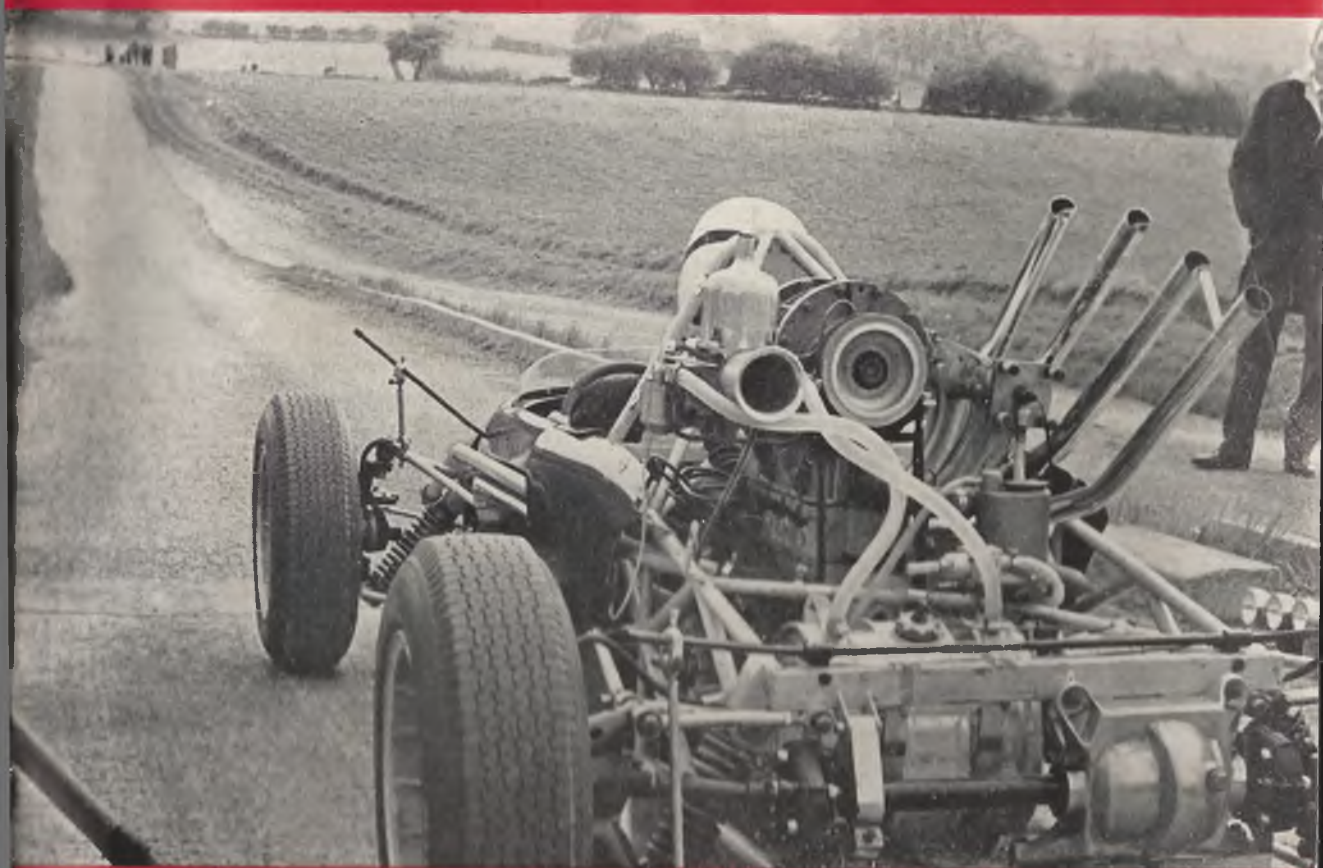




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COVER PICTURE

Snake charmers nightmare? Peter Meldrum's new PR 2 Ford device pictured during its first competitive outing at Harewood on 28th April when it suffered from teething troubles. In May it performed well at Prescott but unfortunately crashed with considerable damage to the frame.

(Photo: Jeff Binns)

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Ramblings



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

Dickie Stoop

The death of Dickie Stoop at the wheel of his Porsche 911 S during our Centre race meeting at Croft on 19th May has shocked his wide circle of friends and cast a deep shadow over the motor racing scene.

Quiet, burly and very well-liked Dickie, son of a great rugby international and a Battle of Britain pilot was 47 and had raced all over Britain and the continent since taking up the sport when he left the R.A.F. in 1948. He competed — always as a private entrant and for the love of racing itself — at Nurburgring, Le Mans (10 times), Spa, Rouen and Kyalami and regarded his 2 litre class win at the Sarthe circuit in the early fifties when sharing a Frazer Nash with T.A.S.O. Mathieson as his best performance. Although he drove a variety of cars he will be closely associated with the marques of Frazer Nash and, more latterly, Porsche.

Ill-health compelled his retirement four years ago although he ran a Lotus-Climax which Paul Hawkins drove for a while but he returned to the scene last year when he acquired a Porsche 911 S in which he had a win at Castle Combe only the week before his untimely death.

Dickie competed frequently with success, always with distinction, and the racing world will be a great deal poorer by the passing of this kindly, likeable man.

Our deepest sympathy goes to his mother and his many friends in the dreadful loss they have suffered.

Centre Annual Programme

At a recent Events Committee meeting a member remarked, with justification, that although a great deal of time, thought and hard work went into the execution of the Centre annual competitive programme, not nearly so much attention was directed to the fundamental suitability of the programme itself and that we were tending to repeat the same old mixture as before. The point of this remark is accentuated by the fact our Practice Day and the following day's race meeting at Croft received only meagre support — leaving no alternative but to strike them from next year's fixture list — whilst the centre response to that old-established and former favourite, the Scarborough Week-End was, to say the least, poor.

It would be untrue to suggest the overall programme fell seriously short of members expectations and wishes but it does seem, from the support they attract, some events don't interest those they are intended for and no committee worth its salt can fail to heed the implications of the situation.

However knowing what doesn't seem to be wanted is one thing, knowing what is wanted quite another and, strangely, our members always seem so reticent to express their views — last month's Circular couldn't raise even one letter for its Correspondence page! Towards the end of July your Committee will begin consideration of the programme for April 1969 to March 1970 preparatory to putting in a firm draft for amendment and approval by the Association of Northern Car Clubs in early October so clearly, as these things take time to work out, now is the time to be getting the ideas in.

There must be many within the Centre who have ideas of new events which could usefully and popularly supplant some of our existing ones or new twists that could re-invigorate old favourites and it would be helpful and appreciated if these could be brought forward, either via the correspondence pages of the Circular or direct to the Social or Events Committee as appropriate.

B.A.R.C. Race Meetings in July

There are only three club race meetings during July — our own Croft members meeting on 7th (Restricted) and another Restricted event at Thruxton on the same date and a Restricted meeting at Castle Combe on 13th.

May Club Night — (Birkenshaw)

To the satisfaction of the Social Committee who have given a lot of thought recently to increasing the attendance at non-competitive club nights the one at The Peacock, Birkenshaw on 21st May drew a crowd of more than 50 members — most no doubt attracted by the show of films and transparencies taken at various Centre events during 1967.

Apart from enjoying the films shown those present seemed to have had a thoroughly convivial evening — and the evening was notable for the presence of several members from north of Leeds.

June Centre Circular

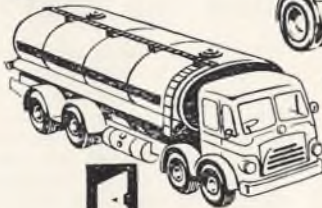
If this Circular seems a shade disjointed — or more so than usual, depending on your viewpoint! — we crave your indulgence as its shortcomings will be mainly due to the necessity, owing to the editor's holidays, for it to be completed over the Spring Holiday week-end, the Committee being rightly anxious continuity of regular production should not be interrupted.

Your scribe, suitably refreshed after his break will endeavour to get back to his normal best — indifferent though that may be — with the July issue.

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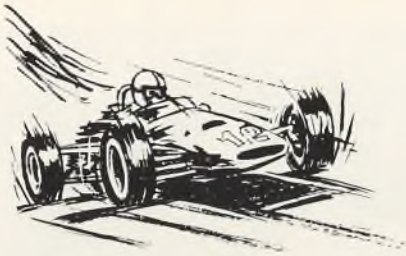
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STOP PRESS



Owing to the Editor's annual pilgrimage in search of sun and relaxation, the "Circular" had to be put to bed much earlier than usual. The following jottings are intended to bring members up to date with what has happened since John departed these shores.

Club Night Autocross

As promised in "Ramblings" here is a last reminder of the Club Night Autocross which will be held at Willsgill, off Queensway, at Guiseley 96/196423 on Tuesday 2nd July.

Practice will start at about 6-15 p.m. and the event will commence at approx. 7-30 p.m. Already quite a good entry has come in with names like Norman Umpleby, Phillip Cooper, Derek (on the roof) Haynes, Brian Mankin, Bob Moorhouse, Gordon Chippindale and even Ken (I told 'em) Oldham with the fearsome Mustang to guarantee a stirring night out. If you are intending to enter and have forgotten, please give Mike Wilson a ring at Leeds 638392 as soon as possible.

From a Social point of view there will be a Tea and Wad waggon in attendance from the very start of proceedings and later, when all the cars have run and the tackle is sammed-up there will be a social gathering at "The Flyover", Queensway. To get to the "Flyover" one turns Left out of the gate from the Autocross and bashes straight on for some 600 yards. There is, of course, no doubt that some spirits of the type who never read anything will make their way to the Scott's Arms, but they can have a little Club Night all of their own.

Anyone who can marshal and who has not yet offered should contact Mike Wilson at Leeds 638392 as soon as possible.

Harewood Surfacing

Anyone who has had any converse with drivers at Harewood will know that under some circumstances, particularly when wet, the road there can be most diabolically slippery. This is not a thing which can be pinned down as being any basic fault as the present surface is in fact the designed under-surface of the road and at the time we put it down we knew that it would only be useable for a few years before it would need to have a final wearing surface of a much more abrasive or non-slip nature.

For a long time we have been plotting for when the time would actually arise and now, at last, and not before time in the opinion of most drivers, we have taken the plunge and arranged for the new surface to be laid. This will very definitely be ready for the R.A.C. Hill Climb Championship meeting in September, but if all goes well, it will be down in time for the Novices and Vintage Hill Climb on July 21st.

When the Committee got down to ways and means the Hon. Treasurer decided that we could now afford

to lay out approx. 50% of the cost from Centre funds without crippling ourselves for next Winter. This led to some discussion around the room as to where the balance was to come from and one of the suggestions made was that we should approach H.Q. for a loan. However, the view that we should try to manage ourselves prevailed and in no time at all no less than 10 Committee Members had volunteered to lend the Centre £100 each as an interest free loan for not more than 10 years. Obviously we hope to pay this back much more quickly than this maximum period, indeed it was agreed that we would repay in full a minimum of £200 each year and that lots should be drawn to determine who would be the lucky one's each time.

Since the meeting, the word has been spread gently around and, at once, a number of other members have agreed to chip in with £100 each on similar terms to ensure the work being done at once.

Everyone connected with the Centre and with Hill Climbing must thank all these club-spirited members for their grand effort which will ensure that the reputation we have gained for Harewood will not diminish in the future by becoming too dangerous to be funny. If there are any other members who might like to show their interest by making a similar loan, Mike Wilson would be most pleased to hear from them.

Where, one can hear some people asking, does the Grand Lottery announced last month fit into this picture? For this mouth watering news, please read on below.

Grand Lottery

Members will remember that we have recently announced and circulated details of a Lottery run under the 1963 Gaming Act with a view to raising funds for improvements, mainly to the road surface at Harewood. Anyone who has bothered to cost out this scheme from the prospectus will be wondering why there should be a need to raise loans from members to pay for a new road surface. The plain truth is that the cash from the lottery will take twelve months to come in and, quite frankly, to date the results have not lived up to our high hopes. For this reason we are now treating this lottery more as a means of repaying the loans and, if it does go as we hope, this should be done much more quickly than the 10 year period mentioned above would suggest.

However, back to the Lottery. By Law we are not allowed to give out in prizes more than 50% of the

Continued on page 8

STOP PRESS—continued.

money we draw in and with only some 100 members of the scheme for the first draw at the Summer Dance last Friday we had to ask those people who had joined the scheme to accept a new scale of prizes where 50% of the monies we received are distributed each month. We are glad to tell you that almost everyone has accepted this and we look forward to an increasing number of new subscribers as the months go by.

Many people will be put off by the idea of having to sign a Bankers Order for £1 per month. Some have a fixed objection to Bankers Orders, some do not dare to let their Bank Manager's know what they are doing with their money. For these people we would explain that if they will undertake to pay £1 per month either by post to the Promoter or in Cash to some Committee Member, they can still come into the scheme.

In fact, if everyone wants to join the scheme and make a once and for all payment of £11 to run to the end of the lottery in May 1969, this can also be arranged.

All the proceeds of this lottery will go to paying for the new road surface or repaying the loans and, if there is a surplus after this, the balance will be spent on other improvements at Harewood.

Anyone wanting to join the scheme, seeking any information, or just requiring a form should contact Mike Wilson at any Centre function, or write to him at Silver Royd House, Leeds 12.

Novices and Vintage Hill Climb

As has been noted elsewhere in this issue, the July 21st Harewood meeting will be run not only for Novice Competitors in the past, but also it is being supported by the V.S.C.C. with a collection of Vintage and P.V.T. machines as well.

Already a month before the event quite an interesting selection of entries have been received including a number of Chain Gang Nashs and G.N.s, a 750 c.c. Austin Single seater, some stately Bentleys and Lagondas, a very rare Nardi, a mouth watering Bugatti and so on.

There is no doubt that the presence of so many interesting and well preserved vehicles plus the colourful characters who own them will add atmosphere to this already popular event without in any way detracting from the happy spirit of the day. Indeed to point that the event is more important than the results there will not be the usual "Top Ten" run off.

"Gulf London" Rally

As usual Gordon Forster is masterminding the local sections of the "Gulf" and, also as usual, we have been asked to run a stage in the forests behind Scarborough. What makes this a little different is that it will be in daylight on Thursday 4th July (How independent can you get) so that members will be able to see the experts at work rather than just be dazzled by headlights.



PETER LAWSON

Photo Jeff Binns

Anyone who would like to go is warned that they must be in position by 10-00 a.m. and if they want to be extra useful and help in setting out they should be there by 8-00 a.m. (Cor!). The meeting place and H.Q. for marshals is The Caley Arms, Allerston 93/875½834 and Ronnie Varley will be i/c B.A.R.C. efforts. You can contact him at Huddersfield 53694 if you would like to go along.

Champions Ascendant

As this page closes for press, Yorkshire Centre members are out in the lead of both the R.A.C. British Hill Climb Championship and the B.A.R.C. Hill Climb Championship. Without knowing what happened on June 23rd at Tholt-y-Will and Pontypool, we can be sure that no one could unseat either Peter Lawson with the 2 litre 4 wheel drive Type T.67 B.R.M. nor Jeff Goodliffe with the B.R.T. developed 1275 c.c. Cooper "S". Both have made best Championship performances in each qualifying round they have entered this season. Congratulations.

Continued on page 21

next month

JULY

Club Night Evening Event — 2nd July Autocross

A busy July Centre programme kicks off on Tuesday, 2nd July, with an evening autocross and if the experience of the last two years is any criterion it will not lack support. As before it will take place in John Busfield's field at Guiseley — 96/197423 — starting around 6-30 p.m. and will duplicate its two predecessors except that the course will be longer. The entry fee will be 20/- (speed events being costly to get permits for and stage). Intending entrants are reminded although this is an evening event they MUST enter beforehand on an official entry form and that their vehicles and crash helmets will be subject to scrutineers inspection — and approval!

After the autocross finishes there will be the usual post-event nattering session at a pub details of which will be given in the Stop Press insertion included with this Circular.

Organisers Tony Hodgetts and John Ison could use a few more helpers for setting up and/or clearing up and offers of help would be welcomed by either of them at Guiseley 4774 or Guiseley 3975 respectively.

Croft Race Meeting — 7th July

The 1968 Centre race season concludes with a Restricted permit meeting at Croft on Sunday 7th July. There will be most of the usual events i.e. 10 lap scratch races for Sports/Racing, Clubman's Sports, Special Sports, Special Saloon and Formule Libre as well as a handicap but the programme will not, this time, feature a dice for the Special G.T. fraternity to avoid conflict with another local meeting being held the same day. The disappointing response to the Formula Vee race arranged for the last meeting but subsequently cancelled owing to lack of entries has, not unnaturally, led to this not being repeated.

Practising commences at noon sharp with the first race at 2-30 p.m.

Not many Centre members outside those officiating or competing seem to come to Croft and we feel the general body of the kirk, perhaps put off by tales of blasted heaths, is missing an enjoyable, inexpensive experience. Whilst Darlington may seem far off for some Croft is so easily and speedily reached on the A.1, especially from the Leeds area where so many of our members reside, that the journey is completed in no time at all. Obviously the quality of club racing is variable but we've had some really high-grade, exciting stuff — as those who saw Peter Crossley's duel with

John Woolfe in the opening laps of the first race of the May meeting will agree. So why not take this, the last opportunity you'll have to go to a Centre meeting until next Spring, and come up on 7th July?

Club Night — 16th July

There will again be the usual monthly club night social gathering at The Peacock, Birkenshaw, on Tuesday, 16th July, at which members from all parts, local and furrin! will be equally welcomed.

Harewood Novices Hill Climb — 21st July

This ever-popular fixture, rejoicing in a Restricted permit on this occasion, takes place on Sunday 21st July. It continues to cater for members who haven't, for one reason or another, won an award in a speed event during the last three years — although this qualification does not necessarily mean they are novices as the list usually contains some notable greybeards of yesteryear such as . . . but perhaps we'd better not mention names!

The Novices event cannot claim to provide the quality of hill-climbing provided at our more ambitious meetings at Stockton Farm — although the standard is always surprisingly high — but the atmosphere is relaxed and pleasant, all highly congenial and acceptable to those for whom motor sport is more than a matter of split seconds and silver pots.

An innovation this year is the inclusion of classes for less-modern sporting vehicles — which is the reason for the Restricted permit — and already a splendid response has been received. We feel the inclusion of these gentlemen — enthusiasts all — will provide good sport for those concerned and greatly add to the entertainment of the spectators.

Scrutineering and practice occupy the morning with the competitive runs after lunch and, providing there is a minimum of nonsense, all should be over around five. Full refreshment facilities will be operating all day.

JULY CIRCULAR

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COMPETITION CHATTER

● One of the disadvantages of bringing out a periodical such as the Centre Circular, largely by part-time effort, is that all the copy must be gathered in some time before publication. Although one tends to steal a few days from one's editor, this inevitably means that some of the news is slightly stale by the time it reaches your breakfast table. Thus it is with my first item this month.

● Although it took place at the beginning of June, I feel it is nevertheless worth repeating the fabulous performance of Yorkshire Members at the Shelsey Walsh Championship Hill Climb. Peter Lawson once again took F.T.D., to consolidate his position at the head of the R.A.C. Championship table. In addition to this, David Hepworth finished in the top five and holds a similar position in the Championship table; David also took his class in the Class runs, as did Jimmie Johnstone, who also broke the Class Record, and, finally Peter, David and Jimmie collected the inter-club team prize. Well done indeed lads.

● Looking into July, we find on the 7th, an invitation for Members to compete in one of the leading production trials in this part of the country. This is the Rodney Whiteley Trophy Trial run by the Airedale and Pennine M.C.C. This is a B.T. & R.D.A. Championship event, and always produces a first class day's sport. Incorporated in the main individual event is the keenly contested Team Trophy, for Club teams of three cars. The Centre team has in former years featured prominently in this section of the Trial, but has latterly had to give best to the 'professional' trials boys from further afield.

It would be nice to see the Centre represented once again, though I feel that the Airedale Club has made the entry position a little bleak following the move of the trial from the so called season, which it did a couple of years back. Full details and regulations are available from the Secretary of the Meeting, Mrs. M. Hartley, 26, Trinity Place, Bingley.

● On the following week-end there is a choice of two speed events.

First comes the Lancashire and Cheshire Car Club's Baitings Dam Hill Climb. Always popular with our Members, these Baitings Meetings do not seem to have suffered from what appears to be a positive glut of events at the Ripponden course this year. The Lancashire & Cheshire event runs to B.A.R.C. Yorkshire Centre speed event classes and regulations are available from either the Centre office or the Competition Secretary.

● It is a shame to have to report a clash of two regularly attended events, but on that week-end this is what is due to occur; for the South Yorkshire Car

Enthusiasts Club are having a Sprint at Sandtoft near Doncaster. Once again the meeting is run to our Class leaflet, and a goodly gathering of Centre Members can be expected to attend and win their classes, I am happy to say. Unfortunately I have not yet seen a copy of the Regs., but the Secretary is Mr. M. G. (Safety Fast?) Dixon, Plot 23, Ings Dale Estate, Kirton in Lindsey, Lincs.

Incidentally, I notice in the paper the other day that the Sandtoft airfield is shortly coming up for auction. We sincerely hope this does not prejudice the chances of the South Yorkshire boys running further meetings at a course, into which they have put an awful lot of time and effort to build up.

● Moving forward to the 4th August, the De Lacy Motor Club of Pontefract have another of their High Eggborough Autocrosses and regulations will shortly be available from the Secretary of the Meeting, P. A. Morrell, 2 Manor Close, Norton, Nr. Doncaster.

As a matter of interest, in the series of team championships which the De Lacy Club runs in conjunction with these events, the B.A.R.C. were lying in second place of six clubs with one event in the current series to go. At press time we do not know the final outcome of the Club Trophy, and unfortunately, I only learnt of the position prior to the final round, when it was too late to ensure a good representative entry from the Centre.

● Just in case you are not fed up with hearing the same old tune, the final item in this month's Chatter, again comes under the category of 'not complete at press time'. However, I think it worth reporting that after four rounds of the B.A.R.C. Hill Climb Championship, the table was dominated by Centre Members, the leading four positions in the table being held by:

- 1st. Jeff Goodliffe
- 2nd. Tom Christie
- 3rd. Chris England
- 4th. Peter Kaye.

These are early days yet though, and there is ample time for the position to change. Since the marking of the Championship has now been taken over by Centre Chairman, Mike Wilson, it should be possible to give up to date information from now on.

● Have you noticed the entry list for the Daily Express ace to Australia next November? The Centre will be well represented on the event, with, to my knowledge and there may be others, the following taking part: Arnold Burton, Peter Bolton, Tony Fall, Mike Wood and Eric (Round the world and back to Barnsley) Jackson. "Good on yer, fellas"!

J.D.L.

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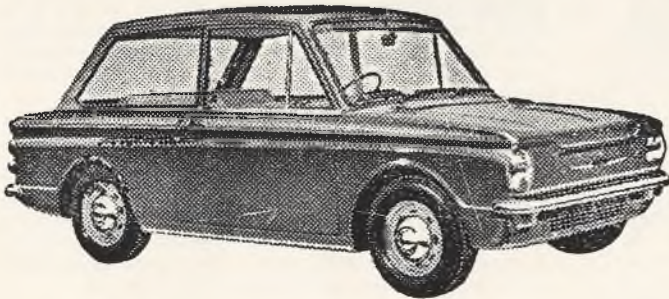
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Committee Commentary

Events Committee

First business before the re-constituted Events Committee at the April meeting was the election of a Chairman and Secretary for the ensuing year. John Stroud and Tony Hodgetts being unanimously appointed to those respective offices.

The Harewood hill climb on 7th April received a good deal of attention and discussion ranged over the duration of the meeting, protective shingle bank along the Finish Straight, the length of the entry list, catering facilities and urgent improvement to the paddock exit road, discussion merging into the final arrangements for the next Stockton Farm meeting six days later. Final plans for the Scarborough Week-End also took a good deal of time, one heartening aspect being the appeal for marshals had been so well responded to that for the first time for many years it seemed the event would be fully manned on both days.

Discussion about events immediately ahead covered the Scarborough Practice and Harewood Practice evening events, the May Croft Race meeting as well as the E. A. Denny Trial. The Montague Burton Trophy National meeting at Harewood in mid-June posed some problems, notably the availability of outside attractions of the kind employed for the same meeting in recent years. Eventually it was decided to concentrate on the motor sporting side this year, complementing it with a bigger static display of interesting, sporting cars — the whole supplemented with amusements for the children and one or two modest special "attractions" if these could be arranged.

Social Committee

The Social Committee's May meeting embraced, as usual, a review of recently past social events and plans for those in the immediate offing. In the former category was the Southern Club Night at Birkenshaw on 16th April which had been poorly attended due, it was thought, to its having fallen on Easter Tuesday.

On the future attractions side the Committee completed final arrangements for the Scarborough Week-End and the Summer Dance and spent a lot of time talking over catering arrangements at Harewood.

Main Committee

The monthly meeting on 13th May opened with a discussion on the situation of the Friends of Harewood Hill Climb Grand Lottery — the response to which had proved disappointing, less than 50 tickets having been taken up. Unless the response rose quickly and substantially — and steps were agreed to stimulate interest — it appeared probable the scheme would have to be abandoned. It was decided to review the position at

the Events Committee meeting two weeks later when a final decision would probably have to be taken. Catering at Harewood also came in for considerable discussion.

On a general talk about the Scarborough Week-End concern was expressed at the unusually small number of Centre members who competed, the absence of many "regulars" and the disappointing take-up of reserved accommodation at the Royal Hotel, but it was decided to defer further discussion until the Events Committee had been able to review the event. An expression of sympathy to the parents of Anthony Milnes who lost his life in a motor accident when returning to Leeds from Scarborough was passed.

The meeting also had the sad task of conveying a further expression of sympathy to the relatives of John Waterhouse who died following an accident during practice at Oulton Park the same week-end.

Necessary further work on the paddock exit road at Stockton Farm also came up and it was decided to organise a working party for an evening later in May it being considered essential to complete this work as quickly as possible and without fail before the Harewood Practice Evening on 4th June. The Committee felt it unfortunate so few members had turned out to help with the work already carried out which had, as so often is the case, fallen on a few, familiar shoulders. It was arranged that every available Committee member would join the working party and steps would be taken to induce other members — especially locally-resident owners of low-slung cars who stand to gain most from the work — to lend a hand also.

The May meeting, poorly attended due to business and holiday absence, was about the longest for months past. Following the meeting at Harewood on 28th April it was decided to write to a certain Midlands competitor requesting greater co-operation and a more civilised attitude towards officials than he had exhibited in the past — a step the Committee took with great reluctance but felt to be unavoidable. Welcome news was the report the paddock exit road improvements had been completed since the meeting.

The Scarborough Practice evening event which attracted over 50 competitors on a wet, cold night was considered a great success and a tribute to the powers of improvisation of the organisers faced with a change of venue at the very last minute. Although the Committee felt the Scarborough Week-End had been enjoyable, well-supported and had got back to the highest standard of former years and justified all the hard work the organisers had put into it many members felt it somehow fell short of what the majority of members now wanted, although in just what respects it was not easy to define. Time being short it was decided to defer further consideration until next meeting. Review of the Croft race meeting on 19th

Continued on page 24

A cloudy, chilly but dry day and a good crowd formed the background for the second Centre race meeting of the year at Croft. Owing to a dearth of entries the proposed Formula Vee race — intended as a qualifying event for the British Formula Vee championship — had to be abandoned, the organisers extending the Special Sports Car race — a qualifying event for the Fred. W. Dixon Trophy Championship — from 10 to 25 laps. John Woolfe, driving the Chevron GT Repco entered for Le Mans, had a field day winning three events. The meeting was marred by the death of Dickie Stoop whose Porsche left the circuit at Barcroft during the fourth race.

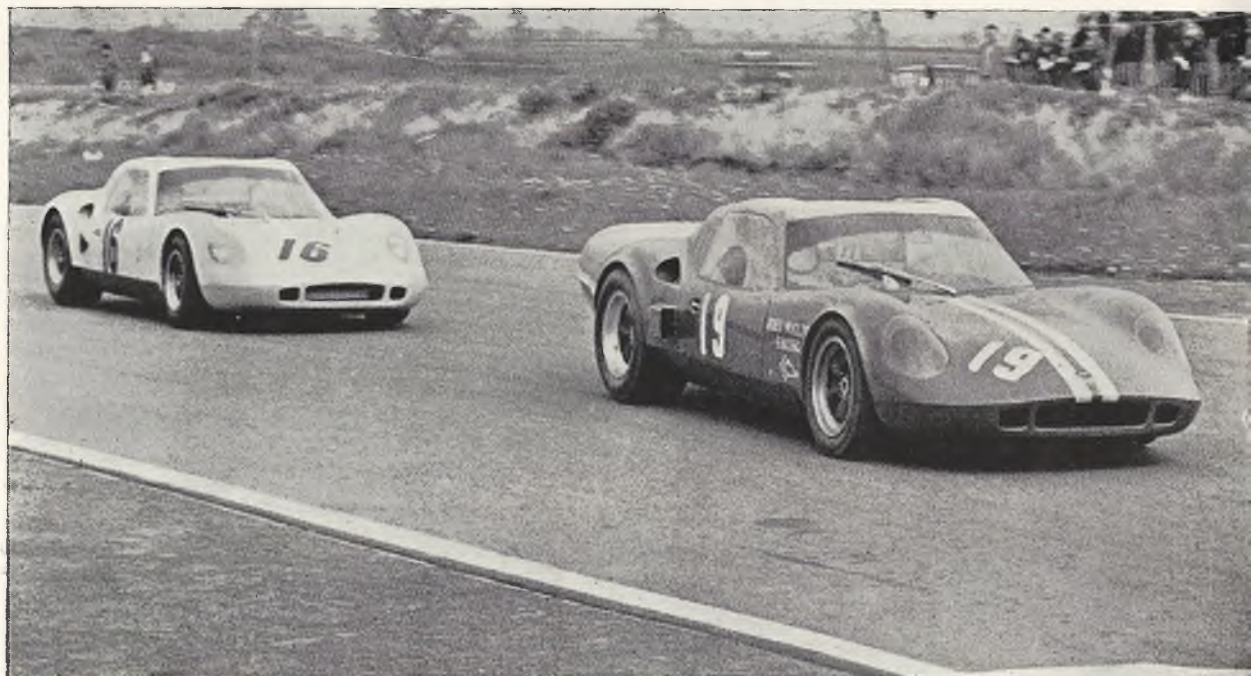
Only seven starters faced the flag for the Special Grand Touring Car race which opened the days proceedings but two of them, John Woolfe and Peter Crossley — both in Chevrons, the former with 3 litres at his command compared with the latter's 2000 c.c. — staged perhaps the closest struggle of the afternoon. Woolfe jumped into an immediate lead but was hotly pursued by Crossley, through the tail-enders from lap five onwards and until the latter hit suspension troubles on lap eight which put him way back in the field. Crossley's defection let George Silverwood in Derrick Buller-Sinfield's Mercury GT into second place and John Lanny (Lotus Elan) into third.

The better-supported Special Saloon Car event attracted an excellent entry of nineteen and a flying sextet of Wood (Cooper), Robinson (Ford Lotus Cortina), Harry Ratcliffe (Cooper), Whitehead (Cooper), Birrell (Escort Twin Cam) and Blanckley (A40) was well ahead of the ruck and in that order

first time round. On lap three Robinson and Wood swapped places for a couple of laps when the latter took the lead again and Whitehead, after a short spell ahead of Ratcliffe, fell back into fourth spot. On the fifth lap Robinson stopped at Barcroft with a broken throttle cable which let Wood into the lead for the rest of the race, an opportunity Whitehead seized to take third place ahead of Ratcliffe. Birrell's Twin Cam disappeared on lap six with low oil pressure, which was a pity as he appeared poised to make a bid for the lead. Most of the excitement departed after half-distance after which the leading five places remained unchanged — although the five were so close that the slightest mistake could have altered the picture considerably.

The third race of the afternoon — for Formula Libre, Formula Three and Formula Ford — and how much more liberal than that can you get? — drew but nine starters, of whom Peter Crossley got no further than Oxo on the warming up lap — to the disappointment of the spectators who were hoping for a repetition of his first race duel with John Woolfe. This was a processional affair in which Woolfe jumped into an immediate lead over Charnell (Lola 55 Ford), Hanson (Brabham BT 21) and Guthrie (Brabham BT 21) — an order which remained unchanged throughout. From the third lap onwards the leader steadily increased his advantage although he eventually slowed down to win by a misleading 2 secs.

Thus to the days big race, the 25 lapper for Special Sports Cars with an excellent field of eighteen to face John Ison — apparently now known as "Cuddles" by



John Woolfe (Chevron G.T. Repco) closely pursued by Peter Crossley (Chevron G.T.) in the Special G.T. car race. Photo: Jeff

S RACE MEETING

MAY



B. A. Robinson (Lotus Cortina), G. Wood (Cooper), G. Birrell (Escort), J. Whitehead (Cooper) and H. Ratcliffe (Cooper) in close company at the chicane during the Special Saloon car race.

Photo: Jeff Binns

his friends — on the starters rostrum. Britten (MG Midget), Hands (Austin Healey 3000) and Dickie Stoop (Porsche Carrera) raced away from the grid to establish a clear lead over the rest of the field until lap three when Britten and Hands came round alone — Goddards TVR 1800 Vixen being well behind in third place. Shortly afterwards news of Stoop's serious crash at Barcroft filtered through to the pit area and, understandably, the race seemed devoid of interest. As it went on Britten and Hands consolidated their positions, neither being threatened with Blyth (TVR 1800S Vixen) who had passed Goddard in a secure third place which he held until lap twenty when he dropped off the leader board completely. This let Cox (Triumph Spitfire) — who had just passed Goddard — into an unexpected third place he held until the flag.

The final scratch race of the day for Sports/Racing and Clubmans Sports cars fell short of anticipation having only seven starters — with an equal number of non-starters — and being a dull affair notable only for providing John Woolfe with his hat-trick of wins and Messrs. Silverwood and Lanny with second and third places.

The handicap race was well-supported — as it invariably is — by 18 entrants and limit man Read (Lotus 11 Ford) made the most of his chances by holding his advantage until the fourth lap when Appleby (Cooper S) and White (Lotus 51 FF) flew

past him, the latter taking Appleby two laps later only himself to be re-passed on lap eight. Meanwhile Robinson (Ford Lotus Cortina) and Bowmaker (Ford Anglia) squeezed past the Formula Ford car which had to be content with fourth place.

RESULTS

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

Overall

1. J. Woolfe (Chevron GT Repco) 12.44.4
2. G. Silverwood (Mercury GT) 13.20.8
3. J. Lanny (Lotus Elan) 13.37.0
4. W. J. Paul (Lotus 11 GT) 13.21.6

Winners Speed 85.60 m.p.h.

Class "A" 1151 c.c. and over.

1. J. Woolfe (Chevron GT Repco) 12.44.4
2. J. Lanny (Lotus Elan) 13.37.0
3. P. J. Crossley (Chevron GT) 13.26.4

Class "B" — Up to 1150 c.c.

1. G. Silverwood (Mercury GT) 13.20.8
2. W. J. Paul (Lotus 11 GT) 13.21.6
3. R. Forrester-Smith (Lotus 11 Climax) 13.34.4

Winners Speed 80.56 m.p.h.

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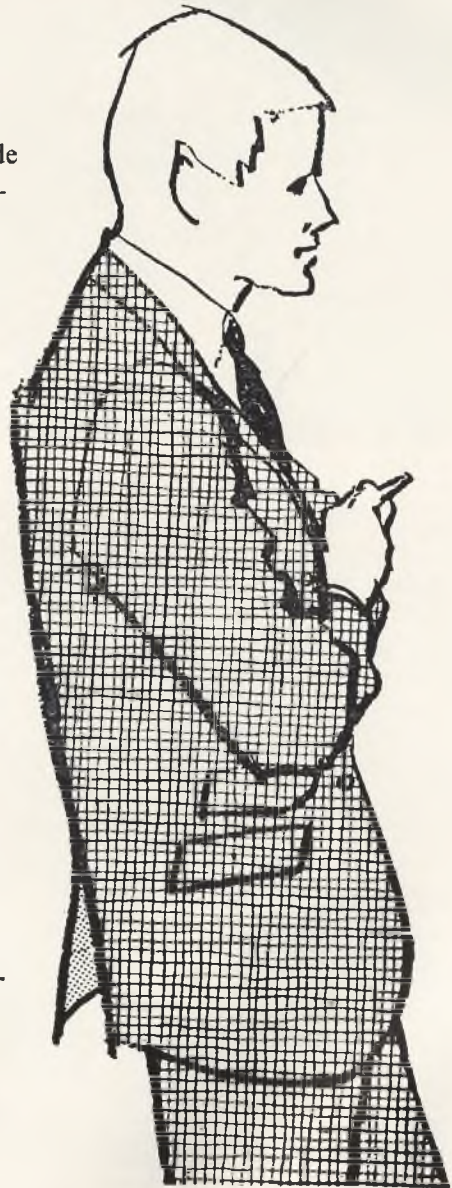
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EVENT 2. — 10 LAP SCRATCH RACE FOR SALOON CARS

Overall

1. G. Wood (Cooper)	13.46.6
2. J. S. Whitehead (Cooper)	13.49.4
3. H. W. Ratcliffe (Cooper)	13.50.2
4. P. A. Purseglove (Cooper S)	13.52.8

Winners Speed 77.40 m.p.h.

Class "A" — 1301 c.c. and over.

1. D. A. Pearson (Ford Lotus Anglia)	14.17.4
2. J. R. Blanckley (Rockside A.40)	14.39.8
3. K. Bowmaker (Ford Anglia)	*13.48.2
4. R. Storey (Jaguar 3.8)	14.39.4

* 9 laps

Class "B" — 1001 to 1300 c.c.

1. G. Wood (Cooper)	13.46.6
2. J. S. Whitehead (Cooper)	13.49.4
3. P. A. Purseglove (Cooper S)	13.52.4
4. R. J. Parkinson (Cooper S)	14.35.4

Class "C" — Up to 1000 c.c.

1. H. W. Ratcliffe (Cooper)	13.50.2
2. A. Barton (Cooper S)	14.37.2
3. A. J. Clatcher (Hillman Imp)	15.10.0
4. D. Edge (Mini)	*14.56.8

* 9 laps
Winners Speed 76.64 m.p.h.

EVENT 3. — 10 LAP SCRATCH RACE FOR FORMULE LIBRE, FORMULA THREE & FORMULA FORD CARS

Overall

1. J. Woolfe (Chevron GT Repco)	12.44.6
2. A. Charnell (Lola 55 Ford)	12.46.6
3. P. C. Hanson (Brabham BT 21)	12.50.2
4. M. C. Guthrie (Brabham BT 21)	13.23.8

Winners Speed 84.15 m.p.h.

Class "A" Formulé Libre Cars

1. J. Woolfe (Chevron GT Repco)	12.44.6
2. A. Charnell (Lola 55 Ford)	12.46.6
3. J. Lanny (Lotus Elan)	13.41.0
4. A. Evangelisti (Centro Scot Lola)	13.44.6

Class "B" — Formula Three Cars

1. P. C. Hanson (Brabham BT 21)	12.50.2
2. M. C. Guthrie (Brabham BT 21)	13.23.8

2 finishers only
Winners Speed 81.79 m.p.h.

Class "C" — Formula Ford Cars

1. J. Schonberg (Lotus 51 FF)	*12.51.0
2. B. Hunter (Lotus 51 FF)	*13.08.8

* 9 laps
Winners Speed 76.64 m.p.h.

EVENT 4. — 25 LAP RACE FOR SPECIAL SPORTS CARS

Overall

1. J. Britten (MG Midget)	34.12.4
2. S. Hands (Austin Healey 3000)	34.51.2
3. P. J. Cox (Triumph Spitfire)	35.09.4
4. J. Goddard (TVR 1800 Vixen)	35.24.6

Winners Speed 77.97 m.p.h.

Class "A" — 3001 c.c. and over.
No finishers.

Class "B" — 2001 to 3000 c.c.

1. S. Hands (Austin Healey 3000)	34.51.2
2. J. S. Tucker (Morgan Plus Four)	*35.17.6

* 22 laps
Winners Speed 75.31 m.p.h.

Class "C" — 1151 to 2000 c.c.

1. J. Britten (MG Midget)	34.12.4
2. P. J. Cox (Triumph Spitfire)	35.09.4
3. J. Goddard (TVR 1800 Vixen)	35.24.6
4. W. A. Poole (MG Midget)	35.27.4

Winners Speed 77.97 m.p.h.

Class "D" Up to 1150 c.c.

1. C. J. Green (Austin Healey Sprite)	*35.31.2
2. N. W. A. Dryden (Honda S 800)	†35.31.6
3. D. Longbottom (MG Midget)	†34.25.6
4. M. Reed (Austin Healey Sprite)	†35.41.6

* 24 laps
† 23 laps
Winners Speed 73.26 m.p.h.

EVENT 5. — 10 LAP SCRATCH RACE FOR SPORTS/RACING & CLUBMANS SPORTS CARS

Overall

1. J. Woolfe (Chevron GT Repco)	12.39.4
2. G. Silverwood (Mercury GT)	13.22.8
3. J. Lanny (Lotus Elan)	13.31.4
4. R. J. Prest (Lotus 7 Ford)	13.58.0

Winners Speed 82.96 m.p.h.

Class "A" — Sports/Racing Cars 1151 c.c. and over

1. J. Woolfe (Chevron GT Repco)	12.39.4
2. J. Lanny (Lotus Elan)	13.31.4

Only 2 finishers

Class "B" — Sports/Racing Cars Up to 1150 c.c.

1. G. Silverwood (Mercury GT)	13.22.8
-------------------------------------	---------

Only one finisher
Winners Speed 80.15 m.p.h.

Class "C" — Clubmans Sports Cars 1001 to 1500 c.c.

1. R. J. Prest (Lotus 7 Ford)	13.58.0
2. G. Whittingham (Lotus 7 Ford)	*13.04.0

Only two finishers
* laps
Winners Speed 77.78 m.p.h.

Class "D" — Clubmans Sports Cars Up to 1000 c.c.

1. G. Temple (Lotus BMC)	*12.59.6
2. M. Pinder (Lotus 7 BMC)	14.25.6

Only two finishers
* 9 laps
Winners Speed 72.72 m.p.h.

EVENT 6. ... 10 LAP HANDICAP RACE

1. H. R. Appleby (Cooper S)	14.19.6
2. B. A. Robinson (Ford Lotus Cortina)	14.29.2
3. K. Bowmaker (Ford Anglia)	14.31.4
4. G. White (Lotus 51 FF)	14.34.0
5. R. Forrester-Smith (Lotus Climax)	14.50.0
6. A. Evangelisti (Centro Scot Lola)	15.13.2

Winners Speed 81.40 m.p.h.

Handicaps of Leading Finishers

	Credit	
	Laps	Secs.
H. R. Appleby	1	40
B. A. Robinson	—	20
K. Bowmaker	1	20
G. White	1	50
R. Forrester-Smith	—	70
A. Evangelisti		Scratch

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COMING SHORTLY

These notes being necessarily written in early June owing the Editors departure in holiday details of events programmed for August are sketchy. However, the following notes will serve as an aide memoire preparatory to the publication of more comprehensive details in the July Circular.

Joint Driving Tests — 4th August

This is the meeting we co-promoted with the Yorkshire Sports Car and North Humberside Car Clubs — the latter perhaps better known as the East Yorkshire Car Club of course — taking it in turns to organise the event — a task which this year falls on our Halifax-based friends. Apart from the date we've no further information at this stage.

Club Night Evening Event — 6th August Production Car Trial

For the third consecutive year Bob Soper has generously undertaken to organise the evening production car trial — a highly-popular event.

At the present time the plot caters for use of the same terrain as before at Scarcroft — 96/378418 will find it — with about six sections of varying inclination and surface, the whole being strictly non-damaging. Proceedings will kick off around 6-30 p.m., entries will be taken at the start and there will be a post-event inquest session — probably at The Scotts Arms, Sicklinghall, afterwards.

Bob wants us to emphasise the non-damaging nature of the course which will be deliberately designed to ensure chaps who cannot afford car damage can compete without qualms.

Club Night — 20th August

The usual monthly club night — purely a social gathering — will be held at The Peacock, Birkenshaw, commencing around 8 p.m. These Birkenshaw club nights are proving popular and attendances growing and we hope more members, especially amongst those living in the vicinity, will make them a regular fixture for the third Tuesday evening in each month.

Sprint — 25th August

Having been compelled for the last two years to abandon the only sprint in our fixture list owing to venue troubles there's a natural tendency to avoid being too dogmatic about when and where this year's event is going to take place. However, we seem to have obtained a cancellation-proof midden on which to hold it and preliminary arrangements are in hand, and we feel you can make the appropriate note in your diary with confidence.

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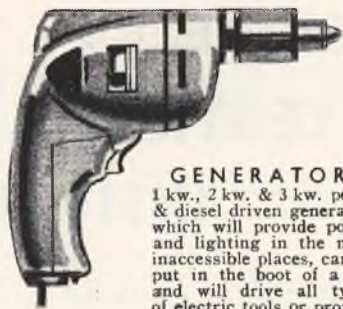
Shema Spares Ltd., 72/74 New Road Side, Horsforth.

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Chairman — and friend — at Stockton Farm.

(Photo: Bob Soper)



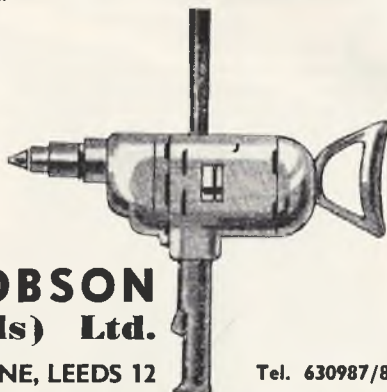
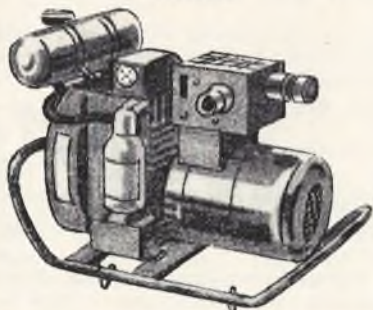
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STOP PRESS—continued.

Joint Driving Tests

Regulations enclosed with this issue for the Joint Driving Tests on August 4th are worthy of careful study. Once upon a time Driving Test events drew very large entries and were highly popular with Centre members. Last year we ran the event at a brand new venue — in a Brewery, no less — and yet the entry was rather disappointing.

Anyone who took part last time will know that this was a thoroughly good event, fast open tests with interesting hazards, supreme hospitality by our hosts and duplicated results sheets to bring home. All this and lovely weather too. The competitors went home promising to come again next time. Unfortunately over the past year or two whenever we have had a splendid event with everything in its favour repeating a previous success, the size of the entry has inexplicably been down. The "Greenwood", the "Scarborough" and the "Denny" have all proved the point. Apart from Club Nights and Speed Events members seem to be increasingly reluctant to turn out and short of actually breaking limbs the Committee have done their little Chinese nuts to make the events ever more attractive.

Perhaps this year's Joint Driving Tests on August 4th will prove an exception. We most certainly hope so as in addition to a first class site close at hand (and well North of the River) we shall be entertaining for the first time our friends from The North Humberside Motor Club an amalgum of the East Yorkshire Car Club with two other Paragonian bodies.

The event starts at 1-00 p.m., a grub waggon will be in attendance, ample toilet facilities are available, our Hosts are Messrs. Bass Charrington (North) Ltd., at Tower Brewery, Tadcaster, the entry fee is 25 hot little shillings and none other than Henry Oliver Holliday will be Clerk of the Course. Make a resolution now to fly in the face of past events and give this Driving Test meeting the support it deserves.

John Bindloss Memorial Trophy

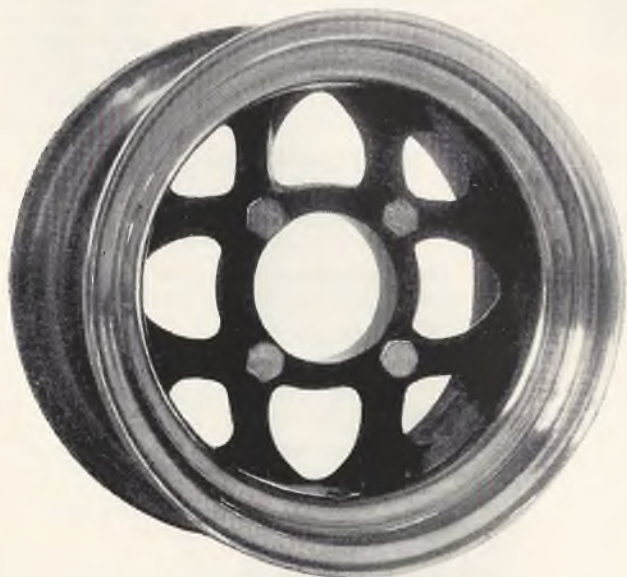
Because this new Annual Trophy so kindly presented by David Hepworth to commemorate his very good friend was introduced in a bit of a rush on the very eve of the April 7th Harewood it has not really got off the ground as we would have hoped although retrospective entries have been encouraged.

To date seven members have entered for this event of whom Richard Austin, Keith Pullin, David Stubbins and Helen Walford have yet to score. Of those who have gained marks Jim Bunney was leading after Harewood on June 16th with 12.42 marks, Malcolm Reinhard second with 3.73 and Peter Olieff third with 1.35.

If anyone wants to enter now we will still mark retrospectively back to April 7th but this is your last chance. The only qualification is that when you enter you must never have won an award in a Sprint, Hill Climb, Autocross or Race Meeting before 7th April 1968. Forms can be obtained from Kath Reyner at Sidney Street.

MINI

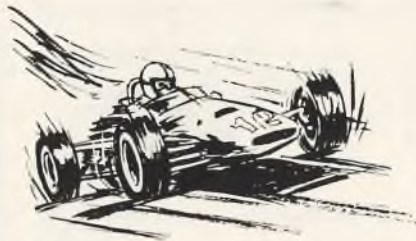
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ANNUAL COMPETITIONS

Marks gained by Competitors up to and Including Harewood on
16th June 1968.

Tony Hodgetts has been hard at work gathering together Results Sheets and Signing-On Sheets from all our recent events and abstracting marks for people who have entered the various Annual Competitions. The present leaders in these Annual Competitions are set out below and Tony would like to emphasise that if you do not agree with your marking, you should complain to him at once.

A few Pearce Trophy, and perhaps Ronald Hudson marks may be omitted for Scarborough as one of the Marshal's signing-on sheets has gone astray. If you are concerned, please claim your marks from Tony.

Key to Events

- PCT — Previous Corrected Total.
 F — "Scarborough Practice" 7th May.
 G — "Scarborough Week End" 11th/12th May.
 H — Croft Race Meeting 19th May.
 I — Harewood Practice 4th June.
 J — "Montague Burton Trophy" 16th June.

PEARCE TROPHY "TOP TWENTY"

	PCT	F	G	H	I	J	TOT.
1. A. J. Hodgetts	50	8	8	8	8	8	90
2. M. S. Wilson	52½	8	—	8	8	8	84½
3. J. R. Hardcastle	43	8	8	8	8	8	83
= 4. P. G. Holiday	34	8	8	8	8	8	74
J. M. Holroyd	50	—	—	8	8	8	74
= 6. B. Bettridge	24	8	8	8	8	8	64
H. C. Mason	32	8	8	8	—	8	64
C. Mycock	32	8	—	8	8	8	64
T. M. Wood	32	8	8	—	8	8	64
10. J. E. Ison	26	8	—	8	8	8	58
11. I. K. Hardy	24	8	9	—	8	8	57
12. D. Easthope	32	—	8	8	—	8	56
13. R. G. Moorhouse	16	11	11	—	8	9	55
14. R. B. Stross	36	—	—	—	8	8	52
15. G. F. Chippindale	22	9	11	—	—	9	51
16. J. M. Busfield	26	8	8	—	—	8	50
= 17. G. L. Thompson	24	—	8	8	—	8	48
D. M. Gledhill	24	—	8	8	—	8	48
19. J. Johnstone	16	—	8	8	—	8	40
20. L. S. Stross	24	—	—	—	—	9	33

KEN LEE TROPHY "TOP TEN"

	PCT	F	G	H	I	J	TOT.
1. R. G. Moorhouse	2	5	4	—	1	2	14
2. G. F. Chippindale	2	2	5	—	—	2	11
3. J. R. Cussins	5	—	—	—	1	4	10
4. R. B. Stross	7	—	—	—	1	1	9
= 5. K. N. Lee	4	—	—	—	—	4	8
E. P. Millman	0	1	6	—	—	1	8
= 7. J. M. Busfield	4	1	1	—	—	1	7
J. D. Bunney	4	—	—	—	1	2	7
I. K. Hardy	2	1	2	—	1	1	7
C. A. Winder	3	—	—	—	1	3	7

RONALD HUDSON MEMORIAL TROPHY "TOP TEN"

	PCT	F	G	H	I	J	TOT.
1. A. J. Hodgetts	50	—	16	8	8	16	98
2. M. J. Frost	40	8	16	8	8	16	96
= 3. J. M. Holroyd	58	—	—	8	8	16	90
M. S. Wilson	50	8	—	8	8	16	90
5. P. G. Holiday	32	8	16	8	8	16	88
= 6. D. Easthope	40	—	16	8	—	8	72
C. Mycock	32	8	—	8	8	16	72
= 8. B. Bettridge	24	8	8	8	8	8	64
G. L. Thompson	40	—	8	8	8	—	64
10. H. C. Mason	40	—	—	—	—	16	56

CHIPPY-IOLA VASE "TOP TEN"

	PCT	F	G	TOT.
1. Mr. & Mrs. G. F. Chippindale	6	11	12	29
2. Mr. & Mrs. D. K. Haigh	13	9	6	28
3. Mr. & Mrs. I. K. Hardy	8	8	10	26
= 4. Mr. & Mrs. J. M. Busfield	8	8	8	24
Mr. & Mrs. M. M. Rogerson	8	8	8	24
6. Mr. & Mrs. R. G. Winder	10	8	—	18
= 7. Mr. & Mrs. A. J. Hodgetts	8	8	—	16
Mr. & Mrs. J. E. Ison	8	8	—	16
Mr. & Mrs. D. M. Garnett	8	—	8	16
10. Mr. & Mrs. M. H. Whaley	8	—	—	8

ARNOLD BURTON TROPHY "TOP FIVE"

	G	J	TOT.
1. G. F. Chippindale (Cortina GT)	98.9	96.8	195.7
2. R. G. Moorhouse (Lotus 7)	98.2	94.4	192.6
3. I. K. Hardy (Cortina GT)	94.4	95.7	190.1
4. J. M. Busfield (Cooper S)	87.8	96.8	184.6
5. E. P. Millman (Fiat 124 Est)	99.8	82.2	182.0

JOHN BINDLOSS MEMORIAL TROPHY

1. J. D. Bunney (Mini Marcos)	12.42
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THE "YORKSHIRE POST" TROPHY

1. P. G. Lawson (B.R.M. T.76 4WD)	42.86
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THE "JACK FARRAR" TROPHY

1. P. G. Lawson (B.R.M. T.76 4WD)	42.86
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THE "APPLEYARD GROUP" TROPHY

1. J. F. Thomson (Jaguar "E" Type)	49.44
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THE "WALLACE ARNOLD" TROPHY

1. K. N. Lee (B.M.C. Cooper "S")	50.42
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THE "TOTAL TROPHY"

1. F. P. Kaye (B.M.C. Cooper "S")	0.93
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THE "FORD WOODHEAD" TROPHY

1. J. R. Cussins (Ford G.T.40)	47.48
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THE B.A.R.C. HILL CLIMB CHAMPIONSHIP

1. J. W. Goodliffe (B.M.C. Cooper "S")	21.37
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Any queries on these markings should be directed to Tony Hodgetts at 2, Carlton Drive, Guiseley, Nr. Leeds. Tel. Guiseley 4774.



Mainly Personal

Your keyhole scribe must begin with this month with recent sortie to Scandinavia the August Club Night Life and Times of "Grotty" Scotty, this does not mean that he is being paid by Peter's press agent, but rather that in these days of conformity Peter, like "Fiery Fred" Trueman is a Character — and what a Character.

The photograph shows Peter hard at work at his Social Committee duties checking just how worthy were the Tombola Ticket selling girls at our last Dinner Dance. There is however the other side of his character, the Knight Errant as he demonstrated recently after one of our Croft race meetings.

On this occasion, Peter with a fair companion was walking past the Croft Swimming Pool when a small child fell in. Pauline immediately dived after the rapidly sinking infant whilst Peter gave the matter mature consideration. Deciding that Pauline had gone in with her leather boots still in position and reasoning that these would hamper the job Peter shed Jacket, Shoes and Trousers and rescued the pair. With much rejoicing the child was reunited with parents, Peter took internal warmth, went home in the Incident Officer's yellow overalls and then had the task of explaining to Olga how he came to have wet shirt and pants and dry trousers.

Congratulations to Colin Bywater and Sandra Walton who have just become engaged. Colin used to be a regular competitor in the Hudson Road days and often opposed us in the early Cricket Matches with De Lacy. Another engagement to celebrate is one of our newer members Charles Mycock who has just become betrothed to Veronica Thomas. Charles may be young in membership, but he is rapidly joining our band of worth-while marshals. Very best wishes for the future to both couples.

Backing Britain in a big way is David Easthope who has just departed on a six weeks tour of Canada and the U.S.A. in a Transit Van painted red, white and blue and proudly flying a Union Jack. David who is a highly technical concrete prestressing engineer will demonstrate, and he hopes, flog, a new type of stressing jack to our cross-pond cousins. If he brings as many interesting souvenirs of his trip back as he did from a disclaimer. If these notes resemble too closely the should be a lively meeting

Now back to "Grotty" Scotty who is doing a fine job as Catering Liaison Officer with the Harewood nosh slingers. After the recent Spring National meeting



the Caterer's manager actually suggested that as part of his duties Peter should spend more time in the bar . . . Indeed he took this advice to heart at the Montague Burton Meeting.

Speaking of the Montague Burton, no less than eight class records and the course record went (wait for it) "For a Burton" but one result which will not figure on the record books must be commemorated — Peter Kaye's shattering 46.90 third practice run on the Saturday afternoon. Peter could not quite get down to this on the actual event his best being 47.26 but to get things into perspective Peter's time in a Mini was good enough for Peter Boshier Jones to score f.t.d. in our first Harewood National and indeed as recently as June 1966 Peter Lawson took his first Harewood f.t.d. in his (then) new B.T.14 Brabham with 46.75.

Sympathies to Henry Holliday who was lucky to avoid worse than cuts and bruises when someone pushed his beloved "Staff Car" into a dirty great truck and to Tony Riall who avoided a fate worse than death with a runaway tractor, to Allan Roddis who has decided that Biafra is a must to avoid and is staying with us and finally, to John Bosomworth who had been hoping to do a full hill climb season in his new 4.7 litre McLaren but has to sit on the sidelines whilst delivery of the car is already four months overdue.

COMMITTEE COMMENTARY—continued

May opened with a formal expression of sympathy to the relatives and friends of Dickie Stoop who died whilst competing in a race. This sad occurrence had cast a deep shadow over the meeting but some slight consolation was derived from a letter from the R.A.C. Steward commending the Centre on the manner in which officials both at Race Control and the Observers Post at Barcroft had handled the emergency. The meeting had, apart from the Formula Vee race which had to be cancelled owing to paucity of entries, been well-supported and spectator attendance good. In view of the reluctance of Formula Vee competitors to come up to Croft it was decided not to arrange races for them in future meetings until some change in the situation occurred.

After going over plans for the six events scheduled for June and July and discussing various invitation events members considered the need to take a hard look at the programme for next year — or more exactly from April 1969 to March 1970 — it being widely felt it was time our now almost traditional fixture list was subjected to a close scrutiny. So comprehensive is this subject however that it was decided to hold a special meeting of the Committee later in the summer and to devote it solely to this important matter.

NEW MEMBERS

Welcome to the following new members whom we look forward to meeting on Centre events in the next few weeks.

G. H. Brooks, Bury.
D. Burke, Burnley.
W. Cole, Womborne, Staffs.
Dr. N. U. Cummings.
I. F. Dewhurst, Harrogate.
P. Dawthwaite, Leeds.
C. M. Eagle, Leeds.
Miss A. M. Ewer, Leeds.
R. J. Farquhar, Sale.
C. M. Gill, Harwell.
D. M. Green, Harrogate.
K. M. Hodgson, Leeds.
D. R. Jackson, Driffield.
M. Jackson, Driffield.
C. A. Les, Leeming.
A. E. Padgett, York.
M. A. Peel, Preston.
J. E. R. Walker, Mirfield.
P. S. Wood, Harrogate.

Joint Members

Mr. & Mrs. G. Atkinson, Sheffield.

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FOR SALE

Harewood Spring National Meeting 28th April. Photos of competitors numbers 34; 92; 98; 115; 116; 117; 120; 128. Details from Jeff Binns, 19 The Oval, Heald Green Cheshire.

Croft Race Meeting 19th May. Photographs of competitors numbers 19; 36; 52; 77; 90. Details from Jeff Binns, 19 The Oval, Heald Green, Cheshire.

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JULY EVENTS

EVENING AUTOCROSS

- 2nd July

CROFT MEMBERS MEETING

- 7th July

CLUB NIGHT BIRKENSHAW

- 16th July

HAREWOOD NOVICES EVENT

- 21st July

See page 9 for details

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

Date	Event	Status	Centre Annual Competitions
1968			
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-Jola 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.

JUNE

- 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 * Rodney Whiteley Trophy Trial and Club Team Trophy Trial — Regs from Mrs. M. Hartley, 26 Trinity Place, Bingley, Yorks.
 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.
 13/14—Sat./Sun. * Sprint — Sandtoft — Restricted — Regs from M. G. Dixon, Plot 23, Ings Dale East, Kirton-in-Lindsey, Lincs.
 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. Aberly, 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 * Auto-cross — de Lacy M.C. of Pontefract — Regs from P. A. Morrell, 5 Manor Close, Norton. Near Doncaster.
 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 — Craigtantlet — 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).

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