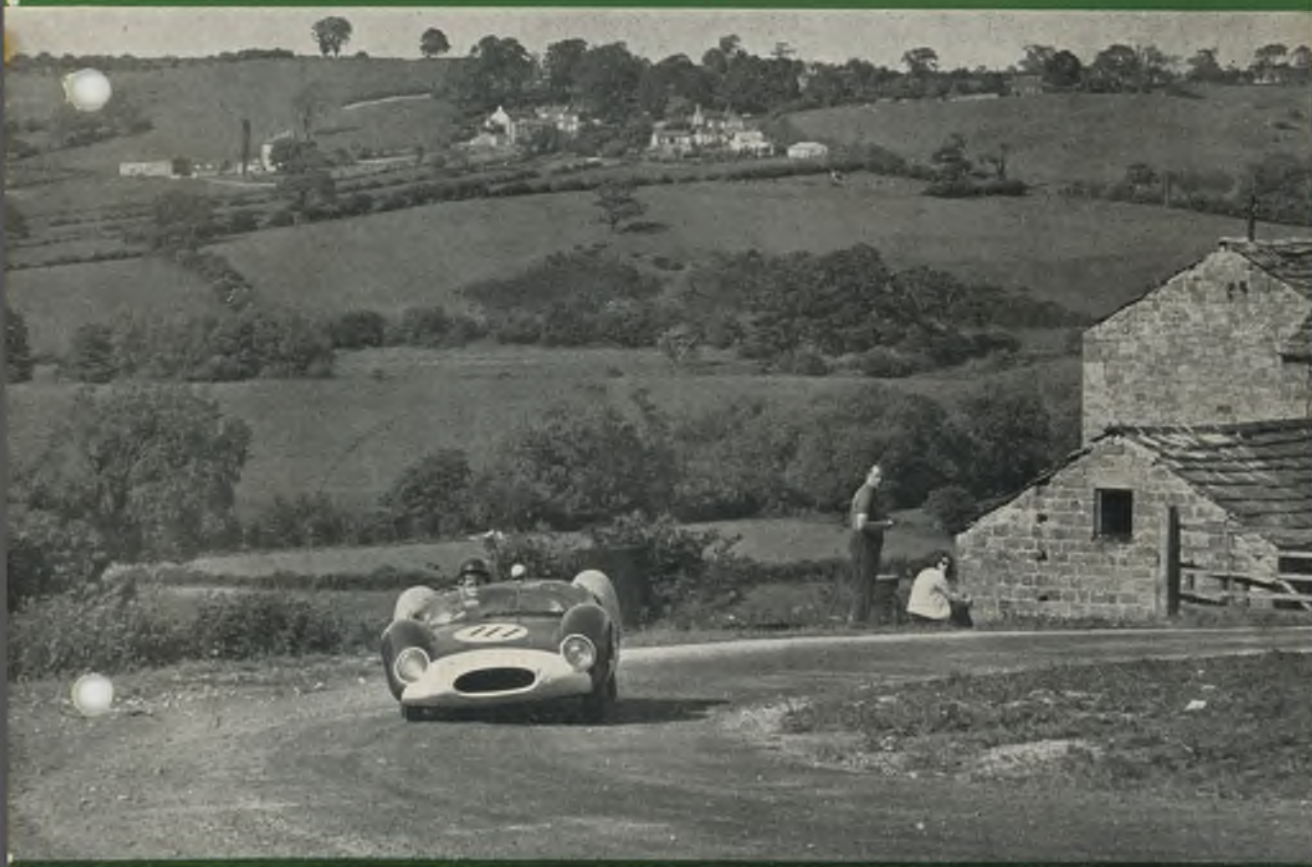




# HAREWOOD HILL CLIMB



OFFICIAL PROGRAMME 2/-

8 SEPTEMBER

63

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WELCOME YOU  
to  
**THE FOURTH**  
**HAREWOOD HILL CLIMB**

A NATIONAL BRITISH EVENT

R.A.C. PERMIT No. RS/370

**SUNDAY, 8th SEPTEMBER, 1963**

COMMENCE 1-00 P.M.

**HELD AT STOCKTON FARM, HAREWOOD, LEEDS**

by kind permission of Arnold Burton, Esq.

**WARNING TO THE PUBLIC**

Motor racing is dangerous and persons attending this meeting do so entirely at their own risk.

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles, are absolved from all liability arising out of accidents, howsoever caused, resulting in damage and/or personal injury.

**DOGS ARE NOT ALLOWED AT THE HILL CLIMB.**

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# THIS HILL CLIMB BUSINESS

Today enthusiasm for motoring and for motor sport is running at a higher level than ever before. With more and more cars on the roads, the holding of competitions on the open highway becomes less practicable so sporting motorists are turning their eyes to events held on private sites where they can let off steam to their heart's content without upset or inconvenience to the public at large.

Motor racing tends to be far too expensive for the ordinary enthusiast and it is to sprints and hill climbs that such people are moving. Hill Climbing as a sport is nothing new, way back in the days when merely to surmount a peak in a motor vehicle was ceasing to be an achievement in itself, sporting motorists turned their energies to knocking split seconds off the time taken to climb some chosen gradient.

In earlier days, public roads were used for such diversions but the axe of authority soon put an end to such doings. Private hill climb courses developed of which the oldest still in continual use is the famous 1,000 yard rise at Shelsley Walsh in Worcestershire. First used in 1905 when the course record was 77.6 seconds, generations of competitors have gradually chopped this time to to-days 34.4 seconds.

The Yorkshire Centre of the British Automobile Racing Club is fortunate indeed in having the use of this splendid new hill at Stockton Farm where, by kind permission of the owner, Arnold Burton, we are holding to-days meeting. Our first event on this course was an experimental affair just 51 weeks ago and since that time we have held a further two



meetings. Some measure of the merit of the new hill can be gauged by the fact that in this short space of time the Royal Automobile Club have seen fit to grant us a permit to hold a National competition, that is, an event which is open to any competitor resident in the United Kingdom, and the fame of the hill has spread in motoring circles until we have a star-studded entry from all parts of the country.

This afternoon you will be able to see one hundred and twenty competitors in all kinds of different cars each have two timed ascents of the 1,100 yd. hill with its seven corners and 250 ft. of lift. The timing is taken from the car breaking a light ray as it crosses the start line to breaking a similar light ray at the finish and times are recorded on a fully-electronic wonder box which reads out in 1/1000's of a second, although for the purposes of the competition we only work to 1/100's.

In making this event possible we do have to thank firstly Arnold Burton for the use of his farm, then all the members of the Club who have toiled away to make the farm road suitable for events of this kind, and who are again working to-day on all the various duties necessary to promote a meeting of this kind. We also have to thank the West Riding Police for their assistance in traffic control, the St. John Ambulance Brigade (Wetherby Division) for providing Ambulance facilities, the Wetherby Rural District Council for assistance with road signs, the British Legion for provision of car park attendants, Messrs. Safari Barbecues Ltd., for provision of refreshments, Messrs. Fairbank Harding Ltd., for Public Address facilities, Messrs. Tate of Leeds and A. G. Edwards for breakdown facilities.

In particular thanks are due to Sam Phillips and Messrs. Otty Brothers Ltd., to Messrs. M. Harrison & Co., Ltd., and to Messrs. George Monkman & Sons Ltd. for provision of services and facilities to improve the road and to three members of the Club, Michael Kellett, John Holroyd and Bill Varley who have been responsible for the planning and improvement of the course.





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Deputy Clerk of the Course ..... J. M. Holroyd  
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Chief Observer ..... A. J. Hodgetts  
Chief Medical Officer ..... Dr. D. M. Williamson  
Chief Scrutineer ..... S. H. Hanson, M.B.E.  
Chief Timekeeper ..... H. G. A. Mauldin  
Chief Paddock Marshal ..... M. H. Whaley  
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### LITTER

Will all spectators please try to assist the Club by not dropping litter, but by putting it in the containers provided. This is a working farm and all paper has to be cleared away by Club Members after the meeting.

## The Yorkshire Post TROPHY



## AWARDS

The awards given for this meeting are headed by the trophy given by "The Yorkshire Post" which is to be awarded to the Competitor making the fastest time of the season in competitions on this hill. At present the fastest time standing is 49.79 seconds which is also the course record and was set up by C. K. W. Schellenberg driving his Lister Bristol on 21st April, 1963.

If this time is not beaten to-day, Schellenberg takes the trophy for one year.

The other awards, with one exception, for this meeting are all in the form of cash prizes and are :-

For the fastest time of the day — £50.

For the second fastest time of the day — £25.

For the third fastest time of the day — £15.

For the fastest time in each class — £10.

For the second fastest time in each class — £5.

(Subject to 7 entries in class)

For the third fastest time in each class — £3.

(Subject to 12 entries in class)

For the best performance by a lady competitor — Ladies Award.

(decided upon a percentage basis of Class f.t.d.)



# A NESHAM A.1 CAR for Dr. NO ?

The many devotees of Mr. James Bond are as enthralled as ever over his recent pic adventures in destroying the notorious organisation of the ruthless criminal master mind Dr. No, even if the consequent explanations for U.S. Rocket failures are not entirely convincing.

Those who have seen the film of this thrilling achievement will recall the relaxed, easy going, almost contemptuous way in which, when he does manage to get time off from his true vocation of befriending orphaned starlets, Bond disposes of every fate worse than death which his opponents can devise for him from Tarantula Spiders to Flame Throwing Tanks.

Only in one entirely unexpected situation is there the exciting prospect of "Curtains for Bond". This occurs whilst he is driving his 1962 Sunbeam sports car lazily, but brilliantly, up a narrow mountain road into the crude ambush he knows so well has been set for him. The ambush unexpectedly turn out to be an elderly American hearse (originally we think a 1936 Lincoln Zephyr Sedan made by Ford Mo. Co. of Detroit) which trundles out of a side turning in pursuit as Bond laughingly opens up and no doubt confidently expects to get up the mountain to keep his appointment with the glamorous Oriental passion fruit Miss Ley On and be back again with his mission accomplished before the Lincoln has negotiated the first three bends.

However, to his growing amazement and consternation the old Lincoln, loaded up with at least four large desperadoes, numerous offensive weapons and any corpses which have been collected during the day's operations, actually starts to overhaul him so that despite his inevitably superb ten-tenths driving he looks like being odds on for the long drop over the thousand foot precipice as the big Lincoln bores in.

Perspiration on his forehead, desperation in his eyes, his past wives flashing through his brain, Bond mutters through teeth gritted apparently for the last time — "What a fool I have been — I should have known that a man as clever as Dr. No would use nothing but the very best — that Lincoln can only be one of those Nesham A1 electronically tested used cars that the FBI were talking about — the ones with the guaranteed new car performance.

We don't actually have a record of a customer by the name of Dr. No, but then, men like him very often don't use their real name. We do know, however, that for the man or woman who must follow far and fast with complete reliability a Nesham A1 car is a must.

## **This Week's Harewood Hill-Climb Special Offer**

is a 1958 XK150 Jaguar in Sage green with Webasto roof, with wire wheels, radio, etc. which has been unused for the past eighteen months when it was one of the cars in the possession of a Conservative candidate for a West Riding constituency. Having since been adopted for a more rural area he has decided to change his image and in consequence his car. Our workshops have foolishly spent over £150 on the brakes, steering, tyres and coachwork of this car which will be sold for £425.

## **NEW FORDS**

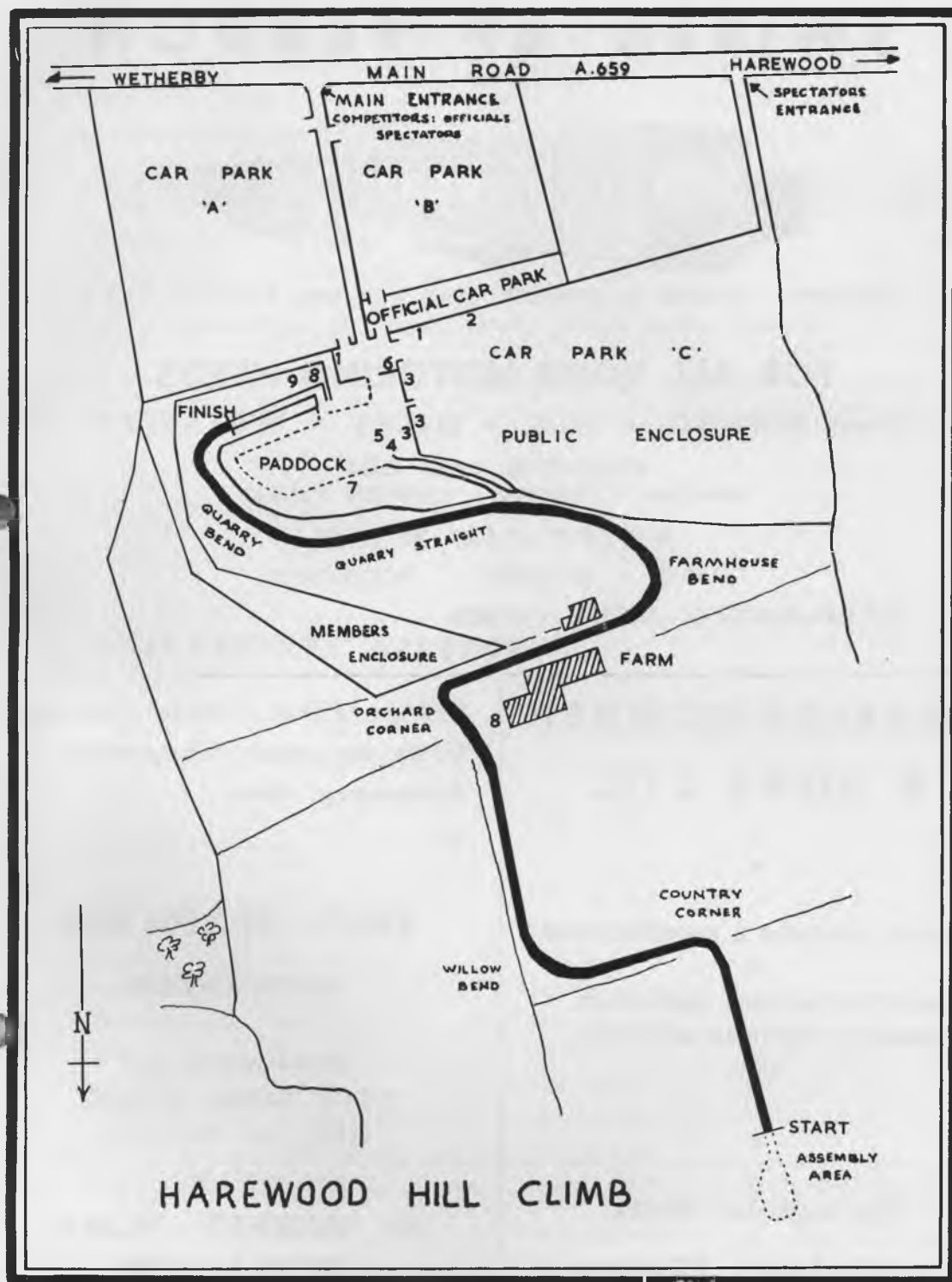
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# PROGRAMME

Commence 1-00 p.m. Each car to have two ascents — the better time to count for all awards.

## ORDER OF ASCENT

FIRST RUNS : Classes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19a, 19, + 20.

INTERVAL OF TEN MINUTES

SECOND RUNS : Classes 1, 2, 19a, 19, 20, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, + 18.

★ After a competition number shows a reserve entry.

Class 1. TOURING CARS : B.M.C. Minis up to 850 c.c.					Class Record : R. Soper (Morris Mini) s/c 63.39			
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
1.	J. A. Buchanan Morris	Morris Mini	—	848	Craven Arms			
2.	Mrs. M. J. Warburton	Austin Mini	—	848	Bolton			
3.	A. A. May	Austin Mini	—	848	Solihull			
4.	Entrant — C. A. N. May							
4.	W. H. Fergus	Morris 850	—	848	Cherry Burton			
5.	R. Soper	Morris Mini	(S)	848	Leeds			
Class 2. TOURING CARS : B.M.C. Minis 851 c.c. and over.					Class Record : F. P. Kaye (Morris Cooper S) 60.74			
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
6.	J. A. Wilson	Morris Cooper S	—	1071	Morley			
7.	J. K. Clinkard	Austin Cooper	—	997	Saltburn-by-Sea			
8.	Entrant — Marske Motors Ltd.							
8.	H. J. Wilson	Austin Cooper	(S)	997	Kearby			
9.	A. Staniforth	Morris Cooper	—	997	Horsforth			
10.	K. N. Lee	Morris Cooper S	—	1071	Leeds			
	Entrant — Ken Lee Motors							
Class 3. TOURING CARS up to 1300 c.c.					Class Record : A. Rathmell (Ford Anglia Super) 61.06			
Merged with								
Class 4. TOURING CARS 1301 c.c. to 2000 c.c.					Class Record : G. E. Tuft (Volvo P.V.544) 61.59			
Merged with								
Class 5. Touring Cars 2001 c.c. to 3000 c.c.					Class Record : E. B. Wadsworth (Healey Elliot) 61.47			
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
11.	A. S. Carr	Ford Anglia 1200	—	1198	Bradford			
12.	A. Rathmell	Ford Anglia Super	—	1198	Shipley			
13.	F. P. Kaye	Morris 1100	—	1098	Mirfield			
	Entrant — Ken Lee Motors							
121.★	A. Heaton	Riley 1.5	—	1489	Dewsbury			
130.★	J. E. Haxton	Ford Cortina G.T.	—	1498	Harrogate			
14.	R. N. Bean	Vauxhall VX4/90	—	1508	Pocklington			
15.	H. W. Burke	Volvo 122 S	—	1780	Jersey C.I.			
16.	G. L. Thompson	Volvo 122 S	—	1583	Knaresborough			
17.	G. R. Monkman	Ford Cortina G.T.	—	1498	Collingham			
18.	R. M. Bean	Riley 1.5	—	1484	Drub			
19.	H. Oliver Holliday	Riley 1.5	—	1560	Morley			
20.	E. B. Wadsworth	Ford Cortina Lotus	—	1584	Burnley			
21.	E. Bowers Booth	Ford Zodiac 111	—	2553	Westella			
Class 6. TOURING CARS 3000 c.c. and over.					Class Record : A. G. Wood (Jaguar 3.8) 57.39			
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
22.	D. L. Gray	Jaguar 3.8	—	3781	Rotherham			
23.	I. R. Grassick	Jaguar 3.8	—	3781	Bardsey			
24.	J. G. Allison	Jaguar 3.8	—	3781	Pocklington			
25.	J. R. Kennerley	Jaguar 3.8	—	3781	Birkenhead			
	Entrant — Wirral Racing Team							
26.	A. G. Wood	Jaguar 3.8	—	3781	Bradford			

Class 7. TOURING CARS — Formula Libre.				Class Record : D. Martland (Morris Cooper) 56.95				
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
27.	N. L. Hodkin	Morris Cooper	—	1095	Rochdale			
	Entrant — Team Red Rose							
28.	H. W. Ratcliffe	Morris Cooper	—	1071	Littleborough			
29.	J. Wales	Morris Cooper	—	1098	Kirby Muxloe			
	Entrant — Alexander Engineering Ltd.							
30.	C. R. M. Boote	Morris Cooper	—	1098	Eccleshall, Staffs.			
31.	N. Porter	Austin Cooper	—	1180	Bishops Frome			
32.	J. M. Wheatley	Morris Cooper	—	1182	Methley			
	Entrant — Team Speedwell Yorkshire							
33.	D. Martland	Austin Cooper	—	1088	Rufford			
Class 8. "MARQUE" SPORTS CARS up to 1300 c.c.				Class Record : J. Johnstone (A/H Sprite) 55.56				
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
34.	Miss A. Cockersole	Austin Healey Sprite	(S)	948	Coventry			
35.	T. D. Dyke	M.G. Midget	(S)	948	Newcastle, Staffs.			
36.	A. F. Lefevre	M.G. Midget 1100	—	1097	Bransgore, Hants.			
37.	H. Wilkinson	Austin Healey Sprite 1	—	997	Huddersfield			
38.	R. D. Sutherland	Austin Healey Sprite	—	990	Knaresborough			
	Entrant — Team Speedwell Yorkshire							
Class 9. "MARQUE" SPORTS CARS 1301 c.c. to 1650 c.c.				Class Record : E. D. Clark (Sunbeam Alpine) 60.37				
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
39.	H. E. Twaites	Sunbeam Alpine	—	1592	Dewsbury			
40.	M. R. Hawkesworth	M.G. A. 1600	—	1588	Minchinhampton			
41.	D. D. Perkins	Sunbeam Alpine	(S)	1592	Leeds			
42.	J. E. Wilman	M.G. A. 1600	—	1640	Glossop			
	Entrant — "Team Forspeed"							
43.	F. T. Meakin	M.G. A. 1600 Mk. II.	—	1622	Leeds			
44.	B. Newton	M.G. A. 1600	—	1588	Hunmanby			
45.	R. K. Austin	M.G. A. 1600	(S)	1588	Halifax			
Class 10. "MARQUE" SPORTS CARS 1651 c.c. to 2500 c.c.				Class Record : D. P. Stead (M.G. B.) 59.13				
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
46.	L. Hinchcliffe	M.G. B.	—	1798	Leeds			
47.	P. O. de Roeck	Triumph T.R.4.	—	2138	Wickersley			
48.	R. Sanderson	Triumph T.R.4.	—	2138	Hull			
49.	J. G. Fenwick	M.G. B.	—	1798	Sonning-on-Thames			
50.	L. le Vesconte	M.G. B.	—	1798	Jersey C.I.			
51.	I. Walker	M.G. B.	—	1798	Willerby			
Class 11. SPORTS CARS up to 1150 c.c. Merged with				Class Record : P. J. Smith (Speedwell G.T.) 55.48				
Class 12. SPORTS CARS 1151 c.c. to 1900 c.c.				Class Record : G. Durham (Porsche Carrera) 55.28				
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
52.	I. J. K. Lund	Turner-Speedwell	—	1082	West Hartlepool			
53.	P. J. Smith	Speedwell G.T.	—	1098	Wakefield			
	Entrant — Team Speedwell Yorkshire							
128.★	T. W. S. Wilde	Porsche Super 90	—	1582	Sheffield			
54.	A. C. Goodfellow	T.V.R. Grantura 1	—	1216	Falkirk			
55.	J. C. Brierley	Lotus Elite	—	1460	Rochdale			
56.	T. M. Wood	T.V.R. Grantura 111	—	1800	Bradford			
57.	G. Durham	Porsche Carrera	—	1600	Yarm-on-Tees			





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**Class 13. SPORTS CARS 1901 c.c. to 3000 c.c.** Class Record : E. C. Booth (Frazer Nash Le Mans) 55.60

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
58.	W. S. Machell	Morgan Plus Four	—	1991	Blackpool			
59.	J. Johnstone	Autin Healey 3000	—	2912	Scarcroft			
60.	D. Haigh	Frazer Nash Le Mans	—	1971	Sutton Coldfield			
61.	H. J. O'Connor Rorke	Porsche Carrera 2	—	1966	Hoylandswaine			
62.	D. C. Cramer	A.C. Ace Bristol	—	1971	Doncaster			
	Entrant — Ibbottson Engineering							
63.	B. Joell	Morgan Plus Four	—	2138	Sheffield			
64.	L. S. Stross	Porsche Carrera 2	—	1966	Leeds			
65.	J. A. McEwan	Morgan Plus Four	—	1991	Bakewell			
66.	P. H. Sutcliffe	Aston Martin D.B.S.	—	2900	Huddersfield			
67.	C. G. Gray	Austin Healey 3000	—	2912	Gainsborough			
68.	E. C. Booth	Frazer Nash Le Mans	—	1971	Huddersfield			

**Class 14. SPORTS CARS 3001 c.c. and over.** Class Record : B. R. Waddilove (Jaguar "E" Type) 53.91

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
62.★	J. F. Thomson	Jaguar XK 120	—	3442	Timble			
69.	F. A. Sowden	Bentley 8 Litre	—	7983	Bingley			
70.	E. M. Gray	Jaguar XK 120	—	3781	Marske-by-Sea			
71.	E. D. Clark	Jaguar "E" Type	—	3781	Scarcroft			
	Entrant — Scuderia Delta Dee							
72.	T. H. Warburton	Jaguar "E" Type	—	3781	Bolton			
73.	E. P. Scragg	Jaguar "E" Type	—	3781	Macclesfield			
74.	B. R. Waddilove	Jaguar "E" Type	—	3798	Baildon			

**Class 15. SPORTS/RACING CARS up to 1000 c.c. push rod o.h.v. and 1200 c.c. side valve.** Class Record : F. W. Smith (Lotus Seven) 54.18

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
123.★	M. Kitson	Valkyrie	—	997	Cumberworth			
124.★	C. R. Maddick	Terrier Mk. II	—	997	Willerby			
127.★	D. R. Henderson	Spartak Mk. III	—	948	York			
129.★	J. Thornton	Lotus 7 IIA	—	997	Leeds			
75.	R. W. Miller	Lotus 7	—	997	Sheffield			
76.	G. Firth	R.G.F.	—	997	Stanningley			
77.	P. J. Finney	Beacon U2	—	997	Bradford			
	Entrant — Ecurie Beacon							

**Class 16. SPORTS/RACING CARS up to 1300 c.c. not included in Class 12.** Class Record : R. G. Hirst (Cooper Climax) 53.57

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
78.	B. D. Peacock	Lotus Climax 7	—	1098	Gargrave			
79.	R. Dawson	Lotus Eleven	—	1098	Leeds			
	Entrant — Otley Chevin Service Station							
80.	T. R. Clapham	Lotus Climax 7	—	1220	Keighley			
	Entrant — T. R. Clapham (Engineers) Ltd.							
81.	J. T. Butterworth	Lotus 23	—	1098	Haslingden			
82.	J. B. Brierley	Lotus Climax 7	—	1098	Huddersfield			
83.	R. Gaunt Hirst	Cooper Coventry Climax	—	1216	Leeds			
	Entrant — Otley Chevin Service Station							

Class 17. SPORTS/RACING CARS 1301 c.c. to 1600 c.c.				Class Record : A. Lanfranchi (Elva Mk. 6) 51.61			
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run Pos'n
84.	R. G. Cowley	Lotus Super Seven	—	1498	Hull		
85.	W. J. Lambert	Merlyn Mk. IV	—	1498	Settle		
86.	Miss J. Hutchinson	Terrier Mk. 2	—	1498	Newcastle-on-Tyne		
87.	P. R. Courage	Merlyn Mk. VI	—	1498	London		
88.	W. B. Carmichael	Lotus Super Seven	—	1498	Glasgow		
89.	G. R. Austin	Emeryson Sports	—	1460	Birkenhead		
	Entrant — Wirral Racing Team						
90.	E. J. B. Mitchell	Elva Mk. 6 Climax	—	1500	Huddersfield		
	Entrant — "Team Forspeed"						
91.	A. Lanfranchi	Elva Mk. 7	—	1594	Bradford		
Class 18. SPORTS/RACING CARS 1601 c.c. and over.				Class Record : C. K. W. Schellenberg (Lister Jag.) 49.79			
92.	Miss V. Lincoln	R.M.B. 11	—	2553	Bradford		
93.	J. Goddard	Lister Bristol	—	1971	Great Ayton		
94.	D. Buller-Sinfield	Tojeiro Bristol	—	1971	Mirfield		
95.	J. R. Walton	Walton Bristol	—	1971	Sheffield		
96.	J. E. Barraclough	Jaguar XK 120 C	—	3442	Mirfield		
	Entrant — F. A. Sowden						
97.	G. Tatham	Lister Jaguar	—	3442	Malton		
98.	J. P. Chapman	Chapman Mercury	—	5420	Sheffield		
99.	A. Ensoll	H.W.M. Jaguar	—	3442	Kirby-in-Cleveland		
100.	J. Randles	Cooper Maserati Monaco	—	2991	Stoke-on-Trent		
101.	C. K. W. Schellenberg	Lister Jaguar	—	3747	Stokesley		
Class 19a. RACING CARS — Formula Junior.				Class Record : G. Gartside (Garford Junior) 52.48			
Merged with							
Class 19. RACING CARS up to 1150 c.c.				Class Record : J. D. Scott (Cooper 1100 s/c) 52.88			
126.★R.	J. Prest	Elva Junior	—	997	Croxdale		
102.	C. A. N. May	Cooper Junior	—	1098	Solihull		
103.	G. Gartside	Garford Junior	—	998	Knaresborough		
125.★A.	Whitehead	Cooper Mk. 8	—	692	Rothwell		
104.	F. H. Crosby	Cooper J.A.P.	—	998	Leeds		
105.	J. Macartney-Filgate	Cooper Mk. 6	(S)	1142	Solihull		
106.	M. E. Daghorn	Cooper J.A.P. Mk X	—	1097	Jersey C.I.		
Class 20. RACING CARS 1151 c.c. and over.				Class Record : A. Brooke (Lotus 16) 54.03			
107.	A. Brooke	Vauxhall-Villiers	(S)	2996	Ramsgill		
108.	C. K. W. Schellenberg	Barnato-Hassan Special	—	7983	Stokesley		
109.	S. P. Neal	Arden	—	1500	Hagley		
110.	T. C. Squance	Envoy	—	1500	Follifoot		
111.	D. A. Harrison	Cooper Buick	—	3524	Guseley		
112.	A. Lovejoy	Lotus 16	—	1498	Hull		
113.	G. D. Hill	Lotus 18	—	1476	Birkenhead		
	Entrant — Wirral Racing Team						
114.	G. Gartside	Cooper Garford	(S)	2500	Knaresborough		
115.	B. R. Waddilove	B.R.M.	—	2485	Baildon		
	Entrant — B. Waterhouse & Sons Ltd.						
116.	A. B. Griffiths	B.R.M.	—	2485	Sutton Coldfield		
117.	C. Summers	Cooper Chevrolet	—	5360	Coventry		
118.	K. Moore	Fairley Climax	(S)	1460	Birkenhead		
119.	E. P. Scragg	Chaparral	—	5360	Macclesfield		
120.	P. Boshier-Jones	Lotus 22 Climax	(S)	1220	Newport, Mon.		

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# HILL CLIMB CLASSES

All vehicles taking part in the Hill Climb comply with the R.A.C. "Regulations for Vehicles taking part in Speed Events" which lay down requirements as to safety, strength of construction, roadworthiness, etc. For the purposes of the competition they are divided into categories set out below and then according to the capacity of their engine. By this means each entrant is placed in a class where he can expect a reasonable chance of success given a vehicle in a good state of preparation.

The five categories used are:-

**Touring Cars**  
**"Marque" Sports Cars**  
**Sports Cars**  
**Sports/Racing Cars**  
**Racing Cars**

In allocation of vehicles to categories the Class Committee of the Yorkshire Centre of the B.A.R.C. works on the basis of experience with previous hill climbs and draws up a set of rules which are revised each year. The fact that a vehicle may be open bodied, or have a closed body has no bearing on allocation of category which is done on the basis of the following definitions.

**Touring Cars** are normally, series produced vehicles, usually with a minimum of four seats and fully equipped for road use which are generally accepted as being utilitarian rather than sporting in character.

**"Marque" Sports Cars** are quantity produced sports cars, usually in the cheaper price ranges and with bodies mainly of steel pressings. Unlike other categories, a definite list of eligible vehicles is published.

**Sports Cars** are limited production, or expensive sporting vehicles which are built in such a way that road use is practicable and normal.

**Sports/Racing Cars** are vehicles built within the framework of the F.I.A. sports car regulations with competition as their primary object.

**Racing Cars** are single seater competition vehicles of any type whatever.

Within each category, vehicles are divided into classes as below:-

## **Touring Cars**

- Class 1. — B.M.C. Mini Cars up to 850 c.c.
- Class 2. — B.M.C. Mini Cars 851 c.c. and over.
- Class 3. — Touring Cars up to 1300 c.c.
- Class 4. — Touring Cars 1301 to 2000 c.c.
- Class 5. — Touring Cars 2001 to 3000 c.c.
- Class 6. — Touring Cars 3001 c.c. and over.
- Class 7. — Touring Cars Formula Libre.

In classes 1—6 inclusive the capacity of any car shall be considered to be the standard, unmodified capacity of the vehicle when new. Engine modification and tuning is permitted without limit save that the bore shall not be increased by more than 60 thou.,

the stroke will not be increased and supercharging above 8 p.s.i. will not be permitted. Any modification may be made to the suspension and braking system. So far as bodywork is concerned, cars in these classes will run with all standard equipment, a full complement of seats (although proprietary seats may be used in the front only) and standard coachwork. Spare wheels and tools may be removed and air intakes, carburettor blisters, etc. may be fitted.

Touring cars which have engines increased in size by overboring or stroking, or which are high pressure blown or which have lightened, stripped or non-standard coachwork will run in Class 7 irrespective of capacity. In addition all "hybrid" vehicles with non-standard engines e.g. 1340 c.c. Anglia, 1622 c.c. Rileys, etc. will be transferred to the Formula Libre Class.

## **"Marque" Sports Car**

- Class 8. — "Marque" Sports Cars up to 1300 c.c.
- Class 9. — "Marque" Sports Cars 1301 to 1650 c.c.
- Class 10. — "Marque" Sports Cars 1651 to 2500 c.c.

Cars which are accepted as "Marque" Sports Cars are Austin Healey Sprite Mk. 1, Mk. 2 1100 c.c.; M.G. Midget, Midget 1100 c.c., T.A., T.B., T.C., T.D., T.F., T.F. 1500, M.G. A., M.G. A. Mk. 11, M.G. B.; Sunbeam Alpine Mk. 1 and Mk. 11; Triumph Spitfire 4, T.R.2, T.R.3, T.R.3a, T.R.4.

Eligibility for classes 8, 9 and 10 will be as for classes 1—6 inclusive with the addition that bumpers may be removed. Standard windscreens will be used in the erect position.

Any vehicle not complying with the "Marque" Sports Classes by reason of increase of capacity, non-standard coachwork, etc. will run in the appropriate sports car classes.

## **Sports Cars**

- Class 11. — Sports Cars up to 1150 c.c.
- Class 12. — Sports Cars 1151 to 1900 c.c.
- Class 13. — Sports Cars 1901 to 3000 c.c.
- Class 14. — Sports Cars 3001 c.c. and over.

## **Sports/Racing Cars**

- Class 15. — Sports/Racing up to 1000 c.c. push rod O.H.V. and up to 1200 c.c. side valve.
- Class 16. — Sports/Racing up to 1300 c.c. not included in class 15.
- Class 17. — Sports Racing 1301 to 1600 c.c.
- Class 18. — Sports/Racing 1601 c.c. and over.

## **Racing Cars**

- Class 19a — Racing Cars to F.I.A. Formula Junior.
- Class 19. — Racing Cars up to 1150 c.c.
- Class 20. — Racing Cars 1151 c.c. and over.

In classes 19 & 20, twin rear wheels may be used and there are no restrictions on the type of fuel.

Continued on page 23

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## Notes on Classes

Where less than four entries are accepted for any class it will be merged with the next highest class.

In all classes, supercharging will be permitted without alteration of class subject only to the limitation of boost pressure laid down for classes 1—6 and 8—10 inclusive.

Before being allowed to take part in the meeting, all vehicles have to be checked by R.A.C. appointed Scrutineers who examine the vehicles for safety and roadworthiness and also check that the vehicles are eligible for the various classes. The organisers have the power to impound any vehicle where they suspect an incorrect declaration as to cylinder capacity or other matters has been made and to require the entrant to strip the vehicle so that dimensions may be verified.

These classes were drawn up by the Yorkshire Centre of the B.A.R.C. using the International Capacity Classes suggested by the Federation International d'Automobile as a basis, but modified to suit the conditions of Hill Climb events. They have now been adopted by most other Northern clubs running similar competitions so that there is a uniformity about the rules enabling competitors to prepare their vehicles for the same class in different events.

## Records for the Course

Three meetings have now been held at the Harewood Course. Fastest times at these meetings were :-

16/9/62	A. Lanfranchi	Elva Mk. 6	51.61
*21/4/63	C. K. W. Schellenberg	Lister Jaguar	49.79
9/6/63	A. G. Wood	Cooper Monaco	51.85

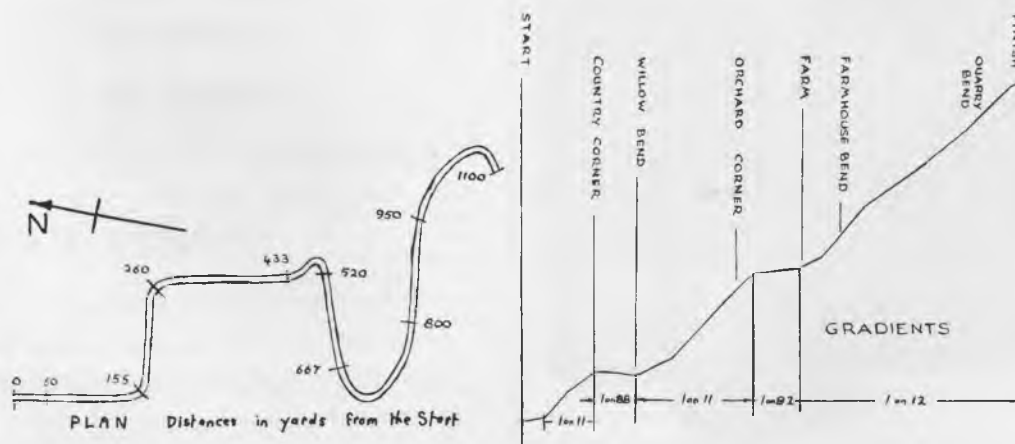
\* Denotes Record for Course.

Records in the various classes which are standing at the commencement of the fourth meeting to-day :-

1.	R. Soper (Mini Minor c/c)	9/6/63	63.39
2.	F. P. Kaye (Morris Cooper S)	9/6/63	60.74
3.	A. Rathmell (Ford Anglia Super)	9/6/63	61.06
4.	G. E. Tuft (Volvo PV.544)	9/6/63	61.59
5.	E. B. Wadsworth (Healey Elliot)	16/9/62	61.47
6.	A. G. Wood (Jaguar 3.8)	16/9/62	57.39
7.	D. Martland (Morris Cooper)	9/6/63	56.95
8.	J. Johnstone (A/H Sprite)	16/9/62	55.56
9.	E. D. Clark (Sunbeam Alpine)	16/9/62	60.37
10.	D. P. Stead (M.G. B.)	9/6/63	59.13
11.	P. J. Smith (Speedwell G.T.)	16/9/63	55.48
12.	G. Durham (Porsche Carrera)	9/6/63	55.28
13.	E. C. Booth (Frazer Nash Le Mans)	9/6/63	55.60
14.	B. R. Waddilove (Jaguar "E" Type)	9/6/63	53.91
15.	F. W. Smith (Lotus Seven)	9/6/63	54.18
16.	R. G. Hirst (Cooper Climax)	16/9/62	53.57
17.	A. Lanfranchi (Elva Mk. 6)	16/9/62	51.61
18.	C. K. W. Schellenberg (Lister Jag.)	21/4/63	49.79
19a.	G. Gartside (Garford Junior)	9/6/63	52.48
19.	J. D. Scott (Cooper 1100 s/c)	16/9/62	52.88
20.	A. Brooke (Lotus 16)	16/9/62	54.03

# HAREWOOD HILL CLIMB

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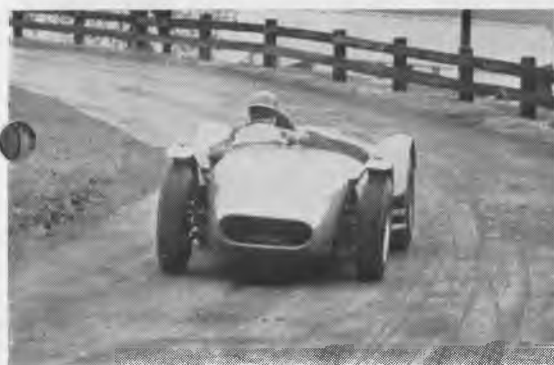
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# Mainly Personal

At events such as this, interest tends to focus on the potentially fastest competitors who are to be found in Classes 18, 19 & 20. Pride of place must obviously be given to the holder of the Course Record to date, Keith Schellenberg with his very business-like looking Lister Jaguar. Shortly after setting up a record of 49.79 seconds at our meeting in April, Keith "lost the lot" on the top corner at Catterick Hill and, as a result, has had to spend the intervening months rebuilding. The picture shows the car before it was bent.



As a second entry Keith has the famous Barnato Hassan Special based upon an 8 litre Bentley which answers to the nickname "The Whale" and used to be dived by millionaire "Babe" Barnato at Brooklands. Incidentally, Keith took part in the "Daily Express" Power Boat race to Torquay yesterday and has had to fly here from Exeter this morning.

One of the contenders for fastest time to-day is Peter Boshier-Jones from Newport in Monmouthshire who is at present lying third in the Hill Climb Championship. His trim Lotus 22 with a 1220 c.c. Climax Engine (No. 120) carried him to fastest time at the Shelsley Walsh meeting a couple of weeks ago. Peter is following in father's footsteps as it is not so many years since his father was reigning hill climb champion.

Another hairy machine is Phil Scragg's latest acquisition. This is an American Chaparral sports/racing car (No. 119) fitted with a 5360 c.c. Chevrolet V.8 engine which has been modified to what its owner describes as a "temporary single seater body". Phil Scragg has also entered his lightweight Jaguar "E" type (No. 73) which was the fastest production car at the recent Shelsley meeting.

Brian Waddilove from Rawdon at present holds the record for "E" Types (No. 74) and he will be striving hard to keep his record. He also has another fight on his hands with the 2.5 litre Intercontinental B.R.M. (No. 115) which used to belong to Ray Fielding. This car now belongs to B. Waterhouse & Sons of Bradford and to-day Brian is driving it for the first time in a competition. The other B.R.M. entered No. 116 to be driven by Tony Griffiths from Birmingham used to belong to Phil Scragg in pre-Chaparral days.

Amongst other interesting machinery on parade, we have the debut of two locally brewed specials No. 111 the Cooper Buick of David Harrison and No. 114 the Cooper Garford of Geoff Gartside. Both follow the same basic theme of introducing a hefty sized V.8 engine into an old Formula Two Cooper Chassis but Harrison has worked on the principle of using a 3½ litre lightweight aluminium Buick engine fitted with four double choke Weber carburettors whilst Gartside relies upon a 2½ litre Daimler SP250 engine with a dirty great blower to usher in the mixture. Being new both machines may suffer from teething troubles but when they are tamed, both are contenders for f.t.d. in any company.

Other well known names in the racing classes include "Mac" Daghorn from Bouley Bay in Jersey who still sticks to the big twin J.A.P. Motor Cycle engine in his Cooper and is lying tenth in the Hill Climb championship at present and Chris Summers who has a big Chevrolet engine in his Cooper.

An equally potent special which can be said to be well and truly "developed" is Phil Chapman's Chapman-Mercury (No. 98). Phil, who comes from Sheffield, first built this present version about five years ago and has been improving it ever since. In full song it has one of the loudest and most piercing exhaust notes in the business. Carburation has always been a problem with this device which has alternated between eight Amal motor cycle carburettors with a most splendid arrangement of rods and levers to work them in unison and its present handful of Webers.



Looking now to the sports/racing cars, Josh Randles from Stoke-on-Trent has his much modified Cooper Monaco which is now propelled by the three litre Maserati engine from Cordingley's J. B. W. Maserati. Randles is always a likely Class winner although he has some potent opposition in class 18.

The next class down is likely to be dominated by Bradford driver Tony Lanfranchi with his Elva Mk. 7. At present the record in this class is held by Tony with his last year's Elva Mk. 6 which to-day is being driven by new owner John Mitchell from Honley.

Continued on page 26

## MAINLY PERSONAL—Continued.

We have two lady entrants amongst the sports/racing brigade, Jill Hutchinson from Newcastle with her Ford engined Terrier who competes regularly in both race meetings and hill climbs and Viki Lincoln, Bradford model girl and florist who has the very hairy "R.M.B." Hill Climb special built by the late Malcolm Bateman. Neither of these two have much hope in their classes against much more potent cars, but they both give an exhibition of good driving.



Record holding sports car in class 13 is Cecil Booth's Frazer Nash. We were going to call it a Le Mans Replica, but in fact this is the original Le Mans car which ran in 1948 driven by Mytholmroyd blanket manufacturer Norman Culpan. Cecil has had this car for many years and being a good engineer has developed it continually, it does speak well however for the original design that it can still hold its place amidst all the modern machinery.

Lack of space prevents more than a passing glance at the other entries, although eyes must be turned on the terrific battle which is sure to develop in class 7 with the fully modified touring cars. The tussle here will be between John Wales, Nick Porter, Mike Wheatley and Digby Martland with Harry Ratcliffe and C. R. M. Boote snapping at their heels. The performance of these very specialised Minis is really quite fantastic.

Finally a glance back to more gracious years and Frank Sowden's beautifully preserved 8 litre Bentley No. 69. This car is a regular contestant at Harewood and puts up a time which belies its slow sounding exhaust note. At the recent Church Fenton "Drag Sprint" it crossed the finish at 105.25 m.p.h.!



## ABOUT THE B.A.R.C.

The British Automobile Racing Club is the largest club for sporting motorists in the country. Originally formed in 1922 as The Light Car & Cyclecar Club it changed its name in 1923 to The Junior Car Club and again in 1948 to the present title. The Club organises major motor race meetings at Goodwood, Aintree, Oulton Park, Mallory Park, Crystal Palace and next year at Brands Hatch as well. In addition there are ten Centres and Groups spread about the country which organise local events.

The largest of these Centres is the Yorkshire Centre which promotes the hill climb here today. The Centre was formed in 1922 and now has over 1100 members resident in the County. Each year a full programme of competitive and social events is arranged for members including Hill Climbs, Sprints, Rallies, Driving Tests, Trials, Treasure Hunts, Film Shows, Dances, Social Evenings and even a Golf Competition and a Cricket Match.

Membership of the B.A.R.C. costs £2.2.0d. per year with an entry fee of £1.1.0d. and to be registered with the Yorkshire Centre costs an additional 5/- per year. Details of membership can be obtained from the Centre Hon. Secretary — H. C. Mason, Langwith Drive, Collingham, Nr. Wetherby, Yorkshire.

You may be interested to have details of our speed events for the remainder of this season :-

29th September — Hill Climb at Stockton Farm, Harewood for Novice Competitors only in Touring, Sports and Sports/Racing Cars.

13th October — Hill Climb at Olivers Mount, Scarborough, with practice on the Saturday afternoon. This event will be televised by A.B.C. T.V. on both Saturday afternoon and Sunday lunch time.

We also have a Sporting Trial on Sunday, 22nd of September and a Production Car Trial on 10th of November with a Bonfire on 5th November and short evening events on the first Tuesdays in October and December. The Annual Dinner Dance of the Centre will be held at the Queens Hotel, Leeds on Thursday, 13th December.

For your information, provisional dates for our speed events for next season are :-

12th April 64 — Hill Climb at Stockton Farm.

17th May 64 — Hill Climb at Stockton Farm.

14th June — "Drag Sprint" at Church Fenton.

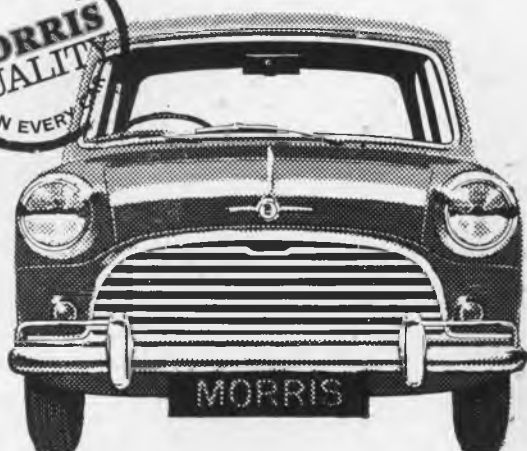
12th July — Hill Climb for Novices at Stockton Farm.

6th September — National Hill Climb at Stockton Farm.

27th September — "Autocross" at Dunkeswick.

11th October — Hill Climb at Scarborough.

In addition our 1964 calendar includes a night rally, a driving test rally, a sporting rally, a fully-sporting trial, a production car trial, a driving test meeting and six evening events which include a gymkhana, a driving test meeting, a concours d' elegance, and three treasure hunt type events. We also have three dances, six film shows and monthly social gatherings.



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