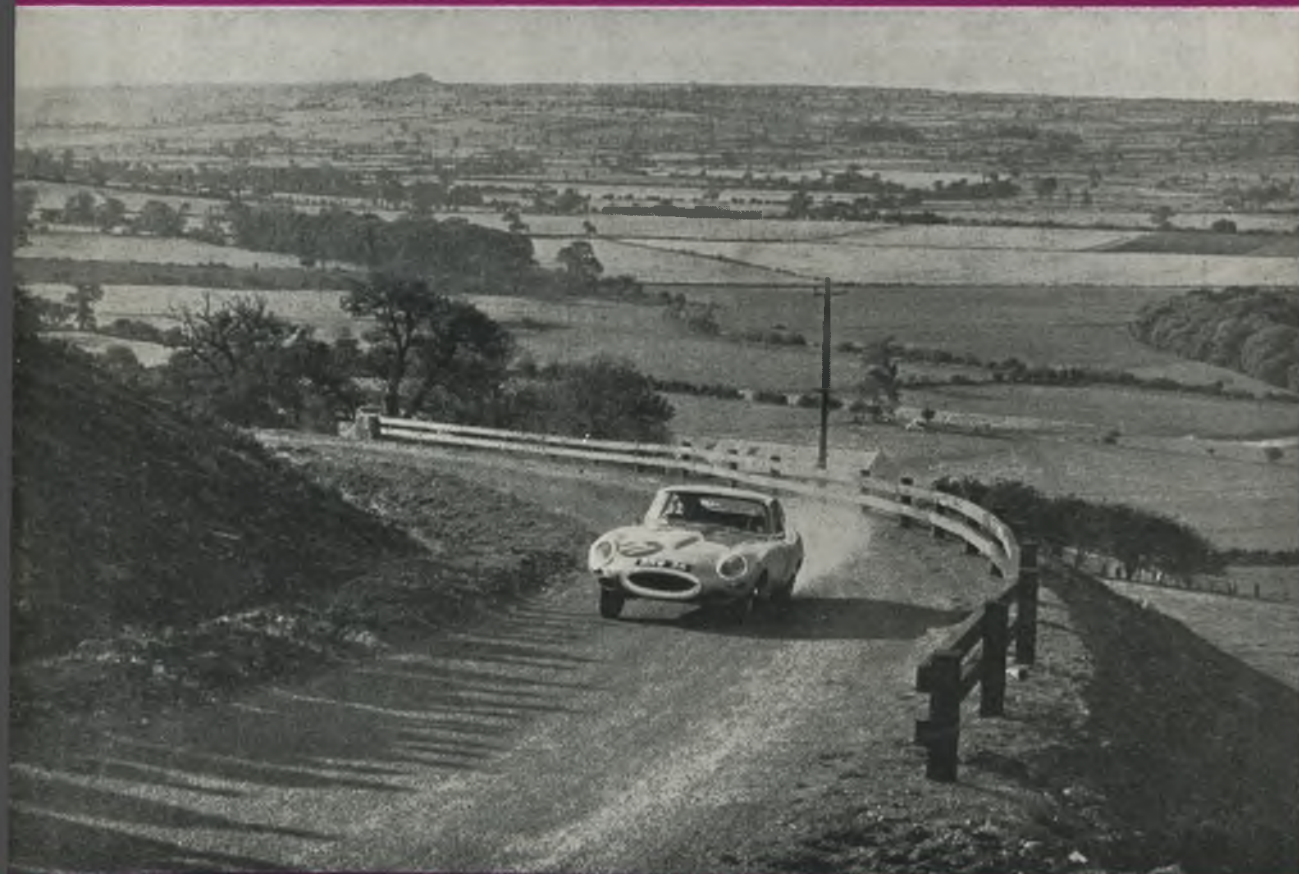




HAREWOOD HILL CLIMB



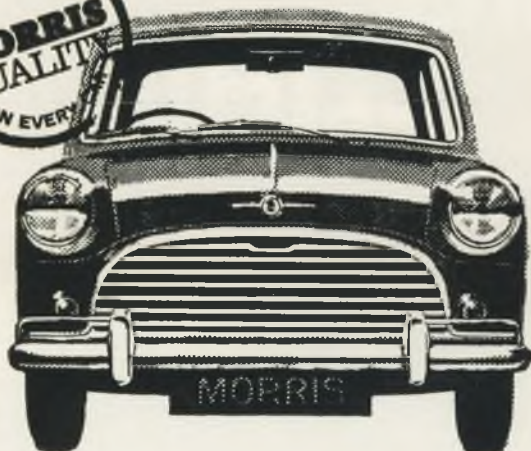
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12 APRIL

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HAREWOOD HILL CLIMB

R.A.C. PERMIT No. RS/610

SUNDAY. 12th APRIL, 1964

COMMENCE 2-15 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.

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THE HILL CLIMB SCENE

Today marks the beginning of the second full season of Hill Climb events here at Stockton Farm. It is now just twenty months since our first, experimental event in September 1962 and, although much remains to be done to make this into a hill climb venue in the really top class, already progress has been very great. Last September we held our first meeting under a National Permit issued by the R.A.C. This means that the event is open to every sporting driver in the Country, so long as he has the correct type of competition licence, and elevates it into a "First Division" comprising some twenty such events.

Largely resulting from the success of that event, we are honoured to announce that the R.A.C. have conferred qualification status for their "British Hill Climb Championship" for the National event to be held on September 12th 1964. At one swoop this raises the event into the "Super League" putting us on the same status as Shelsley Walsh and Prescott, albeit without their long tradition or history. This is not to say that the B.A.R.C. Yorkshire Centre lack experience in Hill Climb promotion, indeed no, way back when the Centre was first formed in 1922 we were running Hill Climbs on the public highway up Greenhow Hill and Sutton Bank.

The Championship meeting will, without doubt, be the high-spot of our competition year in 1964, this is not to say however that our other meeting will suffer in consequence. The event this afternoon is run under a Closed to Club Permit issued by the R.A.C., that is only members of the B.A.R.C. may take part, but some measure of the enthusiasm of our members for this type of sport can be gauged by the fact that we received no less than 200 applications



for entries. Unfortunately, owing to the time involved in giving each car two practice runs in the morning and two timed runs in the afternoon, and still keeping within the bounds of daylight, only 120 entries and some reserves can be accepted and a lot of potentially interesting vehicles had to be turned away.

We have another Hill Climb in six weeks time on 24th May when we hope that we shall be able to give a run to most of the people who were disappointed today and, when most of the fastest cars on show here will be back once again in the battle for split seconds. This meeting will be on Sunday 24th May and with our "Novices Hill Climb" on Sunday 12th July completes the programme at Stockton Farm for the season.

The popularity of Hill Climbing at the moment from both competitors and spectators viewpoints may make a total of four meetings in the year look rather thin, particularly as one is restricted to new entrants to the sport, or to people who have never won an award whilst the Championship meeting will attract competitors from all over the country and keep out lots of would-be local entrants. At the same time, we have to face up to the fact that when we hold a Hill Climb at Stockton Farm we do cause some upset in the workings of the farm, we create a traffic problem as cars leave the course and inevitable noise of exhausts must be some nuisance in the district. We are conscious of our responsibilities to the public at large and we do not wish to pursue our sport in a selfish way which will interfere with anyone else so, the meetings are restricted in frequency. As will be seen from our programme set out on page 21, we do however give our members other opportunities for indulging in their favourite sport.

We are very fortunate indeed in being able to use this splendid hill which is put at our disposal by Arnold Burton and we do owe him a very great debt of gratitude for his assistance. We also are very greatly indebted to a mass of Club members who have slaved and toiled to make the hill what it is today. In particular Bill Varley, Michael Kellett and John Holroyd, three members of our Committee who, with Bob Monkman and Sam Phillips, have been almost entirely responsible for the physical work on the road and facilities. Again, something over 150 people are involved in the working of the event, all members and their families and friends working voluntarily and inspired by their love and enthusiasm for motor sport.



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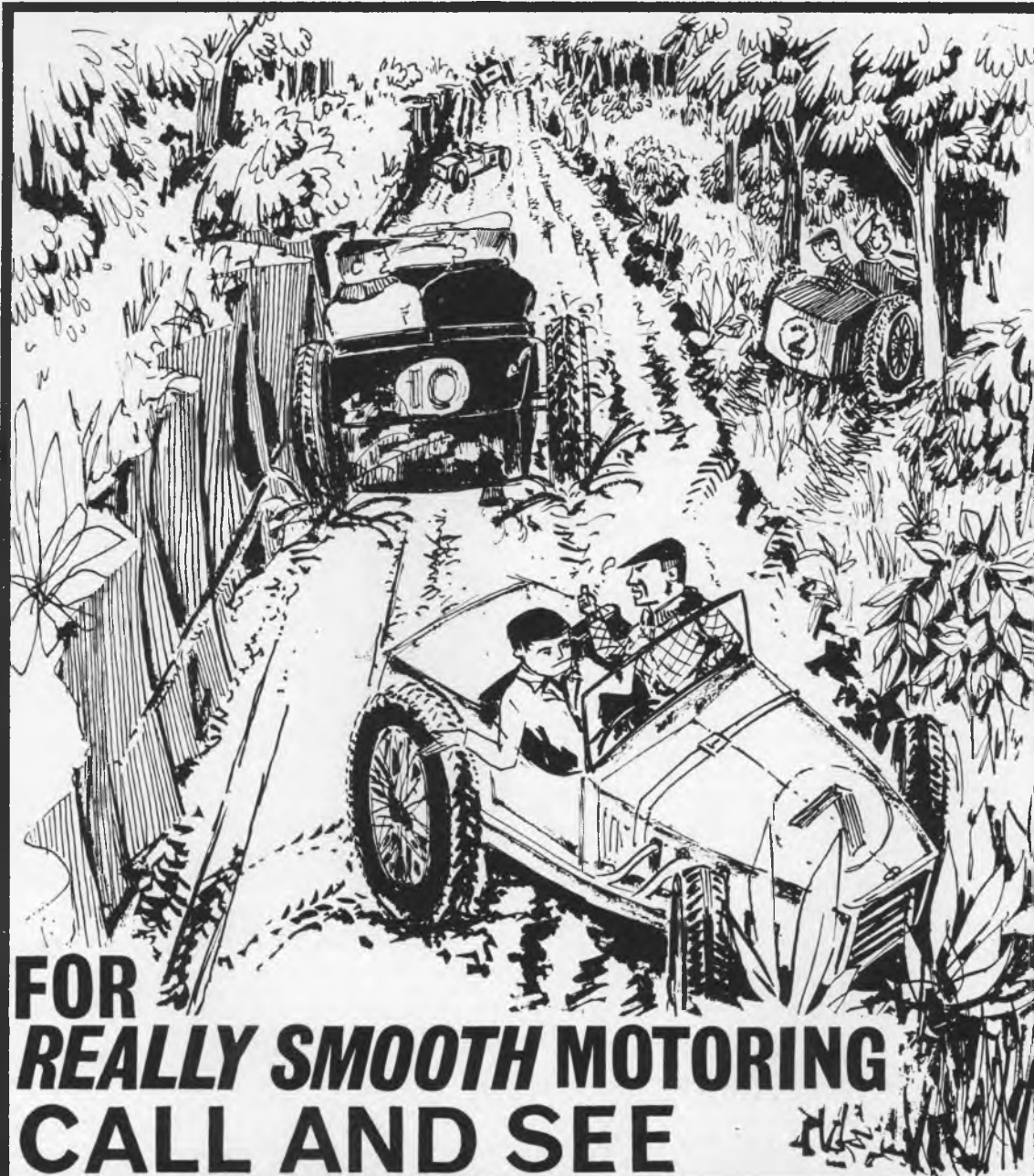
The Yorkshire Post TROPHY



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 on this hill at meetings on 12th April, 24th May, 12th July and 13th September.

For the fastest time of the season —
"The Yorkshire Post" Trophy and Replica.
For the fastest time of the day — Special Award.
For the fastest time in each class — 1st Class Award.
For the second fastest time in each class —
2nd Class Award.
(Subject to 7 entries in class)
For the third fastest time in each class —
3rd Class Award.
(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. and subject to three lady entrants or being in fastest 20% in class).



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PROGRAMME

Commence 2-15 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 + 19.

INTERVAL OF TEN MINUTES

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

★ After a competition number shows a reserve entry.

Class 1. TOURING CARS, Minis up to 1000 c.c.				Class Record : A. Staniforth (Morris Cooper) 57.15				
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
121.★	J. P. Wheatley	Austin Cooper	—	997	York			
1.	S. H. Newton	Austin Cooper	—	997	Filey			
2.	J. W. Herman	Austin Cooper	—	997	Harrogate			
3.	A. N. Umpleby	Morris Cooper	—	997	Leeds			
4.	J. Clegg	Morris Cooper	—	997	Littleborough			
	Entrant — Team Red	Rose						
5.	D. A. Gould	Morris Mini	—	848	Bolton			
6.	J. C. England	Morris Cooper	—	997	Huddersfield			
7.	J. E. Wilman	Austin Cooper	—	997	Glossop			
8.	A. B. Stevenson	Morris Cooper	s/c	997	Harrogate			
9.	B. H. T. Redman	Austin Cooper	—	997	Brierfield			
	Entrant — Team Red	Rose						
10.	A. Staniforth	Morris Cooper	—	997	Leeds			

Class 2. TOURING CARS up to 1000 c.c. front wheel drive and 1100 c.c. rear wheel drive.						Class Record : R. G. Oddy (Austin A.40)		63.73
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
11.	P. Wray	Ford Anglia	—	997	Harrogate			
12.	H. E. Twaites	Hillman Imp	—	875	Dewsbury			
13.	J. A. Baines	Hillman Imp	—	875	Bradford			
14.	J. A. Yorke	Auto Union 1000	—	980	Beverley			
15.	R. Soper	Vauxhall Viva	—	1051	Leeds			
16.	R. G. Oddy	Austin A.40	—	997	Beverley			
17.	S. A. Coulson	Ford Anglia	—	997	Yeadon			

Class 3. TOURING CARS up to 1500 c.c. not included in Class 2.					Class Record : A.S. Carr (Ford Anglia) 58.87			
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
124.★	J. E. M. Denton	Ford Cortina G.T.	—	1498	Halifax			
122.★	M. Bartram	Ford Cortina G.T.	—	1498	York			
18.	P. H. Scott	Ford Cortina G.T.	—	1498	Bardsey			
19.	J. M. Holroyd	Ford Cortina G.T.	—	1498	Dewsbury			
20.	G. R. Monkman	Ford Cortina G.T.	—	1498	Collingham			
21.	C. G. Wood	Ford Cortina G.T.	—	1498	Bradford			
22.	P. H. Ruffell	Alfa Romeo	—	1290	Leeds			
23.	J. P. Causse	Renault R.8	—	1108	Leeds			
24.	J. Wales	Renault R.8	—	1108	Kirby Muxloe			
25.	A. Forrest	Ford Cortina G.T.	—	1498	Bradford			
	Entrant — Team Forrest							
26.	A. Rathmell	Ford Anglia	—	1200	Shipley			
	Entrant — Rathmells of Shipley Ltd.							
27.	J. White	Ford Cortina G.T.	—	1498	Huby			
	Entrant — D. G. Sayer							

Class 4. TOURING CARS 1501 to 3000 c.c.					Class Record : H. W. Burke (Volvo 122S) 59.17			
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
28.	P. A. Snowden	Ford Zephyr 2	—	2553	Harewood			
29.	G. T. Todd	Triumph Vitesse	—	1596	Darlington			
30.	G. L. Thompson	Volvo B.18	—	1780	Knaresborough			
31.	C. H. Wild	Volvo	—	1780	Altrincham			
Class 5. TOURING CARS 3001 c.c. and over.					Class Record : A. G. Wood (Jaguar 3.8) 54.93			
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
32.	J. A. Ainsworth	Jaguar 3.8	—	3781	Preston			
33.	D. L. Gray	Jaguar 3.8	—	3781	Rotherham			
34.	K. J. Oldham	Jaguar 3.8	—	3781	Scarcroft			
35.	E. C. Bywater	Jaguar 3.8 Mk. 2	—	3781	Castleford			
Class 6. TOURING CARS SPECIAL SERIES.					Class Record : K. N. Lee (Morris Cooper S) 56.74			
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
36.	R. A. Fall	Morris Cooper "S"	—	1071	Baildon			
37.	I. J. K. Lund	Austin Cooper "S"	—	1071	West Hartlepool			
38.	D. Burke	Ford Lotus Cortina	—	1588	Burnley			
39.	J. Hall	Ford Lotus Cortina	—	1588	Bradford			
40.	C. V. Wray	Ford Lotus Cortina	—	1588	Harrogate			
41.	Mrs. D. Rathmell	Morris Cooper "S"	—	1071	Shipley			
	Entrant — Rathmells of Shipley Ltd.							
42.	A. W. Raylor	Ford Lotus Cortina	—	1588	York			
	Entrant — Marples Racing Partnership							
43.	K. N. Lee	Morris Cooper "S"	—	1071	Scarcroft			
	Entrant — Ken Lee Motors							
Class 7. TOURING CARS FORMULA LIBRE.					Class Record : N. Porter (Austin Cooper) 54.41			
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
44.	C. R. M. Boote	Morris Cooper	—	1098	Stafford			
45.	J. M. Wheatley	Riley 1.5	—	1622	Methley			
46.	G. Rowsby	Austin A.40	—	1622	Morley			
47.	H. W. Ratcliffe	Morris Cooper "S"	—	1370	Littleborough			
	Entrant — Team Red Rose							
Class 8. "MARQUE" SPORTS CARS up to 1300 c.c.					Class Record : A. F. Lefevre (M.G. Midget) 55.51			
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
123.★	F. W. Bean	Triumph Spitfire	—	1147	York			
48.	J. H. Carter	Austin Healey Sprite	—	1098	Darlington			
49.	D. G. Flather	Austin Healey Sprite	s/c	948	Sheffield			
50.	C. J. Tipping	Austin Healey Sprite	—	970	Scarcroft			
51.	G. W. R. Smith	M.G. Midget	—	1100	Wakefield			
52.	H. R. Sweir-Stott	Austin Healey Sprite	s/c	948	Leeds			
53.	M. N. Sutherland	Austin Healey Sprite	—	997	Middlesborough			
54.	Dr. I. Y. Williams	Austin Healey Sprite	—	998	Darlington			
55.	C. Lee	Austin Healey Sprite	—	960	Bramhope			
56.	R. D. Sutherland	Austin Healey Sprite	—	990	Knaresborough			
Class 9. "MARQUE" SPORTS CARS 1301 to 1650 c.c.					Class Record : R. K. Austin (M.G. A. 1600) 58.22			
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
128.★	T. A. Twaites	Sunbeam Alpine	—	1592	Dewsbury			
57.	R. Whitley	M.G. A. 1600 Mk. 2	—	1622	Hull			
58.	D. D. Perkins	Sunbeam Alpine	s/c	1592	Leeds			
59.	B. Newton	M.G. A. 1600	—	1588	Filey			
60.	F. T. Meakin	M.G. A. 1600 Mk. 2	—	1622	Leeds			

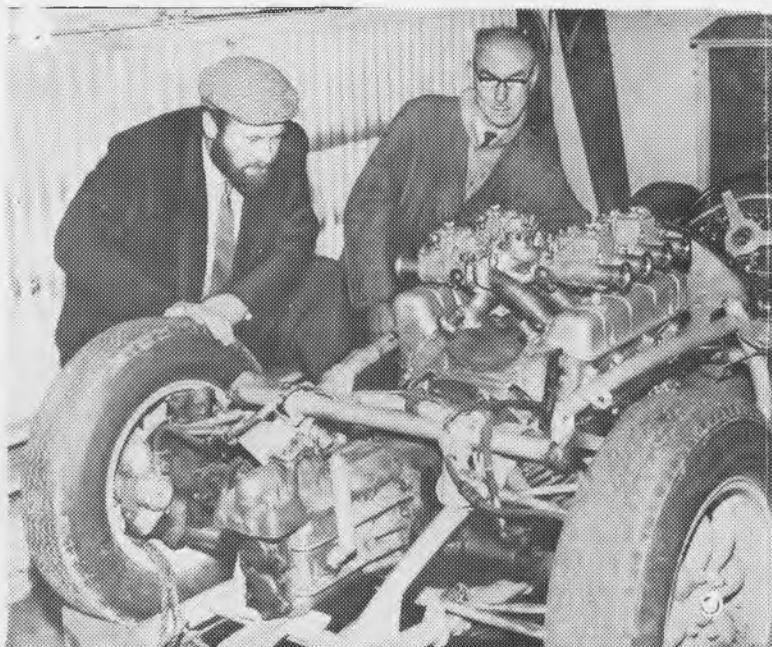
MAINLY PERSONAL

NOTES ON CARS AND DRIVERS

Normally in a programme of this type, the really fast machinery tends to get the pride of place in a review of the cars. Just for a change we propose to look first at the touring car classes where the competition is, if anything, even keener than with the out and out racing machinery.

Another attraction of the touring cars is that they do bear comparison with the sort of motor cars one sees on the roads every day and, as a result, the lay motorist can watch just what is possible with his own car, although he, or she, has never been able to try quite as hard because the distaff side would complain, or perhaps prudence spoke out.

Class One is composed entirely of the inevitable B.M.C. Minis, all bar one being the 997 c.c. Cooper Version. Here the potential fastest time in the class must surely be expected from Allan Staniforth who is a true amateur enthusiast. Allan is a Journalist by profession working for a very large circulation daily tabloid. His evenings, when not news sleuthing, are spent on his motor car which is tuned with loving care in his own garage. Allan is a perfectionist who will spend hours and hours polishing out a port in his cylinder head, trying different settings for his carbu-



David Harrison (with beard) surveys the engine of his Cooper Buick together with "Harrogate Jack" who actually introduced this large engine into this small motor car. David is running as No. 118 in Class 19.

rettors and ignition and generally achieving by his own labours the results bought by others from tuning establishments. Mind you, Allan will not have an easy time and Brian Redman, John Wilman, in fact all the rest of the Issigonis roller-skates will be breathing down his exhaust pipe.

Class Two is a new development this year and, as yet, rather an unknown quantity. The entry is very varied and includes quite a number of cars which are comparatively new on our roads, as well as old favourites. It is likely that the battle for the fastest time will lie between two of the older cars, Coulson's Ford Anglia and Oddy's A.40. Both cars have been with their owners for some time and have been developed to a high pitch of perfection. Another likely vehicle in this group is Bob Soper's Viva. This vehicle has been worked upon to some tune, but as yet the full potential does not appear to have been unleashed. It will be interesting to see if Bob has today found the final answer and the newcomer from Luton triumphs over Dagenham and Longbridge.

Amongst sporting motorists with reasons for running a one and a half litre saloon, the Ford Cortina G.T. is fast becoming almost obligatory wear combining as it does a utilitarian, but fairly compact, exterior with a surprising turn of speed, good acceleration, brakes and roadholding in a blend to capture the attention of the owner unlike any bread and butter motor car since the ZB M.G. Magnette. A total of eight of these cars have been accepted to day from the sixteen actually entered. Of these Guy Wood has a completely standard version whilst all the others have been worked upon to a greater or lesser degree. John White's car is probably the fastest having been given quite the full treatment. Of the others, Bob Monkman has a Holbay

Continued on page 12



C. V. Wray (Lotus Cortina). No. 40 in Class 6.



MAINLY PERSONAL—Continued

modified cylinder head, twin Weber carburettors and sports camshafts, Peter Scott has the head shaved and cleaned up ports whilst John Holroyd has had his car breathed upon by the Mirfield tuning wizard, Bill Crossland.

Against these cars, Allan Rathmell of Shipley has his engine modified to full Cosworth Formula Junior standards whilst the two Renault R8 Saloons of John Wales and Causse are outclassed completely, coming into this class by a mere 8 c.c. Ruffell's Alfa Romeo should provide some stiff opposition for the Fords, but on a compact course of this nature the better torque of the Cortina may tell against the high revving Italian engine.

Classes Four and Five are the least well supported of the Touring Classes, probably reflecting the ratio of small to large models on the roads. Patrick Snowden farms only about a mile from the course and his Ford Zephyr is completely standard, as are most of these cars.

Moving on to Class Six, this is reserved for what are described as "Special Series Touring Cars". These are factory produced versions of normal cars which are made especially with high performance and sporting characteristics in mind. At present the only two types which come into this class are the Lotus modified Ford Cortina with a special twin-overhead-camshaft engine, lightweight panels and special suspension and the "S" type B.M.C. Minicars. These are almost exactly the same as the Cooper version, but have larger engines built to Formula Junior Racing standard. Ken Lee who runs a garage and tuning establishment in Leeds can be regarded as favourite in this bunch as the old expression "The cobbler's children are always the worst shod" could scarcely be applied in his case.

Final Touring Car Class, the so called "Formula Libre" category is for saloons where tuning and modification have been taken beyond the normal limits for road use, where interior fittings have been stripped out, or where special engines have been installed. Here a real battle royal can be expected from every car in the class. Michael Wheatley, a farmer from Methley has the Riley 1.5 which for the last couple of



seasons was raced by Allan Hutcheson on behalf of the Barwell tuning concern. This has now been fitted with a very special 1622 M.G. A. engine and the body shell is literally, just a shell. Farmers are reputed to be slow characters, this could not be applied to red-haired Michael who, to keep his motor car in proper trim, is marrying Ken Lee's daughter later this month.

Another very hot motor car is Rowsby's rather disreputable looking A.40 which sports an engine rather similar to Wheatley's Riley and well on the way to twice the size of its original equipment. Pride of place in this section however look likely to go to Harry Ratcliffe with his sensational 1370 c.c. Mini from Littleborough. Harry is a very clever engineer who has made this car almost indecently fast, on acceleration it can see off a 3.8 Jaguar quite comfortably and already this season it has chalked up an impressive list of victories in Race Meetings.

The next three classes cater for "Marque Sports Cars". These are normal, every day, sports cars which can be bought by anyone and there are restrictions on the degree of tuning allowed to the engines and,

in addition, bodywork must remain standard with all full equipment.

Two approaches to the tuning questions on similar cars can be seen in the smallest class where Sweir-Stott of Leeds and Denis Flather of Sheffield have superchargers fitted to their Sprites whilst most of the others have some form of fettlement applied to their normally aspirated engines. The supercharger scores by giving immense increases in torque at lower revolutions whilst most forms of tuning give their increased power at the higher rotational speeds their application presupposes. On a course with slow corners like Harewood this should give an advantage to the "Blower" brigade, although we have a feeling that the real battle will be joined between Richard Sutherland's very ancient Mk. 1 Sprite and that of Charles Lee.

The next class contains one example of a really successful supercharger installation on David Perkins Alpine. This car has always had a stern battle with Meakin's M.G. A. for top position, although this year

Continued on page 14

MAINLY PERSONAL—Continued

they have been joined in the struggle by Barry Newton from Hunmanby who has spent most of the Winter getting his M.G.A. into a really hot state.

It is difficult to give a certain favourite in Class Ten where an assortment of skilled conductors drive a selection of M.G.B's and T.R.'s in varying stages of tune. On sheer driving ability Henry Holliday and "Fred" Kaye should be favourites, but Mervyn Oldham, David Stead, Mike Pickersgill and Roy Sanderson will give them a strong challenge. This is one of the most open classes in the whole event.

The remaining classes house the more potent sports, sports/racing and racing cars and offer some much more varied machinery. Shortage of space precludes dealing with each and every class and these notes will just highlight a few notable cars and their conductors.



D. L. Gray (Jaguar 3.8). No. 33 Class 5.

Making a welcome return to Hill Climbs, Bradford professional man, Derek Scott has the potent T.V.R. Mk. 3 ex works Le Mans car which used to belong to Tommy Wood. Derek is a very inspired chauffer who used to thrill the crowds in a 998 c.c. big twin Cooper Jap which to-day will be driven by its new owner "Bing" Crosby.

Certainly the largest, without a doubt the most noble, and by no means the slowest motor on the course will be Frank Sowden's splendidly maintained 8 litre Bentley. This car is somewhat of a handful on a course such as Harewood, but Frank handles it brilliantly and despite its deceptive slow sounding exhaust, manages to put up some very respectable times.

Another motor car with an even greater record is the famous "Villiers Supercharge", the Vauxhall Villiers owned and driven by Tony Brooke. This car used to hold the record at Shelsley Walsh when driven by Raymond Mays some thirty years ago, was no mean performer at Brooklands and finally concluded its pre-war story when it was ignominiously wrapped around a tree at the Wetherby Grange Speed Trials in 1939. The car was re-built and appeared one or twice just after the war making its last appearance at Croft in



Frank Sowden's magnificent 8 litre Bentley running today as No. 85 in Class 13.

1952. Ever since Tony has been busy restoring it to original condition and it made its new debut at Castle Howard some four weeks ago when, despite its great age and some hot competition, it gave a very good account of itself.

Tony Lanfranchi is bringing along the new Elva B.M.W. straight from racing at Oulton Park. This car is proving to be a very potent piece of machinery and at Goodwood on Easter Monday Tony had a race long dice with Jack Brabham in the new Brabham fitted with a V8 B.R.M. engine leaving the very fast Lotus 23s far behind.

Another car to be watched is Howard Parkin's Chaparral Cannonball. This is the Chaparral which Phil Scragg brought over from America, fitted with a rather temporary body and ran in the National Harewood meeting last September. At that time the car lacked development, but during the winter Parkin has been busy converting it to fourwheel drive. In view of the outstanding successes scored by cars powered at each corner at the back end of last season, this could be a serious contender for top honours. It may be however that as this will be its first appearance, teething trouble could mar the potential performance.



Phil Chapman from Sheffield with the fearsome Chapman Mercury in Class 17, No. 109.

Class 10. "MARQUE" SPORTS CARS 1651 to 2500 c.c.				Class Record : R. Sanderson (Triumph T.R.4) 57.26				
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
127.★K.	M. Overend	Triumph TR.3.A	—	1991	Leeds			
61.	D. P. Stead	M.G. "B"	—	1798	Scarcroft			
62.	H. O. Holliday	M.G. "B"	—	1798	Morley			
63.	C. R. Mills	M.G. "B"	—	1800	Leeds			
64.	J. M. Williamson	Triumph TR.4	—	2138	Darlington			
	Entrant — G. T. Todd							
65.	F. P. Kaye	M.G. "B"	s/c	1798	Leeds			
	Entrant — Ken Lee Motors							
66.	M. K. Oldham	M.G. "B"	—	1800	Scarcroft			
67.	M. H. Pickersgill	M.G. "B"	—	1798	Leeds			
68.	R. Sanderson	Triumph TR.4	—	2138	Hull			
Class 11. SPORTS CARS up to 1900 c.c.				Class Record : G. Durham (Porsche Carrera) 53.59				
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
135.★N.	Holmes	Marcos Prototype	—	948	Lincoln			
131.★H.	B. Follows	T.V.R. Mk. 2	—	1588	Halifax			
69.	H. J. Stubbs	Elva Courier	—	1798	Huby			
70.	M. J. Corner	Lotus Elan	—	1594	Leeds			
71.	G. Wheatley	Turner	—	1340	Methley			
72.	J. D. Scott	T.V.R. Mk. 3	—	1800	Baildon			
73.	M. J. M. Walker	Lotus Elite	—	1216	Barnsley			
74.	B. Kenworthy	Lotus Elan	—	1598	Oldham			
75.	P. O. de Roeck	Marcos G.T.	—	1498	Rotherham			
76.	P. J. Smith	Speedwell G.T.	—	1080	Wakefield			
77.	J. A. Lepp	Lotus Elan	—	1598	Hale			
Class 12. SPORTS CARS 1901 to 3000 c.c.				Class Record : P. H. Sutcliffe (A/Martin D.B.S.) 53.83				
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
133.★R.	G. M. Oddie	Austin Healey 3000	—	2912	Wakefield			
125.★D.	Hepworth	Austin Healey 3000	—	2912	Halifax			
78.	J. G. E. Clegg	Austin Healey 3000	—	2912	Knaresborough			
79.	D. C. Cramer	A.C. Ace Bristol	—	1971	Doncaster			
80.	J. M. Busfield	Austin Healey 3000	—	2950	Guisley			
81.	J. Johnstone	Austin Healey 3000	—	2912	Scarcroft			
82.	L. S. Stross	Porsche Carrera 2	—	1966	Leeds			
83.	J. A. McEwen	Morgan Plus 4	—	2138	Bakewell			
84.	E. C. Booth	Frazer-Nash Le-Mans	—	1921	Huddersfield			
Class 13. SPORTS CARS 3001 c.c. and over.				Class Record : B. R. Waddilove (Jaguar "E" Type) 51.47				
Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
85.	F. A. Sowden	Bentley 8 Litre	—	7983	Bingley			
86.	J. Thompson	Jaguar XK.120	—	3442	Otley			
87.	J. Bruce	Jaguar XK.120	—	3442	Leeds			
88.	G. M. Dungworth	Allard J.2	—	4375	Sheffield			
89.	B. R. Devine	Jaguar "E" Type	—	3781	Halifax			
90.	E. D. Clark	Jaguar "E" Type	—	3781	Scarcroft			
	Entrant — Scuderia Delta Dee							

Class 14. SPORTS/RACING CARS up to 1000 c.c. push rod O.H.V. and up to 1200 c.c. side valve.

Class Record : P. J. Finney (Beacon U.2) 50.60

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
134.★J.	Ross	Lotus 7	—	997	Northumberland			
91.	H. Wilkinson	Lotus 7	—	997	Huddersfield			
92.	A. de Heveningham	Lotus 7	—	998	Ilkley			
93.	C. R. Maddick	Terrier Mk. 2	—	997	Willerby			
94.	G. Firth	R.G.F.	—	997	Stanningley			
95.	F. W. Smith	Lotus 7	—	997	Settle			
96.	J. Thornton	Lotus 7	s/c	997	Leeds			

Class 15. SPORTS RACING CARS up to 1300 c.c. not included in Class 14.

Class Record : T. R. Clapham (Lotus Climax 7) 50.00

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
97.	I. A. B. Harris	Lotus 7	—	1280	Glasgow			
98.	J. Dyson	Lotus 11	—	1098	Sheffield			
99.	B. A. Moore	Lotus	—	1098	Hull			
100.	G. Crossley	Lotus 11	—	1098	Morecambe			

Class 16. SPORTS/RACING CARS 1301 to 1600 c.c.

Class Record : G. R. Austin (Emeryson Sports) 49.83

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
132.★J.	F. Wilson	Lotus 7	—	1498	Darlington			
126.★W.	J. Lambert	Merlyn Mk. 4	—	1498	Settle			
101.	R. G. Cowley	Lotus 7	—	1498	Hull			
102.	I. C. Batty	Lotus 7	—	1496	Wetherby			
103.	B. Joell	Ford U.2	—	1498	Sheffield			
104.	J. T. Butterworth	Lotus 23	—	1474	Rossendale			

Class 17. SPORTS/RACING CARS 1601 c.c. and over.

Class Record : J. Randles (Cooper Maserati Monaco) 50.59

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
136.★A.	Lanfranchi	Elva B.M.W.	—	1971	Bradford			
129.★H.	Parkin	Chaparral Cannonball	—	5300	Rotherham			
105.	G. Tatham	Lister Jaguar	—	3781	Malton			
106.	W. H. Fergus	Lister Bristol	—	1971	Cherry Burton			
107.	J. R. Walton	Walton Bristol	—	1971	Sheffield			
108.	E. M. Gray	Lister Jaguar	—	3781	Marske-by-Sea			
109.	J. P. Chapman	Chapman Mercury	—	5420	Sheffield			

Class 18. RACING CARS up to 1150 c.c.

Class Record : M. E. Daghorn (Cooper JAP Mk. X) 47.22

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
110.	R. W. Glistler	Austin 1928	—	747	Doncaster			
111.	L. Hinchcliffe	Lotus F.J.	—	1098	Leeds			
112.	J. Croft	Cooper F.J.	—	1098	Yeadon			
113.	R. J. Prest	Elva	—	998	Durham			
114.	P. de G. Wilkinson	Kieft	—	500	Barnsley			
115.	F. H. Crosby	Cooper Jap	—	998	Leeds			
116.	G. Gartside	Garford F.J.	—	998	Knaresborough			

Class 19. RACING CARS 1151 c.c. and over.

Class Record : P. Boshier Jones (Lotus 22 Climax) 46.72

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
130.★A.	Brooke	Vauxhall Villiers	s/c	2996	Harrogate			
117.	D. Starling	Riley Vintage Racing	s/c	1498	Whitby			
118.	D. A. Harrison	Cooper Buick	—	3542	Ilkley			
119.	T. R. Clapham	Cooper Climax	—	1220	Keighley			
120.	B. R. Waddilove	B.R.M.	—	2441	Rawdon			

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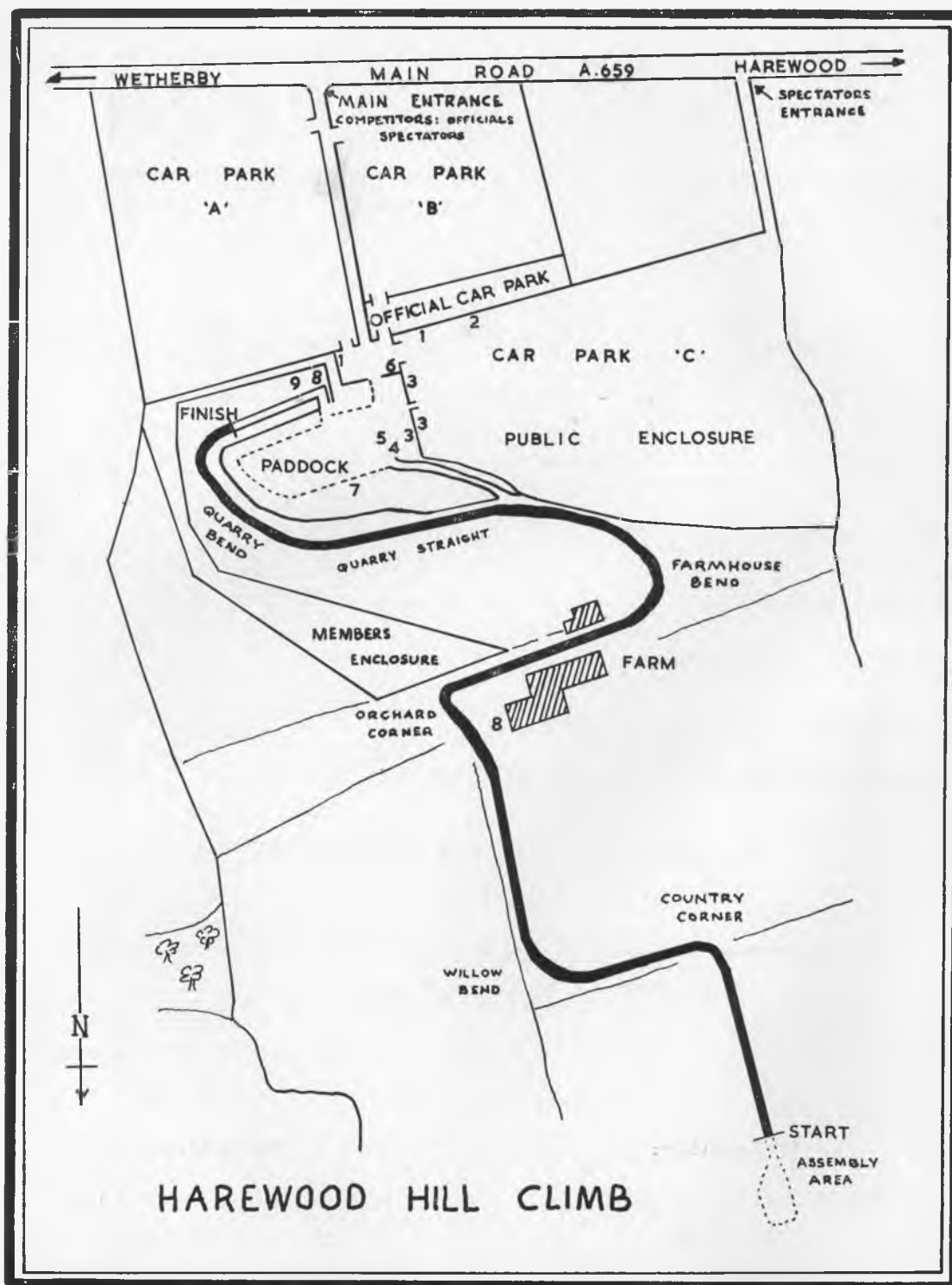
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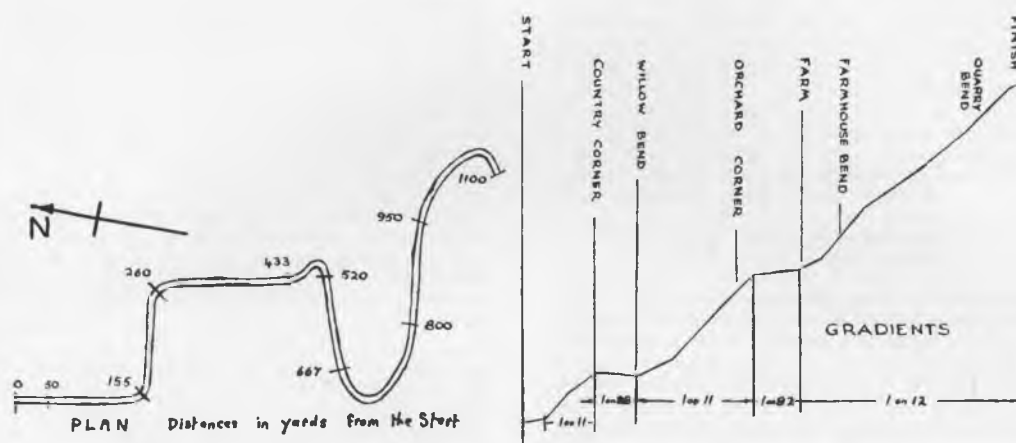
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HILL CLIMB CLASSES

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 1,000 c.c.
- Class 2. — Touring Cars up to 1,000 c.c. front wheel drive and 1,100 c.c. rear wheel drive.
- Class 3. — Touring Cars up to 1,500 c.c. not included in Class 2.
- Class 4. — Touring Cars 1,501 to 3,000 c.c.
- Class 5. — Touring Cars 3,001 c.c. and over.
- Class 6. — Touring Cars — Special Series.
- 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, the method of valve operation shall not be changed and supercharging above 8 p.s.i. will not be permitted. Any modification may be made to the suspension, braking system and wheels. 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. Fan belts may be removed.

Special Series Touring Cars are high performance and/or works lightened versions of normal Touring Cars. Vehicles accepted for this class are B.M.C., Mini Cooper "S", Consul Cortina Super Sports Special developed by Lotus, Standard and Special Equipment Model.

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. 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 1900 c.c.
- Class 12. — Sports Cars 1901 to 3000 c.c.
- Class 13. — Sports Cars 3001 c.c. and over.

Sports/Racing Cars

- Class 14. — Sports/Racing Cars up to 1000 c.c. push rod O.H.V. and up to 1200 c.c. side valve.
- Class 15. — Sports/Racing Cars up to 1300 c.c. not included in Class 14.
- Class 16. — Sports/Racing Cars 1301 to 1600 c.c.
- Class 17. — Sports/Racing Cars 1601 c.c. and over.

HILL CLIMB CLASSES—Continued.

Racing Cars

Class 18. — Racing Cars up to 1150 c.c.

Class 19. — Racing Cars 1151 c.c. and over.

In classes 11—19 the capacity of any car shall be the actual measured capacity including any boring, stroking, etc.

In classes 18 & 19, twin rear wheels may be used and there are no restrictions on the type of fuel.

In classes 11—19 the capacity of any car shall be the actual measured capacity including any boring, stroking, etc.

Notes on Classes

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

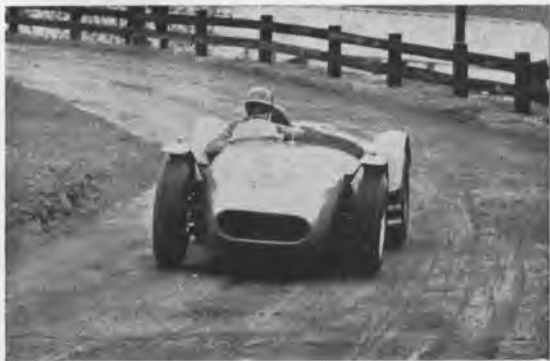
In all classes, supercharging will be permitted without alteration of class subject only to the limitation of boost pressure laid down for classes 1—6 and 8—0 inclusive.

Classes may be sub-divided as allowed for in R.A.C. Standing Supplementary Regulations.

These classes apply to all vehicles existing, or in production at 11th December 1963. Where new models or modified versions of existing models are announced during the 1964 season, the Class Sub-Committee reserve the right to make arbitrary allocation of class, irrespective of capacity, until the end of the season.

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 uniformity about the rules enabling competitors to prepare their vehicles for the same class in different events.



ABOUT THE B.A.R.C.

The British Automobile Racing Club is the largest club for sporting motorists in the country. Originally formed in 1912 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 Brands Hatch. 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 1,250 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 Yorkshire Centre events for the remainder of this season :-

24th May — Hill Climb at Stockton Farm, Harewood starting at 2-15 p.m. with a programme very similar to that presented to-day.

14th June — "Drag Sprint" at R.A.F. Church Fenton, a straight acceleration sprint over 1 km. restricted to Club members and with little spectator appeal.

5th July — "Autocross" at Dunkeswick held jointly with the Yorkshire Sports Car Club. The nearest four-wheeled approach to motor cycle scrambling. Commence 2-15 p.m.

12th July — Hill Climb at Stockton Farm, Harewood starting at 2-15 p.m. and restricted to Novice Competitors only in Touring, Sports and Sports/Racing Cars.

12/13th September — National Hill Climb at Stockton Farm, Harewood counting for R.A.C. British Hill Climb Championship. Practice on Saturday 12th and the Hill Climb proper on Sunday 13th. Starting at 12-30 p.m. The biggest event of our season.

27th September — "Drag Sprint" held under National Open Permit with up to 12 of the fastest Dragsters from America competing against some of the fastest two and four wheeled vehicles in this country.

11th October — Hill Climb at Olivers Mount, Scarborough with practice on Saturday afternoon 10th October. Commence 1-30 p.m.

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, 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.

NOTICES

This Meeting is held under the General Competition Rules of the Royal Automobile Club, the Standing Supplementary Regulations of the R.A.C. and the Additional Supplementary Regulations and Instructions of the Yorkshire Centre of the British Automobile Racing Club Ltd. under R.A.C. Permit No. RS/610.

MOTOR RACING IS DANGEROUS

You are present at this Meeting entirely at your own risk and 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 in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

PROGRAMME

All literary matter in this Programme, including the list of competitors and their racing numbers, is copyright.

The Club accepts entries and drivers' nominations in good faith and every effort is made to adhere to the printed programme. The Club, however, cannot accept responsibility for the failure of any car or driver to appear.

Although every endeavour is made to avoid inaccuracies in the description of competing cars, the Club accepts no responsibility for any that may occur.

The Club reserves the right to postpone, abandon, or cancel the meeting or any part thereof.

LOST AND FOUND PROPERTY

Spectators who find articles are asked to return them to the Clerk of the Course's office in the Bus in the Paddock, where those who have lost anything should also apply.

MESSAGES

The organisers wish to stress that announcements to assist spectators cannot be made over the course loudspeaker systems except in cases of genuine emergency.

WHEN DEPARTING

When leaving Stockton Farm at the end of the meeting will all traffic for Leeds and the South please turn to the LEFT along the main road following the R.A.C. direction signs via Collingham and the A.58 to Leeds so as to minimise the congestion in Harewood village.

Traffic for Otley, Harrogate and the North should turn RIGHT into the main road from the gates.

On your way home, please drive with care and great consideration through towns and villages en route.

ANIMALS

In the interests of safety, dogs are not admitted to the course nor car parks.

Records for the Course

Five 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
8/9/63	*P. Boshier Jones (Lotus 22 Climax)	46.72
29/9/63	G. Whitehead (Elva Mk. 7)	53.52

* Denotes Record for Course.

Records in the various classes which are standing at the commencement of today's meeting are :-

1.	A. Staniforth (Morris Cooper)	8/9/63	57.15
2.	R. G. Oddy (Austin A.40)	9/6/63	63.73
3.	A. S. Carr (Ford Anglia 1200)	8/9/63	58.87
4.	H. W. Burke (Volvo 122S)	8/9/63	59.17
5.	A. G. Wood (Jaguar 3.8)	8/9/63	54.93
6.	K. N. Lee (Morris Cooper S)	8/9/63	56.74
7.	N. Porter (Austin Cooper)	8/9/63	54.41
8.	A. F. Lefevre (M.C. Midget 1100)	8/9/63	55.51
9.	R. K. Austin (M.G. A. 1600)	8/9/63	58.22
10.	R. Sanderson Triumph T.R.4)	8/9/63	57.26
11.	G. Durham (Porsche Carrera)	8/9/63	53.59
12.	P. H. Sutcliffe (A/Martin D.B.S.)	8/9/63	53.83
13.	B. R. Waddilove (Jaguar "E" Type)	8/9/63	51.47
14.	P. J. Finney (Beacon U.2)	8/9/63	50.60
15.	T. R. Clapham (Lotus 7 Climax)	8/9/63	50.00
16.	G. R. Austin (Emeryson Sports)	8/9/63	49.83
17.	J. Randles Cooper Maserati Monaco)	8/9/63	50.59
18.	M. E. Daghorn (Cooper JAP Mk. X)	8/9/63	47.22
19.	P. Boshier Jones (Lotus 22 Climax)	8/9/63	46.72

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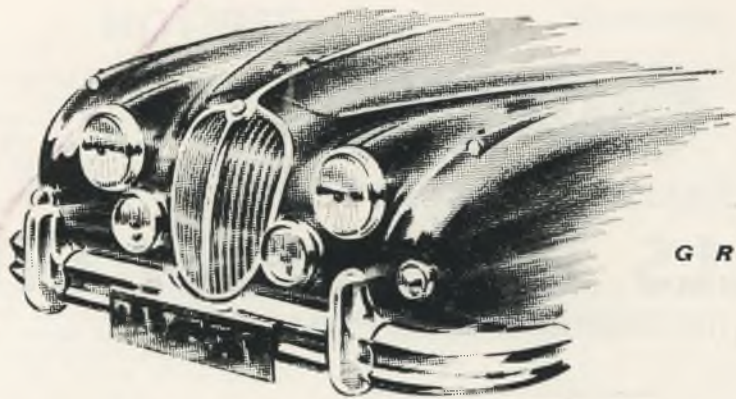
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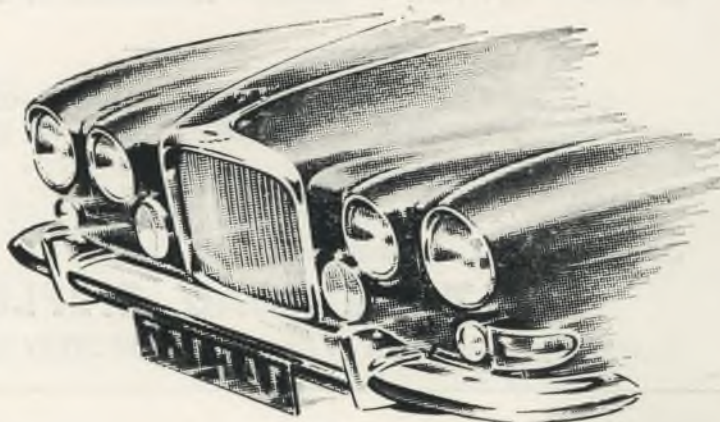
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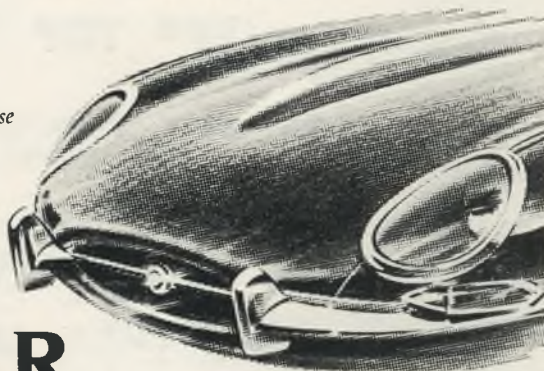
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