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13 SEPTEMBER

64



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R.A.C. NATIONAL BRITISH PERMIT No. RS/974

SUNDAY, 13th SEPTEMBER, 1964

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.

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THE HILL CLIMB SCENE

Exactly two years and one week ago the first closed meeting was run at Stockton Farm. Today for the very first time, our meeting has reached the highest pinnacle of this form of sport in Britain and becomes one of the twelve venues which count towards the R.A.C.'s British Hill Climb Championship.

The dramatic rise in status has been matched by an equally large upsurge of interest in every aspect of Hill Climbing both amidst the members of our own club and the public at large in this part of Yorkshire.

This meeting today presents almost all the top line names in British Hill Climb events and we believe that the Stockton Farm course will present them with a challenge worthy of their talents.

Taking the Hill Climb Championship first, further into this programme there is a full article with all the background and marking system for this annual competition, what these statistics do not entirely bring out is that today the 1964 British Hill Climb Championship may well be decided. At present Peter Westbury is leading with 84 marks whilst Peter Boshier-Jones is second with 81 marks. Both have already competed in more than the eight events which



Roy Walton from Sheffield, holder of the Class 17 record in his Walton Bristol. The picture was by Motor Racing Photographers of Rugby who were also responsible for our cover shot showing hill record holder Tony Marsh in his purposeful Marsh Special.

can be counted towards the total, so, to gain improvement from these figures, both have to improve upon their previous worst performances which can then be discarded in favour of the new markings.

Taking it simply, including today, there are two more events to go. Westbury can only gain further marks by making f.t.d. during the Championship Runs and by breaking the Hill Record at either or both of the two meetings. In each case he can only show a nett gain of one mark each raising his final total to 85 or 86 marks. If Boshier-Jones makes f.t.d. at both meetings, then Westbury could not improve upon his 84 whilst assuming Boshier-Jones broke the hill record in both cases he could score 85 and become champion. Briefly this means that if Boshier-Jones fails to make f.t.d. and break a time of 45.157 seconds, then Peter Westbury will become Hill Climb Champion for the second year in succession.

Moving now to another matter completely. At all our events, as they do at many other functions, the members of the St. John Ambulance Brigade are there, quiet and unsung, standing by in case any person should be involved in an accident, taken ill, or suffer any other malady. The members of the Brigade are all volunteers who selflessly give up their spare time to render this valuable succour to their fellow men and women and, what is more, refuse to accept any pay for their own personal efforts. At the present time, the Wetherby Brigade are saving to buy a new ambulance and, to help them on their way, the Club have given their blessing to a Collection being taken during this meeting. It is hoped that you will be able to give generously to this very deserving cause.



Ted Twaites of Woodkirk, near Dewsbury winding his Hillman Imp around Orchard Corner. Ted has been hard at work on his engine since the last meeting and should improve greatly upon his Class Record time of 62.136 seconds. Photograph by Viki Lincoln.

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Will all spectators please try to assist the Club by
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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/974.

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
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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 inaccura-
cies 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 system 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
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Traffic for Otley, Harrogate and the North should
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For the fastest time of the season at meetings on 12th April, 24th May, 12th July and 13th September — "The Yorkshire Post Trophy" and Replica.
(Fastest time to date 45.157 secs. by A. E. Marsh on 24/5/64).

For the fastest time of the day by a B.A.R.C. Member — "The Double Twelve Trophy" and Replica.

For the fastest time of the day by a B.A.R.C. Member resident in the County of Yorkshire — "The Jack Farrar Trophy" and Replica.

For the best performance by a lady competitor (decided upon a percentage basis of class f.t.d. and subject to there being three lady entrants or winner being in the fastest 20% in her class — "The Ladies Cup".

Awards

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 seven entries in class)

For the third fastest time in each class — £3
(Subject to twelve entries in class)

No entrant may win more than one cash award with one car. Competitors winning the three major cash



Peter Boshier Jones receiving "The Yorkshire Post Trophy" for the fastest time of the 1963 season from Arnold Burton, the owner of Stockton Farm at the first Harewood National Hill Climb last September.

"Yorkshire Post" Photograph.

awards will receive these in place of their class awards and the runners up in these classes will receive the class cash awards appropriate to their placings. Apart from "The Yorkshire Post Trophy" no entrant may win more than one of the perpetual trophies with one car.

The three principal trophies will be presented to the winners outside the control vehicle at the end of the Meeting by the Hon. Gerald Lascelles.



Phil Chapman from Sheffield with the fearsome Chapman Mercury. Phil has never yet missed a meeting at Harewood and his wife Enid won her class in the same car at the recent Novices' Hill Climb.

Photography by John Holroyd.

ACKNOWLEDGEMENTS

The British Automobile Racing Club, Yorkshire Centre wish to express their most grateful thanks to Mr. Arnold Burton for making Stockton Farm available for this event to-day. They also wish to thank, in no especial order, The West Riding Police, the British Legion Attendants Co., Ltd., and the R.A.C. Yorkshire Area Office for their help with parking and traffic control, the Medical Officers and the St. John Ambulance Brigade (Wetherby Division) for the first aid cover, the Silver Platter Ltd., Monkman of Leeds Ltd., and Guanaria & Sons Ltd., for provision of refreshment facilities, The British Motor Racing Marshals Club for assistance with the staffing A. G. Edwards Ltd., for the breakdown vehicle, Total Oil Products (G.B.) Ltd., Fairbank Harding Ltd., T. G. Pepper Ltd., J. Shaw & Co., (Knutsford) Ltd., George Monkman & Sons Ltd., and last, but by no means least, our printers F. Youngman Ltd.

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THE HILL CLIMB CHAMPIONSHIP

by
JOHN STROUD

The R.A.C. British Hill Climb Championship is an annual competition organised by the Royal Automobile Club, the governing body for motor sport in Britain. Every year the R.A.C. nominates a number of the leading hill climbs held in England, Scotland, Ulster and Jersey as Championship Qualifying Events in which contenders for top hill climb honours compete for marks counting towards the Championship.

Each of these events is run in two parts. Firstly there is the event proper in which all competitors run within classes divided up according to type of car, engine capacity, etc. and the Championship entrants, do of course, take part in this section of the meeting. However there is also a special competition held at the conclusion of the event proper, in which all Championship entrants have two separate runs the faster of which counts towards the Championship. Based on their best time on these two special runs each competitor receives the following marks :-

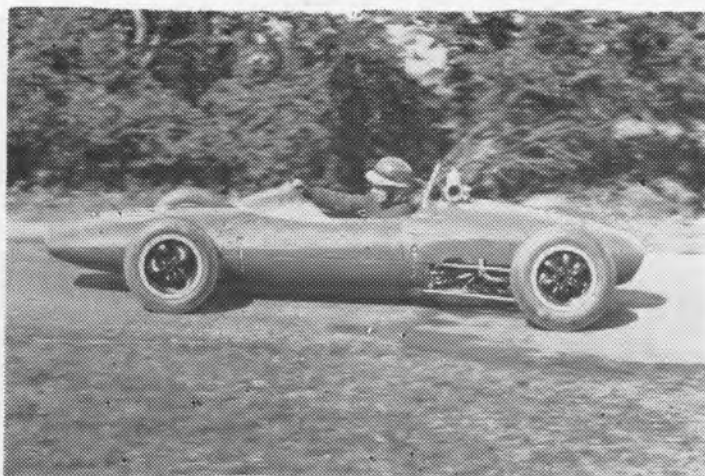
Best Time in Championship Class	10 marks
2nd Best Time in Championship Class	9 marks
3rd Best Time in Championship Class	8 marks
4th Best Time in Championship Class	7 marks
5th Best Time in Championship Class	6 marks
6th Best Time in Championship Class	5 marks

Additionally each competitor recording a faster time than the course record existing prior to the commencement of the meeting receives a bonus mark. Of course each driver may only compete for the championship in one car in each event and this has to be nominated before the beginning of the meeting.

Clearly a competitor able to enter all fourteen qualifying events throughout the season would enjoy a substantial advantage over one not able to compete so frequently so the rule stipulates that only marks gained in eight events may be counted by each competitor. Most of the leading competitors run in all — or almost all — of the eligible meetings counting their best performances when the scores are totted up at the end of the Season.

In the event of a tie — and this has happened — the rules provide that the Championship goes to the driver scoring the highest number of marks at the final meeting at Dyrham Park on Sunday next — an unusual but fair method as this is determined prior to the commencement of the Season.

The Championship was introduced in 1950 and since that time has been run off each season. The previous Championship Title Winners are :-



*One of the big three in British Hill Climbing, Peter Boshier Jones from Newport, Mon. made f.t.d. at the September National meeting last year in his beautiful supercharged Climax engined Lotus 22.
Bill Faulds took the picture.*

1950	R. D. Poore (Alfa Romeo)
1951	K. A. Wharton (Cooper J.A.P.)
1952	K. A. Wharton (E.R.A.)
1953	K. A. Wharton (Cooper J.A.P.)
1954	K. A. Wharton (Cooper J.A.P.)
1955	A. E. Marsh (Cooper)
1956	A. E. Marsh (Cooper)
1957	A. E. Marsh (Cooper)
1958	D. Boshier-Jones (Cooper)
1959	D. Boshier-Jones (Cooper J.A.P.)
1960	D. Boshier-Jones (Cooper J.A.P.)
1961	D. Good (Cooper J.A.P.)
1962	A. Owen (Cooper)
1963	P. Westbury (Felday Daimler)

This season, competition has been exceptionally keen with Peter Westbury, Tony Marsh and Peter Boshier Jones all fighting for the title, the positions at the beginning of this meeting today being :-

1.	P. Westbury (2.5 Ferguson Climax P.99)	84
2.	P. Boshier-Jones (1.3 Lotus 22 Climax s/c)	81
3.	A. E. Marsh (2.0 Marsh Climax Special)	78
4.	J. Macklin (3.5 Cooper Buick V.8)	55
5.	A. B. Griffiths (2.5 B.R.M.)	53
6.	R. Fielding (2.5 Lotus 21 Climax)	37
7.	Mrs. A. Mickel (2.5 Cooper Climax)	29
8.	Miss P. Burt (2.0 Cooper Climax)	19
9.	P. H. Meldrum (1.5 Lotus Allard Special s/c)	18
10.	W. C. Cuff (2.6 Cooper Daimler V.8)	15
11.	R. G. Mickel (2.5 Cooper Climax)	9
12.	J. R. Pringle (2.7 Cooper Climax)	7
13.	J. F. Barnes (1.5 Elva Ford s/c)	6
	A. Van Moyland (1.5 Cooper Climax)	6
15.	I. McLaughlin (4.7 Clewer Chevrolet V.8)	5
	P. Le Gallais (5.0 L.G.S. Triumph s/c)	5

s/c—Supercharged Car.

To show how the leading six competitors have gained their marks this season, Table "A" overleaf has been drawn up to give the lengths of each hill, the course record and placings.

Continued on page 12

HILL CLIMB CHAMPIONSHIP—continued.

So much for the Championship and its working. From the details of the twelve Championship courses given at Table "A" (Shelsley Walsh and Prescott each have two meetings in view of their old-established status) it will be seen here there is considerable variation in the length of the hills ranging from the quarter-mile sprint of Great Aucklam to the more-than-a-mile of Craigtantlet. In the same way courses differ considerably in gradient, number and tightness of corners, surface and other respects — some being "fast" hills and others "slow". Study of the existing records in relationship to the length of road reveals pretty clearly which are the more difficult hills. However, none of them is easy and the competitor who eventually wins the British Championship is without doubt a first-class driver able to adapt his skills and techniques to the widely differing conditions and courses he will encounter throughout the Season.

Whilst many of the leading hill climb drivers, past and present, have completed successfully in races as well as on the hills the highly specialised techniques required by the latter have usually resulted in an advanced degree of specialisation, both in driving methods and cars.

So far as the former are concerned much depends upon the ability of the driver to get off the start line at the maximum possible speed but without time-consuming wheel-spin and it is an object lesson to watch the leading drivers achieve this extremely difficult feat. The ability to select and hold exactly the right line through each corner with exactly the right amount amount of power applied — again without wheel-spin or unnecessary sliding — is of paramount importance and obviously the whole business is one of complete driving precision. In a race, often occupying an hour or two and sometimes more, the loss of a fraction of a second is rarely critical but in a sprint

hill-climb the same loss — which cannot be made in the short time available — frequently makes a great deal of difference.

And the cars. Generally the main object is to a power unit producing the maximum torque in middle engine speed range thereby obtaining maximum pick-up out of the corners and up the gradients rather than one giving high power outputs at maximum engine speed as is usually the case with out and out racing cars. Additionally first-class road-holding, handling qualities, as well as high braking power, at a premium.

Interestingly many of the leading contenders for Seasons' championship endeavour to meet current requirements in several different ways. The current Champion, Peter Westbury, uses a 2½ litre Coventry Climax engined Ferguson P 99 chassis complete with four-wheel drive and this is undoubtedly the most technically advanced car on the scene. At the beginning of the Season it seemed inevitable that Westbury would walk away with every event but this has not, in fact, proved the case. However looking ahead a little it does seem probable that the advantages to be derived from having controllable power available at all engine speeds and drive wheels must in the end prove decisive and cars using this system will no doubt appear upon the scene shortly. Significantly, however, Westbury prefers an orthodox rear-engined, rear-wheel drive for use in the longer Continental hill climbs in which he has competed this year.

All the other drivers adhere to the conventional rear-engine, rear-drive fashion although they use widely differing engines and frames. Tony Marshall is probably the most experienced man in the game with several Championships already under his belt. He has great experience in all forms of circuit racing, sports trials, etc. uses a well-developed chassis of his own design with a 2 litre Coventry-Climax engine — a

TABLE "A"
QUALIFYING EVENTS FOR 1964 R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP

Course	Length Yds.	Course Record	Date of Meeting	Championship Points Gained by leading Contenders					
				Westbury	Marsh	Bosh-Jones	Macklin	Fielding	Grierson
1. Loton Park	900	35.36	26 Apr.	10+1	9+1	6	7	—	8
2. Prescott	1127	48.68	3 May	10	9	8	7	6	—
3. Wiscombe	1000	42.53	18 May	9+1	10+1	8	6	—	—
4. Barbon Manor	89	27.174	23 May	10+1	9+1	8+1	7	—	—
5. Shelsley Walsh	1000	33.73	14 Jun.	—	9	10	7	8	—
6. Bo'ness	880	29.70	20 Jun.	10+1	9+1	8+1	—	7	—
7. Rest & be Thankful	1425	50.09	27 Jun.	—	8	10+1	6	9+1	—
8. Bouley Bay	1011	46.39	23 July	10+1	9+1	8+1	7	—	—
9. Great Aucklam	440	19.18	8 Aug.	9	8	10+1	4	—	—
10. Craigtantlet	1833	61.70	16 Aug.	10+1	8	9+1	—	—	—
11. Shelsley Walsh	1000	33.73	30 Aug.	—	9	10	8	—	—
12. Prescott	1127	48.180	6 Sept.	9+1	8	10+1	6	4	—
13. Harewood	1140	45.157	13 Sept.	—	—	—	—	—	—
14. Dyrham Park	—	—	19 Sept.	—	—	—	—	—	—



*Tony Griffiths with his 2½ litre B.R.M. is lying fifth in the Championship at present and is a very neat driver.
Photograph by Bill Faulds.*

potent combination. In contrast, Peter Boshier-Jones — brother of former triple Champion David — uses a high-revving supercharged 1.3 litre Climax motor in a Lotus frame with equally successful results. Other current cars range from Tony Griffiths 2½ litre ex Grand Prix B.R.M., Macklin's 3½ litre V8 Buick-engined Cooper, Wally Cuffs 2.6 litre V8 Daimler-Cooper (the car with which Westbury won last years Championship) and Ray Fielding's 2½ litre Climax-Lotus 21. Certainly there is little unanimity between the competitors about the ideal formula for getting quickly to the top! As is so often the case, it is frequently a matter of horses for courses and whether the track is wet or dry, to say nothing of personal preferences and individual drivers style. However all this lends interest and makes for close competition.

This then is an outline of what this sprint hill-climbing is all about and it is not to be wondered that it is rapidly gaining in popularity with spectators and competitors alike. When you watch the leading men at work this afternoon they will, no doubt, make it all look very easy — the hallmark of the true expert in any sphere. In fact it is a pretty difficult business to get the car away from the line at maximum take-off but without losing time with wheel-spin, round every corner and up every yard of road on exactly the right line, the road isn't exactly of billiard-table smoothness, knowing even the smallest error will involve loss of time which can never be regained.

That it is now necessary to time each run to thousandths of a second instead of hundredths as before is proof enough of the skill, precision and courage of these highly expert drivers.

At the present time, to our great regret, not a single local competitor appears in the Championship placings. Indeed, looking back over the past winners, of the seven individuals concerned, two were from the South, two from Wales, two from the Midlands and one from Jersey.

With the great upsurge of interest in Hill Climbing in the North of England and some of the potent cars

which are being constructed, we feel that next season some of the keen and enthusiastic regular competitors at Harewood may well be gaining experience and taking their places in the list of Championship contenders to support the gallant band of Scottish enthusiasts who at present are the only Northern opposition to the all conquering Midlands and South.

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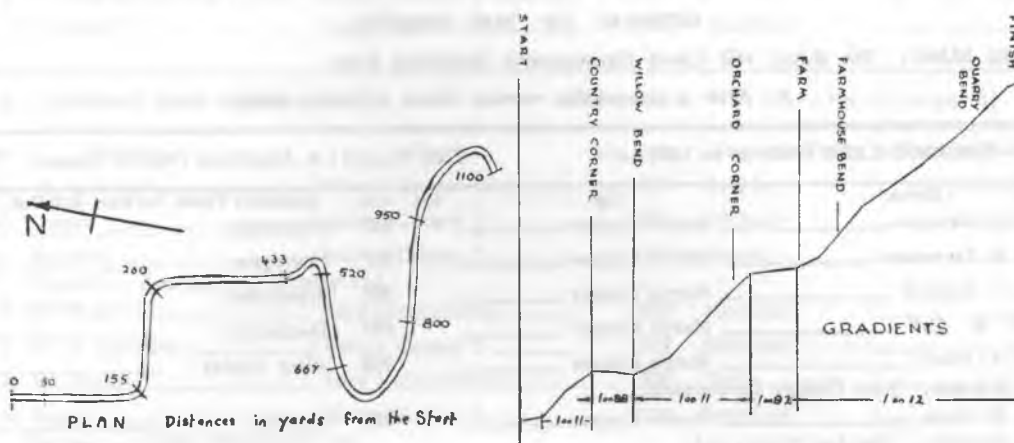
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HAREWOOD HILL CLIMB

GRADIENT PROFILE



HAREWOOD RECORDS

Eight 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
8/9/64	P. Boshier-Jones (Lotus 22 Climax)	46.72
29/9/63	*G. Whitehead (Elva Mk. 7)	53.52
12/4/64	J. R. Walton (Walton Bristol)	49.39
24/5/64	†A. E. Marsh (Marsh Special)	45.157
12/7/64	*I. C. Batty (Lotus Mk. 7)	50.746

† Denotes Record for Course.

* Denotes Novices Hill Climb.

The gradual improvement in times within the five major categories since the first meeting are :-

Touring Cars

16/9/62 — A. G. Wood (Jaguar 3.8) 57.39; 9/6/63 — D. Maitland (Morris Cooper) 56.95; 15/9/63 — N. Porter (Morris Cooper) 54.41; 12/4/64 — H. W. Ratcliffe (Morris Cooper S) 52.62.

"Marque" Sports Cars

16/9/62 — R. D. Sutherland (Sprite) 57.44; 15/9/63 — A. F. Lefevre (Sprite) 55.51; 12/4/64 — R. D. Sutherland (Sprite) 55.36.

Sports Cars

16/9/62 — B. R. Waddilove (Jaguar "E" Type) 54.08; 21/4/63 — B. R. Waddilove (Jaguar "E" Type) 53.98; 9/6/63 — B. R. Waddilove (Jaguar "E" Type) 53.91; 15/9/63 — B. R. Waddilove (Jaguar "E" Type) 51.47.

Sports/Racing Cars

16/9/62 — A. Lanfranchi (Elva Mk. 6) 51.61; 21/4/63 — C. K. W. Schellenburg (Lister Jaguar) 49.79; 12/4/64 J. R. Walton (Walton Bristol) 49.39.

Racing Cars

16/9/62 — J. D. Scott (Cooper J.A.P.) 52.88; 9/6/63 — G. Gartside (Garford Junior) 52.48; 15/9/63 — P. Boshier-Jones (Lotus 22 Climax) 46.72; 24/6/64 — A. E. Marsh (Marsh Special) 45.157.

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

Class

1.	A. Staniforth (Morris Cooper)	12/4/64	54.610
2.	H. E. Twaites (Hillman Imp)	24/5/64	62.136
3.	J. White (Ford Cortina G.T.)	12/4/64	56.280
4.	H. W. Burke (Volvo 122S)	8/9/63	59.170
5.	A. G. Wood (Jaguar 3.8)	8/9/63	54.930
6.	F. P. Kaye (Morris Cooper S)	24/5/64	54.428
7.	H. W. Ratcliffe (Morris Cooper S)	12/4/64	52.620
8.	R. D. Sutherland (A/Healey Sprite)	12/4/64	55.360
9.	F. T. Meakin (M.G. A. 1600 Mk. 2)	24/5/64	56.709
10.	M. F. Nickell-Lean (M.G. B.)	12/7/64	55.860
11.	P. J. Smith (Speedwell G.T.)	24/5/64	51.229
12.	E. C. Booth (Frazer Nash Le Mans)	12/4/64	53.090
13.	B. R. Waddilove (Jaguar "E" Type)	8/9/63	51.470
13a.	E. P. Scragg (Lightweight "E" Type)	24/5/64	49.683
14.	P. J. Finney (Beacon U.2)	8/9/63	50.600
15.	T. R. Clapham (Lotus 7 Climax)	8/9/63	50.000
16.	J. T. Butterworth (Lotus 23)	24/5/64	49.386
17.	J. R. Walton (Walton Bristol)	12/4/64	49.390
18.	M. E. Daghorn (Cooper JAP Mk. X)	8/9/63	47.220
19.	A. E. Marsh (Marsh Special)	24/5/64	45.157

PROGRAMME

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

ORDER OF ASCENT

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

INTERVAL OF TEN MINUTES

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

INTERVAL OF TEN MINUTES

FINAL RUNS: The R.A.C. Hill Climb Championship Qualifying Runs.

★ After a competition number shows a reserve entry.

Class 1. TOURING CARS, Minis up to 1000 c.c. Class Record: A. Staniforth (Morris Cooper) 54.61

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
1.	S. H. Newton	Austin Cooper		997	Hunmanby			
2.	A. B. Stevenson	Morris Cooper		997	Harrogate			
3.	J. C. England	Morris Cooper		997	Brockholes			
4.	W. G. Cuff	Morris Cooper		997	Shepperton			
5.	M. R. Evans	Austin Cooper		998	West Hagley			
	Entrant: John Phillips Conversions.							
6.	F. P. Kaye	Austin Cooper		998	Mirfield			
	Entrant: Ken Lee Motors Ltd.							
7.	A. Staniforth	Morris Cooper		997	Horsforth			

Class 2. TOURING CARS up to 1000 c.c. front wheel drive and 1100 c.c. rear wheel drive. Class Record: H. E. Twaites (Hillman Imp) 62.136

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
131.★P.	Wray	Ford Anglia		997	Harrogate			
130.★C.	I. Carr	Ford Prefect		997	Morley			
	Entrant: A. S. Carr.							
8.	R. C. Watkinson	Hillman Imp		875	Leeds			
	Entrant: Cox & Co. (Leeds) Ltd.							
9.	R. Soper	Vauxhall Viva	(S)	1051	Leeds			
10.	S. A. Coulson	Ford Anglia		997	Yeadon			
11.	H. E. Twaites	Hillman Imp		875	Dewsbury			
	Entrant: Woodkirk Garage Ltd.							

Class 3. TOURING CARS up to 1500 c.c. not included in Class 2. Class Record: J. White (Ford Cortina G.T.) 56.28
Merged with

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
12.	H. A. Haxton	Ford Cortina G.T.		1498	Harrogate			
13.	I. Broadbent	Ford Cortina G.T.		1498	Bradford			
14.	A. Forrest	Ford Cortina Super		1498	Low Moor			
15.	J. M. Holroyd	Ford Cortina G.T.		1498	Dewsbury			
16.	G. R. Monkman	Ford Cortina G.T.		1498	Collingham			
17.	M. Bartram	Ford Cortina G.T.	(S)	1498	York			
18.	J. White	Ford Cortina G.T.		1498	Huby			
19.	C. H. Wild	Volvo 122		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
124.★	D. L. Gray	Jaguar 3.8 Mk. 11	3781		Rotherham			
20.	D. H. Wyatt	Jaguar 3.8 Mk. 11	3781		Wetherby			
21.	I. R. Grassick	Jaguar 3.8 Mk. 11	3781		Bardsey			
22.	E. C. Bywater	Jaguar 3.8 Mk. 11	3781		Castleford			
23.	J. D. Wood	Jaguar 3.8 Mk. 11	3788		Bradford			

Class 6. TOURING CARS SPECIAL SERIES.

Class Record : F. P. Kaye (Morris Cooper S) 54.428

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
129.★	G. W. Halliwell	Morris Cooper S	1275		Burnley			
126.★	I. Walker	Austin Cooper S	1071		Willerby			
121.★	A. Rathmell	Morris Cooper S	1275		Shipley			
Entrant :- Rathmells of Shipley Ltd.								
24.	C. V. Wray	Ford Lotus Cortina	1558		Harrogate			
25.	T. B. D. Christie	Morris Cooper S	1275		Kirkcaldy			
26.	A. W. Raylor	Ford Lotus Cortina S	1588		York			
27.	N. Porter	Morris Cooper S	1293		Hereford			
Entrant :- Steels (Hereford) Ltd.								
28.	J. M. Wheatley	Austin Cooper S	1275		Methley			
Entrant :- Ken Lee Motors Ltd.								

Class 7. TOURING CARS FORMULA LIBRE.

Class Record : H. W. Ratcliffe (Morris Cooper S) 52.620

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
29.	P. A. Wright	Austin A.40	1098		Middlesbrough			
30.	G. Rowsby	Austin A.40	1622		Morley			
31.	C. R. M. Boote	Morris Cooper	1098		Stafford			
32.	E. J. B. Mitchell	Ford Anglia	1558		Honley			
Entrant :- Team Forspeed Honley.								

Class 8. "MARQUE" SPORTS CARS up to 1300 c.c.

Class Record : R. D. Sutherland (A/Healey Sprite) 55.36

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
128.★	G. S. Norris	M.G. Midget	(S)	948	Bardsey			
125.★	J. Applegarth	M.G. Midget	(S)	1098	Stocks'd on Tyne			
Entrant :- E. Charlton.								
33.	J. A. Wilson	Austin Healey Sprite	1098		Morley			
34.	M. N. Sutherland	Austin Healey Sprite	997		Middlesbrough			
35.	C. Lee	Austin Healey Sprite	960		Knaresborough			
36.	G. W. R. Smith	M.G. Midget	1098		Wakefield			
37.	D. G. Button	Austin Healey Sprite	998		Shadwell			
Entrant :- Team Libre Vitesse.								
38.	R. D. Sutherland	Austin Healey Sprite	1098		Knaresborough			

Class 9. "MARQUE" SPORTS CARS 1301 to 1650 c.c. Class Record : F. T. Meakin (M.G. A. 1600 Mk. 2) 56.709
Merged with

Class 10. "MARQUE" SPORTS CARS 1651 to 2500 c.c. Class Record : M. F. Nickell-Lean (M.G. B.) 55.860

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
39.	D. D. Perkins	Sunbeam Alpine	(S)	1560	Leeds			
40.	F. T. Meakin	M.G. A.		1622	Leeds			
41.	R. Sanderson	Triumph T.R.4		2138	Hull			
42.	M. H. Pickersgill	M.G. B.		1798	Leeds			
43.	C. R. Mills	M.G. B.		1798	Leeds			
Entrant :- G. Senior Smith Ltd.								
44.	K. N. Lee	M.G. B.		1798	Thorner			
Entrant :- Ken Lee Motors Ltd.								
45.	M. K. Oldham	M.G. B.		1798	Scarcroft			
46.	M. F. Nickell-Lean	M.G. B.		1798	Huby			

Class 11. SPORTS CARS up to 1900 c.c.

Class Record : P. J. Smith (Speedwell G.T.) 51.229

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
47.	A. G. H. Rimmel	Lotus Elan		1558	Linton			
48.	F. J. Rudkin	Lotus Elan		1558	Gaulby, Leics.			
49.	M. J. West	Lotus Elan		1590	Hull			
40.	J. Hall	Porsche Super 90		1588	Bradford			
51.	A. J. Burton	Lotus Elan		1588	Sicklinghall			
52.	B. Joell	Lotus Elite		1460	Sheffield			
53.	J. Wales	Marcos G.T.		1650	Kirby Muxloe			
Entrant :- B.R.T. Developments.								
54.	B. I. Kenworthy	Lotus Elan		1598	Uppermill			
55.	J. A. Lepp	Lotus Elan		1598	Hale Ches.			
56.	P. J. Smith	Speedwell G.T.		1098	Wakefield			

Class 12. SPORTS CARS 1901 to 3000 c.c.

Class Record : E. C. Booth (Frazer Nash Le Mans) 53.09

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
57.	J. G. E. Clegg	Austin Healey 3,000		2912	Scarcroft			
58.	W. S. Machell	Morgan Plus 4		1991	Blackpool			
59.	D. Hepworth	Austin Healey 3,000		2912	West Vale			
Entrant :- Hepworth Domestic Services Ltd.								
60.	H. R. Crowther	Austin Healey 3,000		2912	Huddersfield			
61.	E. C. Booth	Frazer Nash Le Mans		1971	Huddersfield			
62.	C. G. Gray	Austin Healey 3,000		2912	Gainsborough			

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
122.★	G. M. Dungworth	Allard J.2		4335	Grindleford			
63.	J. Thomson	Jaguar "E" Type		3781	Otley			
64.	L. S. Stross	Aston Martin D.B.5		3995	Leeds			
65.	V. Cooper	Jaguar "E" Type		3781	Nantwich			
66.	A. E. Crowther	Jaguar "E" Type		3781	Huddersfield			
67.	K. J. Oldham	Jaguar "E" Type		3781	Scarcroft			
68.	E. D. Clark	Jaguar "E" Type		3781	Thorner			
69.	B. R. Devine	Jaguar "E" Type		3781	Halifax			

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
70.	D. R. Henderson	Spartak Mk. 111		950	York			
Entrant :- Spartak Cars.								
71.	G. R. C. Duncan	Mallock U.2		997	Leeds			
72.	H. Wilkinson	Lotus Seven		997	Huddersfield			
Entrant :- B.F.R. Developments								
73.	F. W. Smith	Lotus Seven		997	Settle			

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
74.	D. Arnott	Lotus Eleven		1098	Sunderland			
75.	T. A. Twaites Jnr.	Lotus Seven		1098	Dewsbury			
Entrant :- Woodkirk Garage Ltd.								
76.	I. A. B. Harris	Lotus Seven		1198	Glasgow			
Entrant :- Equipe Nasty.								
77.	T. R. Clapham	Lotus Seven	(S)	1220	Keighley			

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

Class Record : J. T. Butterworth (Lotus 23) 49.386

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
78.	R. G. Cowley	Lotus Super Seven		1498	Hull			
79.	I. C. Batty	Lotus Seven		1498	Wetherby			
80.	Miss J. Hutchinson	Terrier Mk. 11		1498	Newcastle			
Entrant :- T. R. Clapham (Engineers) Ltd.								
81.	G. Austin	Emeryson Climax		1460	Birkenhead			
82.	J. T. Butterworth	Lotus Twenty Three		1474	Rosendale			
83.	J. F. Barnes	Elva Allard	(S)	1498	Selsley, Sussex			
84.	R. Terry	Terry "Aero" Climax		1475	Redditch			
85.	A. Van Moyland	Cooper Climax		1460	Abergavenny			
Entrant :- A. V. M. Motors Ltd.								

Class 13a. GRAND TOURING CARS 1,901 c.c. and over. Class Record : E. P. Scragg (Lightweight "E" Type) 49.683

Merged with

Class 17. SPORTS/RACING CARS 1601 c.c. and over. Class Record : J. R. Walton (Walton Bristol) 49.39

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
86.	E. P. Scragg	Jaguar "E" Lightweight		3781	Macclesfield			
87.	Mrs. M. Parkin	Chaparral-Cannonball		5400	Rotherham			
88.	G. Tatham	Lister Jaguar		3781	Malton			
89.	W. H. Fergus	Lister Bristol		1971	Cherry Burton			
Entrant :- F.A.R.T.								
90.	I. Cobb	R.G.S. Atlanta		3486	Sheffield			
91.	H. E. Pearson	Cooper/Jaguar		3550	Huddersfield			
92.	J. H. Parkin	Chaparral-Cannonball		5400	Rotherham			
93.	J. P. Chapman	Chapman Mercury		5490	Sheffield			
94.	E. P. Scragg	Cooper Chevrolet		5400	Macclesfield			
95.	P. Westbury	Lotus 23B B.R.M.		1880	Holmbury S. Mary			

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
132.★	J. D. H. Macartney-Filgate	Cooper J.A.P.	(S)	1098	Solihull			
127.★	J. M. Forster	Cooper Mk. V Vincent	(S)	998	Leeds			
123.★	J. Croft	Cooper B.M.C.		997	Yeadon			
96.	J. Johnstone	Lotus Eighteen		1098	Scarcroft			
97.	P. de G. Wilkinson	Kieft Norton		500	Barnsley			
98.	F. H. Crosby	Cooper Mk. VII J.A.P.	(S)	1098	Leeds			
99.	A. Evangelisti	Lola Ford		997	Falkirk			
100.	L. Hinchcliffe	Lotus Twenty		1098	Leeds			
101.	Sir Jon M. G. Samuel, Bt.	Japperwock Special		998	Walton-on-Tha's			
102.	R. J. Prest	Elva B.M.C.		992	Croxdale			
103.	J. T. Payne	Cooper J.A.P.	(S)	998	Birmingham			
104.	A. C. Goodfellow	Cooper Ford		1098	Falkirk			
105.	L. H. Woodcock	Lotus Twenty Ford		1098	Kingswinford			
106.	D. Nicklin	Lotus Twenty Ford		1098	Ebbw Vale			

Class 19. RACING CARS 1151 c.c. and over. Class Record A. E. Marsh (Marsh Special) 45.157

Car No.	Driver	Car	s/c	c.c.	Entrant's Town	1st Run	2nd Run	Pos'n
133.★	J. D. H. Macartney-Filgate	Hawthorn Prototype	(S)	1300	Solihull			
107.	R. G. Mickel	Cooper Climax		2497	Glasgow			
108.	A. Brooke	Lago Talbot		4800	Ramsgill			
Entrant :- J. B. Hepworth								
109.	T. C. Squance	Envoy Ford		1650	Follifoot			
110.	D. A. Harrison	Cooper Buick		3542	Ilkley			
111.	D. Gardner	Connaught "B"		2500	Morecambe			
112.	G. Gartside	Cooper Daimler		2500	Knaresborough			
113.	B. W. Brown	Kieft Ford		1642	Pershore, Worcs.			
114.	P. H. Meldrum	Lotus Allard Special	(S)	1498	Pinner, Middx.			
115.	Mrs. A. Mickel	Cooper Climax		2497	Glasgow			
116.	A. B. Griffiths	B.R.M.		2485	Suton Coldfield			
117.	J. Macklin	Cooper Buick		3500	Christchurch			
118.	P. Westbury	Ferguson Climax P.99		2496	Holmbury S. Mary			
119.	P. Boshier-Jones	Lotus Shorrock Climax	(S)	1220	Newport, Mon.			
120.	A. E. Marsh	Marsh Special		1962	Petersfield			

THE R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP

The following competitors in the meeting today have entered for the R.A.C. British Hill Climb Championship.

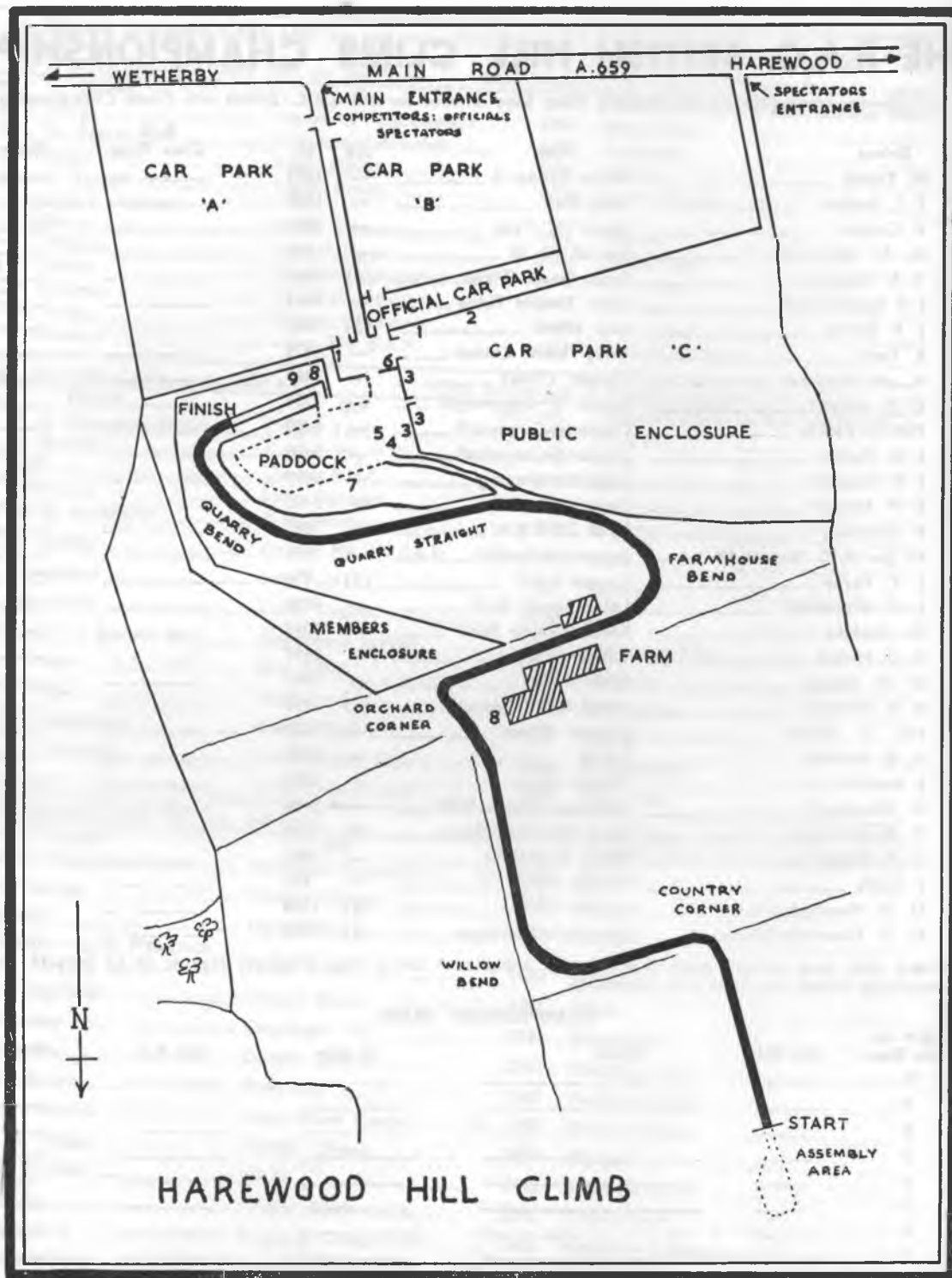
No.	Driver	Car	s/c	cc.	Best Class Time	Pos'n
27.	N. Porter	Morris Cooper S	—	1293		
48.	F. J. Rudkin	Lotus Elan	—	1558		
65.	V. Cooper	Jaguar "E" Type	—	3781		
70.	D. R. Henderson	Spartak Mk. III	—	950		
77.	T. R. Clapham	Lotus Seven Climax	(S)	1220		
82.	J. T. Butterworth	Lotus Twenty Three	—	1474		
83.	J. F. Barnes	Elva Allard	(S)	1498		
84.	R. Terry	Terry "Aero" Climax	—	1475		
85.	A. van Moyland	Cooper Climax	—	1460		
86.	E. P. Scragg*	Jaguar "E" Lightweight	—	3781		
87.	Mrs. M. Parkin	Chaparral-Cannonball	—	5400		
92.	J. H. Parkin	Chaparral-Cannonball	—	5400		
93.	J. P. Chapman	Chapman Mercury	—	5490		
94.	E. P. Scragg*	Cooper Chevrolet	—	5400		
95.	P. Westbury*	Lotus 23B B.R.M.	—	1880		
101.	Sir Jon M. G. Samuel, Bt.	Jappawock Special	—	998		
103.	J. T. Payne	Cooper J.A.P.	(S)	998		
105.	L. H. Woodcock	Lotus Twenty Ford	—	1098		
106.	D. Nicklin	Lotus Twenty Ford	—	1098		
107.	R. G. Mickel	Cooper Climax	—	2497		
113.	B. W. Brown	Kieft Ford	—	1642		
114.	P. H. Meldrum	Lotus Allard Special	(S)	1498		
115.	Mrs. A. Mickel	Cooper Climax	—	2497		
116.	A. B. Griffiths	B.R.M.	—	2485		
117.	J. Macklin	Cooper Buick	—	3500		
118.	P. Westbury*	Ferguson Climax P.99	—	2496		
119.	P. Boshier-Jones	Lotus Shorrock Climax	(S)	1220		
120.	A. E. Marsh	Marsh Special	—	1962		
123.	J. Croft	Cooper B.M.C.	—	997		
132.	D. H. Macartney-Filgate*	Cooper J.A.P.	(S)	1098		
133.	D. H. Macartney-Filgate*	Hawthorn Prototype	(S)	1300		

Drivers who have entered more than one car indicated * above must nominate the car to be used in the Championship before the Class runs commence.

CHAMPIONSHIP RUNS

Pos'n on Class Runs	Car No.	Driver	1st Run	2nd Run	Pos'n
10					
9					
8					
7					
6					
5					
4					
3					
2					
1					

Course Record at commencement of meeting — 45.157 seconds.



1: Gent's Toilets; 2: Ladies' Toilets & Licensed Bar; 3: Refreshments; 4: Score Board;
 5: Paddock-Marshall; 6: Main Programme Sales; 7: Clerk of Course, Secretary of Meeting,
 Timekeeper; 8: Ambulance & Breakdown; 9: Scrutineers.



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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

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.

- 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 3001 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.

"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.

- Class 8. "Marque" Sports Cars up to 1,300 c.c.
- Class 9. "Marque" Sports Cars 1,301 to 1,650 c.c.
- Class 10. "Marque" Sports Cars 1,651 to 2,500 c.c.

Cars which are accepted as "Marque" Sports Cars are Austin Healey Sprite Mk. 1, Mk. 2, 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 vehicles not complying with the "Marque" Sports Classes by reason of increase in capacity, non-standard coachwork, etc. will run in the appropriate sports car classes.

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

- 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.
- Class 13a. — Grand Touring Cars 1901 c.c. and over.

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

- 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.

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

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

- Class 18. Racing Cars up to 1150 c.c.
- Class 19. Racing Cars 1151 c.c. and over.

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 appropriate class.

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

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.

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SPLIT SECONDS

OR HOW A HILL CLIMB IS TIMED

On a competition where placings are determined by fractions of a second between the different cars, it is of paramount importance that the equipment used to measure the speeds of cars up the course is of the highest possible accuracy, that its operation is simple and not capable of abuse, and finally, that the competitors should have confidence in the times credited to their runs.

At Harewood, the B.A.R.C. Yorkshire Centre use what is possibly the most sophisticated timing system found at any hill climb event in this country. The heart of this system is the Electronic Timer illustrated below. In simple terms, this is equal to three stop-watches each capable of being switched to be operated by a car crossing the start line or the finishing line. On the photograph you will see the three switches marked "Channel 1", etc. which carry out this part of the operation.

When any channel is in operation, the speedometer-like counter clocks up in seconds and tenths of seconds and as soon as the timer stops, the hundredths and thousandths of each second are presented in figures in the little windows to the right of the counter. To ensure complete accuracy between the different channels they are all, to preserve the analogy of the

stop watches, driven by the same balance wheel so that it makes no difference which counting channel is in operation, the standard of accuracy is the same. This unit works from batteries and incorporates over 130 transistors.

The Timer unit is linked to the start and finish by cables. At Harewood these cables are run underground which keeps them safe and outside harm's way although at other courses temporary cables do have to be run out above ground level. To allow for this the very sensitive input circuits of the Timer have special provision only to accept the correct timing impulses from the cars and to reject casual interference from ignition systems, electrical installations, etc.

At the Start and Finish a light ray shines across the road on to a photo-head which is linked to the timer. The photo-head consists of a photo-transistor mounted in a shielded housing with a lens to focus the light ray on to the sensitive point on the tiny photo-transistor. When no car is in the way and light falls upon the transistor, this acts like a normal switch turned "on" and allows electric current to flow. This current can be read off by the timekeeper on the two meter dials marked "Start" and "Finish"

Continued on page 29



The heart of the Timing System is this electronic stopclock. The seconds and tenths are read out on the speedometer-like electro-mechanical counters whilst the hundredths and thousandths are projected in the small windows alongside each counter.

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SPLIT SECONDS—continued.

on the timer so giving him a constant check on the functioning of the wiring, lights, etc.

When a car crosses either the start or the finish line, it obstructs the light beam which ceases to fall on the transistor which promptly switches "off" and current ceases to flow. The resulting instantaneous pulse in the electrical circuit operates the counters in the timer. When any of the three channel switches is put to "Start" and a car crosses the line, the associated counter commences to clock up the seconds. This continues until the switch is put down to "Finish" and the car breaks the beam at the end of its run stopping the counter and registering the time taken to cover the course.

To ensure accuracy with different types of car, the light rays are set only 2" above the road surface and, of course, at equal height at both start and finish. This ensures that the same part of each car will operate the timing at both ends of the course. As a further aid to accuracy, a positioning system is used at the start where two further light rays cross the course immediately in front of the timing ray. These are connected to a Traffic Light Signal in such a way that the driver gets a red light unless the car is positioned to break one beam and not the other when the red light changes to amber. In this manner all cars are located at exactly the same distance behind the timing ray and, in consequence, get an equal "flying start" before breaking the timing ray.

When the car is correctly positioned at the start this illuminates a green light in the lower right hand corner of the timer panel to indicate to the timekeeper that a car is ready on the start line. As soon as the

course is clear he puts one of the three channel switches to "Start" which changes the amber signal light to green indicating to the driver that he can then start in his own time. As soon as the car crosses the timing ray, the timer operates and is then "latched" so that any subsequent crossing of the line can not cause any false readings. In the same way, the timekeeper only switches the timer to "Finish" as a car approaches the end of the course which gives a safeguard if anyone should wander across the line and almost obviates the risk of a competitor getting a false time from this cause.

The Timer was manufactured by a well known firm of electronic instrument engineers who developed the equipment over a period of four years working in conjunction with the B.A.R.C. who had arrived at a specification of what was required from an operational point of view. The unit was delivered at the beginning of the 1963 season and since that time has been used at all our speed events at Harewood, Church Fenton, Oliver's Mount Scarborough and has also been employed by other clubs at Castle Howard, Aintree, Baitings Dam and other venues. In operation slight refinements have been evolved and incorporated as improvements bringing the equipment to a level of accuracy and reliability which stands as a tribute to its designers and manufacturers.

The success of this £700 "Wonder Box" has led to slightly simpler replicas being supplied to Prescott and Woodvale whilst the British Drag Racing Association have purchased two of these timers, each with two channels to enable them to record the times over the standing quarter mile and the terminal velocity over the last 66 yards of two parallel lanes simultaneously during the forthcoming "First British International Drag Festival".



A general view of the paddock assembly road taken at the meeting on April 12th with competitors in the Sports Racing Classes waiting to make their way to the start. Claude Maddick from Hull and Fred Smith from Settle are in the foreground whilst the last car in the long queue is Roy Walton's Bristol which made f.t.d. at that meeting.

Photograph by Viki Lincoln.

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Always welcome at Harewood are Jill Hutchinson from Newcastle and her potent Terrier Mk. 11. Jill's best time to date is 52.179 seconds in Class 16. Picture by Motor Racing Photographers Rugby.

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 1,350 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, a Cricket Match and a Ten Pin Bowling Contest.

This Hill Climb at Stockton Farm is possibly the most ambitious venture the Centre has yet undertaken and its realisation and success is proof of the keen spirit which exists within the Club. The meeting today was conceived, organised and presented by voluntary helpers who do it purely for love of the sport. This same attitude can be found at all our other events.

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 speed events for the remainder of this season :-
27th September — "The First British International Drag Festival" Round Four at Church Fenton R.A.F. Station. Commence 11-00 a.m. A unique spectacle with 10 of the fastest cars from the U.S.A. running against British cars and motor cycles. This will be the first opportunity ever to see these fantastic American Dragsters which can do 0 to 100 m.p.h. in 3 seconds.

11th October — Hill Climb at Olivers Mount, Scarborough commencing 1-00 p.m. with practice on Saturday 10th October. Run in conjunction with the East Yorkshire Car Club.

These are our final speed events of the season, we do of course carry on with our programme of other events including trials, driving tests, rallies, etc. during the Winter and next season we shall once again be promoting a series of Hill Climbs.

Provisional dates for our 1965 speed events are :-
4th April — National British Hill Climb at Stockton Farm, Harewood.
9th May — Closed Hill Climb at Stockton Farm, Harewood.
20th June — Closed Hill Climb at Stockton Farm, Harewood "The Montague Burton Trophy" Meeting.
11th July — The Third Novices Hill Climb at Stockton Farm, Harewood.
25th July — Joint "Autocross" at Dunkeswick.
12th September — National British Hill Climb at Stockton Farm, Harewood "R.A.C. British Hill Climb Championship" Meeting.
3rd October — National British Hill Climb at Olivers Mount Scarborough.

Mainly Personal

Obviously at an important meeting such as today's, pride of place in any discussion on personalities must go to the stars of the event, those select few who are battling for top honours in the Hill Climb Championship.

First mention goes to Tony Marsh as the current holder of the hill record. Tony made his mark on Hill Climbs back in the mid fifties when, driving a "big banger" Cooper J.A.P., he was Champion for three successive years. Following this interlude, Tony turned his eyes more towards the circuits and for a while became one of the diminishing band of private entries running in full scale Grand Prix. His driving skill was always evident, but, quite obviously, the individual entrant can never compete with the works teams and Tony retired to Farming. More recently he has burst back upon the hill climb scene and this season has scored some notable successes with his beautifully purposeful Marsh Special.

Peter Boshier-Jones comes from Newport in Monmouthshire and is younger brother to David who was triple champion in 1958/59/60. Peter is the only one of today's top three who relies upon a blower which, added to the great torque of the single cam Climax engine seems to give him all the power in the world at every point in the rev. range. This season Peter has made f.t.d. at the Championship meetings at

Shelsley Walsh twice, Great Aucklam, at the very tricky Rest & Be Thankful and last Sunday at Prescott.

Lastly of the premier trio comes Peter Westbury who, unlike Marsh and Boshier-Jones is making his first visit to Harewood today. A brilliant engineer Peter won last year's championship driving his own Felday Daimler, a car which must surely have one of the most satisfying exhaust notes in the hill climb "Circus" and which is still doing great things in the hands of P. H. Cottrell. This season Peter has been doing British Hill Climb events with the technically advanced Ferguson P.99 with which he has never been lower than second in the championship classes and has broken the course record on six of the eight occasions when he has competed. Unlike the other drivers here today, Peter has also been dashing across Europe taking part in the European Hill Climb Championship events. Today he has brought two cars, the second being a very potent Lotus 23B fitted with a B.R.M. 1½ V.8 bored out to almost 1,900 c.c.

Next of the Title contenders is John Macklin who comes from Christchurch in Hampshire. John is the only one of the top "circus" drivers to pin his faith in a hairy American V.8 power unit, and even he sticks to the comparatively modest capacity of 3½ litres for the Buick engine which he has introduced into a Cooper chassis. This car has been consistently there



George Tatham from Malton is a very regular competitor in B.A.R.C. events with his potent Lister Jaguar. M.R.P. Rugby took the photograph at Willow Bend during our May meeting.



This car is usually referred to as a Le Mans Replica Frazer Nash, but actually Culpan and Aldington used this very car in the 1948 Le Mans race when they finished second overall, it is the others which are the replicas. Cecil Booth from Huddersfield has owned this car for more years than most Healey 3,000 owners can remember and he normally manages to beat them, despite giving away over a litre, Viki Lincoln took the picture.

all season just behind the three leaders and he has notched up one second, five thirds and a couple of fourth places during the year.

Following an entirely different tack is Tony Griffiths from Birmingham, definitely one of the coming people in the Hill Climb world. Tony uses one of the old 2½ litre, four cylinder B.R.M. Grand Prix cars which was first driven on the hills by Phil Scragg. Last year when he appeared for the first time at Harewood he had not had the car very long and was still finding his feet. This season he has had a most successful run with lots of third and fourth places in the bigger meetings and a number of f.t.d.'s at non-championship events.

From Glasgow come the husband and wife team of Agnes and Gray Mickel with one of the old Inter-continental Formula Cooper Climax cars. In very gallant fashion Gray usually lets Agnes knock a fraction of a second off his own times, or could it be that power-to-weight ratio comes into its own. In any case, today is the very first time this Scottish couple have appeared at Harewood and we can confidently predict that a new ladies record for the Hill will be standing by the time the dust dies away tonight.

One very potent new car to Harewood is the Chaparral-Cannonball to be driven by Howard and Maureen Parkin. Actually it is not strictly correct to say that this car has not been here before as Phil Scragg imported the monster from America and drove it at our first National meeting last year. At that time the chassis certainly lacked development to enable the full potential of the 5,400 c.c. engine to be realised and Phil sold it to Howard Parkin. During the winter much midnight oil was burned around Rotherham with the result that the vehicle which

appears today bears hardly any resemblance at all to its former self. Most notable feature is the "home brewed" four wheel drive conversion. This is based upon Howard's highly successful Autocross special which has been invincible over the past few seasons. Mrs. Maureen Parkin is a force to be reckoned with behind a wheel and we think that she will give Mrs. Mickel a keen challenge for the best ladies time although the latter's racing car is potentially the faster of the two.

Phil Scragg has been to Harewood on a number of occasions, today he is running two cars, his well known lightweight "E" Type Jaguar which holds its class record and also a Cooper sports car for which he has just received a warm version of the 5,400 c.c. Chevrolet engine. Unfortunately this was damaged in the crate on the way over from America and repairs may not have restored quite its full potential.

Moving away from the Championship classes, one little private battle which has been fought out at most Harewood meetings is between "Bing" Crosby with his 1098 supercharged Cooper J.A.P. and John Forster who has a similar car with a 998 c.c. Vincent engine. In the past honours have usually gone to Crosby, but Forster has been working hard fitting a dirty great blower to his previously normal aspirated power unit and there are side bets standing as to the outcome this afternoon.

Going completely to the other end of the scale, Class One promises a monumental struggle for supremacy amidst the various Minis. Alan Staniforth, the Class record holder is particularly notable in that being a journalist by profession, his car has to earn its bread and butter at all sorts of hours and under

Continued on page 34



Robin Prest comes down from Croxdale in County Durham to take part in our Hill Climbs with his trim 998 c.c. Elva Junior. Photograph by Viki Lincoln.

MAINLY PERSONAL—continued.

arduous conditions. Again, all the work on the car is done by Alan personally who is a really dedicated enthusiast. Hot competition for Alan will come from M. R. Evans of Hagley who has won class awards all over the country as has W. G. Cuff of Shepperton although we would expect the verve, knowledge of the hill and sheer mechanical ability of "Fred" Kaye in the Ken Lee Motors Cooper to provide the nearest times to Alan.

Whilst times in Class Two are much slower than in the Mini section, interest does not flag and here the battle is regularly joined between Twaites' hot Hillman Imp and Bob Soper in the supercharged Viva. At first Soper was usually in the ascendant, but more

recently Ted Twaites has been working very hard on his rear engined Rootesmobile which is now going very quickly indeed.

Possibly the most exciting of the touring car entries is another local product. John Mitchell's rather tatty Ford Anglia in Class seven. Whilst using one of John's own "Forspeed" engines in the past this car was very quick indeed, but now Mitchell has succeeded in introducing one of the very warm Lotus twin-cam o.h.v. 1600 c.c. units under the bonnet. The result should be spectacular in the extreme.

There are of course lots of other interesting cars and people whom we have not had space to mention. Together we are sure they will provide you with a most exciting afternoon of sport.



"Bing" Crosby of Leeds is Sales Director of a Rawdon Garage, although he runs his Cooper J.A.P. strictly as a hobby. "Bing" has been a keen competitor in all forms of local motor sport since just after the war, although recently he has concentrated on Sprints and Hill Climbs. Viki Lincoln took the picture at Quarry Corner.



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