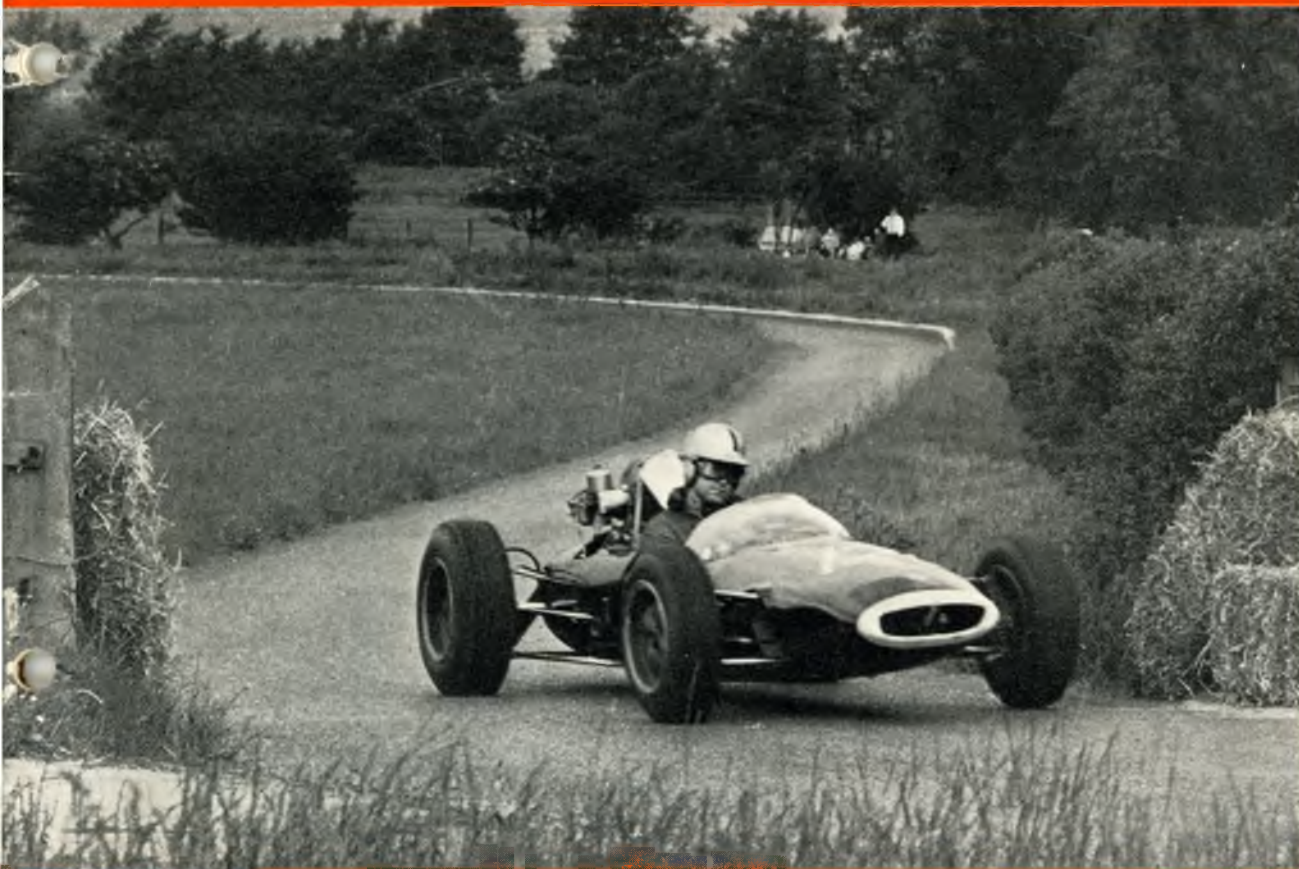




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Peter Boshier Jones (Lotus 22 Climax s/c)

Photograph by Viki Lincoln

THE YORKSHIRE CENTRE OF
The British Automobile Racing Club Ltd.
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**THE FOURTEENTH
HAREWOOD HILL CLIMB**
INCORPORATING THE R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP
R.A.C. NATIONAL BRITISH PERMIT No. RS/1672.
SUNDAY, 12th SEPTEMBER. 1965

COMMENCE 1-00 P.M.

HELD AT STOCKTON FARM, HAREWOOD, LEEDS

by kind permission of Arnold Burton, Esq.

WARNING TO THE PUBLIC

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

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

DOGS ARE NOT ALLOWED AT THE HILL CLIMB.

Cover Photograph — Peter Meldrum (Lotus Allard Special) Photographed at our June meeting by Viki Lincoln

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THE HILL CLIMB SCENE

Last year we had the great excitement of seeing the fate of the 1964 British Hill Climb Championship decided here at Harewood when after a fantastic, imagination catching battle between Peter Westbury and Peter Boshier-Jones the final two runs of the afternoon decided the issue in favour of the former 0.1 second.

This time the shouting and the ferment have already died away with Tony Marsh being proclaimed champion after a highly successful season in his diminutive Marsh Special which is now propelled by 4.7 litres of Oldsmobile. We had hoped that the new champion would be able to come along to receive the plaudits of the Harewood crowd, but unfortunately the battle was won, the arrears of family life have called and Marsh is unable to be present.

We make no apology however for suggesting that in the absence of the victor, the battle for second and third places will take on new found life and amongst the four top drivers who are disputing these positions, the struggle will be fast and keen.

What, one may well ask, is the fascination of this form of motor sport which draws competitors from all over the country to come to Harewood for the pleasure of making three practice and two timed runs up the hill. Why do they spend long hours and much hard earned cash on the preparation of beautiful machines and then bring them hundreds of miles just to motor for some 2½ minutes. The only answer can be to liken these men to the dedicated athletes who train and devote their whole lives to covering 100 yards in an indecently small number of seconds and to compare their outlook with those supermen who run many-lapped miles.

The fascination of the Hill Climb lies in the fact that for the brief period of time whilst the car is rocketing up the hill absolutely 100% effort, concentration and achievement are essential if a decent performance is to be recorded. In a race lasting several miles, a little untidy cornering, a poor start, a slightly fluffed gear change can all be overcome. The skill lies in going just quickly enough to achieve success



David Hepworth with his Chevrolet engined Austin Healey. Running in Class 11 David is always well worth watching. Jeff Binns took the picture.

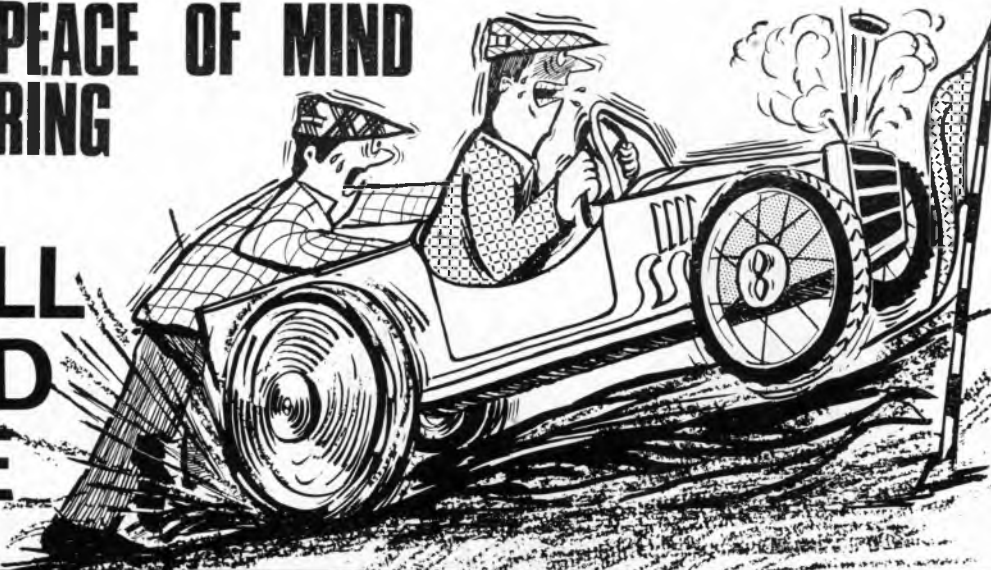
and in trying to tempt the opposition into making a mistake. On the hills one is all alone with only the relentless clicking of the timing machine to judge one's performance. Every single yard of the course must have been memorised, every movement must be perfect, positioning of the car, gear changes, speeds into and out of corners must all be absolutely spot-on and the level of tension is such that after rather under 50 seconds of this type of motoring sheer physical exhaustion is not far away.

Obviously by no means every one of the 130 plus drivers who will be in action this afternoon reaches the state of high drama suggested above, but all of them feel this excitement to some degree whether they be driving highly specialised sporting machinery, or just having a bash in their ordinary motor car. We hope that as a spectator you will be able to achieve something of the atmosphere of this competition which has been strong enough to lead the Club into developing this splendid hill, to secure the services of all our voluntary helpers and finally, to create the enthusiasm or curiosity which have brought you here to day.

Moving over to much more practical matters. As you will appreciate, without the selfless help of many different types of people, these meetings could not take place. One particularly dedicated section of the community are the members of the St. John Ambulance Brigade who are in attendance ready to minister to competitor or spectator alike in the event of accident or illness. These volunteers can always do with more funds to further their work of mercy and, with our blessing, they are taking a collection here today. We do hope you will give this your generous support.

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NOTICES

JURISDICTION

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/1672.

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 system except in cases of genuine emergency.

REFRESHMENTS

Refreshment Service for snacks, light meals, hot drinks, etc. is provided in both the Paddock & Hill Side Enclosure. A Sea Food Bar and Cold Buffet is available in the Paddock Enclosure whilst there are licensed bars open from 11-00 a.m. to 7-00 p.m. in both enclosures.

Ice Cream is on sale in all enclosures. Mineral Waters and Snacks are available at a kiosk near Farmhouse Bend.

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 today. 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 Kings Head, Masham, 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.

LITTER

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

ANIMALS

In the interests of safety, dogs are not admitted to the course or enclosures. If you have brought a dog with you, please see that it is secured in your car.

OUR NEXT EVENT

This is the final Hill Climb of the season at Harewood, dates for next year's events are not all finalised, but you may care to know that the Spring National Hill Climb will be on Sunday, 8th May, 1966 whilst the R.A.C. Hill Climb Championship event will be on Sunday, 11th September, 1966.

The remaining speed event of our 1965 season is the annual "Scarborough Hill Climb" to be held under a National British Permit on the Oliver's Mount circuit at Scarborough on Sunday, 3rd October. The Scarborough Hill differs from Harewood in being much more a "power" hill but it also provides excellent entertainment for competitors and spectators alike.

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.

THE R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP

by

KEN HAMMERTON



Peter Boshier-Jones with his trim Lotus Climax was trying a little too hard on Quarry Corner last September when Viki Lincoln took this picture.

The British Hill Climb Championship was introduced by the R.A.C. as far back as 1947. On the original schedule there were only five events—Bo'ness, Shelsley Walsh, Bouley Bay, Craigantlet, and Prescott. In 1949 the Rest and be Thankful meeting swelled the number to six, thus setting the pattern up to 1955 when Bo'ness had to be cancelled (indeed it lapsed from the "list" for some years). In an endeavour to widen the scope of the series the R.A.C. decided in 1956 that two meetings per season at Shelsley Walsh and Prescott should be included, this trend being further developed in 1959 when Westbrook Hay, Great Auclum and Stapleford were all granted championship status. Stapleford was in the series for only three seasons, and Westbrook Hay disappeared the following year. Their absence was compensated by the return of Bo'ness in 1961, the inclusion of Wiscombe in 1962, the mass invasion by Loton Park, Barbon, and Dyrham Park in 1963, the gracing in 1964 of our own Harewood, and this season Longleat has swelled the schedule to its present fifteen events.

The current practice of having a special "Championship class" at the end of a qualifying meeting dates from 1957. The idea was that the fastest qualifiers from the ordinary class runs would claim their points, as far as possible, under equal road and weather conditions. This system also acts as a fitting climax to a meeting, especially if the struggle for points is fierce. Prior to 1957 several methods of scoring were used, including a complicated "percentage of the fastest time for the course as standing at 31 December 19 . . .", but they all took the times recorded during the class runs as their basis.

Of the fifteen meetings in the 1965 Championship, only the best eight performances by any competitor will count. Scoring in the special "Championship class" is 10 points to the winner, 9 to the second placeman, down to 5 points for sixth. Anyone who ascends in a time better than the hill record standing prior to the meeting in question also receives one bonus point.

Just in case there should be a tie at the end of the season, the times at a pre-determined meeting are taken into consideration, and this year Harewood has been chosen as the decider.

Although a tie may seem rather unlikely, way back in 1955 Ken Wharton and Tony Marsh had both scored the same number of points, and Tony was declared the winner as the rules stated that "in the event of a tie the eligible driver who has, in the opinion of the Competition's Committee, put up the more meritorious performance during 1955, shall be adjudged the winner".

The previous Championship winners are :

1947	Raymond Mays	E.R.A.
1948	Raymond Mays	E.R.A.
1949	Sydney Allard	Steyr Allard
1950	Dennis Poore	Alfa Romeo
1951	Ken Wharton	Cooper J.A.P.
1952	Ken Wharton	Cooper J.A.P.
1953	Ken Wharton	Cooper J.A.P. and E.R.A.
1954	Ken Wharton	Cooper J.A.P. and E.R.A.
1955	Tony Marsh	Cooper J.A.P.
1956	Tony Marsh	Cooper J.A.P.
1957	Tony Marsh	Cooper J.A.P.
1958	David Boshier Jones	Cooper J.A.P.
1959	David Boshier Jones	Cooper J.A.P.
1960	David Boshier Jones	Cooper J.A.P.
1961	David Good	Cooper J.A.P.
1962	Arthur Owen	Cooper Climax
1963	Peter Westbury	Felday Daimler
1964	Peter Westbury	Ferguson Climax

One of the most interesting things about the Hill Climb Championship throughout its long history is that the drivers have always had complete freedom in deciding what type of machinery to use, and long may this state of affairs continue!! As will be seen from the list of previous winners the little Cooper J.A.P. was invincible for many years, but since 1961 there has been much more variety among the leading machines

culminating last year in the challenge of four wheel drive in the form of the P.99 Ferguson Climax driven by Peter Westbury.

Peter was a worthy Champion, but throughout last year he was not allowed to let up for a single instant by the more conventional machinery of Peter Boshier Jones and Tony Marsh. So intense was the struggle in 1964 that every hill in the schedule had new record figures by the end of the season. The result was that for 1965 anyone who wanted to gain any bonus points had to be an extremely good driver with a motor car to match. At the beginning of this season Peter Westbury used the works four wheel drive B.R.M. at the A.M.O.C. Wiscombe meeting, thus starting a lot of rumours about its appearance in the Championship series. In fact this was the only time the car has been seen in competition on the British hills so far this year. None of the other drivers has yet felt the need to indulge in a very expensive car built to this principle, but I understand that there are few thinking caps on!

And so to the actual 1965 Championship meetings. The opening round on 25th April was at Loton Park, near Shrewsbury, organised by the Severn Valley Motor Club. The surprise of this meeting was that the £65 cheque for f.t.d. came back to Keighley in the pocket of Tommy Clapham who was driving his well known Lotus Climax 7. His time of 39.36 seconds, and Phil Scragg's 39.85 in the Lotus Climax 19 were the only sub-40 times of the day, and were achieved

on dry roads at the beginning of the meeting. Naturally they both qualified for the Championship class, but running on equal terms with the single seater lads they could not hope to repeat the performance and finished minus points in seventh (Scragg) and eighth (Clapham) places, 42.59 to 43.58. Winner of this class by a narrow margin was Tony Marsh in his famous Special which had been modified during the winter to take a 4.25 litre Oldsmobile V.8 unit in place of the 2 litre Climax. His time of 40.62 was closely challenged by Peter Boshier Jones (40.85) in his 1.2 litre Climax engined Lotus 22 which now sports a limited slip diff. Loton Park was a great disappointment to Peter "King of Harewood 1965" Meldrum. After taking his Allard Dragon engined Lotus 22 up in a magnificent 40.06 (3rd f.t.d.) in the class runs he failed to reach the top in either of his points hunting sorties. Mike Hawley (Cooper B.M.C.) ran well in third place with the well known B.R.M. of Tony Griffiths fourth. John Macklin was a non-starter at this meeting in his 3.5 litre Cooper Buick.

May 2nd, and the Bugatti Owners Club got together with the "Cutty Sark" whisky folk to put on round 2 at Prescott. Here things ran very much more to form with Marsh again taking ten points (he waited until a club meeting at the end of May to lower the record from 48.180 to 48.146). His time was 49.092, with "Bosh" second (49.536) and Meldrum third (50.135). John Macklin, Tony Griffiths, and Mike Hawley recorded

Continued on page 12



Peter Westbury who made f.t.d. established the present course record and clinched the 1964 British Hill Climb Championship with the very last run at our meeting last September is seen leaving the start with the Ferguson P.99 Climax which has now been retired after a long and successful career as a mobile test-bed.

Viki Lincoln took the picture.

HILL CLIMB CHAMPIONSHIP—Continued

50.635, 50.870, and 51.563 to collect the remaining points. At this meeting the influence of the American V.8 power unit was becoming more apparent. In addition to Marsh and Macklin, Ian Swift took seventh spot in a Cooper fitted with a 4.7 litre Ford Cobra unit. Just to emphasise the march of progress in tenth place (53.211) was the 1098 Cooper J.A.P. of Colin Watts. This very car finished fourth overall in the 1963 Championship in the hands of Ian McLaughlin, and a similar car took David Good to premier honours in 1961.

Round three took place on 16th May when the West Hants and Dorset Car Club's Wiscombe meeting lured folk down into glorious Devon. Once again it was all Marsh, and once again the weatherman sent unwelcome rain. In addition to points and prize money there was a magnum of champagne for the first driver to achieve 100 m.p.h. on the Castle Straight, and once again . . . yes, you've probably guessed . . . Tony Marsh. "Bosh" equalled Marsh's over the "ton" later in the meeting, but whereas Tony chose to do it in the dry whilst creating f.t.d. in the class runs (43.33), Peter waited until the wet Championship runs, but he must have boomed somewhere for his 45.76 was slower than the winners 44.93. Poor Peter Meldrum was out of luck again. He left the track on championship run number one, and by the time he made his second ascent it was raining too heavily for a respectable time, and he loomed into ninth place (48.06). Third, fourth and fifth placemen were all in the 46 second bracket, and all driving big V.8 cars—Macklin, Swift, and Wally Cuff in David Good's old Cooper now stuffed with 4.6 litre of Daimler Majestic. Bryan Brown in a similar combination to Meldrum managed to push Tony Griffiths down to seventh place.

Round 4 was much nearer home at Barbon in Westmorland. This attractive, but narrow, little hill forms the driveway to Barbon Manor, and on 22nd

May the Westmorland Motor Club borrowed it. At this meeting Tony Marsh ran into his first bit of trouble of the season. Although he put up some very creditable times the car was not running on all its eight cylinders, although this was very difficult to detect from the roadside as the engine note is so very quiet. Marsh's misfortune was admirably exploited by Messrs. Boshier, Jones and Meldrum, the former gaining ten points in the Championship class, and the latter the £50 cheque for f.t.d. achieved during the class runs. Westbury's hill record of 27.174 seconds was never really threatened, the nearest approach being Meldrum with 28.522. The plague of Loton and Wiscombe—RAIN—came just before the special Championship runs, and "Bosh" repeated his Wiscombe feat of being faster in the wet than in the dry up the straight (94 m.p.h. compared with 92.6), the resultant time being 29.751. Only 0.155 seconds covered the next four placemen as follows: Meldrum 30.231, Marsh 30.249, Macklin 30.352 and Griffiths 30.386. Yorkshire's first bit of glory in the Championship stakes came with the sixth place and five points of David Hepworth in the 4.7 litre Cooper Chevrolet. His first run in the special class was well over 34 seconds, but on his second run he really pulled out all the stops, and although it was a bit "touch and go" at times whether he would stay on the narrow road he recorded a magnificent 31.849. The other bloke to whom I raised my hat during these dicey Championship runs was John Macklin whose car comes into almost the same class of hairiness as Hepworth's.

The next round of the series was the Diamond Jubilee meeting at Shelsley Walsh on 13th June, organised by the Midland Automobile Club. Ten years previously, at the Golden Jubilee meeting Tony Marsh in his unsupercharged 1.1 Cooper J.A.P. recorded 36.08 seconds to score his first ever f.t.d. He further inscribed his name into the historic annals of this most famous of all British hill climbs by using his Marsh



Tony Marsh with the trim, Oldsmobile powered, Marsh Special rounding Willow Bend under the lensful gaze of Viki Lincoln.



One of the few championship contenders to use a non-hybrid car, Tony Griffiths from Sutton Coldfield is always a force to be reckoned with in his B.R.M. This photograph by Viki Lincoln was taken at Orchard Corner at our April meeting.

Oldsmobile to lower the record from 33.35 to 32.98 in the class runs, and then shaving off a little more to 32.94 in the Championship runs. Pomp and history aside he claimed 11 Championship points, and the £60 prize money. Previous record holder of Shelsley, Peter Boshier Jones, achieved third f.t.d. by his class run, but transmission trouble prevented him from doing any further climbs, so the other Peter pushed his Lotus 22 Ford into second spot in 33.78, followed by Macklin. Griffiths, Swift, and Miss Patsy Burt in her immaculate blue 2 litre Cooper Climax. A spirited performer who achieved nothing in the Championship class was Chris Summers in his famous Chevrolet engined Lotus 24. Chris apparently lives quite near Shelsley and at one time used to do a lot of hill climbing, but now he only pops along to occasional meetings. What a pity he isn't a Championship contender (remember the Cooper Chevrolet at Harewood back in '62?).

June 19 and all the Sassenachs went North for the first of the two Scottish meetings at Bo'ness on the Firth of Forth. The Lothian Car Club had received a good entry. Tony Marsh carried off another ten points for his near record run of 30.07 (just 0.20 outside the P.99 Ferguson record) together with the very generous £100 first prize. Boshier Jones and Griffiths were second and third, and in fifth place came Ray Fielding in his immaculate 2.5 litre Climax engined Lotus 21. Ray, a Staffordshireman now resident at Forres was a serious challenger for the Championship in 1962, but of late has cut his programme down drastically. If he could have a full season with this Lotus I'm certain he would do very well. Incidentally, Ray was the original private owner of the B.R.M. that Brian Waddilove put through the fence at Quarry Bend, Harewood, early last year. Sixth and eighth places went to the same car, the 2.5 litre Cooper Climax with which Arthur Owen won the 1962 Championship, driven by Mr. Gray Mickel and his wife Agnes (the old man getting the best results on this occasion!). Wedged between this happy Glasgow couple was John Macklin who just didn't seem able to

get the damn thing going properly at all. Never mind, we all have those days!

One week later came the Scottish Automobile Club's Rest and be Thankful meeting. Most fortunate of the leading drivers in the Championship was Tony Marsh who decided to give this round a miss, and give his car a check over. The weather was b——y awful (and that's one of the very mild descriptions). Never has your scribe arrived at a meeting to see such sodden misery. During the practice session Bob Prest, a Harewood regular who drives a yellow Lotus 18, turned the car over just before the final hairpin and sustained a broken jaw, and during the class runs Andrew McCracken left the hill near the Hump and Bump in his 4.2 litre E type Jaguar, causing the best part of an hour to be spent in clearing up the oil and debris. The track was extremely wet throughout the class runs, indeed Peter Boshier Jones' fastest class run time was over nine seconds outside his hill record of 50.09, he was the only man to break the "minute" in fact. The rain had eased off towards the end of the class runs, and the long delay in clearing up the E type mess gave the road time to dry out somewhat, so that by the time David Hepworth came to the line for the first Championship ascent in his Cooper Chevrolet at 7 p.m. conditions were better than they had been all day, but the drying out wasn't uniform all the way up, and conditions were still very dicey. Hepworth, Mr. and Mrs. Mickel and James Payne in a Cooper J.A.P. all ascended cautiously between 62 and 64 seconds. Then came Ray Fielding in the Lotus 21 really trying and recording 59 seconds. Griffiths was next in the B.R.M., and was slightly slower at 59.29, and then came John Macklin. The yellow and black Cooper Buick fairly streaked up the hill, John showing the same courage in the wet that we saw at Barbon. He didn't put a wheel wrong until the final hairpin when he went slightly wide and put a wheel into the ditch, dropping

Continued on page 14

HILL CLIMB CHAMPIONSHIP—Continued

his time to 62.21. He was unable to make a second run and had to be content with sixth place and five points. Star of the day was undoubtedly Peter Meldrum. His fantastic 56.63 second climb moved onlooker Tommy Clapham to words of admiration and almost disbelief. During the course of the meeting Meldrum had in fact taken a mighty sparks-producing swipe at the stone bridge, but it did not spoil the day at all for him. Peter Boshier Jones did his immaculate best but his best effort of 57.81 left Meldrum head and shoulders above the rest on that day. Griffiths scored another third, with Ray Fielding and Gray Mickel in the next two spots. It was a very bedraggled company that stood at the top of this historic hill applauding those prize winners who had decided to wait. Many had fled long since!

The only event during July took place on the holiday Isle of Jersey, when on 22nd July the Jersey Motor Cycle and Light Car Club (what a mouthful) laid on the Bouley Bay meeting. This hill is a real test of car and driver. "To make a really good time there everything must go perfectly" says Tony Marsh, and he must have had a pretty perfect day because three out of his four runs were below Westbury's old record, his f.t.d. figure of 45.13 is incredible, being 1.26 better than the previous best. A bit of tail slide on one run bore out the above quote by Marsh as his time then dropped to 47.26. In the class runs both the Peters bettered the old record, the Welshman doing

46.35, the Englishman 46.38, but both were slightly slower in the points hunting class, respectively 46.69 and 46.81. John Macklin managed 47.20, and Tony Griffiths 48.24, with Bryan Brown once again in the top six with 48.44. There was a bit of a rumpus in the paddock about the kart based cars of Wilson and Le Gallais but they were eventually allowed to run, and did not affect the issue Championship-wise.

And so to the maiden appearance of the season, the B.R.S.C.C. meeting at Longleat, near Warminster, on 1st August. This is a very fast hill, its 1200 yards only taking Tony Marsh 36.76 seconds on his way to collecting eleven points and the £25 f.t.d. award. Tony was the previous record holder at 38.04 with his 2 litre Marsh Climax, and it is interesting to note that no one else bettered even this time, the nearest being Peter Boshier Jones' second Championship climb in 38.25 seconds. Longleat must really suit the Marsh technique! The V.8 brigade certainly left their mark at this meeting, the only driver not so equipped to score points was "Bosh" in second place. Into third place stormed John Macklin (38.34), followed by the 4.7 litre Cooper Ford of Ian Swift (38.84), Tony Johnson in the 4.6 litre Forward (née Cooper) Daimler (39.16), with sixth place going to the very exciting combination of David Good and the 4.7 litre Lola Ford T.70 which used to be driven by David Cunningham (39.21). David has bought this car to drive on the hills himself and for Roy Pierpoint to circuit race (let's hope it's

QUALIFYING EVENTS FOR THE 1965 R.A.

Qualifying Round No.	1	2	3	4	5	6	7
Hill	Loton Park	Prescott	Wiscombe	Barbon Manor	Shelsley Walsh	Boness	Rest & Be Thankful
Date of Event	25 Apr. 65	2 May 65	16 May 65	22 May 65	13 June 65	19 June 65	26 June 65
Organising Club	Severn Valley MC	Bugatti OC	W. Hant & Dorset MC	Westmorl'd MC	Midland AC	Lothian CC	R.S.C.A.
Length of Course (yds)	900	1127	1000	890	1000	880	1425
Record before Meeting	35.36	48.180	42.53	27.174	33.73	29.87	50.09
Held By	Westbury Ferguson	Bosh Jones Lotus 22	Westbury Ferguson	Westbury Ferguson	Bosh Jones	Westbury Ferguson	Bosh Jones Lotus 22
New Record	— Rain	—	— Rain	— Rain	Lotus 22	—	— Rain
Taken By	—	—	—	—	Marsh Marsh Spl.	—	—
Championship Placing, Time & Marks	1 Marsh 40.62 10	Marsh 49.092 10	Marsh 44.93 10	Bosh Jones 29.751 10	Marsh 32.94 10+1	Marsh 30.07 10	Meldrum 56.63 10
2 Bosh Jones 40.85 9	Bosh Jones 49.536 9	Bosh Jones 45.76 9	Meldrum 30.231 9	Meldrum 33.78 9	Bosh Jones 30.65 9	Bosh Jones 57.81	
3 Hawley 41.07 8	Meldrum 50.135 8	Macklin 46.13 8	Marsh 30.249 8	Macklin 34.73 8	Griffiths 31.12 8	Griffiths 58.79	
4 Griffiths 41.19 7	Macklin 50.635 7	Swift 46.70 7	Macklin 30.352 7	Griffiths 35.22 7	Meldrum 31.26 7	Fielding 59.00	
5 Cuff 41.19 6	Griffiths 50.870 6	Cuff 46.95 6	Griffiths 30.386 6	Swift 34.40 6	Fielding 31.74 6	Mickel 61.98	
6 Miss Eurt 42.27 5	Hawley 51.563 5	Brown 47.07 5	Hepworth 31.849 5	Miss Burt 35.81 5	Mickel 31.87 5	Macklin 62.21	
7 Scragg 42.59 —	Swift 51.718 —	Griffiths 47.27 —	Mrs. Mickel 32.317 —	Ridgeway 36.22 —	Macklin 32.08 —	Mrs. Mickel 62.92 —	
8 Clapham 43.58 —	Parker 51.792 —	Samuel 47.79 —	Mickel 32.820 —	Mrs. Mickel 36.83 —	Mrs. Mickel 32.77 —	Payne 64.00 —	
9 Field 44.92 —	Van Moyland 52.122 —	Meldrum 48.06 —	Butterworth 32.841 —	Brown 37.12 —	Brown 32.92 —	Hepworth 64.36 —	
10 Meldrum Retd. —	Watts 53.211 —	Elton 48.10 —	Van Moyland 34.674	Bosh Jones Retd. —	Hepworth 34.49 —	Clapham 64.59	

more of the former though) I can hardly wait for the day when this Lola takes the line at a meeting where Phil Scragg is using his new Lister Chevrolet. Poor Peter Meldrum managed only 39.25 and was pushed down to seventh place by all these big brutes. Even more glum than Meldrum, was Tony Griffiths whose B.R.M.'s bellhousing split during the class runs.

Six days later the circus descended on the Great Auclum hill, the meeting being organised by the Hants. and Berks. Car Club. Tony Griffiths was a non-starter (involuntary) and Tony Marsh likewise (but voluntary). Thus it was the turn of Peter Boshier Jones, who took a leaf out of the Marsh book and collected f.t.d. and 11 Championship points for his 19.099 second record. This performance was no flash in the pan, though, as the Welsh lad was the previous record holder. His 19.18 achieved last year was in the presence of both Marsh and Westbury, he also won the Championship class in 1963, and in 1961 his Lola Climax sports/racing car beat all the single seaters to record f.t.d. and win the Championship class, too. John Macklin came second (19.515) and Meldrum third (19.557). David Good's Lola was pushed down to seventh place on this very tight hill, but was apparently a joy to behold. The three "pushers" were Ian Swift (20.091), Tony van Moyland scoring his first points of the season in the Lotus 21 with which Vic Wilson won last years Scarborough Hill Climb (20.536), and Patsy Burt (20.576).

Another sea trip for the next round, on 14th August the Ulster Automobile Club's Craigtantlet meeting. Only Peter Meldrum and Tony Griffiths made the trip, and I'll bet Tony wishes he hadn't. He was slower all day than Meldrum and was really having a go on his second Championship run when the car left the hill and was slightly damaged. Meldrum was fastest in 62.52, with Griffiths best at 65.46 (although Tony did 65.38 in the class runs). They were the only Championship class runners as Irishman John Pringle was still awaiting a crankshaft for his Cooper Oldsmobile.

The second Championship meeting of the season at Shelsley Walsh took place on 28th August organised, as usual, by the Midland Automobile Club. Tony Marsh was back on the scene again after missing the last two rounds, and had his usual field day. His 33.54 seconds in the Championship class was slower than his hill record (32.94), but fast enough to gain him ten points and a clear and unbeatable lead in the title race. He was the master of the meeting throughout. On the first class runs, on a track which was still drying out after a very heavy fall of rain just as the meeting started, he was fastest in 35.30 seconds with a highly spectacular John Macklin second at 35.64 — the only two drivers below 36 seconds. On the second class runs, with the track really dried

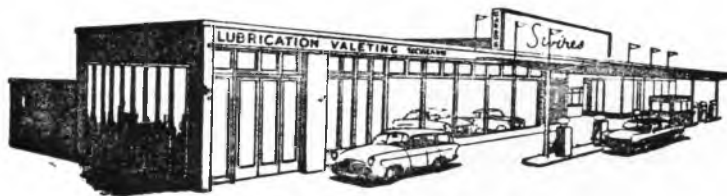
Continued on page 17

BRITISH HILL CLIMB CHAMPIONSHIP

8	9	10	11	12	13	14	15
Bouley Bay	Longleat	Great Aukham	Craigtantlet	Shelsley Walsh	Prescott	Harewood	Dyrham Park
22 July 65	1 Aug. 65	7 Aug. 65	15 Aug. 65	29 Aug. 65	5 Sept. 65	12 Sept. 65	18 Sept. 65
Jersey MC & LCC	BRSCC	Hant & Berks MC	Ulster AC	Midland AC	Bugatti O.C.	B.A.R.C. Yorkshire	Bristol MC & LCC
1011	1200	440	1833	32.94	1127	1140	800
46.39	38.04	19.18	61.70	1000	48.180	44.454	30.32
Westbury	Marsh	Bosh Jones	Westbury	Marsh	Bosh Jones	Westbury	Westbury
Ferguson	Marsh Spl.	Lotus 22	Ferguson	Marsh Spl.	Lotus 22	Ferguson	Ferguson
45.13	36.76	19.099	—	—	— Rain	—	—
Marsh	Marsh	Bosh Jones	—	—	—	—	—
Marsh Spl.	Marsh Spl.	Lotus 22	—	—	—	—	—
Marsh	Marsh	Bosh Jones	Meldrum	Marsh	Bosh Jones	—	—
33 10+1	36.76 10+1	19.099 10+1	62.52 10	33.54 10	53.28 10	—	—
Bosh Jones	Bosh Jones	Macklin	Griffiths	Bosh Jones	Swift	—	—
46.69 9	38.25 9	19.515 9	65.46 9	34.21 9	53.33 9	—	—
Meldrum	Macklin	Meldrum	—	Macklin	Macklin	—	—
46.81 8	38.34 8	19.557 8	—	34.26 8	53.42 8	—	—
Macklin	Swift	Swift	—	Swift	Meldrum	—	—
47.20 7	38.84 7	20.091 7	—	34.33 7	53.43 7	—	—
Griffiths	Johnson	Van Moyland	—	Meldrum	Brown	—	—
48.24 6	39.16 6	20.536 6	—	35.02 6	55.22 6	—	—
Brown	Good	Miss Burt	—	Mickel	Griffiths	—	—
48.44 5	39.21 5	20.576 5	—	35.93 5	55.32 5	—	—
Wilson	Meldrum	Good	—	Brown	Good	—	—
48.72 —	39.25 —	20.580 —	—	35.98 —	55.43 —	—	—
le Gallais	Elton	Brown	—	Hepworth	Butterworth	—	—
49.05 —	42.18 —	21.040 —	—	36.45 —	56.98 —	—	—
Hawley	Smith	Parker	—	Van Moyland	Marsh	—	—
50.46 —	42.55 —	21.078 —	—	36.88 —	Retired —	—	—
Samuel	Butterworth	Nicklin	—	Johnson	Parker	—	—
50.98 —	43.34 —	21.733 —	—	Retd. —	Retired —	—	—

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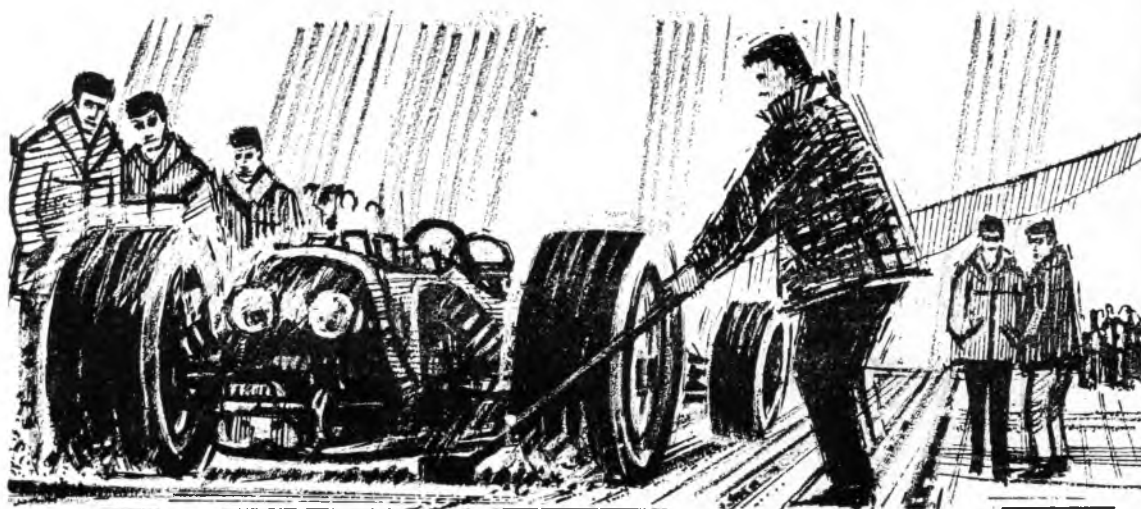
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The two Peters, Meldrum and Boshier-Jones compare notes in the paddock at our Spring Meeting this year. Jeff Binns recorded the scene.

HILL CLIMB CHAMPIONSHIP—Continued

out, Marsh reached the top in only 33.50 seconds (which proved to be f.t.d.) and once again his nearest challenger was the bearded Mr. Macklin in 33.90 — the only two drivers to break 34 seconds. The crowd loved John Macklin for he really threw the big Cooper Buick about, and his progress through left hand Kennel Bend really had to be seen to be appreciated. In contrast Tony Marsh never really seemed to be trying, but each time the little green car shot past you it was obvious that the cockpit was occupied by a true maestro who would be very difficult to beat.

In the battle of the "Peters" Boshier Jones beat Meldrum on the first class runs 37.00 to 37.88, the position being reversed on class run two — 34.22 to 34.56. On the first Championship run Meldrum retained his advantage with 35.02 despite a highly spectacular moment at Kennel Bend, with Boshier Jones at 35.06. John Macklin equalled "Bosh's" time with a highly polished Ian Swift hovering at 35.12 in his maroon Cooper Ford. Very dicey was the banking at the beginning of the "S" Bend on his first run. The first gasp from the crowd on the second Championship runs was for the 34.33 of Ian Swift. Peter Boshier Jones answered with a very smooth 34.21, and now the attention turned on Peter Meldrum. Extremely fast start, no messing about at Kennel this time, but a too fast approach to the "S" Bend and that was that, his first time had to stand. The question then was whether Macklin could better his fantastic class time, and despite trying very hard he was just that fraction slower than "Bosh" at 34.26. Gray Mickel was the only other points scorer at 35.93, followed by Bryan Brown (35.98), David Hepworth (36.45) and Tony Van Moyland (36.80).

Addressing the assembled crowd over the P.A. at the prize giving, Tony Marsh mentioned that his big

problem at Shelsley was keeping the wheels on the ground long enough to transmit the power on to the road. So bumpy was it that he had a job to keep his feet on the pedals, and his wrist watch moved through 180 degrees on his arm during one ascent!

Last week-end the circus descended once again upon Prescott to be greeted by still more rain. In the class runs the smaller racing cars ran before lunch whilst the track was greasy but drying and Boshier-Jones was fastest with 52.81 and Meldrum second with 53.91. Then came the lunch break and a miniature cloudburst so that Boshier-Jones time remained f.t.d.

Marsh broke a half shaft on final class run and so was unable to start in the Championship runs by which time the downpour had ceased, but with the road still greasy records were out of the question. Boshier-Jones could not quite repeat his earlier time but 53.28 was still good enough for 10 points with a very neat run by Swift only .05 behind in second place.

R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP — 1965

Positions at start of this Meeting

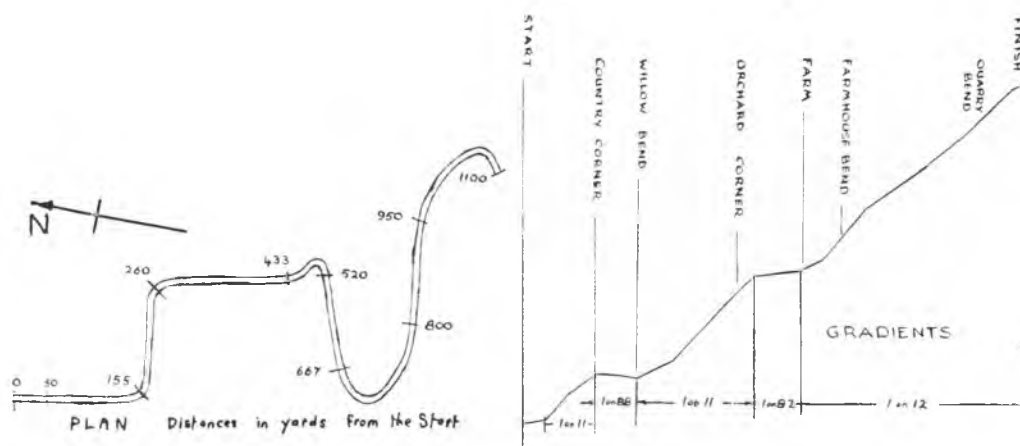
1.	A. E. Marsh (4.7 Marsh Oldsmobile)	83
2.	P. Boshier-Jones (1.2 Lotus Climax 22)	76
3.	P. H. Meldrum (1.5 Lotus 22 Ford)	69
4.	J. Macklin (3.5 Cooper Buick)	63
5.	A. B. Griffiths (2.5 B.R.M.)	57
6.	I. D. Swift (4.7 Cooper Ford)	34
7.	R. G. Mickel (2.5 Cooper Climax)	16
8.	B. W. Brown (1.5 Lotus 20 Ford)	16
9.	Miss P. Burt (2.0 Cooper Climax)	15
10.	M. J. Hawley (1.1 Cooper B.M.C.)	13
	R. Fielding (2.5 Lotus 21 Climax)	13
12.	W. C. Cuff (4.6 Cooper Daimler)	12
13.	A. H. Van Moyland (1.5 Lotus 21 Climax)	6
	A. D. Johnson (4.6 Forward Daimler)	6
15.	D. Hepworth (4.7 Cooper Chevrolet)	5
	D. R. Good (4.7 Lola 70 Ford)	5

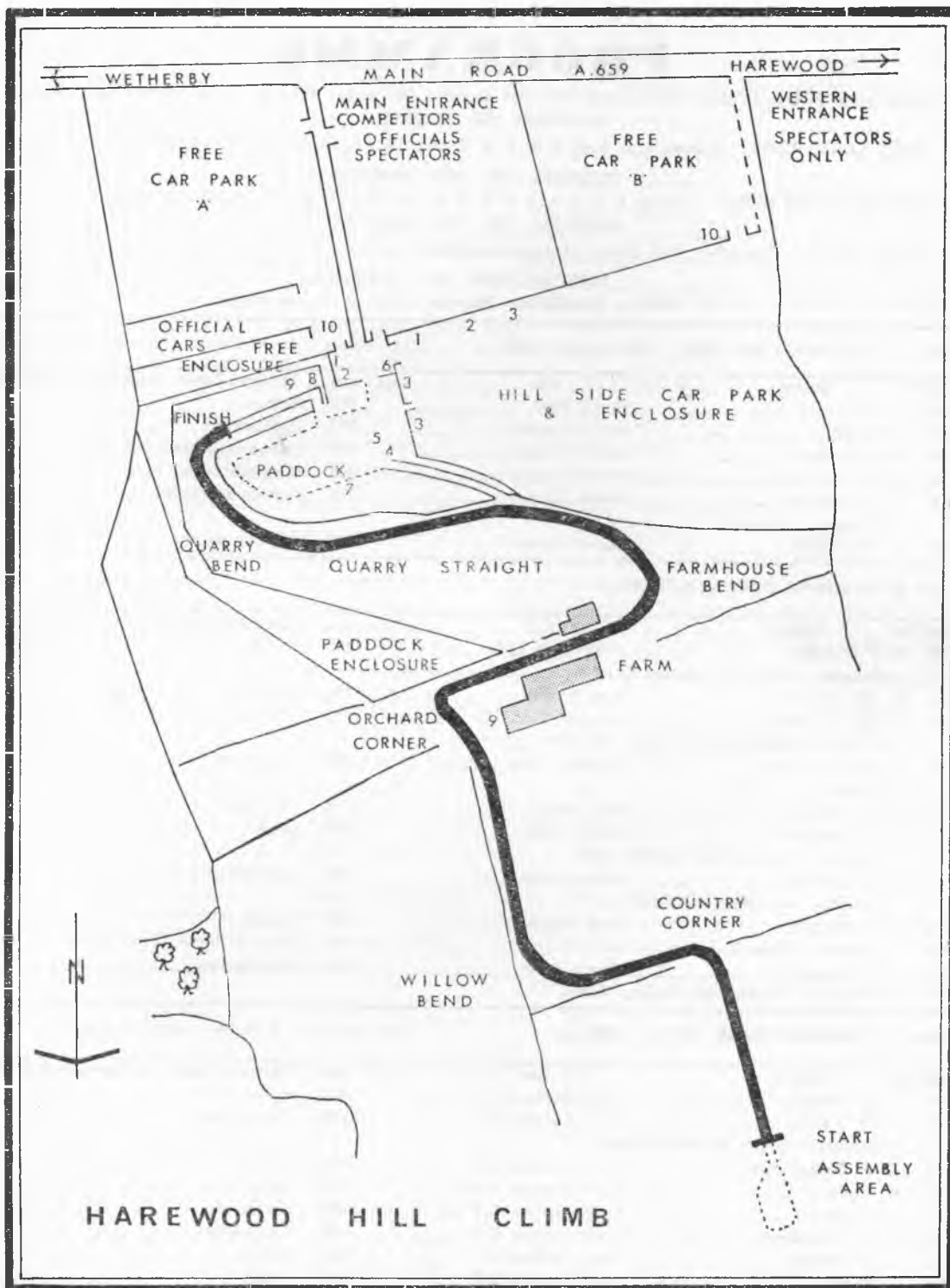


Arthur Bosomworth with the Cooper Daimler. Photograph by Jeffrey Binns.

HAREWOOD HILL CLIMB

GRADIENT PROFILE





1. Gent's Toilets; 2. Ladies' Toilets 3. Refreshments & Bars; 4. Score Board; 5. Paddock Marshal;
 6. Main Programme Sales; 7. Clerk of the Course, Secretary of the Meeting, Timekeepers; 8. Scrutineers;
 9. Ambulance & Breakdown; 10. Spectator Ticket Sales.

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, 10a, 10, 11, 12, 13, 14, 15, 16, 17 & 18.

INTERVAL OF TEN MINUTES

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

INTERVAL OF TEN MINUTES

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

PRESENTATION OF TROPHIES

★ After a Competition Number shows a reserve entry.

Class 1. TOURING CARS, B.M.C. Minis up to 1,000 c.c. Class Record: A. Staniforth (Morris Cooper) 54.218

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
140.★D.	A. Gould	Morris Mini		848	Bolton			
134.★I.	Harper	Morris Cooper		997	Scarborough			
1.	Miss V. Haw	Austin Cooper		998	Bishop Auckland			
2.	A. J. D. Wright	Morris Cooper		998	Middlesbrough			
3.	C. B. Pearson	Austin Cooper		998	Seamer, Scarboro'			
	Entrant: Stockhill Garage Ltd.							
4.	W. Stuttard	Austin Cooper		998	Cliviger, Burnley			

Class 2. TOURING CARS up to 1,200 c.c. Class Record: J. C. England (Morris 1100) 56.253

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
5.	S. J. Buckley	Volkswagen 1200	s/c	1192	ShIPLEY			
	Entrant: Dick Lane Garage Ltd.							
6.	K. M. Lupton	Ford Anglia	s/c	1198	Calverley			
7.	A. D. S. Martin	Vauxhall Viva G.T.		1057	Huddersfield			
	Entrant: Wellington Garage (Oldham) Ltd.							
8.	P. A. Snowden	Vauxhall Viva		1057	Harewood			
	Entrant: S. A. Barr							
9.	H. A. Haxton	Ford Anglia		1198	Harrogate			
10.	J. M. Radcliffe	Hillman Imp		875	Leeds			
	Entrant: Cox & Co. (Leeds) Ltd.							
11.	A. G. Brewer	Hillman Imp		875	Sunderland			
	Entrant: Northern Autoport Ltd.							
12.	S. A. Coulson	Ford Anglia		1198	Yeadon			
	Entrant: Team Crostune							
13.	J. C. England	Morris 1100		1098	Huddersfield			
	Entrant: Huddersfield Racing Team							

Class 3. TOURING CARS 1,201 to 2,000 c.c. Class Record: J. White (Ford Cortina G.T.) 55.809

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
14.	D. A. Pearson	Ford Cortina G.T.		1498	Hawthornth			
15.	J. F. Harris	Ford Cortina G.T.		1498	Chesterfield			
	Entrant: South Yorkshire Racing							
16.	G. F. Chippindale	Ford Cortina G.T.		1498	Rawdon			
17.	A. Forrest	Ford Cortina Super		1498	Low Moor			
18.	A. Sugden	Ford Cortina G.T.		1498	Doncaster			
19.	G. R. Monkman	Ford Cortina G.T.		1498	Collingham			
20.	G. H. Walker	Ford Cortina G.T.		1498	Skipton			
21.	J. White	Ford Cortina G.T.		1498	Huby			
22.	M. Bartram	Ford Cortina G.T.		1498	York			
23.	C. H. Wild	Ford Cortina G.T.	s/c	1498	Altrincham			

Class 4. TOURING CARS 2,001 c.c. and over

Class Record : J. D. Wood (Jaguar 3.8) 53.702

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
24.	D. H. M. Walker	Jaguar 3.8 Mk. 2		3781	Silkstone			
25.	D. L. Gray	Jaguar 3.8 Mk. 2		3781	Rotherham			
26.	P. R. Procter	Ford Falcon		4700	Bradford			
27.	I. R. Grassick	Jaguar 3.8 Mk. 2		3781	Bardsey			

Class 5. TOURING CARS — Special Series

Class Record : J. R. Kennerley (Lotus Cortina) 52.478

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
139.★	L. S. Stross	Morris Cooper S		1275	Leeds			
138.★	K. N. Lee	B.M.W. 1800 T.I.		1799	Scarcroft			
136.★	M. T. Marsden	Austin Cooper S		1275	Penistone			
28.	R. Callander	Ford Lotus Cortina		1558	Larbert			
29.	R. Soper	Austin Cooper S	s/c	1071	Leeds			
30.	A. Blenkin	Austin Cooper S		1275	Spennymoor			
31.	N. Porter	Morris Cooper S		999	Worcester			
32.	J. M. Wheatley	Austin Cooper S		1275	Methley			
Entrant : Ken Lee (Motors) Ltd.								

Class 6. "MARQUE Y" SPORTS CARS up to 1,300 c.c.

Class Record : R. D. Sutherland (A/H Sprite) 55.234

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
132.★	C. Lee	Austin Healey Sprite		997	Harrogate			
33.	Miss C. Johnstone	Austin Healey Sprite		1098	Collingham			
34.	J. Jagger	M.G. Midget		1098	Bradford			
35.	D. C. Welpton	Austin Healey Sprite		975	Hessle			
36.	G. S. Norris	M.G. Midget	s/c	997	Bardsey			
37.	D. G. Button	Austin Healey Sprite	s/c	998	Shadwell			
38.	T. Jones	Austin Healey Sprite		997	Cleckheaton			
Entrant : Team Crostune								
39.	R. D. Sutherland	Austin Healey Sprite		1098	Knaresborough			

Class 7. "MARQUE Y" SPORTS CARS 1,301 to 2,200 c.c.

Class Record : P. G. Lawson (M.G.B.) 53.009

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
135.★	M. C. P. Groombridge	Porsche 356A		1582	Sale, Cheshire			
133.★	J. Cockerill	M.G. B.		1798	Whitby			
131.★	D. S. Yeadon	M.G. B.		1798	Horsforth			
40.	G. B. Ellis	M.G. B.		1798	Huddersfield			
41.	P. R. Grimshawe	M.G. B.		1798	Bramhope			
Entrant : Petros Investments Ltd.								
42.	J. Hall	Porsche Super 90		1582	Bradford			
43.	W. S. Machell	Morgan Plus Four		1991	Blackpool			
44.	M. K. Oldham	Morgan Plus Four		1991	Scarcroft			
45.	A. D. Hunter	Morgan Plus Four		2138	Ilkley			
46.	M. F. Nickel-Lean	M.G. B.		1798	Huby			
47.	P. G. Lawson	M.G. B.		1798	Knaresborough			

Class 8. "MARQUE Y" SPORTS CARS 2,201 to 3,000 c.c. Class Record : C. G. Gray (A/H 3,000) 53.379

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
48.	R. G. M. Oddie	Austin Healey 3000		2912	Wakefield			
49.	J. Ashcroft	Austin Healey 3000		2912	Preston			
50.	J. M. Busfield	Austin Healey 3000		2912	Menston			

Class 9. "MARQUE Y" Sports Cars 3,001 c.c. and over. Class Record : E. D. Clark (Jaguar "E" Type) 51.556

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
51.	A. Mountain	Jaguar "E" Type		4235	York			
52.	B. R. Devine	Jaguar "E" Type		3781	Halifax			
53.	J. C. Thomson	Jaguar "E" Type		3781	Timble, Otley			
54.	D. P. Stead	Jaguar "E" Type		4235	Leeds			
55.	E. D. Clark	Jaguar "E" Type		4235	Scarcroft			

Class 10a. NON-STANDARD SALOON CARS Class Record : F. Greenwood (Austin Cooper S) 50.956

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
56.	G. Lynch	Austin Cooper		1132	Sheffield			
57.	H. E. Twaites	Hillman Imp		998	Dewsbury			
	Entrant : Woodkirk Garage Ltd.							
58.	P. A. Wright	Austin A.40		1498	Middlesbrough			
59.	A. W. Raylor	Ford Anglia 105E	s/c	1489	York			
	Entrant : York Motor Racing Team							
60.	F. P. Kaye	Austin Cooper S		1275	Mirfield			
	Entrant : F. Greenwood							

Class 10. SPORTS CARS up to 3,000 c.c. Class Record : J. A. Lepp (Lotus Elan) 48.772

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
61.	M. N. Sutherland	Turner G.T. Climax		1220	Middlesbrough			
62.	C. D. Stewart	Lotus Elan		1588	Great Ayton			
63.	G. H. Keylock	Lotus Elan		1596	Hay-on-Wye			
64.	H. R. Crowther	Austin Healey Sebring		2912	Slaithwaite			
65.	R. J. Tetley	Lotus Elan		1558	Wetherby			
66.	P. J. Smith	Speedwell G.T.2		1080	Thorpe, W'field,			
67.	G. Durham	Lotus Elan		1588	Yarm			
68.	J. A. Lepp	Lotus Elan		1598	Hale, Cheshire			

Class 11. SPORTS CARS 3,001 c.c. and over Class Record : E. P. Scragg (Jaguar Lightweight "E" Type) 49.107

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
69.	G. M. Dungworth	T.V.R. Griffith		4762	Grindleford			
70.	D. Hepworth	Austin Healey Chevrolet		4700	Huddersfield			
	Entrant : Hepworth Domestic Services Ltd.							
71.	A. J. Burton	T.V.R. Griffith		4700	Sicklinghall			

Class 12. CLUBMANS' SPORTS CARS up to 1,000 c.c. Class Record : H. Wilkinson (Lotus 7 B.M.C.) 49.952

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
72.	R. Hale	Lotus Seven B.M.C.		997	Summerbridge			
73.	I. F. Bracey	Fred U.2 Ford		997	Cobham, Surrey			
74.	W. J. Netherwood	Valkyrie B.M.C.		997	Denby Dale			
75.	A. A. May	Lotus Seven B.M.C.		998	Solihull			
76.	A. de Heveningham	Lotus Seven A B.M.C.		998	Coventry			
77.	F. T. Meakin	Lotus Seven Ford		997	Leeds			

Class 13. CLUBMANS' SPORTS CARS 1,001 to 1,500 c.c. Class Record : I. A. B. Harris (Lotus Super 7) 49.686

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
78.	R. Braithwaite	Lotus Super Seven Ford		1500	Christchurch, Hants			
79.	T. M. Mann	Mallock U.2 Ford		1475	Hexham			
80.	I. A. B. Harris	Mallock U.2 B.M.C.		1390	Barrhead			
81.	J. G. E. Clegg	Lotus Seven Ford		1500	Halifax			
82.	P. Jones	Terrier Mk. 2 Ford		1100	Sheffield			
83.	Miss J. Hutchinson	Terrier Mk. 2 Ford		1498	Newcastle-on-Tyne			
84.	T. M. Wood	Lotus Seven Ford		1498	Bradford			
85.	M. J. Smith	Mallock U.2 Ford		1340	Whalley			
86.	R. G. Cowley	Lotus Super Seven Ford		1498	Hull			

Class 14. SPORTS/RACING CARS up to 1,150 c.c. Class Record : D. Arnott (Lotus II) 52.160

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
87.	J. Croft	Lotus Eleven Climax		1098	Yeadon			
88.	D. K. Pegg	Lotus Eleven Climax		1098	Sheffield			
89.	P. Fattorini	Elva Mk. 6 Climax		1098	Ilkley			
90.	D. Arnott	Lotus Eleven Climax		1148	Sunderland			

Class 15. SPORTS/RACING CARS 1,151 to 2,500 c.c. Class Record : P. Westbury (Lotus 23 B.R.M.) 46.432

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
91.	K. H. Monkman	Lotus Mk. 8 Triumph		2138	Menston			
92.	J. M. McCartney	Emeryson Climax		1460	Horwich			
93.	J. R. Walton	Walton Bristol Mk. 2		1971	Sheffield			
94.	J. F. Barnes	Elva Mk. 7 Ford/Allard	s/c	1498	Selsley, Sussex			

Class 16. SPORTS/RACING CARS 2,501 c.c. and over. Class Record : E. P. Scragg (Lotus 19) 48.235

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
95.	M. Starbuck	Chrysler Special		5916	Sheffield			
96.	D. Hodgson	Jaguar "C" Type		3781	Pickering			
97.	G. F. Tatham	Lister Jaguar		3781	Malton			

Class 17. RACING CARS up to 1,150 c.c.

Class Record : M. E. Daghorn (Cooper J.A.P. Mk. 9) 47.220

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
137.★D.	G. Kirk	Cooper Norton		499	Doncaster			
98.	L. A. Stone	Cooper Mk. 7 Norton		499	Basingstoke			
99.	G. P. Stewart	Lola F. J. Ford		997	Larbert			
	Entrant : Scuderia Centro Scot							
100.	E. H. Appleyard	Lotus 18 Ford		997	Stanningley			
101.	P. de G. Wilkinson	Lotus 18 Ford		997	Barnsley			
	Entrant : Philkinson's Speed Team							
102.	R. J. Prest	Cooper Ford		997	Croxdale			
103.	A. C. Goodfellow	Lotus 18 Ford		1098	Falkirk			
104.	F. H. Crosby	Cooper F.J. Ford		998	Roundhay			
105.	G. Gartside	Lotus 20 Ford		998	Knaresborough			
106.	A. Staniforth	Garford Mk. 16 Ford		998	Horsforth			
107.	D. Adams	Terrapin Min		1098	Halesowen			
108.	D. R. Blankstone	Lotus 22 Ford		1098	Kidderminster			
109.	J. M. Forster	Brabham Ford		997	Shadwell			
110.	M. J. Hawley	Tojeiro F.J. Ford		1098	Solihull			
111.	J. Johnstone	Cooper F.J. B.M.C.		1098	Collingham			
112.	L. Hinchcliffe	Lotus 18 Ford		1098	Leeds			
	Entrant : Team Crostune							

Class 18. RACING CARS 1,151 c.c. and over.

Class Record : P. Westbury (Ferguson P.99 Climax) 44.454

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
113.	Mrs. A. Mickel	Cooper Climax		2462	Glasgow			
114.	E. Blackadder	Cooper Climax		1500	Falkirk			
114.	E. Blackadder	Cooper Daimler	s/c	2500	Ilkley			
116.	W. A. Robson	Cooper Chevrolet		4700	Darlington			
	Entrant : Team Leedspeed							
117.	T. R. Clapham	Lotus 22 Ford		1594	Keighley			
118.	A. H. van Moyland	Lotus 21 Climax		1498	Abergavenny			
	Entrant : A.V.M. Motors (Abergavenny) Ltd.							
119.	B. W. Brown	Lotus 22 Ford Dragon	s/c	1498	Pershore, Worcs.			
120.	J. T. Butterworth	Brabham B.T.14		1594	Haslingden			
121.	D. A. Johnson	Forward Daimler		4561	Solihull			
122.	D. A. Harrison	Cooper Buick		3524	Ilkley			
123.	D. Hepworth	Cooper Chevrolet		4700	Huddersfield			
	Entrant : Hepworth Domestic Services Ltd.							
124.	R. G. Mickel	Cooper Climax		2462	Glasgow			
125.	A. B. Griffiths	B.R.M.		2485	Sutton Coldfield			
126.	J. Macklin	Cooper Buick		3500	Christchurch, Hants			
127.	P. Boshier-Jones	Lotus 22 Climax	s/c	1220	Newport, Mon.			
128.	P. H. Meldrum	Lotus Allard Special	s/c	1540	Pinner, Middlesex			

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	c.c.	Best Class Time	Pos'n
11.	A. G. Brewer	Hillman Imp	—	875		
31.	N. Porter	Morris Cooper S	—	999		
70.	D. Hepworth*	Austin Healey Chevrolet	—	4700		
83.	Miss J. Hutchinson	Terrier Mk. 2 Ford	—	1498		
94.	J. F. Barnes	Elva Mk. 7 Ford/Allard	(S)	1498		
98.	L. A. Stone	Cooper Mk. 7 Norton	—	499		
102.	R. J. Prest	Lotus 18 Ford	—	1098		
107.	D. Adams	Lotus 22 Ford	—	1098		
108.	D. R. Blankstone	Brabham Ford	—	997		
110.	M. J. Hawley	Cooper F.J. B.M.C.	—	1098		
112.	L. Hinchcliffe	Lotus 20 Ford	—	1098		
113.	Mrs. A. Mickel	Cooper Climax	—	2462		
117.	T. R. Clapham	Lotus 22 Ford	—	1594		
118.	A. H. Van Moyland	Lotus 21 Climax	—	1498		
119.	B. W. Brown	Lotus 22 Ford Dragon	(S)	1498		
120.	J. T. Butterworth	Brabham B.T.14	—	1594		
121.	A. D. Johnson	Forward Daimler	—	4561		
123.	D. Hepworth*	Cooper Chevrolet	—	4700		
124.	R. G. Mickel	Cooper Climax	—	2462		
125.	A. B. Griffiths	B.R.M.	—	2485		
126.	J. Macklin	Cooper Buick	—	3500		
127.	P. Boshier-Jones	Lotus 22 Climax	(S)	1220		
128.	P. H. Meldrum	Lotus Allard Special	(S)	1540		

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 — 44.454 seconds.

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AUTOSPORT

EVERY FRIDAY

HAREWOOD RECORDS

Thirteen 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
13/9/64	†P. Westbury (Ferguson P.99)	44.454
4/4/65	P. H. Meldrum (Lotus Allard Spl.)	46.017
9/5/65	P. H. Meldrum (Lotus Allard Spl.)	46.500
20/6/65	P. H. Meldrum (Lotus Allard Spl.)	44.901
18/7/65	*M. J. Smith (Mallock U.2 Ford)	49.866

† 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; 9/5/65 — J. R. Kennerley (Lotus Cortina) 52.478.

"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) 53.36; 13/9/64 — R. D. Sutherland (Sprite) 55.234; 4/4/65 — A. M. Hunter (Morgan+4) 53.853; 20/6/65 — P. G. Lawson (M.G. B.) 53.009.

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; 13/9/64 — J. A. Lepp (Lotus Elan) 50.785; 4/4/65 —

J. A. Lepp (Lotus Elan) 50.178; 20/6/65 — J. A. Lepp (Lotus Elan) 48.772.

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; 13/9/64 P. Westbury (Lotus 23B B.R.M.) 46.432.

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; 13/9/64 P. Westbury (Ferguson P.99 Climax) 44.454.

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

Class		
1.	A. Staniforth (Morris Cooper)	13/9/64 54.218
2.	J. C. England (Morris 1100)	20/6/65 56.253
3.	J. White (Ford Cortina G.T.)	20/6/65 55.809
4.	J. D. Wood (Jaguar 3.8)	13/9/64 53.702
5.	J. R. Kennerley (Lotus Cortina)	9/5/65 52.478
6.	R. D. Sutherland (A/H Sprite)	13/9/64 55.234
7.	P. G. Lawson (M.G. B.)	20/6/65 53.009
8.	C. G. Gray (A/Healey 300)	24/5/64 53.379
9.	E. D. Clark (Jaguar "E" Type)	20/6/65 51.556
10.	J. A. Lepp (Lotus Elan)	20/6/65 48.772
10a.	F. Greenwood (Austin Cooper S)	20/6/65 50.956
11.	E. P. Scragg (Lightw't "E" Type)	13/9/64 49.107
12.	H. Wilkinson (Lotus 7a)	20/6/65 49.952
13.	I. A. B. Harris (Lotus Super 7)	13/9/64 49.686
14.	D. Arnett (Lotus II)	13/9/64 52.160
15.	P. Westbury (Lotus 23 B.R.M.)	13/9/64 46.432
16.	E. P. Scragg (Lotus 19)	4/4/65 48.235
17.	M. E. Daghorn (Cooper Jap Mk. X)	8/9/63 47.220
18.	P. Westbury (Ferg'n P.99 Climax)	13/9/64 44.454



Leslie Hinchcliffe (Lotus 20 Ford)

Photograph by Jeffrey Binns.



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AWARDS

The Awards to be won over the season are :-



"The Yorkshire Post" Trophy, will be awarded to the Competitor who makes the fastest time of the season at Harewood in 1965.

Fastest Time to date — 44.901 seconds recorded by P. H. Meldrum (Lotus Allard Special) on 20th June, 1965.

"The Total Trophy" and £25 will be awarded to the competitor driving a Touring Car in classes 1 to 5 who during the 1965 season makes the greatest time improvement in the records for these classes standing after the meeting on 4th April, 1965. These records were :-

Class 1. — A. Staniforth (Morris Cooper)	54.218
Class 2. — J. C. England (Morris 1100)	57.505
Class 3. — J. White (Ford Cortina GT)	56.280
Class 4. — J. D. Wood (Jaguar 3.8)	53.702
Class 5. — J. M. Wheatley (Morris Cooper S)	52.889

The greatest improvements recorded in these classes up to the start of today's meeting are :-

Class 1. — No improvement to date.

Class 2. — J. C. England (Morris 1100) 1.252
(New Record 56.253 20/6/65)

Class 3. — J. White (Cortina G.T.) 0.471
(New Record 55.809 20/6/65)

Class 4. — No improvement to date.

Class 5. — J. R. Kennerley (Lotus Cortina) 0.441
(New Record 52.478 9/5/65)

Thus the present leader in the competition is J. C. England (Morris 1100).

The Awards to be won today are :-

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 Yorkshire —

The "Jack Farrar" Trophy and Replica.

For the fastest time of the day — £60.

For the second fastest time of the day — £30.

For the third fastest time of the day — £20.

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

For the fastest time in each class — £10.

For the second fastest time in each class — £5.
(Subject to 7 entries in class)

For the third fastest time in each class — £3.
(Subject to 12 entries in class)

For the best performance of a Lady Competitor —
Ladies Award. Value £3.0.0.
(decided upon a percentage basis of Class f.t.d. and subject to three lady entrants or being in fastest 20% in class).

Where a Class is run without merging with three or less entries the First Class Award will be reduced to £5.0.0.

No entrant may win more than one cash award with one car. Competitors winning the three premier awards will receive these in place of their class awards and the runners up in these classes will receive the class 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.

PRESENTATION OF AWARDS

The trophies which have been won today will be presented to the victors outside the Control Bus in the paddock at the conclusion of the R.A.C. Championship Runs.

The "Yorkshire Post Trophy", the "Double Twelve" Trophy and the "Jack Farrar Trophy" will be presented by the Hon. Gerald Lascelles. The "Total" Trophy will be presented by Peter Procter.



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T. Pinder, M. Pinder, G. Still, J. M. Goodall,
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A collection of Mini moments captured by the camera of Viki Lincoln at our Spring meeting. In the upper picture Harry Ratcliffe cocks a wheel as he crosses the finish line whilst in the centre, Barry Newton demonstrates tyre deflection on Farmhouse Bend. At the bottom Nick Stead applies a correction for understeer around Orchard Corner.

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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 Y" 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 1,200 c.c.
 Class 3. — Touring Cars 1,201 to 2,000 c.c.
 Class 4. — Touring Cars 2,001 c.c. and over.
 Class 5. — Touring Cars — Special Series.

In classes 1—5 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", Lotus Cortina, B.M.W. 1800T.I., Alfa Romeo Giulia T.I. Super, Renault R.8 Gordini.

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 10 or 11 according to capacity.

"Marque Y" Sports Cars are sporting cars which are arbitrarily grouped into classes to give even competition.

Class 6. — "Marque Y" Sports Cars up to 1,300 c.c.
 Class 7. — "Marque Y" Sports Cars 1,301 to 2,200 c.c.
 Class 8. — "Marque Y" Sports Cars 2,201 to 3,000 c.c.
 Class 9. — "Marque Y" Sports Cars 3,000 c.c. & over.

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. Austin Healey 100/4, 100/6, 3000. Morgan Plus Four (Steel Body) 1991 c.c. 2138 c.c. Jaguar XK 120, 140, 150, 150S, E(3781 c.c.), E(4200 c.c.) Aston Martin D.B.2., 2/4, 4, 5. Porsche 60, 75, 90.

Eligibility for classes 6, 7, 8, & 9 will be as for classes 1—5 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 cars of basically sporting character which are primarily designed for road use and do not come into the "Marque Y" Sports category.

Class 10. — Sports Cars up to 3,000 c.c.
 Class 11. — Sports Cars 3,001 c.c. and over.

Sports Racing Cars are vehicles built within the framework of the International or National Sports Car Regulations with competition as their primary object.

Class 12. — Clubmans' Sports Cars up to 1,000 c.c.
 Class 13. — Clubmans' Sports Cars 1,001 to 1,500 c.c.
 Class 14. — Sports/Racing Cars up to 1,150 c.c.
 Class 15. — Sports/Racing Cars 1,151 to 2,500 c.c.
 Class 16. — Sports/Racing Cars 2,501 c.c. and over.

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

Class 17. Racing Cars up to 1150 c.c.
 Class 18. Racing Cars 1151 c.c. and over

In classes 17 & 18, twin rear wheels may be used and there are no restrictions on the type of fuel.

In classes 10—18 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—5 and 6—9 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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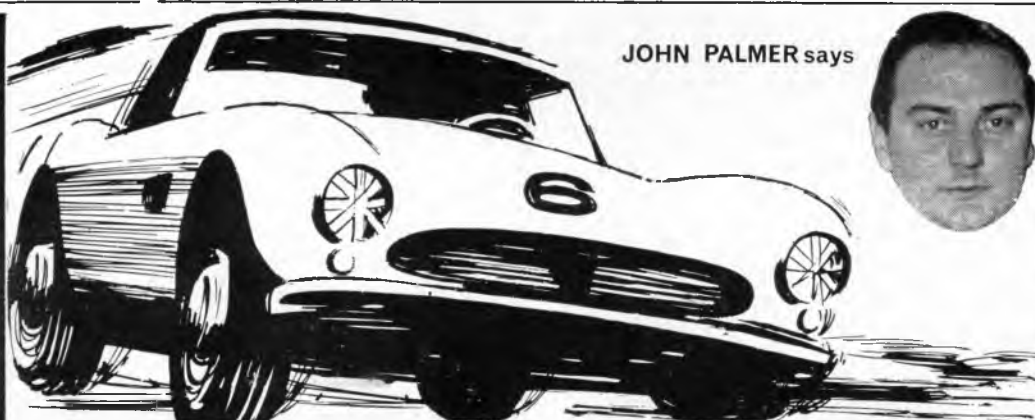
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ABOUT THE B.A.R.C.

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 1,450 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, c/o Smithson-

Mason Ltd., 4 South Parade, Leeds 1, or from the Main Programme Sales Tent in the Hill Side Enclosure.

The exact dates of our 1966 programme are yet to be confirmed, but the events to be run will include:-

March — Members' "Drag Sprint".
March — "The All Fool's Eve Rally".
April — Harewood Members' Hill Climb.
April — "The Sleuth's Mug" Treasure Hunt.
May — Harewood Spring National Hill Climb.
May — "The Scarborough Rally" (Driving Tests Event)
June — Harewood Members' Hill Climb.
June — "The E. A. Denny Sporting Rally".
July — Harewood Novices' Hill Climb.
July or September — Autocross.
August — Driving Tests.
September — National Championship Hill Climb.
September — "Stone Trough" Sporting Trial.
October — Scarborough National Hill Climb.
October — "Greenwood Cup" Production Car Trial.
December — Annual Dinner and Dance.

In addition to these week-end events we also run a monthly Club Night on the first Tuesday in each month and during eight months of the year, these include simple event of the Driving Test, Concours d' Elegance, Gymkhana or Treasure Hunt type.

During the Winter we run a series of Film Shows and other social events whilst our Social Committee run a Summer Dance, a Cricket Match, a Bowling Competition and other diversions. Members of the B.A.R.C. receive "The B.A.R.C. Gazette" bi-monthly from London whilst the Yorkshire Centre publishes its own monthly magazine.



Tommy Wood in his Lotus Seven. Photograph by Jeffrey Binns.

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Mainly Personal

The photograph at the bottom of this page typifies all that is best in Hill Climbing as a branch of motor sport. Even in its highest realms British Hill Climbing is still truly an amateur pastime which to its true devotees provides the maximum of atmosphere and enjoyment at a fraction of the cost involved in circuit racing.

Alan Staniforth is a journalist by profession and, in the past, was renowned for the results he achieved with his everyday working Mini Cooper by a combination of skilled hard graft in the garage almost every evening followed by highly determined driving of the day of the competition.

For all the pleasure and laurels to be won from competing with one's everyday motor, there must always be reservations in the mind of a driver sitting on the start line who remembers that the instrument of his sport has also to help earn his daily bread the next morning. Again, the expenditure of time and

effort on increasing the performance of a normal Mini to fantastic heights brings inevitably in its train a penalty in increased temperament and lack of flexibility in the traffic jam.

Realising this, Alan together with his friend Richard Blackmore set to work to create a vehicle especially for competition and at the cost of hundreds and hundreds of hours of thought and sweat eventually unveiled the highly ingenious "Terrapin Min" seen below. The basis is a light tubular space frame with a mini power unit bolted on to the back and pushing rather than pulling. Obviously any completely new venture of this sort leads to mistakes and incorrect guesstimates, but right from the start it was obvious that Alan was on to pretty good thing.

Through the season the "Terrapin" has been refined and improved. Alan's hard gained experience on making Minis motor faster has been applied to the power unit until

today, the little car is capable of putting up a highly creditable performance and providing its owner with a highly exhilarating form of sport, which, if the hours expended are discounted, as they must be in an amateur effort, stands its cheerful owner at less than the cost in material and loss of value of hotting up an everyday working motor.

This being our premier event of the season, interest naturally tends to focus on the visiting "stars" of the hill climb firmament drawn to Harewood in pursuit of elusive points in the Hill Climb Championship, or purely by the sense of occasion in taking part in a big event on what is, although still very new, rapidly gaining acceptance as one of the better hill climb courses in this country.

This year's championship being already cut and dried, the major struggle today rests with the next four contenders in the table, the

Continued on page 39



Alan Staniforth spent last Winter brewing up a very novel single-seater powered by a rear mounted Mini unit. Jeff Binns took this picture of the "Terrapin Min" on one of its first outings of the season at Castle Howard. Subsequent development has included the substitution of the hydraulic gear linkage with a mechanical system and the nakedness of the rear has been clothed.



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MAINLY PERSONAL—Continued
handsome characters pictured on this page. These four together provide a complete synopsis of the types of machinery used for the top level contests in hill climbing and, at the same time, all typify the amateur, yet dedicated approach to the sport.



Tony Griffiths

Peter Boshier-Jones a Motor Engineer from Newport, Mon. has never yet won the Championship, although his elder brother David was pre-eminent in 1958/9/60. Last year it did at one time look as though Peter's year had come when in a fantastic series of struggles with Peter Westbury in the very sophisticated four-wheel drive Ferguson he set up new records on no less than five hills and was only finally defeated in the very last run of the day at our meeting last September.



Peter Boshier-Jones



Ian Grassick ready to leave the start in the ex Jim Wood, class record holding, Jaguar 3.8. Photograph by Jeff Binns.

B.J.s always immaculate little Lotus 22 powered by a supercharged 1220 c.c. single cam Climax engine seems to have torque right up the range so that, despite its diminutive size it can compete on level terms with more powerful machinery. The same is true of the similar car owned and driven by the other Peter, Meldrum this time. His answer to the engine question is to use a 1500 c.c. Ford unit tuned for sprint running and again assisted in its aspiration by a dirty great Shorrock blower. Meldrum's entry into the first rank of hill climb

contenders really came in 1956 following a season gaining experience of this mount and a hard winter's graft on the motor. Harewood must surely be one of his favourite courses in that out of three appearances this year, he has walked away with top honours on every occasion and, had it not been for an unfortunate spilling of oil on the course, nothing was more inevitable than that a new hill record would have been established last June.

Continued on page 41



Peter Meldrum



John Macklin



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MAINLY PERSONAL—Continued



Derek Clark

Meldrum's achievement in this direction can best be measured when it is realised that no other driver has ever set up f.t.d. at our hill on more than one occasion whilst he has done it three times on the trot.

Certainly the battle between the two Peters will be worth watching, but the presence of John Macklin and Tony Griffiths must not be overlooked as either one could well



Gray Mickel

throw a spanner in the works. John Macklin is only paying his second visit to Harewood which, considering he has to trail all the way from Chichester, is not surprising. He was one of the first adherents to the formula used by our own David Harrison and David Hepworth of cramming a lot of light litres of American origin into a lightweight racing car. In recent events John, a very colourful character has been gaining favour with spectators by the sheer skill

and grim determination he displays in hurtling this hairy beastie up narrow, twisty courses.

By contrast, Tony Griffiths from Sutton Coldfield is quite a regular at Harewood and his delightful 2½ litre B.R.M. represents the classic answer to the hill climb transport problem.

Passing over the other visiting contenders, and with apologies for such summary dismissal, we must



Tommy Clapham

devote the remainder of this limited space to our regular "home team". This being our big meeting we will however remain with the racing classes where one or two changes of mount have to be recorded. Tommy Clapham from Keighley now has a Ford power unit in place of the Climax in his Lotus 22 whilst, to the great relief of the start line team "Bing" Crosby and Ernest Appleyard have deserted their motorcycle engined machines in favour of four cylinders



Jim Johnstone



Alan Staniforth

and self starters. At present both have 997 c.c. engines and their outing today will be mainly familiarisation but we gather that much labour is to be expended during the coming winter in stretching capacity and generally strengthening elastic.

David Hepworth and David Harrison will both be adding to their experience in their now well



"Bing" Crosby

sorted big-bangers whilst the usual battle for local honours in the smaller sections between that immaculate pair Leslie Hinchcliffe and Jim Johnstone can be expected with John Forster striving to put in his fillings.

Finally, much interest has been expressed in the new Garford which is to make its debut today in the hands of Geoff Gartside. Father Gordon has always had a highly ingenious approach to racing car design and rumour has it that this machine is well in the family tradition.



Nick Porter



Ken Lee



Peter Kaye



Peter Smith



Richard Sutherland



Mike Wheatley



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 Sports Photographers Rugby.



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