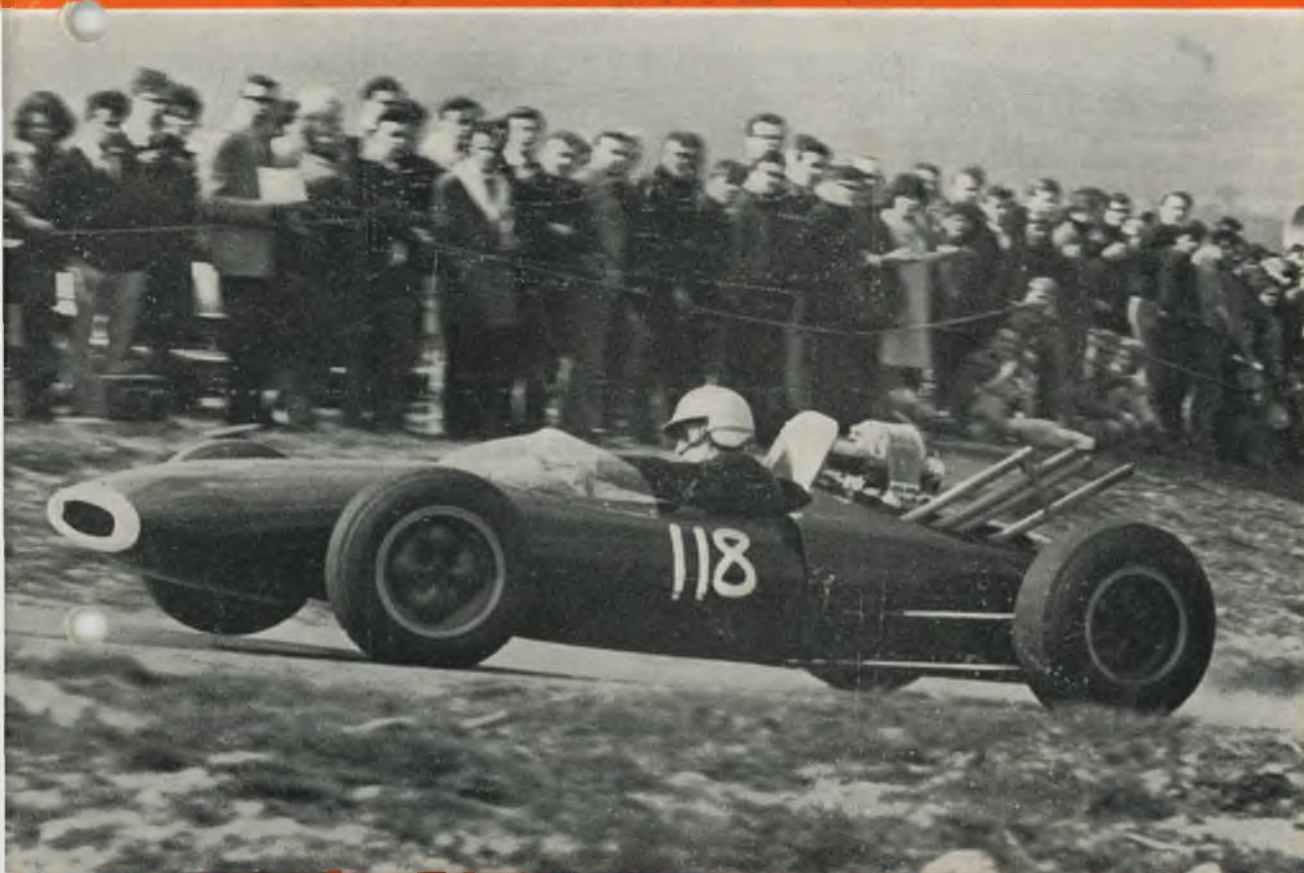




# HAREWOOD HILL CLIMB



OFFICIAL PROGRAMME 2/-

20 JUNE **65**



**Go TOTAL – the petrol that's super-refined to get all  
the performance out of your engine that the makers  
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Photograph by Jeffrey Binns.

**THE YORKSHIRE CENTRE OF  
The British Automobile Racing Club Ltd.**

**WELCOME YOU TO  
THE MONTAGUE BURTON TROPHY  
HAREWOOD HILL CLIMB**

R.A.C. PERMIT No. RS/1343

**SUNDAY. 20th JUNE. 1965**

COMMENCE 2-15 P.M.

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

by kind permission of Arnold Burton, Esq.

**WARNING TO THE PUBLIC**

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

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

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

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Countess of  
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# THE HILL CLIMB SCENE



Once again, a full and first class entry has been received for today's meeting with the few gaps caused by the absence of well known faces being filled with new names and unfamiliar motor cars. The result is a more even distribution of cars to classes than has previously been the case this year and some potentially very exciting struggles seem assured.

Top place must really go to what will obviously prove to be the battle for fastest time of day between Tony Marsh and Peter Meldrum with local contenders David Harrison and David Hepworth not far behind.

Last year Tony Marsh came along to the equivalent meeting with his diminutive Marsh Special propelled by a 2 litre Climax engine and, on first acquaintance with the hill, made a new course record of 45.157, knocking  $1\frac{1}{2}$  seconds off the time recorded by Peter Boshier-Jones at the first National meeting in September 1963.

When our Championship event was held last September Tony Marsh entered but unfortunately had to non-start owing to mechanical troubles. In his absence, both Peters, Boshier-Jones and Westbury, managed to improve upon Marsh's time the latter leaving the record at a resounding 44.545 with B.J. about a tenth of a second slower.

This season the two meetings already held have both seen yet another Peter, Meldrum this time, fighting with Boshier-Jones for top spot. Although both have gone very quickly, neither has yet equalled last season's best time. This probably springs from the course being rather slippery at both meetings, a situation we hope will not apply this afternoon.

Thus, today we have Peter Meldrum who comes from Pinner in Middlesex in the position of being poised

on a "Hat Trick" having made f.t.d. at these two meetings. Incidentally he is the first competitor ever to be fastest at more than one Harewood meeting, let alone at two consecutively. Against Meldrum is Marsh who, having stretched the engine room of his tiny car to take  $4\frac{1}{4}$  litre Buick motor is riding high in the Hill Climb world at the moment and will obviously be itching to add the Harewood record to his current list of honours.

The impending struggle looks even more interesting when taken into perspective with the Hill Climb Championship placings and performances of the two protagonists. Marsh gained maximum points at Loton Park, Prescott and Wiscombe whilst at Barbon he was defeated by both Boshier-Jones and Meldrum, the latter having been the fastest on the Class Runs and scoring f.t.d. as rain caused the Championship Runs to be slower. Rain plagued all the first four championship events and it was not until Shelsley Walsh last Sunday that an existing Hill record was broken when Tony Marsh won the Championship Class with Meldrum second.

Enough however of this concentration on visiting stars and congratulations to two local competitors who are both going very quickly indeed and who, before long, look set for outright wins at big meetings. David Harrison set the fashion locally for introducing a large American V.8 engine into a Formula Two racing car with his Cooper Buick which first appeared at the beginning of last season. This year he has got it motoring really well with several f.t.d.'s at smaller events under his belt. David Hepworth uses a Chevrolet engine in his Cooper and we would expect to see these two very close behind the leaders this afternoon.

# OFFICIALS OF THE MEETING

## STEWARDS OF THE MEETING

For the R.A.C. .... C. B. Law-Green  
For the B.A.R.C. .... F. Barlow, J. D. C. Collinge

## OFFICIALS

Clerk of the Course ..... M. S. Wilson  
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Chief Observer ..... A. J. Hodgetts  
Chief Medical Officer ..... Dr. S. F. Raistrick  
Chief Timekeeper ..... H. G. A. Mauldin  
Chief Scrutineer ..... S. H. Hanson  
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Chief Admission Marshal ..... B. W. Moss  
Secretary of the Meeting ..... Miss P. J. Steele  
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Timekeepers ..... Mrs. J. Mauldin, Miss S. Mauldin  
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Incident Observers ..... D. Easthope, J. E. Ison  
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A. C. Wilon, J. R. Hardcastle, E. A. Metcalf and  
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M. R. Winterburn, P. R. Gardner, B. A. T. Lennon,  
B. Hanson, R. W. A. North, A. G. Marra, R.  
Sagar, D. M. Garnett, R. M. Drake-Brockman,  
R. C. Leeson, B. Pearson, C. D. Grimwood,  
J. R. Wass, E. Hackin, G. S. Green, P. L. Newby,  
T. Pinder, M. Pinder, G. Still, J. M. Goodall,  
H. Boulton, J. S. Marshall, F. Holmes, J. Craven,  
T. M. Hartley, K. C. S. Good, J. M. M. Bennett,  
M. D. Watson, T. A. Smith, P. B. Townsend,  
D. Flintoft, R. Milner, T. E. Pickup, J. Prosser,  
A. V. Collins, D. Barraclough, J. R. Goodall,  
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*A collection of Mini moments captured by the camera of Viki Lincoln at our last 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.*



#### EMERGENCIES

With any form of sporting competition, there is always the risk that some emergency will arise which results in personal injury. Whilst we do all in our power to make the course as safe as possible we must not lose sight of what could happen and, as a result, emergency medical arrangements are organised for these meetings.

The first line of defence is with the unpaid volunteers of The St. John Ambulance Brigade who not only come along to provide trained personnel up and down the course, but also supply the two Ambulance vehicles which are always in attendance.

First Aid is of course not sufficient for full safety without the services of skilled medical practitioners and here we are very fortunate indeed in being able to call upon the services of a small band of motoring enthusiasts who come to our meetings to act as Medical Officers willingly sacrificing the very limited amount of leisure their profession allows.

Without these medical arrangements, the Hill Climbs would not be possible and our sincere thanks go out to everyone concerned. At our R.A.C. Hill Climb Championship event in September, the St. John Ambulance Brigade will be holding a collection which we hope everyone will support.

## CROFT AUTODROME

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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/1343.

## 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 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 noon 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.

## FORTHCOMING EVENTS

In addition to to-day's Meeting, the events to be held at Stockton Farm this season are :-

Sunday 18th July 1965 ..... Novices' Hill Climb

Commence 2-15 p.m. — Practice from 9-45 a.m.

Sunday 12th September 1965 ..... National Hill Climb

(Incorporating the R.A.C. British Hill Climb Champ.)

Commence 1-00 p.m. — Practice Sat. afternoon.

Season Tickets and pre-bookings for individual dates are available at considerable reductions. Booking forms can be obtained from the B.A.R.C. Membership Tent in the Hill Side Enclosure or from B.A.R.C. Harewood Hill Climb Booking Office, Kings Mill, Tong Road, Leeds 12.

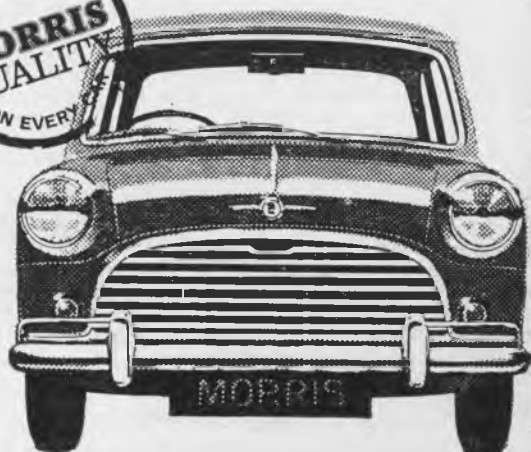
## WHEN DEPARTING

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.

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# AWARDS

The Awards to be won over the season are :-



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

Fastest Time to date — 46.017 seconds recorded by P. H. Meldrum (Lotus Allard Special) on 4th April 65.

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 improvement to date is 0.739 recorded by J. C. England driving a Morris 1100 who set a new record of 56.768 seconds on Sunday, 9th May, 1965.

The Awards to be won today are :-

For the fastest time of the day —  
Special Award. Value £10.

For the fastest time in each class —  
1st Class Award. Value £6.  
(Subject to 4 entries in class, otherwise value reduced to £4).

For the second fastest in each class —  
2nd Class Award. Value £4.  
(Subject to 7 entries in class)

For the third fastest time in each class —  
3rd Class Award. Value £2.  
(Subject to 12 entries in class)

For the best performance by a Lady Competitor —  
Ladies Award. Value £3.  
(decided upon a percentage basis of Class f.t.d. and subject to three lady entrants or being in fastest 20% in class).

In addition to the main Hill Climb awards there is a supplementary competition for the magnificent "Montague Burton Trophy" which will be run off at the conclusion of the meeting. Full details of this competition are given on page 18. The awards for this extra competition are :-

For the greatest improvement on previous best time —  
The Montague Burton Trophy & £10.0.0d.

For the 2nd greatest improvement ..... £5.0.0d.

For the 3rd greatest improvement ..... £3.0.0d.



The "Montague Burton Trophy" which will be presented to the winner by the Timekeepers Bus at the end of the meeting was originally awarded in 1956 for the fastest time of the season in sprint meetings which the B.A.R.C. organised at the Hudson Road factory of Messrs. Burton. Today will be the second time it has been competed for at Harewood.

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# HAREWOOD RECORDS

Eleven meetings have no 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

† 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.

## 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.

## 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)	9/5/65	56.768
3.	J. White (Ford Cortina G.T.)	9/5/65	55.891
4.	J. D. Wood (Jaguar 3.8)	13/9/64	53.702
5.	J. R. Kennerley (Lotus Cortina)	4/4/65	52.478
6.	R. D. Sutherland (A/H Sprite)	13/9/64	55.234
7.	A. M. Hunter (Morgan+4)	4/4/65	53.853
8.	C. G. Gray (A/Healey 300)	24/5/64	53.379
9.	E. P. Scragg (Jaguar "E" Type)	4/4/65	52.011
10.	J. A. Lepp (Lotus Elan)	4/4/65	50.178
10a	A. Blenkin (Austin Cooper S)	9/5/65	53.499
11.	E. P. Scragg (Lightw't "E" Type)	13/9/64	49.107
12.	P. J. Finney (Beacon U.2)	8/9/63	50.000
13.	I. A. B. Harris (Lotus Super 7)	13/9/64	49.686
14.	D. Arnott (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



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.

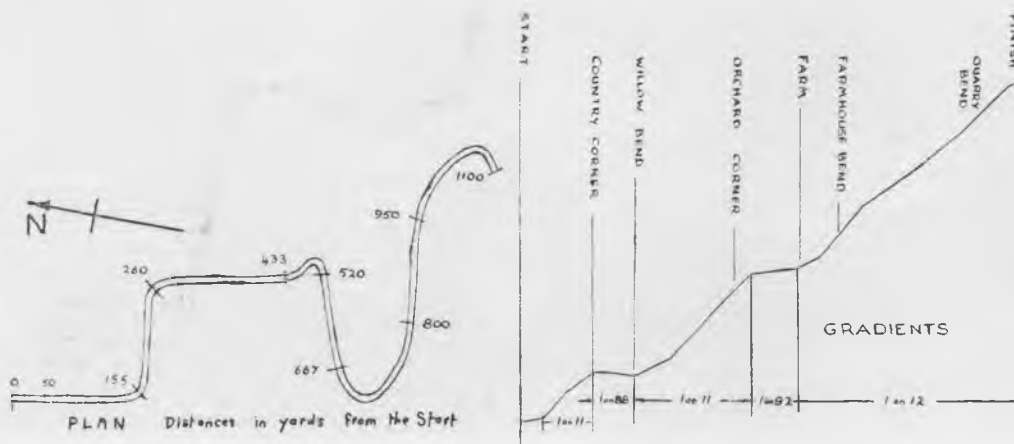


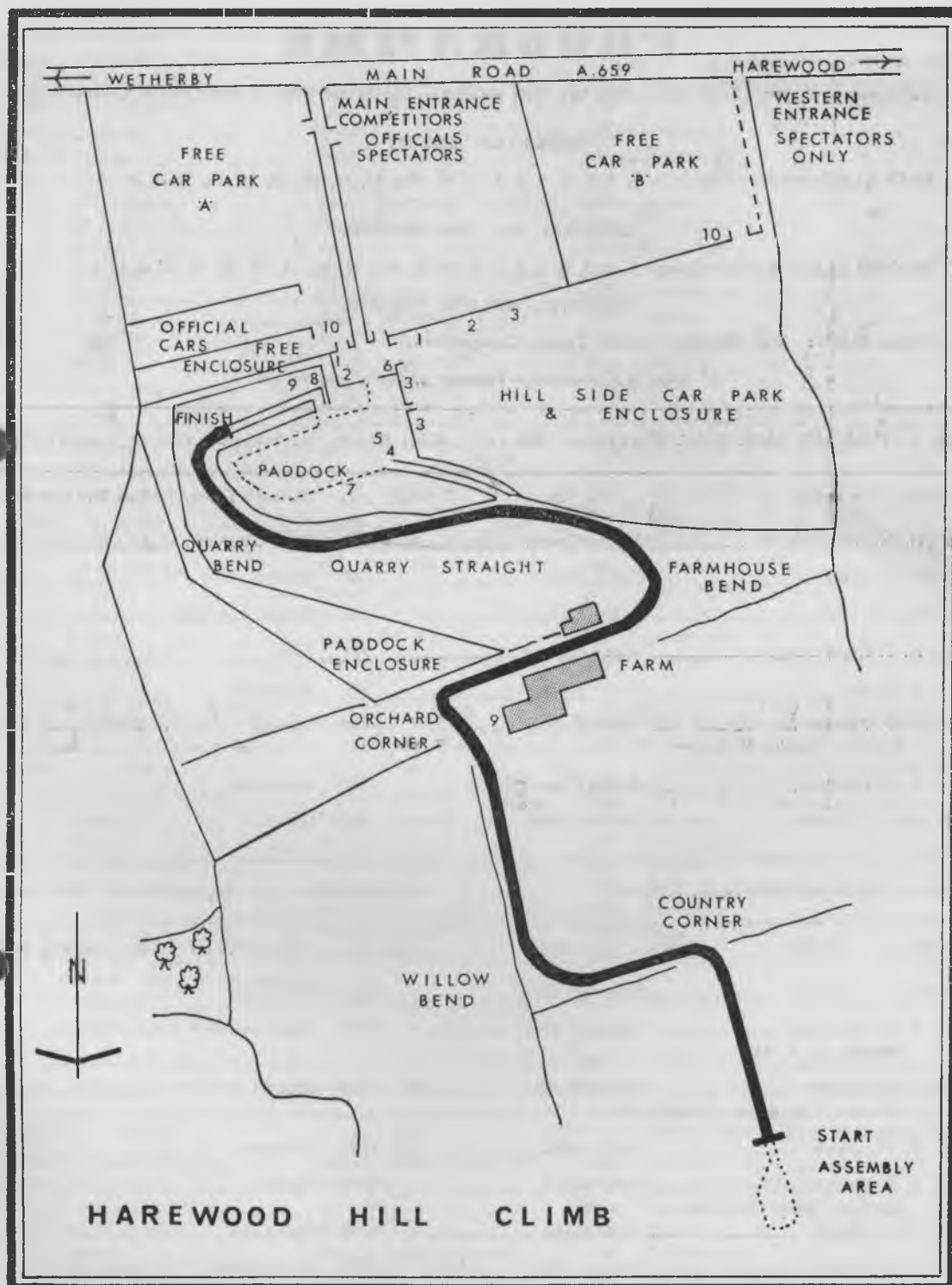


*Tony Evangelisti is a Dentist in Falkirk who finds relaxation by belting up hills in his Elva Junior. Viki Lincoln took this picture at our last meeting on Willow Bend.*

# 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 2-15 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, 10a, 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, 10, 10a, 11, 12, 13, 14, 15, 16, 17 & 18.

## INTERVAL OF FIVE MINUTES

**FINAL RUNS:** The Montague Burton Trophy Competition.

★ 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) 54.2

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
131.★	H. M. Waddingham	Austin Cooper		998	Hale, Cheshire			
122.★	D. A. Gould	Morris Mini		848	Bolton			
121.★	Miss V. Haw	Austin Cooper		998	Bishop Auckland			
1.	A. T. Sironi	Austin Cooper		997	York			
2.	P. Stokoe	Morris Cooper		997	Wakefield			
3.	C. B. Pearson	Morris Cooper		997	Seamer			
	Entrant: Stockhill Garage Ltd.							
4.	S. H. Newton	Austin Cooper		997	Hunmanby			
5.	Miss P. Coulton	Austin Cooper		998	Leyland			

**Class 2. TOURING CARS up to 1,200 c.c.**

Class Record: J. C. England (Morris 1100) 56.768

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
123.★	A. D. S. Martin	Vauxhall Viva		1057	Netherton			
6.	P. A. Snowden	Vauxhall Viva		1057	Dunkeswick			
	Entrant: S. A. Barr							
7.	J. M. Radcliffe	Hillman Imp		875	Leeds			
	Entrant: Cox & Co. (Leeds) Ltd.							
8.	K. M. Lupton	Ford Anglia	s/c	1198	Calverley			
9.	S. A. Coulson	Ford Anglia		1198	Yeadon			
	Entrant: Team Crostune							
10.	H. A. Haxton	Ford Anglia		1198	Harrogate			
11.	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) 55.891

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
126.★	J. M. Hunt	Riley 1.5	s/c	1498	Bramhope			
125.★	J. A. Sugden	Ford Cortina G.T.		1498	Doncaster			
124.★	J. F. Harris	Ford Cortina G.T.		1498	Chesterfield			
12.	M. M. Rogerson	Ford Cortina G.T.		1498	Leeds			
13.	D. W. Geyer	Ford Cortina G.T.		1498	Doncaster			
14.	A. Forrest	Ford Cortina Super		1498	Low Moor			
15.	G. R. Monkman	Ford Cortina G.T.		1498	Collingham			
16.	C. H. Wild	Ford Cortina G.T.		1498	Altrincham			
17.	G. H. Walker	Ford Cortina G.T.		1498	Skipton			
18.	I. Broadbent	Ford Cortina G.T.		1498	Wibsey			
19.	M. Bartram	Ford Cortina G.T.	s/c	1498	York			
20.	J. White	Ford Cortina G.T.		1498	Huby			

**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
127.★	M. J. M. Walker	Jaguar 3.8 Mk. 11		3781	Cawthorne			
21.	G. M. Campbell	Mercedes Benz 230SL		2306	Nottingham			
22.	D. H. M. Walker	Jaguar 3.8 Mk. 11		3781	Silkstone			
23.	D. L. Gray	Jaguar 3.8 Mk. 11		3781	Rotherham			
24.	K. J. Oldham	Jaguar 3.8 Mk. 11		3781	Scarcroft			
25.	L. S. Stross	Jaguar 3.8 Mk. 11		3781	Alwoodley			
26.	I. R. Grassick	Jaguar 3.8 Mk. 11		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
27.	Flt. Lt. R. J. B. Leedal	Austin Cooper S		1071	Aberford			
28.	E. Green	Morris Cooper S		1275	Retford			
29.	A. Blenkin	Austin Cooper S		1275	Spennymoor			
30.	T. H. Warburton	Austin Cooper S		1292	Bolton			
31.	A. N. Umpleby	Morris Cooper S		1275	Cross Gates			
32.	C. M. Burgess	Ford Lotus Cortina		1558	Barnsley			
33.	K. M. Overend	Austin Cooper S		1330	Leeds			
34.	K. N. Lee	Austin Cooper S		1275	Scarcroft			
Entrant : Ken Lee (Motors) Ltd.								
35.	W. Stuttard	Austin Cooper S		1330	Burnley			
Entrant : Rally Speed								

**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
129.★	M. J. Walker	Austin Healey Sprite 111		1098	Ingleton			
128.★	M. R. Simmons	M.G. Midget 1		948	Knaresborough			
36.	J. M. Merrills	M.G. Midget 11		1098	Retford			
37.	G. K. A. Carter	M.G. Midget 11		1098	Elland			
38.	T. Jones	Austin Healey Sprite 11		997	Cleckheaton			
39.	G. W. R. Smith	M.G. Midget 11		1098	Thorpe, W'field			
40.	C. Lee	Austin Healey Sprite 1		997	Harrogate			

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

Class Record : A. M. Hunter (Morgan + 4) 53.853

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
134.★A.	M. Hunter	Morgan Plus 4		2138	Ilkley			
130.★R.	A. Flood	M.G. B.		1798	Rotherham			
41.	B. T. Hammond	Sunbeam Alpine		1597	Leeds 16			
42.	M. Kempley	M.G. B.		1782	Horsforth			
43.	G. E. Whittingham	M.G. B.		1798	North Shield			
Entrant : T. R. Whittingham								
44.	R. Baldwin	M.G. B.		1798	Burnley			
45.	W. S. Machell	Morgan Plus 4		1991	Blackpool			
46.	D. D. Perkins	Morgan Plus 4	s/c	2138	Shadwell			
47.	D. S. Yeadon	M.G. B.		1798	Horsforth			
48.	B. Newton	M.G. A.		1588	Hunmanby			
49.	P. G. Lawson	M.G. B.		1798	Knaresborough			
50.	J. Hall	Porsche Super 90		1582	Bradford			

**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
51.	A. V. Walker	Austin Healey 3000		2912	Ingleton			
52.	H. J. Stubbs	Austin Healey 3000		2912	Huby			
53.	J. G. Potter	Austin Healey 3000		2912	Sheffield 10			
54.	M. P. Attenborough	Austin Healey 3000		2985	Bessacarr			
Entrant : South Yorkshire Racing								
55.	J. M. Busfield	Austin Healey 3000		2962	Menston			
56.	J. R. Ashcroft	Austin Healey 3000		2912	Preston			

**Class 9. "MARQUE Y" Sports Cars 3,001 c.c. and over.**

Class Record : E. P. Scragg (Jaguar "E" Type) 52.011

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
57.	D. R. Ibrahim	Jaguar XK 150		3442	Sheffield 10			
58.	A. Mountain	Jaguar "E" Type		4200	York			
59.	D. Burke	Jaguar "E" Type		4200	Burnley			
60.	E. D. Clark	Jaguar "E" Type		4200	Scarcroft			
61.	B. R. Devine	Jaguar "E" Type		3781	Northowram			
62.	J. F. Thompson	Jaguar "E" Type		3781	Timble			

**Class 10a. NON-STANDARD TOURING CARS up to 3,000 c.c. Class Record : A. Blenkin (Austin Cooper S) 53.499**

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
63.	Miss J. E. Shaw	Ford Anglia		1498	Sheffield 7			
64.	M. R. Hawkesworth	Falcon 515 G.T.		1798	Birmingham 15			
Entrant : Ecurie Wild Goose								
65.	R. G. Gartside	Riley 1.5		1622	Roundhay			
66.	W. J. Netherwood	Gilbern G.T.		1798	Denby Dale			
67.	F. Greenwood	Austin Cooper S		1294	Almondbury			
68.	R. G. Rowland	Ford Anglia 105E		1498	York			



**Class 10. SPORTS CARS up to 3,000 c.c.**

Class Record : J. A. Lepp (Lotus Elan) 50.178

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
69.	D. Heelas	Daimler SP250		2500	Stockport			
70.	P. O. de Roeck	Marcos G.T.		1650	Wickersley			
71.	R. J. Tetley	Lotus Elan		2000	Wetherby			
72.	J. S. Nickell-Lean	A.C. Ace Bristol		1971	Huby			
73.	J. A. Lepp	Lotus Elan		1598	Hale, Cheshire			
74.	P. J. Smith	Speedwell G.T.2		1080	Thorpe, W'field			
75.	R. D. Sutherland	Austin Healey Sprite		1340	Knaresborough			

**Class 11. SPORTS CARS 3,001 c.c. and over.**

Class Record : E. P. Scragg (Jaguar "E" Type) 49.107

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
72.★	M. Gregory	Jaguar XK120		3442	Unstone			
76.	J. E. Barraclough	Bentley 3/4½ Litre		4442	Mirfield			
77.	F. A. Sowden	Bentley 8 Litre		8425	Bingley			
78.	W. B. Cope	Triumph/Jaguar		3485	Salford 7			
79.	W. B. Starling	Aston/Martin D.B.2		3442	Ruswarp			
80.	G. M. Dungworth	T.V.R. Griffith		4761	Grindleford			
81.	K. C. Aitchison	T.V.R. Griffith		4761	Sicklinghall			
Entrant : A. J. Burton								

**Class 12. CLUBMANS' SPORTS CARS up to 1,000 c.c.**

Class Record : P. J. Finney (Beacon U.2) 50.000

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
135.★	A. V. P. de Heveningham	Lotus Seven A B.M.C.		1000	Coventry			
82.	S. P. Rowstron	Mallock U.2 Ford		997	Sunderland			
83.	M. J. Smith	Mallock U.2 Ford		997	Whalley			
84.	P. J. M. Baines	Spartak IV Ford		997	Dringhouses			
85.	R. Hardy-Birt	Lotus Seven Ford		997	Burton-in-L'dale			
86.	D. M. Dixon	Terrier Mk. 11 Ford		997	Hull			
87.	R. Hale	Lotus Seven B.M.C.		998	Summerbridge			
88.	F. T. Meakin	Lotus Seven Ford		997	Leeds 8			
89.	H. Wilkinson	Lotus Seven A B.M.C.		997	Huddersfield			
Entrant : Huddersfield Racing Team								

**Class 13. CLUBMANS' SPORTS CARS 1,001 to 1,500 c.c.**

Class Record : I. A. B. Harris (Lotus Seven) 49.686

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
133.★	R. B. Trenholme	Iota 2 B Ford		1492	Scarborough			
Entrant : Scarborough Racing Partnership								
90.	P. Edmondson	Merlyn 4 T Ford		1498	Burton-in-L'dale			
91.	Miss J. Hutchinson	Terrier Mk. 11 Ford		1498	N'castle-on-Tyne			
92.	R. G. Cowley	Lotus Super Seven Ford		1498	Hull			
93.	T. M. Wood	Lotus Seven Ford		1198	Bradford 4			
94.	P. Jones	Terrier Mk. 11 Ford		1098	Sheffield 11			

Class 14. SPORTS/RACING CARS up to 1,150 c.c.

Class Record : D. Arnott (Lotus II) 52.160

Merged with

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.	R. G. M. Oddie	Lotus Seven Climax		1098	Wakefield			
96.	G. F. Tatham	Lister Jaguar		3781	Malton			
97.	T. B. Gibson	Jaguar XK 120 C		3781	Pickering			

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
98.	J. M. McCartney	Emeryson Climax		1460	Horwich			
99.	J. R. Walton	Walton Bristol Mk. 11		1971	Sheffield 7			
100.	K. H. Monkman	Lotus Eight Triumph		2138	Menston			
101.	J. Croft	Lotus Eleven Climax		1198	Guiseley			
102.	B. Joell	Lotus 23 B Ford		1594	Sheffield			

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

Class Record : M. E. Daghorn (Cooper Jap Mk. X) 47.220

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
103.	C. R. Baker	F.M. Special Norton		500	Sheffield 8			
104.	P. F. Geale	Cooper Norton Mk. 10		499	Kingston Hill, Sur			
105.	E. H. Appleyard	Cooper J.A.P.		1098	Stanningley			
106.	I. A. R. Kearle	Elva Junior B.M.C.		992	Finningley			
107.	G. W. Richardson	Elva Junior B.M.C.		998	Swillington Com.			
108.	P. de G. Wilkinson	Cooper Junior Ford		997	Stairfoot, Barnsly			
109.	R. J. Prest	Lotus Eighteen Ford		1098	Croxdale			
110.	I. D. MacAlister	Lotus Eighteen Cosworth		997	Edinburgh 12			
111.	J. M. Forster	Tojeiro Junior Holbay		1098	Leeds 14			
112.	F. H. Crosby	Cooper Mk. 7 J.A.P.	s/c	1098	Roundhay			
113.	J. Johnstone	Lotus Eighteen Ford		1098	Collingham			
114.	L. Hinchcliffe	Lotus Twenty Ford		1098	Leeds 16			
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
115.	A. J. Bosomworth	Cooper F.2 Daimler	s/c	2500	Ilkley			
116.	D. Hepworth	Cooper Chevrolet		4700	Huddersfield			
Entrant : Hepworth Domestic Services Ltd.								
117.	J. T. Butterworth	Brabham B.T.14 Ford		1594	Haslingden			
118.	D. A. Harrison	Cooper Buick		3524	Ilkley			
119.	A. E. Marsh	Marsh Special Buick		4250	Petersfield			
120.	P. H. Meldrum	Lotus Allard Special	s/c	1540	Pinner, Middx.			
Entrant : Pinner Racing								

# THE MONTAGUE BURTON TROPHY COMPETITION

This supplementary competition will be run off at the conclusion of the two timed runs for all competitors and will be open to the four competitors who have made the fastest times in each of the five major categories, irrespective of class, i.e. the fastest four Touring Cars, "Marque" Sports Cars, Sports Cars, Sports/Racing Cars and Racing Cars. The names of the four drivers eligible in each category will be given out as each category finishes their second timed runs and can be entered in the spaces below.

At the conclusion of the main part of the meeting, the twenty cars eligible will make their way to the start and have one further ascent in numerical order. The **New Time** recorded on this run will be compared with the **Best Time** set up on the previous two runs and the actual **Improvement** in seconds and decimals calculated by subtraction. The competitor with the greatest improvement will be the winner of "The Montague Burton Trophy" for 12 months.

Times recorded in this competition will not affect the awards based upon the earlier two timed runs with the exception that records can be broken and if the fastest time recorded exceeds the fastest time of the day, this will count towards "The Yorkshire Post" Trophy for the fastest time of the season. In addition, times in Classes 1—5 will count towards "The Total Trophy".

## TOURING CARS (Classes 1—5)

No.	Name	Car	Best Time	New Time	Improvement	Pos'n
1.						
2.						
3.						
4.						

## "MARQUE Y" SPORTS CARS (Classes 6—9)

No.	Name	Car	Best Time	New Time	Improvement	Pos'n
1.						
2.						
3.						
4.						

## SPORTS CARS (Classes 10a, 10 & 11)

No.	Name	Car	Best Time	New Time	Improvement	Pos'n
1.						
2.						
3.						
4.						

## SPORTS/RACING CARS (Classes 12—16)

No.	Name	Car	Best Time	New Time	Improvement	Pos'n
1.						
2.						
3.						
4.						

## RACING CARS (Classes 17 & 18)

No.	Name	Car	Best Time	New Time	Improvement	Pos'n
1.						
2.						
3.						
4.						

Results

Improvement

1st .....  
2nd .....  
3rd .....

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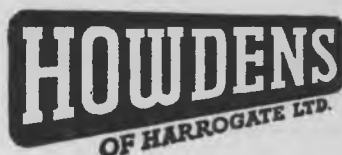
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# BEHIND THE SCENES

*Many spectators must have wondered about the exact duties of the many officials who litter the country at these hill climbs. To enable you to get some idea of the scope and responsibilities of the various duties we are reprinting below some extracts from the Instructions to Officials issued in connection with today's meeting and we hope these will prove interesting.*



## ALL OFFICIALS

1. **DO** read your instructions carefully **BEFORE** arriving at the Course and if there are any matters which you are not clear to you, take the earliest opportunity to obtain clarification, either from the Hon. Comp. Secretary, The Chief Marshal, The Clerk of the Course or The Secretary of the Meeting. The telephone numbers of these officials are normally given in all lists of duties for events.

2. **DO** remember that Motor Racing is Dangerous and officials are sometimes exposed to risk. By accepting the duties allotted by the Club, the official is deemed to be aware of, and to accept, any risk thereby involved and to waive all right of claim against the Club and/or any concerns or persons associated with the Club in the promotion of the Speed Event.

3. The Club as promoters effect Personal Accident Insurances on behalf of their appointed officials, the terms of such insurance being available on request to the Hon. Secretary — H. C. Mason, Messrs. Smithson Mason Ltd., 4. South Parade, Leeds 1. Any official desiring to effect any additional Personal Accident insurance at B.A.R.C. meetings should communicate with his own insurance company.

4. **DO** make certain that if for any reason you are unable to perform the duties allotted to you, or if unavoidably you are unable to arrive at the required time, you give the earliest possible warning to the organisers.

It may not be sufficiently appreciated what great difficulties arise when officials fail to arrive at the specified time or fail to arrive at all without prior warning. Seldom can the organisers obtain a suitable replacement at only a few hours notice.

5. **DO** ensure that you report your arrival at the course at the time and place notified in your instructions and "Sign On". (If you do not "Sign On" the Insurance mentioned in para 3 above is not valid). When arriving at your place of duty always report immediately to the Observer, or other official, to whom you are responsible.

6. **DO** wear your armband throughout the meeting — it identifies you from spectators and competitors.

7. **DO** bring with you suitable clothing and all appropriate body comforts. Very often your duty will require you to remain at your post for many hours with no opportunity of returning to the Paddock Area for revictualling.

8. **DO NOT** bring with you a Camera or a Dog.

9. **DO NOT** stand with your back to oncoming cars when your duty takes you near the course.

10. **DO** remember that, if your duties take you out on the course, the Observer in charge of each Sector is the Senior Official in the Sector. His instructions must always be followed implicitly and any matters requiring action or decision by an Official must be referred to the Observer should there be any doubt in the mind of that official as to the proper course to follow.

11. **DO** remember that if, unfortunately, there should be an accident, the Observer in the sector will take charge, but the first person to arrive at the scene of the accident should ensure that the ignition is switched off. If the driver is apparently injured, he should (except in the case of extreme urgency) not be moved or be permitted to move about himself until a Medical Officer has arrived.

12. **DO** always be polite and courteous towards all persons with whom you have to deal so that it can never be said that Officials are officious. If anybody proves to be unduly difficult (whether he be Competitor, Club Member or member of the public) endeavour to obtain his name (and address in the case of a member of the public) and report the incident at once to the Observer. It is essential that when matters have to be reported to the Observer, the official concerned confirms his verbal report by a written report to the Observer as soon as possible after the incident.

13. **DO** always appreciate that you have volunteered to do a job of work and that in accepting your offer the organisers are relying implicitly on you to do that job to the best of your ability. If coincidentally you do get a better view of the competitors than those in the public enclosures, that is your good fortune, but it should never be considered as the reason for volunteering to assist. Spectators can become very aggravated when they see hordes of officials out on the trackside (sometimes obstructing the spectators view) and apparently doing nothing other than enjoying a close-up view of the proceedings.

14. **DO** always be strictly impartial and do not assume that just because a competitor is an experienced man or a popular "local hero" he can never do wrong. The best of us put a foot wrongly in front sometimes!

Continued on page 24



## BEHIND THE SCENES—continued

### OBSERVERS

1. **DO** remember that you are the Senior Official in your sector and that accordingly you are directly responsible for everything which occurs in your sector and, that you are in effect the eyes and ears of Control.

2. **DO** acquaint yourself, before arriving at the course, with the planned disposition and allocation of officials in your Sector and also with details of the fire fighting equipment, brooms, sand, cement, ambulances and recovery vehicles which are supposed to be in your sector.

3. **DO** check up, immediately on arrival at your post, that you have all necessary officials, equipment and service vehicles in your sector and then report deficiencies by telephone to Control. If this can not be done within two minutes of arrival at your post, report by telephone to Control that you are there together with certain officials (to be specified by you) and that you will give details of the deficiencies as as possible.

4. **DO** ensure that all Officials under your command wear, throughout the meeting, the official armband allocated to them.

5. **DO** ensure that all Officials are in the safest possible position compatible with the proper execution of their duties and that flag marshals give signals only when necessary.

6. **DO** report by telephone every incident or item of interest to Control as soon as possible making your telephone message clear, short and concise and always referring to cars by their competition number and not by the name of the driver or make of car. Always state from which post you are speaking.

7. **DO** assume immediate control whenever there is an incident resulting in apparent injury to a driver and/or a car or to any part of the course. Your initial telephone report should mention the following soon as possible.

matters :-

(a) Identify your post, give the number of the car involved and the nature of the incident and damage to car.

(b) Whether the driver appears to be injured or not, and whether slight or serious.

(c) Confirmation that you have available the necessary medical assistance, fire fighting equipment and service vehicles **OR** that you require doctor, ambulance, breakdown vehicle as circumstances warrant.

(d) Whether the car is in a safe position, and if not, what steps are being taken to move it to a safe position, or clear of the course.

This report should be telephoned to Control with the minimum of delay, and a second telephone report sent in as soon as the position is clearer. The second telephone report should deal with the following matters :-

(a) Any correction to information contained in the first report.

(b) Report any progress of action being taken.

(c) Report on condition of Driver, if available.

(d) Confirmation (if facts justify) that the course is clear and free from debris, oil, etc., or alternatively report on condition of course and action being taken to clear same.

(e) Whether additional assistance or facilities are required.

If necessary a third and final telephone report should be made to Control when the incident has finally been dealt with.



8. **DO** always confirm telephone reports by subsequent written reports. These reports should be strictly factual and set out as concisely and clearly as possible :-

(a) How the incident occurred and competition numbers of car involved and time of day.

(b) Details of damage caused and injuries sustained.

(c) Action taken by you in dealing with same.

If other officials can say something which the Observer is unable to state personally from his own knowledge of the incident, it can be advantageous to get a written report from such other officials, particularly where injury to persons or damage to cars is concerned.

9. **DO** always ensure that a vehicle which has been involved in an accident is not dropping oil before you allow it to be towed on to the course.

10. **DO NOT** ever be frightened to report an incident however trivial it may seem to be.

11. **DO NOT** ever allow your telephone to be unattended.

12. **DO** always report by telephone to Control whenever an Ambulance, fire tender, incident observer or recovery vehicle which is normally stationed in your sector leaves the sector. Likewise, report again when any such vehicle returns.

13. **DO** always appreciate that you are the senior official in your Sector and that all other Officials in the Sector are under your command. If there is anything which troubles you in any way, do not hesitate to inform Control. If you consider that any Official is not performing his duties in a satisfactory manner, speak to him in a friendly way and point out to him his errors.

You probably have the best opportunity of judging the ability and general behaviour of the officials in your Sector, and it is your duty (if you consider the circumstances to warrant it) to inform the Clerk of the Course or the Chief Marshal of Officials who you consider are not performing their duties in a manner or up to the standards required.

Equally, please inform the Chief Observer of any official who does particularly well, only by such reports can the progress of officials be judged.

## FLAG MARSHALS

1. **DO NOT** treat your duties in similar fashion to a race meeting. On a Hill Climb or Sprint cars are progressing up the course at regular, and known, intervals and your flag signals are intended purely to stop a competitor in case of emergency.

2. **DO** remember that the only signal flag authorised by the R.A.C. for use in speed events is a Red Flag and that when this is exhibited to a driver, it means Complete and Immediate Stop.

3. **DO NOT** use your red flag unless any debris, incident or blockage on the course can not be cleared before the arrival of the next car.

4. **DO NOT** use your red flag in a "passing on" manner like Yellow Flags at a Race Meeting. The red flag should only be exhibited at the post directly below the incident at a distance sufficient for a following car to stop before arriving at the incident.

5. **DO** inform your observer at once if the red flag has been used.

6. **DO** see that any car stopped by the Red Flag is sent forward up the course to the finish as quickly as is possible or safe and under **NO** circumstances allow a car to be turned round and returned back down the track to the start.

7. **DO** see that a report is made in all cases where a car has been stopped by a red flag giving the number of the car involved and the reason for stoppage.

8. **DO NOT** leave your post even if there is an incident.

9. **DO NOT** allow your flag, when not in use, to be apparent or visible in any way to the drivers.

10. **DO NOT** wear a pullover, windjammer or other garment which is Red in colour and could be confused with a signal flag.

11. **DO NOT** stand in front of such barriers as may be provided for your safety.



## PADDOCK MARSHALS

1. **DO** see that cars are parked in their correct positions in the paddock area.

2. **DO** see that the paddock procedure as laid down in the Competitor's Final Instructions is complied with.

3. **DO** ensure that practice tickets are collected at the paddock exit gate as cars enter the assembly area.

4. **DO** check scrutineering labels on all cars entering the assembly area.

5. **DO** check that all competitors have crash helmets and (where appropriate) goggles.

6. **DO** see that the assembly area exit gate is manned and that the Marshal i/c gate opens this promptly on instructions from control and reports the last car to leave the area back to control again.

7. **DO** talk to competitors in a friendly manner no matter how tiresome they become. Remember some of them may be rather keyed up which accounts for their adopting a rather obtuse attitude whilst others may be naturally obtuse, but in each case, the whole event depends upon the competitors.

8. **DO** liaise with the Paddock Gate marshal to control the access of Tenders into the paddock area.



## START AREA MARSHALS

1. **DO** collect all cars in the start assembly area behind the safety kerb as quickly as possible and report this fact to control.

2. **DO** position cars on the start line as quickly as possible after the previous car has departed and that cars are located by chocks.

3. **DO** see that competitors understand that they must leave as quickly as possible when the signal light turns to green.

4. **DO** check that all competitors have their crash helmets correctly secured and are wearing goggles (where required) before they come on to the line.

5. **DO** see that competitors are advised immediately if there is any hold up on the course so that they are not revving their engines when the starting is to be delayed.

6. **DO** inform control when only two or three cars remain to be despatched and, in particular give details of the last car to come up the course to complete the batch and any tenders or service vehicles which will be following the last car.

7. **DO** see that any such tenders or service vehicles set off immediately after the last car in the batch and that their drivers understand that they have to proceed up the course and back into the paddock as quickly as possible.

Continued on page 26

## BEHIND THE SCENES—continued

8. **DO** check that competitors coming to the line are not smoking nor chewing gum.
9. **DO** check that the engine starting marshals are performing their duties in the correct manner.

## SPECTATOR MARSHALS

1. **DO** report on arrival to the Chief Spectator Marshal who will brief you as to your tasks and notify you as to the sector where you will work.
2. **DO** report to the Observer on arrival at your sector and remember that you are under his command whilst carrying out your duties.
3. **DO** see that spectators remain within the authorised enclosures and behind all fences or barriers.
4. **DO** use as much tact and patience as possible in carrying out the previous instructions.
5. **DO** remember that in the event of an incident, spectators must **NOT** climb over the fences and rush out on to the course.
6. **DO NOT** stand about in clumps, particularly not in such a way that you will obscure the view of the spectators in the correct enclosures.

## COURSE MARSHALS

1. **DO** report to the Observer on arrival at your sector. He will allocate your specific duty e.g. Fire Marshal, Track Clearance, Telephone Duties, etc.
2. **DO** remember that the observer is the Official in charge of everyone in his sector and do not question his commands.
3. **DO** remain at your specific duty when there is an incident unless otherwise instructed by the Observer.
4. **DO** ensure, if a fire marshal, that you have received adequate instruction in the use of fire fighting equipment. If you are in any doubt, the observer will arrange for you to be instructed by an experienced person.

## INCIDENT OBSERVERS

1. **DO** see that your vehicle is equipped with all necessary tools and equipment required to extract a driver from a crashed car.
2. **DO** remain at your station unless instructed otherwise by Control.
3. **DO NOT** dash out to an incident unless ordered to proceed by Control.
4. **DO** make yourself familiar with all the emergency services available at the meeting.



*David Pollard in action in the Sunbeam Tiger at the Hill Climb on 4th April. Whilst we do not know exactly what this Tiger has in the tank, there is no doubt that it was providing the energy to enable the hairy horses of the American Ford V.8 engine to swing the back-end fairly wide on Farmhouse Bend where Jeff Binns clicked the shutter.*

# 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 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 28



*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.*

## 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 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 of 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, Baiton 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 the Bugatti Owners Club for Prescott and to Bill Turner of Blackburn who times the Tholt Y Will Hill Climb in the Isle of Man and the Woodvale Sprints. The British Drag Racing Association purchased two of these timers for last year's "Drag Festival" when they were used to record the times over the standing quarter mile and the terminal velocity over the last 66 yards of two parallel lanes simultaneously.



*Not with us today. Peter Boshier-Jones from Newport has made second fastest time of the day at both our earlier meetings this year. Peter was runner-up to last year's Hill Climb Champion, Peter Westbury and presently holds the same position vis-a-vis the current leader, Tony Marsh. Viki Lincoln took the picture at Willow Bend.*



# 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

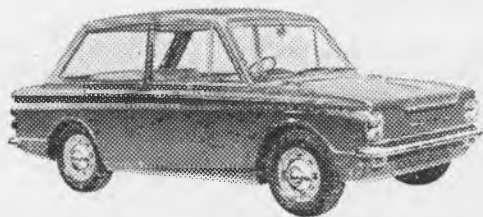
Where less than four entries are accepted for any class it will be merged with the next appropriate class.

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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## 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.

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

27th June — "The E. A. Denny" Sporting Rally.

18th July — "Novices' Hill Climb" at Stockton Farm.

25th July — "Autocross" at Dunkeswick.

8th August — "Members' Drag Sprint".

22nd August — "Joint Driving Tests".

12th September — "R.A.C. Championship Hill Climb" at Stockton Farm.

19th September — "Stone Trough" Sporting Trial.

3rd October — "Scarborough National Hill Climb.

24th October "The Greenwood Cup" Production Car Trial.

9th December — Annual Dinner Dance at the Queens Hotel, Leeds.

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.



*Sports/Racing cars wait patiently in the paddock assembly road before making their way to the start. Claude Maddick from Hull leads the procession with Fred Smith of Settle next. Photograph by Viki Lincoln.*

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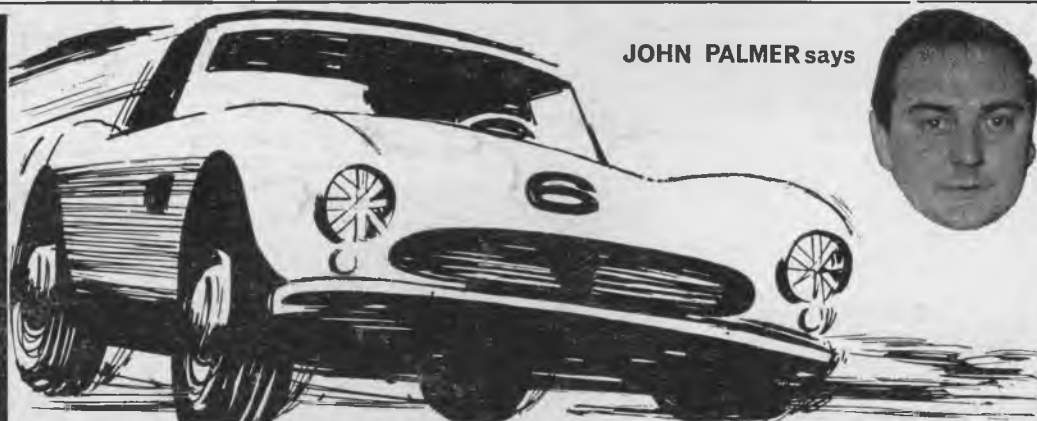


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# Mainly Personal

Interest in the large racing car class today is bound to be focussed upon the struggle for hill supremacy between Peter Meldrum and Tony Marsh which has been outlined on page five. Peter will without doubt be displaying something of the grim determination seen in the fine action photograph below, whilst Tony returning to Harewood after an absence of twelve months will be keen to recapture the course record, which he held from this meeting last summer until it was rudely wrested from his grasp by Peter Westbury in September.

Whilst times will not be as rapid, competition will be equally keen in Class 17 where the smaller racing

cars battle together. Leslie Hinchcliffe, a Yeadon confectioner made f.t.d. in this class at the May meeting and will be trying hard to retain this honour in his always beautifully turned-out Lotus Twenty (Pictured on page 3.) Principal opposition to Leslie Hinchcliffe can be expected to come from Jim Johnstone with the almost equally well prepared Lotus Eighteen who, on his first real outing with the car, made the best time in the class at the first meeting of the season in April. Jim unfortunately missed the May meeting owing to a recalcitrant appendix and is recently over a protracted convalescence. These two

Continued on page 34



*Peter Meldrum rounds Willow Bend in the Lotus/Allard Special at our meeting on 9th May.  
Viki Lincoln took the picture.*



*David Harrison in the Cooper Buick was rounding Quarry Corner when Viki Lincoln took this picture.*

#### MAINLY PERSONAL—continued

should provide some stirring motoring whilst the slightest slip from either will provide an opening for "Bing" Crosby, a Rawdon motor trader to creep in with the ex Dickie Henderson/Derek Scott super-charged 1100 c.c. Cooper J.A.P.

Particularly interesting is the field in Class Eleven in which there is much more variety than is often the case in these days. Malcolm Dungworth of Grindleford has at last deserted his trusty J.2 Allard in favour of one of the very potent T.V.R. Griffiths in which an American V.8 has been crammed onto a compact British sports coupe. A second T.V.R. Griffith has been entered by Arnold Burton, the owner of Stockton Farm for Keith Aitchison and these two can be expected to be particularly rapid on the straight sections of the course.



*Frank Sowden in the majestic 8 litre Bentley on Quarry Corner. Picture by Viki Lincoln.*

The next two cars in the class are also hybrids in which a larger engine has been installed in an existing motor car. In these cases however, the engines are both Jaguar which have been introduced into such an unlikely motor car as one of the old Triumph 2000 Roadsters (the last production car with a dickey seat) and an Aston Martin D.B.2. Add to these a filleted Jaguar XK120 and a couple of Bentleys of the "Camion plus vite" variety and you undoubtedly have seven of the most varied motor cars yet to run together at Harewood. By far the largest of these cars, indeed of the whole entry, is Frank Sowden's monumental 8 litre Bentley which, despite its forbidding size and very leisured exhaust note goes indecently quickly. Last year this ran with an engine capacity of 7983 c.c. During the Winter Frank has rebored some 20 thou and this now measures up to no less than 8425 c.c. only some 50c.c. below the actual size of the smallest engine running here today, the Cooper Norton. Peter Geale who has come all the way from Kings Hill in Surrey.

Once again there are sufficient lady competitors for a "Ladies Award" to be contested. Spread as the ladies are through different classes, the actual winner is the Lady who does best in relation to the fastest time in her own class and any one of the four could emerge the winner, although perhaps the favourite is Pam Coulton from Leyland. Pam is a newcomer to our events, but already her feats at the wheel of her Harry Ratcliffe prepared Mini have made masculine faces turn red. The same can be said of Valerie Haw from Bishop Auckland, whilst Jill Hutchinson from Newcastle has long been known, both on the hills and the circuits, as a very neat and rapid driver in her trim Terrier Mk. 11. This leaves Jane Shaw who is making her Harewood debut in a large engined Anglia but comes with a formidable reputation for not wasting time.



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