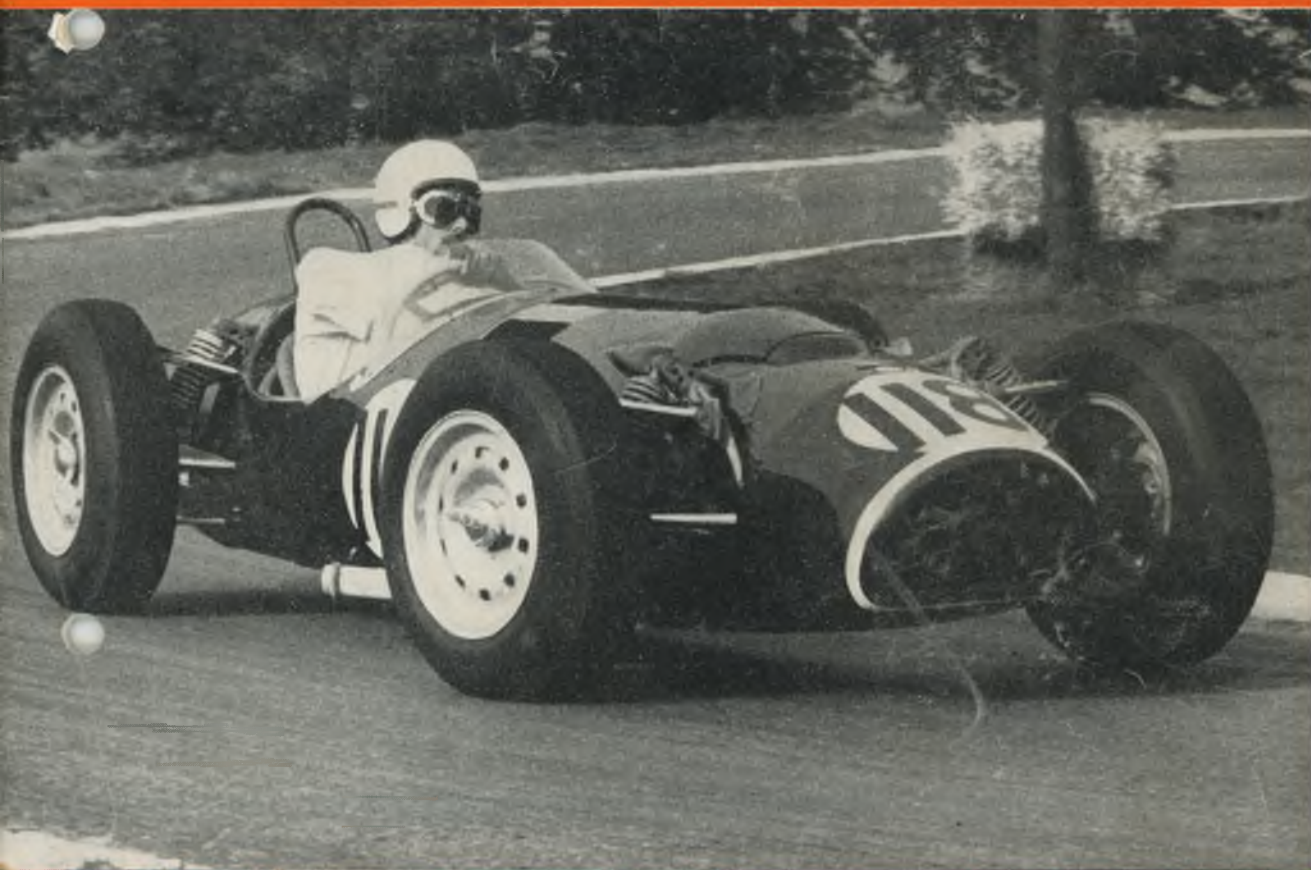




HAREWOOD HILL CLIMB



OFFICIAL PROGRAMME 2/-

4 APRIL **65**

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NOTICES

This Meeting is held under the General Competition Rules of the Royal Automobile Club, the Standing Supplementary Regulations of the R.A.C. and the Additional Supplementary Regulations and Instructions of the Yorkshire Centre of the British Automobile Racing Club Ltd. under R.A.C. Permit No. RS/1284.

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.

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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For the B.A.R.C. J. H. Farrar, J. M. A. Edmondson.
C. B. Law-Green, H. M. Sinclair

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Deputy Clerk of the Course A. G. M. Kellett
Chief Marshal J. A. Stroud
Chief Observer A. J. Hodgetts
Chief Medical Officer Dr. J. B. Blomfield
Chief Timekeeper H. G. A. Mauldin
Chief Scrutineer S. H. Hanson
Chief Paddock Marshal M. H. Whaley
Chief Admission Marshal B. W. Moss
Secretary of the Meeting Miss P. J. Steele
10, Wormalds Yard, Boar Lane, Leeds 1. Tel. 21451
Scrutineers J. E. Haigh, P. W. Watson, E. S. Smith
Timekeepers R. L. Haley, Mrs. J. Mauldin
Commentary E. Bowers Booth, A. D. Roddis
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B. Hanson, R. W. A. North, A. G. Marra, R.
Sagar, J. B. Brierley, C. L. Jolley, 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. Holroyd, 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.
Barracrough, J. R. Goodall, J. H. Goodall, D. K.
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LITTER

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

AWARDS



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

The Awards to be won today are :-

Overall Awards

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 best time for a Lady competitor £5
(decided upon a percentage basis of class f.t.d. and subject to three lady entrants or being in the fastest 20% in her class).

Class Awards

For the fastest time in each class £10
(Subject to 7 entries in the class)
For the second fastest time in each class £5
For the third fastest time in each class £3
(Subject to 12 entries in the class)

At the discretion of the entrant, trophies can be awarded in lieu of cash awards.

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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.

CATERING

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.

1965 PROGRAMME

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

Sunday 9th May 1965 Spring Hill Climb
Commence 2-15 p.m. — Practice from 9-45 a.m.
Sunday 20th June 1965 "Montague Burton Trophy"
Commence 2-15 p.m. — Practice from 9-45 a.m.
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.

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.



Tim Squance with his Envoy Ford and David Harrison in the Cooper Buick leave the Paddock Assembly Area in their convoy down to the start during the R.A.C. Hill Climb Meeting last September. This photograph by Viki Lincoln also shows some of the 14,000 spectators who witnessed a most exciting day's sport.

Make for the paddock at this meeting . . .

to look over a very special car. Body-wise it doesn't look very special, just a smart, every day R81100.

But under the modest exterior are many items worthy of a closer look. It goes with a Gordini-tuned engine to a top speed of well over the ton coupled with exceptional standing start acceleration.

A new hemispherical cylinder head, amongst other things, helps to squeeze 95 b.h.p. out of this unit!

At the same time, safety hasn't been given the go-by.

The R8 Gordini has strengthened suspension, servo-assisted disc brakes and a device to prevent its rear wheels locking. If you don't get around to the paddock give us a call at Domestic Street, Leeds 11. Either place we'll have someone on hand to explain the works.



R8

GORDINI

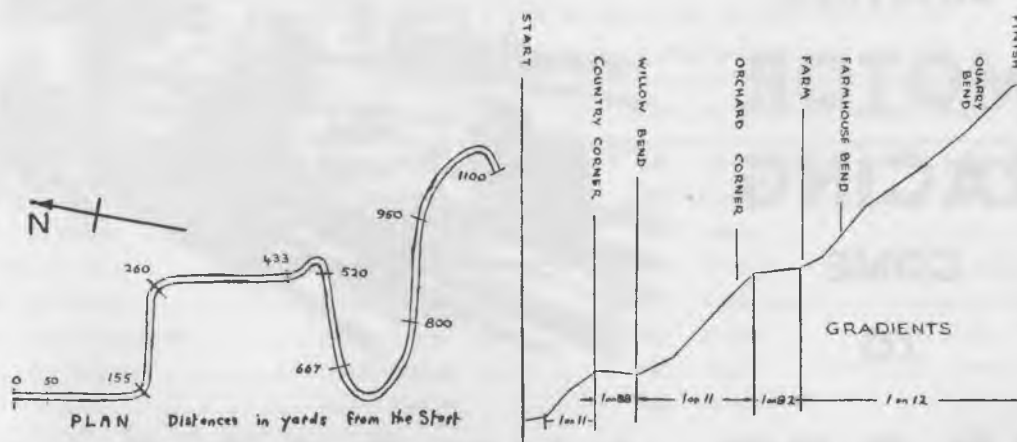


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Renault Distributors for Central Yorkshire at Domestic Street, Leeds 11.

HAREWOOD HILL CLIMB

GRADIENT PROFILE



HAREWOOD RECORDS

Nine 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

† Denotes Record for Course.

* Denotes Novices Hill Climb.

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

Touring Cars

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

"Marque" Sports Cars

16/9/62 — R. D. Sutherland (Sprite) 57.44; 15/9/63 — A. F. Lefevre (Sprite) 55.51; 12/4/64 — R. D. Sutherland (Sprite) 53.36; 13/9/64 — R. D. Sutherland (Sprite) 55.234.

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.

Sports/Racing Cars

16/9/62 — A. Lanfranchi (Elva Mk. 6) 51.61; 21/4/63 — C. K. W. Schellenberg (Lister Jaguar) 49.79; 12/4/64 — J. R. Walton (Walton Bristol) 49.39; P. Westbury (Lotus 23B B.R.M.) 46.432.

Racing Cars

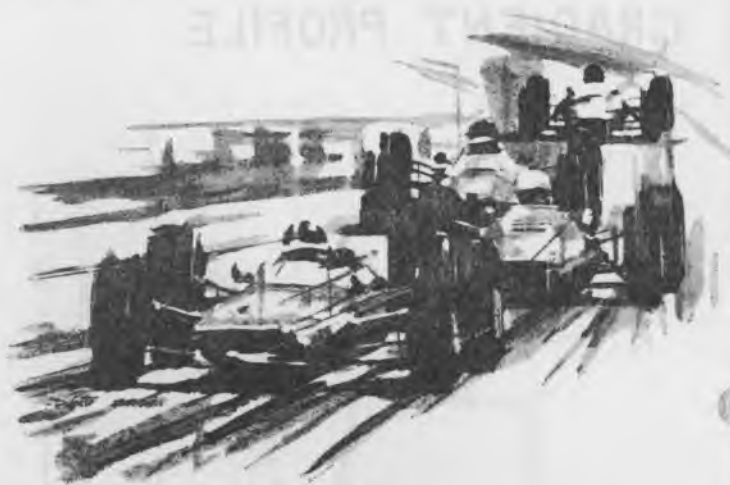
16/9/62 — J. D. Scott (Cooper J.A.P.) 52.88; 9/6/63 — G. Gartside (Garford Junior) 52.48; 15/9/63 — P. Boshier-Jones (Lotus 22 Climax) 46.72; 24/6/64 — A. E. Marsh (Marsh Special) 45.157; P. Westbury (Ferguson P.99 Climax) 44.454.

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.	R. A. Riall (Austin 1100 s/c)	24/5/64	60.982
3.	J. White (Ford Cortina G.T.)	12/4/64	56.280
4.	J. D. Wood (Jaguar 3.8)	13/9/64	53.702
5.	J. M. Wheatley (M/Cooper S)	13/9/64	52.889
6.	R. D. Sutherland (A/H Sprite)	13/9/64	55.234
7.	M. K. Oidham (M.G.B.)	13/9/64	55.535
8.	C. G. Gray (A/Healey 300)	24/5/64	53.371
9.	E. A. Clark (Jaguar "E" Type)	13/9/64	52.288
10.	J. A. Lepp (Lotus Elan)	13/9/64	50.785
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)	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.	J. P. Chapman (Chapman Merc'y)	13/9/64	49.360
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

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MEETING

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FIRST RACE 2-00 P.M.

Croft Autodrome is the North's newest motor sporting venue. It is conveniently located some six miles off the A.1 at Old Catterick. Less than an hour's run from Wetherby. The Autodrome offers exciting racing coupled with good spectator viewing. Advanced Booking for the Easter Meeting is now open. Car Parking is free whilst spectator admission tickets cost 7/6d. (10/- on the day) for adults and 4/- (5/- on the day) for children. All in tickets for the Circuit and Grandstand (overlooking the pits and start line) cost 17/6d. (£1 on the day). To book in advance apply to "Barcroft", Kings Mill, Tong Road, Leeds 12.

CIRCUIT MANAGED BY THE BRITISH AUTOMOBILE RACING CLUB
ON BEHALF OF CROFT AUTODROME LTD.

PROGRAMME

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

ORDER OF ASCENT

FIRST CLASS RUNS: Classes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 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.

★ 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
121.★	Miss P. M. Chadwick	Austin Mini		848	Leeds			
122.★	C. B. Maskell	Morris Cooper		998	Leeds			
1.	Miss V. Haw	Austin Mini		998	Durham			
2.	C. B. Pearson	Morris Cooper		997	Scarborough			
3.	P. R. W. Hargreaves	Austin Cooper		997	Halifax			
4.	S. H. Newton	Austin Cooper		997	Filey			
5.	F. P. Kaye	Austin Cooper		998	Mirfield			
Entrant: Ken Lee (Motors) Limited.								

Class 2. TOURING CARS up to 1,200 c.c. Class Record: R. A. Riall (Austin 1100 s/c) 60.982

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
123.★	A. D. S. Martin	Vauxhall Viva G.T.		1058	Huddersfield			
6.	H. A. Haxton	Ford Anglia		1198	Harrogate			
7.	R. C. Watkinson	Hillman Imp		875	Otley			
Entrant: Cox & Co. (Leeds) Limited.								
8.	A. Brewer	Hillman Imp		875	Sunderland			
Entrant: Northern Autoport Limited.								
9.	J. C. England	Morris 1100		1098	Huddersfield			
10.	R. Soper	Vauxhall Viva	s/c	1057	Leeds			
11.	H. E. Twaites	Hillman Imp		875	Dewsbury			
12.	S. A. Coulson	Ford Anglia		1200	Yeadon			

Class 3. TOURING CARS 1,201 to 2,000 c.c. Class Record: J. White (Ford Cortina) 56.280

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
124.★	D. Pearson	Ford Cortina G.T.		1498	Bradford			
125.★	R. W. Obank	Ford Cortina G.T.		1498	Bingley			
13.	D. T. Jackson	Vauxhall VX.490	s/c	1594	Otley			
Entrant: Jacksons of Otley Limited.								
14.	G. H. Walker	Ford Cortina G.T.		1498	Skipton			
15.	C. H. Wild	Ford Cortina G.T.		1498	Altrincham			
16.	J. E. M. Denton	VW.1500 S		1498	Halifax			
17.	I. Broadbent	Ford Cortina G.T.		1500	Bradford			
18.	A. Forrest	Ford Cortina Super		1498	Bradford			
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
21.	D. L. Gray	Jaguar 3.8		3781	Rotherham			
22.	L. S. Stross	Jaguar 3.8		3781	Leeds			
23.	J. C. Tordoff	Ford Falcon		4250	Bradford			
24.	I. R. Grassick	Jaguar 3.8		3781	Bardsey			

Class 5. TOURING CARS — Special Series

Class Record : J. M. Wheatley (Morris Cooper S) 52.889

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
25.	J. D. Coltman	Austin Cooper S		1071	Ripon			
26.	G. W. Halliwell	Morris Cooper S		1275	Burnley			
27.	A. N. Umpleby	Morris Cooper S		1275	Leeds			
28.	J. R. Kennerley	Lotus Cortina		1594	Birkenhead			
29.	K. N. Lee	Austin Cooper S		1275	Scarcroft			

Entrant : Ken Lee (Motors) Limited.

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
30.	J. Jagger	M.G. Midget		1098	Bradford			
31.	C. S. Wood	M.G. Midget	s/c	1098	Burnt Yates			
32.	G. T. Hill	Austin Healey Sprite	s/c	948	Doncaster			
33.	T. Jones	Austin Healey Sprite		997	Cleckheaton			
34.	D. G. Button	Austin Healey Sprite	s/c	998	Leeds			
35.	G. S. Norris	M.G. Midget	s/c	948	Bardsey			
36.	C. Lee	Austin Healey Sprite		997	Harrogate			
37.	G. W. R. Smith	M.G. Midget		1098	Wakefield			

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

Class Record : M. K. Oldham (M.G.B.) 55.535

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
38.	D. S. Yeadon	M.G.B.		1798	Horsforth			
39.	J. Hall	Porsche Super 90		1588	Bradford			
40.	B. Newton	M.G.A.		1588	Filey			
41.	D. G. Stone	M.G.A.		1622	London			
42.	G. B. Ellis	M.G.B.		1798	Huddersfield			
43.	P. G. Lawson	M.G.B.	s/c	1798	Knaresborough			
44.	M. H. Pickersgill	M.G.B.		1798	Leeds			
45.	T. M. A. Heesom	Triumph T.R.4		2138	Reigate			
46.	A. M. Hunter	Morgan+4		2138	Ilkley			
47.	D. D. Perkins	Morgan+4	s/c	2138	Leeds			
48.	R. Sanderson	Triumph T.R.4		2138	Hull			
49.	M. F. Nickell-Lean	M.G.B.		1798	Huby			

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
50.	R. G. M. Oddie	Austin Healey 3,000	2912		Wakefield			
51.	J. Ashcroft	Austin Healey 3,000	2912		Preston			
52.	M. P. Attenborough	Austin Healey 3,000	2912		Doncaster			

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

Class Record : E. D. Clark (Jaguar "E" Type) 52.288

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
53.	M. Gregory	Jaguar XK.120	3442		Derbyshire			
54.	B. R. Devine	Jaguar "E" Type	3781		Halifax			
55.	P. Turner	Jaguar "E" Type	3781		Collingham			
56.	K. J. Oldham	Jaguar "E" Type	3781		Scarcroft			
57.	J. F. Thompson	Jaguar "E" Type	3781		Otley			
58.	D. P. Stead	Jaguar "E" Type	4235		Leeds			
59.	E. P. Scragg	Jaguar "E" Type	4200		Macclesfield			
60.	E. D. Clark	Jaguar "E" Type	3781		Scarcroft			

Class 10a. NON-STANDARD TOURING CARS up to 3,000c.c.

No Record.

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
61.	J. C. Graham	Austin Cooper	1165		Ambleside			
62.	A. Rathmell	Ford Anglia	1500		Shipley			
63.	G. R. Rowland	Ford Anglia	1498		York			
64.	A. Blenkin	Austin Cooper S	1275		Durham			
65.	P. J. Finney	Ford Anglia	1650		Bradford			

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

Class Record : J. A. Lepp (Lotus Elan) 50.785

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
65.	E. Cooper	Turner Mk. 1	1097		Barnsley			
67.	J. S. Nickel-Lean	A.C. Ace Bristol	1971		Huby			
68.	P. O. de Roeck	Marcos G.T.	1650		Rotherham			
Entrant : Garnett Motor Company.								
69.	T. A. Twaites	Lotus Elan	1594		Dewsbury			
70.	M. J. West	Lotus Elan	1598		Hull			
71.	J. D. Scott	T.V.R. Mk. 3	1800		Windermere			
72.	R. D. Sutherland	Austin Healey Sprite	1300		Knaresborough			
73.	A. J. Burton	Lotus Elan	1588		Sicklinghall			
74.	E. C. Booth	Frazer-Nash Le Mans	1971		Huddersfield			
75.	P. J. Smith	Speedwell G.T.	1080		Wakefield			
76.	J. A. Lepp	Lotus Elan	1598		Cheshire			

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
77.	D. Pollard	Sunbeam Tiger		4261	Bradford			
Entrant : Andrews Bros. (Bradford) Limited.								
78.	D. Hepworth	Austin Healey Chevrolet		4700	Huddersfield			
Entrant : Hepworth Domestic Services Limited.								

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
79.	A. de Heveningham	Lotus 7A		998	Coventry			
80.	J. G. E. Clegg	Lotus 7		996	Scarcroft			
81.	F. T. Meakin	Lotus 7		997	Leeds			
82.	H. Wilkinson	Lotus 7A		997	Huddersfield			

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
83.	P. Jones	Terrier Mk. 2		1098	Sheffield			
84.	T. M. Wood	Lotus 7		1198	Bradford			
85.	P. G. Clark	Lotus Super 7		1500	Sheffield			
86.	L. Banks	Lotus Super 7		1500	York			
87.	G. R. C. Duncan	Mallock U.2		1498	Leeds			
Entrant : Team Leedspeed.								
88.	I. A. B. Harris	Mallock U.2		1390	Glasgow			
89.	K. K. Booth	U.2 Ford		1498	Blackpool			
Entrant : David Plumstead Racing.								
90.	I. C. Batty	Lotus 7		1498	Wetherby			

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

Class Record : D. Arnott (Lotus II) 52.1

Merged with

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.	D. K. Pegg	Lotus 11		1098	Sheffield			
92.	K. H. Monkman	Lotus 8		2138	Ilkley			
93.	J. Croft	Lotus 11		1200	Guiselley			
94.	T. R. Clapham	Lotus 7		1220	Keighley			
95.	J. R. Walton	Walton Bristol		1971	Sheffield			
96.	B. Joell	Lotus 23B		1598	Sheffield			



Class 16. SPORTS/RACING CARS 2,501 c.c. and over. Class Record : J. P. Chapman (Chapman)

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run
97.	M. Starbuck	Chrysler Special		5916	Sheffield	
98.	G. F. Tatham	Lister Jaguar		3781	Malton	
99.	E. P. Scragg	Lotus 19		2750	Cheshire	

Class 17. RACING CARS up to 1,150 c.c. Class Record : M. E. Daghorn (Cooper Jap Mk. X) 47.422

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
100.	E. H. Appleyard	Cooper Mk. 8		650	Pudsey			
101.	R. I. Clarke	Cooper Jap.		500	Sheffield			
102.	P. Ibbotson	Cooper Jap.		1098	Doncaster			
103.	A. Staniforth	Terrapin-Min		1098	Leeds			
104.	G. W. Richardson	Elva Junior		998	Leeds			
105.	J. M. Forster	Tojiero F. J.		1100	Leeds			
106.	J. Johnstone	Lotus 18		1098	Wetherby			
107.	P. de Garr Wilkinson	Cooper Junior		997	Barnsley			
108.	R. J. Prest	Lotus F. J.		1098	Durham			
109.	F. H. Crosby	Cooper Jap	s/c	1098	Leeds			
110.	L. Hinchcliffe	Lotus 20		1098	Leeds			

Class 18. RACING CARS 1,151 c.c. and over. Class Record : P. Westbury (Ferguson P.99 Climax) 44.454

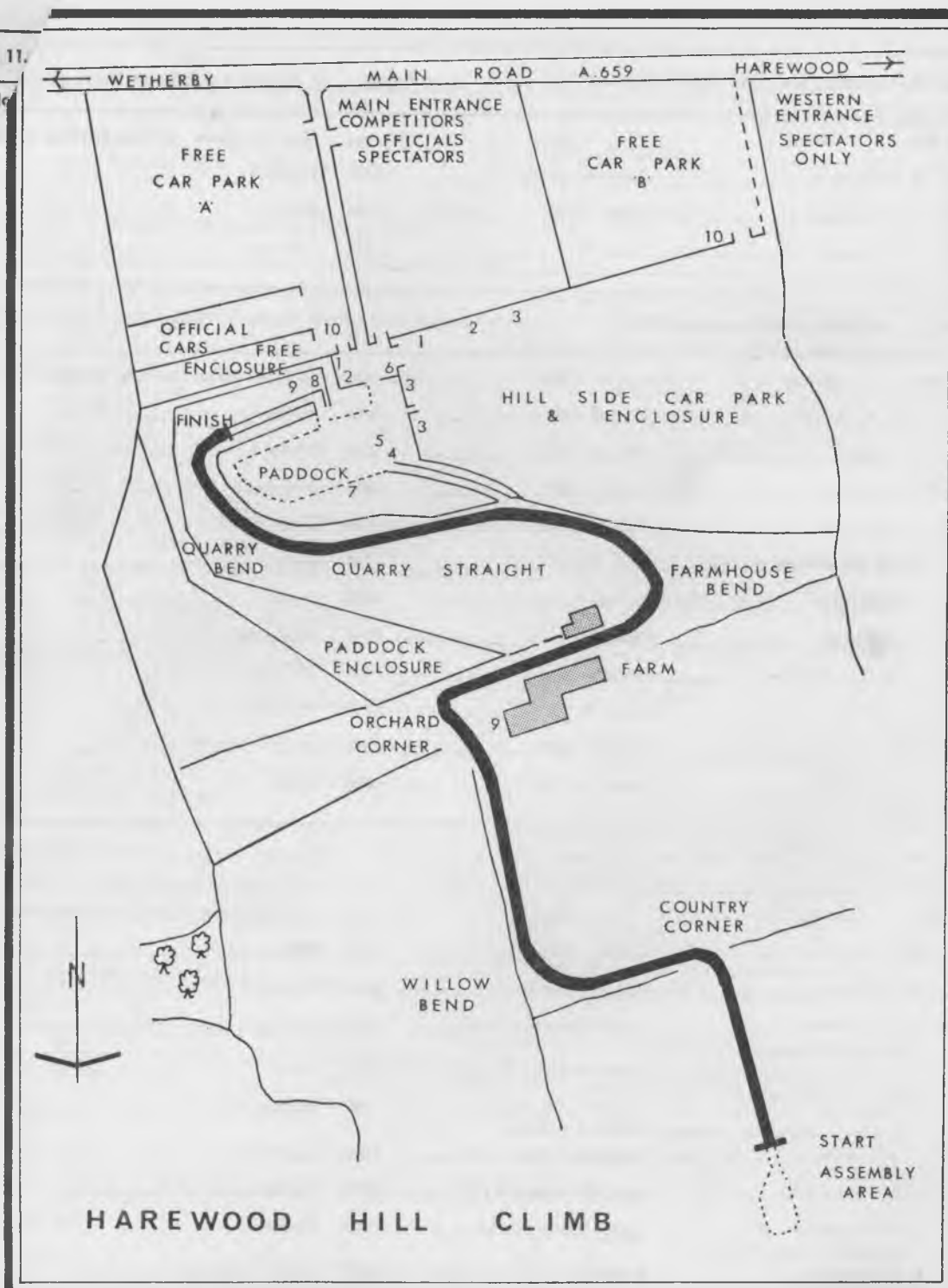
Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
111.	W. A. Robson	Cooper Chevrolet		3700	Darlington			
112.	G. Gartside	Cooper Daimler	s/c	2500	Staveley			
113.	E. J. B. Mitchell	Repco-Brabham B.T.14		1598	Honley			
	Entrant : "Forspeed" Honley.							
114.	D. A. Harrison	Cooper Buick		3524	Ilkley			
115.	D. Hepworth	Cooper Chevrolet		4700	Huddersfield			
	Entrant : Hepworth Domestic Services Limited.							
116.	F. W. Smith	Repco-Brabham B.T.14		1588	Settle			
117.	J. T. Butterworth	Repco-Brabham B.T.14		1594	Rosendale			
118.	P. H. Meldrum	Lotus Allard Special	s/c	1540	Pinner			
	Entrant : Pinner Racing.							
119.	A. B. Griffiths	B.R.M.		2485	Sutton Coldfield			
120.	P. Boshier-Jones	Lotus 22	s/c	1220	Nowport, Mon.			

Class 11.

Car No

77.

7



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HILL CLIMB PROCEDURE

Hill Climbing is one of the oldest branches of motor sport which is today growing in popularity all over the world. In this country, the first Hill Climb events were held over the open roads, which were not closed to the sparse normal traffic of the times, and until 1922 when, following an accident involving a non-competitor, the axe of authority put an end to such carryings on, Hill Climb events flourished. The B.A.R.C. Yorkshire Centre used to run climbs up Grenhow Hill and Sutton Bank whilst the most famous Northern event was run up Holme Moss near Huddersfield.

Unlike motor racing where cars run side by side and the duration of a race is usually sufficient to allow slight loss of time to be recovered, a Hill Climb run has to be planned to the minutest detail and there is no margin for the slightest error of judgement if success is to be achieved. The take off from the start is vital, but so is the exact line to be followed around every corner, the gear change points, where to brake and so on. To see this from of motor sport practised in its most sophisticated style, watch the real experts

like Boshier Jones and Griffiths as they sweep up the hill this afternoon making the whole thing appear effortless. Like so many other forms of human endeavour, this outward impression is misleading and gives no indication of the split second timing, delicate touch and precise planning which goes into a single, record breaking ascent, nor of the long hours spent in preparing and tuning a highly strung piece of engineering.

Down at the start, cars are lined up by a photo-electronic device so that they all get a constant "Flying Start" of 10 centimetres before crossing the line and breaking a light ray. Similarly as they cross the finish line, a further ray is broken and the times from start ray to finish ray are recorded to one thousandth part of a second by an electronic timer. To avoid errors, the two light beams are carefully adjusted to equal heights above the road so that the same part of the car will actuate each beam.

Before being allowed to run, all cars are examined by officials appointed by the R.A.C. to ensure safety.



The Cooper Daimler built by Gordon Gartside of Knaresborough is being driven today by his elder son Geoff. This photograph was taken by Jeffrey Binns at the Novices' Hill Climb last July when younger brother Vic took the helm for the first time was rewarded with a highly creditable second place in his class with a time of 52.939 secs.

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Harewood Hill Climb

NEXT MEETING

SUNDAY, 9th MAY, 1965

Commence 2-15 p.m.

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 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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Arnold Burton swings his trim Elan around Quarry Corner. In addition to performing well behind the wheel, Arnold is well known as the co-operative owner of Stockton Farm who makes our Hill Climb events possible. Jeffrey Binns was the photographer at our Meeting last September.

ABOUT THE B.A.R.C.

The British Automobile Racing Club is the largest club for sporting motorists in the country. Originally formed in 1912 as The Light Car & Cyclecar Club it changed its name in 1923 to The Junior Car Club and again in 1948 to the present title. The Club organises major motor race meetings at Goodwood, Aintree, Oulton Park, Mallory Park, Crystal Palace and Brands Hatch. In addition there are ten Centres and Groups spread about the country which organise local events.

The largest of these Centres is the Yorkshire Centre which promotes the hill climb here today. The Centre was formed in 1922 and now has over 1,350 members resident in the County. Each year a full programme of competitive and social events is arranged for members including Hill Climbs, Sprints, Rallies, Driving Tests, Trials, Treasure Hunts, Film Shows, Dances, Social Evenings and even a Golf Competition, a Cricket Match and a Ten Pin Bowling Contest.

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

Membership of the B.A.R.C. costs £22.0d. per year with an entry fee of £11.0d. 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 B.A.R.C. Membership Enquiry Tent in the Hill Side Enclosure.

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

- 25th April — "The Sleuth's Mug" Treasure Hunt.
- 9th May — "Spring Hill Climb" at Stockton Farm.
- 29/30th May — "The Scarborough Rally".
- 20th June — "Montague Burton Trophy" Hill Climb at Stockton Farm.
- 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.

Mainly Personal

A look down the entry list for today's meeting suggests that the past Winter has seen a good deal of activity on the part of some of our Harewood regulars who will be turning out today with different motor cars.

One such character is David Hepworth from Brighouse who spends his working days repairing washing machines and similar domestic appliances. David is intending to have a real bash at the bigger hill climbs this summer using his 4.7 litre Cooper Chevrolet. To enable him to get an extra look at the various courses he has not visited before he has brewed up an ingenious combination of an Austin Healey 3,000 with a 4.7 litre Chevrolet engine installed in place of the more usual B.M.C. unit.

David Hepworth's machine forms an interesting contrast with another David who will be matched against him in Class Eleven. David Pollard is in one of the new Sunbeam Tigers — an Alpine supplied by the factory with an American Ford V.8 engine. The pair could be likened to a legal marriage and a "comic" union. Time alone will tell which will succeed.

Another regular who has been burning quantities of midnight oil is Alan Staniforth. In past years, Allan has shone in a highly fettled Mini which has been prepared by himself and which has had to double as everyday transport for his calling as a reporter for a National tabloid daily newspaper. Alan, in conjunction with Richard Blackmore has come up with a single seater device propelled forwards by a Mini engine unit at the rear.

George Tatham has not produced a new car, but at the same time, from somewhere he has managed to obtain a Jaguar "D" Type engine unit to install in his Lister. Unfortunately he will not have competition from his friend Phil Chapman who is being forced to miss a Harewood meeting for the first time ever. Phil dismantled his car for Winter work and then found that Sheffield Corporation were going to require him to move his business premises some months before he had expected and in consequence it is likely to be quite a time before he has time to reassemble the Chapman Mercury.

At the top of the scale in the large racing class we have the cars which will probably produce today's fastest time. Pride of place must go to Peter Boshier Jones from Newport, Mon. who with the beautiful little supercharged 1220 c.c. Lotus Climax has held the course record in the past. Anyone who was at the Championship meeting last September can not but



John White from Huby had a most successful season last year with his very well prepared Cortina G.T. resulting in his winning the "Ford Woodhead Cup" presented annually to the B.A.R.C. Yorkshire Centre member making the best performance in one of our speed events with a car produced by Ford of Britain. Viki Lincoln was the photographer.

remember the heart stopping series of runs when B. J. and Westbury battled for the lead gradually clipping fractions off each other's newly established records. Peter Westbury can not, alas, be with us this afternoon as he is deeply immersed in building his new four-wheel drive sports/racing Felday to be powered by a B.R.M. V.8 engine, neither unfortunately can Tony Marsh who is also in the aftermath of a Winter's preparation and still having gear troubles with newly large engined Marsh special.

Tony Griffiths will be striving manfully to beat B.J. this afternoon in the beautiful B.R.M., seen in the photograph alongside, as will Peter Meldrum who with his Lotus Allard Special joins Griffiths in the select ranks of the top six Hill Climb exponents in the country.

A new recruit to the single seater brigade is John Butterworth from Haslingden in Lancashire. John has been a great power in the Sports/Racing Classes for some years with his well turned out Lotus 23B and this season will be seen in a 1594 c.c. Repco Brabham B.T.14. A similar convert from two seats to one is Fred Smith of Settle who, as always, has his B.T.14 painted a violent shade of yellow and who only claims 1588 c.c. Fred has always been a rapid conductor both up hills and around circuits and he, together with "Forspeed" John Mitchell can be expected to make John Butterworth work hard.

This spate of motors round about 1½ litres in the racing class does not mean that the bigger banger brigade have been forgotten. Bill Robson from the North East is coming down with the ex Chris Summers Cooper Chevrolet restored so lovingly the Winter before last by the late Mike Gray whilst David Harrison, the first of the big V.8 exponents at Harewood had been devoting much time to making his Cooper Buick into a competitive piece of ironmongery during the winter.

Finally, let us not forget the only local member who has followed the V.8 trend, but who has at least remained loyal to the Old Country in the engine room, Geoff Gartside with the Cooper Daimler. Last season the car looked very promising but lacked the ultimate in steam until October when the Gartside family added a supercharger and transformed the performance. High hopes are entertained by Geoff and father Gordon that the past months development on the blown engine will have elevated the car into the top class.

Leslie Hinchcliffe of Yeadon in the 1098 c.c. Lotus year won the "Jack Farrar Trophy" at our National Meeting in September for the fastest time by a member of the Yorkshire Centre, he has remained loyal to the same car and engine which, immaculately turned out as always, he hopes to prove need not fear comparison with larger litred bolides. Leslie is a fairly recent convert to single seaters from sports cars as is Jim Johnstone, a member of the Yorkshire Centre events committee.

Other competitors who have moved away from "Marque" Sports Cars into more potent machinery include John Clegg who used to pilot an Austin Healey 3.000, Trevor Meakin one of the more successful M.G.A. exponents and Howard Wilkinson who was a regular Sprite driver. All three will now be seen behind the

wheel of Lotus Sevens in the "Clubmans' Sports Car" classes.

Class ten for small sports cars looks interesting with Cecil Booth in the venerable Frazer Nash which ran into second place at Le Mans in 1948 still going strong hotly pursued by Wakefield rhubarb farmer Peter Smith in the much smaller but exceptionally potent Speedwell G.T. coupe. Derek Scott, the Club's adviser on matters to do with the Law makes a very welcome return to competitive motoring at the wheel of his M.G. engined T.V.R. Derek will be well remembered for his fearless conduction of the blown 1100 c.c. Cooper now handled by "Eing Crosby" and has always been a force to be reckoned with. John Lepp with the Lotus Elan is however one of the people to be watched in this class and he will probably make all the others work very hard indeed.

Phil Scragg who comes all the way from Macclesfield has brought two cars along today. In the strangely thinly supported large Sports/Racing class he will be driving the ex John Coundley Lotus 19 with a 2150 c.c. Climax motor. This car used to be almost indecently quick around the circuits in the hands of the previous owner. Phil only bought the machine at the end of last season and had one outing at our Scarborough Hill Climb where unfortunately the car/owner relationship was of too brief standing for either to show full potential. Knowing Phil's ability at the wheel this should now be a combination to watch. Phil's other car is one of the first of the 4.2 litre engined Jaguar "E" Types. Scragg has always been a great Jaguar exponent and we can expect a sparkling performance on this occasion. Young David Stead of Leeds will also be piloting one of the 4.2 "E"s against the established opposition of Derek Clark, our worthy Competition Secretary, Ken Oldham, Jim Thompson and Barry Devine in the older 3.8s.



Tony Griffiths from Sutton Coldfield driving the ex Phil Scragg B.R.M. was an increasingly polished competitor as the 1964 season progressed finishing fourth in the R.A.C. British Hill Climb Championship. Viki Lincoln took this picture as he was lifting one front wheel around Orchard Corner.



Ken Oldham of Leeds uses his Jaguar 3.8 litre "E" Type as a daily business car, but always enjoys himself with a spirited run at our Hill Cimb. Last September he had a slightly wild bit of oversteer whilst approaching the finishing line and Jeffrey Binns just happened to be on hand with his camera to record the scene.

Tommy Wood, a Bradford haulage contractor retired from the press of competition motoring some years ago and since then has assisted at Harewood on the administrative side. The pull has been too strong

however and he has returned to the fray in a Lotus Seven. Not content with this individual performance, Tommy is sponsoring a couple of entries in class 3.

The larger saloons have long been a happy hunting ground for big Jaguar saloons. Unfortunately record holder Jim Wood will not be on parade this time, but Ian Grassick, "Chippy" Stross and Donald Gray will have to battle hard to uphold the prestige of Coventry against the transatlantic invasion of a 4.2 litre Ford Falcon propelled by Bradford motor trader Jack Tordoff. It had been hoped that the battle would be joined by one of the new Ford Mustangs as well, but unfortunately this did not materialise.

The scope of the "Marque Y" Sports Classes has been extended this year and the normal gaggle of M.G.Bs, T.R.4s, etc. will be joined by both Porsche and Morgan. Possibly the hottest contender in direction is David Perkins of Leeds who used to drive an incredibly rapid supercharged Sunbeam Alpine. David has now got a Morgan Plus Four and has added a supercharger to the Triumph engine. If the amount of grip between the back wheels and the road is equal to the puff disseminated by the power unit and if David's physical constitution can stand the vibration this should be interesting.

The smaller saloon classes look most interesting with an assortment of different makes trying their strength. Class three has long been almost a Cortina G.T. reserve but today brings two interesting invaders to challenge their supremacy. Mike Denton, a Halifax headmaster is fielding a Volkswagen 1500S saloon whilst Otley motor trader David Jackson has bravely added a blower to a Vauxhall VX 4/90. Form suggests that John White will probably still triumph in the Willment prepared Cortina G.T. but the performance of the German car will be watched with interest.



Roy Walton from Sheffield storms up Quarry Straight in his self constructed Walton Bristol. Roy is a really devoted enthusiast who spends long hours preparing and modifying his car and who never misses a meeting at Harewood.

Picture by M.S.P., Rugby.



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