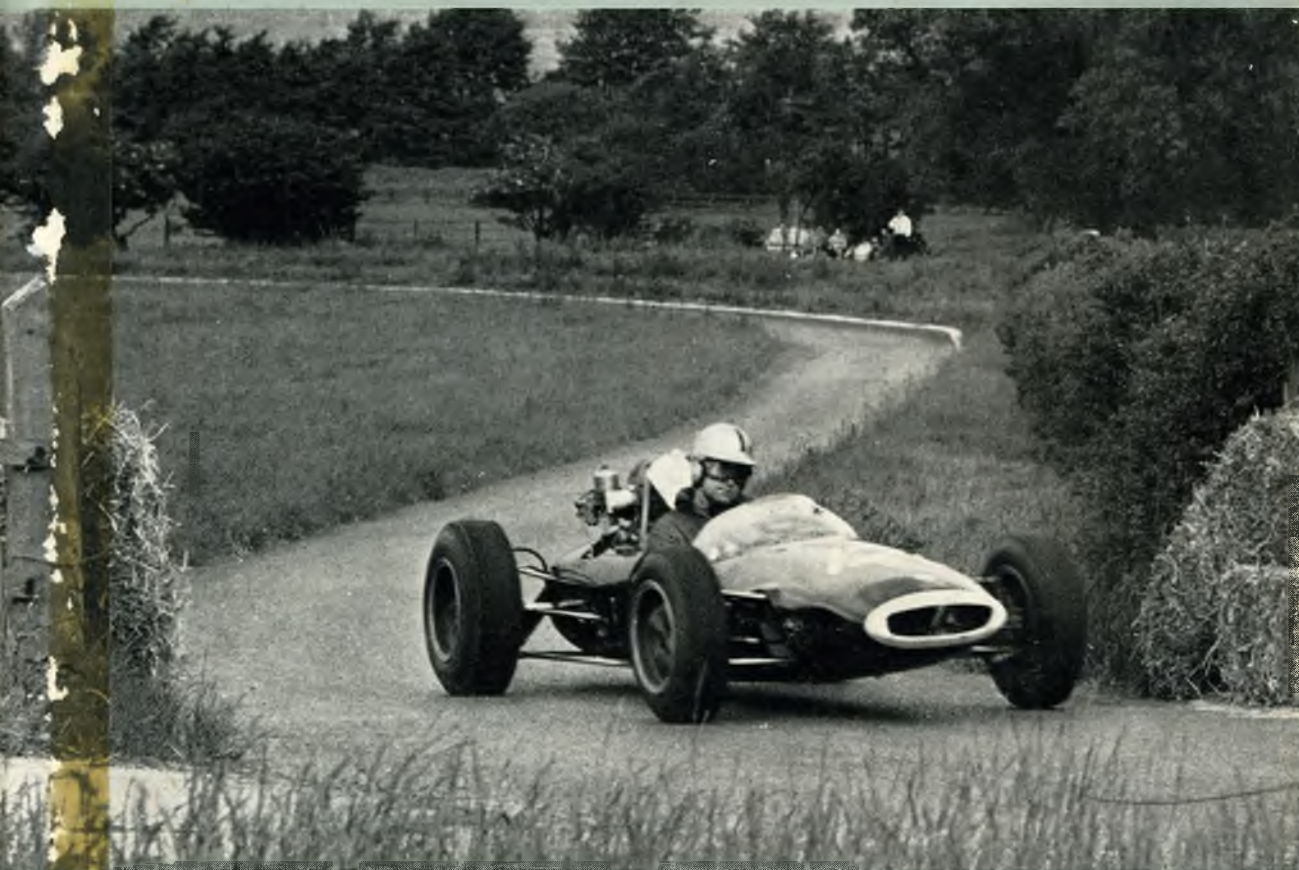




# HAREWOOD HILL CLIMB

SPRING NATIONAL MEETING  
FOR THE  
BENSON AND HEDGES  
"STERLING TROPHY"



OFFICIAL PROGRAMME 2/-

1 MAY 66





Peter Boshier Jones (Lotus 22 Climax s/c)

*Photograph by Viki Lincoln*

THE YORKSHIRE CENTRE OF  
**The British Automobile Racing Club Ltd.**  
 WELCOME YOU TO  
**THE FIFTEENTH**  
**HAREWOOD HILL CLIMB**

R.A.C. NATIONAL BRITISH PERMIT No. RS/2086.

**SUNDAY, 1<sup>st</sup> MAY, 1966**

COMMENCE 1-00 P.M.

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

by kind permission of Arnold Burton, Esq.

**WARNING TO THE PUBLIC**

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

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

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

*Cover Photograph — Peter Meldrum (Lotus Allard Special)*

*Photographed by Viki Lincoln*

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# THE HILL CLIMB SCENE

Once again we have to say "Welcome to Harewood" at the start of what promises to be a very momentous season in the hill climb world. In the three and a bit years since we held our first meeting at Stockton Farm, the face of British Hill Climb events has changed very considerably and the entry for this afternoon's competition gives promise that this could be one of the most exciting and significant events we have ever organised.

Firstly, if the weather man is kind enough to let you be reading this, it is only by a twist of fate that the meeting is being held at all. Our normal date for our Spring National Hill Climb is the first Sunday in April. This year we agreed to change to May Day to make way for the big Spring event at Castle Howard which has to be on the last Saturday before Easter to avoid the house-opening of that stately shack. Sudden and unwelcome falls of snow led to the cancellation of Castle Howard and had this been our date, local conditions would most certainly have caused the same postponement here.

Equally the very bad weather during the past winter has played havoc with plans we had to open in 1966 with bigger and better facilities for both competitors and spectators alike. The final corner has been super-elevated and provided with a banked kerb, the outside of this bend should have been nicely graded and seeded over instead of the morass which greets your eyes. There should have been a nice 150 yard extension to the road down the hillside car park allowing easy

entry and access in both wet and dry weather, the paddock exit road to the course should have been made up in nice tidy fashion whilst if ail had gone to plan there would have been a firm concrete surface on the main circulating area just outside the paddock gate and a very plushy permanent toilet block to replace what we freely admit to be less than satisfactory canvas comfort stations.

At time of writing it does look as if the weather man may have granted us a slight reprieve and given a chance for a little first aid to arise on the ruins of our good intentions but, should you find the paddock and spectator areas less than good underfoot, please bear with us, we hope to have a lot more achieved before our next meeting.

Getting back to the contest to be staged to-day, we are pleased indeed that in such a short time Harewood has taken its place in the upper bracket of British Hill Climb venues, popular with both drivers and spectators. As has been mentioned elsewhere in this programme, apart from the Champion himself, almost every other well

known name in Northern and Midlands hill climbing is on parade to-day with a good selection of further-travelled people as well.

As Ken Hammerton suggests in his review of 1966 Championship prospects starting on page 23, this looks like being a most interesting year Nationally, but from our parochial viewpoint, even more exciting is the way in which the growth of Harewood has nurtured interest amongst our local competitors and how we can now number amongst our own Centre members a number of drivers who can be expected to give a good account of themselves in this year's major hill climbs all over the country.

On behalf of the Yorkshire Centre of the British Automobile Racing Club, thanks are due to Messrs. Benson & Hedges who by their most generous support have assisted us in the staging of the meeting to-day. As a token, the premier award is coupled with their name together with the accompanying cheque. The main awards will all be presented in the paddock at the conclusion of the meeting and we hope a good number of spectators will be present to cheer the victors.



*Peter Meldrum receives "The Yorkshire Post" Trophy from the Hon. Gerald Lascelles after making f.t.d. at the September 1965 meeting.*

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## STEWARDS

Appointed by the R.A.C. .... Ed Harris  
Appointed by the B.A.R.C. .... J. H. Farrar, M. M. Sinclair

## OFFICIALS

Clerk of the Course ..... M. S. Wilson  
Deputy Clerk of the Course ..... A. G. M. Kellett  
Chief Marshal ..... J. A. Stroud  
Deputy Chief Marshal ..... E. W. Moss  
Chief Observer ..... A. J. Hodgetts  
Chief Medical Officer ..... Dr. P. M. Smith-Moorhouse  
Chief Timekeeper ..... H. G. A. Mauldin  
Chief Scrutineer ..... S. H. Hanson  
Chief Paddock Marshal ..... H. O. Holliday  
Chief Start Marshal ..... M. H. Whaley  
Secretary of the Meeting ..... Miss P. J. Steele  
10 Wormalds Yard, Boar Lane, Leeds 1. Tel. 21451  
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P. W. Watson, T. M. Wood  
Timekeepers ..... Mrs. J. Mauldin, Miss S. Mauldin  
P. A. Commenter ..... E. Bowers Booth, A. D. Roddis  
Hon. Treasurer ..... R. Farrar  
Paddock Marshals ..... D. M. Garnett, Miss A. Booth  
B. Spencer, Miss S. D. Ellerby, D. K. Chippindale  
Incident Observers ..... J. E. Ison, A. Reader  
Start Marshals ..... J. G. White, J. R. Hardcastle,  
P. G. Holliday, A. C. Wilson and members of  
of the Rolls Royce M.C.  
Medical Officers ..... Dr. G. R. Kelman, Dr. R. C. Lawrence,  
Dr. D. Morris, Dr. D. M. Williamson,  
Dr. F. T. de Dombal

Sector Marshals, Observers, Flag Marshals, Fire Marshals,  
Course Marshals, etc.:

F. Bailey, D. Barraclough, B. Bettridge, Miss A.  
Booth, H. Boulton, P. Bradbury, J. A. Broadhead,  
R. M. Drake-Brockman, P. H. Carroll, B.  
Chesterman, A. V. Collins, G. Elliott, D. Flintoft,  
K. M. Fuller, D. M. Garnett, F. Glynn, F.  
Greenwood, P. Griffin, G. D. Grimwood, J. A.  
Grimshaw, E. Hackin, T. M. Hartley, G. F. D.  
Hewitt, F. Holmes, R. B. Holroyd, W. Howarth,  
R. C. Leeson, A. G. Marra, P. Marsh, R. Milner,  
C. N. Smith-Moorhouse, A. V. Morris, E. W. Moss,  
P. H. Newby, R. W. A. North, F. Owridsmith,  
J. K. Pearson, T. E. Pickup, N. N. W. Porteusm,  
J. Prosser, D. B. Rogers, R. Sagar, H. Sargeant,  
B. Smallwood, B. V. Smith, T. A. Smith, G. Still,  
D. L. Thomas, G. L. Thompson, S. Thompson,  
H. S. Tinkler, G. P. Turner, M. Warner, J. R.  
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K. A. Reynier, Mrs. P. Wheeler, H. Goddard,  
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G. Campsall, T. Bedford, B. Armitage, K. Dalby,  
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Press Officer ..... F. Barlow  
Hon. Secretary ..... H. C. Mason  
Telephone Switchboard ..... C. H. Macklin

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## FORTHCOMING EVENTS

The remaining events on the Harewood Hill Climb  
this season are:-

### SUMMER MEMBERS' MEETING

Sunday, 5th June, 1966 — Commence 2-15 p.m.  
(Practice from 9-45 a.m. same day)

### "MONTAGUE BURTON" CHARITY MEETING

Run in conjunction with the Variety Club of Great  
Britain in aid of Children's Charities.  
Sunday, 26th June, 1966 — Commence 2-15 p.m.  
(Practice from 9-45 a.m. same day)

### ANNUAL NOVICES' HILL CLIMB

Sunday, 24th July, 1966 — Commence 2-15 p.m.  
(Practice from 9-45 a.m. same day)

### R.A.C. HILL CLIMB CHAMPIONSHIP MEETING

Sunday, 11th September, 1966 — Commence 1 p.m.  
(Practice from noon Saturday, 10th September).

## Race & Rally preparation

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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/2086.

## MOTOR RACING IS DANGEROUS

You are present at this Meeting entirely at your own risk and it is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the Meeting, including the owners of the land and the drivers and owners of the vehicles, are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

## PROGRAMME

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

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

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

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

## LOST AND FOUND PROPERTY

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

## MESSAGES

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

## REFRESHMENTS

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

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

## ACKNOWLEDGEMENTS

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

## LITTER

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

## ANIMALS

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

## OUR NEXT EVENT

Our next event will be held in one week's time on Sunday, 8th May and will be a "Clubman's Race Meeting" held on the new Croft Autodrome Circuit in North Yorkshire.

Many of the cars and drivers which have been taking part in the hill climb today can be seen in action at this meeting in a programme of seven ten-lap races and a seven-lap handicap on the 1.75 mile circuit.

Croft is only about 50 minutes run from Harewood North up the A.1 to Old Catterick roundabout from where R.A.C. signs mark the route to the course. The first race starts at 2-30 p.m.

## 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 Yorkshire Post" Trophy*

## The Awards to be won over the season are:-

The following five awards will be presented at the end of the season based upon times established at meetings on — 1st May, 5th June, 26th June, 24th July and 11th September.

To the competitor who records the fastest time of the season irrespective of class —

"The Yorkshire Post Trophy" and Replica.

To the B.A.R.C. member resident within the County of Yorkshire who records the fastest time of the season irrespective of class —

"The Jack Farrar Trophy" and Replica.

To the competitor who records the fastest time of the season driving a "Marque Y" Sports Car running in classes 6 to 9 inclusive —

"The Appleyard Group Trophy" and Replica.

To the competitor who records the fastest time of the season driving a Touring Car running in classes 1 to 4 inclusive —

"The Wallace Arnold Trophy" and Replica.

To the competitor making the greatest improvement over the class records which are standing after the May 1st Meeting running in the Touring Car Classes 1 to 5 inclusive —

"The Total Trophy" and Replica.

## The Awards to be won today are:-

For the Fastest time of the day —

The "Sterling" Casket and £60.  
(Kindly presented by Messrs. Benson & Hedges Ltd.)

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

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

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

For the fastest time of the day in each of the following Categories — Touring, "Marque Y", Special Grand Touring and Sports Racing — £15.

For the fastest time in each class — £10.

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

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

Awards in Class 15a will be determined by application of Handicap provided by the V.S.C.C. (Northern)

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

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

To any competitor holding a new record for his class at the conclusion of the meeting —

A Harewood Class Record Plaque.

No entrant may win more than one cash award with one car. Competitors winning the four premier awards or any of the fastest in category awards will receive these in place of their class awards and the runners-up in these classes will receive the class awards appropriate to their placings.

## PRESENTATION OF AWARDS

The "Sterling" Casket and the Cash Awards for 1st, 2nd, 3rd and 4th fastest time of the day together with the fastest in category Cash Awards will be presented to the victors outside the Control Bus in the Paddock at the conclusion of the meeting.

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**AUTOSPORT**

***EVERY FRIDAY***

# HAREWOOD RECORDS

Fourteen 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. Schellenburg (Lister Jaguar)	49.79
9/6/63	A. G. Wood (Cooper Monaco)	51.85
8/9/64	P. Boshier-Jones (Lotus 22 Climax)	46.72
29/9/63	*G. Whitehead (Elva Mk. 7)	53.52
12/4/64	J. R. Walton (Walton Bristol)	49.39
24/5/64	A. E. Marsh (Marsh Special)	45.157
12/7/64	*I. C. Batty (Lotus Mk. 7)	50.746
13/9/64	†P. Westbury (Ferguson P.99)	44.454
4/4/65	P. H. Meldrum (Lotus Allard Spl.)	46.017
9/5/65	P. H. Meldrum (Lotus Allard Spl.)	46.500
20/6/65	P. H. Meldrum (Lotus Allard Spl.)	44.901
18/7/65	*M. J. Smith (Mallock U.2 Ford)	49.866
12/9/65	P. H. Meldrum (Lotus Allard Spl.)	49.271

† 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; 20/6/65 — F. Greenwood (Austin Cooper S) 50.956.

## "Marque Y" Sports Cars

16/9/62 — R. D. Sutherland (Sprite) 57.44; 15/9/63 — A. F. Lefevre (Sprite) 55.51; 12/4/64 — R. D. Sutherland (Sprite) 53.36; 13/9/64 — R. D. Sutherland (Sprite) 55.234; 4/4/65 — A. M. Hunter (Morgan+4) 53.853; 20/6/65 — P. G. Lawson (M.G.B.) 53.009; 4/4/65 — P. Scragg (Jaguar 'E' Type) 52.011; 20/6/65 — E. D. Clark (Jaguar 'E' Type) 51.556.

## Special Grand Touring Cars

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

9/6/63 — B. R. Waddilove (Jaguar "E" Type) 53.91; 15/9/63 — B. R. Waddilove (Jaguar "E" Type) 51.47; 13/9/64 — J. A. Lepp (Lotus Elan) 50.785; 4/4/65 — J. A. Lepp (Lotus Elan) 50.178; 20/6/65 — J. A. Lepp (Lotus Elan) 48.772.

## Sports/Racing Cars

16/9/62 — A. Lanfranchi (Elva Mk. 6) 51.61; 21/4/63 — C. K. W. Schellenburg (Lister Jaguar) 49.79; 12/4/64 — J. R. Walton (Walton Bristol) 49.39; 13/9/64 P. Westbury (Lotus 23B B.R.M.) 46.432.

## Racing Cars

16/9/62 — J. D. Scott (Cooper J.A.P.) 52.88; 9/6/63 — G. Gartside (Garford Junior) 52.48; 15/9/63 — P. Boshier-Jones (Lotus 22 Climax) 46.72; 24/6/64 — A. E. Marsh (Marsh Special) 45.157; 13/9/64 P. Westbury (Ferguson P.99 Climax) 44.454.

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

## Class

1.	A. Staniforth (Morris Cooper)	13/9/64	54.218
2.	J. C. England (Morris 1100)	20/6/65	56.253
3.	J. White (Ford Cortina G.T.)	20/6/65	55.809
4.	J. M. Wheatley (Austin Cooper S)	12/9/65	51.251
5.	F. Greenwood (Austin Cooper S)	20/6/65	50.956
6.	R. D. Sutherland (A/H Sprite)	12/9/65	54.293
7.	P. G. Lawson (M.G.B.)	20/6/65	53.009
8.	C. G. Gray (A/Healey 300)	24/5/64	53.379
9.	E. D. Clark (Jaguar "E" Type)	20/6/65	51.556
10.	J. A. Lepp (Lotus Elan)	20/6/65	48.772
11.	E. P. Scragg (Lightw't "E" Type)	13/9/64	49.107
12.	H. Wilkinson (Lotus 7a)	20/6/65	49.952
13.	I. A. B. Harris (Lotus Super 7)	13/9/64	49.686
14a.	D. Arnott (Lotus II)	13/9/64	52.160
14.	P. Westbury (Lotus 23 B.R.M.)	13/9/64	46.432
15.	M. E. Daghorn (Cooper Jap Mk. X)	8/9/63	47.220
16.	P. H. Meldrum (Lotus Allard Spl.)	20/6/65	44.901
17.	P. Westbury (Ferg'n P.99 Climax)	13/9/64	44.454



Gordon Durham (Lotus Elan)

Photograph by Peter Lovell



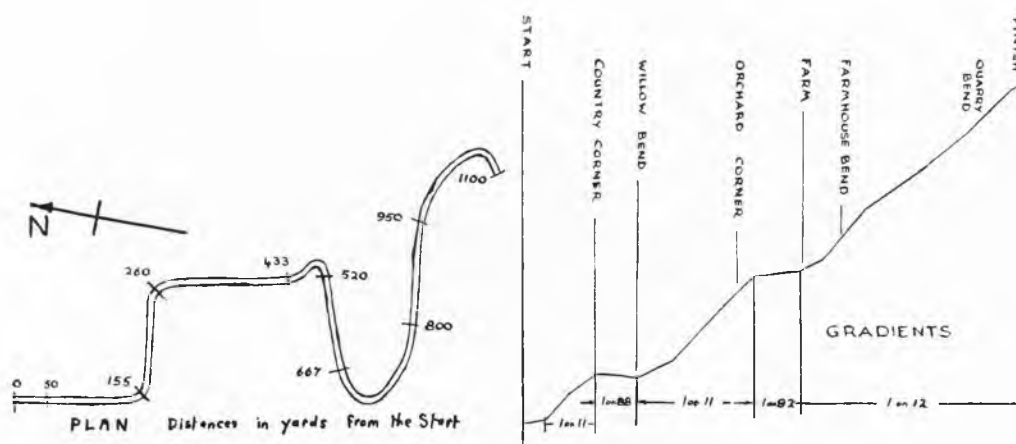


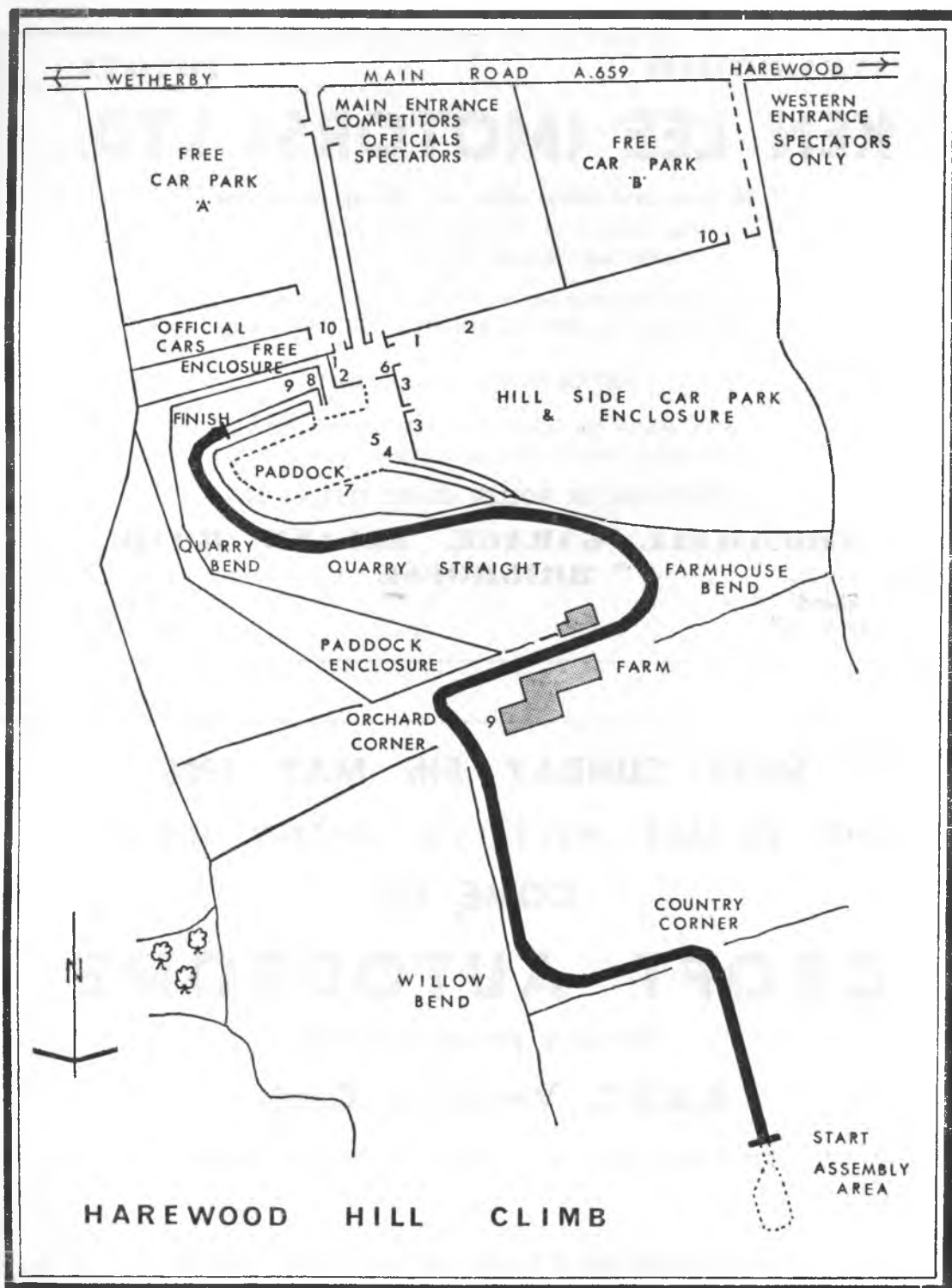
*A. G. Brewer (Hillman Imp)*

*Photograph by Peter Lovell*

# 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;  
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# 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 RUNS: Classes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15a, 15, 16 and 17.

## INTERVAL OF TEN MINUTES

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

★ After a Competition Number shows a reserve entry

### Class 1. TOURING CARS up to 1,000 c.c.

Record: A Staniforth (Morris Cooper) 54.218

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
131.★P.	Walker	Hillman Imp		875	Ingleton			
1.	D. Pollard	Hillman Imp		998	Bingley			
2.	P. Stokoe	Morris Cooper		997	Wakefield			
3.	C. B. Pearson	Austin Cooper		998	Scarborough			
4.	T. J. Hayton	Morris Cooper		998	Gainsborough			
5.	R. C. Watkinson	Hillman Imp		998	Leeds			
6.	K. S. Helliwell	Austin Cooper		998	Royton			
7.	P. A. Houghton	Austin Cooper S		970	Altrincham			
8.	W. Stuttard	Austin Cooper		998	Burnley			

### Class 2. TOURING CARS 1,001 to 1,300 c.c.

Record: J. C. England (Morris 1100) 56.253

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
9.	J. R. Ellis	Vauxhall Viva G.T.		1057	Brockholes			
10.	C. R. Mills	Vauxhall Viva	s/c	1057	Bardsey			
11.	P. A. Snowden	Vauxhall Viva		1099	Harewood			
12.	R. White	Ford Anglia		1198	Colne			
13.	H. A. Haxton	Ford Anglia		1198	Harrogate			
14.	S. A. Coulson	Ford Anglia		1198	Yeadon			
15.	J. C. England	Morris 1100		1098	Brockholes			

### Class 3. TOURING CARS 1,301 to 2,000 c.c.

Record: J. White (Ford Cortina G.T.) 55.809

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
16.	J. Craven	Ford Cortina G.T.		1498	Woodsford			
17.	C. W. A. Venter	Ford Cortina G.T.		1498	Beverley			
18.	J. F. Harris	Ford Cortina G.T.		1498	Chesterfield			
19.	D. A. Pearson	Ford Cortina G.T.		1498	Hawthornthwaite			
20.	A. Forrest	Ford Cortina Super		1498	Bradford			
21.	K. N. Lee	Ford Cortina G.T.		1498	Brighouse			
22.	G. H. Walker	Ford Cortina G.T.		1498	Skipton			
23.	T. Sugden	Ford Cortina G.T.		1498	Doncaster			

**Class 4. TOURING CARS 2,001 c.c. and over, plus TOURING CARS — Special Series.**

Record : J. M. Wheatley (Austin Cooper S) 51.251

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
140.★	J. B. Ford	Morris Cooper		1275	Mexborough			
24.	G. P. Stewart	Ford Cortina Lotus		1558	Larbert			
25.	G. W. Halliwell	Morris Cooper S		1275	Burnley			
26.	A. N. Umpleby	Morris Cooper S		1275	Leeds			
27.	J. Lees	Austin Cooper S		1275	Halifax			
28.	A. Evangelisti	Ford Cortina Lotus		1558	Falkirk			
29.	D. Bullen	Austin Cooper S		1275	Whitby			
30.	J. M. Reiss	Ford Cortina Lotus		1558	Leeds			
31.	R. W. Wainwright	Austin Cooper S		1275	Swinton			
32.	T. H. Warburton	Austin Cooper S		1293	Bolton			
33.	L. S. Stross	Austin Cooper S		1312	Leeds			
34.	P. Wynn-Jones	Jaguar 3.8 Mk. II		3781	Liverpool			
35.	D. Haynes	Austin Cooper S		1275	Swillington			
36.	M. J. M. Walker	Jaguar 3.8		3781	Barnsley			

**Class 5. TOURING CARS FORMULA LIBRE**

Record : F. Greenwood (Austin Cooper S) 50.956

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
37.	R. G. Garside	Riley 1.5		1802	Leeds			
38.	G. Lynch	Ford Anglia		1650	Sheffield			
39.	C. J. Hirst	Ford Anglia		1498	Harrogate			
40.	R. G. Rowlands	Ford Anglia	s/c	1498	York			
41.	J. Bekaert	Fiat 600 D		1840	Chorley Wood			
42.	A. Blenkin	Austin Cooper S		1275	Spennymoor			

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

Record : R. D. Sutherland (Austin Healey Sprite) 54.293

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
139.★	G. Ashley-Smith	Austin Healey Sprite		948	Hunmanby			
43.	F. J. Whittaker	M.G. Midget		1098	Burnley			
44.	T. Varley	M.G. Midget		1098	Windermere			
45.	R. J. Hale	Austin Healey Sprite		1300	Summerbridge			
46.	M. J. M. Walker	Austin Healey Sprite		1098	Ingleton			
47.	C. J. Tipping	Austin Healey Sprite	s/c	998	Leeds			
48.	D. C. Welpton	Austin Healey Sprite		997	Hessle			
49.	P. R. W. Hargreaves	M.G. Midget		1098	Halifax			
50.	K. R. Hardy	M.G. Midget		998	Scarborough			
51.	J. Jagger	M.G. Midget		1098	Bradford			
52.	T. Jones	Austin Healey Sprite		997	Cleckheaton			



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

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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
138.★	R. A. Flood	M.G.B.		1798	Rotherham			
53.	J. Cockerill	M.G.B.		1798	Whitby			
54.	R. Baldwin	M.G.B.		1798	Colne			
55.	D. S. Yeadon	M.G.B.		1798	Horsforth			
56.	J. N. Sutcliffe	M.G.A.		1622	Ilkley			
57.	D. G. Stone	M.G.A.		1588	London			
58.	R. B. Stross	M.G.B.		1798	Leeds			
59.	J. M. Wheatley	M.G.B.		1798	Methley			
60.	B. Newton	M.G.B.		1798	Hunmanby			
61.	J. Hall	Porsche Super 90		1582	Bradford			
62.	G. B. Ellis	M.G.B.		1798	Huddersfield			
63.	W. S. Machell	Morgan Plus 4		2138	Blackpool			
64.	M. F. Nickell-Lean	M.G.B.		1798	Huby			

**Class 8. "MARQUE Y" SPORTS CARS 2,201 to 3,000 c.c.**

Record : C. G. Gray (Austin Healey 3000) 53.379

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
137.★	J. R. Ashcroft	Fiat 2300 S		2279	Preston			
65.	R. Speak	Austin Healey 3000		2912	Burnley			
66.	W. D. Stephens	Aston Martin DB2/4		2922	Malton			

**Class 9. "MARQUE Y" SPORTS CARS 3,001 c.c. and over.**

Record : E. D. Clark (Jaguar "E" Type) 51.556

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
67.	D. H. M. Walker	Jaguar XK 120		3442	Silkstone			
68.	B. R. Devine	Jaguar 'E' Type		3781	Halifax			
69.	A. Mountain	Jaguar 'E' Type		4235	York			
70.	A. E. Crowther	Jaguar 'E' Type		4235	Halifax			
71.	H. R. Crowther	Jaguar 'E' Type		4235	Huddersfield			
72.	E. D. Clark	Jaguar 'E' Type		4235	Leeds			
73.	D. P. Stead	Jaguar 'E' Type		4235	Leeds			

**Class 10. SPECIAL GRAND TOURING CARS up to 3,000 c.c.**

Record : J. A. Lepp (Lotus Elan) 48.772

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
74.	J. R. Cussins	Lotus Elan		1598	Leeds			
75.	G. H. Keylock	Lotus Elan		1596	Hay-on-Wye			
76.	B. Joell	Lotus Elan		1598	Sheffield			
77.	P. J. Smith	Austin Healey Sprite		1080	Wakefield			
78.	C. D. Stewart	Lotus Elan		1800	Gt. Ayton			
79.	G. Durham	Lotus Elan		1600	Yarm			

**Class 11. SPECIAL GRAND TOURING CARS 3,001 c.c. and over.**

Record : E. P. Scragg (Lightweight "E" Type) 49.107

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
143.★A. Brooke	.....	Vauxhall Villiers	s/c	2497	Ramsgill	.....	.....	.....
141.★A. J. Burton	.....	T.V.R. 200 Griffith	.....	4727	Wetherby	.....	.....	.....
80. M. Dungworth	.....	T.V.R. 200	.....	4727	Sheffield	.....	.....	.....
81. R. G. M. Oddie	.....	Austin Healey Chevrolet	.....	4700	Wakefield	.....	.....	.....

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

Record : H. Wilkinson (Lotus 7a) 49.951

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
82. P. J. M. Baines	.....	Spartak IV	s/c	997	York	.....	.....	.....
83. M. Gribben	.....	Terrier	.....	997	Sheffield	.....	.....	.....
84. S. Hepworth	.....	Lotus 7	.....	948	Brighouse	.....	.....	.....
85. F. Bott	.....	Lotus 7	.....	975	Stoke Poges	.....	.....	.....
86. W. J. Netherwood	.....	Valkyrie	.....	993	Huddersfield	.....	.....	.....
87. D. Buller-Sinfield	.....	Lotus 7	.....	997	Mirfield	.....	.....	.....

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

Record : I. A. B. Harris (Lotus Super 7) 49.686

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
136.★J. Ward	.....	Lotus 7 Ford	.....	1498	Thornton-Dale	.....	.....	.....
88. M. Bartram	.....	Lotus 7	.....	1498	York	.....	.....	.....
89. Miss J. Hutchinson	.....	Terrier Mk. II	.....	1498	Newcastle	.....	.....	.....
90. J. Obank	.....	Mallock UJ2	.....	1498	Rawdon	.....	.....	.....
91. J. G. E. Clegg	.....	Lotus VII	.....	1499	Lightcliffe	.....	.....	.....
92. R. Cowley	.....	Lotus Super 7	.....	1498	Hull	.....	.....	.....

**Class 14. SPORTS/RACING CARS any capacity**

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
135.★D. Hodgson	.....	Jaguar 'C' Type	.....	3781	Pickering	.....	.....	.....
93. K. H. Monkman	.....	Lotus 8	.....	2138	Ilkley	.....	.....	.....
94. M. Starbuck	.....	Chrysler Special	.....	5916	Sheffield	.....	.....	.....
95. J. R. Walton	.....	Walton-Bristol III	.....	1971	Sheffield	.....	.....	.....
96. G. F. Tatham	.....	Lister Jaguar	.....	3781	Malton	.....	.....	.....
97. R. Terry	.....	Elva VII S	.....	1600	Inkberrow	.....	.....	.....
98. J. F. Barnes	.....	Elva Mk. 7	s/c	1650	Sussex	.....	.....	.....
99. T. A. Twaites	.....	Lotus 23B	.....	1098	Dewsbury	.....	.....	.....
100. J. M. McCartney	.....	Lotus 23B	s/c	1490	Bolton	.....	.....	.....
101. E. P. Scragg	.....	Lola 70	.....	4700	Macclesfield	.....	.....	.....

**Class 15a. HISTORIC RACING CARS**

Record : R. Barraclough (Bentley 8 Litre) 56.095

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
142.★E. M. Corner	.....	Monza Alfa Romeo	s/c	2288	Brancepeth	.....	.....	.....
134.★H. F. Moffatt	.....	Bugatti Type 37	.....	2262	London	.....	.....	.....
102. F. A. Sowden	.....	Bentley 8 Litre	.....	8425	Bingley	.....	.....	.....
103. J. R. Brown	.....	Cooper Bristol 2 Litre	.....	1971	Burnley	.....	.....	.....

**Class 15. RACING CARS up to 1,150 c.c.**

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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
133.★F.	V. Midgley	Cooper Mk. X J.A.P.		1098	Rotherham			
132.★F.	M. Slinn	Iota J.A.P.		500	Sheffield			
104.	J. A. H. Lambert	Cooper Mk. 6 Triumph		649	York			
105.	E. H. Appleyard	Lotus 18 Ford		1098	Pudsey			
106.	J. Thornton	Mini Mamba B.M.C.	s/c	1000	Leeds			
107.	C. B. Court	Lotus 31 Holbay		1098	Sedgley			
108.	P. Ibbotson	Lotus 20/22 Ford		1098	Branton			
109.	E. Dawson	Lotus 41 Ford		997	Mirfield			
110.	D. Blankstone	Cooper B.M.C.		1098	Stourbridge			
111.	R. Callander	Lotus 20 Cosworth		997	Larbert			
112.	R. D. Blackmore	Terrapin Mk. II B.M.C.		1098	Leeds			
113.	F. H. Crosby	Lotus 20 Ford		1098	Leeds			
114.	J. M. Forster	Tojeiro	s/c	1098	Leeds			
115.	R. J. Prest	Lotus 18 Ford		1098	Durham			
116.	J. Johnstone	Lotus 18 Ford	s/c	1098	Wetherby			
117.	A. Staniforth	Terrapin-Min	s/c	1098	Horsforth			

**Class 16. RACING CARS 1,151 to 1,600 c.c.**

Record : P. H. Meldrum (Lotus Allard Spl.) 44.901

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
118.	M. J. Eaves	Lotus 22 Ford		1598	Birmingham			
119.	T. R. Clapham	Lotus 22 Ford	s/c	1498	Keighley			
120.	M. J. Hawley	Brabham BT.16 Ford		1594	Solihull			
121.	P. G. Lawson	Brabham Ford		1598	Knaresborough			
122.	L. Hinchcliffe	Lotus 32 Ford		1600	Leeds			
123.	J. T. Butterworth	Brabham BT.14 Dragon	s/c	1500	Rossendale			

**Class 17. RACING CARS 1,601 c.c. and over**

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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
124.	B. W. Brown	Lotus 20 Ford	s/c	1890	Pershore			
125.	D. A. Harrison	Cooper Buick		3524	Ilkley			
126.	D. Hepworth	Brabham Chevrolet		4700	Brighouse			
127.	B. Eccles	Brabham Traco Oldsmobile		4500	Solihull			
128.	J. Macklin	Cooper Buick		3500	Christchurch			
129.	A. B. Griffiths	Felday 6 Ford		4718	Sutton Coldfield			
130.	P. H. Meldrum	Lotus Allard Special	s/c	1650	Pinner			

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# LOOKING AHEAD

## PROSPECTS FOR THE 1966 R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP

By KEN HAMMERTON

The 1966 R.A.C. Hill Climb Championship will be contested over fourteen rounds. With Round 1 at Loton Park completed last Sunday the following remain:

Sunday, 8th May — Prescott.  
Sunday, 15th May — Wiscombe Park.  
Saturday, 21st May — Barbon.  
Sunday, 12th June — Shelsley Walsh.  
Saturday, 25th June — Bo'ness.  
Saturday, 2nd July — Rest and be Thankful.  
Thursday, 21st July — Bouley Bay.  
Saturday, 6th August — Great Auclum.  
Saturday, 13th August — Craigantlet.  
Sunday, 21st August — Shelsley Walsh.  
Sunday, 4th September — Prescott.  
Sunday, 11th September — Harewood.  
Saturday, 17th September — Dyrham Park.

Longleat formed a fifteenth round last year, but as the Marquess of Bath has so many lions wandering on the estate this event has wisely been dropped. (To the relief of some of the competitors who did not fancy taking part in a Roman orgy).

As a result of friendly talks between the R.A.C., the organising clubs and competitors a number of very worthwhile changes have been made in the rules for the championship. In the past a competitor has been allowed to count only the best eight performances, but for 1966 this number has been increased to ten.

(In 1965 counting eight out of fifteen performances, Peter Boshier Jones had to discard no less than 42 points). Prior to this season only six of the ten competitors in the special championship class scored points, but now all ten will score on the basis of ten for the winner down to one for tenth place. (In addition any competitor who improves on the hill record standing at the commencement of the meeting during the special runs for the championship will receive one additional point, as in the past). The ten fastest of those competitors entered for the championship are selected after the ordinary class runs. Formerly any competitor who had thus qualified, and failed to compete due to mechanical or other reasons simply reduced the number allowed to run, but this rule has been altered and any such defaulters will now be replaced by the eleventh fastest qualifier, etc. These three basic changes will make the championship more attractive to both competitors and spectators.

At the time of writing about 40 drivers have entered the Championship. Many of them are competing at the meeting here today, so we may see some significant pointers. It is a well known practice among the leading drivers to try to compete on any course at a meeting earlier than the actual championship qualifier, especially if they have a new car, or have modified their old one. The acquired information about gear ratios, tyre pressures, etc. will be invaluable on the big day.

Continued on page 24



*Reigning Hill Climb Champion, Tony Marsh with his trim Buick powered Marsh Special photographed last July at Willow Bend by Viki Lincoln.*





*David Johnson has parted with the Forward Daimler and is fitting an even bigger Daimler Unit to a Cooper Chassis to be ready later in the season. Last year's car made its Harewood debut last September and we look forward to seeing his new weapon in action. Photograph by Peter Lovell.*

#### LOOKING AHEAD—continued

And so let us have a look at the championship field. Not here today 1965 winner, Tony Marsh will be using the same 4.2 litre Marsh Buick this year with very little modification, although he has been following the current Grand Prix trend of experimenting with different makes of tyre. At the moment it looks as though the 1965 runner-up, Peter Boshier Jones will not be competing at all this season (let us hope that this is only a temporary state of affairs!). 1965 third placeman, Peter "King of Harewood" Meldrum will be using basically similar material as before, i.e. a Lotus 22 chassis with a blown Ford unit but now stretched to 1650 c.c. Much work has been done during the long hard winter, and it will be interesting to see if Peter can continue his fantastic run of successes at Harewood.

The last couple of seasons has seen a great friendly rivalry develop between the 2.5 litre B.R.M./Tony Griffiths combination and that of 3.5 litre Cooper Buick/John Macklin. For 1966 Tony originally intended to have a Brabham chassis, but delivery difficulties sent him heading to Peter Westbury and the result is the two wheel drive Felday "6" powered by a 4.7 litre fuel injected Ford V.8. To combat this, John Macklin has a 1964/5 ex works Formula 1 Cooper chassis into which his existing engine and gearbox have been installed by David Johnson. The renewed battle between these two should add spice to today's event.

Sixth placeman last year was Bristol garage proprietor Ian Swift. He had a very nasty accident with his 4.7 litre Cooper Ford V.8 at Dyrham Park last September. For 1966 he is having a new car built for him around his old engine, but the new device will not be ready before the Prescott meeting at the earliest. Should be worth waiting for!

The ever growing "Vee 8 Clan" will include Yorkshiremen David Harrison and David Hepworth.

David Hepworth did a very full season of championship events last year with the Cooper Chevrolet and Austin Healey Chevrolet and should have quite a lot of advantage in this respect over David Harrison, who mainly supported local hills. On the other hand, at Barbon last year, Hepworth was the tenth fastest qualifier, but if Harrison had been entered for the championship he wouldn't have been. If Harrison's Crossle is sorted out quickly then the battle between these two will be well worth watching.

An unfamiliar name at Harewood is Bryan Eccles. Pressure of business has kept Bryan from the hills for the past couple of years, but prior to that he had lots of experience with a 998 c.c. Cooper J.A.P. In 1963 he built a V.8 Cooper Chevrolet and at the Prescott meeting amazed everyone by winning the Championship class. He is planning to do a very full season this year, and will be worth watching. His Brabham chassis is the B.T.14 that David Bridges used last year. The Oldsmobile engine should make it much more fun to drive, though.

The honour of Scotland again rests with the husband and wife team of Gray and Agnes Mickel. Like John Macklin they have been shopping at John Cooper's place and have a 1965, ex Bruce McLaren, Formula 1 chassis. Into this has been slipped the 2.2 litre Climax unit that once powered the Lotus 21 of Ray Fielding.

Talking of Mrs. Mickel leads one to the other lady competitor, Miss Patsy Burt. She is taking the big jump from her 2 litre Cooper Climax to a McLaren Traco Oldmobile. In the past Miss Burt has not done a very extensive championship programme. If she remedies this during 1966 then her presence could really be felt. If the car is as well turned out as the Cooper then it will be well worth seeing.

At the time of writing it seems that we may see some very exciting tussles between the 4.7 litre Lola T.70 Fords of David Good and Phil Scragg. Both are vastly experienced and spectacular. One hopes that the Lola will at last provide Phil Scragg with a car that he really likes to replace the Lister Jaguar which he sold way back in 1963 to Keith Schellenberg.

Only one other V.8 to mention, but it won't be around until mid-season. David Johnson hopes to fit a 5.5 litre Daimler V.8 into a T.76 Cooper chassis to replace the Forward Daimler which is now resident in Jersey.

And what of the 4 cylinder brigade? We have already looked at Peter Meldrum and the Mickels. Looking down the list of entrants I'll stick my neck out to tip Mike Hawley for a good season. He drove well last year in the Cooper B.M.C. (now owned by David Blankstone, and here today), and with his new Brabham should be a force to reckon with. Last year Bryan Brown could not match the times of Peter Meldrum when both were using blown 1498 c.c. units, so it will be interesting to see what happens now he sports 1890 c.c. to Meldrum's 1650 c.c.

We shall of course all be watching the progress of Tom Clapham (Lotus 22) and John Butterworth (Brabham B.T.14) both now Allard Dragon powered. They have been on the championship round before, but should do better than ever this year.

Jim Johnstone has entered the ranks for the first time, and it will be interesting to see what the winter labour has done to improve his Lotus 18, now supercharged. The two other Yorkshiremen in the list are Leslie Hinchcliffe and Peter Lawson. Leslie is dividing his interest between the hills and the circuits, but Peter has had his car built purely as a hill climber. The end of the season may produce a moral here!

And there may be others in the fight, possibly as yet secret leading challenger. We shall see.

Who will win the 1966 Hill Climb Championship? Only a fool would really stick his neck out at this stage, but I think most people must be saying to themselves "That man Marsh is a great driver, and he has a very potent motor car . . ."

Here then I give "A good season" to all competitors, officials and spectators.

#### STOP PRESS

Last Sunday's opening meeting at Loton Park gave the form book a real jolt as the results of the championship runs below shows

1st	Tony Marsh (Marsh Special)	35.81
2nd	Bryan Eccles (Brabham Traco Olds)	36.09
3rd	Mike Hawley (Brabham BT.16 Ford)	36.28
4th	Bryan Brown (Lotus 22 Ford s/c)	36.70
5th	Tony van Moyland (Lotus 21 Climax)	37.85
6th	David Blankstone (Coper B.M.C.)	37.85
7th	Tony Griffiths (Felday 6 Ford)	38.20
8th	John Barnes (Elva Mk. 7 s/c)	38.32
10th	John Macklin (Cooper Buick)	Retd.

So the Champion is off to a flying start with already a six point lead over Tony Griffiths and both John Macklin (who suffered fuel trouble and did not complete a Championship run) and Peter Meldrum regardless. Ken Hammerton's prophesy about Bryan Eccles being a man to watch this year certainly looks to be true. Peter Meldrum competed in the Class Runs but did not manage to qualify for the final Championship Runs. It seems that the extra power of his enlarged engine is making the car something of a handful and he is having to learn to drive it all over again.

Tony Griffiths only took delivery of his very functional looking Felday on the Friday before the event so his creditable time in an untried and unsorted motor car bodes well for the season. It is perhaps significant that despite a fine dry day, the course record of 35.56 set up by Felday constructor Peter Westbury a couple of years ago still stands.



Bryan Brown with the Allard Dragon powered Lotus 22 on Farmhouse Bend last September. Today he drives the same car but now with the engine stretched to 1890 c.c. Picture by Peter Lovell.



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# HILL CLIMB CLASSES

All vehicles taking part in the Hill Climb comply with the R.A.C. "Regulations for Vehicles taking part in Speed Events" which lay down requirements as to safety, strength of construction, roadworthiness, etc. For the purposes of the competition they are divided into categories set out below and then according to the capacity of their engine. By this means each entrant is placed in a class where he can expect a reasonable chance of success given a vehicle in a good state of preparation.

The five categories used are :-

- Touring Cars
- "Marque Y" Sports Cars
- Special Grand Touring 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. — Touring Cars up to 1,000 c.c.
- Class 2. — Touring Cars 1,001 to 1,300 c.c.
- Class 3. — Touring Cars 1,301 to 2,000 c.c.
- Class 4. — Touring Cars 2,001 c.c. and over  
and Special Series.
- Class 5. — Touring Cars Formula Libre.

In classes 1—4 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 Coper S 1,071 c.c. and 1,275 c.c., Ford Lotus Cortina, Alfa Romeo GTA, Renault R8 Gordini, B.M.W. TISA and 2,000 CS, Glas 1,300 G.T.

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 5.

**"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 Y" Sports Cars are Class 6 — A. H. Sprites, M.G. Midgets and T Series up to TF 1,250, Triumph Spitfire 4, Honda S.600 and S.800, Bond Equipe GT, Isuzu Bellet GT, N.S.U. Spider (Wankel), Morgan 4/4 up to 1,300 c.c. Class 7 — M.G.A. (inc. Twin Cam), M.G.B., M.G.B.G.T., Sunbeam Alpine (all models), Triumph T.R. Series, Morgan Plus 4 and 4/4 1,498 c.c., Alfa Romeo Giulia Spider and SS, Giulietta Sprint, Sprint Veloce and Spider, T.V.R. Grantura 1,600 c.c., Fiat 1500S, Porsche 1500, 1600, 1600 Super (incl. Carrera), Volvo P. 1800S. Class 8 — Austin Healey 100/6 & 3,000 (All models except "S") Types and Lightweights, Alfa Romeo 2.600 Spider and Sprint, Fiat 2300S, Mercedes 230SL, Reliant Scimitar GT, Daimler SP250, Glas 2600V8. Class 9 — Jaguar XK and E Types, Aston Martin DB Series, Gordon Keeble, Sunbeam Tiger 4,260 c.c. (excluding Le Mans models), Jensen, Chevrolet Corvette Sting Ray (excluding Grand Sport model).

Eligibility for classes 6, 7, 8, & 9 will be as for classes 1—4 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 special grand touring car classes.

**Special Grand Touring Cars** are cars which are accepted by the B.A.R.C. and B.R.S.C.C. as eligible for entry in Club G.T. Racing.

- Class 10. — Special G.T. Cars up to 3,000 c.c.
- Class 11. — Special G.T. 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 (any capacity).

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

- Class 15a. — Historic Racing Cars (Handicap).
- Class 15. — Racing Cars up to 1,150 c.c.
- Class 16. — Racing Cars 1,151 to 1,600 c.c.
- Class 17. — Racing Cars 1,601 c.c. and over.

In classes 15a, 15, 16 and 17, twin rear wheels may be used and there are no restrictions on the type of fuel.

In classes 10—17 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 may 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—4 and 6—9 inclusive.

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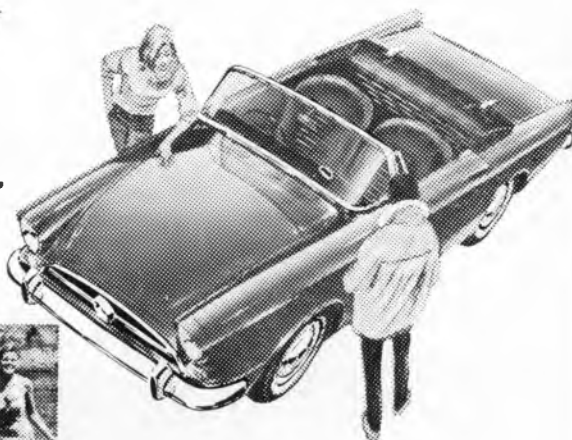


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## ABOUT THE B.A.R.C.

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

The largest of these Centres is the Yorkshire Centre which promotes the hill climb here today. The Centre was formed in 1922 and now has over 1,550 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 £3.3.0d. per year with an entry fee of £1.1.0d. and to be registered with the Yorkshire Centre costs an additional 10/- 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.

Dates of our major events for the remainder of the 1966 season are :-

May 8th — Race Meeting at Croft Autodrome.  
 May 14/15th — "The Scarborough Week-End".  
 May 17th — Harewood Hill Climb Practice Evening.  
 June 5th — Harewood Members' Summer Hill Climb.  
 June 7th — Evening Production Car Trial.  
 June 12th — Race Meeting at Croft Autodrome.  
 June 19th — "E. A. Denny" Production Car Trial.  
 June 21st — Evening "Autocross" & Barbecue.  
 June 26th — "Montague Burton" Charity Hill Climb.  
 July 1st — Summer Dance.  
 July 5th — "Gymkhana".  
 July 10th — Joint Driving Tests in East Yorks.  
 July 24th — Harewood Novices' Hill Climb.  
 August 2nd — Evening Driving Tests.  
 August 21st — "Autocross" at Dunkeswick.  
 September 6th — Ladies' Event.  
 September 11th — R.A.C. Championship Hill Climb.  
 September 18th — "Stone Trough" Sporting Trial.  
 October 2nd — Scarborough National Hill Climb.  
 October 23rd — "Greenwood Cup" Prod. Car Trial.  
 November 1st — Bonfire Party.  
 December 8th — Annual Dinner Dance.

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

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



Malcolm Dungworth (T.V.R. Griffith)

Photograph by Peter Lovell

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# Mainly Personal



*Peter Meldrum*



*John Macklin*



*Tony Griffiths*

If the evidence of last year's R.A.C. British Hill Climb Championship results is anything to go by, the fight for top honours this afternoon should rest between the three characters pictured above.

In the 1965 table Meldrum finished third with 72 points, Macklin fourth with 64 points and Griffiths fifth with 57 points. All three are fairly regular visitors to Harewood, as their placing suggests, very skilled drivers and, like all of the "Hill Climb Circus" genuine amateurs and really nice blokes to boot.

If last year's form at Harewood is considered, Peter Meldrum must inevitably start favourite as his record here is really fantastic. Despite opposition of the very highest calibre he managed to notch up f.t.d. at all four of our major meetings (the fifth being the "Novice" event where, for obvious reasons he was not present) and he must surely know his way up the 1,140 twisting yards of the Stockton Farm hill as well as any competitor here to-day.

Peter comes from Pinner in Middlesex and competed in the North for a couple of years without much success until at the beginning of 1965 the fruits of a winter's

labour on the Allard Dragon power unit of his trim Lotus 22 began to blossom. Running on straight methanol and supercharged to a phenomenal degree the Ford Cortina based engine gives out masses of torque right up the rev. range which is certainly one of the successful ingredients in a recipe for fast hill climbing.

John Macklin has always pinned his hopes (like David Harrison) on the lightweight 3.5 litre Buick V.8 aluminium power unit installed in a Cooper chassis and relying on the very considerable power to weight ratio of a large, mildly tuned engine in a very light chassis to get performance. John comes all the way from Christchurch in Hampshire and his motor cars are always a delight to see, so immaculately are they turned out.

The final member of the trio always went hill climbing in the classic manner, providing the third solution to the problem amongst these three friendly rivals, Tony Griffiths has for the past couple of years run one of the front engined 2½ litre, four cylinder B.R.M.s with gradually increasing success although the limitations of this car were definitely evident in 1965. Tony hails from Sutton Coldfield and is

a Committee Member of the Midland Automobile Club who run Shelsley Walsh so Hill Climbing is really dear to his heart.

Having devoted so much space to studying last year's form, we now have to point out that in any case, this can not be considered much of a guide as all three competitors have made significant changes to their machinery for this season.

Peter Meldrum has enlarged a Dragon engine to 1,650 c.c., fitted an even bigger supercharger with a carburettor which first saw the light of day on a pre-war E.R.A.. John Macklin has obtained one of last year's Cooper Grand Prix chassis and pins his faith on to the proved reliability of the Buick unit coupled with the much increased road holding of the new car whilst Tony Griffiths has perhaps the most interesting solution of the trio with a brand new Felday 6 powered by a 4.7 litre Ford V.8 unit.

Rumour has it that Tony was trying to pry a new chassis out of a G.P. constructor and not meeting with much success when he fell in with Peter Westbury at a motor

**Continued on page 33**

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*Derek Clark*

club dinner and the new car emerged from a night long discussion.

In the Touring Category, Class One has suddenly wakened up to what promises to be fierce competition between the smaller engined Minis and the newly enlarged 998 c.c. Hillman Rally Imps. Cars to

A similar battle is in prospect in Class Two with B.M.C. 1100's in the shape of Christopher England's very potent record holder taking on a double quarter dozen of assorted Ford Anglias and Vauxhall Vivas. Stuart Coulson of Yeadon has been a familiar performer at Harewood in this category for some seasons as has Howard Haxton, but Clive Mills and Roger Ellis on the General Motors side have previously been known in other classes.



*Peter Kaye*

Perhaps the biggest change round in this section comes in the middle class which is entirely a Ford Cortina G.T. benefit with one shining exception. Last year's record holder John White is not competing whilst Bob Monkman has



*Tommy Clapham*



*Ken Lee*

passed over his very hot Cortina to ex Mini ace Ken Lee. The single non G.T. Cortina however is the one to watch, both on the track and in the paddock. Allan Forrest has run this car for some three years and covered a lot of miles in all weathers. We will



*Mike Wheatley*

defy anyone however to find a cleaner and more immaculate car, even straight from the showroom.

For the past two years Allan has won the Best Car in the Event award at our Concours d'Elegance with his wonderfully clean and shining motor. Unlike the usual



*Peter Smith*

watch here are Rootes works rally driver David Pollard, a Bradford garage owner and Roger Watkinson of Leeds with a Cox prepared Imp on the one side and Bill Stuttard from Burnley on the other. Bill runs a tuning and "go faster" goodies emporium and has lavished much of his own skill and time on the very fast Austin Cooper.

Continued on page 34



*Christopher England in the "Total Trophy" winning Morris 1100 rounds Country Corner. Photograph by Peter Lovell.*

#### MAINLY PERSONAL—continued



*Jim Johnstone*

"bulled up" exhibition machine however, this one really goes, in fact it is usually in the awards lists, and it goes to and from his business (as a car wrecker) every day. If you can catch a glimpse of this car with the bonnet opened it will be time well spent.

Equally hot competition is in prospect in Class Four where a real "mixed Bag" of experienced drivers will be striving to lower Mini Maestro Mike Wheatley's standing record. Amongst those present in this class are a couple

of Scotsmen in Lotus Cortinas adding a slightly international flavour, the more so when one realises that Falkirk tooth doctor Tony Evangelisti comes of Italian stock.

The final Touring category is that for four seater racing cars, more correctly known as "Formula Libre" Touring Cars. A first time visitor here is B.A.R.C. Council Member John Bekaert's very potent Fiat 600 fitted with an 1840 c.c. Ford based power unit. This Italo/Dagenham based baby goes like



*Alan Staniforth*



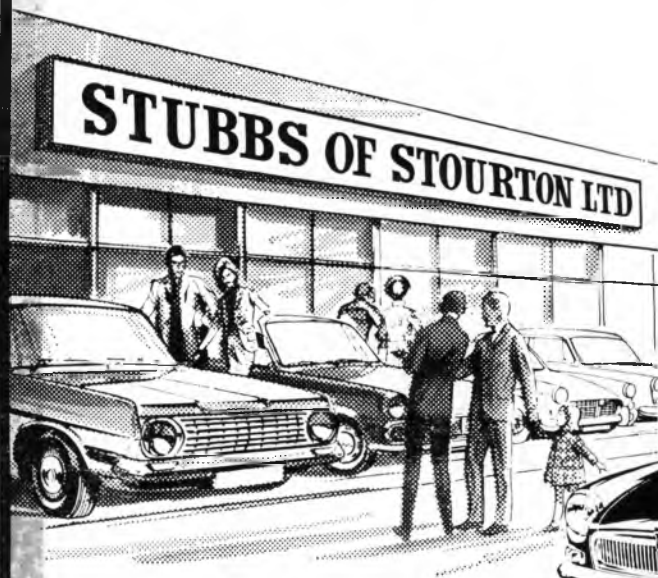
*Bing Crosby*

fertiliser off a shovel in a straight line and it will be interesting to see how it fares on Harewood's bends. Its owner is shifting his place of residence from Herts to nether Pontefract in the near future and we hope he and his car will become a familiar sign on the Harewood scene.

With such an embarrassment of talent and shortage of space this feature must omit more than it contains, but certainly an entry of this calibre promises a wonderful afternoon of sport.

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