



# HAREWOOD HILL CLIMB

"MONTAGUE BURTON"  
CHARITY MEETING



**OFFICIAL PROGRAMME 2/6**

PROCEEDS IN AID OF UNDERPRIVILEGED CHILDREN



ORGANISED IN CONJUNCTION WITH  
THE VARIETY CLUB OF GREAT BRITAIN  
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**26 JUNE**

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*David Harrison (Cooper Buick)*

*Photograph by Jeff Binns*

THE YORKSHIRE CENTRE OF  
**The British Automobile Racing Club Ltd.**  
 PRESENT  
**THE "MONTAGUE BURTON" HILL CLIMB**

R.A.C. PERMIT No. RS/2410

**SUNDAY, 26<sup>th</sup> JUNE, 1966**

COMMENCE 2-15 P.M.

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

by kind permission of Arnold Burton, Esq.

**WARNING TO THE PUBLIC**

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

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

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

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

*Photograph by Peter Lovel*





*David Hepworth (Brabham Chevrolet)*

*Photograph by Dave Jowett*

## Welcome To Harewood

Today represents another milestone in the story of the Harewood Hill Climb, for the first time we are joining forces with another organisation to present a meeting specifically aimed at raising funds for charity.

We of the B.A.R.C. Yorkshire Centre are proud of our achievement in starting these hill climb events here at Stockton Farm and in a very short space of time raising their status right up one of the top places in the country. Each Spring and September our two National Meetings draw the cream of the nation's hill climb drivers and cars whilst the Summer "Members' Meetings" also draw exciting entries and large crowds. Today however we are presenting a meeting which includes a goodly smattering of the highest placed competitors in this year's Hill Climb Championship table, but which is supported by a number of other attractions which should make the whole afternoon a memorable occasion.

The Variety Club of Great Britain are by now well known for the splendid work they do in raising large sums which are entirely dedicated to all forms of assistance to children deprived by circumstances or ill health of their normal happy life. The Leeds Committee of the Variety Club have only a comparatively short history, but in that time their record of achievement is considerable. Most of their fund raising activities are concerned with sporting events and we feel that it is a further tribute to the advance in status of these Harewood Hill Climbs that they agreed to our suggestion of a co-promoted meeting specifically to raise funds for their endeavours.

During the afternoon, up to 120 cars selected from a much larger list of applicants, will be making two timed runs each up the twisty and testing Harewood Hill, racing against split seconds recorded on an elaborate electronic brain-box each driver measuring every single inch of the course in a short burst of absolute maximum effort whilst he strives to make the best time in his class and category. In addition to out and out racing cars specially prepared for Hill Climbing you will see sports cars and touring cars similar to those you can buy, but almost all showing traces of loving care and tuning bestowed by their proud owners.

The hill climbs will be punctuated by two types of aerial entertainment. Firstly there will be displays of delayed drop parachute jumping by members of the Parachute Club of Great Britain (fully described on page 29) whilst later Mr. Chris Riddell, former chief instructor of the Yorkshire Gliding Club and one of the most experienced glider pilots in the North will give a flying display in a Slingsby Dart 17R Sailplane. This type of craft is made at Kirby Moorside and recently achieved great success in the National Gliding Championships held at Lasham.

The usual Harewood programme will also be backed by a static display of interesting motor cars whilst, being a Variety Club function, some well known faces, both local and national should be seen in the paddock and enclosures.

At the end of the afternoon there will be a brief prizegiving ceremony near the control bus.



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# OFFICIALS OF THE MEETING

## STEWARDS

Appointed by the R.A.C. .... R. B. Horn  
Appointed by the B.A.R.C. .... H. M. Sinclair,  
H. C. Mason

## OFFICIALS

Clerk of the Course ..... M. S. Wilson  
Deputy Clerk of the Course ..... A. G. M. Kellett  
Chief Marshal ..... J. E. Ison  
Deputy Chief Marshal ..... B. 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 ..... J. R. Hardcastle  
Chief Admission Marshal ..... J. D. Lincoln  
Secretary of the Meeting ..... Miss P. J. Steele  
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Scrutineers ..... B. L. T. Bielby, J. E. Haigh, E. S. Smith,  
N. S. Rose, P. W. Watson, T. M. Wood  
Timekeepers ..... Mrs. J. Mauldin, Miss S. Mauldin  
P. A. Commentary ..... E. Bowers Booth, A. D. Roddis  
Hon. Treasurer ..... R. Farrar  
Paddock Marshals ..... D. M. Garnett, Miss A. Booth  
B. Spencer, Miss S. D. Ellerby, R. J. Wilson  
Incident Observers ..... D. Easthope, A. Reader  
Start Marshals ..... P. G. Holiday, A. C. Wilson  
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Dr. D. Morris, Dr. D. M. Williamson,

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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, B. W. Moss,  
P. H. Newby, R. W. A. North, F. Owridsmith,  
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J. Prosser, D. B. Rogers, R. Sagar, H. Sargeant,  
B. Smallwood, B. V. Smith, T. A. Smith, G. Still,  
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Results Team ..... Mrs. B. Holliday, Mrs. H. Rhodes

Scoreboard ..... Mrs. P. A. Hughes, Mrs. V. Wheeler  
Press Officer ..... F. Barlow  
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## FORTHCOMING EVENTS

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

### 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).

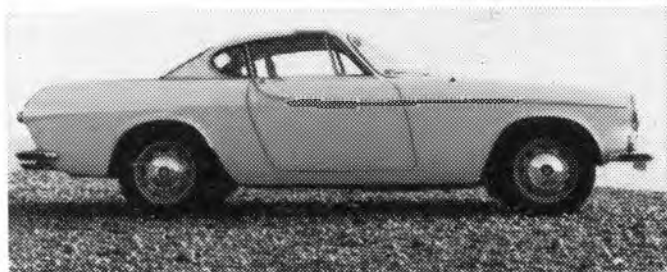
## PROGRAMME FOR TODAY

- 9-15 a.m. Signing-on opens, Scrutineering commences.
- 9-45 a.m. Practice Runs commence.
- 1-15 p.m. Approx. Practice Runs conclude.  
Lunch Interval.
- 2-00 p.m. Course closed, all Marshals to posts.
- 2-15 p.m. Meeting Commences.  
First Runs—Classes 1, 2, 3, 4, 5, 6, 7, 8 & 9.
- 3-10 p.m. Approx.—Parachute Display Part One.  
By the British Parachute Club (see page 29)  
Streamer Drop and Jump from 3,300 ft.
- 3-20 p.m. Approx.—Meeting Continues.  
First Runs—Classes 10, 11 & 12.
- 3-35 p.m. Approx.—Parachute Display Part Two.  
Delayed Drops from 8,500 ft.  
Landing on or near target.  
Parachutists' Parade of Honour.
- 3-45 p.m. Approx.—Meeting Continues.  
First Runs—Classes 13, 14, 15, 16 & 17.
- 4-10 p.m. Approx.—Sailplane Aerobatics  
by Chris Riddell—Yorkshire Gliding Club.
- 4-25 p.m. Approx.—Meeting Continues.  
Second Runs—Classes 1, 2, 3, 4, 5, 6, 7, 8,  
9, 10, 11, 12, 13, 14, 15, 16 & 17.
- 5-45 p.m. Approx.—Conclusion of Timed Runs.  
Presentation of Awards by Control Bus.

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# The Variety Club of Great Britain

LEEDS COMMITTEE

(CHAIRMAN - LESLIE GOULD)

HOPE THAT YOU HAVE AN ENJOYABLE  
DAY AT THE HILL CLIMB AND REMIND YOU  
THAT THE PROCEEDS GO TO HELPING ALL  
UNDERPRIVILEGED CHILDREN.

## WHAT IS THE VARIETY CLUB?

The Variety Clubs International (the world organisation to which the Variety Club of Great Britain is affiliated) has been active for 36 years and in that time has given over £40 million for the help of millions of children in many countries.

The opening curtain went up on the Variety Club organisation on October 19th, 1927, when 11 showmen resident in Pittsburgh, U.S.A., leased a hotel room for the sole purpose of enjoying friendly discussion after work. Since all were connected with various branches of show business, they called their small group "Variety Club". In time, other showmen joined them.

Then destiny played its hand.

On December 24th, 1929, a baby was found in the Sheridan Square Theatre, Pittsburgh. Attached to the infant was a note which read: "Please take care of my baby. Her name is Catharine. I can no longer take care of her. I have always heard of the goodness of show-business people and I pray to God you will look after her." The note was signed, "A Heart-broken Mother."

The foundling was taken to the theatre owner, who happened to be Variety's president, John Harris. The child's mother was never traced.

On December 28th, Variety met and decided to act as god-father to the baby, who was named Catherine Variety Sheridan.

The adoption of Catherine set a positive pattern for, and gave a definite purpose to Variety: to help underprivileged children, regardless of colour, creed or race. The action of the Pittsburgh Barkers in caring for the waif touched a responsive chord in the hearts of showmen not only in many parts of America but in other countries. Show-business folk applied for and were given permission to launch Variety Clubs of their own. The movement flourished, growing in strength year by year.

Now affiliated to the Variety Clubs International are 36 tents, embracing nearly 10,000 members in America, England, Mexico, Canada and Ireland. Every tent is pledged to help the sick and needy young. While adhering to the constitution of the international body, each tent is a completely independent unit and works under its own impetus for charities of its own choosing.

Every year an international convention is staged and delegates render reports on the previous year's activities of their tents. Money-raising campaigns for the forthcoming year are outlined and each club specifies a sum which it has set as a minimum target to raise for its particular charities.

Britain's Variety Club—Tent 36—was formed in October, 1949, by 13 American showmen working in this country. Tent 36 now has 1,100 Anglo-American membership and in 1960, 1961 and 1962 was acknowledged by its fellow organisations to be the best Club in the entire movement, and in 1963 won a special award for being the first Tent to raise 1,000,000 dollars in a year.

Members include film, stage, television, radio and recording stars, executives, producers and directors; band leaders, theatre managers, impresarios, costumiers, musicians, amusement caterers and holiday camp magnates; national newspaper and magazine editors and columnists; authors and book and music publishers; and distinguished officers of Her Majesty's Services. His Royal Highness Prince Philip and Earl Mountbatten of Burma are life members.

The Variety Club of Great Britain has assisted 1,800 national, local and private children's organisations, and countless individual cases of distress, in England, Scotland and Wales. The charities cover orphanages, homes, the children's wards of hospitals, children's convalescent centres, and so on.

To date, the Club has raised and given away £2,300,000.

Continued on page 11

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## THE VARIETY CLUB—cont.

Aid is rendered to centres which specialise in research on diseases to which babies and infants are particularly prone; organisations which care for physically and mentally handicapped boys and girls; and centres devoted to the welfare of normal youngsters who come within the category of "under-privileged", that is, orphans, those from broken or poor homes, and the like.

The Club has taken under its "protection" youth clubs and an orphanage which were in danger of closure through lack of funds, has subsidised two children's playgrounds and two playing fields, and helped to establish similar facilities.

In 1954, it subscribed £11,800 towards the building of Wales's first Sunshine Home for Blind Babies, in Southerndown, Glamorgan, which was opened by H.R.H. Princess Margaret.

In May, 1960, Europe's first home for children who are both blind and deaf, was opened. Variety collaborated in the venture, giving £18,000 towards the centre—"Pathways", Condover Hall, near Shrewsbury — which can provide for all Britain's blind-deaf youngsters. "Pathways" is under the aegis of the Royal National Institute for the Blind.

Variety annually finances holidays for children from poor homes and many hundreds have benefited from the scheme. The money is derived from a trust fund established several years ago by a Club member. Every year, also, shows, parties and outings are arranged for thousands of children to whom treats are rare.

Each Christmas, Club members give toys and other seasonal gifts to children in orphanages, homes and hospitals, as well as private families in distressed

circumstances. Last December, 17,500 toys, together with trees, crackers, cakes, stockings, gift boxes, confectionery and 25,000 ice-creams, were given to 200 centres throughout Britain. Many of the youngsters had never previously received gifts of any kind during the whole of their lives.

Additional to financial subsidies and grants, regular Variety disbursements to homes and clubs include furniture, blankets, food, clothing, household fittings, refrigerators, washing machines, cookers, bicycles, shower-bath and toilet installations, television and radio sets, record players and records, books, magazines, comic newspapers, toys, sports equipment and similar accessories. The Club also provides special technical items needed for the training and well-being of handicapped youngsters.

The Tent is currently engaged on a scheme involving the building of 10 new boys' clubs in the London area, at a total cost of £300,000. The scheme was instigated by Prince Philip, Patron of the London Federation of Boys' Clubs, who met members of the Crew and stressed the need for 20 new centres. The huge financial commitment — the biggest in Variety's career — has been considerably lightened by personal donations from members totalling nearly £100,000, with other members guaranteeing further large sums from local committees. The scheme is scheduled for completion within the coming year.

In 1959 the Tent established the Variety Club Cancer Research Scheme for Children in an attempt to discover the cause of, and thence the cure for the leukaemias (blood cancers) which yearly kill many thousands of young children. The Club guarantee to give the unit a minimum subsidy of £5,000 a year, and in the first

Continued on page 13



*Only on his second visit to Harewood today, Malcolm Eaves was photographed entering Farmhouse Bend at our Spring National Meeting in his trim, twin cam Lotus 22 Ford by Jeffrey Binns.*



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## THE VARIETY CLUB—cont.

year gave £7,000. Further large donations have brought the total to over £60,000. The unit is under the jurisdiction of the Imperial Cancer Research Fund and is supervised by Mr. Arthur Dickson Wright, the eminent surgeon, who reports steady progress along the path of discovery.

Variety has on various occasions been privileged to assist the Duke of Edinburgh's Award Scheme, that magnificent organisation which does so much for young people. During recent years, donations totalling £46,000 have been given to the Scheme.

The Tent gave £10,000 to the Institute of Child Health, Great Ormond Street, to help its work in the detection and cure of illnesses and malformation in babies and infants. It also gave £1,500 to the Cheyne Hospital, West Wickham, towards the construction of a playroom needed for the treatment of children suffering from polio and muscular dystrophy, and also sponsored a £12,000 remedial pool for the hospital. A pool was also presented, last year, to the Great Ormond Street Hospital for Children, London.

A donation of £11,000 was given to the National Birthday Trust Fund to cover an analysis of the cause and cure of pre-natal birth complications, and £1,653 was underwritten for the purchase of electronic equipment and an oscilloscope for baby-health purposes at the St. Mary's Hospital, Paddington, to which £1,000 had previously been given to help obtain the services of a brilliant young American baby-health and pre-natal research worker.

Several thousand pounds have also been given for apparatus needed for research concerned with baby-health, and last year 40 "Breath of Life" infant resuscitation units were presented to the Kent health authorities.

In 1962, Variety launched a venture to present specially equipped coaches and mini-coaches to hospital groups, for the provision of outings for mentally and physically handicapped children. At the time of writing, over 50 are in service and many others are on order for early presentation. So successful is this scheme that vehicles are being utilised on a wide scale by Variety Clubs in America and Canada, while three coaches were privately sponsored for disabled children in Israel, and two for youngsters in Ireland.

Variety Club Regional Committees are active in Leeds, Manchester, Newcastle and Liverpool, in which areas the work of the Tent has been strongly implemented, and many children's organisations and hospitals assisted directly through these branches, which year by year grow more powerful.

All less fortunate children are the concern of Variety, whose objects is to give as many as possible a measure of health, security and happiness for the present, and hope and encouragement for the future.

Variety raises its funds by organising and sponsoring film premieres, theatre and circus shows, cricket and boxing matches, horse and greyhound meetings, social functions, and similar events.

A notable feature of the Club's work is that every penny raised for charity goes to charity. Overheads and running expenses are met by members' annual subscriptions and personal donations from members, their friends and well-wishers.

Variety Club's motto is, "The Heart of Show Business". This is no empty phrase, for it represents in its truest sense the spirit which animates members in serving the young — and their own hearts.

The Leeds Committee are pleased to be associated with The Yorkshire Centre of The British Automobile Racing Club who are promoting the Hill Climb here

Continued on page 15



*Bryan Eccles of Solihull has been absent from Hill Climbing for a few seasons, but has made a very successful return with his Traco Oldsmobile engined Brabham. His first trip to Harewood was in May when Jeff Binns caught him rounding the final section of Quarry Corner.*



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## THE VARIETY CLUB—cont.

today. Thanks to the generosity of a number of anonymous donors, the Prize Money for Competitors has all been presented and this, coupled with other generous gifts at the meeting will assist in keeping the expenses of the Hill Climb as low as possible and leaving the maximum amount to be donated to the Charity Fund.

If any members of the public present today wish to contribute further to the success of the meeting, donations may be made to the main programme sales tent just by the Competitor's entrance to the paddock, or to any of the programme sellers. These girls, by the way, are all professional models who are giving their services to help the meeting.

To enable some of the children helped by the Variety Club to share the enjoyment of the hill climb, several of the "Sunshine Coaches" are attending with handicapped children. These coaches may be seen in the Hillside Car Park near the paddock fence and on the crest of the hill.

Listed below are some of the Charitable Organisations aiding Children who have been helped since the inception of the Leeds Committee of the Variety Club of Gt. Britain, in November, 1961.

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ALLERTON PARK ORPHANAGE.  
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BRIDLINGTON SOCIETY FOR MENTALLY HANDICAPPED CHILDREN.  
CHERRY TREE ORPHANAGE.  
CHILDREN'S CARE COMMITTEE, LEEDS.  
CHURCH OF ENGLAND SOCIETY, SCARBOROUGH.  
COTTAGE HOME, SHEFFIELD.  
DUKE OF EDINBURGH'S AWARD SCHEME.  
DURHAM ASSOCIATION OF BOYS' CLUBS.  
EDWINA MOUNTATTEN TRUST.  
GUIDE DOGS FOR THE BLIND ASSOCIATION.  
HAEMOPHILIA GROUP.  
HANDICAPPED CHILDREN'S AID SOCIETY.  
HAREWOOD SCHOOL.  
HESLEY HALL SCHOOL, TICKHILL.  
HULL & EAST RIDING ASSOCIATION OF YOUTH CLUBS.  
IMPERIAL CANCER RESEARCH FUND.  
INDIVIDUAL CASES OF HARDSHIP — TOO NUMEROUS TO MENTION.  
JEWISH BLIND SOCIETY.  
JEWISH BRANCH OF THE CHILDREN'S COUNTRY HOLIDAY FUND.  
JEWISH CHILD'S DAY.  
LADY HOARE THALIDOMIDE APPEAL.  
LEEDS CHEST & HEART ASSOCIATION.  
LEEDS CHILDREN'S HOLIDAY CAMP ASSOCIATION.  
LEEDS CHILDREN'S RESCUE SOCIETY.  
LEEDS CITY POLICE HOBBIES CLUB.  
LEEDS & DISTRICT SPASTICS SOCIETY.  
LEEDS & DISTRICT SOCIETY FOR MENTALLY HANDICAPPED CHILDREN.  
LEEDS HOSPITALS CHILDREN'S AMBULANCE.  
LEEDS HOSPITALS SERVICE.  
LEEDS HOSPITALS SUNSHINE COACH.

LEEDS JEWISH BOARD OF GUARDIANS.  
LEEDS JUDEAN CLUB.  
LEEDS LADIES AID SOCIETY.  
LEEDS PRISONERS AID SOCIETY.  
LEEDS SCHOOL FOR THE BLIND.  
LEEDS SCHOOLS SPORTS ASSOCIATION.  
LEEDS WELFARE SERVICES.  
MEANWOOD PARK HOSPITAL.  
MENTO HOME, SHEFFIELD.  
Mr. PASTRY'S SWIMMING POOL FUND.  
MUSCULAR DYSTROPHY GROUP.  
MUSTON GRANGE CAMP, FILEY.  
NATIONAL ASSOCIATION FOR BOYS' CLUBS.  
NAT. ASSOCIATION FOR MENTAL HEALTH.  
NEWSPAPER PRESS FUND.  
NORTH REGION ASSOCIATION FOR THE DEAF.  
NORTHORPE HALL.  
N.S.P.C.C.  
OCKENDEN VENTURE.  
"PATHWAYS" HOME FOR BLIND-DEAF CHILDREN.  
POTTERNEWTON SCHOOL FOR HANDICAPPED CHILDREN.  
RAVENSWOOD HOME FOR BACKWARD CHILDREN.  
ROYAL AIRFORCE BENEVOLENT FUND.  
CHILDREN'S SECTION.  
SCARBOROUGH SOCIETY FOR MENTALLY HANDICAPPED CHILDREN.  
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ST. CUTHBERT'S CHILDREN'S HOME, DARLINGTON.  
ST. JOHN'S RESIDENTIAL SCHOOL FOR THE DEAF.  
ST. MARY'S HOME FOR CHILDREN, LEEDS.  
ST. STEPHEN'S HOME.  
ST. THERESA'S ORPHANAGE.  
SUNSHINE HOME FOR BLIND BABIES.  
THE ARTHRITIS & RHEUMATISM COUNCIL.  
THORP ARCH CHILDREN'S ORTHOPAEDIC HOSPITAL.  
VARIETY CLUB CANCER RESEARCH UNIT FOR CHILDREN.  
WANSFORD YOUTH CLUB.  
WHITE ROSE BOYS' CLUB.  
YORKSHIRE EVENING POST TOY APPEAL.  
YORK TRAINING CENTRE.

## DISPLAY OF CARS

As an added attraction, a static display of old and new motor cars of especial interest has been arranged and will be found at the rear of the main Hillside Car Park along the hedge.

This display follows no particular pattern, but we have tried to collect together an assortment of interesting vehicles representing early veterans, more lusty vintage machinery and finally, some of the more mouth-watering specimens of modern personal transport including the latest Rolls Royce, a Type 600 Mercedes, Aston Martins, a Ferrari, Maserati and we hope one of the very exciting Iso Grifo G.T. cars.

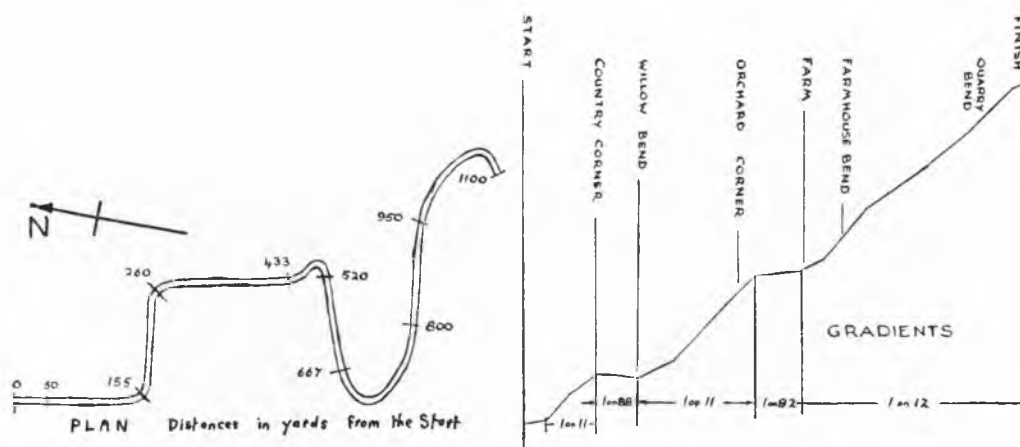
The Vintage section of the display is depleted by the fact that many of the best specimens of this type of car were racing yesterday at Oulton Park, although one or two of the cars on parade today are actually coming direct from the finishing line.

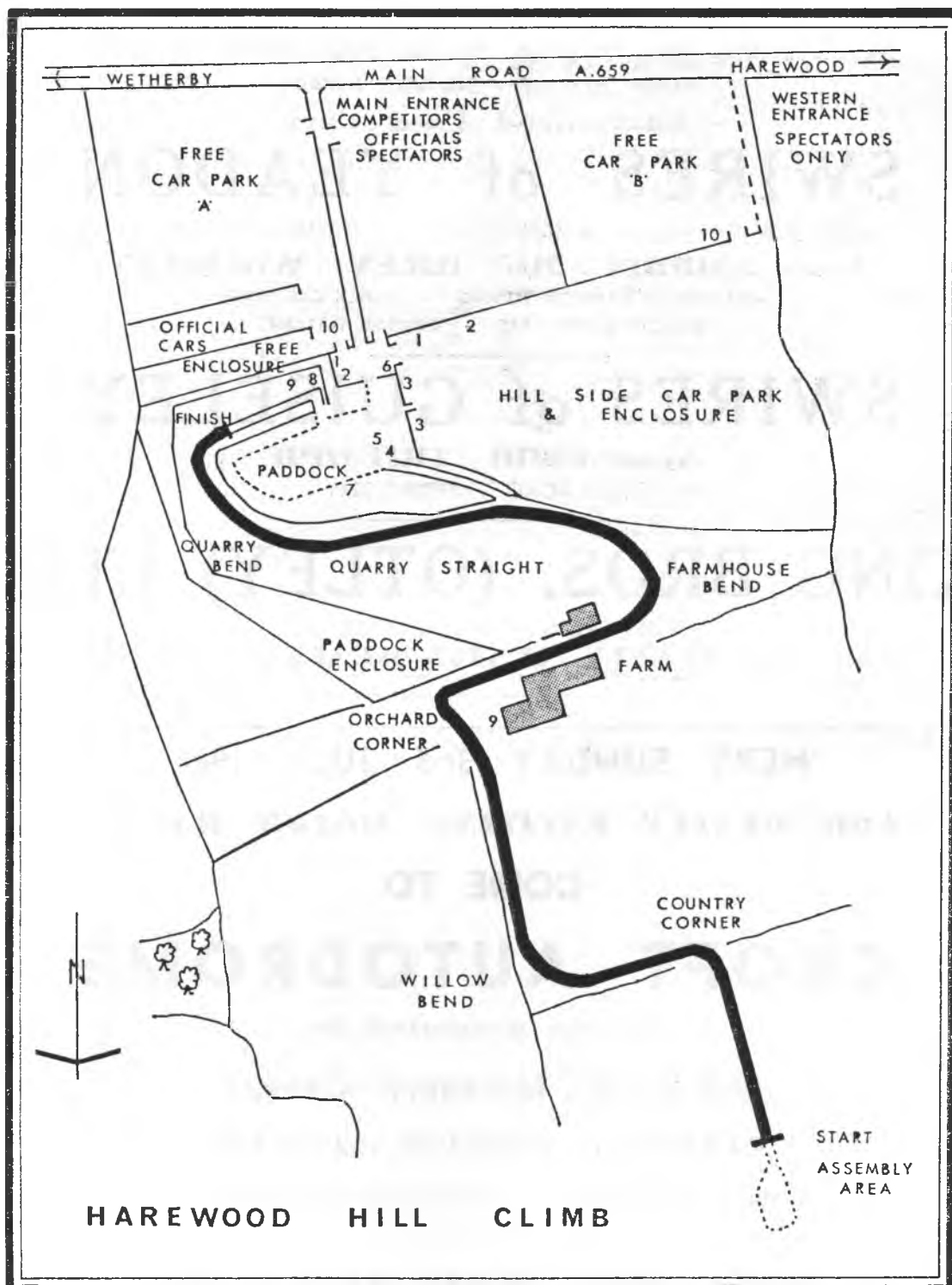
We would point out that most of the cars on display belong to private owners and, as such, can obviously only be viewed from outside. We have placed a rope barrier in front of the cars and would ask you please not to go inside this protective fence.



*Peter Ibbotson from Doncaster is the new owner of the Lotus 22 which used to be driven by Leslie Hinchcliffe.  
Peter Lovel took the picture.*

## HAREWOOD HILL CLIMB GRADIENT PROFILE





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

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**NATIONAL BRITISH MEETING**

FIRST RACE 2-30 P.M.

PRACTICE FROM 12 NOON.

---

CROFT AUTODROME IS 5 MILES EAST OF SCOTCH CORNER

(Straight up the A.1 for 50 minutes)



# PROGRAMME

Commence 2-15 p.m. Each car to have two class ascents the better time to count for all class awards.

2-15 p.m. **FIRST RUNS:** Classes 1, 2, 3, 4, 5, 6, 7, and 8.

3-10 p.m. (Approx.) **DELAYED DROP PARACHUTE JUMPING — PART ONE.**

3-20 p.m. (Approx.) **FIRST RUNS:** Classes 9, 10 and 11.

3-35 p.m. (Approx.) **DELAYED DROP PARACHUTE JUMPING — PART TWO.**

3-50 p.m. (Approx.) **FIRST RUNS:** Classes 12, 13, 14, 15, 16, and 17.

4-15 p.m. (Approx.) **SAILPLANE AEROBATIC DISPLAY.**

4-25 p.m. (Approx.) **SECOND RUNS:** Classes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, and 17.

5-45 p.m. (Approx.) **PRESENTATION OF AWARDS.**

★ 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
111.★	T. J. Hayton	Morris Cooper		998	Guisborough			
1.	P. Stokoe	Morris Cooper		997	Wakefield			
2.	P. A. Houghton	Austin Cooper S		970	Altrincham			
3.	M. R. Evans	Austin Cooper S		999	West Hagley			
	(Entrant: B. R. H. Jones)							
4.	I. Harper	Morris Cooper		997	Scarborough			
	(Entrant: Team Taurus Yorkshire)							
5.	J. M. Radcliffe	Hillman Rally Imp		998	Leeds			
6.	C. B. Pearson	Austin Cooper		998	Scarborough			
	(Entrant: Team Taurus Yorkshire)							

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

Record: J. C. England (Morris 1100) 56.064

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
112.★	C. R. Mills	Vauxhall Viva	s/c	1057	Bardsey			
7.	H. A. Haxton	Ford Anglia		1200	Harrogate			
8.	P. A. Snowdon	Vauxhall Viva		1099	Harewood			
9.	K. N. Lee	M.G. 1100		1100	Scarcroft			
10.	R. D. Sutherland	Wolseley 1100		1098	Knaresborough			
11.	R. Speak	Ford Anglia		1198	Burnley			
12.	J. C. England	Morris 1100		1098	Huddersfield			

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

Record: D. A. Pearson (Ford Cortina G.T.) 55.281

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
13.	C. W. A. Venter	Ford Cortina G.T.		1498	Beverley			
14.	D. G. Wimpenny	Ford Cortina G.T.		1498	Meltham			
15.	M. M. Rogerson	Ford Cortina G.T.		1498	Leeds			
16.	J. F. Harrison	Ford Cortina G.T.		1498	Chesterfield			
17.	T. Sugden	Ford Cortina G.T.		1498	Doncaster			
18.	A. Forrest	Ford Cortina Super		1498	Bradford			
19.	G. H. Walker	Ford Cortina G.T.		1498	Skipton			
20.	D. A. Pearson	Ford Cortina G.T.		1498	Hawskworth			

**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
21.	Dr. J. B. Ford	Morris Cooper S		1275	Mexborough			
22.	R. White	Ford Lotus Cortina		1558	Colne			
23.	R. W. Wainwright	Austin Cooper S		1275	Mexborough			
24.	L. S. Stross	Austin Cooper S		1312	Leeds			
25.	D. N. Smith	Austin Cooper S		1293	Windermere			
26.	D. C. Fotherby	Morris Cooper S		1275	Stanningley			
27.	C. M. Burgess	Ford Lotus Cortina		1558	Barnsley			
28.	G. W. Halliwell	Morris Cooper S		1275	Burnley			
29.	T. H. Warburton	Austin Cooper S		1293	Bolton			

**Class 5. TOURING CARS FORMULA LIBRE**

Record : D. J. Muter (Austin Cooper) 50.546

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
113.★	D. M. Peck	Riley 1.5		1489	Leeds			
30.	M. T. Marsden	Morris Cooper S		1293	Penistone			
31.	P. G. Walker	Ford Anglia		1497	Knottingley			
32.	Miss J. E. Shaw	Ford Lotus Cortina		1558	Sheffield			
33.	R. G. Garside	Riley 1.5		1802	Hampsthwaite			
34.	P. J. Finney	Ford Anglia		1598	Bradford			
35.	A. Blenkin	Austin Cooper S		1275	Spennymoor			

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

Record : D. C. Welpton (Austin Healey Sprite) 54.088

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
36.	G. J. Harrold	Austin Healey Sprite		1098	Sheffield			
37.	F. Whittaker (Entrant : The Flying Wheel)	M.G. Midget		1098	Nelson			
38.	G. Ashley-Smith (Entrant : Team Taurus Yorkshire)	Austin Healey Sprite		948	Hunmanby			
39.	J. Jagger	M.G. Midget		1098	Bradford			
40.	K. R. Hardy	M.G. Midget		994	Scarborough			
41.	T. Jones (Entrant : Team Taurus Yorkshire)	Austin Healey Sprite		997	Cleckheaton			
42.	D. C. Welpton	Austin Healey Sprite		997	Hessle			

**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
114.★R.	A. Flood	M.G. B.		1798	Rotherham			
43.	D. S. Yeadon	M.G. B.		1798	Horsforth			
44.	P. R. Grimshawe	M.G. B.		1798	Bramhope			
45.	C. J. Tipping	M.G. B.		1798	Leeds			
46.	B. Newton	M.G. B.		1798	Hunmanby			
47.	R. B. Stross	M.G. B.		1798	Leeds			
48.	R. Baldwin	M.G. B.		1798	Burnley			
	(Entrant : The Flying Wheel)							
49.	G. B. Ellis	M.G. B.		1798	Huddersfield			
50.	M. F. Nickell-Lean	M.G. B.		1830	Huby			
	(Entrant : Mrs. E. M. Nickell-Lean)							

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

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

No entries received

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

Record : D. P. Stead (Jaguar 'E' Type) 51.009

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
51.	M. J. M. Walker	Jaguar XK120		3442	Cawthorne			
52.	B. R. Devine	Jaguar "E" Type		3789	Halifax			
53.	E. D. Clark	Jaguar "E" Type		4235	Scarcroft			
54.	J. Heppenstall	Jaguar "E" Type		4235	Elland			
55.	A. Mountain	Jaguar "E" Type		4235	York			
56.	J. Thomson	Jaguar "E" Type		4235	Timble			
57.	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

Driver's Town	1st Run	2nd Run	Pos'n	Car	s/c	c.c.	Car No.	Driver
115.★M.	C. Dent			Lotus Elite		1216	York	
58.	T. W. Crewe			Lotus Elite		1498	Huddersfield	
59.	S. Maldoon			Lotus Elan		1558	Bradford	
60.	J. R. Cussins			Lotus Elan		1598	Leeds	
61.	J. S. Nickell-Lean			A.C. Ace Bristol		1971	Huby	
63.	P. J. Smith			Austin Healey Sprite		1080	Wakefield	
63.	J. Hall			Porsche Carrera		1966	Bradford	
64.	B. Joell			Lotus Elan		1594	Sheffield	

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

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

Driver's Town	1st Run	2nd Run	Pos'n	Car	s/c	c.c.	Car No.	Driver
65. G. M. F. Humble				Jaguar "E" Type G.T.		3781	Lancaster	
66. A. J. Burton				T.V.R. Griffith		4700	Sicklinghall	
67. G. V. Tyack				Sunbeam Tiger		4727	Moreton-in-Marsh	
68. G. M. Dungworth				T.V.R. Griffith		4727	Sheffield	

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

Record: H. Wilkinson (Lotus 7a) 49.952

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
116.★P. J. M. Baines		Spartak 4 Ford		997	York			
69. R. Hardy-Birt		Lotus Seven Ford		997	Carnforth			
70. D. Buller-Sinfield		Lotus Seven B.M.C.		997	Mirfield			
71. To be nominated (Entrant: S. Hepworth)		Lotus Seven B.M.C.		998	Brighouse			
72. R. W. Obank		Mallock U.2. Ford		997	Bingley			
73. W. J. Netherwood		Valkyrie B.M.C.		992	Denby Dale			
74. G. R. C. Duncan		Lotus Seven Ford		997	Leeds			

**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
117.★D. L. Gray		Mallock U.2 Ford		1498	Rotherham			
118.★B. Joell		Chevron Ford		1498	Sheffield			
75. Miss V. Haw		Lotus Super Seven Ford		1498	Bishop Auckland			
76. Miss J. Hutchinson		Terrier Mk. 2 Ford		1498	Newcastle-on-T.			
77. R. G. Cowley		Lotus Super Seven Ford		1498	Hull			
78. M. Bartram		Lotus Seven Ford		1498	York			
79. P. J. Crossley		Lotus Super Seven Ford		1498	Brighouse			
80. I. A. B. Harris		Mallock U.2 Ford		1390	Glasgow			

**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
119.★G. Greaves		Lotus 11 Climax		1098	Hutton Rudby			
81. N. R. Noy		Cooper Climax		1460	Derby			
82. A. W. P. de Heveningham (Entrant: P. Simpson)		Lotus Seven Climax		1098	Kenilworth			
83. M. Starbuck		Chrysler Special		5916	Sheffield			
84. T. R. Clapham		Lotus Seven Climax		1220	Keighley			
85. G. F. Tatham		Lister Jaguar		3781	Malton			
86. J. R. Walton		Walton Bristol Mk. 3		1971	Sheffield			
87. J. M. McCartney		Lotus 23B Ford		1520	Horwich			
88. D. A. Harrison		Crossle Group 7 Buick		3524	Ilkley			

**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
120.★	J. A. Berry	Caravelle Ford		997	London			
89.	J. A. H. Lambert	Cooper Mk. 6 Triumph		649	York			
90.	J. M. Forster	Tojeiro Ford	s/c	1098	Leeds			
91.	J. Thornton	Mamba Mk. 2 B.M.C.	s/c	1098	Leeds			
92.	J. F. Wilson (Entrant: Perdal Developments)	Ginetta F.3 Ford		997	Newcastle-on-T.			
93.	F. H. Crosby	Lotus Twenty Ford		1098	Leeds			
94.	R. H. T. Blackmore	Terrapin Mk. 2 B.M.C.		1098	Leeds			
95.	P. Ibbotson	Lotus 20/22 Ford		1098	Doncaster			
96.	A. Staniforth	Terrapin Min B.M.C.	s/c	1098	Horsforth			
97.	R. J. Prest	Lotus 18 Ford		1098	Croxdale			
98.	J. Johnstone	Lotus 18 Ford	s/c	1098	Collingham			

**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
99.	D. M. Harris	D.M.F. Mk. 111 Ford		1598	Cambridge			
100.	F. W. Smith	Brabham BT14 Ford		1598	Garstang			
101.	J. T. Butterworth	Brabham BT14 Ford	s/c	1500	Haslingden			
102.	L. Hinchcliffe	Lotus 32 Ford		1600	Leeds			
103.	M. J. Eaves	Lotus Ford		1598	Solihull			
104.	A. S. van Moyland	Lotus 21 Climax		1498	Abergavenny			
105.	P. G. Lawson	Brabham F.L. Ford		1598	Knaresborough			

**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
106.	M. R. Brain	Cooper Daimler		2500	Sutton Coldfield			
107.	D. Hepworth	Brabham F.1 Chevrolet		4700	Brighouse			
108.	D. A. Harrison	Cooper F.L. Buick		3524	Ilkley			
109.	B. Eccles	Brabham Oldsmobile		4500	Solihull			
110.	P. H. Meldrum	Lotus Allard Special	s/c	1650	Pinner			



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**AUTOSPORT**

***EVERY FRIDAY***

# HAREWOOD RECORDS

Sixteen meetings have now been held at the Harewood Course, Fastest times at these meetings were:-

16/9/62	A. Lanfranchi (Elva Mk. 6)	51.61
21/4/63	C. K. W. Schellenberg (Lister Jaguar)	49.79
9/6/63	A. G. Wood (Cooper Monaco)	51.85
8/9/64	P. Boshier-Jones (Lotus 22 Climax)	46.72
29/9/63	*G. Whitehead (Elva Mk. 7)	53.52
12/4/64	J. R. Walton (Walton Bristol)	49.39
24/5/64	A. E. Marsh (Marsh Special)	45.157
12/7/64	*I. C. Batty (Lotus Mk. 7)	50.746
13/9/64	†P. Westbury (Ferguson P.99)	44.454
4/4/65	P. H. Meldrum (Lotus Allard Spl.)	46.017
9/5/65	P. H. Meldrum (Lotus Allard Spl.)	46.500
20/6/65	P. H. Meldrum (Lotus Allard Spl.)	44.901
18/7/65	*M. J. Smith (Mallock U.2 Ford)	49.866
12/9/65	P. H. Meldrum (Lotus Allard Spl.)	49.271
1/5/65	P. H. Meldrum (Lotus Allard Spl.)	46.200
5/6/66	P. G. Lawson (Brabham Ford)	46.758

† 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; 5/6/66 — D. J. Muter (Austin Cooper) 50.546.

## "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; 1/5/66 — D. P. Stead (Jaguar 'E' Type) 51.413; 5/6/66 — D. P. Stead (Jaguar 'E' Type) 51.099.

## 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)	1/5/66	56.064
3.	D. A. Pearson (Ford Cortina G.T.)	5/6/66	55.281
4.	T. H. Warburton (Aust./Cooper S)	5/6/66	52.157
5.	D. J. Muter (Austin Cooper)	5/6/66	50.546
6.	D. C. Welpton (A/H Sprite)	1/5/66	54.088
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.	D. P. Stead (Jaguar 'E' Type)	5/6/66	51.099
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
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



**PETER WESTBURY**  
Outright course record  
and class records in  
Classes 14 and 17.



**PETER MELDRUM**  
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than one f.t.d. at Harewood.



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# AWARDS



"The Montague Burton 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.

Fastest time to date —

P. H. Meldrum (*Lotus Allard Special*) ..... 46.200

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.

Fastest time to date —

P. G. Lawson (*Brabham Ford*) ..... 46.758

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.

Fastest time to date —

D. P. Stead (*Jaguar "E" Type*) ..... 51.099

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.

Fastest time to date —

T. H. Warburton (*Austin Cooper S*) ..... 51.530

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

"The Total Trophy" and Replica.

These records were:-

Class 1. A. Staniforth (*Morris Cooper*) ..... 45.218

Class 2. J. C. England (*Morris 1100*) ..... 56.064

Class 3. G. H. Walker (*Ford Cortina G.T.*) ..... 55.476

Class 4. J. M. Wheatley (*Austin Cooper S*) ..... 51.251

Class 5. F. Greenwood (*Austin Cooper S*) ..... 50.956

These records were:-

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

Class 1. No improvement to date.

Class 2. No improvement to date.

Class 3. D. A. Pearson (*Ford Cortina G.T.*) ..... 0.195  
(New Record 55.281 5/6/66).

Class 4. No improvement to date.

Class 5. D. J. Muter (*Austin Cooper*) ..... 0.410  
(New Record 50.546 5/6/66)

Thus the present leader in the competition is D. J. Muter (*Austin Cooper*).

## The Awards to be won today are :-

For the fastest time of the day —

"The Variety Club Trophy" and £60.

For the second fastest time of the day —

"The Harewood Charity Trophy" and £30.

For the third fastest time of the day —

"The Sunshine Coach Trophy" and £20.

For the fourth fastest time of the day —

"The Maple Bond Trophy" and £15.

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

A "Harewood Trophy" and £15.

For the greatest improvement on Class Records standing at the beginning of this meeting —

"The Montague Burton Trophy" and £10.

For the fastest time in each class — £10.

For the second fastest time in each class — £5.

(Subject to 7 entries in class)

For the third fastest time in each class — £3.

(Subject to 12 entries in class)

For the best performance of a Lady Competitor —

The "Le Phonographe" Trophy and £5.

(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 £3.10.0.

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

A Harewood Class Record Plaque.

Any award winner may opt to receive a trophy or souvenir award in place of cash.

## PRESENTATION OF AWARDS

The trophies which have been won to-day will be presented to the victors outside the control bus in the paddock at the conclusion of the meeting.

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# THE PARACHUTE DISPLAY

By PETER RAYNER

For the first time at Harewood we intend to bring you a spectacular Parachute Display by six members of the British Parachute Club from Blackbushe Airport, near Camberley.

The Club was originally formed by a small and enthusiastic group of civilian parachutists at Denham in 1955. It later moved to Fair Oaks near Woking and eventually settled at Blackbushe in 1963 where there were more favourable jumping conditions and members were regularly able to make descents from 10,000 ft. The Club is now one of the chief centres in this country where civilians can learn to parachute. It is efficiently run by non paid Directors who are proud of their accident free record, attributed to a number of factors, not least good instruction.

Today we hope to see 25 year old John Cole, a qualified Jumpmaster who has made over 500 jumps, performing with other parachutists who are amongst the best in this country.

This display will show how a jump can be made into a restricted area, for this is not an ideal dropping zone (D.Z.) such as an airfield. At the same time demonstrate the jumper's control during the free fall and his ability to steer and land at a pre-determined point.

The skill of a parachutist may be judged in various ways but the commonest method is to see how close he or she can land to a chosen spot on the ground after jumping from an aeroplane at a given altitude. The marker onto which he will land is a cross made from strips of cloth 20 ft. long. There are circles painted round this cross 25 and 50 metres from its centre. From the air the appearance is that of a target, the 'bull's eye' being the cross.

The jump has three parts to it. The first is that when the parachutist picks the correct point over the ground at which to leave the aircraft; if there is any wind blowing it will not be over the cross but some distance up-wind from it. This business of picking the correct exit point is known as 'spotting'. The better the spotting, the greater the chance the parachutist has of landing on the target. This is a most important part of the descent and it is not easy. Even the most experienced of jumpers may on occasion misjudge their point of exit.

The second part is the fall through the air with the parachute unopened — the free fall — which ends at 2,300 feet above the ground when the ripcord is pulled. The parachutist carries an altimeter and stop-watch mounted on his reserve parachute so that he may be sure of the correct moment to open his main canopy. The fall must be stable, that is without the body tumbling or making any other uncontrolled movements. There should be no problems of this sort today since the art of falling stable is learned early in the career of a parachutist.

The third and most critical part of the descent begins after the parachute is opened. Now the parachutist must guide himself onto the cross, and not everyone is able to perfect this technique. Much experience is required to judge this exactly, but under perfect conditions the best of performers will hope to

land within inches of the centre point of the cross. If some make this look easy it is because they are very good. Look carefully for the parts cut out of the canopy. These allow steering and cause the parachute to drift in a forward direction at speeds of between 10 and 12 m.p.h. Gentle turns are usually preferred but if required one of these special parachutes can turn a full circle in four seconds.

Parachuting is a safe sport if the rules are obeyed and common sense is observed. We are sure that you support us in this attitude and if the wind is too strong or the cloud too low, with much reluctance we shall cancel the parachuting programme. We shall trust that all is in our favour and that you will see this modern sport under ideal conditions. It has been termed 'The Sport of the Space Age', and when you see it we are sure that you will agree and enjoy with us its unique fascination.

The six jumpers will fly in two Cessna aircraft from Yeaton Airport, one of which is piloted by the Chief Flying Instructor, Capt. Arthur Carvell, who himself wears the exclusive Irvin caterpillar badge gained in the last war. Depending on the direction of the wind the aircraft will fly over the D.Z. in front of Stockton Farm to drop a streamer. This is to assess the wind speed and direction from the height at which the parachute will open. After dropping the streamer the jumpers will then select their exit point, which is upwind of the target on the D.Z. One aircraft will then climb to make a run-in at 3,300 ft. allowing the first jumper to make a 10 sec. free fall before opening his 'chute.

After climbing to 8,000 ft. the remaining jumpers will make another run-in to allow much longer delay, trailing smoke during the free fall. This should be an exciting sight and it will be possible to see the jumpers in full control and stable during the fall. On long delays experienced parachutists can come together to pass a baton, or to film one another, and to carry out controlled manoeuvres during the free fall. To do this the jumper must first master the art of falling in a spreadeagled position whilst facing the ground and remaining stable.

It is not intended to make this a competition to see who can land nearest the target. It could be less interesting to watch if this were so, but rather to show how some people enjoy the sport of parachuting. A sport which has grown, perhaps, more than any other in popularity in both Western and Eastern countries since the war and there are now each year many National and International Parachute Competitions.

In this country it is The British Parachute Association Ltd., Artillery Mansions, 75 Victoria Street, S.W.1 which acts as the central controlling body of sport parachuting. Amongst the B.P.A.'s many responsibilities it has set an extremely high standard of instruction and safety and since its formation in 1960 it has helped to unify the numerous clubs and jumpers in the United Kingdom so that this sport now receives much greater recognition than in the past by people in this country.

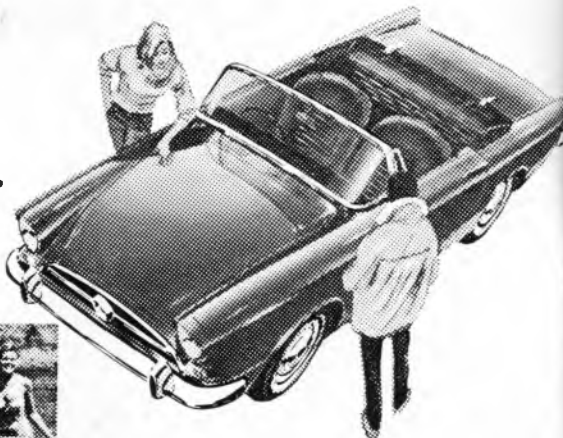
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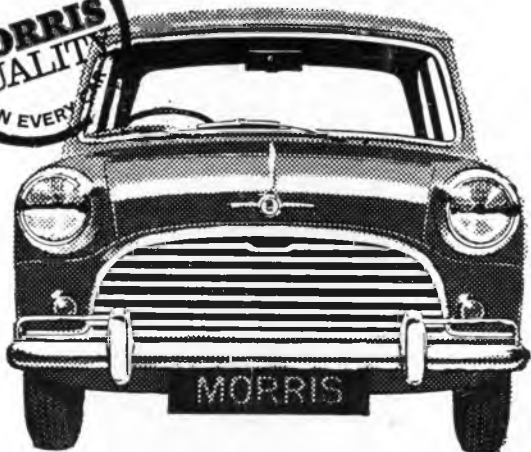
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# NOTICES

## 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/2410.

## 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, Appleyard of Bradford Ltd. for the loan of the breakdown vehicle, 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 hill climb at Harewood will be on Sunday, 24th July, 1966 and will be the Annual "Novices' Hill Climb" event.

Entry into this event is restricted to those members of the B.A.R.C. who have not won any award in a Hill Climb, Sprint, or Race Meeting in the three years since 1st January, 1963. This confines the competition to either genuine novices, or to previous regular competitors who have not taken part in recent season for reason of family circumstances, age or other causes.

Despite the lack of "names" this event always produces a high standard of driving and a full entry.

The Novices Hill Climb starts at 2-15 p.m. preceded by practice from 9-45 a.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.

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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, Croft, Oulton Park, Mallory Park, Crystal Palace and Brands Hatch. In addition there are ten Centres 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, Race Meetings, 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.

In addition to the full programme of events organised by the Yorkshire Centre, members can compete in all main club events offering over 25 race meetings this season and all competitions run by the other centres. The B.A.R.C. are also invited to take part in most of the worth-while events run by other clubs.

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 :-

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.  
 August 28th — Annual Cricket Match.  
 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.



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

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# Mainly Personal



*Peter Meldrum (Lotus Allard Special)*

*Photograph by Viki Lincoln*

In these notes on some of the drivers taking part today, pride of place must inevitably go to Peter Meldrum, styled in some quarters "The King of Harewood" who is pictured above in his trim Lotus 22 powered by a highly developed Allard Dragon supercharged Dragster engine. Peter has an absolutely unique record here at Harewood. Last season he took part in all four of our major meetings and succeeded in making fastest time of the day at each and every one. He then started 1966 the same way by defeating all the opposition at our very competitive Spring National Meeting on May 1st this year, a total of five premier awards in five consecutive appearances here at Stockton Farm. To put this record into perspective, consider that, no other competitor has ever succeeded in making f.t.d. at more than one meeting here and in setting up his present score of wins, Peter met and defeated such worthy opponents as Tony Marsh, the reigning British Hill Climb Champion, Peter Boshier-Jones, Tony Griffiths, John Macklin, Bryan Eccles. At not one single meeting was his title easily won.

By profession, Peter is a Civil Engineer, hill climbing is strictly a hobby and this year he is really doing it the hard way. Residing at Pinner in Middlesex he previously held an appointment with a firm in the City. Earlier this year however he opened up his own business based in Jersey and for the current season he has been flying home on a Saturday morning, collecting the car and leaving for a hill climb almost as quickly as it takes his children to ask "Who is that man mummy?". Back home on Sunday another event completed and then fly back to Jersey early on Monday morning. Needless to say he hopes to shift his home as quickly as possible.

Peter's car has been developed over the past couple of years from a temperamental and not very quick machine into one of the most potent hill climb specials in the country. The basically Ford Cortina power unit is stretched out to 1.650 c.c. and the mixture of air and neat methanol is ushered into the cylinders by a dirty great Centric supercharger fed by what must be

the largest S.U. carburettor in captivity. This monstrosity first saw light of day on a pre-war E.R.A. racing car and has a jet like plug hole and a needle roughly corresponding in girth to a propelling pencil. The fuel consumption is ginormous, a single run up the hill involving almost a gallon of methanol.

Whilst Harewood has been a lucky hill for Peter, it is strange that he has been dogged by some really bad luck at other hill climb venues. A couple of weeks ago at Shelsley he did get into full song and lead the field after the class runs in a rain-spoiled meeting. Apart from this he has been plagued by various troubles and at present is far from his last year's position of third in the Championship ratings.

Other people to watch in the racing car classes are divided between the visitors from afar who are well known in National hill climbing circles and the rapidly growing band of local enthusiasts who, under the stimulus of these Harewood meetings are making their mark in the wider fields of hill climbing.

One rather unique thing about the list of entrants for this year's R.A.C. British Hill Climb championship is that apart from Peter Meldrum of Pinner, there is not a single driver based upon London or the home counties. The greatest concentration is around the Midlands, as might be expected with Shelsley Walsh and Prescott on their doorsteps and from this part of the world we welcome several competitors today.

Most likely to give Peter Meldrum a run for his money is Bryan Eccles from Solihull with his Traco Oldsmobile powered Brabham. Bryan has made a number of sorties into hill climbing with conspicuous success, but had not been taking part for a year or three when he burst out again at the beginning of this year and started running second to the Champion himself. His first visit to Harewood was in May when he came in fourth, a highly creditable result as the 1,150 yards of our ascent takes quite a lot of learning.

Still with the Visiting Firemen, others likely to be pushing for top honours are Tony van Moyland of Abergavenny, a first timer here although a regular in B.A.R.C. South Wales events, in his Lotus Ford, Malcolm Eaves of Solihull in his Ford/Lotus Twin Cam powered Lotus and Dave Harris of Cambridge with his own creation the D.M.F. Mk. 111 who took f.t.d. at the most recent Castle Howard hill climb meeting.

Third in our May meeting was a local boy Leslie Hinchcliffe in his Ford powered Lotus 32. Leslie is a master baker by vocation but sportwise divides his talents between Hill Climbs and Race Meetings. If he can reproduce his previous form he will certainly be in the money today although there are so many really quick motorists present that nothing can be very certain.

New boy to big time hill climbing is Peter Lawson of Knaresborough. Peter started in our events last season in a very highly developed M.G.B. and set up a class record which still stands at the start of this meeting. During the Winter Brabhams have built him a new 1600 c.c. single seater specially set up and developed for hill climbing. Illness unfortunately prevented his appearing in May and it was not until three weeks ago on a dullish sort of afternoon when he was first able to aim his projectile up Stockton Farm. On that first appearance he set f.t.d. at our members' meeting with a very creditable 46.758 seconds, only half a second behind Meldrum's time in May. Peter is very sensibly intending to use 1966 to gain experience of driving single seater cars and to make a serious sortie into the Championship lists next year. If however his experience gathering continues to be as successful as this first outing, he could be a force to be reckoned with before the year is through.

The two Davids, David Harrison from sylvan Ilkley and David Hepworth from dark satanic Brighouse are a

**Continued on page 38**



*Jill Hutchinson (Terrier Mk. 2)*

*Photograph by Peter Lovel*



*Gordon Durham (Lotus Elan)*

*Photograph by Peter Lovel*

#### **MAILY PERSONAL—cont.**

worthy pair with their Cooper Buick and Brabham Chevrolet respectively. These two have been working on the theme of a big American passenger car engine in a light British single seater for a few years, in fact David Harrison must have been of the very first to engineer such a marriage. Both are real true enthusiasts who always really have a go, but have not always been blessed with the brightest of luck.

David Hepworth operated last year with a couple of cars, this time the mantle has been taken over by David Harrison who is running a Belfast built Buick powered Crossle sports/racing car in addition to his Cooper. The Crossle is a comparatively recent newcomer to the sports/racing and hill climbing field but already displays very great promise.

Two other worthies who must not be forgotten are Fred Smith, late of Settle but now at Garstang and John Butterworth of Haslingden. Both have been supporting our Hill Climbs and Sprints for some years and both pin their faith on Brabham BT14 Formula Libre cars. In the past both went racing as well as hill climbing and had their cars set up for both sports. This year John Butterworth has decided to pin his hopes entirely on the hills and has fitted his car with a blown Allard Dragon engine, somewhat similar to Peter Meldrum's whilst Fred remains faithful to Signor Weber's multi choked marvels sucking rather than blowing.

The smallest racing car class can not be dismissed when weighing the chances of top honours as Yorkshire Centre committeeman Jim Johnstone has developed his Ford powered 1098 c.c. Lotus 18 to a pitch where he won his class at the last Shelsley Walsh Championship meeting. Jim relies on the Meldrum/Butterworth formula of neat methanol, plenty of it, push it in at

high pressure with a big blower and do not think about the bottom end of the engine. (well, not too much anyway).

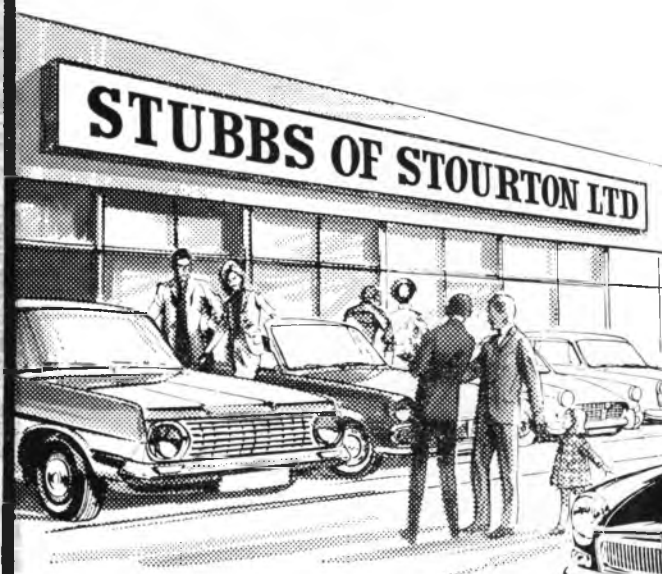
Class fifteen also houses some of the keenest of the lot. Allan Staniforth of Horsforth is perhaps the prime example being a journalist by profession who graduated from driving, and preparing, a very hot Mini to designing and building a most potent single seater around a well-ried B.M.C. components. The basis is a Mini power unit with the steering locked solid located at the back of a light tubular chassis and pushing rather than pulling the contraption forward. Allan does most of the work on his car in his own home garage and with his own fair hands. He is however assisted by Richard Blackmore and during the past Winter the pair have laid down a second version of the Terrapin which Richard is now running in competitions.

John Thornton of Leeds is a third competitor who has worked on the Mini shoving rather than pulling theme and whilst yet still rather new and unsorted his car shows definite promise.

In a note of this sort, inevitably someone gets overlooked and space does not permit a complete run down the field, it would not however be right to leave the racing classes without drawing your attention to "Bing" Crosby, Peter Ibbotson and Bob Prest who have all purchased ex Formula Junior racing cars. "Bing" is a great enthusiast who almost qualifies for the "Veteran" label having been active in motor sport longer than some of his fellow competitors have lived. Peter now drives the trim Lotus 20/22 which was Leslie Hinchcliffe's mount last season, whilst Bob's vivid yellow Lotus 18 has carved itself a familiar niche, not only on the hills, but also at Croft and Ingliston.

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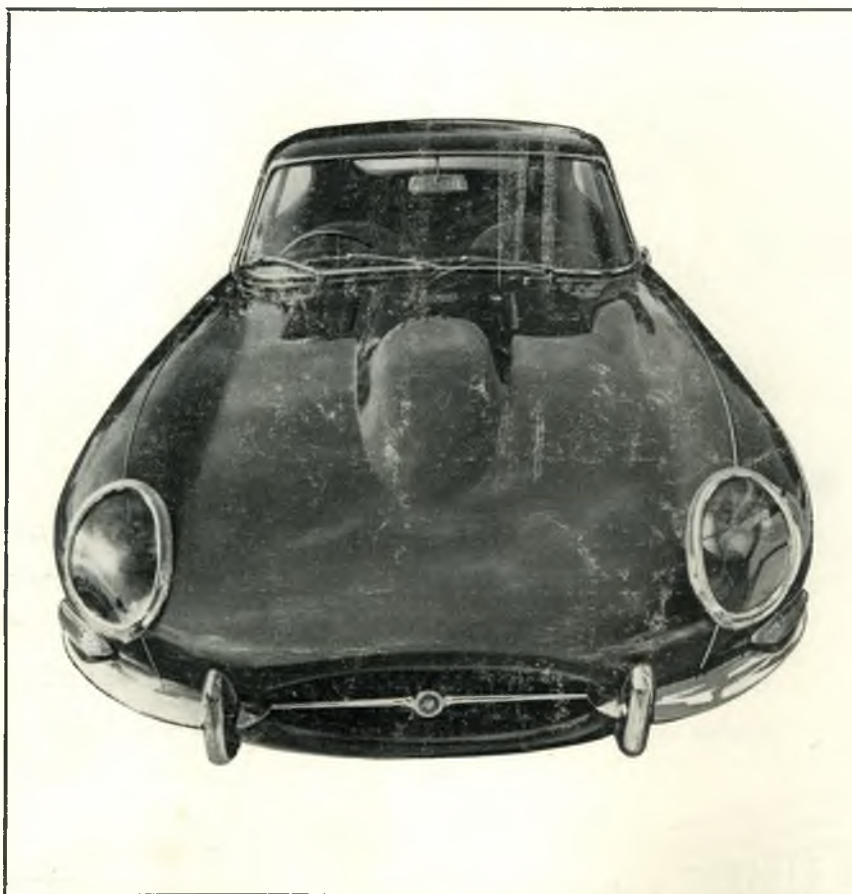


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