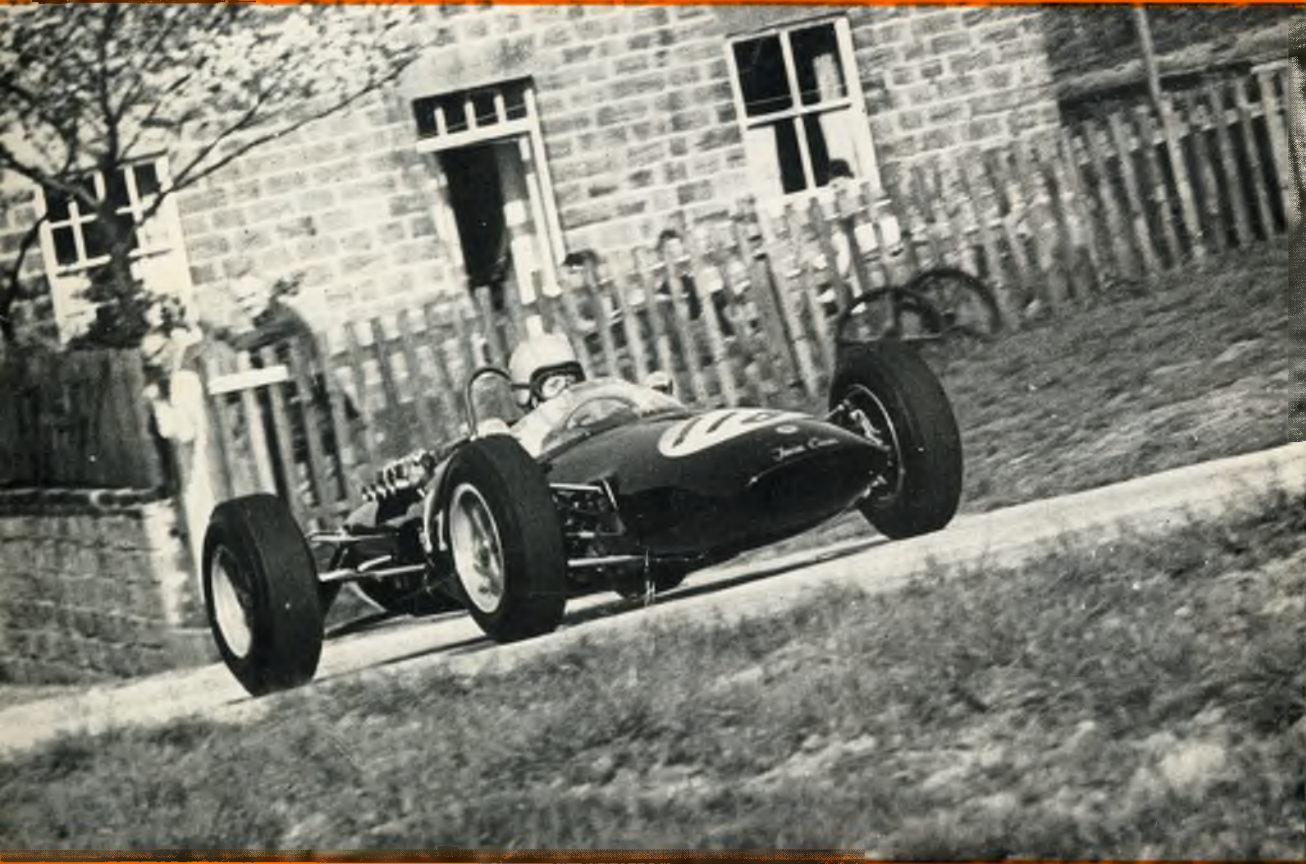




HAREWOOD HILL CLIMB

PLAYERS No. 6
INVITATION MEETING



OFFICIAL PROGRAMME 2/-

26 NOVEMBER

66

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N°6

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PNS/22D



Peter Boshier Jones (Lotus 22 Climax s/c)

Photograph by Viki Heppenstall

THE YORKSHIRE CENTRE OF
The British Automobile Racing Club Ltd.
WELCOME YOU TO
**THE PLAYERS No. 6 INVITATION
HAREWOOD HILL CLIMB**

R.A.C. RESTRICTED PERMIT No. RS/2833

SATURDAY 26th NOVEMBER, 1966

COMMENCE 12 NOON

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 — Malcolm Eaves (Lotus Twin Cam).

Photograph by Jeff Binns.



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F.T.D. HAREWOOD — JUNE.

2nd F.T.D. HAREWOOD — SEPTEMBER.

F.T.D. CASTLE HOWARD — OCTOBER.

3rd F.T.D. SCARBOROUGH — OCTOBER.

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2nd F.T.D. CASTLE HOWARD — OCTOBER.

2nd F.T.D. SANDTOFT.

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THE HILL CLIMB SCENE

We had thought that our Harewood season closed for 1966 with the annual Hill Climb Championship event in September until about eight weeks ago when the I.T.V. Saturday "World of Sport" programme asked if we could lay on an extra event especially for T.V. transmission.

Our first thoughts were to promote a small meeting with a limited number of competitors and so far as you, the public who read this programme, are concerned, to avoid publicity on the grounds that the event was slanted entirely towards T.V. cameras and, in consequence might suffer delays.

Equally, even a very small meeting costs money to promote so we looked around for a sponsor who might be willing to bear some of the financial burden and were fortunate enough to get in touch with John Player and Sons who, through their avowed policy of encouraging sport, agreed to put up the prize money and help us in other ways.

From this time on, the march of events swept along at an ever increasing pace and swept our ideas of a quiet little meeting well into the background. Firstly, being at a time when daylight hours were very short, we realised that only a few cars could be catered for and the entry would have to be by invitation. As soon as the new event became known we were absolutely overwhelmed by requests for invitations from competitors all over the country.

It was quickly obvious that we were going to get a select entry of which almost half would be well known hill climb drivers in potent hill climb machines, both racing and sports/racing cars whilst the others would include some of the cream of our usual Harewood



Ian Grassick (Jaguar 3.8)

Photograph by Jeff Binns.

entries in the saloon and "Marque Y" classes.

At this stage the Committee came to the conclusion that we must lay on all the usual Harewood facilities for refreshment and spectator comfort and information, but that we would be able to cope with the problems of car parking, ticket selling, etc. from our own voluntary resources.

Still the interest began to mount until when an entry came in from no less than Jim Clark we decided that we had better throw in the towel and open the gates to everyone in the usual Harewood way.

Those of you who come to our regular meetings will realise that you are in for something rather different today. Normally you see some 150 cars go up the hill twice with, at the big meetings, the fastest ten having another couple of tries right at the end. Today we have a concentrated little programme when it is almost true to say that the old variety blurb "every act a star" is perfectly correct.

If the weather is kind the 50 strong, high quality, entry, all with four runs to complete between noon and soon after 3-30 p.m. will provide entertainment of a stirring kind. The running order during the

third and fourth runs will be rather mixed-up to give our T.V. viewers a chance to appreciate what is going on by seeing all types of cars in action during the transmission periods, but at the same time, it is during these runs when the awards will be won and lost and you can be sure that everyone will be doing his very best on these runs.

Hill climbs at Harewood are usually something of a family day out with good weather for everyone to sit appreciating the view and father watching the cars come up. November being what it is, this afternoon's spectators will have to be made of sterner stuff, but we do feel that the quality of the sport will make up for the chilly weather.

One name we are very sad to see is missing from the entry list today and that is Peter "King of Harewood" Meldrum. Peter was hoping to be here as a spectator, his car not being available for this event, until one of our Committee Members Jim Johnstone nobly offered to let Peter drive his Lotus. Meldrum was more than happy to accept but alas, at the very last minute complications have arisen which will require his presence back in Jersey and we shall not see him defending his 7 times in a row unbeaten record.

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STEWARDS

Appointed by the R.A.C. Ed. Harris
Appointed by the B.A.R.C. J. H. Farrar,
B. W. Moss, J. A. Stroud

OFFICIALS

Clerk of the Course M. S. Wilson
Deputy Clerk of the Course A. G. M. Kellett
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Deputy Chief Marshal P. L. Newby
Chief Observer A. J. Hodgetts
Deputy Chief Observer J. M. Holroyd
Chief Medical Officer Dr. P. M. Smith-Moorhouse
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Chief Scrutineer S. H. Hanson, S.T.B.
Chief Paddock Marshal D. K. Chippindale
Chief Parking & Admission Marshal P. H. Scott
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Chief Programme Sales Marshal Mrs. D. M. Lincoln
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Timekeepers Mrs. J. Mauldin, Miss S. Mauldin
Scrutineers P. W. Watson, T. M. Wood
Scrutineers' Marshal G. L. Thompson
Medical Officers Dr. F. T. de Dombal, Mr. G. Graham,
Dr. G. R. Kelman.
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Observers B. Pearson, A. V. Collins, R. W. A. North,
N. W. Porteous, R. Sagar, R. C. Leeson,
S. Thompson, P. D. Symington, J. R. Wass,
W. R. Varley, D. M. Gledhill, J. R.
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Marshals, etc.
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Cockburn, F. Greenwood, H. Sargeant, C. N.
Smith-Moorehouse, H. Yates, R. Milner,
M. R. Winterburn, A. G. Marra, A. S. Duckworth,
M. Bennett, D. Jarvis, A. J. Davies, P. R.
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R. C. Hooper, J. Prosser, A. C. Wilson, G. P.
Turner, G. F. A. Hewitt, L. G. Bentley, Mrs. L. G.
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Haddlesley, A. Spence, H. Merrick, G. Campsall,
T. Bedford, B. Armitage, K. Dalby, G. Duxbury,
D. Anderson, L. Neale.
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Collingham Troop.

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Mrs. T. A. Smith.
Results Team Mrs B. Holliday, Mrs. H. Rhodes.
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The Organisers would like to express their thanks to the British Motor Racing Marshals Club (N.E. Region) and the Rolls Royce (Barnoldswick) M.C. for their assistance in staffing this meeting.

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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/2833.

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 4-00 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 the parking and traffic admission and programme sales arrangements, the Scouts of the Collingham Troop for help with the admission and programme sales arrangements, 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.

NEXT SEASON

This event today is an extra, unscheduled competition added to our programme at short notice. The dates of our regular 1967 Hill Climb events here at Harewood are :-

Sunday 2nd April — Harewood Spring Hill Climb.
Saturday/Sunday 29/30 April —
Harewood National Hill Climb.
Sunday 25th June —
"The Montague Burton Trophy" Hill Climb.
Sunday 23rd July —
"The Novices' Hill Climb".
Saturday/Sunday 9/10th September —
R.A.C. British Hill Climb Championship Meeting.

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.

DINING OUT?

Everyone's talking about SKIPTON'S
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This small unique restaurant in a vaulted cellar which was formerly the town jail, boasts a first class chef, excellent service, courteous attention and G.P.O. telephone connection available at all tables.

A special welcome is extended to all Sporting Motorists.

No service charge to members of recognised clubs, e.g. B.A.R.C., Y.S.C.C., S. & D.M.C., A.P.M.C.C., B.M.R.M.C., etc., etc.

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HAREWOOD RECORDS

Nineteen 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)	45.16
12/7/64	*I. C. Batty (Lotus Mk. 7)	50.75
13/9/64	†P. Westbury (Ferguson P.99)	44.45
4/4/65	P. H. Meldrum (Lotus Allard Spl.)	46.02
9/5/65	P. H. Meldrum (Lotus Allard Spl.)	46.50
20/6/65	P. H. Meldrum (Lotus Allard Spl.)	44.90
18/7/65	*M. J. Smith (Mallock U.2 Ford)	49.87
12/9/65	P. H. Meldrum (Lotus Allard Spl.)	49.27
1/5/66	P. H. Meldrum (Lotus Allard Spl.)	46.20
5/6/66	P. G. Lawson (Brabham Ford)	46.76
26/6/66	P. H. Meldrum (Lotus Allard Spl.)	45.99
24/7/66	*J. A. H. Lambert (Cooper Mk. 6 T'ph)	51.75
11/9/66	P. H. Meldrum (Lotus Allard Spl.)	45.99

† 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) 52.48; 20/6/65 — F. Greenwood (Austin Cooper S) 50.96; 5/6/66 — D. J. Muter (Austin Cooper) 50.55.

"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) 53.85; 20/6/65 — P. G. Lawson (M.G.B.) 53.01; 4/4/65 — P. Scragg (Jaguar 'E' Type) 52.01; 20/6/65 — E. D. Clark (Jaguar 'E' Type) 51.56; 1/5/66 — D. P. Stead (Jaguar 'E' Type) 51.41; 5/6/66 — D. P.

Stead (Jaguar 'E' Type) 51.10.

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) 50.78; 4/4/65 — J. A. Lepp (Lotus Elan) 50.18; 20/6/65 — J. A. Lepp (Lotus Elan) 48.77.

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.) 46.43.

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) 45.16; 13/9/64 P. Westbury (Ferguson P.99 Climax) 44.45.

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	54.22
2.	R. White (Ford Anglia)	24/7/66	55.47
3.	D. A. Pearson (Ford Cortina)	26/6/66	54.85
4.	T. H. Warburton (Aust. Cooper S)	26/6/66	51.22
5.	D. J. Muter (Austin Cooper)	5/6/66	50.55
6.	D. C. Welpton (A/H Sprite)	1/5/66	54.09
7.	P. G. Lawson (M.G.B.)	20/6/65	53.01
8.	C. G. Gray (A/Healey 300)	24/5/64	53.38
9.	D. P. Stead (Jaguar 'E' Type)	5/6/66	51.10
10.	J. A. Lepp (Lotus Elan)	20/6/65	48.77
11.	E. P. Scragg (Lightw't "E" Type)	13/9/64	49.11
12.	H. Wilkinson (Lotus 7a)	20/6/65	49.95
13.	P. J. Crossley (Lotus Super 7)	26/6/66	49.55
14.	P. Westbury (Lotus 23 B.R.M.)	13/9/64	46.43
15.	M. E. Daghorn (Cooper Jap Mk. X)	8/9/63	47.22
16.	P. H. Meldrum (Lotus Allard Spl.)	20/6/65	44.90
17.	P. Westbury (Ferg'n P.99 Climax)	13/9/64	44.45



PETER WESTBURY



PETER MELDRUM



ALAN STANIFORTH

PROG

12 NOON — MEET

FIRST RUNS — Groups 1, 2, 3, 4 and 5.

LUNCH

2-00 p.m. — MEET

THIRD RUNS — Order to be Announced.

“TOP TEN” PERFORMANCES — RUN OFF

3-45 p.m. (Approx.) — PRESENTATION

(Accompanied by the Girls)

T.V. TRANSMISSION

2-10 — 2-25 (Third Runs)

3-10 — 3-25 (“Top Ten”)

GROUP 1. — SALOON CARS

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

Record: A. Staniforth (Morris Cooper) 54.22

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

Record: R. White (Ford Anglia) 55.47

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

Record: D. A. Pearson (Ford Cortina G.T.) 54.85

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

Record: T. H. Warburton (Austin Cooper S) 51.22

Class 5. TOURING CARS FORMULA LIBRE

Record: D. J. Muter (Austin Cooper S) 50.55

No.	Name	Class	Car	s/c	c.c.	Driver's Town	Times
1.	H. E. Twaites	1	Rally Imp		998	Leeds	
2.	J. M. Radcliffe	1	Hillman Imp		998	Leeds	
3.	J. C. England	2	Morris 1100		1098	Brockholes	
4.	G. F. Chippindale	3	Ford Cortina G.T.		1498	Rawdon	
5.	T. H. Warburton	4	Austin Cooper 'S'		1293	Bolton	
6.	G. W. Halliwell	4	Morris Cooper 'S'		1275	Burnley	
7.	R. A. Fall	4	Mini Cooper		1293	Baildon	
8.	R. T. Shardlow	4	Alfa Romeo G.T. A		1570	Sheffield	
9.	A. Evangelisti	4	Lotus Cortina		1558	Falkirk	
10.	C. M. Burgess	4	Ford Lotus Cortina		1594	Barnsley	
11.	A. Ensoll	4	Jaguar 3.8 Mk. II		3781	Middlesbrough	
12.	I. R. Grassick	4	Jaguar 3.8		3771	Knaresborough	
13.	L. S. Stross	4	Austin Cooper 'S'		1312	Leeds	
14.	C. K. W. Schellenberg	5	Ford Mustang		4727	Whitby	
55.	J. Clark	4	Ford Lotus Cortina		1558	Duns	

GROUP 2. — “MARQUE Y” SPORTS CARS AND SPECIAL G.T. CARS

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

Record: P. G. Lawson (M.G. B.) 53.01

Class 9. “MARQUE Y” SPORTS CARS 3,001 c.c. and over.

Record: D. P. Stead (Jaguar 'E' Type) 51.10

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

Record: J. A. Lepp (Lotus Elan) 48.77

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

Record: E. P. Scragg (Lightweight 'E' Type) 49.11

No.	Name	Class	Car	s/c	c.c.	Driver's Town	Times
15.	P. J. Smith	10	A. H. Sprite		1080	Thorpe	
16.	F. P. Kaye	7	M.G. B		1789	Windermere	
17.	J. Hall	10	Porsche Carrera		1966	Bradford	
18.	J. R. Cussins	10	Lotus Elan		1598	Leeds	
19.	G. M. Dungworth	11	TVR 200		4732	Sheffield	
20.	H. R. Crowther	9	Jaguar 'E' Type		4235	Huddersfield	
21.	A. E. Crowther	9	Jaguar 'E' Type		4200	Halifax	
22.	A. Mountain	9	Jaguar 'E' Type		4200	York	
23.	D. P. Stead	9	Jaguar 'E' Type		4235	Leeds	
	J. Thompson	9	Jaguar 'E' Type		4234	Otley	

RAMME

ING COMMENCES

SECOND RUNS — Groups 1, 2, 3, 4 and 5.

INTERVAL

ING RECOMMENCES

FOURTH RUNS — Order to be Announced.

INTER AREA CHALLENGE MATCH

ON OF AWARDS BY DENNIS LOTIS

in the "Big Golden Six" Show)

SSION TIMES

(in Off) 3-35 — 3-50 (Inter Area Challenge Match)

GROUP 3. — SPORTS/RACING CARS

Class 14. SPORTS/RACING CARS any capacity

Record: P. Westbury (Lotus 23 B.R.M.) 46.43

No.	Name	Class	Car	s/c	c.c.	Driver's Town	Times
25.	M. Starbuck	14	Chrysler Special		5916	Sheffield	
26.	G. F. Tatham	14	Lister Chevrolet		5363	Malton	
27.	J. R. Walton	14	Walton-Bristol Mk. 3		1971	Sheffield	
28.	T. Twaites	14	Lotus 23B		1098	Leeds	
29.	P. de F. C. Pycroft	14	Shelby Cobra		7010	Llanfairpwll	
30.	J. P. Chapman	14	Mercury 4		5000	Sheffield	
31.	D. A. Harrison	14	Crossle Buick		3524	Ilkley	
32.	E. P. Scragg	14	Lola Type 70		4700	Macclesfield	
33.	P. Westbury	14	Felday 5		7016	Dorking	

GROUP 4. — RACING CARS UP TO 1,150 c.c.

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

Record: M. E. Daghorn (Cooper J.A.P.) 47.22

No.	Name	Class	Car	s/c	c.c.	Driver's Town	Times
34.	J. Croft	15	Lotus 18		1098	Guisley	
35.	V. Gartside	15	Garford Mini	s/c	1070	Knarborough	
36.	F. H. Crosby	15	Lotus 20		1098	Leeds	
37.	R. D. Blackmore	15	Terrapin Mk. 2		1098	Tadcaster	
38.	J. Thornton	15	Mamba Mk. II	s/c	1098	Leeds	
39.	J. Johnstone	15	Lotus 18	s/c	1098	Collingham	

GROUP 5. — RACING CARS 1,151 c.c. AND OVER

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

Record: P. H. Meldrum (Lotus Allard Spl.) 44.90

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

Record: P. Westbury (Ferguson P.99) 44.45

No.	Name	Class	Car	s/c	c.c.	Driver's Town	Times
40.	A. Staniforth	16	Terrapin-Min	s/c	1300	Horsforth	
41.	M. J. Eaves	16	Lotus Ford		1598	Birmingham	
42.	D. Hepworth	17	Brabham F.1		4700	York	
43.	M. R. Brain	17	Cooper Daimler		2500	Sutton Coldfield	
44.	D. A. Harrison	17	Cooper-Buick		3524	Ilkley	
45.	J. T. Butterworth	16	Brabham BT 14	s/c	1500	Hasilngden	
46.	Miss Patsy Burt	17	McLaren Oldsmobile		4500	Weybridge	
47.	I. D. Swift	17	Swift Ford		4700	Bristol	
48.	L. Hinchcliffe	16	Lotus 32		1598	Leeds	
49.	D. M. Harris	16	DMF III		1598	Cottenham	
50.	P. Boshier-Jones	16	Lotus 22	s/c	1460	Cardiff	
51.	F. W. Smith	16	Brabham BT 14		1598	Garstang	
52.	P. G. Lawson	16	Brabham F. Libre		1598	Knarborough	
53.	B. Eccles	17	Brabham Oldsmobile		4500	Solihull	
54.	A. B. Griffiths	17	Felday Ford		4700	Sutton Coldfield	

TOP TEN RUN OFF

No.	NAME	BEST TIME IN GROUP RUNS	TIME	POSITION
1.
2.
3.
4.
5.
6.
7.
8.
9.
10.

INTER AREA CHALLENGE

NORTH-EAST TEAM

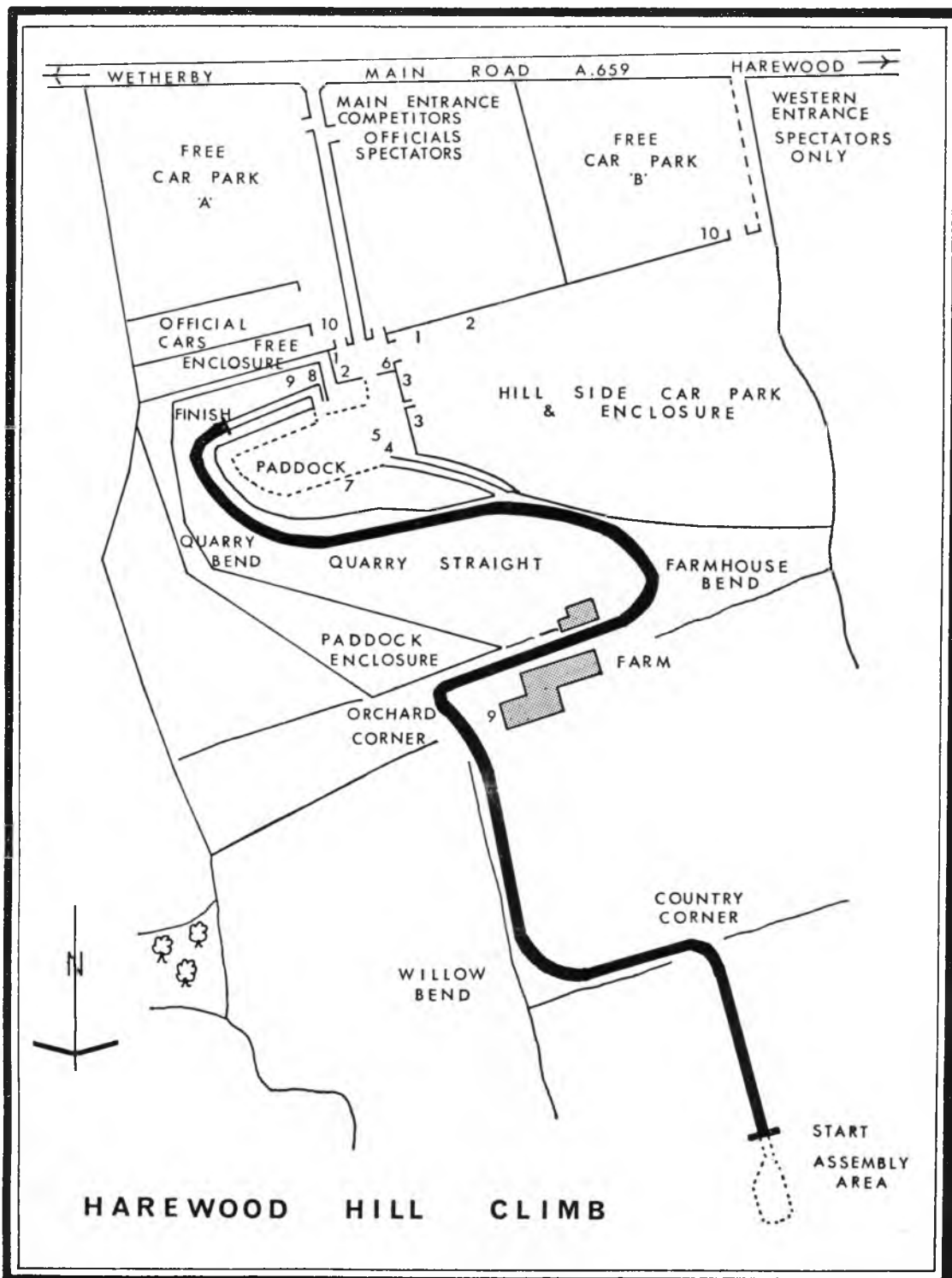
No.	NAME	CAR	TIME	TOTAL
1.	}
2.	
3.	

NORTH-WEST TEAM

No.	NAME	CAR	TIME	TOTAL
1.	}
2.	
3.	

SCOTLAND, MIDLANDS & SOUTH TEAM

No.	NAME	CAR	TIME	TOTAL
1.	}
2.	
3.	



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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AWARDS

The Awards to be won today are :-

- For the fastest time of the day —
A "Players No. 6 Trophy" and £50.
- For the second fastest time of the day —
A "Players No. 6 Trophy" and £35.
- For the third fastest time of the day —
A "Players No. 6 Trophy" and £20.
- For the fastest time in each group — £10.
- For the second fastest time in each group — £5.
(Subject to 7 entries in each group)
- For the third fastest time in each group — £3.
(Subject to 12 entries in each group)
- For the best performance of a Lady Competitor — £5.
(decided upon a percentage basis of Group f.t.d. and subject to three lady entrants or being in fastest 20% in group).
- To any competitor holding a new record for his class at the conclusion of the meeting —
A Harewood Class Record Plaque.

PRESENTATION OF AWARDS

The Awards will be presented at the conclusion of the meeting (at approx. 3-45 p.m.) in the paddock by the control bus.

The presentation will be made by Mr. Dennis Lotis, star of T.V. and records and of the "Big Golden Six Show" who will be supported by the delectable dancing girls from this same show.

ANNUAL TROPHIES

This meeting will be the first event counting for the 1966/67 season for the five annual Harewood awards.

To the competitor who records the fastest time of the season irrespective of class —
"The Yorkshire Post Trophy" and Replica.

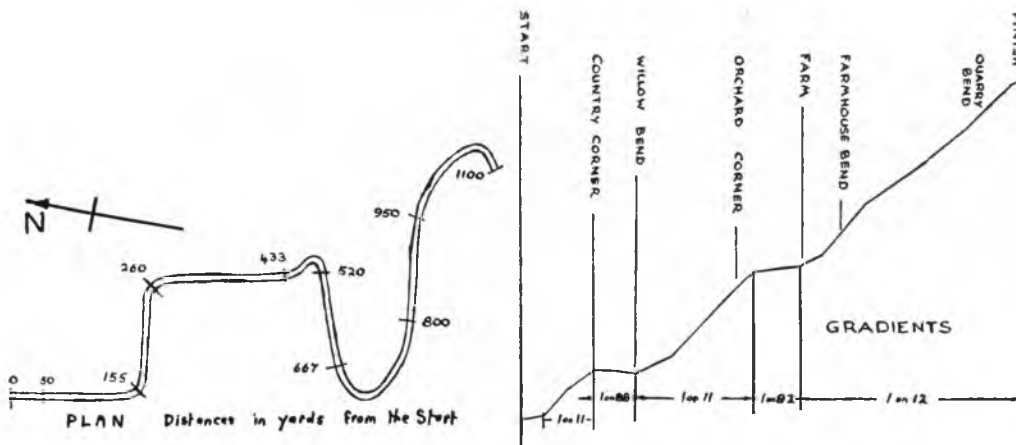
To the B.A.R.C. member resident within the County of Yorkshire who records the fastest time of the season irrespective of class —
"The Jack Farrar Trophy" and Replica.

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 were standing after the May 1st Meeting running in the Touring Car Classes 1 to 5 inclusive —
"The Total Trophy" and Replica.

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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 B.A.R.C. Yorkshire Office, 6, Sidney Street, Vicar Lane, Leeds 2. Tel. Leeds 38972.

The dates for our major events for 1966/67 have now been confirmed as :-

December 8 — Annual Dinner Dance.
January 28 — Midnight Film Matinee.
February 26 — "The Sleuth's Mug".
March 12 — General Practice Day — Croft.
April 2 — Harewood Spring Hill Climb.
April 16 — Clubman's Race Meeting — Croft.
April 29/30 — Harewood National Hill Climb.
May 2 — Evening Driving Tests.
May 13/14 — "The Scarborough Week End".
June 4 — Joint Driving Tests at Tadcaster.
June 6 — Harewood Practice Evening.
June 18 — "E. A. Denny" Production Car Trial.
June 25 — "Montague Burton Trophy" Hill Climb.
July 4 — Evening "Autocross".
July 9 — Clubman's Race Meeting — Croft.
July 23 — Harewood Novices' Hill Climb.
August 1 — Evening Production Car Trial.
August 6 — Sprint & Drag Sprint — R.A.F. Topcliffe.
August 12/13 — Nat. Open Race Meeting — Croft.
September 5 — "Bird's Event" (Ladies Driving Tests)
September 9/10 — Harewood Champ. Hill Climb.
September 17 — "Stone Trough" Sporting Trial.
September 24 — Joint "Autocross".
Sept. 30/Oct. 1 — Scarborough National Hill Climb.
October 22 — "Greenwood Cup" Production Trial.

In addition we shall have the usual "Club Night" mid-week events which include a Harewood Hill Climb Practice Night, Autocross, Production Car Trial, Driving Tests, Autocross, Concours d' Elegance, etc. and our winter programme of social events and film shows.



David Harrison of Ikley was perhaps the first man in the North to put a large American V8 in a small racing chassis and his Cooper Buick has now been successfully competing for a number of years. Photo by Jeff Binns.



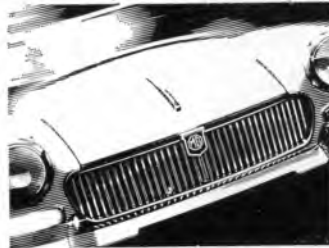
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The entry list today abounds with characters who are well known in the field of hill climbing and in the limited space available it is difficult to know just where to start.

So often the "Big Bangers" get pride of place, to put the record straight we will lead off with the saloon brigade. Obviously the talking point here can not be other than ex world champion racing driver and past Indianapolis winner Jim Clark who will be at the wheel of a Lotus Cortina similar to that which he drove so well on the just concluded R.A.C. Rally. It is not often realised that Jim was a keen competitor in motor sport at local club level before he blossomed out into greatness (with his string of victories at a B.R.S.C.C. meeting at Full Sutton the other side of York) and sprints, rallies and hill climbs were once his regular pastimes.

Ranged against Jim Clark this afternoon are some of the most successful saloon car types taking part in hill climbs. The Minis of Geoff Halliwell and Tom Warburton from Lancashire together with "Chippy" Stross of Leeds usually have a battle royal for Class honours at Harewood whilst today they have the support of no less than Tony Fall, the newest recruit to the B.M.C. works team who in a very short time indeed has become one of the greatest speed artists

in big time International rallies. Tony is no slouch on the track either and although he has only been serving his probationary period this season, he has some good results to his credit. Tony works for the Appleyard group in Bradford and we suspect that the fact that Ian Appleyard himself was once supreme in the rally field may have something to do with the ready way Tony can get away to compete for the honour of B.M.C. and Britain.

Ranged against the Mini brigade, and in support of Jim Clark are the drivers who remain faithful to Ford of Britain. Gordon Chippindale with the Cortina G.T. and Martin Burgess with the Lotus Cortina are Harewood regulars who really "Have a go" whilst all the way from Scotland comes Falkirk dentist Tony Evangelisti, a very colourful character who usually propels a single-seater but today will be in a Lotus Cortina.

Making a welcome return to Harewood after too long an absence we have the heavy brigade represented by Ian Grassick's very warm 3.8 Jaguar, Allan Ensoll's similar car and finally Keith Schellenberg's Ford Mustang. Both in the hands of previous owner Jim Wood and now with Ian Grassick the 3.8 has often

Continued on page 22



*Bryan Eccles from Solihull has had a most successful season with his Brabham powered by a 4.5 litre Traco Oldsmobile engine finishing third in the Hill Climb Championship Table.
Jeff Binns took the picture at our May meeting.*

MAINLY PERSONAL—continued.

won its class at Harewood. Allan Ensell has been absent from the scene for some time but is well remembered for some of his past stirring drives, particularly the time he brought a Jaguar "D" Type on one of our Autocross meetings whilst that colourful character Keith Schellenberg must be well enough known to all readers of the daily press to require no introduction.

Moving swiftly over to the Sports/Racing classes, we are very happy to welcome back to Harewood the man who has held the outright course record since September 1964, Peter Westbury. Peter has been busy on the development of his Felday four-wheel drive sports/racing cars over the past couple of seasons and has not been seen in British Hill Climb events. If the weather were wet today he could prove a very hard man to beat in the Ferguson Four Wheel Drive Felday 5.

The man most tipped to give Peter Westbury a run for his money in this section is Phil Scragg of Macclesfield who has a very hot Lola T.70 with 4.7 litres of Ford engine. These "Big Bangers" sports cars are always vaguely supposed to be capable of being driven on the road but Phil carries this to the lengths of being registered and insured and actually driving the monster from time to time. This must surely be near the ultimate in one-upmanship.

Other notable people here are David Harrison with the Belfast brewed Crosslé and Phil Chapman's home made, four wheel drive Mercury 4, not to mention

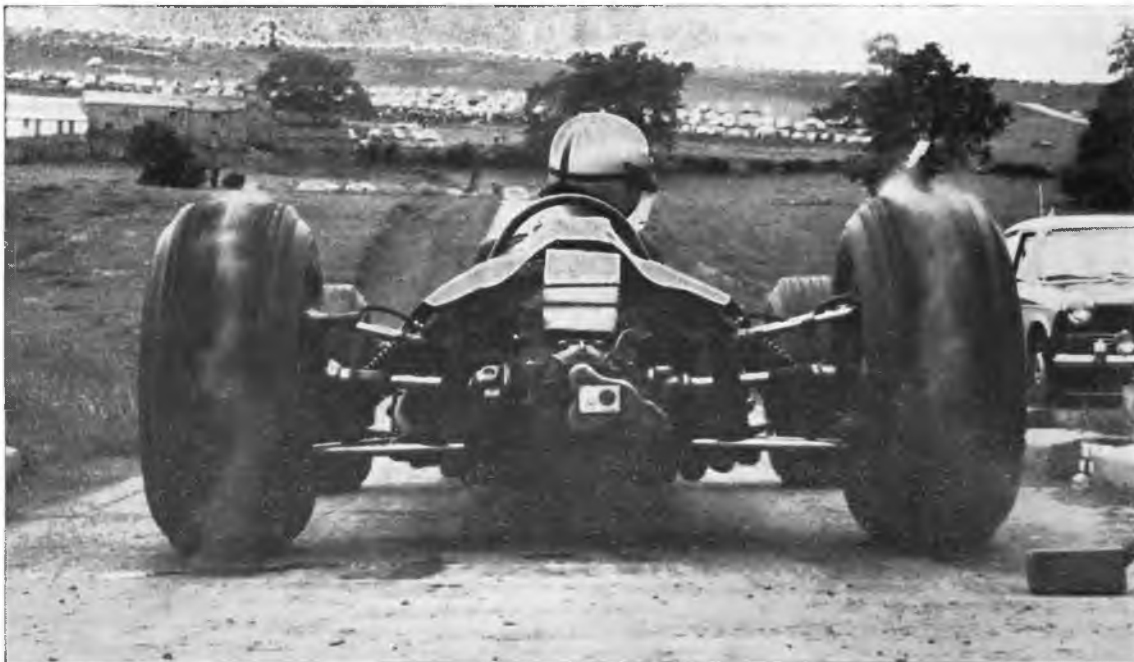
Paul Pyecroft, all the way from Anglesey in his 7 litre racing Cobra.

Perhaps most interest must inevitably lie with the bigger racing cars and here the situation is really open. Local boy Peter Lawson from Knaresborough has made a sensational entry into the big time with his second f.t.d. to Peter Meldrum here in September and we can expect a really ding-dong battle between him and Bryan Eccles of Solihull and Peter Boshier-Jones from Cardiff for top honours. Bryan Eccles made his first visit to Harewood last May whilst "Bosh" has been seen here several times in the past. In September Peter Lawson narrowly defeated both, but they finished third and fourth in the R.A.C. British Hill Climb championship behind Peter Meldrum and Tony Marsh.

Hot competition can be expected from "Fast" Fred Smith from Garstang, really on the top of his form this Autumn finishing with f.t.d. at both Scarborough and Castle Howard and Don Harris from Cambridge with his home brewed D.M.F. Special.

Three Harewood "first timers" can be expected to be well worth watching — Miss Patsy Burt with the marvellous McLaren Oldsmobile built for her just for hill climbing, Martin Brain with the Cooper Daimler which carried Peter Westbury to the Hill Climb championship in 1953 and Ian Swift from Bristol.

Alas, space prevents other equally colourful characters getting a mention, but we cannot close without commending to your attention what will no doubt turn out to be the closest fought battles of the afternoon, the struggle between the fighting "E" Types and the rest in Group 2.



This picture by Dave Jowett gives a graphic idea of what the driver sees at the moment of starting. It also shows just how neatly David Hepworth was able to install a 4.7 litre Chevrolet V8 into his last year's Brabham F.1 Chassis.



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