

SCARBOROUGH HILL CLIMB

ORGANISED BY THE BRITISH AUTOMOBILE RACING CLUB (YORKSHIRE CENTRE)
AND THE EAST YORKSHIRE CAR CLUB



OFFICIAL PROGRAMME 2/-

2 OCTOBER **66**

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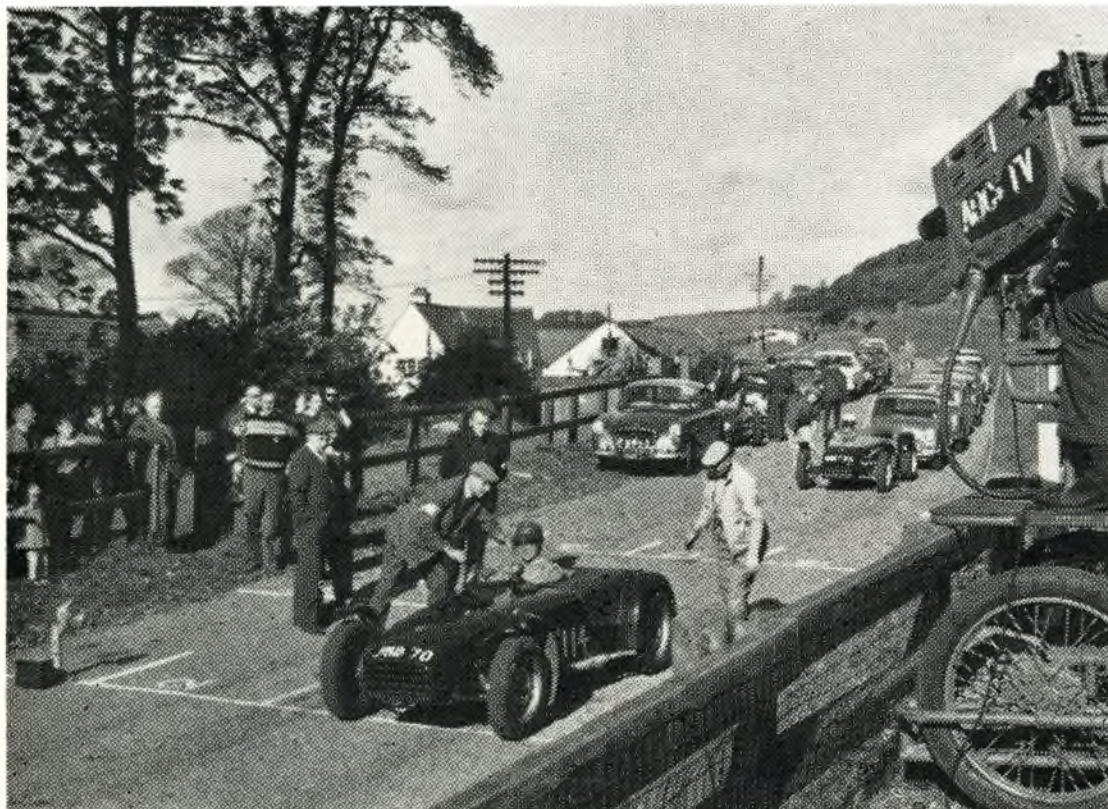
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Photograph by Viki Heppenstall

THE YORKSHIRE CENTRE OF THE BRITISH AUTOMOBILE RACING CLUB & THE EAST YORKSHIRE CAR CLUB
WELCOME YOU TO

THE SIXTH SCARBOROUGH HILL CLIMB

R.A.C. NATIONAL BRITISH PERMIT No. RS/2760

SUNDAY, 2nd OCTOBER, 1966

COMMENCE 1-30 P.M.

HELD AT OLIVERS MOUNT, SCARBOROUGH

by kind permission of Scarborough Corporation

WARNING TO THE PUBLIC

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

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

DOGS ARE NOT ALLOWED AT THE HILL CLIMB.

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Derek Clark (Jaguar "E" Type)

Picture by Jeff Binns

THE SCARBOROUGH HILL CLIMB

For many years the Olivers Mount Circuit has been famous as the home of most exciting motor-cycle racing and, as such, has been a Mecca for two wheel enthusiasts throughout the country.

Over the past few years however another type of motoring event has been taking its place in the Scarborough scene as the annual Hill Climb for cars has developed.

Originally the Jaguar Drivers Club arranged with the Scarborough Corporation to let them use the Mount for a small hill climb event which was coupled with a social week-end rally for their members. Realising the potential of this course as a hill climb venue the J.D.C. enlisted the aid of the Yorkshire Centre of the British Automobile Racing Club who in their turn brought in the East Yorkshire Car Club and in 1961 the first of the present series of larger events was held under a Closed permit from the R.A.C. which enabled only members of the three clubs to take part.

This venture was an instant success with over 120 competitors taking part and finding the course very

much to their liking, as did the unexpectedly large crowd of spectators who turned up to see the fun.

Through the years the stature of the event has grown as the organisational problems have been sorted out and although the Jaguar Drivers Club dropped out of the partnership due to internal reorganisation very early in the series, the other two partners still join to put on the event.

From a small event open to Club members only, the hill climb has grown until now it is run under a National British permit from the R.A.C. This means the event is open to every hill climb competitor in the country and whilst the large body of the entries have come from local drivers, we are very pleased to welcome one or two drivers from very long distances.

In recent years, hill climbing has been growing in popularity and, in particular the R.A.C.'s annual British Hill Climb championship has brought some very keen competition indeed with large crowds at all the qualifying meetings. Scarborough is perhaps one of the best hills not yet included in the Championship lists, but this could be an exciting development in the future.

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NOTICES

This Meeting is held under the General Competition Rules of the Royal Automobile Club, the Standing Supplementary Regulations of the R.A.C. and the Additional Supplementary Regulations and Instructions of the Yorkshire Centre of the British Automobile Racing Club Ltd. under R.A.C. Permit No. RS/2760.

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

A refreshment service is available in the paddock with hot and cold meals, snacks and soft drinks available throughout practice and the meeting.

LITTER

Will all spectators please try to assist the Club by not dropping litter, but by putting it in the containers provided.

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.

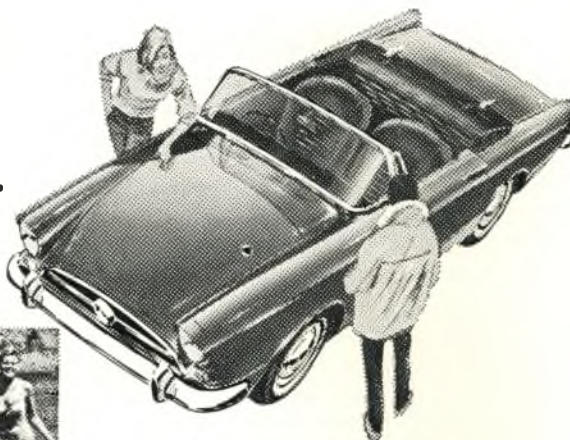
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AWARDS

The awards given on the results today are :-

- For the fastest time of the day — £60.
- For the second fastest time of the day — £30.
- For the third fastest time of the day — £20.
- For the fourth fastest time of the day — £15.
- For the fastest time of the day in each of the following Categories — Touring, "Marque Y", Special Grand Touring and Sports Racing — £15.
- For the fastest time in each class — £10.
- For the second fastest time in each class — £5.
(Subject to 7 entries in class)
- For the third fastest time in each class — £3.
(Subject to 12 entries in class)
- For the best performance by a Lady Competitor —
Ladies Award. Value £30.0.
(decided upon a percentage basis of Class f.t.d. and subject to three lady entrants or being in fastest 20% in class).

Where a Class is run without merging with three or less entries the First Class Award will be reduced to £50.0.

RECORDS

The first jointly organised Hill Climb on the Olivers Mount Circuit was held in October 1961 and since that time this has been an annual fixture. The fastest times at the previous meeting were :-

15/10/61	J. Blumer (Cooper Monaco)	49.24
14/10/62	*J. Cordingley (J.B.W. Maserati)	47.32
13/10/63	A. Lanfranchi (Elva Mk. 7)	48.74
11/10/64	V. A. Wilson (Lotus 21 Climax)	50.67
3/10/65	J. T. Butterworth (Brabham B.T.14)	47.69

* Denotes Record for Course.

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

Class

1.	F. P. Kaye (Austin Cooper)	11/10/64	58.56
2.	J. C. England (Morris 1100)	3/10/65	61.19
3.	M. Bartram (oFrd Cortina G.T.)	3/10/65	58.70
4.	K. N. Lee (Austin Cooper S)	3/10/65	55.59
5.	F. P. Kaye (Austin Cooper)	3/10/65	53.06
6.	D. C. Welpton (A/Healey Sprite)	3/10/65	58.02
7.	P. G. Lawson (M.G. B.)	3/10/65	55.82
8.	E. A. Worswick (A/Healey 3000)	3/10/65	55.68
9.	D. P. Stead (Jaguar "E" Type)	3/10/65	55.52
10.	G. Durham (Lotus Elan)	3/10/65	54.45
11.	C. K. W. Schellenberg (Shelby Cobra)	3/10/65	49.77
12.	F. T. Meakin (Lotus Seven)	5/10/65	53.00
13.	I. A. B. Harris (Mallock U.2)	3/10/65	51.31
14.	V. A. Wilson (Ferrari 250 LM)	3/10/65	48.64
16.	J. T. Butterworth (Brabham BT.14)	3/10/65	47.69
15.	L. Hinchcliffe (Lotus 20 Ford)	3/10/65	48.27
17.	J. Cordingley (J. B. W. Maserati)	14/10/62	47.32

ACKNOWLEDGEMENTS

The British Automobile Racing Club (Yorkshire Centre) and the East Yorkshire Car Club wish to express their most grateful thanks to the Scarborough Corporation for making the course available for the Hill Climb today. They also wish to thank, in no especial order, the North Riding Police for assistance with traffic and crowd control, The R.A.C. Yorkshire Area Office for road signs and parking, the Medical Officers and St. John Ambulance Brigade for First Aid cover, Mr. Rymer of Weaponness Farm for permission to pass through his farmyard, Mr. Bird for loan of straw bales, Monkman of Leeds Ltd. for provision of refreshment facilities, The North Riding Education Department for the loan of the playing fields at the top of the Hill, The North Riding Civil Defence (Scalby Field Party) for the provision of communications, The British Motor Racing Marshals Club for assistance in staffing, Gordon Armstrong Ltd. for the breakdown vehicle, Fairbank Harding Ltd. for the P.A. Facilities, T. G. Pepper Ltd. for tentage, and last, but by no means least, our printers, F. Youngman Ltd.

In particular we would like to thank all our loyal members and supporters who turn out all the year round, and in all weathers, to act as marshals and officials at all kinds of different events. We are fortunate in having one of the keenest and most efficient bands of voluntary helpers to be found anywhere in the country.

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PROGRAMME

Commence 1-30 p.m. Each car to have two class ascents the better time to count for all class awards.

ORDER OF ASCENT

FIRST CLASS RUNS: Classes 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16 & 17.

INTERVAL OF TEN MINUTES

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

★ After a Competition Number shows a reserve entry.

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

Record: F. P. Kaye (Austin Cooper) 58.56

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
1.	R. Rue	Morris Cooper S		970	Huddersfield			
2.	R. Briggs	Morris Cooper		997	Carnforth			
3.	J. P. Prudhoe	Morris Cooper		997	New Barnet			
4.	P. D. Chippindale	Austin Cooper		998	Bilbrough			
5.	A. R. Winchester	Wolseley Hornet		998	Burnley			
6.	I. Harper	Morris Cooper		997	Scarborough			
	Entrant: Team Taurus Yorkshire.							
7.	T. J. Hayton	Morris Cooper		997	Guisborough			
8.	P. Stokoe	Morris Cooper		997	Wakefield			
9.	B. Stuttard	Morris Cooper		998	Cliviger			
10.	P. A. Houghton	Austin Cooper S		970	Altrincham			
11.	J. M. Radcliffe	Hillman Rally Imp		998	Leeds			
12.	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) 61.19

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
13.	W. E. Booth	M.G. 1100		1098	Blackburn			
14.	J. R. Ellis	Vauxhall Viva G.T.		1098	Huddersfield			
15.	S. A. Coulson	Ford Anglia		1198	Yeadon			
16.	J. C. England	Morris 1100		1098	Brockholes			
17.	R. Speak	Ford Anglia		1198	Burnley			

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

Record : M. Bartram (Ford Cortina G.T.) 58.70

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
18.	T. A. N. Wilson	Ford Cortina G.T.		1498	Sheffield			
19.	J. M. Hunt	Riley 1.5		1489	Bramhope			
20.	T. Sugden	Ford Cortina G.T.		1500	Doncaster			
21.	E. D. Clark	Alfa Romeo Giulia G.T.		1570	Scarcroft			
22.	C. G. Wood	Ford Cortina G.T.		1498	Bradford			
23.	J. Heppenstall	Ford Cortina		1498	Elland			
24.	J. T. W. Booth	Ford Cortina		1500	Maltby			
25.	A. Forrest	Ford Cortina		1498	Bradford			
26.	G. H. Walker	Ford Cortina G.T.		1498	Skipton			
27.	J. F. Harris	Ford Cortina G.T.		1498	Chesterfield			
28.	G. F. Chippindale	Ford Cortina G.T.		1498	Rawdon			

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

Record : K. N. Lee (Austin Cooper S) 55.59

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
29.	G. Castleton	Morris Cooper S		1293	Sheffield			
30.	P. W. Wortley	Morris Cooper S		1275	Bridlington			
31.	Dr. J. B. Ford	Morris Cooper S		1312	Mexborough			
32.	N. P. Bogg	Ford Zodiac Mk. III		2993	Hull			
Entrant : I. M. S. Inglis								
33.	R. J. Baker	Morris Cooper S		1275	Scarborough			
34.	R. Thompson	Morris Cooper		1100	Carnforth			
35.	R. Baldwin	Lotus-Cortina		1558	Colne			
Entrant : The Flying Wheel								
36.	S. H. Newton	Morris Cooper S		1071	Filey			
Entrant : Team Taurus Yorkshire.								
37.	D. Bullen	Austin Cooper S		1275	Whitby			
38.	R. W. Wainwright	Austin Cooper S		1275	Mexborough			
39.	F. P. Kaye	Morris Cooper S		1275	Windermere			
40.	C. M. Burgess	Ford Lotus-Cortina		1594	Barnsley			
41.	L. S. Stross	Austin Mini Cooper S		1312	Leeds			
42.	G. W. Halliwell	Morris Cooper S		1275	Burnley			
43.	T. H. Warburton	Austin Cooper S		1293	Bolton			

Class 5. TOURING CARS FORMULA LIBRE

Record : F. P. Kaye (Austin Cooper) 53.06

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
44.	R. G. Garside	Riley 1.5		1802	Hampsthwaite			
45.	C. K. W. Schellenberg	Ford Mustang		4727	Whitby			

Class 6. "MARQUE Y" SPORTS CARS up to 1,300 c.c. Record : D. C. Welpton (Austin Healey Sprite) 58.02

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
46.	R. Yeadon	M.G. Midget		1098	Leeds			
47.	F. W. Bean	Triumph Spitfire II		1147	York			
48.	P. Varley	M.G. Midget		1098	Windermere			
49.	K. R. Hardy	M.G. Midget		994	Scarborough			
50.	F. Whittaker	M.G. Midget I		1098	Burnley			
Entrant : The Flying Wheel								
51.	B. J. Colligan	Austin Healey Sprite		1098	Woodlesford			
52.	G. J. Harrold	Austin Healey Sprite		1098	Sheffield			
53.	R. D. Sutherland	Austin Healey Sprite		997	Knaresborough			
54.	T. Jones	Austin Healey Sprite		997	Cleckheaton			
55.	D. C. Welpton	Austin Healey Sprite		975	Hessle			
56.	J. Jagger	M.G. Midget		1098	Bradford			

Class 7. "MARQUE Y" SPORTS CARS 1,301 to 2,200 c.c. Record : P. G. Lawson (M.G. B) 55.82

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
122.★	J. R. Lee	Morgan+4		2138	Harrogate			
57.	M. Wood	M.G. B.		1798	Burnely			
58.	D. N. Milnes	Morgan+4		1991	Scarborough			
59.	A. D. S. Martin	M.G. B. G.T.		1798	Netherton			
60.	R. B. Stross	M.G. B.		1798	Leeds			
61.	D. S. Yeadon	M.G. B.		1798	Horsforth			
62.	J. Cockerill	M.G. B.		1798	Whitby			
63.	B. Newton	M.G. B.		1798	Filey			
64.	G. B. Ellis	M.G. B.		1798	Huddersfield			
65.	R. A. Flood	M.G. B.		1820	Rotherham			
Entrant : G.T. Speed Equipment Ltd.								
66.	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 : E. A. Worswick (Austin Healey 3000) 55.68

No Entries Received.

Class 9. "Marque Y" SPORTS CARS 3,001 c.c. and over. Record : D. P. Stead (Jaguar 'E' Type) 55.52

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
123.★	A. W. Raylor	Aston Martin DB.4		3670	York			
67.	M. J. M. Walker	Jaguar XK120		3781	Barnsley			
68.	A. E. Crowther	Jaguar "E" Type		4235	Halifax			
69.	H. R. Crowther	Jaguar "E" Type		4235	Huddersfield			
70.	D. P. Stead	Jaguar "E" Type		4235	Leeds			
71.	A. Mountain	Jaguar "E" Type		4235	York			
72.	J. Thomson	Jaguar "E" Type		4235	Otley			

Class 10. SPECIAL G.T. CARS up to 3,000 c.c.

Record : G. Durham (Lotus Elan) 54.45

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
73.	S. J. Simpson	T.V.R. 1800 S		1798	Sheffield			
74.	C. S. Wood	Fraser-Nash		1497	Burnt Yates			
75.	D. M. Peck	Elva Courier Mk. I		1588	Leeds			
76.	J. S. Nickell-Lean	A.C. Ace		1971	Huby			
77.	A. J. Burton	Lotus Elan		1558	Sicklinghall			
78.	S. Muldoon	Lotus Elan		1558	Bradford			
79.	J. R. Cussins	Lotus Elan		1558	Leeds			
80.	J. Hall	Porsche Carrera		1966	Bradford			

Class 11. SPECIAL G.T. CARS 3,001 c.c. and over.

Record : C. K. W. Schellenberg (Shelby Cobra) 49.77

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
124.★E.	A. Worswick	T.V.R. Griffith		4729	Burnley			
81.	M. Dungworth	T.V.R. 200		4727	Sheffield			
82.	C. K. W. Schellenberg	A.C. Cobra		4727	Whitby			
83.	P. De F. C. Pycroft	Shelby Cobra		7010	Anglesey			

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

Record : F. T. Meakin (Lotus 7) 53.00

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
84.	S. Hepworth	Lotus 7 B.M.C.		998	Brighouse			
85.	W. J. Netherwood	Valkyrie B.M.C.		993	Huddersfield			

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

Record : I. A. B. Harris (Mallock U.2) 51.31

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
86.	D. L. Gray	Mallock U.2 Ford		1500	Rotherham			
87.	J. S. Obank	Mallock U.2 Ford		1498	Rawdon			
88.	J. Ward	Ford Special		1498	Pickering			
89.	Miss J. Hutchinson	Terrier Mk. II		1498	Newcastle			
90.	R. G. Cowley	Lotus Super 7 Ford		1498	Hull			
91.	P. J. Crossley	Chevron Mk. II Ford		1500	Brighouse			
92.	I. A. B. Harris	Mallock U.2 Ford		1390	Glasgow			

Class 14. SPORTS/RACING CARS (any capacity)

Record : V. A. Wilson (Ferrari 275 LM) 48.64

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
125.★G. W. Chadwick	Merlyn Mk. 4T	.....	1498	Bury	.....	.....	.....
93. J. Hunt	Jupiter TR 2	.....	2000	Ilkley	.....	.....	.....
94. M. J. West	Lotus 23 Ford	.....	1098	Hull	.....	.....	.....
95. G. F. Tatham	Lister Chevrolet	.....	5363	Malton	.....	.....	.....
96. D. Hodgson	Jaguar "C" Type	.....	3781	Pickering	.....	.....	.....
97. J. M. McCartney	Lotus 23B Ford	s/c	1498	Bolton	.....	.....	.....
98. M. Starbuck	Chrysler Special	.....	5916	Sheffield	.....	.....	.....
99. T. R. Clapham	Lotus 7 Climax	.....	1220	Keighley	.....	.....	.....
100. D. A. Harrison	Crosslé Buick	.....	3524	Ilkley	.....	.....	.....
101. J. P. Chapman	Mercury 4	.....	5000	Sheffield	.....	.....	.....
102. J. R. Walton	Walton-Bristol III	.....	1971	Sheffield	.....	.....	.....
103. J. F. Barnes	Elva Mk. 7 B.M.W.	s/c	1650	Selsey	.....	.....	.....

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

Record : L. Hinchcliffe (Lotus 20) 48.27

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
121.★L. Thurkettle	Coldwell "JAP Twice"	.....	500	Dronfield	.....	.....	.....
104. F. V. Midgley	Cooper Mk. 10 Ford	.....	1098	Wath-on-Dearne	.....	.....	.....
105. F. H. Crosby	Lotus 20 Ford	.....	1098	Leeds	.....	.....	.....
106. J. M. Forster	Tojeiro Ford	s/c	1098	Leeds	.....	.....	.....
107. R. J. Prest	Lotus 18 Ford	.....	1098	Durham	.....	.....	.....
108. J. A. H. Lambert	Cooper Mk. 6 Triumph	.....	650	Acomb	.....	.....	.....
109. A. Staniforth	Terrapin-Min	s/c	1098	Leeds	.....	.....	.....
110. J. Thornton	Mamba Mk. II B.M.C.	s/c	1098	Leeds	.....	.....	.....
111. R. Blackmore	Terrapin Mk. 2 B.M.C.	.....	1098	Tadcaster	.....	.....	.....
112. J. Johnstone	Lotus 18 Crosford	s/c	1098	Wetherby	.....	.....	.....

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

Record : J. T. Butterworth (Brabham B.T. Ford) 47.69

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
113. P. Ibbotson	Lotus 20/22 Ford	s/c	1500	Branton	.....	.....	.....
114. J. T. Butterworth	Brabham BT.14 Ford	s/c	1500	Rossendale	.....	.....	.....
115. L. Hinchcliffe	Lotus 32 Ford	.....	1600	Leeds	.....	.....	.....
116. F. W. Smith	Brabham BT.14 Ford	.....	1598	Preston	.....	.....	.....
117. P. G. Lawson	Brabham Formula Libre	.....	1598	Knaresborough	.....	.....	.....

Class 17. RACING CARS 1,601 c.c. and over.Record : J. Cordingley (J. B. Maserati) 47.32
(Hill Record)

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
126.★B. Eccles	Brabham Oldsmobile	.....	3500	Solihull	.....	.....	.....
118. D. A. Harrison	Cooper Buick	.....	3524	Ilkley	.....	.....	.....
119. D. Hepworth	Brabham F.I Chevrolet	4700	Brighouse
120. P. H. Meldrum	Lotus 22 Allard	s/c	1650	Jersey

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Braking into Quarry Hairpin comes Vic Wilson with the very delectable multi-thousand pound bunk of Ferrari 250LM. This gorgeous device made third f.t.d. last October under the admiring gaze of Jeff Binns camera.

ABOUT THE CLUBS

The two clubs which join to present the Hill Climb today represents, in many respects, two entirely different parts of the motor sporting scene, and yet at the same time, the relationship between them and the friendly spirit of co-operation which results in joint ventures of this type typify the best side of Motor Sport.

The East Yorkshire Car Club is based upon Hull and has approximately 200 members, as such it is typical of many of the localised motor clubs. The activities of the Club include monthly events, mainly rally type competitions and regular social evenings. Each year the Club runs two sprint meetings at Hutton Cranswick Airfield and, of course, shares in the organisation of this Hill Climb today. There are also driving tests, gymkhana's and a very enjoyable annual Dance in Hull.

Membership of the East Yorkshire Car Club is 25/- per year and full details can be obtained from the Hon. Secretary — M. A. Brown, 37, Overland Road, Cottingham, East Yorkshire.

In contrast, the Yorkshire Centre of the B.A.R.C. is a regional branch of the largest motor sporting club in the country. The Yorkshire Centre has over 1,550 members living all over Yorkshire, although probably the higher percentage are in the Leeds/Bradford/Harrogate/Huddersfield conurbation. All members of the B.A.R.C. are eligible to belong to the Centre, although there is no compulsion.

The programme for the Centre consists of monthly Hill Climb and Sprint speed events during the warmer months with full support from rallies, trials, driving

tests, autocross, production car trials, etc. There are also Winter and Summer Dances, social week-ends and monthly "Club Nights". Probably the best known event of the Centre today is the Harewood Hill Climb which in two short years rose from scratch to R.A.C. Championship standard. In addition, all the race meetings promoted by Club H.Q. are open to Centre members. B.A.R.C. Membership costs £3.13.0d. per year which is inclusive of the 10/- extra fee for the Yorkshire Centre.

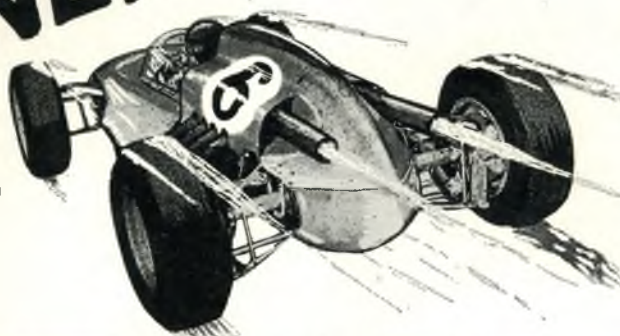
The dates for our major events for 1967 have been fixed provisionally as:-

- March 12th — General Practice Day — Croft.
- April 2nd — Harewood Spring Hill Climb.
- April 16th — Clubmans' Race Meeting — Croft.
- April 30th — Harewood National Hill Climb.
- May 13/14th — The Scarborough Week-End.
- June 4th — Joint Driving Tests.
- June 18th — E. A. Denny Production Car Trial.
- June 25th — Harewood "Montague Burton" Hill Climb.
- July 9th — Clubmans' Race Meeting — Croft.
- July 23rd — Harewood "Novices' Hill Climb".
- August 6th — Sprint — Topcliffe.
- September 10th — Harewood National Hill Climb.
- September 17th — "Stone Trough" Sporting Trial.
- September 24th — Joint "Autocross".
- October 1st — Scarborough National Hill Climb.
- October 22nd — "Greenwood Cup" Production Car Trial.

Details of B.A.R.C. membership can be obtained from H. C. Mason, 4 South Parade, Leeds 1.

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Mainly Personal



Peter Meldrum

The entry list for today's event represents the cream of the Northern hill climb competitors with the addition of a number of star drivers from further afield.

In any personal jottings, pride of place must be given to Peter Meldrum who has come all the way from Jefsey to compete with his Lotus Allard, basically a Lotus 22 single seater powered by an Allard "Dragon" power unit. This engine is derived from the Ford 1500 c.c. Cortina but of course very highly developed. In Peter's case the engine is bored out to 1650 c.c., very highly supercharged and runs on methanol which it consumes at the rate of nearly one gallon per trip up the hill.

In hill climb circles Peter Meldrum has gained the unofficial title of "The King of Harewood" from his fantastic record of making the fastest time of the day at Harewood on no less than seven consecutive appearances. Last year he ventured to Olivers Mount for the first time, broke the hill record unofficially in his first practice run and then followed up by breaking his gear box before the start of



Alan Staniforth

the event. Today he will be really on his mettle.

Trying to prevent Peter Meldrum from taking top honours today will

Continued on page 21



David Hepworth in the Cooper Chevrolet rounding Mere Hairpin. Photograph by Viki Heppenstall.

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At our Meeting last year Mervyn Oldham was giving his M.G.B. some hammer around the Esses Exit when Peter Lovel clicked the shutter.

MAINLY PERSONAL—continued.

be a whole group of local drivers of whom perhaps Jim Johnstone of Collingham, Peter Lawson of Knarborough, John Butterworth of Haslingden, Fred Smith of Garstang, David Hepworth of Brighouse and David Harrison of Ilkley will be in the front rank.

Jim Johnstone uses a Lotus 18 powered by a modified Ford unit which Bill Crossland, the tuning wizard of Mirfield has developed on very similar lines to the Allard "Dragon" unit. Jim has had a fairly successful season with this car, crowned perhaps by a third place in the Bo'ness Championship Hill Climb, but at Scarborough he may be under a handicap from lack of sheer size as it does take a big

powerful car to get up the 1 in 3½ hill from Mere Hairpin quickly.

John Butterworth had been running his B.T.14 Brabham for a couple of seasons now and this year he also has supercharged the engine and gone over to Methanol. John finished ninth in this year's Hill Climb championship and made f.t.d. here a year ago so he will be a man to watch.

One driver the other competitors will be watching very keenly today is Peter Lawson who, whilst still in his first season with a single seater, made a very great impression at the Harewood R.A.C. Championship meeting recently. Peter took delivery of his 1600 c.c. Brabham in March this year and promptly made f.t.d. in a small, straight line "Drag" Sprint but before he could drive it competitively he was struck down with sickness and out of action until the beginning of June when at one of the smaller Harewood meetings (and with Meldrum detained by business in Jersey) he made f.t.d. and got as near to the hill record as anyone has done for 12 months or so. Immediately after he put his hand through a glass window and could not drive until the Harewood Championship meeting when, following a titanic struggle with Peter Meldrum he finished second, less than half a second behind and roundly defeated all the other Championship contenders.

Because Scarborough is a "power" hill, it could be that the two Davids, Harrison and Hepworth will have their opportunity to shine today. Both have long been faithful to the

idea of a large engine in a small, light single-seater chassis and both are real enthusiasts in the best sense of the word. David Harrison uses a 3½ litre Buick engine in his very ancient Cooper chassis whilst the other one, David Hepworth pins his faith upon 4½ litres of Chevrolet which he has neatly cobbled into a Brabham 1½ litre Formula One chassis. In addition David Harrison will also be running in his very interesting, Irish built Crosslé two seater in the Sports/Racing category.

Three of the most interesting cars running to-day are John Thornton's "Mamba" and Alan Stanniforth and Richard Blackmore's "Terrapins". All three are variations around the theme that for an

Continued on page 22



Jim Johnstone



Tommy Clapham



Peter Kaye

MAINLY PERSONAL—continued.

enthusiast to build his own car from scratch, the best formula seems to be to take a highly developed B.M.C. power and transmission unit and install it at the rear of a light tubular chassis, pushing the car along rather than its more usual f.w.d. role.

Alan Staniforth was first in the field with this type of car although Richard Blackmore helped in the original design and construction. More lately Richard has built his own model whilst John Thornton has worked on his own, but taken good note of the progress of the other two. Where cornering and road holding are at a premium these little cars show up very well indeed, but alas at Scarborough that hill may rather dim their really genuine merit.

Turning now to the hairy two-seaters, firstly we would like to welcome John Barnes who has made the trip all the way from Selsey in Sussex to compete today with his Elva. John is a very regular hill climb competitor who has often got into the Championship qualifying runs and collected quite a few points this year in a car which no one would describe as being in the front rank when performance potential is considered.

In class 14 John Barnes will be up against some warm machinery, notably John McCartney's Lotus 23B from Horwich, George Tatham and David Hodgson from Malton



Ken Lee

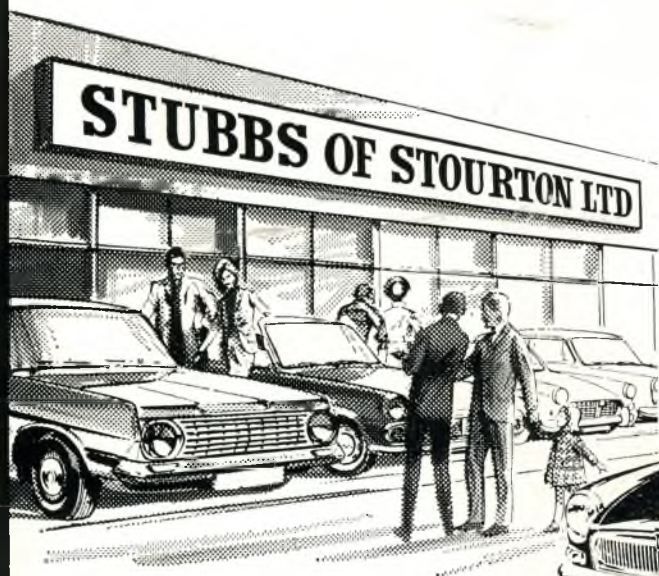
and Pickering with Lister Jaguar and Jaguar "C" respectively, Roy Walton and Maurice Starbuck from Sheffield with their home constructed special and last, but by no means least, making a very welcome return to Scarborough after two years of design and construction of his new "Mercury Four", Phil Chapman from Sheffield.



Tommy Wood climbing Quarry Hill last October with his immaculate Lotus Seven. At the conclusion of the meeting Tommy Wood announced his retirement from competition driving and now is training to be a Scrutineer. Jeff Binns took the picture.

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