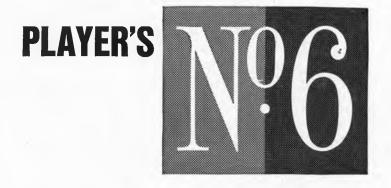


OFFICIAL PROGRAMME 2/6

R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP MEETING 10 SEPTEMBER 1967



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PNS/220



Tony Marsh, Hill Climb Champion 1955/56/57/65/66.

Photograph by Viki Heppenstall.

THE YORKSHIRE CENTRE OF

The British Automobile Racing Club Ltd.

WELCOME YOU TO THE

THE TWENTY-FIFTH HAREWOOD HILL CLIMB

INCORPORATING THE R.A.C. BRITISH HILL CLIMB CHAMPIONSHIF

R.A.C. PERMIT No. RS/3443

SUNDAY, 10th SEPTEMBER, 1967

COMMENCE 1-00 P.M.

HELD AT STOCKTON FARM, HAREWOOD, LEEDS

by kind permission of Arnold Burton, Esq.

WARNING TO THE PUBLIC

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

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

DOGS ARE NOT ALLOWED AT THE HILL CLIMB.

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EDITORIAL MEANDERINGS THROUGH THE BROAD ACRES

Today at Harewood sees the twenty-fifth hill climb staged here by the B.A.R.C. Yorkshire Centre, and how far things have moved since the first, very experimental meeting back in September 1962.

At that time the road surface was rather loose tar and chippings, slightly rough and the fastest time of 51.61 seconds was recorded by that most enterprising of drivers Tony Lanfranchi. Tony has now moved on to greater fame on the racing circuits, but we have a link with the past in that the Elva Mk. 6 used by Tony is ruuning here today driven by the current owner, and just as much an individualist in his own right — Chris Winder.

The following Spring Keith Schellenburg broke the fifty second barrier for the first time with the brutal Lister Jaguar whilst later that year the original surface broke up altogether. With our first National meeting scheduled for September 1963 fast action was needed and by a concerted effort, thanks to the goodwill of many members, a new tarmac surface was laid in time for Peter Boshier-Jones to clock 46.72 and usher in really top line hill climbing for the first time in Yorkshire.

A year later, September 1964 the R.A.C. honoured the Club by including Harewood in the qualifying events for their British Hill Climb Championship and in a storming finish. Peter Westbury recorded 44.45 secs. in the four wheel drive P.99 Ferguson, won the Hill Climb championship and established the present course record.

In the intervening years hill climb machinery has become more sophisticated, drivers more determined and interest in Hill Climbing has increased by leaps and bounds but Westbury's record has withstood all assaults to date. Not that cars, drivers and will to break the record have not been all assembled, but rather that circumstances, mainly weather, have conspired always to take a hand when everything else looked just ready for a new fastest time ever.

Today however we have almost a carbon copy of that day back in 1964. A splendid entry which includes just about everyone who is anyone in British Hill Climb events, a close struggle at the top of the table for the 1967 British Hill Climb Champion and the certain knowledge that the new champion will be decided here, this very afternoon.

At present Tony Marsh leads with 75 points to second man Bryan Eccles 74. Because of the rather complex rules, Eccles has only to tie with Marsh to win the Championship, but as only marks from eight events can be counted each will have to discard one of their existing results before scores gained here this afternoon can be added. As Marsh will discard at 7 and Eccles an 8, Bryan needs to beat Tony Marsh by two marks today to wrest the crown. This can happen in either of two ways, if Eccles were fastest and Marsh were third fastest of if Eccles were fastest with a new record and Marsh second but without breaking the old record.

Without going into too much complication it can be taken that both Marsh and Eccles will be going all out to shatter the existing record and beat the other to ensure the title. Not of course that the other competitors will stand idly by and let these two have it all their own way. There are several people who, at Harewood, are more than capable of splitting, or even surpassing the top pair and they will all have their eyes on individual honours.

If the weather is kind we are in for a feast of speed.



Phil Chapman (Mercury 4 No. 87 Class 13) Photo by John Newton

"THOUGHTS OF A NEW CAR FOR NEXT SEASON, OR JUST WINTER MODIFICATIONS TO THIS YEAR'S DEVICE "

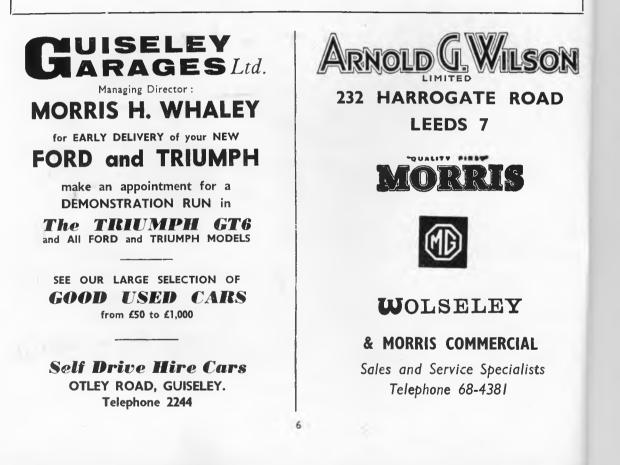
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JOHN THORNTON Mamba Developments

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P.S. WHY BE IN TROUBLE WITH THE SCRUTINEERS — CONSULT US ABOUT FIREPROOF BULKHEADS. WE DON'T JUST FILL THE HOLES, WE USE MATERIALS WHICH AGREE WITH B.S. 476 PART 1 (REQUIREMENTS FOR FIREPROOF BULKHEADS).



THE R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP

By KEN HAMMERTON

Ken Hammerton, an active Centre Member is also a dedicated student of Hill Climbing and a regular contributor to both "Motoring News" and "B.A.R.C. News" We thank Ken for this interesting current article.

The 1967 R.A.C. British Hill Climb Championship is the 21st of the series. The meeting today is the twelfth and final round of the contest which has taken competitors and spectators to Loton Park (near Shrewsbury), twice to Prescott (near Cheltenham), Wiscombe (near Honiton, Devon), Barbon (near Kirby Lonsdale), twice to Shelsley Walsh (near Worcester), Rest and be Thankful (near Loch Lomond), Great Auclum (near Reading), Bouley Bay (in Jersey, C.I.), and Craigantlet (near Belfast). These hills vary in length between the 440 yards of Great Auclum which can be climbed in less than 20 seconds, and the 1833 yards of Craigantlet which has never yet been covered under one minute. Sadly two very fine hills — Bo'ness (on the Firth of Forth) and Dyrham Park (near Bath) are missing from the 1967 schedule of events, whilst the Lancashire Automobile Club had hoped to have their 3.6 mile Tholt y Will (Isle of Man) hill included but will have to wait until next year for the pleasure.

Competitors register their application to enter the Championship at the beginning of the season with the

R.A.C. At each of the qualifying rounds the Championship entrants at that particuar meeting are clearly distinguished in the official programmes. The rules of the Championship state that if any driver enters more than one car for a specific event then he must inform the organisers before the meeting starts which car he wants to try to claim ponts with. After all the class runs have been completed the fastest ten entrants for the Championship are then permitted to make two further runs, and the best of these are used in the allocation of points on the scale of 10 points for the fastest, 9 points for second fastest, down to one point for the "slowest". In addition, any driver who breaks the hill record standing at the commencement of the meeting in question during these Championship runs gains one bonus point. Each competitor is allowed to count only the best EIGHT results from the twelve rounds, and in the result of a tie the score achieved at the first event in which they competed will be used to decide the issue.

Continued on page 9



Peter Westbury, present holder of the Harewood outright hill record with the Climax engined Ferguson P.99 four wheel drive single seater. Viki Heppenstalll took this photograph in September 1964 when Westbury was making the run which set the record. gave him f.t.d. and clinched the 1964 Hill Climb Championship.



HILL CLIMB CHAMPIONSHIP---continued.

The first Championship — in 1947 — was won by Raymond Mays in his famous 2 litre E.R.A., a feat which he repeated in 1948. In 1949 it was the turn of the late Sydney Allard in his 3.7 litre Steyr-powered Allard to top the table, whilst 1950 saw the enormous 3.8 litre single seater Alfa Romeo of Dennis Poore victorious. 1951, 1952, 1953, and 1954 saw a remarkable run of victories by the late Ken Wharton — an amazingly versatile driver — using a 2 litre E.R.A. and a 1 litre Cooper J.A.P. In 1955 there was a draw on points between "old hand" Ken Wharton and "new boy" Tony Marsh, the verdict going to Marsh. Tony using the then all conquering Cooper J.A.P. won the title in 1956 and 1957, whilst for 1958, 1959, and 1960 a similar car took David Boshier-Jones (elder brother of current hill stormer. Peter) to the top of the class. 1961 was the final year of glory for the Cooper J.A.P., and the first for David Good. Cooper were not finished yet though, for in 1962 Jerseyman Arthur Owen took the title in 2.5 litre 4 cylinder Climax powered ex-Grand Prix chassis. Peter Westbury won his first title in 1963 in his 2.6 litre V.8 Daimler powered Felday, and made it two-in-row by winning with the four wheel drive 2.5 litre Climax-engined P.99 Ferguson. Ten years after his first triumph Tony Marsh was back at the top in 1965 with his 4.2 litre V.8 Buick powered Marsh Special, having a repeat dose in 1966 with the same car. The 1967 Championship will either give Marsh his second hat trick with his 4 wheel drive 4.2 litre Marsh Buick V.8, or first taste at the title for Bryan Eccles in his 3.5 litre Brabham BT.18 Oldsmobile V.8.

Although I enjoy every hill climb season I think that it can safely be said that 1967 has truly been a vintage year. For a start we have had many meetings blessed with beautiful sunny weather. The Loton Park record has been broken twice by Bryan Eccles, the resurfaced Shelsley saw a new record first for Tony Marsh, and a



Bryan Eccles, at present No. 2 in the Championship Table. — Photo Jeff Binns.

month later for Bryan Eccles, whilst the Prescott record has also gone to Bryan Eccles. Tony Marsh broke the Bouley Bay record, and at the second Gurston took the record there. To keep in the act Mike Hawley took **Continued on page 10**



Peter Lawson from Knaresborough. Lying sixth in the Championship, Peter confounded everyone when he came second to Peter Meldrum last September beating all the other leading contenders. Photo by Jeff Binns.



Peter Meldrum, the "King" of Harewood who has more f.t.d's here than anyone else is unfortunately missing from the scene this season. He will be back next year. Yorkshire Post photo.

HILL CLIMB CHAMPIONSHIP-continued.

the Ragley Park record, Peter Lawson the one at Castle Howard, and David Good contented himself at Firle, Sussex. Records are not everything, but they do thrill spectators as well as drivers. The Harewood record had a very close shave on 30th Apri when Bryan Eccles got to within 0.01 seconds of it !

To further add to the interest 1967 has been the 4 wheel drive versus vee 8 versus 4 cylinder battle although it seems pretty obvious that for the nex few seasons the winning car will probably have both the first two of these ingredients. It is interesting to note how the various "combinations" of ideas are really able to mix it, and amazing that even after ter rounds it would be a brave man who would stick hi-neck out regarding the order of the "Top Five" in the final reckoning.

All the statistics concerning the 1967 Championship are shown in the table so let us look at the highlight of the various qualifying meetings.

Loton Park, rour.d 1, is of course the traditiona first get together, although it is by no means the first big hill climb of the season. Bryan Eccles had already made f.t.d. at Ragley, Wiscombe, and a Member Loton, whilst Peter Lawson had bagged the Castle Howard record and made f.t.d. at Harewood. But this where battle really commenced. The final order in the Championship class — Eccles, Marsh, Hawley – MAY have been prophetic, although at this stage Marsh

QUALIFYING EVENTS FOR THE 1967 R.A

Qualifying Round No.HillOrganising ClubDate of EventLength of Course (yds.)Record before MeetingHeld ByNew RecordTaken By	1. Loton Park S.V.M.C. 23/4/67 900 35.51 Hawley Brab'm BT16 35.37 Eccles	2. Prescott B.O.C. 7/5/67 1127 48.146 Marsh Marsh Marsh Buick — (Rain)	3. Wiscombe W.H.&D.C.C. 14/5/67 1000 42.53 Westbury Ferguson (Rain) 	4. Barbon W.M.C. 20/5/67 880 27.174 Westbury Ferguson —	5. Shelse M.A.C. 11/6/6 1000 32.94 Marsh Marsh 31.23 Marsh
Championship Placing,	Eccles	Gcod	Good	Good	Marsh
Time & Marks 1	35.37 11	52.73 10	48.98 10	27,375 10	31.23
Three of Marks	Marsh	Bosh Jones	Bosh lones	Eccles	Eccles
2	35.61 9	55.07 9	50.95 9	27.771 9	31.55
-	Hawley	Marsh	Lawson	Scragg	Burt
3	35.97 8	55.13 8	50.97 8	27.875 8	31.87
	Butterworth	Scragg	Marsh	Bosh Jones	Bosh Je
4	36.10 7	55.14 7	51.20 7	28.190 7	31.92
	Lawson	Rollason	Williamson	Williamson	Hawle)
5	36.37 6	56.92 6	51.33 6	28.513 6	32.06
	Bosh Jones	Blankstone	Swift	Lawson	Williar
6	36.55 5	57.42 5	52.84 5	2 8.628 5	32.07
	Rollason	Terry	Eccles	Brain	Butten
7	36.94 4	57.45 4	53.38 4	29.22 6 4	32.24
	Good	Barnes	Harris	Hepworth	Good
8	37.00 3	58.09 3	53.85 3	29.254 3	32.25
	Harris	Court	T. Elton	Eaves	Hepwo
9	37.07 2	58.67 2	53.98 2	29.567 2	32.37
	Terry	McDougall	Lane	Harrison	Lawson
10	37.74 1	59.65 1	67.20 1	29.965 l	32.72
		10			

was still only driving two wheels, and Hawley was using the Felday 6 on loan from Tony Griffiths as his Brabham was still far from ready. Peter Lawson did well, Peter Meldrum wasn't there and unless he turns up very late in the season it looks as though his very pleasant, forceful personality will be one of the regrettable omissions of an otherwise perfect season.

After the lovely record breaking conditions of Loton what a contrast at Prescott. There have been so many really sodden meetings over the past few seasons that it is really impossible to decide quite which was the worst, but this Prescott was certainly in the running for the "honours". Without a doubt the star of the day was David Good in the 2 litre V.8 4 wheel drive B.R.M. His second "Championship" run on a saturated track was fast, spectacular, very brave, almost impossible. (Those who saw him on the wet Harewood ascent on 25th June will have some conception of this epic Prescott climb). In contrast to David's elation was Bryan Eccles' misery for a spin on his first class run and water in his fuel on the second meant no recorded times, and no chance for more points. At Prescott the classes are juggled about to keep spectator interest, the meetings start at about 11 a.m. and there is a lunch break after about two hours. Variable weather can really upset the form book at these meetings; it certainly did at this one as a glance at the Championship class runners will show.

"Wet and wintry at Wiscombe" quoth AUTOSPORT in their report of the meeting. Bryan Eccles was back "in the money" by making f.t.d. before the rains really came, but he only picked up 4 points for seventh place in the Championship class which was run in really wet conditions. David Good must have had a prayer meeting in the temple of the rain gods for he picked up another valuable 10 points, almost two seconds clear of all the opposition. Tony Griffiths made his first Championship appearance in the Felday 6 which was soon to be put up for sale.

Barbon 1967 will always be remembered for Phil Scragg's "phantom record" with the T.70 Lola. The hill record stands to Peter Westbury in the Ferguson at 27.174 seconds. The f.t.d. winner for 1967 is David Good at 27.373 seconds, but Phil Scragg was at first credited with TWENTY FIVE.340 seconds which he frankly couldn't accept. To add to the strangeness of it all he was apparantly credited with a 25 bracket time in practice too! I don't suppose anyone was happier than Phil when the officials decided there had been an error and this "superhuman" performance was stricken from the record. Three Yorkshiremen appeared in the Championship class — Messrs. Peter Lawson, David Hepworth, and David Harrison. Tony Marsh gave this meeting a miss as he was busy fitting the bits to his car to make it drive all four wheels.

Great excitement was the order of the day for round 5 because Shelsley Walsh had been completely resurfaced during the winter. All the ancient character of this hill — first used as a hill climb venue way back in 1905 — remained, but the new surface endeared it even further to the many who consider it to be one

Continued on page 13

BRITISH HILL CLIMB CHAMPIONSHIP

Marsh Marsh Hawley Eccles Eccles Marsh	, arewood ARC (Y) /9/67 40 .45 /estbury rguson
¹¹ 51.55 10 45.26 11 19.38 10 62.84 10 30.98 10 47.63 10	10
Good Bosh Jones Hawley March Hawley	
10 51.86 9 46.24 9 19.63 9 63.12 9 31.15 9 49.26 9	9
9 Eccles Eccles Griffiths Hawley Good	
51.98 8 45.25 8 19.87 8 64.12 8 31.62 8 49.58 8	8
8 Bosh Jones Williamson Burt Terry Lawson Williamson	
52.14 7 47.23 7 19.89 7 66.68 7 32.21 7 49.64 7	7
7 Hawley Hawley Williamson Butterworth Griffiths Lane	
53.35 6 47.39 6 19.93 6 68.98 6 32.36 6 50.61 6	6
Lawson Lawson Court Terry Lawson	
L 54.33 5 47.73 5 17.75 5 67.34 5 32.38 5 51.06 5	5
5 Butterworth Rollason Scragg McCartney Bosh Jones Swift	
55.12 4 48.66 4 20.31 4 70.32 4 32.77 4 51.47 4	4
4 Hepworth Langdon Eaves Butterworth Harris	
* 55.30 3 49.04 3 20.64 3 32.79 3 51.71 3	3
3 Rollason Terry Griffiths Hepworth Scragg	
56.68 Z 49.15 Z 20.91 Z 32.83 Z 52.38 Z	2
2 A. Mickel Bosh Jones Harris Swift Griffiths	
⁴ 60.95 1 49.50 1 21.45 1 32.97 1 52.79 1	1
11	

11

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HILL CLIMB CHAMPIONSHIP-continued.

of the best venues (if not THE best) in the country. The old record of 32.94 seconds stood to the credit of Tony Marsh in his old Marsh Buick Special, and with a due sense for the greatness of the occasion Tony created the new record of 31.23 seconds using his new Special driving all four wheels for the first time. All ten Championship class runners gained a bonus point, whilst Peter Lawson had the honour of being the first driver to break the old record during the meeting. After doing well at Loton with the Felday, using it for one ascent in the wet at Prescott, and then doing Wiscombe, and the Barbon in his Porsche 911S, Mike Hawley at last had his new 2 litre 4 cylinder Climax powered Brabham BT.23B at Shelsley.

The regs. for Rest and be Thankful stated that "The famous — or infamous — "Hump" and "Bump" sections have been removed Some work had indeed been carried out, but the two magnificent pictures of Peter Boshier-Jones and John Butterworth which I have (by JEFF BINNS, of course) showing them both about to land (a la Nurburgring) really emphasises how thoroughly dangerous a fast climb on this hill MUST be. The beauty of the setting must really be seen to be appreciated, and I hope that it will remain in the schedule for many years to come. Perhaps Gerry Flewitt of the Midland A.C. could show the R.S.A.C. what a difference a new surface makes — and how much it costs. Marsh got ten points and the very generous £100 f.t.d. cheque, but if Bryan Eccles hadn't got the tail out of two corners from the finish on his final ascent of the day the story might have been different.

The Rest and be Thankful Championship class order of Marsh. Good, and Eccles was repeated on the holiday isle of Jersey at the Bouley Bay meeting, the difference being that Tony Marsh 0.07 seconds off his own record for the hill, thus gaining a bonus point which may prove invaluable in the final count up. Poor Peter Boshier-Jones had a miserable day lurking in tenth place in the special class. One wondered whether Peter Meldrum — now a Jersey resident — might turn up in something new, but the nearest to this pipe dream was his old Lotus which appeared in the hands of local driver Eric Voisin.

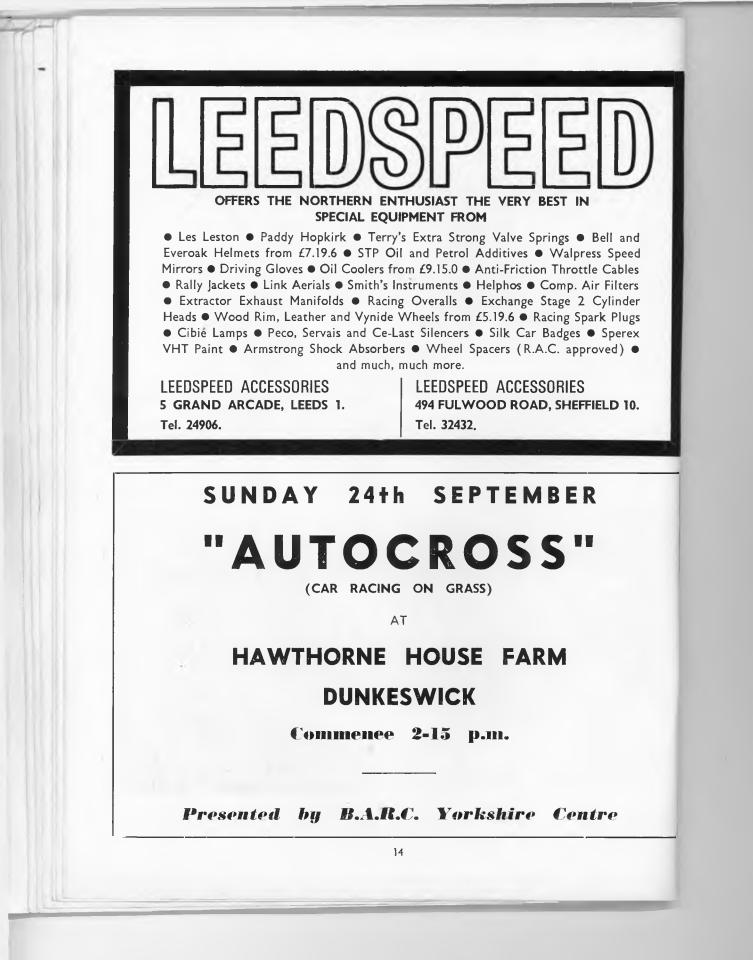
Last year Great Auclum was literally a washout. At a late hour the whole thing was called off, and the event was scrubbed from the Championship. There must have been many Berkshire fingers crossed that the same fate didn't befall this years event. This event is rather strange for the hill is allegedly so unpopular because of its short length, and yet there is always an exceptionally good entry — only Tony Marsh of the top brass giving it a miss. The weather was much kinder and Mike Hawley maintained the four cylinder grasp of this hill by claiming ten points for his f.t.d. performance in his Brabham. Tony Griffiths scored his first points of the season here, but not with the Felday. The Felday, in which Tony had never REALLY been at home, had been sold to vintagent Jonty Williamson and replaced in the Griffiths garage by a twin cam Ford powered Brabham BT.21A. David Good was going to do a couple of Swiss hill climbs which would mean missing Craigantlet and Shelsley. His practice time at Great Auclum was a very good one but gearbox maladies made him non-starter. This was a nasty blow as it subsequently put him completely out of the running for the title which he so keenly wanted to win.

Of the leaders in Championship table only Bryan Eccles and Mike Hawley made the trip over to Ireland for the Craigantlet meeting. After the first Championship runs these two had identical times, but Bryan pulled out that little extra to take ten points. This Irish hill — which Phil Scragg rates as the best in the

Continued on page 15



Battling this afternoon for third place in the table will be Mike Hauley from Solibull. Mike has now taken delivery of his new Climax propelled Brabbam but when Jeff Binns took this picture he was still running his 1600 c.c. Ford engined car.



HILL CLIMB CHAMPIONSHIP-continued.

Championship schedule — has never attracted many title seekers, indeed on more than one occasion only a single entrant has taken part. There is never any question of having to qualify, indeed in 1964 Nicky Porter took his Mini Cooper over as a Championship entrant and got two extra runs !

And so to the second Shelsley of the season. Since the June Championship meeting Bryan Eccles had lowered the record to 30.83, and the big question in every mind was "Will anybody break the 30 second barrier?". The other interesting, and complicating thing was that both Bryan Eccles and Peter Boshier-Jones had scored in eight events and would have to start discarding their low points. Tony Marsh damaged a drive shaft in practice and was worried all race day in case the "other" one went, added to which a mysterious misfire plagued him all day. The record remained intact, Bryan took top points from Tony and pushed his best eight points total up to 74. This had the effect of narrowing the battle down to Eccles v. Marsh as the very most that David Good could now sccre is also 74, and on their first appearance Bryan finished first and David eighth! What a hair raising day Terry had. His closest rival all day was Midlander Bob Rose in a big McLaren sports car. Rose was the class record holder and wanted to keep it. but Ray had other ideas. Ray won the class but Rose kept the record, although in the Championship class Ray's best time was 0.02 seconds better than Bob's 32.60 record. Jonty Williamson made his debut in the Felday, and it seems highly likely that he will find it much more to his liking than Tony Griffiths did. His first run up was fast and neat; his second looked very much faster and more confident but ended in a harmless spin in the esses. This combination will warrant close attention in the future.

So to Prescott last Sunday for the penultimate round of the series with the battle for the Championship narrowed down to a two horse race between Marsh and Eccles and an equally closely fought tripartite struggle for third spot between Peter Boshier-Jones, David Gocd and Mike Hawley, the latter galloping ahead in great style despite his only having entered the lists seriously at the June Shelsley meeting.

The day dawned wet but improved as it wore on although no records were broken. Firstly, tragedy struck at both the battles for first and third place. On his first class run Bryan Eccles left the line with a slightly missing engine and, tyring to keep the revs up, he entered the first corner too fast, smote the bank and demolished his front suspension complete very fortunately without personal injury. This was however the end of his effort for the day and much midnight oil will have to be expended upon the car before Harewood. Again, Peter Boshier-Jones had cruel luck during the Saturday practice when almost the same thing happened in his case.

No one could challenge Tony Marsh who recorded 47.63, not fast enough to break Eccles record of 47.31 but a clear two and a bit seconds in front of third place man Mike Hawley's 49.26. This lofts him to top spot in the table with 75 points as against Eccles 74. Again, Hawley's third place with David Good fourth brings them both to 63 points with Boshier-Jones on 58 so that the struggle for third place is also very open.

Perhaps the most surprised man at Prescott was Phil Chapman who was on his way up the course when a dirty great tree suddenly fell down just in

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front causing considerable delay and a re-run for the noisy Mercury Four.

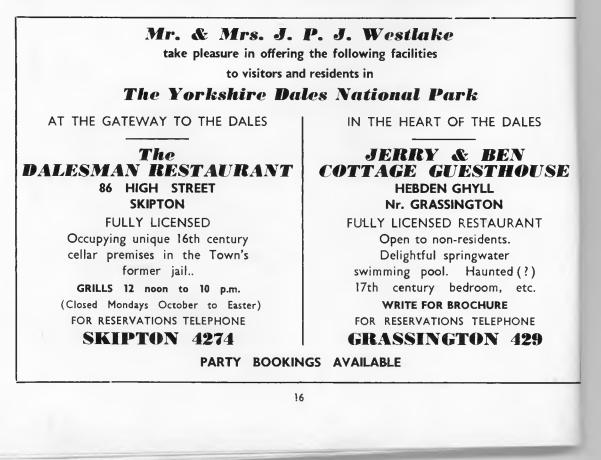
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R.A	.C. BRITISH HILL CLIMB CHAMPIONSHI			
	Positions at Start of this Meeting	а	b	С
1.	A. E. Marsh (4.2 Marsh Buick 4WD)	*	7	75
2.	B. Eccles (3.5 Brabham BT18 Olds)	*	8	74
3.	M. J. Hawley (4.7 Felday 6 and			
	2.0 Brabham BT23 Climax)	*	6	63
4.	D. R. Good (2.0 B.R.M. 670 4WD)	*	3	63
5.		*	3	58
	P. Boshier-Jones (1.5 Lotus 22 Climax)	*		
6.	P. G. Lawson (1.6 Brabham BT16 Ford)	~	5	46
7.	Sir N. Williamson (1.6 B'ham BT21 Ford)		-	38
8.	J. T. Butterworth (1.5 B'ham BT14 Ford)		-	25
9.	E. P. Scragg (4.7 Lola T70L Ford)		-	21
10.	R. Terry (3.5 Elva Mk. 8 Buick)		-	19
11.	A. B. Griffiths (1.6 B'ham BT21A Ford)		-	17
12.	Miss P. Burt (4.5 McLaren Oldsmobile)		_	16
13.	G. Rollason (1.0 Lotus 41C Ford)		-	16
14.	D. Hepworth (4.5 Brabham Oldsmobile)		-	11
15.	L D Swift (47 Swift Ford)		_	10
16.	I. D. Swift (4.7 Swift Ford) D. M. Harris (1.6 DMF Mk. 3 Ford)		_	9
17.	C. B. Court (1.0 Lotus 31 Ford)		_	7
18.	R. T. Lane (1.6 Cooper Mk. 3 Ford)		-	7
19.	D. R. Blankstone (1.0 Cooper T65 BMC)		-	5
20.	M. J. Eaves (1.6 Lotus 20 Ford)		-	5
21.	M. R. Brain (2.6 Cooper Daimler)		-	4
	J. M. McCartney (1.9 Felday 4 BRM 4WD)		-	4
23.	J. F. Barnes (1.6 Elva Mk. 7 Ford)		-	3
	R. Langdon (4.7 Cooper Ford)		-	3
25.	T. Elton (1.6 Lotus 22 Ford)		_	2
26.	D. McDougal (1.0 Cooper T72 BMC)		_	ī
20.	D. A. Harrison (3.5 Crossle Buick)		_	i
	Mrs. A. Mickel (3.5 Lotus 21 Buick)		_	1
	a * = Eight events completed.		-	
	a = EIPHT events completed.			

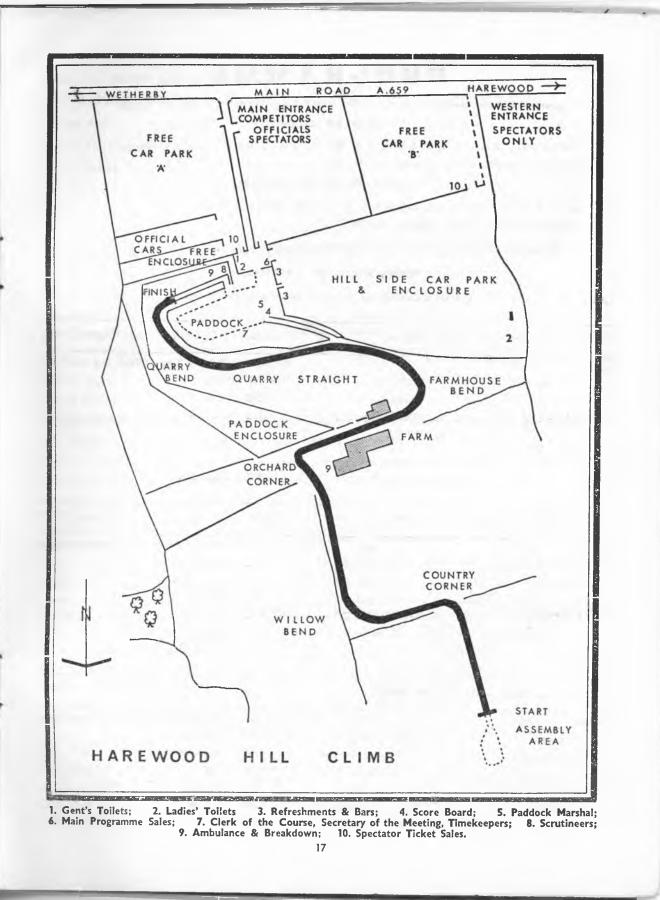
a " = Eight events completed.
 b = Previous lowest score to be discarded.
 c = Marks.



John Butterworth of Rossendale has been a Harewood regular for many years. At present he is 8th in the championship ratings.







PROGRAMME

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

ORDER OF ASCENT

FIRST RUNS: Classes 1, 2, 3, 4, 5. 6, 7, 9, 10, 12, 13, 14, 15 and 16. HISTORIC RACING CARS: Classes 17a, 17b, 17c.

INTERVAL OF TEN MINUTES

SECOND RUNS: Classes 1, 2, 3, 4, 5, 6, 7, 9, 10, 12, 13, 14, 15 and 16. HISTORIC RACING CARS: Classes 17a, 17b, 17c.

FINAL RUNS: The R.A.C. Hill Climb Championship Qualifying Runs,

PRESENTATION OF TROPHIES

* After a Competition Number denotes a Reserve Entry.

Class 1. - TOURING CARS up to 1,300 c.c. Record : J. C. England (Austin Cooper S) 514 Car No. Driver Car s/c c.c. Driver's Town 1st Run 2nd Run Post 997 Wakefield 998 Royton 3. J. Rose (Entrant: Cox of Regent Street) Austin Cooper S _____s/c 970 Littleborough 4. J. W. Goodliff (Entrant: B.R.T. Motor Developments Ltd.) Class 2. — TOURING CARS 1,301 c.c. and over Record: A. Forrest (Ford Cortina Super) 53.9 s/c c.c. Driver's Town 1st Run 2nd Run Post Car No. Driver Car 1542 Beverley 1498 Stoke Poges -----1498 Meltham 9. I. K. Hardy Ford Cortina G.T. 1498 Leeds 10. G. F. Chippindale Ford Cortina G.T. 1498 Rawdon 1498 Low Moor

Class 3. - TOURING CARS SPECIAL SERIES.

Record: K. N. Lee (Austin Cooper S) 50.81

Car N	o. Driver	Car	s/c c.c.	Driver's Town	Ist Run 2nd Run Post
12.	D. Bullen	Austin Cooper S	1293	Whitby	
13.	J. A. Sugden	Ford Lotus Cortina	1594	Doncaster	4
14.	J. R. Cussins	Morris Cooper S	1300	Leeds	······
15.	T. B. D. Christie	Austin Cooper S	1293	Kirkcaldy	1111.411.411.11.11.1.1
16.	N. Porter	Morris Cooper S	1293	West Auckland	
17.	K. N. Lee	Austin Cooper S	1293	Scarcroft	
		-			

Class .	4	TOURING	CARS	Formula	Libre.
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Record: F. P. Kaye (Morris Cooper S) 48.55

ar No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run Pos'i
26.☆M.	Pinder	Morris Cooper		1275	Bradford	*****	
18. P.	D. Chippindale	Austin Cooper		998	Tadcaster		
19. D.	Lawley	Ford Anglia		1650	Sheffield		
20. Dr.	J. B. Ford	Morris Cooper S		1309	Mexborough	,,	
21. R.	G. Rowland	Ford Lotus Anglia		1594	York		
22. R.	Speak	Ford Lotus Anglia		1594	Burnley		######################################
23. C.	B. Pearson	Austin Cooper S		1293	Seamer	d	
24. W.	L. Morrison	Singer Chamois Sport		998	Bridge-of-Allan		
25. F.	P. Kaye	Morris Cooper S		1330	Windermere		

Class 5. - "MARQUE Y" SPORTS CARS up to 1,300 c.c. Record : D. C. Welpton (Austin Healey Sprite) 52.10

Car N	o. Driver	Car s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
28.*	M. Jordan	M.G. Midget	1098	York	48		
2 6 .	J. W. Cooper	. Austin Healey Sprite	1098	Cleckheaton		*******	
27.	W. A. Wainwright	. M.G. Midgets/c	109 8	Huntingdon			
28.	R. Jubb	Austin Healey Sprite	997	Sheffield			
29.	F. J. Whittaker	. M.G. Midget	1098	Burnley	****** *******************************	1411)//////////////////////////////////	
30.	G. J. Harrold	. Austin Healey Sprite	1098	Sheffield			****
31.	C. J. Green	. Austin Healey Sprite	1098	Menston			
32.	R. D. Sutherland	. Austin Healey Sprite	1098	Knaresborough			
33.	D. C. Welpton	. Austin Healey Sprite	997	Hessle			

Class 6. -- "MARQUE Y" SPORTS CARS 1,301 to 3,000

Record : G. B. Ellis (M.G. B) 52.97

Car No.	Driver		Car	s/c c.e	. Driver's Town	1st Run	2nd Run	Pos'n
129. ★ J. E	. Ashcroft	M.G. B		179	8 Whailey			
130. ★I . A	A. A. Swift	M.G. B		179	8 Shipley		*****	
133. * J. N	10untain	Triumph	T.R.4 A	213	8 Woodlesford			
34. M.	Reinhard	Triumph	T.R.4	213	8 York			
35. G.	Martin	Morgan	Plus Four	213	8 Barnsley	41		
36. S.	J. Simpson	T.V.R. 1	800 S	179	8 Sheffield	8411111111111111111		
37. R. I	B. Stross	M.G. B		179	8 Leeds			****
38. M.	F. Nickell-Lean (Entrant: Mrs. E. M. Nic			199	8 Huby			
39. N.	L. Hodkin	M.G. B		179	8 Stockport	#***********		
40. G. I	B. Ellis	M.G. B	######################################	184	0 Huddersfield			

Class 7. - "MARQUE Y" SPORTS CARS 3,001 c.c. and over Record : J. F. Thomson (Jaguar 'E' Type) 50 Car No. s/c c.c. Driver's Town 1st Run 2nd Run Pa Driver Car 41. M. J. M. Walker Jaguar XK 120 3442 Cawthorne 42. J. Macklin Aston Martin D.B.6 3995 Christchurch 43. W. T. Wood Jaguar "E" Type 4235 Sheriff Hutton 44. H. R. Crowther Jaguar "E" Type 4235 Slaithwaite

47. J. F. Thomson Jaguar "E" Type 4235 Timble

Class 8. --- SPECIAL G.T. CARS up to 3,000 c.c.

45. A. Mountain Jaguar "E" Type

46. D. P. Stead Jaguar "E" Type

Record : J. A. Lepp (Lotus Elan) 48

4235 York

4235 Leeds

Car No.	Driver	Car	s/c c.c.	Driver's Town	1st Run	2nd Run Po
127. × R.	Hale	A/H Lightweight Sprite	1340	Summerbridge		M
131. * W.	E. Booth	Marcos Mini G.T.	1293	Blackburn		
132. * M.	E. Tebb	Lotus Elan S/E	155 8	Leeds	******	
48. J.	D. Bunney	Marcos Mini G.T.	1293	Guiseley	********	
49. J. 3	S. Nickell-Lean	A.C. Ace-Bristol	1971	Huby		
50. A.	W. Raylor	Cox G.T.M	12 93	York		
51. N.	W. Swiffen	M.G.B. Daimler	2500	Sheffield		
52. F.	E, Wall	Ferrari 250 G.T.	2 997	Birmingham		
53. B.	I. Kenworthy	Porsche 9115	1991	Oldham		
54. L.	S. Stross	Lotus Elan	1598	Leeds		
55. P.	R. Grimshawe	Porsche Carrera 2	1966	Bramhope		
56. J.	White	Marcos G.T. 1500	1498	Huby		
57. G.	H. Keylock	Lotus Elan	1594	Hay-onWye		
58. C.	J. Tipping	Lotus Elan	1558	Bramhope		
59. S.	Smith	Lotus Elan	1558	Bradford	6)6.ur9e482800.084	
60. G.	Durham	Porsche 911S	1911	Yarm		
61. J. I	Hall	Porsche Carrera	1966	Bradford	*****	

Class 9. - SPECIAL G.T. CARS 3,001 c.c. and over.

Record : G. M. Dungworth (T.V.R. 200) 49.04

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Posi
134. ★ A. J. Bu	rton	Shelby Cobra		7010	Sicklinghall			
62. M. S. V	Vright	Jaguar "E" G.T.		3781	Much Wenlock			
63. G. M. D	Dungworth	T.V.R. 200		4727	Sheffield	a1.11.20191.1011.4	*****************	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,

Car I	No. Driver	Car	s/c c.c.	Driver's Town	1st Run	2nd Rur	Pos'n
64.	P. Buckler	Lotus 7 B.M.C	998	Birstall			,
65.	M. Cowie	Mallock U.2 Ford	997	Huby	402234200000000000000000000000000000000		***************
66 .	R. Hardy-Birt	Lotus 7 Ford	997	Burton-in Ldle	*****		*****
Class	11 CLUBMANS' SPO	DRTS CARS 1,001 to 1,500	Re	cord : M. Bartrar	m (Lotus	7 Ford) 49.22
Car 1	No. Driver	Car	s/c c.c.	Driver's Town	1st Run	2nd Run	Pos'n
67.	P. S. Walter	Mallock U.2 Ford	1498	Grindleford	•••••		
68.	J. M. Moulds	Lotus 7 Ford	1498	Worsley			*****
69.	J. Ward		1495	Thornton Dale	*****		
	'	Mallock U.2 Ford	1500	Rotherham	******		
71.	I. A. B. Harris		1390	Glasgow	*****	a	
72.	R. J. Prest	Lotus 7 Ford	1498	Croxdale	•••••••		
73.	B. Joell	. Duncan)	1498	Sheffield			
74.		Lotus 7 Ford	1498	York	*****	***************************************	
Class	12. — SPORTS/RACING	CARS up to 1,600 c.c.		Record : R. Terr	ry (Elva	B.M.W.)	48.33
			/c c.c.	Record : R. Terr			
Car N	o. Driver		/c c.c. 1220		1st Run 2	2nd Run	Pos'n
Car No 75.	o. Driver F. V. Midgeley	Car s		Driver's Town	1st Run 2	2nd Run	Pos'n
Car No 75. 76.	o. Driver F. V. Midgeley D. K. Pegg	Car s	1220	Driver's Town Wath-on-Dearne	1st Run 2	2nd Run	Pos'n
Car No 75. 76. 77.	o. Driver F. V. Midgeley D. K. Pegg C. A. Winder	Car s	1220 1098	Driver's Town Wath-on-Dearne Sheffield	1st Run 2	2nd Run	Pos'n
Car No 75. 76. 77. 78.	o. Driver F. V. Midgeley D. K. Pegg C. A. Winder P. Edmondson	Car s, Lola Climax Mk. 1	1220 1098 1220	Driver's Town Wath-on-Dearne Sheffield Burley	1st Run 2	2nd Run	Pos'n
Car N 75. 76. 77. 78. 79.	o. Driver F. V. Midgeley D. K. Pegg C. A. Winder P. Edmondson Miss G. Baillie Hill	Car s, Lola Climax Mk. 1 Lotus 11 Climax	1220 1098 1220 109 8 1600	Driver's Town Wath-on-Dearne Sheffield Burley Burton-in-Ldle	1st Run 2	2nd Run	Pos'n
Car No 75. 76. 77. 78. 79.	o. Driver F. V. Midgeley D. K. Pegg C. A. Winder P. Edmondson Miss G. Baillie Hill 13. — SPORTS/RACING	Car s, Lola Climax Mk. 1 Lotus 11 Climax Elva Climax Mk. 6 D.R.W. Ford Elva B.M.W. Mk. 7 CARS 1,601 c.c. and over.	1220 1098 1220 109 8 1600	Driver's Town Wath-on-Dearne Sheffield Burley Burton-in-Ldle Bromsgrove	1st Run 2	2nd Run B.R.M.)	Pos'n 46.43
Car No 75. 76. 77. 78. 79. Class	o. Driver F. V. Midgeley D. K. Pegg C. A. Winder P. Edmondson Miss G. Baillie Hill 13. — SPORTS/RACING D. Driver	Car s, Lola Climax Mk. 1 Lotus 11 Climax Elva Climax Mk. 6 D.R.W. Ford Elva B.M.W. Mk. 7 CARS 1,601 c.c. and over.	1220 1098 1220 1098 1600 Record :	Driver's Town Wath-on-Dearne Sheffield Burley Burton-in-Ldle Bromsgrove P. Westbury (1	1st Run 2 3 	2nd Run B.R.M.)	Pos'n 46.43 Pos'n
Car No. 75. 76. 77. 78. 79. Class Cl	Driver F. V. Midgeley D. K. Pegg D. K. Pegg C. A. Winder P. Edmondson Miss G. Baillie Hill 13. — SPORTS/RACING D. Driver L. J. Hunt M. Starbuck	Car s, Lola Climax Mk. 1	1220 1098 1220 1098 1600 Record : /c c.c.	Driver's Town Wath-on-Dearne Sheffield Burley Burton-in-Ldle Bromsgrove P. Westbury (1 Driver's Town	1st Run 2 3 	2nd Run B.R.M.) 2nd Run	Pos'n 46.43 Pos'n
Car No. 75. 76. 77. 78. 79. Class Cl	Driver F. V. Midgeley D. K. Pegg D. K. Pegg C. A. Winder P. Edmondson Miss G. Baillie Hill 13. — SPORTS/RACING D. Driver L. J. Hunt M. Starbuck	Car s, Lola Climax Mk. 1	1220 1098 1220 1098 1600 Record : /c c.c. 1991	Driver's Town Wath-on-Dearne Sheffield Burley Burton-in-Ldle Bromsgrove P. Westbury (1 Driver's Town Ilkley	1st Run 2 3 	2nd Run B.R.M.) 2nd Run	Pos'n 46.43 Pos'n
Car No. 75. 76. 77. 78. 79. Class Car No. 19. 60. 190. 19. 60. 190. 190. 190.	o. Driver F. V. Midgeley	Car s, Lola Climax Mk. 1	1220 1098 1220 1098 1600 Record : /c c.c. 1991 5916	Driver's Town Wath-on-Dearne Sheffield Burley Burton-in-Ldle Bromsgrove P. Westbury (1 Driver's Town Ilkley Sheffield	1st Run 2 3 	2nd Run B.R.M.) 2nd Run	Pos'n 46.43 Pos'n
Car No 75. 76. 77. 78. 79. Class 80. 1 81. 1 81. 1 82. [83.]	o. Driver F. V. Midgeley	Car s, Lola Climax Mk. 1	1220 1098 1220 1098 1600 Record : /c c.c. 1991 5916 3781	Driver's Town Wath-on-Dearne Sheffield Burley Burton-in-Ldle Bromsgrove P. Westbury (1 Driver's Town Ilkley Sheffield Pickering	1st Run 2 3 	2nd Run B.R.M.) 2nd Run	Pos'n 46.43 Pos'n
Car No. 75. 76. 77. 78. 79. Car No. 80. 1 81. 1 81. 1 83. 1 83. 1 83. 1	Driver F. V. Midgeley D. K. Pegg D. K. Pegg C. A. Winder P. Edmondson Miss G. Baillie Hill Hiss G. Baillie Hill 13. — SPORTS/RACING D. Driver I. J. Hunt M. Starbuck D. Hodgson R. T. Shardlow G. F. Tatham	Car s, Lola Climax Mk. 1	1220 1098 1220 1098 1600 Record : /c c.c. 1991 5916 3781 1991	Driver's Town Wath-on-Dearne Sheffield Burley Burton-in-Ldle Bromsgrove P. Westbury (1 Driver's Town Ilkley Sheffield Pickering Sheffield	1st Run 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2nd Run B.R.M.) 2nd Run	Pos'n 46.43 Pos'n
Car No. 75. 76. 77. 78. 79. 2010 2010 2010 2010 2010 2010 2010 201	o. Driver F. V. Midgeley	Car s, Lola Climax Mk. 1	1220 1098 1220 1098 1600 Record : /c c.c. 1991 5916 3781 1991 5363	Driver's Town Wath-on-Dearne Sheffield Burley Burton-in-Ldle Bromsgrove P. Westbury (1 Driver's Town Ilkley Sheffield Pickering Sheffield Malton	1st Run 2 	2nd Run B.R.M.) 2nd Run	Pos'n 46.43 Pos'n
Car No. 75. 76. 77. 78. 79. 2010 2010 2010 2010 2010 2010 2010 201	o. Driver F. V. Midgeley	Car s, Lola Climax Mk. 1	1220 1098 1220 1098 1600 Record : /c c.c. 1991 5916 3781 1991 5363 1971	Driver's Town Wath-on-Dearne Sheffield Burley Burton-in-Ldle Bromsgrove P. Westbury (1 Driver's Town Ilkley Sheffield Pickering Sheffield Malton Sheffield	1st Run 2 3 	E.R.M.)	Pos'n 46.43 Pos'n
Car No 75. 76. 77. 78. 79. Class Car No 80. 1 81. 1 82. 1 83. 1 84. 1 85. 1 85	o. Driver F. V. Midgeley	Car s Lola Climax Mk. 1	1220 1098 1220 1098 1600 Record : /c c.c. 1991 5916 3781 1991 5363 1971 1880	Driver's Town Wath-on-Dearne Sheffield Burley Burton-in-Ldle Bromsgrove P. Westbury (1 Driver's Town Ilkley Sheffield Pickering Sheffield Malton Sheffield Horwich	1st Run 2 3 	2nd Run B.R.M.) 2nd Run	Pos'n 46.43 Pos'n
Car No. 75. 76. 77. 78. 79. Car No. 80. 1 80. 1 83. 83. 53. 34. 53. 33. 33. 33. 33. 33. 33. 33. 33. 53. 5	Driver F. V. Midgeley D. K. Pegg D. K. Pegg C. A. Winder P. Edmondson Miss G. Baillie Hill Miss G. Baillie Hill 13. — SPORTS/RACING Driver J. Hunt M. Starbuck D. Hodgson R. T. Shardlow G. F. Tatham . R. Walton . M. McCartney . P. Chapman P. J. Crossley	Car s, Lola Climax Mk. 1	1220 1098 1220 1098 1600 Record : /c c.c. 1991 5916 3781 1991 5363 1971 1880 5000	Driver's Town Wath-on-Dearne Sheffield Burley Burton-in-Ldle Bromsgrove P. Westbury (1 Driver's Town Ilkley Sheffield Pickering Sheffield Malton Sheffield Horwich Sheffield	1st Run 2 	2nd Run	Pos'n 46.43 Pos'n
Car No 75. 76. 77. 78. 79. 20. 19. 20. 19. 20. 19. 20. 20. 20. 20. 20. 20. 20. 20. 20. 20	o. Driver F. V. Midgeley	Car s, Lola Climax Mk. 1	1220 1098 1220 1098 1600 Record : /c c.c. 1991 5916 3781 1991 5363 1971 1880 5000 1998	Driver's Town Wath-on-Dearne Sheffield Burley Burton-in-Ldle Bromsgrove P. Westbury (1 Driver's Town Ilkley Sheffield Pickering Sheffield Malton Sheffield Horwich Sheffield Brighouse	1st Run 2 2 	2nd Run B.R.M.) 2nd Run	Pos'n 46.43 Pos'n

Class 14. - RACING CARS up to 1,150 c.c.

Record: J. Thornton (Mamba B.M.C.) 46.68

Car N	No. Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
92.	R. W. Wainwright	Lotus 20 Ford		1100	Mexborough			***********
93.	J. M. Forster	Minnehaha B.M.C.	s/c	1098	Leeds			*****
94.	J. S. Hooper	Brabham B.T.15 Holbay		1098	Birmingham	****************		
95.	A. D. Bracegirdle	Lotus 22 Ford		998	Alderley Edge	*************	*****	
96.	W. S. Machell	Cooper F. J. B.M.C.		1098	Blackpool		*****	
97.	P. I. Callender	Centro-Scot Lola Ford		998	Lenzie	*********		
98.	F. H. Crosby	Mamba Mk. 3 B.M.C.	s/c	1098	Leeds	***********		
99.	C. B. Court	Lotus 31 Cosworth		998	Sedgeley	,		
100.	D. R. Blankstone	Cooper 65 B.M.C.		1098	Stourbridge			
101.	A. Staniforth (Entrant: Vitafoam Devel		s/c	1088	Horsforth			
102.	R. Blackmore	Terrapin Mk. 2 B.M.C		1098	Tadcaster			
103.	J. Johnstone	Lotus 18 Crosford	s/c	1098	Collingham			······
104.	J. Thornton	Mamba Mk. 2 B.M.C.	s/c	1098	Leeds			

Class 15. - RACING CARS 1,150 c.c. to 1,600 c.c.

Record: P. Boshier-Jones (Lotus 22 Climax) 44.58

Car N	o. Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos
105.	B. R. Bailey	Lotus 20 Ford	s/c	1500	Mexborough		******	
106.	E. G. Voisin	Lotus Allard Special	s/c	1540	Jersey		******	
107.	P. A. Blankstone	Brabham B.T.3 Ford		1598	Wolverhampton			
108.	J. Bosomworth	Lotus 22/31 Ford	s/c	1498	llkley	******		*****
109.	M. J. Eaves	Lotus 22 Ford		1594	Birmingham			******
110.	D. M. Harris			1598	Cotenham			
111.	A. A. May	Cooper Holbay 76 Ford		1498	Solihull	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		a
112.	J. T. Butterworth	Brabham B.T.14 Dragon	s/c	1500	Rossendale	*****		
113.	Sir N. Willimason, Bart.	Brabham B.T.21.A Ford		1594	Mortimer		•••••	
114.	F. W. Smith	Brabham B.T.14 Ford		1598	Forton			
115.	P. G. Lawson	Brabham B.T. 18 Ford		1594	Knaresborough			
116.	P. Boshier-Jones	Lotus 22 Climax	s/c	1460	Cardiff			

Class 16. - RACING CARS 1,601 c.c. and over.

Record: P. Westbury (Ferg'n P.99 Climax) 44.45

Car	No.	Driver	Car	s/c d	c.c.	Driver's Town	lst Run	2nd Run	Posin
117.	R. G.	Mickel	Lotus Buick	35	500	Glasgow			
118.	Mrs.	A. Mickel	Lotus Buick	35	500	Glasgow	1		
119.	M. R.	Brain	Cooper Daimler	25	500	Sutton Coldfield			
120.	D. H	epworth	Brabham Traco	45	500	Brighouse			
121.	Miss	P. Burt	McLaren Oldsmobile	45	500	Weybridge			
122.	м. ј.	Hawley	Brabham B.T.23.B Climax	19	968	Solihull			
123.		Good	B.R.M	19	998	Maidenhead			
124.	A. E.	Marsh	Marsh Special Buick	42	200	Petersfield			
125.	B. Ec	cles	Brabham G.M.	35	500	Alcester			

Class 17a - VINTAGE RACING CARS - Pre 1930

No Record : New Class

Car No	. Driver	Car	s/c c.c.	Driver's Town	1st Run 2nd Run Pos'n
136. R	. G. Winder	Austin "Ulster"	747	Menston	Junational Action of the Actio
137. A	. Skinner	Phoenix G.N. J.A.P.	986	London	
138. N	1. T. Joseland	A.C./G.N. Special	1991	Kidderminster	
139. P	. Bentley	Bentley 41/2	4500	Mkt. Weighton	
140. F	E. Wall	Bugatti 35B	s/c 2261	Birmingham	
141. B	. H. Davenport	G.N. Spider	1496	Macclesfield	
142. A	Brooke	Vauxhall Villiers	s/c 2996	Ramsgill	

Class 17b - HISTORIC RACING CARS - 1931/1940

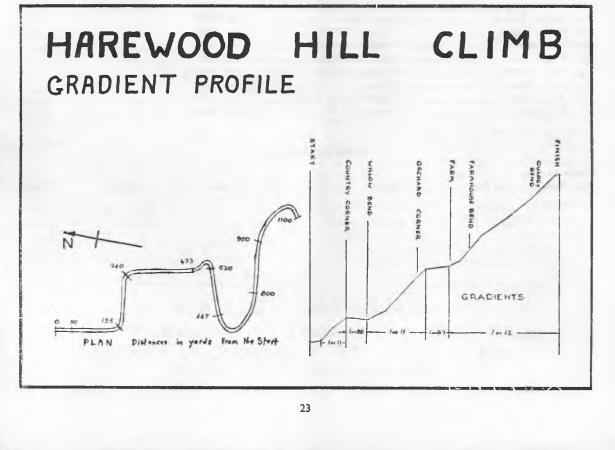
No Record : New Class

Car	No. Driver	Car	s/c c.c.	Driver's Town	Ist Run 2nd Run Pos'n
143.	G. Smith	F.N. Norris Special	3500	Bakewell	······
14 4 .	M. Bromley-Johnson	Frazer Nash/Bentley	4246	Boston Spa	
145.	C. S. Wood	Frazer Nash/Meadows	1496	Burnt Yates	1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-
146.	M. S. Oddie		1991	Wakefield	
14 7 .	R. J. Clark	H.R.G.	1496	Middlestown	
	J. N. Sutcliffe		1971	likley	A

Class 17c - HISTORIC RACING CARS - 1941/1960

No Record : New Class

Car N	No.	Dr	iver	Car	s/c	c.c.	Driver's Town	Ist Run	2nd Run	Pos'n
149.	V.	A. Smith	4	Bentley Mk. 6 R Spl.		455 6	York			
150.	R.	Glydon	444.4.10	Aston Martin D.B.3.S		2 996	Birmingham	444444		



THE R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP

The following competitors in the meeting today have entered for the R.A.C. British Hill Climb Championship.

					Best	
No.	Driver	Car	s/c	c.c.	Class Time	Pos'n
79.	Miss G. Baillie Hill	Elva B.M.W. Mk. 7	-	1600		
84.	G. F. Tatham	Lister Chevrolet	-	5363	(*************************************	
86.	J. M. McCartney	Felday 4 B.R.M.	-	1880	*****	
87.	J. P. Chapman	Chapman Mercury 4	-	5000	dbergenen and and - 11 an and an and an and	
89.	D. A. Harrison	Crossle Buick	-	3524		
90.	R. Terry	Elva 8WB Buick	-	3500	4,4	
91.	E. P. Scragg	Lola 70 Ford	-	4700	*****	
96.	W. S. Machell	Cooper F.J. B.M.C.	-	1098	(**********************************	
99.	C. B. Court	Lotus 31 Cosworth	-	998	*******	
100.	D. R. Blankstone	Cooper 65 B.M.C.	-	1098	******	*****
103.	J. Johnstone	Lotus 18 Crosford	-	1098		
106.	E. G. Voisin	Lotus Allard Special	s/c	1540		
107.	P. A. Blankstone	Brabham B.T.3 Ford	-	1598		
108.	J. Bosomworth	Lotus 22/31 Ford	s/c	1498		
109.	M. J. Eaves	Lotus 22 Ford	-	1594	BIT 101 101 101 101 101 101 101 101 101 10	
110.	D. M. Harris	D.M.F.3 Ford	-	1598		
111.	A. A. May	Cooper Holbay 76 Ford	-	1498		**********
112.	J. T. Butterworth	Brabham B.T.14 Dragon	s/c	1500		
113.	Sir N. Williamson, Bart.	Brabham B.T.21.A Ford	-	1594		
115.	P. G. Lawson	Brabham B.T.18 Ford	-	1594		
116.	P. Boshier-Jones	Lotus 22 Climax	s/c	1460	******************************	
117.	R. G. Mickel	Lotus Buick	-	3500	407/11/11/11/11/11/11/11/11/11/11/11/11/11	
118.	Mrs. A. Mickel	Lotus Buick	-	3500		
119.	M. R. Brain	Cooper Daimler	-	2500	******	
120.	D. Hepworth	Brabham Traco	-	4500	11	
121.	Miss P. Burt	McLaren Oldsmobile	-	4500	4)1111111111111111111111111111111111111	
122.	M. J. Hawley	Brabham B.T.23.B Climax	-	1968	P4110-34-41-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0	
123.	D. R. Good	B.R.M	-	1998		**********
124.	A. E. Marsh	Marsh Special Buick	-	4200		*********
125.	B. Eccles	Brabham G.M.	-	3500		

CHAMPIONSHIP RUNS

Pos'n on Ciass Runs	Car No.	Driver	Ist Run	2nd Run	Pos'n
10	******		·····		
9					
8				100-0101-11-01-1-00-00-00-00-00-00-00	
7			*******	******	
6	*********				
5			******		
4					***************
3	*********				
2			110202000000000000000000000000000000000		
1					*************

Course Record at commencement of meeting -- 44.45 seconds.

HAREWOOD RECORDS

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

16/9/62 A. Lanfranchi (Elva Mk. 6)
21/4/63 C. K. W. Schellenberg (Lister Jaguar) 49.79
9/6/63 A. G. Wood (Cooper Monaco)
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)
12/7/64 *I. C. Batty (Lotus Mk. 7) 50.75
13/9/64 [†] P. Westbury (Ferguson P.99)
4/4/65 P. H. Meldrum (Lotus Allard Spl.)
9/5/65 P. H. Meldrum (Lotus Allard Spl.)
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.)
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
26/11/66 P. Westbury (Felday 5)
2/4/67 P. G. Lawson (Brabham Ford)
25/6/67 B. Eccles (Brabham Oldsmobile) 45.16
23/7/67 R. G. Winder (Elva Mk. 6)

† 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 S)50.55; 30/4/67 — F. P. Kaye (Morris Cooper S) 49.55 Cooper S) 48.55.

"Marque Y" Sports Cars

"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;<math>4/4/65 - P. Scragg (Jaguar 'E' Type) 52.01; 20/6/65 - E. D. Clark (Jaguar 'E' Type) 51.61; 15/6/66 - D. P. Stead (Jaguar 'E' Type) 51.41; 5/6/66 - D. P. Stead (Jaguar 'E' Type) 51.10; 26/6/66 - J. F. Thomson (Jaguar 'E' Type) 51.06; 30/4/67 - J. F. Thomson (Jaguar 'E' Type) 50.25.

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 (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.	J. C. England (Austin Cooper S)	25/6/67	51.40
2.	A. Forrest (Cortina Super)	25/6/67	53.99
3.	K. N. Lee (Austin Cooper S)	25/6/67	50.82
4.	F. P. Kaye (Morris Cooper S)	30/4/67	48.55
5.	D. C. Welpton (A/H Sprite)	30/4/67	52.10
6.	G. B. Ellis (M.G.B)	25/6/67	52.97
7.	J. F. Thomson (Jaguar 'E' Type)	30/4/67	50.25
8.	J. A. Lepp (Lotus Elan)	20/6/65	48.77
9.	G. M. Dungworth (TVR 200)	25/6/67	49.06
10.	H. Wilkinson (Lotus 7a)	20/6/65	49.95
11.	M. Bartram (Lotus 7 Ford)	25/6/67	49.22
12.	R. Terry (Elva B.M.W.)	11/9/66	48.33
13.	P. Westbury (Lotus 23 B.R.M.)	13/9/64	46.43
14.	J. Thornton (Mamba B.M.C.)	25/6/67	46.68
15.	P. Boshier-Jones (Lotus 22 Climax)	13/9/64	44.58
16.	P. Westbury (Ferg'n P.99 Climax)	13/9/64	44.45

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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/3443.

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.

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., The Harewood Estate and the R.A.C. Yorkshire Area Office for their help with the parking and traffic admission arrangements, the Scouts of the Collingham Troop for help with the programme sales, 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, Appleyard of Bradford Ltd. for the loan of the breakdown vehicle, Ken Lee (Motors) Ltd., for provision of the welding service, Fairbank Harding Ltd., T. G. Pepper Ltd., James Heneghan, 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.

COMING EVENTS

The dates of our remaining 1967 Speed events are :-Sunday 24th September --

- Sunday 24th September "Autocross" (Car Grass Racing) at Hawthorne House Farm, Dunkeswick.
- Saturday/Sunday, Sept. 30th/Oct. 1st "The Scarborough National Hill Climb" at Olivers
 - Mount, Scarborough.

Sunday 15th October —

Clubmans Race Meeting at Croft Autodrome.

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.

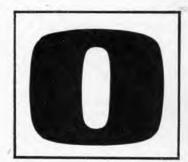
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"The Yorkshire Post" Trophy

The Awards to be won today are :-

For the fastest time of the day - The "Double Twelve" Trophy and £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 best performance on Handicap in classes 17a, 17b & 17c — £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)

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

To any competitor holding a new record for his class at the conclusion of the meeting ---A Harewood Class Record Plaque.

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

AWARDS

The following five awards will be presented at the end of this season based upon times established at meetings on - 26th November 1966, 2nd April, 30th April, 25th June, 23rd July and 10th 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 -

B. Eccles (Brabham Oldsmobile)

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

Fastest time to date .

To the competitor who records the fastest time of the season driving a "Marque Y" Sports Car running in classes 5 to 7 inclusive — "The Appleyard Group Trophy" and Replica.

Fastest time to date -

J. F. Thomson (Jaguar "E" Type) 50.25

To the competitor who records the fastest time of the season driving a Touring Car running in classes 1 to 3 inclusive -

"The Wallace Arnold Trophy" and Replica. Fastest time to date -

K. N. Lee (Austin Cooper S) 50.82

To the competitor making the greatest improvement over the class records which were standing before April 2nd Meeting running in the Touring Car Classes 1 to 4 inclusive -

"The Total Trophy" and Replica. These records were:-

Class 4. D. J. Muter (Austin Cooper) 50.55 The greatest improvements recorded in these classes

up to the start of to-day's meeting are:-Class 1. J. C England (Austin Cooper S) 2.82 (New Record 51.40 25/6/67)

Class 2. A Forrest (Ford Cortina Super) 0.86 (New Record 53.99 25/6/67)

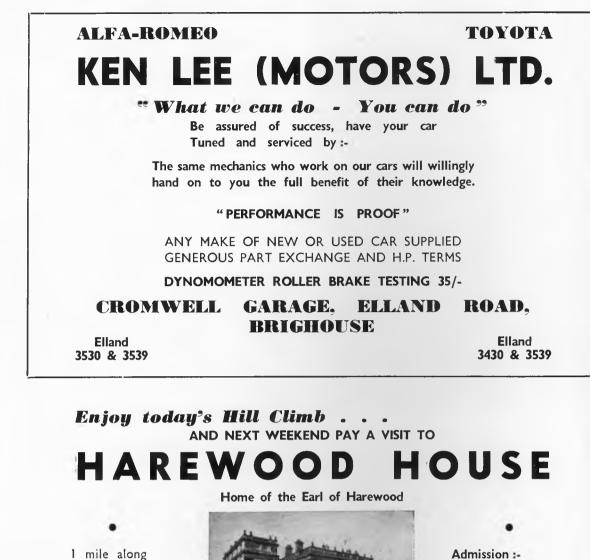
Class 3. K. N. Lee (Austin Cooper S) 0.40 (New Record 50.82 25/6/67)

Thus the present leader in the competition is J. C. England (Austin Cooper S)

PRESENTATION OF AWARDS

At the conclusion of the Meeting the new R.A.C. Hill Climb Champion will be introduced, the Annual, f.t.d. and fastest in category awards will be presented at the Control Bus in the paddock.

This brief prizegiving ceremony will be a good opportunity to greet, and pay tribute to the drivers who have contributed to your sport this afternoon.



the road from here, at the junction with A.61 Leeds-Harrogate.



Adults -4/-Children over 5 1/6 Car Park - FREE

Magnificent State Rooms and Private Apartments - A number of additional rooms have been opened this year - Beautiful grounds and gardens, Woodlands, Lake - Exhibition - Teas in the Stables Block, round the Courtyard or indoors.

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OFFICIALS OF THE MEETING

STEWARDS

Appointed by the R.A.C. G. B. Flewitt Appointed by the B.A.R.C. J. H. Farrar, H. M. Sinclair

OFFICIALS

Clerk of the Course M. S. Wilson Deputy Clerk of the Course J. M. Holroyd Chief Marshal J. A. Stroud Deputy Chief Marshal B. W. Moss Chief Observer A. J. Hodgetts Deputy Chief Observer J. E. Ison Chief Medical Officer Dr. P. M. Smith-Moorhouse Chief Timekeeper H. G. A. Mauldin Chief Scrutineer S. H. Hanson, S.T.B. Chief Paddock Marshals H. O. Holliday, A. A. Pritchard H. Strithard
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Deputy Spectator Marshal
Deputy spectator marshar
Secretary of the Meeting Miss K. A. Reyner
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Wass, K. W. Geary, P. Marsh, G. Still,
L. Barraclough.

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 R. Cowgill, H. Yates, P. H. Carroll, F. Glynn, I. B. Blenard, A. S. Duckworth, W. G. Standing, H. Boulton, N. Sargent, L. G. Bentley, D. Barraclough,
 M. Bennett, G. S. Gerrard, J. T. Simons, A. D. Exley, D. Knowles, B. Smallwood, R. J. Stephenson, D. Thomas.
- Frack & Spectator Marshals:
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 J. Brown, A. S. Duckworth, F. Greenwood, J. B. Hartley, W. T. Nicholson, J. Prosser.
- Start Area Marshals B. Bettridge, P. G. Holliday, R. C. Hooper, P. Wheeler, J. J. Slater, J. M. Jack, E. Tallantyre.

Admission Marshals H. Goddard, J. Goddard, R. Haddlesley, A. Spence, H. Merrick, G. Campsall, T. Bedford, B. Armitage, K. Dalby, G. Duxbury, Mr. & Mrs. G. D. Dickson.

Programme & Sales Marshals Mr. & Mrs. A. Dickson and Boy Scouts of the Collingham Troop Paddock Entrance Gate T. A. Smith, D. Flintoft Results Team Mrs. B. Holliday, Mrs. H. Rhodes

P. O. Selby, Mrs. P. Hughes Scoreboard

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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Richard Sutherland (Austin Healey Sprite No. 32 Class 5) - Photo John Newton

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Hairy "Fred" Kaye, Record Holder in Class 4 pictured by Jeff Binns.



Christopher Engalnd (Austin Cooper S No. 5 Class 1) Photo John Newton

Making his presence felt at the head of our chitchat parade today is that hirsute character from the shores of Windermere Frederick Peter Kaye, often known by his well deserved nickname "Mini" Kaye. This springs not by any stretch of the imagination from Peter's lack of stature, but rather from the fact that when Mr. Issiogonis first discharge his technical exercise into Chinese located engines upon an unsuspecting public as suitable "District Nurse" transportation, Peter was one of the very first to see the competition potential of the new devices.

Through the years Peter has prepared and handled Minis on all types of events and in all kinds of circumstances, but always with that characteristic type of driving which is so much a part of the Issicgonic roller-skate developed to about twelve tenths pitch. Some would argue that there were drivers, fast drivers, beyond the fringe drivers, positive maniacs and then Peter Kaye. Others would point to the fact that, no matter how his driving seemed to match his beard, Peter was usually there well ahead of the others, and with his car unmarked. Be this all as it may, no one who saw Peter in action at the Spring National this year when he set a searing new record of 48.55 in Class 4 (Faster than f.t.d. at many of our meetings) will need any prompting to be out of the beer tent during his ascents today.

Less spectacular, but nevertheless very quick indeed is the record holder in Class l Chris England with

Continued on page 35

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MAINLY PERSONAL-continued

his 970 c.c. Cooper S. Chris has been having a season long battle with Gordon Goodliff of Rochdale for top, honours in this group and at present stands out in front. Gordon will however be trying all he can today for not only the days results count, but almost certainly whichever of the two gets home first will also claim the "Total" Trophy for the greatest improvement during the season on existing Touring Car class records.

Whilst on the question of saloons, it is nice to welcome back to Harewood Nick Porter who is to do battle in Class 3 with Ken Lee and Tom Christie, amongst others. Nick used to be a regular entrant in our bigger meetings when he was domiciled in Shrewsbury, but after a couple of year's absence from the scene he has recently moved to Bishop Auckland and it will be good to see him back in action again.

The "Four Seater Racing Cars" or more officially, the "Formule Libre" touring cars are always good to watch. We have already touched upon the rapid motoring to be expected from one Mr. Kaye, but another name, new to Harewood, also merits much more than a passing glance. This is Logan Morrison with his Singer Chamois Sport a dashing Scot, perhaps better known on the circuits, but one who puts up some very stirring performances on the Scottish hills. Earlier this year his ascent of the notorious "Rest" was a sight to delight any eye.

One class which has always been very keen indeed is that for large "Marque Y" Sports Cars. By numbers dominated by the B.M.H. "E" Type, this class makes



Jim Thomson (Jaguar "E" Type No. 47 Class 7) Photo John Newton

35



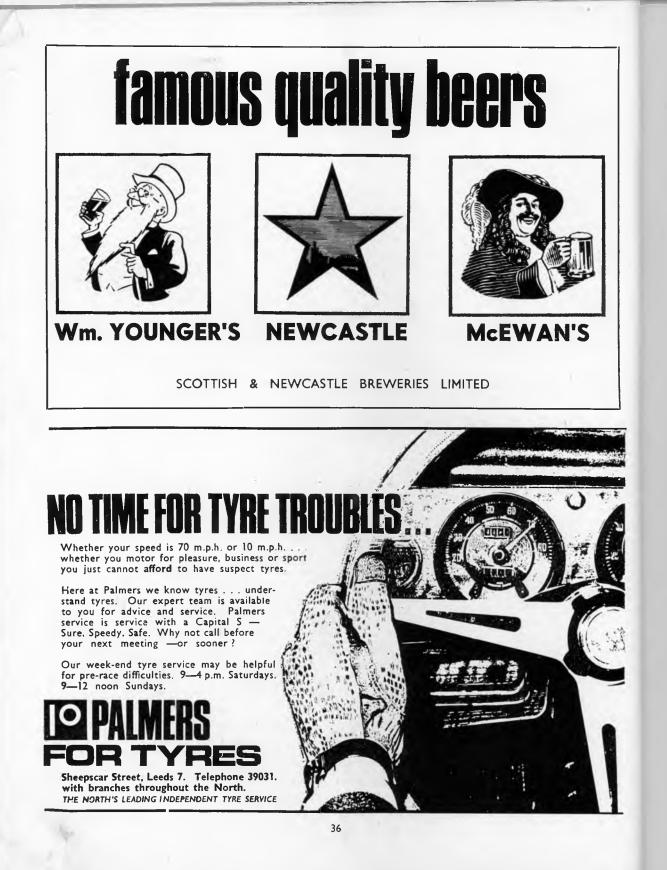
Allan Mountain (Jaguar "E" Type No. 45 Class 7) Photo John Newton

up for what it lacks in variety of the outward appearance of the cars by the colourful selection of characters who conduct them. Present top man is Jim Thomson, a maker of Industrial shotblasting equipment from Otley who has just managed to hold a narrow lead over Leeds engineer David Stead and York Motor-cycle dealer Allan Mountain all season.

One of the delightful things about this "E" Type class has always been the keen, but friendly, spirit of competition, and even more, of "Gamesmanship" which prevails with the protagonists trying to defeat one another not only upon the course, but by extravagent stories and morale destroying rumours in both paddock and pub. As the years have passed, some of the old timers in the class have moved on to other fields, but the newer recruits like William Wood very quickly get into the spirit of flying "EE"s.

One unusual visitor in this closely coupled class will be the road Aston Martin D.B.6 of John Macklin. John will be remembered for his always immaculately turned out Cooper Buick and, more particularly, for a horrifying looking crash during practice for the Spring National meeting last year when his throttle stuck wide open coming up Quarry Straight. This season John started with a Ford G.T.40 hoping to be able to make a mark on the hills with this very purposeful carriage. Unfortunately the problems of maintaining such a complicated thoroughbred after the transmission had coped with more rapid starting practices than are usual in racing caused wiser councils to prevail and John is keeping his hand in until the more interesting motor cars start to change hands this autumn.

Continued on page 37





Jim Hall the ex Dickie Stoop 2. litre Porsche Carrera - Photo John Newton.

MAINLY PERSONAL-continued

Numerically one of the strongest classes, and so a likely candidate for future sub-division is the section for "Special G.T. Cars up to 3000 c.c." This group includes some very notable Harewood regulars, notable Harewood regulars, particularly Jim Hall with the ex. Dickie Stoop 2 litre Porsche Carrera. Jim is one of the all-round band of enthusiasts who really make the spirit of the B.A.R.C. what it is. Equally at home at Harewood, on the racing circuits or on small club social events, Jim is always there, ready to offer a friendly word of help or advice, a good winner and an even better loser. He is also a very, very neat driver indeed. Local opposition for Jim in his class comes from Gordon Durham's very fast 911S Porsche and Chirs Tipping and "Spotty" Smith's Elans. Actually this bunch typify the wide walks of life from which the Competitors today spring. Jim Hall is an Industrial Banker, Gordon a Builder, Chris Tipping makes hand tools whilst "Spotty" can be found in the textile trade.

Harking back to the saloons once again, Gordon Chippindale who will be chasing Allan Forrest in Cortinas in Class 2 is another example of a reaily good all-round driver, and clubman. Some years ago Gordon used to be no sluggard driving a 500 c.c. Formula Three Cooper all over the country, then as family ties suggested a more sensible type of motor car he turned his attention to rallies and road events developing through trials back to hill climbs, sprints and autocross, not to mention driving tests. What is more he is almost unbeatable in his own class in all of them. Anyone who has seen Gordon flinging around his workaday Rover 2000 on driving tests will not forget the sight. When he is not taking part himself he is busy heiping to marshal, or organise and where a coat-off working party is required, he can also be depended upon to be there. Yes, although at an event such as today's it is the big names in single seaters which take the limelight, there are just as great characters, just as skilful driving and just as much good fellowship and club spirit in the less glamourous classes as well.



Gordon Chippindale (Ford Cortina GT No. 10 Class 2) Photo John Newton

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 1,400 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 $\pm 3.3.0d$, per year with an entry fee of $\pm 1.1.0d$, 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 1967 season is now almost over, but the dates of our remaining events are :-

September 17 — "Grand Prix" Charity Premiere. September 17 — "Stone Trough" Sporting Trial. September 24 — "Autocross' at Dunkeswick.

- September 30/October 1 Scarborough National Hill Climb on Olivers Mount.
- October 15 Race Meeting at Croft Autodrome. October 24 "Greenwood Cup" Production Car Trial.

December 14 — Annual Dinner Dance.

- The provisional dates of our 1968 Hill Climb events are :-

 - April 7 Members' Opening Meeting. April 28 Spring National Hill Climb. June 16 "Montague Burton" National Hill Climb. July 21 Annual "Novices'" Hill Climb. September 15 R.A.C. Hill Climb Championship
 - Meeting. and

October 5 - Scarborough National Hill Climb.

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.



John Thornton in his Mamba Mk. 2 will be all out this afternoon to break the Class 14 record which he holds.





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