

SCARBOROUGH HILL CLIMB

ORGANISED BY THE BRITISH AUTOMOBILE RACING CLUB
AND THE EAST YORKSHIRE CAR CLUB



OFFICIAL PROGRAMME 2/6

1 OCTOBER

67



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

THE SEVENTH SCARBOROUGH HILL CLIMB

R.A.C. NATIONAL BRITISH PERMIT No. RS/3653

SUNDAY, 1st OCTOBER, 1967

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.

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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, particularly in the North where Harewood, Castle Howard, Baitings Dam and of course, Olivers Mount here at Scarborough, have gone from strength to strength. The R.A.C.'s British Hill Climb Championship has brought very keen competition and large crowds to Harewood and anyone who saw the meeting there on September 10th can not but agree that hill climbing of that sort ranks as a spectator sport with the best. Scarborough is a very different type of hill, but rumour suggests that as soon as there are any vacancies in the lists of qualifying events, Olivers Mount will be high on the list for consideration.

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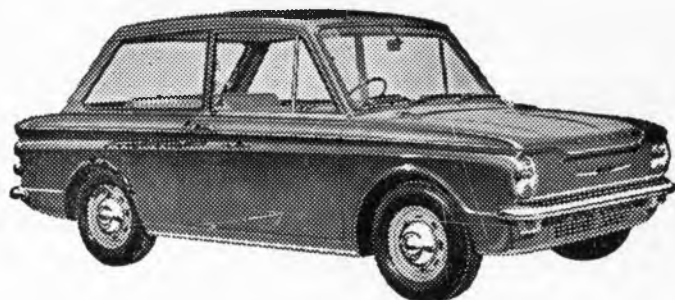
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NOTICES

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/3653.

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 £5.
(decided upon a percentage basis of Class f.t.d. and subject to three lady entrants or being in fastest 20% in class).

Where a Class is run without merging with three or less entries the First Class Award will be reduced to £5.00.

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
2/10/66	*F. W. Smith (Brabham B.T.14)	45.95

* Denotes Record for Course.

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

Class

1.	C. B. Pearson (Austin Cooper)	2/10/66	57.82
2.	J. D. Wood (Jaguar 3.8)	11/10/64	56.56
3.	T. N. Warburton (A/Cooper "S")	2/10/66	54.70
4.	F. P. Kaye (Austin Cooper)	3/10/65	53.06
5.	R. D. Sutherland (A/H Sprite)	2/10/66	57.46
6.	E. A. Worswick (A/Healey 3000)	3/10/65	55.68
7.	D. P. Stead (Jaguar "E" Type)	2/10/66	52.35
8.	G. Durham (Lotus Elan)	3/10/65	50.45
9.	V. A. Wilson (Ferrari 275LM)	3/10/65	48.64
10.	F. T. Meakin (Lotus 7 Ford)	3/10/65	53.00
11.	P. J. Crossley (Chevron Ford)	2/10/66	49.58
12.	A. Lanfranchi (Elva Mk. 7 Climax)	13/10/63	48.74
13.	J. P. Chapman (Chapman M'cury)	3/10/65	51.12
14.	L. Hinchcliffe (Lotus 20 Ford)	3/10/65	48.27
15.	F. W. Smith (Brab'm B.T.14 Ford)	2/10/66	45.95
16.	P. H. Meldrum (Lotus 22 Allard)	2/10/66	46.12

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

INTERVAL OF TEN MINUTES

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

INTERVAL OF FIVE MINUTES

FINAL RUNS: The "Top Ten" Run Off.

★ After a Competition Number denotes a Reserve Entry.

Class 1. — TOURING CARS up to 1,300 c.c.

Record: C. B. Pearson (Austin Cooper) 57.82

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
1.	J. R. Sharp	Austin Cooper		998	Scarborough			
2.	J. Mead	Morris Cooper		997	Luton			
3.	K. R. Hardy	Morris Cooper S		970	Scarborough			
4.	G. Wood	Morris Cooper		998	Upton			
5.	E. Stansfield	Morris Cooper S		999	Halifax			
6.	S. W. Bransford	Ford Anglia		1198	Scarborough			
7.	B. Abbey	Hillman Imp		998	Hull			
8.	K. S. Helliwell	Austin Cooper		998	Royton			
9.	T. J. Hayton	Morris Cooper	s/c	997	Guisborough			
10.	J. M. Radcliffe (Entrant: Cox & Co. of Regent Street)	Hillman Imp		998	Leeds			
11.	J. C. England	Austin Cooper S		970	Brockholes			
12.	J. W. Goodliff	Austin Cooper S	s/c	970	Littleborough			

Class 2. — TOURING CARS 1,301 c.c. and over

Record: J. D. Wood (Jaguar 3.8) 56.56

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
13.	J. Coulter	Ford Cortina G.T.		1500	York			
14.	P. M. Olieff	Ford Cortina G.T.		1500	Doncaster			
15.	I. K. Hardy	Ford Cortina G.T.		1498	Leeds			
16.	C. R. Goodwin	Ford Cortina		1500	Hull			
17.	C. W. A. Venter	Ford Cortina G.T.		1542	Beverley			
18.	G. F. Chippindale	Ford Cortina G.T.		1498	Rawdon			
19.	A. Forrest	Ford Cortina Super		1498	Bradford			

Class 3. — TOURING CARS SPECIAL SERIES.

Record : T. N. Warburton (Austin Cooper S) 54.70

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
121.★	M. R. Flather	Morris Cooper S		1303	Sheffield			
20.	J. R. Lee	Morris Cooper S		1275	Goldsborough			
21.	J. M. Reiss	Ford Lotus Cortina		1558	Leeds			
22.	D. S. Stubbings	Austin Cooper S		1071	Helperthorpe			
23.	D. H. Faulkner	Ford Lotus Cortina		1558	Middlesbrough			
24.	R. Wilkinson	Morris Cooper S		1293	Bridlington			
25.	D. R. C. Marshall	Morris Cooper S		1275	Houghton			
26.	J. M. Busfield	Morris Cooper S		1275	Leeds			
27.	D. Bullen	Austin Cooper S		1293	Whitby			
28.	W. E. Booth	Ford Lotus Cortina		1558	Blackburn			
29.	T. R. Clapham	Alfa Romeo G.T.A.		1570	Keighley			
30.	N. Porter	Morris Cooper S		1293	W. Auckland			
31.	J. Heppenstall	Ford Lotus Cortina		1558	Birstall			
32.	M. Flather	Morris Cooper S		1303	Barlow			
33.	J. R. Cussins	Austin Cooper S		1300	Leeds			
34.	J. A. Sugden	Ford Lotus Cortina		1594	Danaster			
35.	K. N. Lee	Austin Cooper S		1293	Thornor			
36.	G. W. Halliwell	Morris Cooper S		1275	Burnley			

Class 4. — TOURING CARS Formula Libre.

Record : F. P. Kaye (Austin Cooper) 53.05

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
37.	R. G. Rowland	Ford Lotus Anglia		1594	York			
38.	R. B. Trenholme	Ford Martin Anglia		1498	Scarborough			
39.	C. M. Burgess	Ford Lotus Cortina		2994	Barnsley			
40.	Dr. J. B. Ford	Morris Cooper S		1309	Swinton			
41.	C. B. Pearson	Austin Cooper S		1293	Scarborough			
42.	R. Speak	Ford Lotus Anglia		1594	Burnley			
43.	F. P. Kaye	Morris Cooper S		1329	Bo'ness-on-W'mere			

Class 5. — "MARQUE Y" SPORTS CARS up to 1,300 c.c.

Record : R. D. Sutherland (Austin Healey Sprite) 57.46

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
44.	C. E. Bean	Triumph Spitfire		1147	York			
45.	P. Varley	Austin Healey Sprite		948	Windermere			
46.	C. G. Green	Austin Healey Sprite		1098	Menston			
47.	G. J. Harrold	Austin Healey Sprite		1098	Sheffield			
48.	D. C. Welpton	Austin Healey Sprite		997	Hessle			
49.	R. D. Sutherland	Austin Healey Sprite		1098	Knaresborough			

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

Record : E. A. Worswick (Austin Healey 3000) 55.68

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
50.	I. R. A. Swift	M.G. B		1798	Shipley			
51.	D. S. Yeadon	M.G. B		1798	Horsforth			
52.	J. E. Ashcroft	M.G. B		1798	Whalley			
53.	M. Reinhard	Triumph T.R.4		2138	York			
54.	J. M. Wood	M.G. B		1798	Burnley			
55.	S. J. Simpson	T.V.R. 1800 S		1798	Sheffield			
56.	J. P. W. Hylton	T.V.R. 1800 S		1798	Blackpool			
57.	J. Mountain	Triumph T.R.4		2138	Leeds			
58.	W. Waterhouse	Triumph G.T.6		1998	Shipley			
59.	J. S. Nickell-Lean	Triumph G.T.6		1998	Huby			
60.	B. Newton	Austin Healey 3000		2996	Filey			
61.	R. B. Stross	M.G. B		1798	Leeds			
62.	N. L. Hodkin	M.G. B		1798	Stockport			
63.	E. A. Worswick	Austin Healey 3000		2912	Simonstone			

Class 7. — "MARQUE Y" SPORTS CARS 3,001 c.c. and over.

Record : D. P. Stead (Jaguar "E" Type) 52.35

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
122.★P.	Wynn-Jones	Aston Martin D.B.6		3995	Liverpool			
65.	M. J. M. Walker	Jaguar XK120		3442	Cawthorne			
66.	J. A. H. Lambert	Jaguar "E" Type		3800	York			
67.	H. R. Crowther	Jaguar "E" Type		4235	Huddersfield			
68.	W. T. Wood	Jaguar "E" Type		4235	York			
69.	A. Mountain	Jaguar "E" Type		4235	York			
70.	J. Thomson	Jaguar "E" Type		4234	Otley			
71.	D. P. Stead	Jaguar "E" Type		4235	Leeds			

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

Record : G. Durham (Lotus Elan) 50.43

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
72.	A. W. Raylor	Cox G.T.M.		1293	York			
73.	J. White	Ford Marcos G.T. 1500		1498	Huby			
74.	G. V. Tyack	Porsche C.6 G.T.		2000	Moreton-in-Marsh			
75.	J. S. Nickell-Lean	A.C. Bristol		1971	Huby			
76.	S. Smith	Lotus Elan		1558	Bradford			
77.	M. E. Tebb	Lotus Elan		1558	Leeds			
78.	L. S. Stross	Lotus Elan		1598	Leeds			
79.	G. Durham	Porsche 911S		1991	Yarm			

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

Record: V. A. Wilson (Ferrari 275 L.M.) 48.64

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
80.	V. A. Smith	Bentley "R" Type Special		4556	York			
81.	S. A. Robinson	Ginetta G.10 Ford		4727	Darlington			
82.	J. Cuff	Jaguar "E" Type		3781	Preston			
83.	G. M. Dungworth	T.V.R. 200 Ford		4727	Sheffield			

Class 10. — CLUBMANS' SPORTS CARS up to 1,000 c.c.

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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
85.	C. A. R. Fowler	Welstor-Ford		997	Windsor			
86.	M. J. Cowie	Mallock U.2 Ford		997	Huby			
87.	R. Hardy-Birt	Lotus 7 Ford		997	Carforth			
88.	P. D. Newby	Mallock U.2 Ford		997	Scarborough			
89.	T. Jones	Lotus 7 BMC		995	Cleckheaton			

Class 11. — CLUBMANS' SPORTS CARS 1,001 to 1,500

Record: P. J. Crossley (Chevron Ford) 49.58

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
90.	G. Whittingham	Lotus 7 Ford		1498	Shadforth			
91.	J. S. Obank	Mallock Mk. 6 Ford		1498	Rawdon			
92.	D. Gray	Mallock U.2 Ford		1500	Rotherham			
93.	J. Ward	Ford Special		1500	Thornton-Dale			
94.	M. Bartram	Lotus 7 Ford		1498	York			

Class 12. — SPORTS/RACING CARS up to 1,600 c.c.

Record: A. Lanfranchi (Elva Mk. 7 Climax) 48.74

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
95.	F. V. Midgley	Lola Climax		1220	Wath-on-Deane			
96.	D. K. Pegg	Lotus 11 Climax		1098	Sheffield			
97.	Miss G. Baillie Hill	Elva Mk. 7s BMW		1600	Bromsgrove			
98.	C. A. Winder	Elva Climax Mk. 6		1220	Burley-in-W'dale			
99.	P. Edmondson	DRW Ford		1340	Burton-in-Lndl.			
100.	L. J. Hunt	Jupiter T.R.2		1991	Ilkley			

Class 13. — SPORTS/RACING CARS 1,601 c.c. and over.

Record : J. P. Chapman (Chapman Mercury) 51.12

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
101.	J. R. Walton	Walton-Bristol Mk. IV		1971	Sheffield			
102.	M. Starbuck	Chrysler Special		5916	Sheffield			
103.	G. Tatham	Lister Chevrolet		5343	Malton			
104.	D. Hodgson	Jaguar "C" Type		3781	Pickering			
105.	J. M. McCartney	Felday 4 B.R.M.		1880	Bolton			
106.	D. A. Harrison	Crossle 10S Buick		3524	Ilkley			

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

Record : L. Hinchcliffe (Lotus 20 Ford) 48.27

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
123.★	R. W. Wainwright	Lotus 24		1100	Mexborough			
107.	F. H. B. Crosby	Mamba Mk. III B.M.C.	s/c	1098	Leeds			
108.	J. M. Forster	Minnehaha B.M.C.	s/c	1098	Leeds			
109.	R. Blackmore	Terrapin Mk. 2 B.M.C.		1098	Tadcaster			
110.	A. Staniforth	Terrapin-Min Mk. I	s/c	1088	Horsforth			
	(Entrant: Vitafoam Developments Ltd.)							
111.	J. Johnstone	Lotus 18 Crosford	s/c	1098	Collingham			
112.	J. Thornton	Mamba Mk. 2M	s/c	1098	Leeds			

Class 15. — RACING CARS 1,151 c.c. to 1,600 c.c.

Record : F. W. Smith (Brabham BT.14 Ford) 45.95

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
113.	B. R. Bailey	Lotus 20 Ford	s/c	1500	Mexborough			
114.	N. R. Noy	Cooper Climax		1475	Derby			
115.	J. G. Fenwick	Brabham BT.16 Ford		1594	Sonning			
116.	J. Bosomworth	Lotus 22/31 Ford	s/c	1498	Ilkley			
117.	J. T. Butterworth	Brabham BT.14 Dragon	s/c	1550	Rossendale			
118.	F. W. Smith	Brabham BT.14 Ford		1598	Garstang			

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

Record : P. H. Meldrum (Lotus 22 Allard) 46.12

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
119.	D. Hepworth	Brab'm Traco Oldsmobile		4500	Brighouse			
120.	P. Lawson	B.R.M. 4 W.D.		1998	Knaresborough			

THE "TOP TEN" RUN OFF

F.T.D. Posn after class runs	Car	Name	1st Runs	2nd Runs	Position
1.					
2.					
3.					
4.					
5.					
7.					
6.					
8.					
9.					
10.					

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•
IS IT TIME TO CHANGE

•
THE RULES ?

by

KEN HAMMERTON



A delighted Tony Marsh receives the "Yorkshire Post" Trophy at the end of the Harewood Hill Climb on September 10th when he won the Hill Climb Championship crown for the sixth time. "Yorkshire Post" Photo.

Today we have come to see one of the "final fling" meetings of the 1967 British hill climb season. The Championship has been won by Tony Marsh; some cars are up for sale; some cars are going to be modified; some cars are so satisfactory that they will be rebuilt for next year. By the end of the month the 1967 season will be history and after a brief respite much thought and activity will be spent preparing for 1968.

For many people the highlight of the hill climb season is the struggle to win the R.A.C. Championship. The 1967 battle which started as a three-way fight between Tony Marsh, Bryan Eccles and David Good and ended three weeks ago at Harewood in a story book finish between Tony and Bryan has been value for anybody's money. Is this, then, the time to start thinking about changes? I think so.

From 1947 to 1956 the Championship scoring was by various methods based on the times recorded by the competitors during the normal class runs at a meeting. From 1957 to date there has developed the practice of "qualifying" for an extra two runs in the special Championship Class at the close of the meeting — the fastest ten qualifiers from the normal class runs being eligible for this. This part of things is very satisfactory and ought to be allowed to continue although in view of the large number of entrants for the contest perhaps the number could be increased to twelve? The change that I would like to see in the rules concerns the number of "performances" each competitor is allowed to count towards his final grand total.

In view of the great variety of cars which are now eligible for the Championship — any single seater or Group 7 sports/racer — I think that the time has come for a handicap of some kind to be introduced. This suggestion will probably strike horror and/or disgust in minds of many people, but what I have in mind is not a complicated system of adding or subtracting to times achieved. For 1967 competitors were allowed to count the best eight out of twelve scorings. Assuming that there are twelve events in the 1968 schedule I would like to see the following system apply:

Four wheel drive single seaters: best EIGHT scorings.
Single seater two wheel drive V.8 and sports/racing four wheel drive: best NINE scorings.
Two wheel drive 2, 4, and 6 cylinder single seaters, and two wheel drive sports/racing cars: best TEN scorings.

To try to assess the outcome of the current season under these rulings would be a waste of time. Most serious contestants plan their season according to the existing rules. For example, Tony Marsh had no intention from the beginning of the season of going to either Great Auclum and Craigantlet, and had he been able to get his car converted to four wheel drive in time for Barbon he would certainly have given Rest and be Thankful a miss. If the rules had been different, then his plans would have had to be altered accordingly.

This revised marking system would produce a winner equally as worthy as the present one. At the end of the season there would probably be a few more "ifs" and "buts" flying around with most of the complaints coming from the supporters of the "one they would have liked to have one".

Without going into details it is obvious that 1968 will see very competitive cars in all the sections mentioned above and if my suggested system were adopted it would be impossible to predict a winner until the season was very advanced — if then.

The above suggestion could be implemented next year, but my other innovation would have to wait until 1969. Recently there has been a move to cut down the number of qualifying rounds as by 1965 the schedule had swelled to fifteen with others knocking on the admission door. Since 1965 Longleat, Bo'ness, and Dyrham have been lost to us, but now Tholt-y-Will, Gurston Down, Pontypool, and Olivers Mount — Scarborough merit consideration as Championship venues. I would like to see the following pattern develop :

Year One, e.g. 1969

(Early Championship) — April, May, June, July, to early August.

One meeting at each of the following "principal" hills :

Loton Park.
Prescott.
Wiscombe.
Harewood.
Shelsley.
Gurston Down.

Plus : Barbon, Rest and be Thankful, Bouley Bay, and Great Auclum.

Year Two, e.g. 1970

(Late Championship) — August, September, October. One meeting at each of the "principal" hills (as above). Plus Craigantlet, Pontypool, Tholt-y-Will, and Scarborough.

The organisers of the "alternate year" meetings might not think very much of my suggestions, but I would think that from the competitors point of view a trip to some of the less popular venues just once in two years might benefit these hills in the long run. The above list is not complete — such hills as Ragley, Fintray House, Firle, Brunton, Castle Howard come to mind as possible two yearly inclusions.

Such a drastic rearrangement would require considerable goodwill and co-operation between the various organisers, but the advantages of such a change would be considerable. More hills would get Championship status, the principal hills would have alternating chances of having early and late rounds in the contest, and it will encourage the various clubs to adjust their programmes from year to year.

Even if the rules and format of the R.A.C. Hill Climb Championship never change I shall always be following each contest closely, but I really think the time HAS come for some changes which will not spoil the spirit of this magnificent branch of motor sport.

If ever a man could be said to be dedicated to his favourite sport, Ken Hammerton is that man. A fantastic enthusiast for hills and hill climbing, Ken talks a lot of very good sense above and we are greatly obliged for his contributions, not only to all our Hill Climb programmes, but also to the National technical motoring press.

— Ed.



Highest placed local contender for the Championship been Peter Lawson who finished sixth. Peter started the season with his B.T.16 Brabham, here seen in boudoir condition, but startled everyone by buying the four-wheel-drive 2 litre B.R.M. from David Good just before Harewood and succeeded in making 2nd fastest time of the day at Harewood only being pipped by Tony Marsh on the very last run of the day with which Tony clinched the 1967 championship. Photograph by Jeff Binns.

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Braking into Quarry Hairpin comes Vic Wilson with the very delectable multi-thousand pound hunk of Ferrari 250LM. This gorgeous device made third f.t.d. at an earlier Meeting. Photo by Jeff Binns.

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 in excess of 100 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, gymkhanas and a very enjoyable annual Dance in Hull. Recently arrangements have been concluded for the East Yorkshire Car Club to merge with the Hessle and District Motor Club as from 1st January 1968. The combined strength of the two clubs will near 200 which will lead to an even stronger body running East Riding motor sport in the future.

Details of membership of the combined Clubs can be obtained from 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 1,350 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.

Details of B.A.R.C. membership can be obtained from Miss K. A. Reyner, B.A.R.C. Yorkshire Office, 6, Sidney Street, Vicar Lane, Leeds 2.

The dates for our major events for 1968 have been fixed provisionally as:-

March 23 — General Practice Day — Croft.
 March 24 — Clubman's Race Meeting — Croft.
 April 7 — Harewood Members' Hill Climb.
 April 28 — Harewood National Hill Climb.
 May 11/12 — The Scarborough Week End.
 May 19 — Clubman's Race Meeting — Croft.
 June 16 — Harewood National Hill Climb.
 June 23 — "E. A. Denny" Production Car Trial.
 July 7 — Clubman's Race Meeting — Croft.
 July 21 — Harewood Novices' Hill Climb.
 August 4 — Joint Driving Tests.
 August 25 — Sprint & Drag Sprint.
 September 15 — Harewood Championship Hill Climb.
 September 22 — "Stone Trough" Sporting Trial.
 September 29 — "Autocross" — Dunkeswick.
 October 6 — Scarborough National Hill Climb.
 October 20 — Clubman's Race Meeting — Croft.
 October 27 — "Greenwood Cup" Production Car Trial.

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Mainly Personal

Largely because of Harewood and to a lesser degree, Castle Howard and Baitings Dam, Hill Climbing has become a very keenly supported and even more keenly contested branch of motor sport in Yorkshire. This annual Hill Climb at Scarborough comes at the tail end of our season and, as a result, it has rather an "End of Term" atmosphere. The annual Hill Climb Championship is all cut and dried, winter is nearly upon us so everyone is in a fairly relaxed state of mind.

Not to say that the competition is anything but very fierce, but whilst Harewood is a serious matter with class records to be broken several times a year, at Scarborough we can only have one hill climb a year so as to allow any rubber left on the road at the hairpin to weather away before the next motor cycle meeting and again, if one blows up one's motor, then there is all winter to re-build in peace.

Again, because of its place in the calendar, Scarborough attracts everyone, but everyone, who is anyone in Northern hill climbing circles, but because of a similar, rather domestic occasion in the Midlands, does not bring out the remainder of the "Hill Climb Circus".



JOHN THORNTON No. 114 Class 14

In these notes we will dwell a little upon some of today's entrants who whilst being keen and regular entrants, at the same time do typify what is best about Hill Climbing as a sport. Unlike motor racing which, even at club level, has become rather a commercial "rat race", Hill Climbing is still an amateur sport and although there is substantial prize money to be won to defray a little of the expenses of the successful, all competitors pay an entry fee to compete and do not seek "starting money" such as has to be laid out to attract the more temperamental "stars" of the circuits.

David Harrison, the genial bearded figure alongside will be seen today in action in his Crossle Buick. David has long been a keen hill scaler and has gone through an assortment of different vehicles. In fact some years ago he was one of the very first people to wed a light alloy American V.8 passenger car with a light racing frame, the formula which is almost a pre-requisite for success on hills today. David's car is a product of Belfast although the slightly angular aluminium bodywork is a rush job in his own garage following a nasty pile up at Shelsley Walsh last June.



DAVID HARRISON No. 106 Class 13

Continued overleaf

MAINLY PERSONAL—continued.

Following some aerobatics, David made quite a nasty mess of both himself and his bolide. Very fortunately both have been repairable and this is one of his early re-appearances into the sport.

The other character on page 21 is John Thornton, a mechanic by profession who operates a small business in tuning, repairing and preparing competition cars for others. John is a cheery soul who drives a car entirely of his own creation. The Mamba follows a pattern pioneered by another great enthusiast Allan Staniforth i.e. to build a light tubular frame and to propel this with a B.M.C. Mini "power egg" pushing from the rear rather than pulling as in the usual saloon form.

These creations have multiplied in a slightly different form in this part of the world as being one of the ways that a real enthusiast can produce a competitive single seater sprint car at a fairly moderate cost and, just at present, John's realisation of this theory is probably the quickest of the set, thanks largely to an astronomical compression ratio and a fuel rather akin to illicit rotgut which tax a basically "cooking" passenger car engine to extremes, but deliver the horses.

Another great enthusiast, and one who by force of years and business commitments does not expect to get into the front rank, but who nonetheless gets a terrific kick out of his hill climbing is Frank Hayton, better known as "Bing". Crosby. "Bing" is Sales Director of a garage concern and probably the senior, in terms of service, competitor here today. He has recently climbed upon the "Mamba" bandwaggon, but,



GEOFF HALLIWELL No. 36 Class 3

as yet the new car is not quite au point and "Bing" has more than his share of bothers and frustrations to contend with this autumn. With it all, no matter how many things go wrong, he is always there on the start line getting just that little nearer to his own personal ambition, to keep on improving his performances.

The fourth member of the "rogues gallery" is in a slightly different category. Firstly he is not one of us by birth coming from over the hill in darkest East Lancashire, although by his performances, nature, outlook and regular attendance, even that handicap has been forgotten and Geoff Halliwell is welcomed almost as a true "Tyke". Geoff also differs by sticking to a Mini as the raw material for his competitive endeavour. Not that his motor resembles that conducted by the district nurse in much other than outward appearance and trim for under the bonnet rests the fruits of many hours of skilled labour and loving care.

Unlike the other clubmen above, Geoff is still an all round competitor taking in the more agricultural pastimes of Autocross and Rallies in the same motor, and making a success of all aspects of the sport.

These sportsmen are only four of the massive entry here to-day, but as a small cross-section they could hardly be bettered as examples of the type of blokes who make motor sport at club level such an enjoyable business.



"BING" CROSBY No. 107 Class 14

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