

HAREWOOD

HILL CLIMB

STOCKTON FARM

HAREWOOD AVENUE

Nr. LEEDS



OFFICIAL PROGRAMME 2/6

MONTAGUE BURTON TROPHY

25 JUNE 1967

ORGANISED IN CONJUNCTION WITH
THE VARIETY CLUB OF GREAT BRITAIN

IN AID OF UNDERPRIVILEGED CHILDREN



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HILL CLIMB**

R.A.C. RESTRICTED PERMIT No. RS/3231

SUNDAY, 25th JUNE, 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.

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Ramblings



● ● ● EDITORIAL MEANDERINGS THROUGH THE BROAD ACRES ● ● ●

Today's meeting here at Harewood represents the second occasion when we of the B.A.R.C. Yorkshire Centre have combined with the Yorkshire Area Committee of the Variety Club of Great Britain to present an event specifically aimed at raising funds for charity.

The background to our two organisations is set out in more detail elsewhere in this programme — The Variety Club on pages 9/15 and the B.A.R.C. on page 38 — but spectators who have not been to Harewood before may care to know just how this combination came about. So far as we were concerned, we have been promoting Hill Climb events here at Stockton Farm since September 1962 and whilst we are an amateur, non-profit making club, to improve the course and facilities we had to go out and seek to attract the public to come along as spectators. In this we have certainly succeeded as large crowds now regularly throng to our major events.

As soon as it became obvious that Harewood was established as a major Hill Climb and we could see some way of repaying our outlay on the course, we looked round for some deserving cause who could share in our success. We were attracted to the Variety Club for two main reasons, firstly, as far as we know, amongst charitable organisations, they are unique in that every penny they collect goes to the purpose intended and all administrative expenses are paid by their own member's subscriptions and secondly, their good works are directed to all deserving and underprivileged children and, despite all the other worthy causes in the Country, this seemed to be one of the very best ways of investing in the future.

This afternoon we offer a programme which has a little of something for almost everyone. The main feature will be some really top line Hill Climb driving in which competitors race against split seconds recorded on an electronic timing machine. This is the usual fare offered here, but, the motor sport will be supplemented and punctuated as the day wears on.

There will be two types of aerial display, delayed drop parachute jumping by members of the British Parachute Association and aerobatics in a Slingsby Sailplane by Chris Riddell, former chief instructor of the Yorkshire Gliding Club. We feel that anyone who saw the sailplane aerobatics last year will know what a treat is in store.

As a static display we have a large selection of Veteran and Vintage cars lined up along the back of the hillside enclosure and at about 5-00 p.m. a number of these will parade down the hill and, we hope, back up again.

The Variety Club are providing a small fairground in the centre car park field with sideshows, games of skill, donkey rides and other painless ways of extracting an honest copper for the charitable cause whilst last, but by no means least, the Thornhill Colliery Band will play selections in the paddock.

Getting back to the hill climbing, unfortunately Peter Boshier-Jones (who is at present leading the R.A.C. British Hill Climb Championship) can not be with us as he is opening the new hill at Pontypool, but we have David Good (currently lying second) for the first time at Harewood with the 4 wheel drive B.R.M., Bryan Eccles, fourth and the man who so nearly set a new hill record on April 30th. Other championship leaders are Peter Lawson (5th), Mike Hawley (7th) and John Butterworth (9th).

We thank you for your support by being present, we hope you will enjoy the day and, if you care to add to the proceeds by supporting one of the other attractions, this will be even more gratefully received.



BRYAN ECCLES

Photo Jeff Binns

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Appointed by the R.A.C. J. A. Higham
 Appointed by the B.A.R.C. :
 M. D. Einhorn, J. H. Farrar, H. M. Sinclair,
 R. M. Varley.

OFFICIALS

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 Deputy Clerk of the Course J. M. Holroyd
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 Deputy Chief Marshal P. L. Newby
 Chief Observer A. J. Hodgetts
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 Brockman, R. Firbank, J. Prosser, A. S. Duckworth,
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 R. C. Hooper, P. Wheeler, P. R. Telford,
 A. C. Wilson.

Admission Marshals H. Goddard, J. Goddard, R.
 Haddlesley, A. Spence, H. Merrick, G. Campsall,
 T. Bedford, B. Armitage, K. Dalby, G. Duxbury,
 D. Anderson, L. Neale, G. D. Dickson, Miss B. C.
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 Mrs. T. A. Smith.
 Results Team Mrs B. Holliday, Mrs. H. Rhodes.
 Scoreboard Mrs. P. Hughes, P. Selby.

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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PROGRAMME FOR TODAY

11-00 a.m. Practice Runs commence.
 11-45 a.m. Practice concludes, Lunch interval.
 1-00 p.m. Meeting commences — First Class Runs.
 2-50 p.m. Parachute Delayed Drop Display by the
 British Parachute Association.
 3-10 p.m. Second Class Runs.
 4-10 p.m. Sailplane Aerobatics by Chris Riddell —
 Yorkshire Gliding Club.
 4-25 p.m. Second Class Runs continued.
 5-00 p.m. Demonstration by Vintage Cars.
 5-10 p.m. The "Top Ten" Run Off.
 5-30 p.m. Presentation of Awards by Control Bus.

(These timings are approximate and subject to
 change according to flying conditions).

At intervals through the afternoon the Thornhill
 Colliery Band will play in the Paddock.

The Variety Club Fairground with an assortment of
 Sideshows will operate in the field behind the hillside
 enclosure during the afternoon.

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A winning owner receives his trophy from Comedian Max Bygraves at the Variety Club Race Meeting at Ripon in May

The Variety Club of Great Britain

Yorkshire Regional Committee

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

WHAT IS THE VARIETY CLUB ?

THE VARIETY CLUB OF GREAT BRITAIN is dedicated to helping sick and underprivileged children in this country, regardless of creed, colour or race. Among the many worthwhile activities it supports are orphanages and homes, the children's wards of hospitals; centres for the care of the physically and mentally handicapped, homes for blind babies, residential and training schools: boys' and girls' and mixed clubs; and urgent medical research into the causes and cures of children's diseases and malformations. Additionally, friendship, affection and practical help is also extended yearly to innumerable individual cases of badly neglected or cruelly treated youngsters as well as to those from broken or poor homes. In fact, wherever there is a child sick or in dire need, the Variety Club is ready and anxious to hold out a warm helping hand.

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

Now affiliated to the mother club are 36 branches (known as tents) embracing over 10,000 members in the U.S.A., England, Mexico, Canada and Ireland. Each tent is pledged to help children in any way underprivileged, and each one raises money in a multitude of ways, varying from public subscription to sporting events and film premiers.

Members of the Variety Club are drawn from many different walks of life, humble businessmen, film stars and directors. Television directors and stars, national newspaper editors and writers — impresarios, costumiers, musicians, amusement caterers and holiday camp magnates, all united in the sole effort to raise money for those children in need. Variety Club is proud to have as members all these people and most proud that H.R.H. Prince Philip and Earl Mountbatten of Burma are life-members.

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

The Variety Club of Great Britain has assisted 1,800 national, local and private children's organisations, and countless individual cases of distress in England, Scotland and Wales, and to date, the Club has raised and given away £2,300,000.

Continued on page 11



Lord James of Rusholme receives a Variety Club Speech Trainer on behalf of the North Regional Association for the Deaf from Yorkshire Regional Committee Chairman for 1966. Leslie Gould.

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THE VARIETY CLUB—continued.

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

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

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

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



Stanley Baker draws a prize at a recent Variety Club Ball ably assisted by Hughie Green and some of the Club's famous "Beefeaters".

Each Christmas, Club members give toys and other seasonal gifts to children in orphanages, homes and hospitals, as well as private families in distressed circumstances. Last December, 17,500 toys, together with trees, crackers, cakes, stockings, gift boxes, confectionery and 25,000 ice-creams were given to 200 centres throughout Britain. Many of the youngsters had never previously received gifts of any kind during the whole of their lives.

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



Frankie Vaughan and Kenneth More are with a group of Variety Club members at a Ripon Race Meeting. Harry Swales, the co-chairman of the V.C. Hill Climb Committee is in the foreground.

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

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

Since its inception in late 1961, the Leeds Committee have been fortunate to raise nearly £200,000. The first function run for the general public was a Gala Performance of Billy Smart's circus at Christmas 1961, all the proceeds, which totalled over £2,000, being kindly donated by Mr. Billy Smart to the Variety Club. Since that date through the generosity of the Smart family, the Leeds Committee have had two more similar performances, each being more successful than the last, and altogether a total of £10,000 has been raised through the three events. On the last occasion in January, 1965, the Variety Club passed on the entire proceeds to the West Riding Association of Youth Clubs.



Puppet Mistress Sandie Shaw and friends between showers at the recent Variety Club Ripon Race Meeting.

Continued on page 13

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THE VARIETY CLUB—continued.

In 1962 the first Leeds Committee Annual Brochure was completed, and this has now become an annual publication. From raising something like £1,000 in 1962, progress has been such that it is anticipated that this year's Brochure will raise something in the region of £4,000.

The Variety Club's first sponsored Yorkshire Race Meeting was held at York in 1962 and 1963, but in 1964 found a new home at Ripon, and this happy association it is hoped will last for many years to come. The event is the highest single fund raiser in the variety Club's annual calendar for the Yorkshire Region, and given good weather the event can raise sums in excess of £10,000.

The Leeds Committee have also added to its calendar the Annual Ball, and ran last year for the first time through the kindness of the B.A.R.C. and Mr. Arnold Burton, the first Charity Hill Climb.

The Variety Club committee would like to thank the B.A.R.C., the organisers of the Hill Climb, for their magnificent gesture in donating the proceeds to the Variety Club activities, and also for the amount of hard work put in by the various B.A.R.C. committees in order to make the event a success. Last year the proceeds of the Hill Climb were some £2,000, we hope that today this figure will be exceeded providing the weather is kind.

Youngest of the Leeds committee's attractions is the "Pro-Am" Golf Tournament at Moor Allerton which was only held for the second time a fortnight ago but already is established as a top line money raiser which attracts a star-studded entry.

Amongst the Variety Club activities pictured in this programme, you will see the unique event of no less than three mini coaches for underprivileged children all being presented at the same time in Leeds. This

now brings the 'fleet' of vehicles presented by the Leeds Committee to nine. All these coaches are present at today's Hill Climb with some of the children to whom they have been giving pleasure over the last months.

The organisations receiving these Mini-Coaches are:-

Bellevue Special School, Wakefield.
Braithwaite Special School, Keighley.
Etton Pasture School, Beverley.
Leeds & District Hospital Service.
Hunslet Lane Specialist School.
Potternewton School for Handicapped Children.
Newlands Home, Hull.
Residential School for the Deaf, Doncaster.
Tickhill School for Handicapped Children.

Whilst, in these days of credit restrictions, it is most difficult to raise the large sums of money which have been mentioned, strange though it may seem it is even more difficult to investigate very carefully the many appeals given to Variety Club for help and to make sure that the money is spent in the best possible way.

The Leeds Committee are taking on their most ambitious project to date, which has been on the stocks for over a year to raise £17,000 to be donated to Pinderfields hospital towards a remedial swimming pool for handicapped children. This is now happily at the stage when the foundations are about to be dug, and hope to reach completion before July 1968.

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

Continued on page 15



Members of the Yorkshire Area Committee of the Variety Club of Great Britain pictured in front of Leeds Civic Hall with the three Mini Coaches which were recently handed over all on the same day.

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THE VARIETY CLUB—continued.

Listed below are some of the Charitable Organisations aiding Children who have been helped since the inception of the Leeds Committee.

ALICE BROOK HOUSE, SCARBOROUGH.
 ALLERTON PARK ORPHANAGE.
 ARMY BENEVOLENT FUND.
 BELLEVUE SPECIAL SCHOOL, WAKEFIELD.
 BISHOP COWGILL HOME.
 BOSCO HOUSE.
 BRAITHWAITE SPECIAL SCHOOL, KEIGHLEY.
 BRIDGE HOUSE SCHOOL.
 BRIDLINGTON SOCIETY FOR MENTALLY HANDICAPPED CHILDREN.
 CHERRY TREE ORPHANAGE.
 CHILDREN'S CARE COMMITTEE, LEEDS.
 CHURCH OF ENGLAND SOCIETY, SCARBOROUGH.
 COTTAGE HOME, SHEFFIELD.
 DONCASTER RESIDENTIAL SCHOOL FOR THE DEAF.
 DUKE OF EDINBURGH'S AWARD SCHEME.
 DURHAM ASSOCIATION OF BOYS' CLUBS.
 EDWINA MOUNTBATTEN TRUST.
 ETTON PASTURE SCHOOL, BEVERLEY.
 GUIDE DOGS FOR THE BLIND ASSOCIATION.
 HAEMOPHILIA GROUP.
 HANDICAPPED CHILDREN'S AID SOCIETY.
 HAREWOOD BRIDGE HOUSE SCHOOL.
 HESLEY HALL SCHOOL, TICKHILL.
 HUNSLET CHILDREN SPECIALIST SCHOOL.
 HULL & EAST RIDING ASSOCIATION OF YOUTH CLUBS.
 IMPERIAL CANCER RESEARCH FUND.
 INDIVIDUAL CASES OF HARDSHIP — TOO NUMEROUS TO MENTION.
 JEWISH BLIND SOCIETY.
 JEWISH BRANCH OF THE CHILDREN'S COUNTRY HOLIDAY FUND.
 JEWISH CHILD'S DAY.
 LADY HOARE THALIDOMIDE APPEAL.
 LEEDS CHEST & HEART ASSOCIATION.
 LEEDS CHILDREN'S HOLIDAY CAMP ASSOCIATION.
 LEEDS CHILDREN'S RESCUE SOCIETY.
 LEEDS CITY POLICE HOBBIES CLUB.
 LEEDS & DISTRICT HOSPITAL SERVICE.
 LEEDS & DISTRICT SPASTICS SOCIETY.

LEEDS & DISTRICT SOCIETY FOR MENTALLY HANDICAPPED CHILDREN.
 LEEDS HOSPITALS CHILDREN'S AMBULANCE.
 LEEDS HOSPITAL SERVICE.
 LEEDS HOSPITALS SUNSHINE COACH.
 LEEDS JEWISH BOARD OF GUARDIANS.
 LEEDS JUDEAN CLUB.
 LEEDS LADIES AID SOCIETY.
 LEEDS PRISONERS AID SOCIETY.
 LEEDS SCHOOL FOR THE BLIND.
 LEEDS SCHOOLS SPORTS ASSOCIATION.
 LEEDS WELFARE SERVICES.
 MEANWOOD PARK HOSPITAL.
 MENTO HOME, SHEFFIELD.
 Mr. PASTRY'S SWIMMING POOL FUND.
 MUSCULAR DYSTROPHY GROUP.
 MUSTON GRANGE CAMP, FILEY.
 NATIONAL ASSOCIATION FOR BOYS' CLUBS.
 NAT. ASSOCIATION FOR MENTAL HEALTH.
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 NEWSPAPER PRESS FUND.
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 "PATHWAYS" HOME FOR BLIND-DEAF CHILDREN.
 POTTERNEWTON SCHOOL FOR HANDICAPPED CHILDREN.
 RAVENSWOOD HOME FOR BACKWARD CHILDREN.
 ROYAL AIR FORCE BENEVOLENT FUND, CHILDREN'S SECTION.
 SCARBOROUGH SOCIETY FOR MENTALLY HANDICAPPED CHILDREN.
 SPRING HOUSE HOME FOR CHILDREN.
 ST. CUTHBERT'S CHILDREN'S HOME, DARLINGTON.
 ST. JOHN'S RESIDENTIAL SCHOOL FOR THE DEAF.
 ST. MARY'S HOME FOR CHILDREN, LEEDS.
 ST. STEPHEN'S HOME.
 ST. THERESA'S ORPHANAGE.
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"Batman" with his lesser Batmobile pictured with some of the attractive programme sellers just prior to his appearance at last year's BARC/Variety Club Hill Climb.

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 ROOM 70,
 CABINET CHAMBERS,
 LOWER BASINGHALL ST.,
 LEEDS 1.**

Tel. 29937.

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/3231.

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 7-30 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 Lee 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. Pepper Ltd., James Heneghan, and last, but by no means least, our printers F. Youngman Ltd.

For this Charity Meeting we also have to thank the members of the British Parachute Association, Ch Riddell and Hubert Hayes of the Yorkshire Gliding Club, Capt. Arthur Carvel and Yorkshire Flying Service, The Chandy Bottling Co. Ltd. for their support for parachute sport. Shell-Mex and B.P. Ltd. for loan of windsock and target. USave of Harrogate for the bombs to be used in the event of bad weather, and the Thornhill Colliery Band and all volunteers who are working so hard to make the afternoon success.

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 Hill Climb events are:-

Sunday 23rd July —

"The Novices' Hill Climb"

Saturday/Sunday 9/10th September —

R.A.C. British Hill Climb Championship Meeting
(Both above at Harewood).

Saturday/Sunday, Sept. 30th/Oct. 1st —

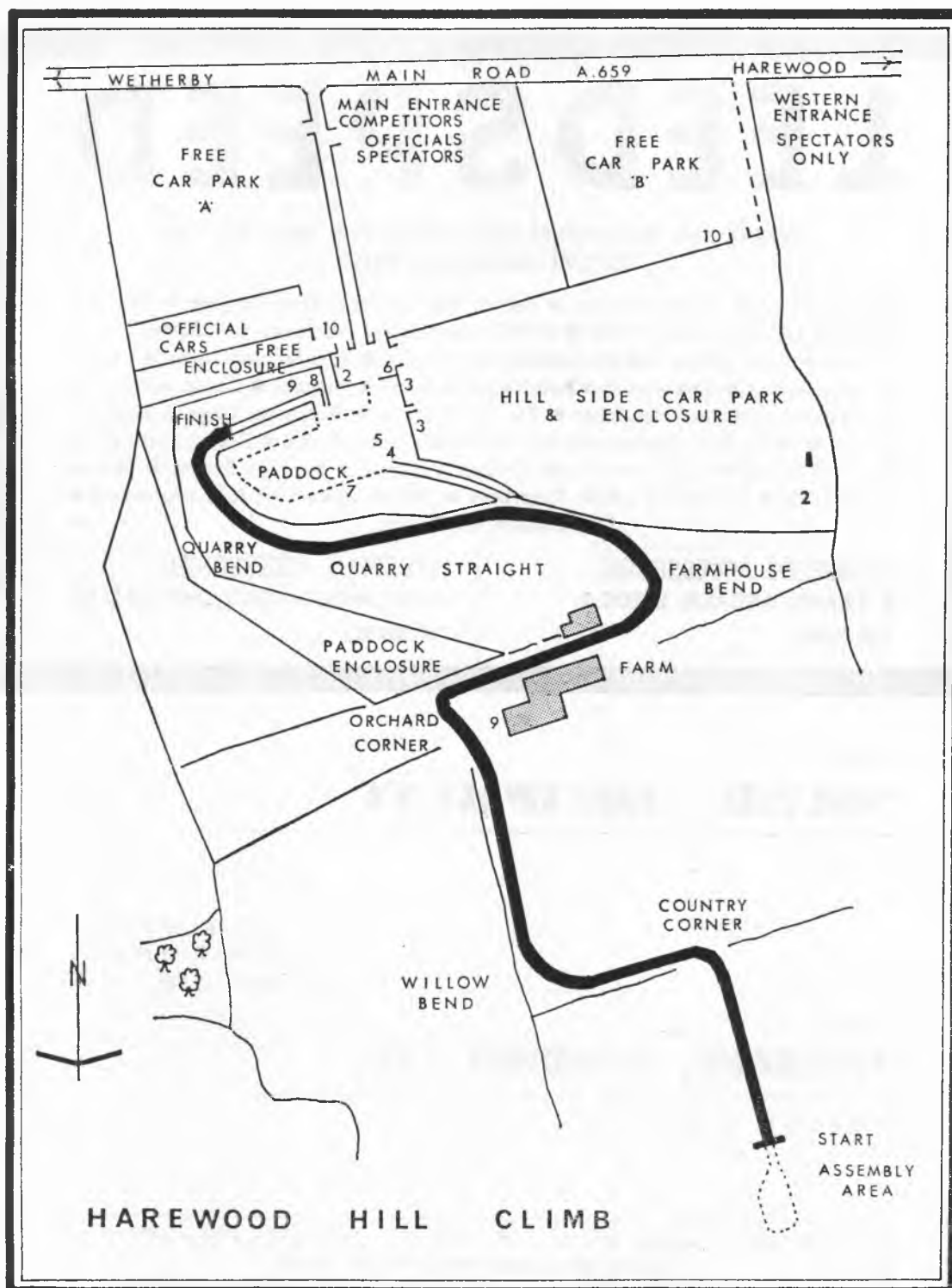
"The Scarborough National Hill Climb" at Olli Mount, Scarborough.

WHEN DEPARTING

When leaving Stockton Farm at the end of the meeting will all traffic for Leeds and the South turn to the LEFT along the main road following R.A.C. direction signs via Collingham and the A58 Leeds so as to minimise the congestion in Harewood village.

Traffic for Otley, Harrogate and the North should turn RIGHT into the main road from the gates.

On your way home, please drive with care and give consideration through towns and villages en route.



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

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PROGRAMME

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

1-00 p.m. FIRST RUNS: Classes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 & 16.

2-50 p.m. (Approx.) DELAYED DROP PARACHUTE JUMPING.

3-10 p.m. (Approx.) SECOND RUNS: Classes 1, 2, 3, 4, 5, 6, 7, 8, 9 & 10.

4-10 p.m. (Approx.) SAILPLANE AEROBATIC DISPLAY.

4-25 p.m. (Approx.) SECOND RUNS: Classes: 11, 12, 13, 14, 15 & 16.

5-00 p.m. (Approx.) DEMONSTRATION OF VINTAGE AND VETERAN CARS.

5-10 p.m. (Approx.) THE "TOP TEN" RUN OFF.

5-30 p.m. (Approx.) PRESENTATION OF TROPHIES.

NOTE: This programme may be subject to changes which will be announced.

★ After a Competition Number shows a reserve entry.

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

Record: J. W. Goodliffe (Morris Cooper) 51.46

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
136.★	W. E. Booth	M.G. 1100		1098	Blackburn			
135.★	D. Pearcey	Morris Cooper		999	Harrogate			
134.★	K. R. Atkinson	N.S.U. T.T.		750	Richmond			
131.★	E. Stansfield	Morris Cooper		999	Halifax			
129.★	K. R. Hardy	Morris Cooper "S"		970	Scarborough			
123.★	C. R. Marsden	Morris Cooper "S"		999	Penistone			
122.★	T. J. Hayton	Morris Cooper	s/c	997	Guisborough			
1.	K. S. Helliwell	Austin Cooper		998	Royton			
2.	P. Stokoe	Morris Cooper		997	Wakefield			
3.	G. Ketley	Austin Cooper		998	Solihull			
4.	B. Weatherill	Austin Cooper		998	Silkstone			
5.	B. Ferriday	Morris Cooper		997	Baildon			
6.	R. N. Hall	Austin Cooper		997	Burnley			
7.	J. M. Radcliffe	Hillman Imp		998	Leeds			
	(Entrant: Cox of Regent Street)							
8.	J. C. England	Austin Cooper "S"		970	Brockholes			
9.	J. W. Goodliffe	Morris Cooper	s/c	999	Littleborough			
	(Entrant: B.R.T. Motor Developments Ltd.)							

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

Record: A. Forrest (Ford Cortina Super) 54.22

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
133.★	G. Bradley	Ford Cortina G.T.		1498	Preston			
128.★	C. I. Carr	Ford Cortina G.T.		1498	Morley			
126.★	D. G. Wimpenny	Ford Cortina G.T.		1498	Meltham			
10.	M. M. Rogerson	Ford Cortina G.T.		1498	Leeds			
11.	I. K. Hardy	Ford Cortina G.T.		1498	Leeds			
12.	E. P. Millman	Volkswagen 114		1485	Middlestown			
13.	E. D. Clark	Jaguar 420		4235	Scarcroft			
14.	G. F. Chippindale	Ford Cortina G.T.		1498	Rawdon			
15.	A. Forrest	Ford Cortina Super		1498	Low Moor			
16.	A. Ensoll	Jaguar 3.8 Mk. 2		3781	Middlesbrough			

Class 3. — TOURING CARS SPECIAL SERIES.

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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
132.★	H. C. Bowman	Ford Cortina Lotus		1558	Leeds			
130.★	D. Stubbins	Austin Cooper "S"		1071	Helperthorpe			
127.★	J. M. Hunt	Morris Cooper "S"		1275	Bramhope			
125.★	J. M. Dean	Ford Cortina Lotus		1558	Longridge			
124.★	A. N. Wareing	Morris Cooper "S"		1275	Kirkham			
17.	B. R. Devine	Austin Cooper "S"		1275	Halifax			
18.	R. W. Wainwright	Austin Cooper "S"		1275	Mexborough			
19.	J. M. Busfield	Morris Cooper "S"		1275	Guisley			
20.	S. H. Newton	Morris Cooper "S"		1071	Filey			
21.	J. A. Sugden	Ford Cortina Lotus		1594	Doncaster			
22.	K. N. Lee	Austin Cooper "S"		1293	Scarcroft			
23.	D. Bullen	Austin Cooper "S"		1293	Whitby			
24.	G. W. Halliwell	Morris Cooper "S"		1275	Burnley			
25.	J. R. Cussins	Austin Cooper "S"		1297	Leeds			

Class 4. — TOURING CARS Formula Libre.

Record : F. P. Kaye (Morris Cooper S) 48.55

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
121.★	R. G. M. Oddie	Ford Mustang		4727	Wakefield			
26.	P. G. Walker	Ford Anglia		1498	Knottingley			
27.	Dr. J. B. Ford	Morris Cooper "S"		1309	Mexborough			
28.	R. G. Rowland	Ford Lotus Anglia		1594	York			
29.	M. T. Marsden	Morris Cooper "S"		1293	Penistone			
30.	R. Speak	Ford Lotus Anglia		1594	Burnley			
	(Entrant : R. White)							
31.	C. B. Pearson	Austin Cooper		1293	Seamer			
32.	F. P. Kaye	Morris Coper "S"		1329	Windermere			

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

Record : D. C. Welpton (Austin Healey Sprite) 52.10

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
33.	Miss P. J. Steele	M.G. Midget 11		1098	Harrogate			
34.	R. Jubb	Austin Healey Sprite		997	Sheffield			
35.	W. A. Wainwright	M.G. Midget 11	s/c	1098	Huntingdon			
36.	D. J. Williams	Austin Healey Sprite		998	Leeds			
37.	D. H. Faulkner	Austin Healey Sprite		1098	Middlesbrough			
38.	B. T. Archer	M.G. Midget 11		1098	Solihull			
39.	A. Mountain	Honda S.800		800	York			
40.	G. J. Harrold	Austin Healey Sprite		1098	Sheffield			
41.	J. Jagger	M.G. Midget 11		1098	Bradford			
42.	C. G. Green	Austin Healey Sprite		1098	Menston			
43.	R. D. Sutherland	Austin Healey Sprite		1098	Knaresborough			
44.	D. C. Welpton	Austin Healey Sprite		997	Hessle			

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

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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
45.	G. N. Anderson	T.V.R. 1800 S		1798	Harrogate			
46.	J. Mountain	Triumph T.R.4		2138	Leeds			
47.	P. Robinson	Triumph T.R.4 A		2138	Leeds			
48.	G. Martin	Morgan Super Sports		2138	Barnsley			
49.	D. S. Yeadon	M.G. B		1798	Horsforth			
50.	J. Hylton	T.V.R. 1800 S		1798	Blackpool			
51.	P. R. Grimshawe	Porsche Carrera		1582	Bramhope			
52.	M. F. Nickell-Lean	Triumph G.T.6		1998	Huby			
(Entrant: Mrs. E. M. Nickell-Lean)								
53.	R. B. Stross	M.G. B		1798	Leeds			
54.	N. L. Hodkin	M.G. B		1798	Stockport			
55.	G. B. Ellis	M.G. B		1840	Huddersfield			

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

Record: J. F. Thomson (Jaguar 'E' Type) 50.25

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
56.	M. J. M. Walker	Jaguar XK.120		3442	Cawthorne			
57.	J. D. Longbottom	Jaguar "E" Type		3781	Ossett			
58.	P. J. Martin	Jaguar "E" Type		3781	Lancaster			
59.	M. Wright	Jaguar "E" Type		3781	Much Wenlock			
60.	W. T. Wood	Jaguar "E" Type		4235	Sheriff Hutton			
61.	D. P. Stead	Jaguar "E" Type		4235	Leeds			
62.	J. F. Thomson	Jaguar "E" Type		4235	Timble			

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

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

Merged with

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

Record: E. P. Scragg (Jaguar 'E' Lightw't) 49.11

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
63.	A. J. Burton	Lotus Elan		1598	Sicklinghall			
64.	S. A. Robinson	Austin Healey 3000		2996	Darlington			
65.	S. Smalley	Marcos G.T. Ford		1498	Blackpool			
66.	B. I. Kenworthy	Porsche 911S		1991	Uppermill			
67.	F. B. M. Pollard	Marcos Mini G.T.		1293	Brierfield			
68.	J. D. Bunney	Marcos Mini G.T.		1293	Guiselley			
69.	C. J. Tipping	Lotus Elan		1558	Leeds			
70.	J. Smith	Lotus Elan		1558	Bradford			
71.	L. S. Stross	Lotus Elan		1598	Leeds			
72.	J. Hall	Porsche Carrera		1966	Bradford			
73.	A. J. Burton	Shelby Cobra		7000	Sicklinghall			
74.	J. S. Nickell-Lean	A.C. Ace-Bristol		1971	Huby			
75.	G. M. Dungworth	T.V.R. 200		4727	Sheffield			

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

Record: H. Wilkinson (Lotus 7A) 49.95

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
138.★B.	Joeli	Mallock U.2 Ford		998	Sheffield			
137.★W.	J. Netherwood	Spartak Mk. IV Ford		997	Denby Dale			
76.	J. S. Obank	Mallock U.2 Ford		998	Rawdon			
(Entrant: M. J. Cowie)								
77.	R. A. Cowing	Terrier Mk. 11 Ford		997	Harrogate			

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

Record: P. J. Crossley (Lotus Super 7) 49.55

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
139.★	G. R. C. Duncan	Chevron Mk. II Ford		1498	Leeds			
78.	J. M. Moulds	Lotus 7 Ford		1498	Worsley			
79.	J. Ward	Ford Special		1498	Thornton Dale			
80.	G. Whittingham	Lotus 7 Ford		1498	Shadforth			
81.	P. Jones	Lotus 7 Ford		1498	Sheffield			
82.	Miss J. Hutchinson	Terrier Mk. 11 Ford		1498	N'castle-on-Tyne			
83.	I. A. B. Harris	Mallock U.2 Ford		1390	Glasgow			
84.	R. J. Prest	Lotus 7 Ford		1498	Croxdale			
85.	M. Bartram	Lotus 7 Ford		1498	York			

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

Record: R. Terry (Elva B.M.W. Mk. 8) 48.33

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
86.	C. A. Winder	Elva Climax		1098	Burley			
87.	M. Reinhard	Spartak/Lotus 11 BMC		948	York			
88.	D. K. Pegg	Lotus 11 Climax		1098	Sheffield			
89.	P. C. Cook	Lotus 11 Ford		1594	Smethwick			
90.	F. V. Midgley	Lola Mk. 1 Climax		1098	Wath-on-Dearne			
91.	P. Edmondson	D.R.W. Ford		1588	Ingleton			

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

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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
92.	R. T. Shardlow	Lotus/Brabham B.M.W.		1998	Sheffield			
93.	G. F. Tatham	Lister Chevrolet		5363	Malton			
94.	J. R. Walton	Walton Bristol Mk. IV		1971	Sheffield			
95.	M. Starbuck	Chrysler Special		5916	Sheffield			
96.	J. P. Chapman	Mercury 4 Oldsmobile		5000	Sheffield			
97.	J. M. McCartney	Felday 4 B.R.M.		1800	Bolton			
98.	D. A. Harrison	Crossle Buick		3524	Ilkley			
99.	R. Terry	Elva Mk. 8 Buick		3600	Inkberrow			

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

Record: J. Thornton (Mamba B.M.C.) 47.20

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
100.	H. Tibbenham	Lotus 18 Cosworth		1098	Doncaster			
101.	W. S. Machell	Cooper FJ Mk. 1 B.M.C.		1098	Blackpool			
102.	D. Dawson	Elva FJ B.M.C.		994	Lincoln			
103.	J. M. Forster	Minnehaha B.M.C.		1098	Leeds			
104.	J. M. Wheatley	Miniclimber Mk. 11 B.M.C.		1147	Methley			
105.	R. D. Blackmore	Terrapin Mk. 2		1098	Tadcaster			
106.	A. Staniforth	Terrapin Min B.M.C.	s/c	1088	Horsforth			
(Entrant: Vitafoam Developments)								
107.	J. Johnstone	Lotus 18 Crosford	s/c	1098	Collingham			
108.	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 No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
109.	N. R. Noy	Cooper Climax		1475	Derby			
110.	M. J. Eaves	Lotus T.C. Ford		1598	Birmingham			
111.	A. J. Bosomworth	Lotus 22/31 Ford		1598	Ilkley			
112.	R. T. Lane	Brabham BT16 Ford	s/c	1598	Warwick			
113.	J. T. Butterworth	Brabham BT14 Ford	s/c	1500	Haslingden			
114.	P. G. Lawson	Brabham BT16 Ford		1594	Knaresborough			

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	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
115.	G. Smith	Frazer Nash/Alvis		3500	Bakewell			
116.	M. R. Brain	Cooper Daimler		2500	Sutton Coldfield			
117.	D. Hepworth	Brabham Traco Olds		4500	Brighouse			
118.	M. J. Hawley	Brabham BT23 Climax		1968	Solihull			
119.	D. R. Good (Entrant : M. Spence)	B.R.M. 4WD		1998	Maidenhead			
120.	B. Eccles	Brabham G.M.		3500	Alcester			

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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AUTOSPORT

EVERY FRIDAY

HAREWOOD RECORDS

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

16/9/62	A. Lanfranchi (Elva Mk. 6)	51.61
21/4/63	C. K. W. Schellenberg (Lister Jaguar)	49.79
9/6/63	A. G. Wood (Cooper Monaco)	51.85
8/9/64	P. Boshier-Jones (Lotus 22 Climax)	46.72
29/9/63	*G. Whitehead (Elva Mk. 7)	53.52
12/4/64	J. R. Walton (Walton Bristol)	49.39
24/5/64	A. E. Marsh (Marsh Special)	45.16
12/7/64	*I. C. Batty (Lotus Mk. 7)	50.75
13/9/64	†P. Westbury (Ferguson P.99)	44.45
4/4/65	P. H. Meldrum (Lotus Allard Spl.)	46.02
9/5/65	P. H. Meldrum (Lotus Allard Spl.)	46.50
20/6/65	P. H. Meldrum (Lotus Allard Spl.)	44.90
18/7/65	*M. J. Smith (Mallock U.2 Ford)	49.87
12/9/65	P. H. Meldrum (Lotus Allard Spl.)	49.27
1/5/66	P. H. Meldrum (Lotus Allard Spl.)	46.20
5/6/66	P. G. Lawson (Brabham Ford)	46.76
26/6/66	P. H. Meldrum (Lotus Allard Spl.)	45.99
24/7/66	*J. A. H. Lambert (Cooper Mk. 6 T'ph)	51.75
11/9/66	P. H. Meldrum (Lotus Allard Spl.)	45.99
26/11/66	P. Westbury (Felday 5)	60.84
2/4/67	P. G. Lawson (Brabham Ford)	49.14
30/4/67	B. Eccles (Brabham Oldsmobile)	44.46

† Denotes Record for Course.

* Denotes Novices Hill Climb.

The gradual improvement in times within the five major categories since the first meeting are :-

Touring Cars

16/9/62 — A. G. Wood (Jaguar 3.8) 57.39; 9/6/63 — D. Maitland (Morris Cooper) 56.95; 15/9/63 — N. Porter (Morris Cooper) 54.41; 12/4/64 — H. W. Ratcliffe (Morris Cooper S) 52.62; 9/5/65 — J. R. Kennerley (Lotus Cortina) 52.48; 20/6/65 — F. Greenwood (Austin Cooper S) 50.96; 5/6/66 — D. J. Muter (Austin Cooper) 50.55; 30/4/67 — F. P. Kaye (Morris Cooper S) 48.55.

"Marque Y" Sports Cars

16/9/62 — R. D. Sutherland (Sprite) 57.44; 15/9/63 — A. F. Lefevre (Sprite) 55.51; 12/4/64 — R. D. Sutherland (Sprite) 53.36; 13/9/64 — R. D. Sutherland (Sprite) 55.234; 4/4/65 — A. M. Hunter (Morgan+4) 53.85; 20/6/65 — P. G. Lawson (M.G.B.) 53.01; 4/4/65 — P. Scragg (Jaguar 'E' Type) 52.01; 20/6/65 — E. D. Clark (Jaguar 'E' Type) 51.56; 1/5/66 — D. P. Stead (Jaguar 'E' Type) 51.41; 5/6/66 — D. P. Stead (Jaguar 'E' Type) 51.10; 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.

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.	G. W. Goodliffe (Morris Cooper)	30/4/67	51.46
2.	A. Forrest (Cortina Super)	30/4/67	54.22
3.	T. H. Warburton (Aust. Cooper S)	26/6/66	51.22
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.	P. G. Lawson (M.G.B.)	20/6/65	53.01
7.	J. F. Thomson (Jaguar 'E' Type)	30/4/67	50.25
8.	J. A. Lepp (Lotus Elan)	20/6/65	48.77
9.	E. P. Scragg (Lightw't 'E' Type)	13/9/64	49.11
10.	H. Wilkinson (Lotus 7a)	20/6/65	49.95
11.	P. J. Crossley (Lotus Super 7)	26/6/66	49.55
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.)	30/4/67	47.20
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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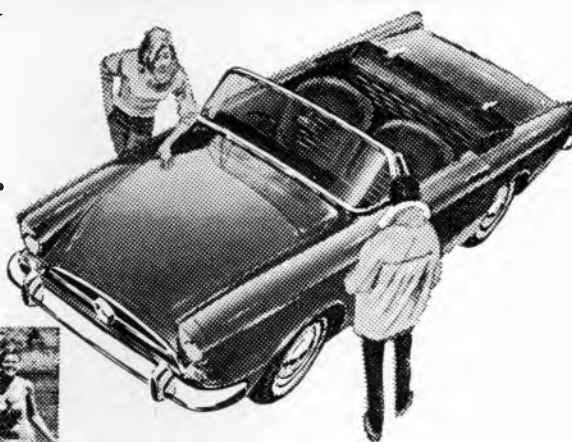
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- For the third fastest time of the day —
"The Sunshine Coach Trophy" and £20.
- For the fourth fastest time of the day —
"The Maple Bond Trophy" and £15.
- For the fastest time of the day in each of the following Categories — Touring, "Marque Y", Special Grand Touring and Sports Racing — £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 of a Lady Competitor — £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.

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.

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) 44.46

To the B.A.R.C. member resident within the County of Yorkshire who records the fastest time of the season irrespective of class —

"The Jack Farrar Trophy" and Replica.

Fastest time to date —

P. G. Lawson (Brabham B.T.16) 45.93

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 —

G. W. Goodliffe (Morris Cooper) 51.46

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 1. A. Staniforth (Morris Cooper) 54.22

Class 2. D. A. Pearson (Ford Cortina G.T.) 54.85

Class 3. T. H. Warburton (Austin Cooper S) 51.22

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. G. W. Goodliffe (Morris Cooper) 2.76
(New Record 51.46 30/4/67)

Class 2. A. Forrest (Ford Cortina Super) 0.63
(New Record 54.22 30/4/67)

Class 3. No improvement to date.

Class 4. F. P. Kaye (Morris Cooper S) 2.00
(New Record 48.55 30/4/67)

Thus the present leader in the competition is G. W. Goodliffe (Morris Cooper).

PRESENTATION OF AWARDS

The major awards will be presented to the winning drivers outside the control bus about ten minutes after the conclusion of the final "Top Ten" runs. This will be a good opportunity to see and pay tribute to the successful contenders.

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Chandy—the drink for thirsty drivers!



THE PARACHUTE DISPLAY

By PETER RAYNER

Last year six members of the British Parachute Club from Blackbushe Airport, near Camberley, made a delayed drop from two aircraft to land in front of Stockton Farm, and this year there will be a similar display by the same Club.

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

The jumpmaster will be 34 year old Fred Gayler, who has made over 350 jumps and is the Chief Instructor of The British Parachute Club. The remaining jumpers are all experienced Club members. We have also invited another well known parachutist, Peter Denley, who has been jumping for 14 years and made 710 descents. He told me that he will be using his ultra lo-po (low porosity) Irvin 7 gore T.U. parachute. Peter Denley is married and an advanced parachute instructor.

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

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

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

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



Peter Denley veteran of 710 jumps.

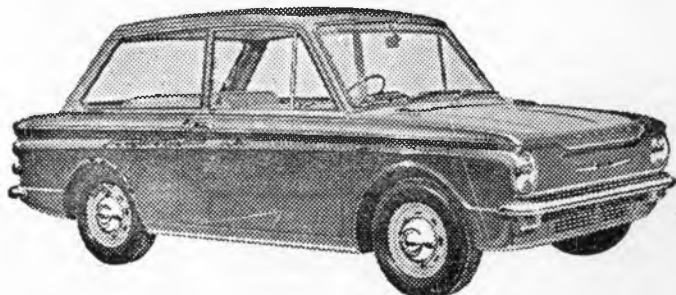
today since the art of falling stable is learned early in the career of a parachutist.

The third and most critical part of the descent begins after the parachute is opened. Now the parachutist must guide himself onto the cross, and not everyone is able to perfect this technique. Much experience is required to judge this exactly, but under perfect conditions the best of performers will hope to land within inches of the centre point of the cross. If some make this look easy it is because they are very good. Look carefully for the parts cut out of the canopy. These allow steering and cause the parachute to drift in a forward direction at speeds of between 10 and 12 m.p.h. Gentle turns are usually preferred but if required one of these special parachutes can turn a full circle in four seconds. Some of the canopies will have a centre line attached which are often used for competitive work as this gives a higher degree of landing accuracy without increasing the rate of descent.

Parachuting is a safe sport if the rules are obeyed and common sense is observed. We are sure that you support us in this attitude and if the wind is too strong or the clouds too low, with much reluctance we shall cancel the parachuting programme. We shall

Continued on page 33

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Hill Climb

Personalities

By CHRIS WINDER

No. 3. JIM JOHNSTONE

(Competitor No. 107 Class 14)

Jimmy Johnstone is without doubt one of the best local competitors in hillclimbing today. He is also a committee member of the B.A.R.C. Yorkshire Centre and an events organiser of commendable efficiency.

Jim, who is twenty seven, is married to Sue who accompanies him when possible to events and they have two children, a girl aged nearly two and a six week old son.

Jim commenced his motoring career in a style which was enterprising if lacking due care and attention when at eighteen months old he contrived to release the handbrake of his father's ancient Alvis which was parked on a hill. The Alvis stopped having consumed a wooden garage at the bottom of the hill and Jim was rescued, laughing, from the matchwood. I am sure this incident holds some psychological reason for why Jim has specialised in going up hills as fast as possible ever since!

The first car Jim had was a bare chassis with a seat lashed to it which was used for practising on spare

land before he was old enough to have a driving licence. When he passed his test he acquired a special which was basically a pre-war Talbot Ten with a new fibreglass body attached. Jim was naturally very proud of his special but it was not long before it was subjected to some gentle speed testing at Burton's Sprint in 1958 where, despite fatherly warnings, he had an anything but gentle accident with some straw bales which smartly took the body off before you could say Williams and Pritchard. W & P were not around in 1958 so Jim had Gordon Gartside, the local pioneer in fibreglass work, repair the Talbot and went and bought a Sprite Mk. 1 for himself to replace the Talbot.

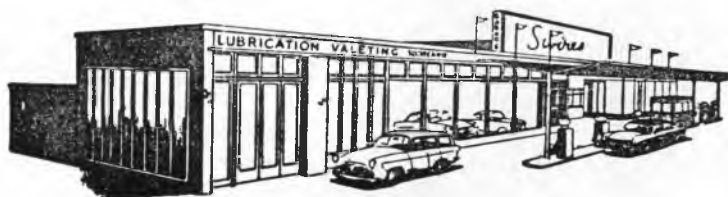
Having seen how dangerous motor racing was and how shiny and smart the new Sprite seemed, Jim vowed never to compete again. At the September 1959 Burton's Sprint, however, he relented and came seventh out of ten in his class. He modified the engine a fair amount and won a few places but then had a

Continued on page 33



Jim in action with his purposeful Lotus 18. Chris Laws took the picture at our April Hill Climb.

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PARACHUTE DISPLAY—continued from page 29.

trust that all is in our favour and that you will see this modern sport under ideal conditions. It has been termed 'The Sport of the Space Age', and when you see it we are sure that you will agree and enjoy with us its unique fascination.

The six jumpers will fly in two Cessna aircraft from Yeadon Airport, one of which is piloted by the Chief Flying Instructor, Capt. Arthur Carvell, who himself wears the exclusive Irvin caterpillar badge gained in the last war. Depending on the direction of the wind the aircraft will fly over the D.Z. in front of Stockton Farm to drop a streamer. This is to assess the wind speed and direction from the height at which the parachute will open. After dropping the streamer the jumpers will then select their exit point, which is upwind of the target on the D.Z.

After climbing to 8,000 ft. the jumpers will make another run-in to allow a 35 second delay, trailing smoke during the free fall. This should be an exciting sight when it will be possible to see the jumpers in full control and stable during the fall. On long delays experienced parachutists can come together to pass a baton, or to film one another, and to carry out controlled manoeuvres during the free fall. To do this the jumper must first master the art of falling in a spreadeagled position whilst facing the ground and remaining stable.

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

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

HILL CLIMB PERSONALITIES—continued from page 31

really good Michelin 'X' type accident and the car was deemed a 'write-off'.

Jim then bought a new Sprite again but kept the modified engine from the old car and had it converted to Speedwell Clubmans' 60 specification. The new car went straight from the factory to Donald Healey's concern and was fitted with disc brakes and wire wheels. As a result of all this work, the car was competitive and Jim, together with his team-mates Peter Smith and Mike Wheatley, in their Sprites, had a very good season doing all the local events with success. Also, in 1961 Jim started racing and did the Catterick Four Hour Relay Race, "absolutely petrifying" himself in the process.

In 1962 Speedwell produced a more powerful engine in the Clubman's 70 with a special fuel system and Grand Prix Amal motor cycle carburettors. Jim also finally stopped using the 'frog-eyed' bonnet and had a smart Ashley Fibreglass replacement. Again the Team Speedwell Yorkshire members had a good season, for Jim probably his best ever as far as awards are con-

cerned. All the sprints and hillclimbs were entered and a lot of racing was done as well including a race which Jim won in the rain at Oulton Park.

Speedwell kept the engine for development purposes over the winter of 1962-1963 and sent it back giving 105+ BHP for Jim to put into a Turner which he built up from a kit of parts. The Turner was intended for racing but Jim found his temperament not suited to racing and thinking the Turner a waste for just hillclimbing disposed of it not, however, before a good dice at Rufforth with Dave Rees in a Marcos.

An Austin Healey 3000 replaced the Turner and again Jim decided "no competition". After a really enjoyable and reliable twelve month's competition Jim sold the Healey with regret! This time he replaced his car with another just to have fun with at hill-climbing with no regard for whether he won or lost — an obsolete Lotus 18 single seater fitted with an 1100 Formula Junior engine. At first it was unreliable but a visit to 'wizard' Bill Crosland cured the problems and in this incredible car Jim has given a very fine account of himself in all the hillclimbs large and small. He entered the RAC Championship in 1966 "to learn some of the courses" with the car now fitted with Shorrock's blower and strong Hewland gearbox. He won nine first places and had a third in the Championship event at Bo'ness and a seventh at the Harewood round. During this season he learnt a lot and found the car ideally suited to many of the courses.

This year, due to business commitments, Jim is cutting down to doing only the local events but hopes to do the Championship again soon. He would love to put the potent blown engine into a more modern chassis and see how it would perform.

As mentioned earlier, Jim is a Committee member of three years standing and was one of a group of young members of the Club who over the last couple of years have "bitten off more than they could chew", chewed it and got club night events and others up to a high standard of organisation and numbers of competitors surpassing even their hopes.

Quiet and unassuming, Jim gets on with the job in hand be it driving or organising with determination and results.

DISPLAY OF CARS

Last year at the first Harewood Charity Hill Climb we had a small experimental static display of cars, both Veteran, Vintage and Exotic Modern types being lined up at the rear of the Hillside Enclosure.

Because of the success of this initial venture, we have been lucky enough to receive many more offers from owners of interesting machinery to bring them along this time. The oldest car on show will probably be Denis Flather's 1897 Daimler (which once belonged to King Edward VII) with support from a 1901 Clement Panhard, a pair of De Dion Boutons leading through into the Pre-war and then the Vintage periods. There are fine specimens of the "Camion Plus Vite" Bentley, the Bull Nosed Morris and Austin Seven, some of the exciting immediate post war sports cars and finally a mouth watering selection of up to date Rolls, Bentley, Mercedes, Lamborghini, Aston Martin, etc.

At approx 4-50 p.m. a selection of these cars will run down the hill and back again whilst the driver and passenger in the best turned-out car in the display will receive special awards at the prize-giving.



PHIL CHAPMAN (Mercury Four)

Photograph by John Newton

JUNE 25th A DAY TO REMEMBER

By KEN HAMMERTON

AS REGULAR READERS OF OUR PROGRAMME WILL KNOW, KEN HAMMERTON IS DEDICATED TO HILL CLIMBING. TODAY'S MEETING HAS A SPECIAL APPEAL FOR HIM HOWEVER AS THE CARE OF DEPRIVED CHILDREN IS THE OTHER DEEP INTEREST IN HIS BUSY LIFE.

As a hill climb enthusiast I always look forward to coming to Harewood, but the meeting today has even more appeal for me in view of the fact that underprivileged children are going to benefit as a direct result. Eight years ago I married a housemother in Sunderland, and since then about 50 children in the care of Sunderland local authority have passed through our hands — hence my particular interest.

Because of a very important family occasion last year the charity meeting became the only Harewood event I have missed since I started coming in 1964, but I was particularly pleased last Christmas when "our" children formed part of a party from Sunderland who were taken to Newcastle to see "The Sound of Music". I am told that all the children present from various parts of Durham and Northumberland had a wonderful time and the whole thing was laid on by the Variety Club of Great Britain. This event symbolised to me the link between Harewood — where I get so much pleasure, and our work with socially underprivileged children — where I get so much real satisfaction.

As this is such a special meeting I would like to write about the three reasons that prompted the title of this article, the charity aspect of the meeting, the actual hill climb itself, and on a wider scale I think we should look at the two new hill climbs which make their debut today.

"Love and goodwill to men; liberality to the poor; any act of kindness; leniency in judging others; a charitable cause or institution; alms". Thus reads the dictionary definition of the word charity, and I'm

sure that it gives the word much more scope than it enjoys in the minds of many today. It is regrettable that a word which can convey some of the most noble of human emotions should be regarded by many almost as a "dirty word". Having got that sorted out, and also let us sweep aside ALL those reasons and clouds of hot air why charity should have nothing to do with us, let us look a little more closely at the question of underprivileged children. The lack of privilege falls mainly into three categories of mental, physical, and social. The State and the local authorities have responsibilities to these children, but even when the very best is done there are great gaps which need filling, and although the two mentioned bodies could do very much more there would still be need for CHARITY.

As I am particularly concerned with the socially underprivileged perhaps you will forgive me if I turn a spotlight on them. Orphans, out of control children, juvenile court offenders, neglected children, unwanted children, and the children of parents who just cannot cope. There are thousands of them in care at the moment, and many thousands more who ought to be. Many of them have lived in abnormal conditions for very long periods; to some of them kindness, comfort and cleanliness take some getting used to; to many of them good regular meals and proper table habits are new features of life; new clothing, picking the colour of their own shoes and socks, having a "best" coat — this is sheer joy, never been known before, to many. All these things which are taken for granted in the normal home have a special meaning for the boys and girls in children's homes, but I have left the most

important thing until last. It must be very strange to many of them to find grown up people who really care about them — listen to them, play with them, take them on picnics and to the seaside, share holidays with them, plan lovely Christmases for them, remember their birthdays, send for the doctor when they are ill, allow them to keep pets and have their friends come round to play, allow them to watch their favourite T.V. shows, stay in instead of going out when they have been put to bed. These are things that really matter, the things which produce settled children, the things that result in better school reports, and most of all in smiles and and happy faces.

I have been most careful not to get too dramatic, indeed in some aspects the case has been understated. What then has all this to do with YOU? Money helps a lot. Time helps even more. Could you take a child out for a car trip occasionally? Regularly? Could you provide a record player or records for teenagers? Does your son or daughter get lonely on holiday? Do you feel lost or alone now that your son has gone away to college, or your daughter has been married? Have you considered adoption? Or boarding a child out in your home?

By your very presence here today you are helping the cause of some underprivileged child. WHAT ARE YOU GOING TO DO ABOUT IT TOMORROW?

And so to the meeting here at Harewood today. Whilst still in the mood for exhortation may I ask if this is your first visit, or if you are only an occasional or casual visitor? May I recommend Harewood as a place to visit more regularly? In the good weather bring all the family and let the baby romp in the grass, show the school children the mechanical wonders in the paddock, let the energetics walk from vantage point to vantage point, encourage the amateur photographer, and bring a deck chair and some knitting for grandma. If it is wet bring the hardy members of the family suitably clad and you will see some very exciting and skilful sport.

One of the aims at this, indeed every, meeting is the class and hill record. Of course there are many competitors who know that they have not the slightest chance of breaking a record, but in every class there are the potential record breakers. At the meeting here on 30th April Bryan Eccles put in a time of 44.46 seconds which is only 0.01 seconds outside the absolute hill record set up by Peter Westbury in 1964. It was so exciting that many fingers will be crossed for the same perfect weather and track conditions to prevail today. Also at the last meeting the longest standing Harewood record went by the board. In September 1963 Jerseyman Mac Daghorn recorded a time of 47.22 seconds in a Cooper J.A.P. which constituted the 1150 c.c. racing car class record. In practice sessions Jimmy Johnstone has broken this record, but never in actual competitions. It was widely thought that if anyone could break the record it would be Jimmy in his supercharged Lotus 18. He got as near as 47.25 seconds in the class runs on 30th April, but in the "Top Ten" run off John Thornton in the Mk. 2M Mamba B.M.C. produced a brilliant 47.20 seconds. The result of this is that the record will be now that little more difficult to beat, but I am also sure that in the best sporting tradition the struggle between

Messrs. Thornton and Johnstone will be among the keenest we shall see.

In terms of length of service there are now four class records dating back to the Championship meeting which was held on 13th September 1964. Class 9 stands to Phil Scragg's lightweight 'E' Type Jaguar, class 13 to Peter Westbury's Lotus 23 B.R.M., class 15 the Peter Boshier-Jones' well known Lotus 22, whilst Peter Westbury also retains the class 16 and absolute hill records in the P.99 Ferguson. Given the same perfect conditions I think that the latter two are most likely to topple first.

One of the best aspects of this meeting is the "Top Ten" run off at the close. The idea behind this stems from the meetings which qualify for the R.A.C. Hill Climb Championship, in which the ten fastest entrants are allowed two extra runs to claim points for the trophy. It makes a wonderful finale, and in some ways the "Top Ten" idea is even better as every competitor is theoretically able to qualify. At the last meeting for example Peter Kaye in his highly developed Morris Cooper S Saloon ranked seventh fastest qualifier for the run off in a very high quality field, thus bearing far greater testimony to his magnificent performance than any amount of written praise about class records and sub-50 climbs. I'm certain that he will be doing his utmost to repeat the performance today.

This next paragraph should be written in invisible ink so that it will only be readable in the event of getting wet. On the 7th May I went to Prescott hill climb and the meeting was largely run in atrociously wet conditions. Second place in the Championship runs went to Peter Boshier-Jones with a time of 55.07 seconds after a wonderful exhibition of driving. The winner of the class was David Good in the 2 litre four wheel drive B.R.M. with a time of 52.73 seconds in a run that was obviously fast, very courageous, and highly spectacular. If it is wet today make sure you see him in action.

Now for a look at today's two new hill climbs. Both the new hills have been found and developed by Centres of the B.A.R.C. The South Western Centre have for many years run the Brunton Hill Climb, but now they are complementing this with an ambitious new 1100 yard climb called Gurston Down which is situated between Salisbury and Shaftesbury. The South Wales Centre is launching the Pontypool Park hill climb in Glamorgan which will be half a mile in length. This means that the B.A.R.C. have a very special interest in hill climbs now with Harewood, Scarborough (Olivers Mount), Brunton, Firle, Gurston Down, and Pontypool Park. All this augurs very well for the future of hill climbing, and if you are a hill climb enthusiast I hope you will follow the fortunes of these new ventures as closely as I will. Back to the exhortations again. There are two ways that you, the spectator, can do something definite if you have enjoyed yourself today. Join a club that supports hill climbs, and also if the motoring magazines that you read do not give much space to hill climb news do all that you can by writing to the editor about it. We need lots of spectators, active club members, publicity, new competitors and the future of this most pleasant branch of motor sport will be assured.

This is a day that I shall remember, what about you?

Enjoy today's Hill Climb . . .

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A FEW WELL KNOWN HAREWOOD COMPETITORS PICTURED BY JOHN NEWTON.



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ABOUT THE B.A.R.C.

The British Automobile Racing Club is the largest club for sporting motorists in the country. Originally formed in 1912 as The Light Car & Cyclecar Club it changed its name in 1923 to The Junior Car Club and again in 1948 to the present title. The Club organises major motor race meetings at Goodwood, Croft, Oulton Park, Mallory Park, Crystal Palace and Brands Hatch. In addition there are ten Centres spread about the country which organise local events.

The largest of these Centres is the Yorkshire Centre which promotes the hill climb here today. The Centre was formed in 1922 and now has over 1,550 members resident in the County. Each year a full programme of competitive and social events is arranged for members including Hill Climbs, Sprints, Race Meetings, Driving Tests, Trials, Treasure Hunts, Film Shows, Dances, Social Evenings and even a Golf Competition, a Cricket Match and a Ten Pin Bowling Contest.

This Hill Climb at Stockton Farm is possibly the most ambitious venture the Centre has yet undertaken and its realisation and success is proof of the keen spirit which exists within the Club. The meeting today was conceived, organised and presented by voluntary helpers who do it purely for love of the sport. This same attitude can be found at all our other events.

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

Membership of the B.A.R.C. costs £3.3.0d. per year with an entry fee of £1.1.0d. and to be registered with the Yorkshire Centre costs an additional 10/- per year. Details of membership can be obtained from the B.A.R.C. Yorkshire Office, 6, Sidney Street, Vicar Lane, Leeds 2. Tel. Leeds 38972.

The dates for our remaining events for 1967 are :-

July 4 — Evening "Autocross".

July 9 — Clubman's Race Meeting — Croft.

July 23 — Harewood Novices' Hill Climb.

August 1 — Evening Production Car Trial.

August 6 — Sprint & Drag Sprint — R.A.F. Topcliffe.

August 12/13 — Nat. Open Race Meeting — Croft.

September 5 — "Bird's Event" (Ladies Driving Tests)

September 9/10 — Harewood Champ. Hill Climb.

September 17 — "Stone Trough" Sporting Trial.

September 24 — Joint "Autocross".

Sept. 30/Oct. 1 — Scarborough National Hill Climb.

October 15 — Clubman's Race Meeting — Croft.

October 22 — "Greenwood Cup" Production Trial.

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



David Harrison with the very rapid Irish built Crossle-Buick with which he is making his attack on the Hills during 1967. Last season David divided his attentions between the Crossle and his venerable Cooper Buick and both cars tended to suffer in consequence. David's faith in his newer mount has already proved itself on several occasions. John Newton took the picture on Quarry Corner during our April 2nd Meeting.



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