

HAREWOOD

HILL CLIMB

STOCKTON FARM

HAREWOOD AVENUE

Nr. LEEDS



OFFICIAL PROGRAMME 2/6

MEMBERS' MEETING

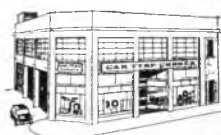
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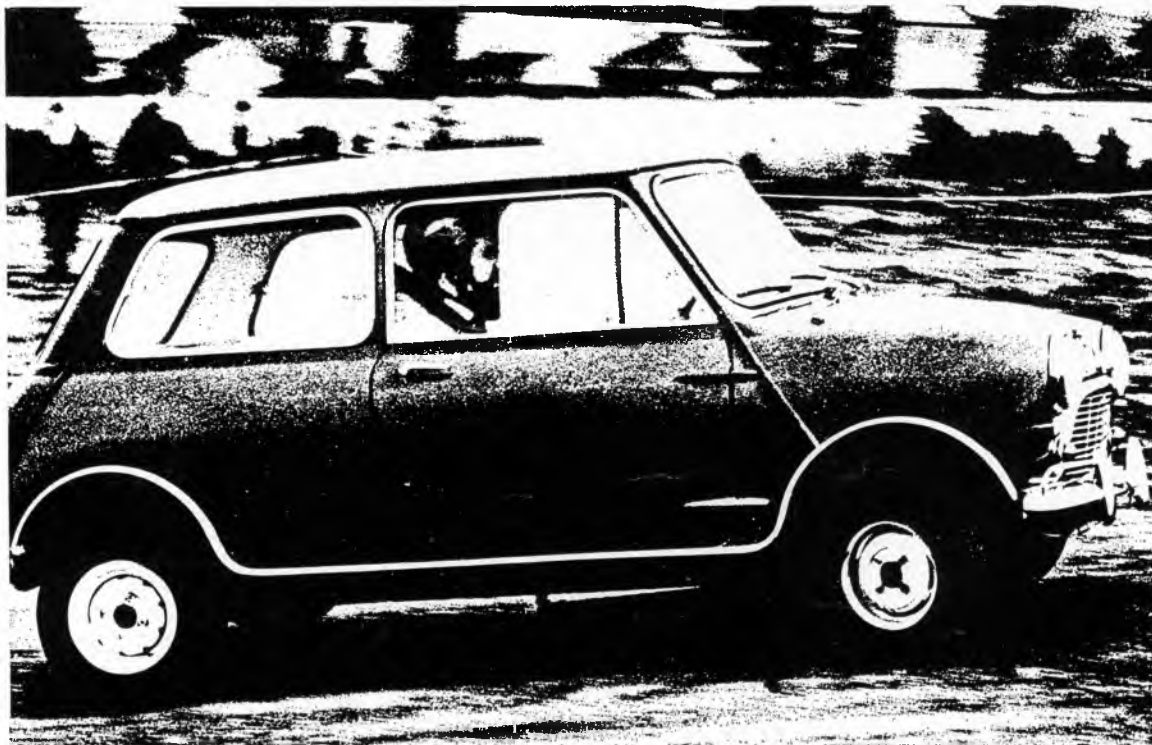
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Bryan Eccles (Brabham Oldsmobile)

Photograph by Jeff Binns.

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**THE MEMBERS' HAREWOOD
SPRING HILL CLIMB**

R.A.C. RESTRICTED PERMIT No. RS/2916

SUNDAY, 2nd APRIL, 1967

COMMENCE 2-15 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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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/2916.

MOTOR RACING IS DANGEROUS

You are present at this Meeting entirely at your own risk and it is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the Meeting, including the owners of the land and the drivers and owners of the vehicles, are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

PROGRAMME

All literary matter in this Programme, including the list of competitors and their racing numbers, is copyright.

The Club accepts entries and drivers' nominations in good faith and every effort is made to adhere to the printed programme. The Club, however, cannot accept responsibility for the failure of any car or driver to appear.

Although every endeavour is made to avoid inaccuracies in the description of competing cars, the Club accepts no responsibility for any that may occur.

The Club reserves the right to postpone, abandon, or cancel the meeting or any part thereof.

LOST AND FOUND PROPERTY

Spectators who find articles are asked to return them to the Clerk of the Course's office in the Bus in the Paddock, where those who have lost anything should also apply.

MESSAGES

The organisers wish to stress that announcements to assist spectators cannot be made over the course loudspeaker system except in cases of genuine emergency.

REFRESHMENTS

Refreshment Service for snacks, light meals, hot drinks, etc. is provided in both the Paddock & Hill Side Enclosure. A Sea Food Bar and Cold Buffet is available in the Paddock Enclosure whilst there are licensed bars open from 11-00 a.m. to 7-00 p.m. in both enclosures.

Ice Cream is on sale in all enclosures. Mineral Waters and Snacks are available at a kiosk near Farmhouse Bend.

ACKNOWLEDGEMENTS

The British Automobile Racing Club, Yorkshire Centre wish to express their most grateful thanks to Mr. Arnold Burton for making Stockton Farm available for this event today. They also wish to thank, in no especial order, The West Riding Police, the British Legion Attendants Co. Ltd. and the R.A.C. Yorkshire Area Office for their help with the parking and traffic admission and programme sales arrangements, the Scouts of the Collingham Troop for help with the admission and programme sales arrangements, the Medical Officers and the St. John Ambulance Brigade (Wetherby Division) for the first aid cover, The Kings Head, Masham, Monkman of Leeds Ltd., and Guanaria & Sons Ltd. for provision of refreshment facilities, The British Motor Racing Marshals Club for assistance with the staffing, Appleyard of Bradford Ltd. for the loan of the breakdown vehicle, Fairbank Harding Ltd., T. G. Pepper Ltd., J. Shaw & Co. (Knutsford) Ltd., George Monkman & Sons Ltd., and last, but by no means least, our printers F. Youngman Ltd.

LITTER

Will all spectators please try to assist the Club by not dropping litter, but by putting it in the containers provided. This is a working farm and all paper has to be cleared away by Club Members after the meeting.

ANIMALS

In the interests of safety, dogs are not admitted to the course or enclosures. If you have brought a dog with you, please see that it is secured in your car.

COMING EVENTS

The dates of our remaining 1967 Hill Climb events here at Harewood are :-

Saturday/Sunday 29/30 April —
Harewood National Hill Climb.

Sunday 25th June —
"The Montague Burton Trophy" Hill Climb.
Organised in conjunction with the Variety Club of Great Britain — Proceeds in aid of Children's Charities.

Sunday 23rd July —
"The Novices' Hill Climb".

Saturday/Sunday 9/10th September —
R.A.C. British Hill Climb Championship Meeting.

WHEN DEPARTING

When leaving Stockton Farm at the end of the meeting will all traffic for Leeds and the South please turn to the LEFT along the main road following the R.A.C. direction signs via Collingham and the A.58 to Leeds so as to minimise the congestion in Harewood village.

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

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

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Chief Scrutineer S. H. Hanson, S.T.B.
Chief Paddock Marshal H. O. Holliday
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Mrs. T. A. Smith.

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The Organisers would like to express their thanks
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Hill Climb Personalities

By CHRIS WINDER

No. 1. JIM HALL (Competitor 99, Class 8)

Jim Hall is one of the most active competing members of the promoting club. He has been competing now for more than ten years in various forms of motor competition. Away from motor sport, thirty year old Jim is branch manager for a well known finance company.

The first car that Jim drove was very far removed from the Porsche which he is driving here today, being a 1938 Ford Prefect. The first car he ever actually owned was a 1932 Austin 7 saloon, this being in 1954. By 1955 he had progressed to a Volkswagen, thus setting the pattern for things to come. In the V.W. Jim entered his first competitions which were local standard car trials and the early B.A.R.C. sprints at Burton's factory in Leeds. As a result of going on these events Jim had struck up acquaintance with Mike Kellett and Bob Hudson who, together with Dick Hanson, were racing three Austin Healey 100 S's under the banner of Team Triple S. Jim went on occasions to assist them during their visits to circuits up and down the country. As a result of this insight into motor racing, Jim became keen on the idea of doing speed events himself. Although Jim had various road cars, including one of the first Minis, his first really competitive car came in 1964 when he bought the ex-Tommy Wood Lotus Cortina. Even by this time he had caught the Porsche bug, for in 1963 he had purchased a 1958 1600 Standard Porsche which, however, was not powerful enough for any form of competition, hence the purchase of the forementioned Lotus.

With the arrival of the Lotus Jim's interest in hill-climbing and sprints became greater now that he had a more suitable car. He competed with the car at Castle Howard where he came near the bottom of the class, improved to fourth in class at Harewood and deservedly won his class at Catterick hillclimb. Jim now decided to buy himself a car which was capable of being a good road car and competition car without need of being modified. Having always admired the Porsches of Gordon Durham and Chippy Stross and the manner in which they performed, Jim weighed up that such a car would suit his requirements best. In June 1964 a 1960 Porsche Super 90 replaced the Lotus and its first event was the Harewood Championship Meeting in September of the same year, where he

was unplaced. From April 1965 to June 1966 the white Super 90 proved to be an extremely reliable and successful car. Out of seventeen outings, Jim was placed first on seven occasions, was second once and third nine times!! A very creditable performance. Wins included Baitings Dam three times, Croft twice, Catterick Hillclimb and the 750 M.C. Sprint at Topcliffe. As if to show his ability is not confined to driving on hard surfaces, he gained first place in a club Autocross.

Regret at parting with the faithful Super 90 was overcome to a great extent by the purchase of the ex-Dicky Stoop 2 litre Porsche Carrera. This car was raced extensively by Dicky Stoop including races at Nurburgring, Spa and at Goodwood where it won its class in the 1963 T.T. Jim bought the car from A.F.N. the Porsche concessionaires in this country who had maintained it from new. First time out with this famous car was at Croft last June only a day after collection and resulted in a fourth in class in the pouring rain. Unfortunately the car had to return to A.F.N. as it had been damaged as a result of being left standing with racing oil around the engine. On its return it was entered in and won its class in a sprint at Croft in the pouring rain. The following week in some good weather at last, Jim and the Carrera formed part of the Porsche team which gained fourth place in the Relay Race. At the National Harewood Meeting he got a class third, a class second at Scarborough and followed these successes up with wins at Castle Howard and the Television 'Mud' Climb in November.

Jim plans on using the Carrera in all local hillclimbs and sprints as well as some circuit racing. He also is looking forward to going to the National Tholt y Will Hillclimb in the Isle of Man in September as he did last year.

In answer to being asked what he considers the most vital single aspect of driving in a hillclimb Jim says, "It is absolutely essential to get a good start and not to waste any of the car's momentum by over-doing things and being too hairy on the corners. I enjoy hillclimbing as it demands a very precise form of driving skill. One slip-up can ruin chances of success; you have to be spot on first time".

Jim is married and takes his wife, Anne, with him to many of the meetings. Other than motor sport his only interest is golf which he takes with the same intense enthusiasm as his motor sport.

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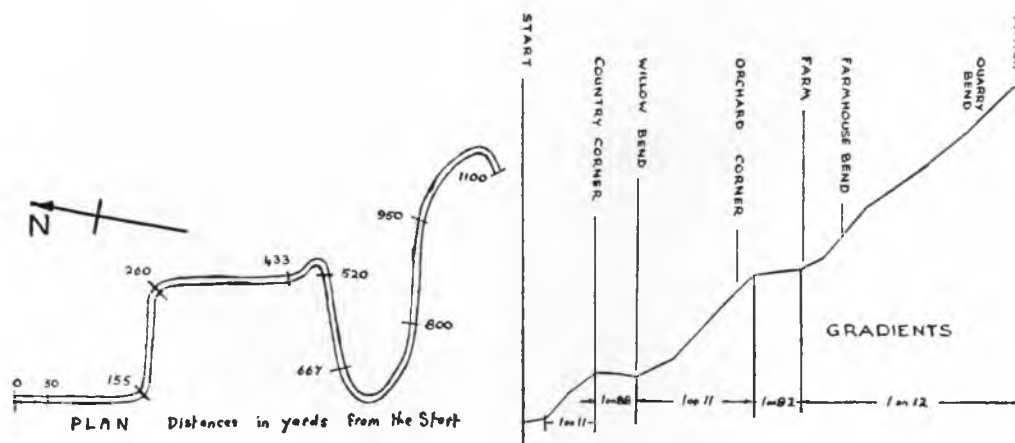
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HAREWOOD HILL CLIMB GRADIENT PROFILE



HAREWOOD RECORDS

Twenty 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

† Denotes Record for Course.

* Denotes Novices Hill Climb.

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

Touring Cars

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

"Marque Y" Sports Cars

16/9/62 — R. D. Sutherland (Sprite) 57.44; 15/9/63 — A. F. Lefevre (Sprite) 55.51; 12/4/64 — R. D. Sutherland (Sprite) 53.36; 13/9/64 — R. D. Sutherland (Sprite) 55.234; 4/4/65 — A. M. Hunter (Morgan+4) 53.85; 20/6/65 — P. G. Lawson (M.G.B.) 53.01; 4/4/65 — P. Scragg (Jaguar 'E' Type) 52.01; 20/6/65 — E. D. Clark (Jaguar 'E' Type) 51.56; 1/5/66 — D. P. Stead (Jaguar 'E' Type) 51.41; 5/6/66 — D. P. Stead (Jaguar 'E' Type) 51.10; — 26/6/66 J. F. Thomson (Jaguar 'E' Type) 51.06.

Special Grand Touring Cars

16/9/62 — B. R. Waddilove (Jaguar "E" Type) 54.08; 21/4/63 — B. R. Waddilove (Jaguar "E" Type) 53.98; 9/6/63 — B. R. Waddilove (Jaguar "E" Type) 53.91; 15/9/63 — B. R. Waddilove (Jaguar "E" Type) 51.47; 13/9/64 — J. A. Lepp (Lotus Elan) 50.78; 4/4/65 — J. A. Lepp (Lotus Elan) 50.18; 20/6/65 — J. A. Lepp (Lotus Elan) 48.77.

Sports/Racing Cars

16/9/62 — A. Lanfranchi (Elva Mk. 6) 51.61; 21/4/63 — C. K. W. Schellenburg (Lister Jaguar) 49.79; 12/4/64 — J. R. Walton (Walton Bristol) 49.39; 13/9/64 P. Westbury (Lotus 23B B.R.M.) 46.43.

Racing Cars

16/9/62 — J. D. Scott (Cooper J.A.P.) 52.88; 9/6/63 — G. Gartside (Garford Junior) 52.48; 15/9/63 — P. Boshier-Jones (Lotus 22 Climax) 46.72; 24/6/64 — A. E. Marsh (Marsh Special) 45.16; 13/9/64 P. Westbury (Ferguson P.99 Climax) 44.45.

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

Class

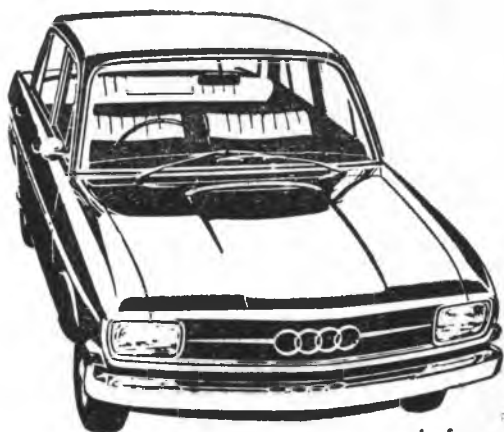
1.	A. Staniforth (Morris Cooper)	13/9/64	54.22
2.	D. A. Pearson (Ford Cortina)	26/6/66	54.85
3.	T. H. Warburton (Aust. Cooper S)	26/6/66	51.22
4.	D. J. Muter (Austin Cooper)	5/6/66	50.55
5.	D. C. Welpton (A/H Sprite)	1/5/66	54.09
6.	P. G. Lawson (M.G.B.)	20/6/65	53.01
7.	J. F. Thomson (Jaguar 'E' Type)	26/6/66	51.06
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. Wesbury (Lotus 23 B.R.M.)	13/9/64	46.43
14.	M. E. Daghorn (Cooper Jap Mk. X)	8/9/63	47.22
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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PROGRAMME

Commence 2-15 p.m. Each car to have two class ascents the better time to count for all awards.

ORDER OF ASCENT

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

INTERVAL OF TEN MINUTES

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

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

Record: A. Staniforth (Morris Cooper) 54.22

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
1.	P. D. Chippindale	Austin Cooper		998	York			
2.	W. Parkin	Austin Cooper		998	Middlesbrough			
3.	P. A. Houghton	Austin Cooper S		970	Altrincham			
4.	B. A. Tetley	Morris Cooper	s/c	998	Elland			
5.	M. Pinder	Morris Cooper		997	Bradford			
6.	B. Weatherill	Austin Cooper		998	Silkstone Com'n			
7.	B. Ferriday	Morris Cooper		997	Shipley			
8.	R. N. Hall	Austin Cooper S		999	Burnley			
9.	R. Roe	Morris Cooper S		970	Huddersfield			
10.	D. Heelas	Hillman Imp		875	Stockport			
11.	K. S. Helliwell	Austin Cooper		998	Royton			
12.	B. Abbey	Hillman Rally Imp		998	Hull			
13.	T. J. Hayton	Morris Cooper	s/c	997	Guisborough			
14.	C. R. Marsden	Morris Cooper S		999	Penistone			
15.	J. M. Radcliffe	Hillman Imp		998	Leeds			
16.	M. Wheatley	Morris Cooper		1000	Methley			
17.	J. W. Goodliff	Morris Cooper S	s/c	970	Littleborough			
(Entrant: B.R.T. Motor Developments Ltd.)								
18.	J. C. England	Mini Cooper S		970	Brockholes			

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

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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
19.	A. C. Brown	Ford Cortina		1500	Doncaster			
20.	C. I. Carr	Ford Cortina G.T.		1498	Bradford			
21.	C. K. Green	Ford Cortina G.T.		1498	Sheffield			
22.	C. W. A. Venter	Ford Cortina G.T.		1542	Beverley			
23.	J. Davies	Ford Cortina G.T.		1498	Leeds			
24.	D. G. Wimpenny	Ford Cortina G.T.		1498	Meltham			
25.	G. Bradley	Ford Cortina		1498	Preston			
26.	A. Warwick	Ford Cortina G.T.		1499	Chapelthorpe			
27.	M. M. Rogerson	Ford Cortina		1500	Leeds			
28.	E. P. Millman	V.W. 1500		1495	Middlestown			
29.	I. K. Hardy	Ford Cortina G.T.		1498	Leeds			
30.	I. Grassick	Jaguar Mk. II		3741	Ripley			
31.	A. Forrest	Ford Cortina Super		1498	Bradford			
32.	J. T. W. Booth	Ford Cortina G.T.		1498	Maltby			
33.	G. F. Chippindale	Ford Cortina G.T.		1498	Rawdon			

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
149.★	G. R. Mollison	Morris Cooper S		1293	Bolton			
34.	R. Shardlow	Alfa Romeo G.T.A.		1570	Sheffield			
25.	F. P. Baker	Austin Cooper S		1071	Wakefield			
36.	A. N. Wareing	Morris Cooper S		1275	Lance			
37.	B. R. Devine	Austin Cooper S		1275	Halifax			
38.	D. Haynes	Austin Cooper S		1293	Swillington			
39.	D. A. Richardson	Ford Cortina		1558	Cleckheaton			
40.	J. R. Lee	Morris Cooper S		1275	Goldsborough			
41.	J. M. Busfield	Morris Cooper S		1297	Guiseley			
42.	M. R. Flather	Morris Cooper S		1303	Barlow			
43.	L. S. Stross	Morris Cooper S		1312	Leeds			
44.	A. N. Umpleby	Morris Cooper S		1293	Leeds			
45.	C. B. Pearson	Austin Cooper S		1293	Seamer			
46.	T. Sugden	Ford Lotus Cortina		1594	Doncaster			
47.	G. W. Halliwell	Morris Cooper S		1275	Burnley			
48.	T. H. Warburton	Austin Cooper S		1275	Bolton			

Class 4. — TOURING CARS Formula Libre.

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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
143.★	C. V. Wray	Ford Lotus Anglia		1558	Harrogate			
49.	J. A. H. Lambert	Ford 105E Anglia		1498	York			
50.	R. G. Rowland	Ford Lotus Anglia		1594	York			
51.	G. C. B. Platt	Morris Mini		1098	York			
52.	D. Tebb	Austin Cooper		1132	Leeds			
53.	H. D. Cox	Ford Lotus Cortina		1588	Wilmslow			
54.	D. G. Griffiths	Riley 1.5		1800	Menston			
55.	R. White	Ford Lotus Anglia		1594	Colne			
56.	D. N. Smith	Ford Lotus Anglia		1822	Bo'ness/W'mere			
57.	F. P. Kaye	Morris Mini S		1275	Bo'ness/W'mere			

Class 5. — "MARQUE Y" SPORTS CARS up to 1,300 c.c. Record: D. C. Welpton (Austin Healey Sprite) 54.09

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
147.★	Miss P. J. Steele	M.G. Midget		1098	Harrogate			
141.★	G. A. Smith	Austin Healey Sprite		1275	Leeds			
58.	F. W. Bean	Triumph Spitfire II		1147	York			
59.	E. N. Spaven	Austin Healey Sprite		1098	Rochdale			
60.	P. Varley	M.G. Midget		1098	Windemere			
61.	C. J. Green	Austin Healey Sprite		1098	Ilkley			
62.	G. J. Harrold	Austin Healey Sprite		1098	Sheffield			
63.	M. G. Bentley	Austin Healey Sprite	s/c	948	Harrogate			
64.	J. Lawrence	M.G. Midget		1098	Rothwell			
65.	D. Faulkner	Austin Healey Sprite		1098	Middlesbrough			
66.	R. Jubb	Austin Healey Sprite		997	South Wheatley			
67.	J. W. Cooper	Austin Healey Sprite		1098	Cleckheaton			
68.	A. J. Armitage	Austin Healey Sprite		1098	Linton Common			
69.	J. Jagger	M.G. Midget		1098	Bradford			
70.	D. C. Welpton	Austin Healey Sprite		997	Hessle			
71.	R. D. Sutherland	Austin Healey Sprite		1098	Knaresborough			

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
142.★	J. F. D. Marsh	M.G. B		1798	Scarcroft			
72.	P. Robinson	Triumph T.R.4A		2138	Leeds			
73.	D. S. Yeadon	M.G. B		1798	Horsforth			
74.	B. Russell-Pickup	Austin Healey 3000		2912	Bolton/Dearne			
75.	P. R. Grimshawe	M.G. B		1798	Bramhope			
76.	S. J. Simpson	T.V.R. M.G. 1800 S		1798	Sheffield			
77.	A. D. S. Martin	M.G. B G.T.		1798	Netherton			
78.	K. Wilson	M.G. B		1798	Rotherham			
79.	J. Mountain	Triumph T.R.4		2138	Leeds			
80.	N. L. Hodkin	M.G. B		1798	Stockport			
81.	R. B. Stross	M.G. B		1830	Leeds			
82.	P. de Roeck	Triumph G.T.6		1998	Wickersley			
83.	G. B. Ellis	M.G. B		1840	Huddersfield			
84.	B. Newton	Austin Healey 3000		2996	Filey			

Class 7. — "MARQUE Y" SPORTS CARS 3,001 c.c. and over. Record: J. F. Thomson (Jaguar 'E' Type) 51.06

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
146.★	A. Ensoll	Jaguar 'E' Type		4235	Middlesbrough			
85.	M. J. M. Walker	Jaguar XK.120		3442	Cawthorne			
86.	W. A. Wainwright	Jaguar 'E' Type		4235	Huntingdon			
87.	H. R. Crowther	Jaguar 'E' Type		4235	Huddersfield			
88.	A. Mountain	Jaguar 'E' Type		4235	York			
89.	J. F. Thomson	Jaguar 'E' Type		4235	Otley			
90.	D. P. Stead	Jaguar 'E' Type		4235	Leeds			

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

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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
117.	D. Buller Sinfield	Lotus 11 G.T. Climax		1148	Mirfield			
91.	S. W. Smalley	Marcos 1500 G.T.		1498	Blackpool			
92.	D. M. Peck	Elva Courier Mk. I		1588	Leeds			
93.	J. Smith	Lotus Elan		1558	Bradford			
94.	A. W. Raylor	C.T.M. Coupe		1293	York			
95.	J. D. Bunney	Mini Marcos G.T.		1293	Guiseley			
96.	C. J. Tipping	Lotus Elan		1558	Leeds			
97.	J. S. Nickell-Lean	Ace-Bristol		1971	Huby			
98.	L. S. Stross	Lotus Elan		1558	Leeds			
99.	J. Hall	Porsche Carrera		1966	Bradford			
100.	B. I. Kenworthy	Porsche 911 S		1991	Uppermill			
101.	C. H. Wild	Ginetta G.4		1588	Altrincham			

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
102.	M. C. P. Groombridge	Sunbeam Tiger		4727	Sale			
103.	P. Wynn-Jones	Sunbeam Tiger		4727	Liverpool			
104.	R. G. M. Oddie	Austin Healey Chevrolet		5365	Wakefield			
105.	A. E. Crowther	Iso Grifo		5359	Halifax			
106.	M. Dungworth	T.V.R. 200 Ford		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
148★A.	J. Green	Mallock U.2 Ford		997	Goole			
144★R.	A. Cowing	Terrier Mk. II Ford		997	Harrogate			
107.	W. J. Netherwood	Spartak IV Ford		997	Huddersfield			
108.	P. Buckler	Lotus 7 B.M.C.		997	Birstall			
109.	M. Gribben	Terrier Mk. II Ford		997	Sheffield			

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
111.	G. E. Whittingham	Lotus 7 Ford		1500	Shadforth			
112.	D. L. Gray	Mallock U.2 Mk. 6 Ford		1500	Rotherham			
113.	R. J. Prest	Lotus 7 Ford		1498	Croxdale			
114.	P. Jones	Lotus 7 Ford		1498	Sheffield			
115.	M. Bartram	Lotus 7 Ford		1498	York			
116.	G. R. C. Duncan	Leedspeed Chevron Ford		1498	Leeds			

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

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

Merged with

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
145.★	T. R. Clapham	Lotus 7 Climax		1220	Keighley			
118.	L. J. Hunt	Jupiter TR.2		2000	Ilkley			
119.	C. A. Winder	Buckler Triumph		1991	Ilkley			
120.	J. R. Walton	Walton-Bristol Mk. IV		1971	Sheffield			
121.	G. F. Tatham	Lister Chevrolet		5363	Malton			
122.	M. Starbuck	Chrysler Special		5916	Sheffield			
123.	J. P. Chapman	Mercury 4 Oldsmobile		5000	Sheffield			
124.	D. A. Harrison	Crossle Buick		3524	Ilkley			

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

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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
125.	W. S. Machell	Cooper F.J. Mk. I		1100	Blackpool			
126.	J. M. Forster	Minnehaha	s/c	1098	Leeds			
127.	J. M. Wheatley	Miniclimber		1150	Leeds			
128.	J. Croft	Lotus 18 Ford		1098	Guiseley			
129.	F. H. Crosby	Lotus 20 Ford		1098	Leeds			
130.	J. Thornton	Mamba Mk. 2 B.M.C.		1098	Leeds			
131.	A. Staniforth (Entrant : Vitafoam Developments)	Terrapin-Min	s/c	1088	Horsforth			
132.	J. Johnstone	Lotus 18 Crosford	s/c	1098	Wetherby			

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

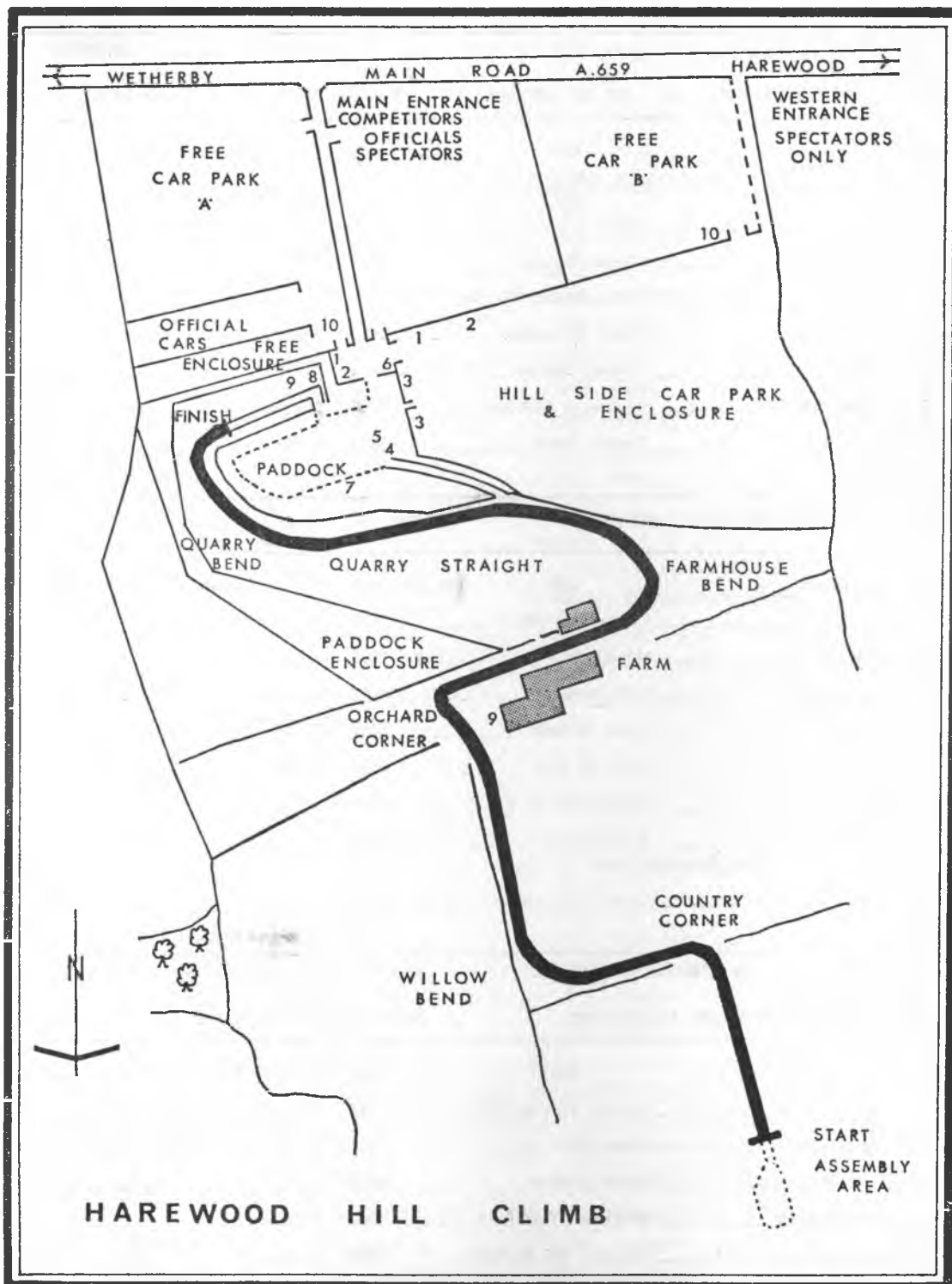
Record : P. Boshier-Jones (Lotus 22 Climax) 44.58

Merged with

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
133.	N. R. Noy	Cooper Climax Ex.FI		1497	Derby			
134.	A. J. Bosomworth	Lotus 22-31		1600	Ilkley			
135.	L. Hinchcliffe	Lotus 32 Ford		1598	Leeds			
136.	J. T. Butterworth	Brabham BT 14 Ford	s/c	1500	Rossendale			
137.	F. W. Smith	Brabham BT 14 Ford		1598	Garstang			
138.	P. G. Lawson	Brabham F.L. Ford	s/c	1594	Knaresborough			
139.	B. Eccles	Brabham Oldsmobile		1500	Solihull			



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.



Tony Griffiths (B.R.M.)

Photograph by Viki Heppenstall

— B.R.M. Style Hill Climbing

By KEN HAMMERTON

David Good (2 litre V.8 4 wheel drive B.R.M. type 67) and John McCartney (2 litre V.8 4 wheel drive Felday "4" B.R.M.) are but two of the many exciting new driver/car combinations to take to the hills in what promises to be a memorable season. Although the 4 wheel drive aspect of these cars will probably receive the most attention, it is also worthwhile to look at the B.R.M. aspect for in recent years B.R.M. — made and B.R.M. — powered machines have made quite a name for themselves on the hills.

Any searching thoughts regarding the marque B.R.M. will, sooner or later, lead the thinker to Raymond Mays. Mays made f.t.d. on 18 occasions at Shelsley Walsh alone between 1921 and 1951, and was then the R.A.C. Hill Climb Champion in 1947 and 1948. Because of his foresight and enthusiasm he is regarded as "father" not only of the B.R.M. project, but also its Bourne-based predecessor, the E.R.A. Although Raymond Mays has never driven a B.R.M. in a hill climb, it must give him great pleasure and satisfaction to know that others are driving "his" cars so well in a sphere he once dominated.

The first appearance of a B.R.M. at a hill climb was way back in August 1953 when one of the original 1½ litre supercharged V.16 models — all 20 cwt and 525 b.h.p. of it — turned up at Shelsley Walsh to be driven by the late Ken Wharton as a "demonstration". And what a demonstration it turned out to be! With the hill record standing to his own credit at 36.60 seconds in a supercharged 1100 c.c. Cooper J.A.P., Wharton dazzled everyone in practice by fighting this unsuitable brute to the finish in 37.97 seconds. The following day was just like most of 1966 — miserably wet — and the immense power proved a real embarrass-

ment, indeed the fact that Wharton was able to get the car to the top, let alone allowing 49.84 seconds to elapse, speaks volumes for his ability. Whilst on the subject of the V.16 B.R.M. it is interesting to note that in his very early competition days Tony Marsh's father considered one of these cars for his son, but Tony wisely chose something much less frightening and far more suitable.

Strangely enough the next hill climb appearance by a B.R.M. was in the hands of Tony Marsh, and again the venue was Shelsley Walsh. On this occasion, 27th August 1961, the car was very much more suitable being the 1960/61 type 48 2½ litre 4 cylinder rear engined model that he was going to buy from the works. The record stood at 35.47 seconds (David Boshier-Jones — Peter's brother — 1098 Cooper J.A.P.) but Tony proceeded to record 34.48 and 34.41 in the class runs, followed by 34.84 and 34.88 to ease off in the Championship runs.

For 1962 Marsh fitted his original type 48 chassis with a 1½ litre Coventry Climax unit and tried to sell it as a Formula 1 car, and transferred the 2½ litre B.R.M. unit into a single seater hill climb special that he had built. He also had a type 57 1½ litre V.8 B.R.M. for circuit racing, which meant that at times in early 1962 he was better off for B.R.M.'s than the works at Bourne. He promised himself a run up Shelsley in the V.8 during the season, but this car was not a success and after four unhappy races it was discarded until re-purchased by B.R.M. Early in 1962 Ray Fielding made the long trip from his home in Forres, near Inverness, to Bourne to look at a couple of cars. Both machines were type 48's, one being the

Continued on page 21

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HILL CLIMBING—B.R.M. STYLE (Cont. from page 19)
original single rear "bacon slicer" brake model in his Macpherson strut and single wishbone suspension, the other being the last of the series with double wishbone suspension and brakes on all four wheels. (Marsh's car started life like the first of these cars, and was later converted to the latter system). Ray was impressed with what he saw, but said "No" and went home. However, he had second thoughts and the "bacon slicer" model went North where the rear of the bodywork was lowered and the whole thing resprayed in his customary polychromatic blue. The finished job was a joy to behold.

The most impressive performance of 1962 was at the first Championship Prescott where Tony Marsh in his Marsh B.R.M. Special reduced his own 1½ litre Lotus 18 Climax record of 50.70 seconds to a staggering 48.84 for f.t.d., also making 2nd f.t.d. with the unsold B.R.M. Climax at 51.00 seconds, with Ray Fielding in his car 3rd f.t.d. at 51.58. In point of fact Tony Marsh won every hill climb and sprint entered in the Special, even making f.t.d. at Rest and be Thankful before leaving the track on a later run and causing irreparable damage. For the final few meetings the undamaged 2½ litre engine was put back into the type 48 chassis, but the Championship which had looked so certain was lost due to having missed too many meetings. With the demise of Marsh, Fielding looked set for the title, but the suspension of Arthur Owen's Cooper Climax eventually proved superior to the B.R.M. and Fielding was runner-up to Owen, with Marsh trailing in third place. At a number of meetings Mrs. Doreen Fielding drove the car, thus having the distinction of being the only lady driver of the marque so far. It is also interesting to note that at the August Shelsley meeting David Good had his first taste of driving a B.R.M. when he shared the Marsh car whilst his own car was being modified by Tony.

The winter of 1962/63 saw a concerted effort on the part of Marsh and Fielding to sell their cars, whilst Phil Scragg (who was awaiting delivery of his Chaparral) visited Bourne and took delivery of the double wishbone suspension car that Fielding had rejected. (Those keen paddock stalkers at the 1961 Oulton Gold Cup may have seen a fourth, blue painted, B.R.M. in the transporter, unused because potential buyer Roger Revol had failed to put in an appearance. This was the same car). The Fielding car went to Sir John Townley who used it at one Woodvale Sprint, and then it was up for sale again and was bought by Brian Waddilove. For 1963 Tony Marsh was building a new Climax powered Special, but as the B.R.M. was still unsold he used the two cars, and by mid-season looked like winning the Championship — largely due to the B.R.M. which had broken both the Prescott and Shelsley Walsh records and was still almost untouchable. At Rest and be Thankful an ailing engine (broken valve spring, cracked magneto cap) allowed Peter Westbury in the Felday Daimler to beat the B.R.M., and soon after this, Welshman Ken Wilson approached Marsh and the car changed hands. After so much effort had been spent in trying to sell the car one can understand Marsh jumping at the chance even though it meant saying farewell to the Championship (again!). Phil Scragg found his B.R.M. a little temperamental after his utterly reliable Lister Jaguar sports/racer, and in any case had only bought the car as an interim measure, so that when Tony Griffiths approached him at mid-season yet another deal was done. Harewood devotees will remember that both Tony Griffiths and Brian Waddilove appeared at the

first "National" meeting with their cars. Tony Griffiths was really keen to get to know his car, in fact he used it at 7 meetings during September 1963. Ken Wilson did one or two Welsh hill climbs with the car, but clearly would never emulate the previous owner.

For 1964 Messrs. Wilson, Waddilove, and Griffiths retained their cars. Wilson did the odd hill and unsuccessfully attempted to circuit race the car, gradually fading into the background. Brian Waddilove did the first Castle Howard, then allowed Greg Wood to race it at Rufforth, and then on 12th April he came to Harewood. I was watching the proceedings from Orchard Corner and progress through the farm yard was alarming to behold. It would almost certainly have been f.t.d. had the finish been reached, but of course there resulted the spectacular crash through the fence at Quarry Bend (since modified) rendering the car very hors de combat. Although the car has been rebuilt it has not yet put in a competition appearance. The story of the third car is much happier. Tony Griffiths used the car at 32 hill climbs and sprints, making f.t.d. on 11 occasions, and reaching joint 4th spot (with Cooper Buick man John Macklin) with 56 points in the Hill Climb Championship.

1964 should also have seen a determined effort by Peter Westbury in the European Mountain Championship. Work was started on two Felday chassis, one of which was to be 2 litre V.8 B.R.M. powered and using the Ferguson 4 wheel drive system, but a late change in the rules meant that work would have to begin from scratch again, so the engine was dropped into a Lotus 23B and a few Continental sorties were made without any real success. However, the car was used at some meetings in this country alongside the Ferguson P.99 entry resulting, among others, in a new class record at Harewood at 46.43 seconds (still intact), and f.t.d. and a new hill record at Castle Howard in 33.90 seconds (since beaten).

For 1965 the only regular hill climb B.R.M. was that of Tony Griffiths. His programme was reduced compared with 1964, only 20 meetings being attempted. The result was 5 f.t.d.'s and 5th place in the Championship with 58 points. At the end of the season the car was put up for sale, and it now rests in an enthusiast's collection somewhere in the Birmingham area. Great interest surrounded the entry at the April A.M.O.C. Wiscombe of Peter Westbury in the type 67 4 wheel drive "works" car — the same car that David Good now owns. Westbury made f.t.d. on a wet track, and appeared later in the season as a "demonstration" entry at the June Diamond Jubilee, Shelsley Walsh meeting. Westbury also ventured abroad to the meetings at St. Ursanne and Ollon Villars, although success eluded him on both occasions. The moment of glory on the Continent came when veteran French driver Maurice Trintignant broke the Monte Ventoux record in the actual type 578 car that Graham Hill used throughout his successful 1962 Championship-winning season. Trintignant also won a lesser French meeting with the car.

1966 is easily reviewed. There was no B.R.M. hill climb activity!

In summary we see that Tony Griffiths has been the most active of the B.R.M. boys with 63 appearances (49 hills and 14 sprints), whilst Tony Marsh can claim to have been the most successful with his 2½ litre B.R.M., and also the most successful user of the B.R.M. engine in another make of chassis, i.e. the 1962 Marsh B.R.M. Special.

Continued on page 23

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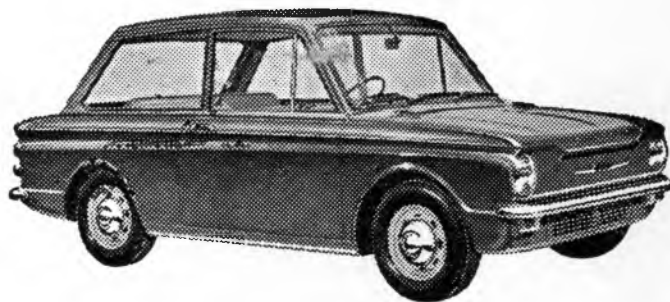
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For the fastest time in each class — £5.

For the second fastest time in each class — £3.10.0.
(Subject to 7 entries in class)

For the third fastest time in each class — £2.
(Subject to 12 entries in class)

For the best performance of a Lady Competitor — £3.
(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 £3.10.0.

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

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

AWARDS

The following five awards will be presented at the end of this meeting 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 —
P. Westbury (Felday 5) 60.84

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 —
J. P. Chapman (Chapman Mercury 4) 60.96

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. Thompson (Jaguar "E" Type) 64.80

To the competitor who records the fastest time of the season driving a Touring Car running in classes 1 to 4 inclusive —
"The Wallace Arnold Trophy" and Replica.

Fastest time to date —
J. M. Radcliffe (Hillman Imp) 62.45

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 are:-

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

HILL CLIMBING—B.R.M. STYLE (Cont. from page 21)

Once David Good gets the hang of his new car he could well be the man to beat in 1967, whilst John McCartney could prove to be an ever-growing menace among the sports/racers. As time goes by we shall probably see cars on the hills in greater numbers powered by the 2 litre V.8 B.R.M. engine, possibly the ex-Formula 2 1 litre four cylinders too. Maybe even . . . who knows?

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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 :-

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

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



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

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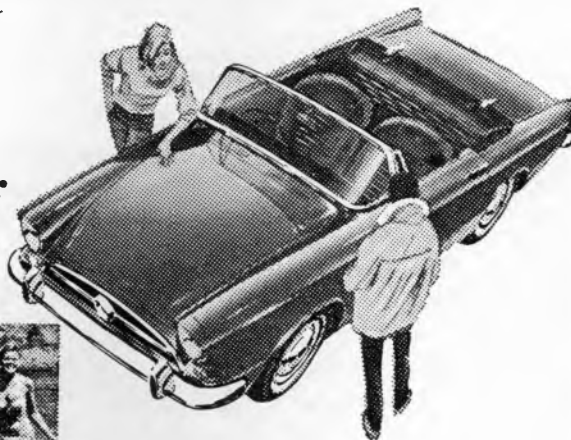
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