

# HAREWOOD

HILL CLIMB

STOCKTON FARM

HAREWOOD AVENUE

Nr. LEEDS

OFFICIAL PROGRAMME 2/6

SPRING NATIONAL MEETING

30 APRIL 1967



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*Allan Staniforth (Terrapin Mk1)*

*Photo by Chris Laws*

THE YORKSHIRE CENTRE OF  
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WELCOME YOU TO THE  
**HAREWOOD SPRING NATIONAL  
HILL CLIMB**

R.A.C. NATIONAL BRITISH PERMIT No. RS/2953

**SUNDAY, 30<sup>th</sup> APRIL, 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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# OFFICIALS OF THE MEETING

## STEWARDS

Appointed by the R.A.C. .... Ed. Harris  
 Appointed by the B.A.R.C. .... N. H. Coates, J. H. Farrar,  
 H. M. Sinclair.

## OFFICIALS

Clerk of the Course ..... M. S. Wilson  
 Deputy Clerk of the Course ..... E. D. Clark  
 Chief Marshal ..... B. W. Moss  
 Deputy Chief Marshal ..... J. A. Stroud  
 Chief Observer ..... A. J. Hodgetts  
 Deputy Chief Observer ..... J. E. Ison  
 Chief Medical Officer ..... Dr. P. M. Smith-Moorhouse  
 Chief Timekeeper ..... H. G. A. Mauldin  
 Chief Scrutineer ..... S. H. Hanson, S.T.B.  
 Chief Paddock Marshal ..... H. O. Holliday  
 Chief Parking & Admission Marshal ..... J. D. Lincoln  
 Secretary of the Meeting ..... Miss K. A. Reyner  
 Press Liason Officer ..... F. Barlow  
 Chief Start Area Marshal ..... J. R. Hardcastle  
 Hon. Treasurer ..... R. Farrar  
 General Liason (Comp. & Officials) ..... H. C. Mason  
 Chief Programme Sales Marshal ..... Mrs. D. M. Lincoln  
 Incident Officers ..... D. Easthope, P. L. Newby  
 P.A. Commentary ..... E. B. Booth, Miss D. Pasley  
 Timekeepers ..... Mrs. J. Mauldin, Miss S. Mauldin  
 Scrutineers ..... P. W. Watson, E. S. Smith, B. L. T. Bielby,  
 T. M. Wood  
 Scrutineers' Marshals ..... G. L. Thompson, W. Hall  
 Medical Officers ..... Dr. F. T. de Dombal, Mr. G. Graham,  
 Dr. G. R. Kelman, Dr. R. C. Lawrence  
 Paddock Marshals ..... Miss S. D. Ellerby, D. M. Garnett,  
 Miss A. Booth, Mrs. L. G. Bentley, B. Spencer  
 Assembly Area ..... F. Owridsmith, W. Howarth,  
 A. C. Wilson  
 Observers ..... P. Marsh, P. Griffin, R. W. A. North,  
 R. Milner, R. Sagar, G. F. D. Hewitt,  
 S. Thompson, H. Sargent, J. R. Wass,  
 W. R. Varley, D. M. Gledhill, A. R. Luce.  
 Sector Marshals, Flag Marshal, Fire Marshals, Track  
 Marshals, etc.  
 R. M. Varley, J. Bradley, N. W. Porteus, C. J.  
 Chamberlain, M. R. Winterburn, Mrs. R. W. A.  
 North, Mrs. R. Milner, J. J. Burke, R. M. Drake-  
 Brockman, R. Firbank, J. Prosser, A. S. Duckworth,  
 G. Still, J. Brown, H. Yates, L. Barraclough,  
 F. Glynn, P. Bradbury, H. Boulton, H. S. Tinkler,  
 L. G. Bentley, D. Barraclough, A. V. Collins,  
 P. Crooks, G. Elliott, J. M. English, A. D. Exley,  
 B. V. Smith, C. R. Southcombe, G. P. Turner,  
 D. M. Ward, A. D. Pritchard, D. Knowles.  
 Start Area Marshals ..... B. Bettridge, P. G. Holliday,  
 R. C. Hooper, P. Wheeler, P. R. Telford,  
 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.  
 Brown.

Programme Sales Marshals ..... Mrs. F. Owridsmith,  
 Mr. & Mrs. A. Dickson, and members of the Boy  
 Scouts, Collingham Troop.

Paddock Entrance Gate ..... D. A. Flintoft, T. A. Smith,  
 Mrs. T. A. Smith.

Results Team ..... Mrs. B. Holliday, Mrs. H. Rhodes.

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

Telephone Switchboard ..... B. Finch.

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.

## SERVICES

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David Harrison (Crossle Buick) No. 87.  
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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/2953.

## MOTOR RACING IS DANGEROUS

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

## PROGRAMME

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

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

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

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

## LOST AND FOUND PROPERTY

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

## MESSAGES

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

## REFRESHMENTS

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

Ice Cream is on sale in all enclosures.

## ACKNOWLEDGEMENTS

The British Automobile Racing Club, Yorkshire Centre wish to express their most grateful thanks to

Mr. Arnold Burton for making Stockton Farm available for this event today. They also wish to thank, in no especial order, The West Riding Police, the British Legion Attendants Co. Ltd., The Harewood Estate and the R.A.C. Yorkshire Area Office for their help with the parking and traffic admission arrangements, the Scouts of the Collingham Troop for help with the programme sales, the Medical Officers and the St. John Ambulance Brigade (Wetherby Division) for the first aid cover, The Kings Head, Masham, Monkman of Leeds Ltd., and Guanaria & Sons Ltd. for provision of refreshment facilities, The British Motor Racing Marshals Club, Appleyard of Bradford Ltd. for the loan of the break-down vehicle, Ken Lee (Motors) Ltd., for provision of the welding service, Fairbank Harding Ltd., T. G. Pepper Ltd., James Heneghan, and last, but by no means least, our printers F. Youngman Ltd.

## LITTER

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

## ANIMALS

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

## COMING EVENTS

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

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.  
(All day at Harewood).

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

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

## 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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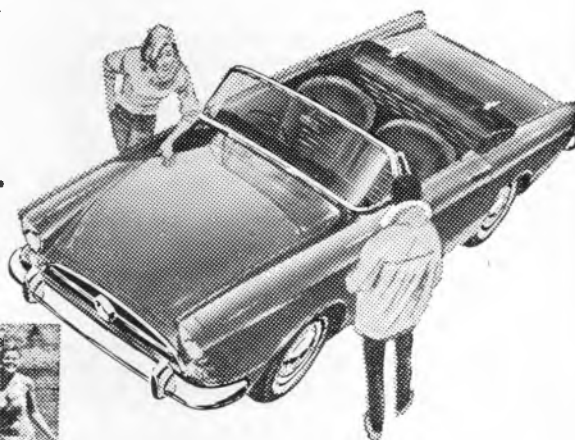
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# HILL CLIMB CLASSES

All vehicles taking part in the Hill Climb comply with the R.A.C. "Regulations for Vehicles taking part in Speed Events" which lay down requirements as to safety, strength of construction, roadworthiness, etc. For the purposes of the competition they are divided into categories set out below and then according to the capacity of their engine. By this means each entrant is placed in a class where he can expect a reasonable chance of success given a vehicle in a good state of preparation.

The five categories used are :-

- Touring Cars
- "Marque Y" Sports Cars
- Special Grand Touring Cars
- Sports/Racing Cars
- Racing Cars

**Touring Cars** are normally, series produced vehicles, usually with a minimum of four seats and fully equipped for road use which are generally accepted as being utilitarian rather than sporting in character.

- Class 1. — Touring Cars up to 1,300 c.c.
- Class 2. — Touring Cars 1,301 c.c. and over.
- Class 3. — Touring Cars Special Series.
- Class 4. — Touring Cars Formula Libre.

In classes 1—3 inclusive the capacity of any car shall be considered to be the standard, unmodified capacity of the vehicle when new. Engine modification and tuning is permitted without limit save that the bore shall not be increased by more than 60 thou., the stroke will not be increased, the method of valve operation shall not be changed and supercharging above 8 p.s.i. will not be permitted.

Any modification may be made to the suspension, braking system and wheels. So far as bodywork is concerned, cars in these classes will run with all standard equipment, a full complement of seats (although proprietary seats may be used in the front only) and standard coachwork.

Coachwork may not be lightened and must include all bumpers, overriders, fittings and trim supplied as standard. Additional accessory equipment will be permitted but in cases where this has to be substituted for the original equipment i.e. dash panels, steering wheels, fly-off hand brakes, etc. the construction must be at least as massive as the component removed.

Air intakes, carburettor blisters and wheel arch extensions may be fitted.

Spare wheels, fan belts and tools may be removed.

Special Series Touring Cars are high performance and/or works lightened versions of normal Touring Cars. Vehicles accepted for this class are B.M.C., Mini Coper S 1,071 c.c. and 1,275 c.c., Ford Lotus Cortina, Alfa Romeo GTA.

Touring cars which have engines increased in size by overboring or stroking, or which are high pressure blown or which have lightened, stripped or non-standard coachwork will run in Class 4.

**"Marque Y" Sports Cars** are sporting cars which are arbitrarily grouped into classes to give even competition.

- Class 5. — "Marque Y" Sports Cars up to 1,300 c.c.
- Class 6. — "Marque Y" Sports Cars 1,301 to 3,000 c.c.
- Class 7. — "Marque Y" Sports Cars 3,001 c.c. and over.

Cars which are accepted as "Marque Y" Sports Cars are: ALFA ROMEO — Giulietta Spider, Giulia Spider, Giulia SS, 2600 Spider. AUSTIN HEALEY — Sprite, 100 (all models except S), 100 Six, 3,000 (except lightweight & Ex Works). ASTON MARTIN — DB2, DB2/4, DB2/4 Mk. 3, DB4GT, DB5, DB5GT, DB6, DB6GT. CHEVROLET — Corvette (All Models), Sting Ray (Excluding Grand Sport). DAIMLER — SP250. FIAT — 1500S, 2300S, 124 Spider Sport. GILBERN — G.T. GLAS — 2600 V8. GORDON KEEBLE — All Models. HONDA — 600S, S.800. ISUZU — Bellett G.T. JAGUAR — XK120, XK140, XK150, "E" Type (all excluding Competition Lightweight models). JENSEN — All Models. MERCEDES BENZ — 230 SL. M.G. — Midget "T" Series, M.G.A. (Including Twin Cam), M.G.B., M.G.B. GT. MORGAN — Plus Four, Plus Four Super Sports, Plus Four/SLR, Plus Four Plus, 4/4. PORSCHE — 1500, 1500 Super, 1600, 1600 Super, 1600 Carrera, 911, 912. RELIANT — Scimitar GT (All Models). SUNBEAM — Alpine (all Models), Tiger 4,260 c.c. (excluding Le Mans models). TRIUMPH — Spitfire, GT6, TR2, TR3, TR4/SLR, TR4A. T.V.R. — Grantura 1600 c.c., 1800 c.c. VOLVO — P.1800S.

Eligibility for classes 5, 6 and 7 will be as for classes 1—3 inclusive. Standard windscreens will be used in the erect position.

Any vehicles not complying with the "Marque" Sports Classes by reason of increase in capacity, non-standard coachwork, etc. will run in the appropriate special grand touring car classes.

**Special Grand Touring Cars** are cars which are accepted by the B.A.R.C. and B.R.S.C.C. as eligible for entry in Club G.T. Racing.

- Class 8. — Special G.T. Cars up to 3,000 c.c.
- Class 9. — Special G.T. Cars 3,001 c.c. and over.

**Sports Racing Cars** are vehicles built within the framework of the International or National Sports Car Regulations with competition as their primary object.

- Class 10. — Clubmans' Sports Cars up to 1,000 c.c.
- Class 11. — Clubmans' Sports Cars 1,001 to 1,500 c.c.
- Class 12. — Sports/Racing Cars up to 1,600 c.c.
- Class 13. — Sports/Racing Cars 1,601 c.c. and over.

**Racing Cars** are single seater competition vehicles of any type whatever.

- Class 14. — Racing Cars up to 1,150 c.c.
- Class 15. — Racing Cars 1,151 to 1,600 c.c.
- Class 16. — Racing Cars 1,601 c.c. and over.

In classes 14, 15 and 16, twin driving wheels may be used and there are no restrictions on the type of fuel.

In classes 8—16 the capacity of any car shall be the actual measured capacity including any boring, stroking, etc.

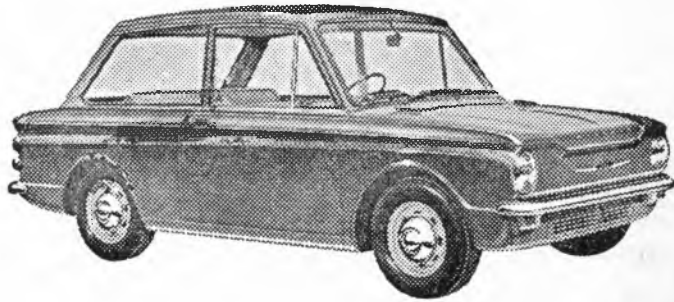
## Notes on Classes

Where less than four entries are accepted for any class it may be merged with the next appropriate class.

Classes may be sub-divided as allowed for in R.A.C. Standing Supplementary Regulations.

In all classes, supercharging will be permitted without alteration of class subject only to the limitation of boost pressure laid down for classes 1—3 and 5—7 inclusive.

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## 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. G. Lawson (Brabham F.L.) ..... 49.14*

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 F.L.) ..... 49.14*

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) ..... 51.93*

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. C. England (Morris Cooper S) ..... 53.12*

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 3 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. J. C. England (Morris Cooper S) ..... 1.10  
(New Record 53.12 2/4/67)*

*Class 2. No improvement to date.*

*Class 3. No improvement to date.*

*Class 4. No improvement to date.*

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

### 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.



*"The Yorkshire Post" Trophy*

#### The Awards to be won today are :-

For the Fastest time of the day — £60.

For the second fastest time of the day — £30.

For the third fastest time of the day — £20.

For the fourth fastest time of the day — £15.

For the fastest time of the day in each of the following Categories — Touring, "Marque Y", Special Grand Touring and Sports Racing — £15.

For the fastest time in each class — £10.

For the second fastest time in each class — £5.  
(Subject to 7 entries in class)

For the third fastest time in each class — £3.  
(Subject to 12 entries in class)

For the best performance 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.

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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

† 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.	J. C. England (Morris Cooper S)	2/4/67	53.12
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.	R. D. Sutherland (A/H Sprite)	2/4/67	53.49
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. Westbury (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

## "MONTAGUE BURTON" HILL CLIMB

SUNDAY, 23rd JUNE, 1967

ORGANISED IN CONJUNCTION WITH THE VARIETY CLUB OF GREAT BRITAIN

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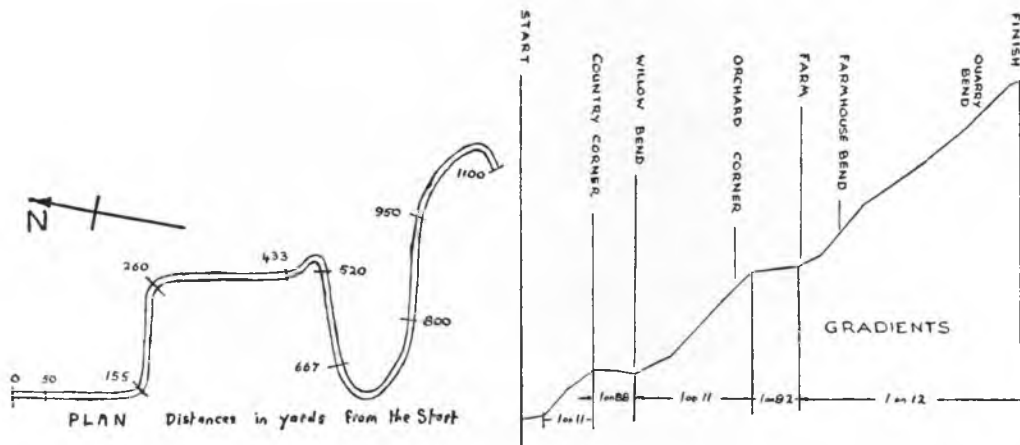
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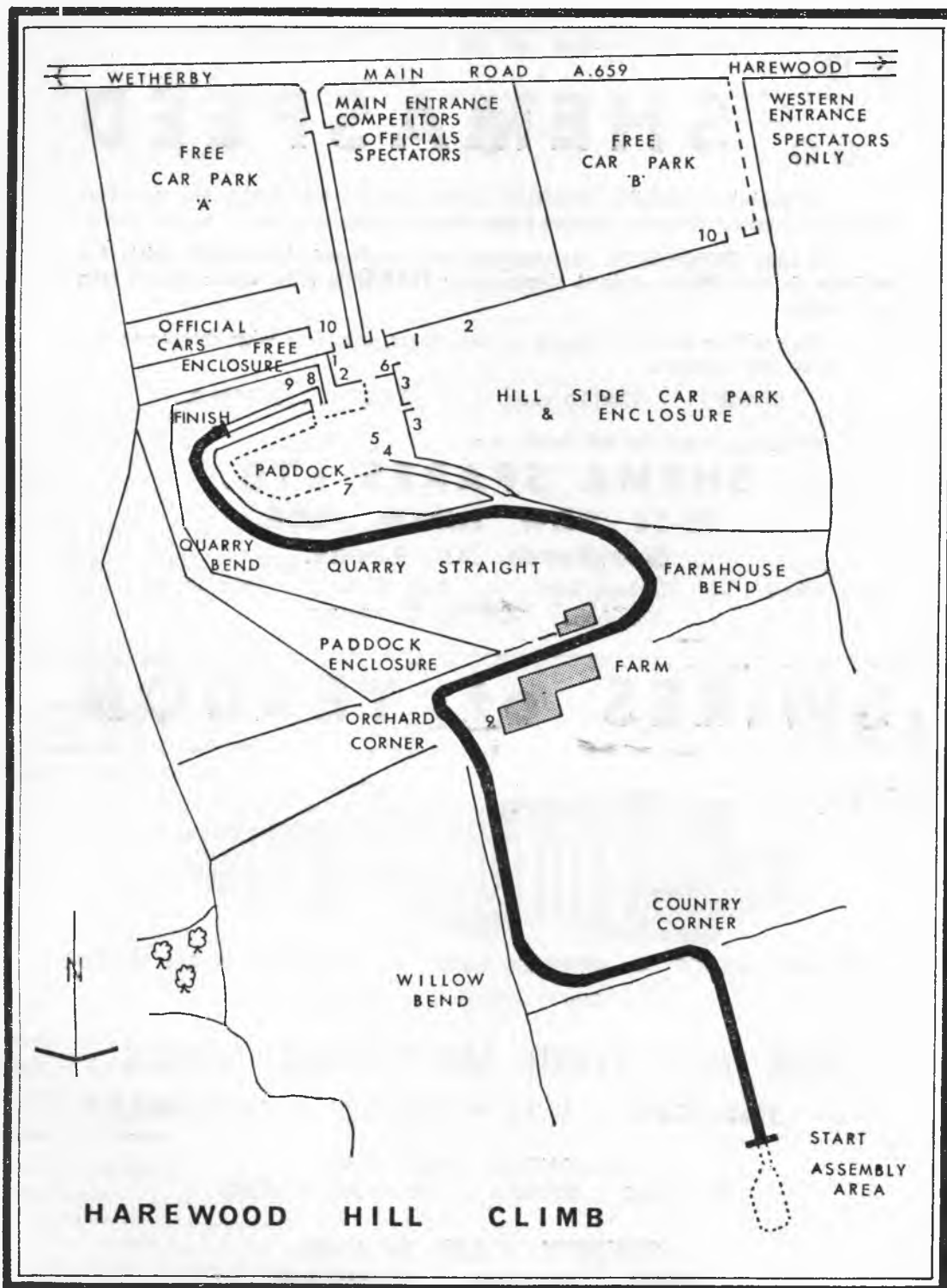
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## GRADIENT PROFILE





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 9. Ambulance & Breakdown; 10. Spectator Ticket Sales.

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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.

MOTOR CYCLE COMPETITION: FIRST RUNS.

INTERVAL OF TEN MINUTES

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

MOTOR CYCLE COMPETITION: SECOND RUNS.

FINAL RUNS: THE "TOP TEN" RUN OFF.

PRESENTATION OF TROPHIES.

★ After a Competition Number shows a reserve entry.

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

Record: J. C. England (Morris Cooper S) 53.12

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
121.★	J. M. Sutcliffe	Hillman Rally Imp		998	Baildon			
1.	P. A. Houghton	Austin Cooper S		970	Altrincham			
2.	T. J. Hayton	Morris Cooper	s/c	997	Guisborough			
3.	K. N. Lee	Morris Cooper		1000	Scarcroft			
4.	A. Staniforth	Hillman Imp		998	Horsforth			
	(Entrant: J. M. Radcliffe)							
5.	J. W. Goodliffe	Morris Cooper	s/c	970	Littleborough			
	(Entrant: B.R.T. Motor Developments Ltd.)							
6.	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
130.★	A. Ensoll	Jaguar 3.8		3781	Middlesbrough			
7.	J. T. W. Booth	Ford Cortina		1500	Maltby			
8.	F. Bott	Ford Cortina G.T.		1498	Stoke Poges			
9.	D. G. Wimpenny	Ford Cortina G.T.		1498	Meltham			
10.	I. R. Grassick	Jaguar Mk. II		3731	Harrogate			
11.	G. F. Chippindale	Ford Cortina		1498	Rawdon			
12.	A. Forrest	Ford Cortina Super		1498	Bradford			

### 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
129.★	T. H. Warburton	Austin Cooper S		1275	Bolton			
122.★	A. Sugden	Lotus Cortina		1594	Doncaster			
13.	D. Bullen	Austin Cooper S		1275	Whitby			
14.	J. M. Busfield	Morris Cooper S		1297	Guiseley			
15.	J. R. Cussins	Austin Cooper S		1293	Leeds			
17.	M. R. Flather	Morris Cooper S		1303	Barlow			
18.	C. B. Pearson	Austin Cooper		1293	Seamer			
19.	G. W. Halliwell	Morris Cooper S		1275	Burnley			

**Class 4. — TOURING CARS Formula Libre.**

Record: D. J. Muter (Austin Cooper) 50.5

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos
123.★	P. Martin	Morris Mini Buick		3500	Ingleton			
131.★	P. J. Finney	Ford Anglia		1598	Bradford			
20.	C. R. Marsden	Mini Cooper S		1293	Penistone			
21.	J. A. H. Lambert	Ford Anglia		1650	York			
22.	R. White	Ford Anglia		1594	Colne			
23.	D. N. Smith	Ford Anglia		1822	Bowness			
24.	F. P. Kaye	Morris Cooper S		1329	Bowness			
25.	D. J. Muter	Austin Cooper S		1293	Bedlington			

(Entrant: A. A. Barton)

**Class 5. — "MARQUE Y" SPORTS CARS up to 1,300 c.c.** Record: R. D. Sutherland (Austin Healey Sprite) 53.0

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos
26.	P. Varley	Austin Healey Sprite		948	Windermere			
27.	C. J. Green	Austin Healey Sprite		1098	Menston			
28.	G. J. Harrold	Austin Healey Sprite		1098	Sheffield			
29.	F. E. Wall	Honda S.800		791	Birmingham			
30.	M. C. Allan	M.G. Midget		1098	Halifax			
31.	J. Jagger	M.G. Midget		1098	Bradford			
32.	D. C. Welpton	Austin Healey Sprite		997	Hessle			
33.	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) 53.0

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos
34.	K. R. Wilson	M.G. B		1798	Rotherham			
35.	D. S. Yeadon	M.G. B		1798	Horsforth			
36.	S. J. Simpson	T.V.R. 1800 S		1798	Sheffield			
37.	P. R. Grimshawe	M.G. B		1798	Bramhope			
38.	M. F. Nickell-Lean	Triumph G.T.6		1998	Huby			

(Entrant: Mrs. E. M. Nickell-Lean)

39.	R. B. Stross	M.G. B		1830	Leeds			
40.	G. B. Ellis	M.G. B		1840	Huddersfield			
41.	N. L. Hodkin	M.G. B		1798	Stockport			

**Class 7. — "MARQUE Y" SPORTS CARS 3,001 c.c. and over.** Record: J. F. Thomson (Jaguar 'E' Type) 51.0

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos
42.	W. A. Wainwright	Jaguar "E" Type		4235	Huntingdon			
43.	H. R. Crowther	Jaguar "E" Type		4235	Huddersfield			
44.	M. J. Miles	Jaguar "E" Type		3781	Andover			
45.	W. T. Wood	Jaguar "E" Type		4235	York			
46.	A. Mountain	Jaguar "E" Type		4235	York			
47.	D. P. Stead	Jaguar "E" Type		4235	Leeds			
48.	J. F. Thomson	Jaguar "E" Type		4235	Otley			

**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
132.★	A. G. Dean	Porsche Carrera 6		1991	Oulton			
125.★	N. F. Swiffen	M.G. Daimler		2500	Sheffield			
49.	B. I. Kenworthy	Porsche 911 S		1991	Uppermill			
50.	J. S. Nickell-Lean	Ace-Bristol		1971	Huby			
51.	C. J. Tipping	Lotus Elan		1558	Leeds			
52.	J. Smith	Lotus Elan		1558	Bradford			
53.	J. D. Bunney	Marcos Mini G.T.		1293	Guiseley			
54.	L. S. Stross	Lotus Elan		1598	Leeds			
55.	S. W. Smalley	Marcos Ford 1500 G.T.		1498	Blackpool			
56.	G. H. Keylock	Lotus Elan		1725	Hay-on-Wye			
57.	C. H. Wild	Ginnetta G.4 Ford		1588	Altrincham			
58.	A. A. Barton	Mini Marcos		1150	Newcastle			
59.	J. A. Lepp	Chevron G.T.		1598	Hale			
60.	J. Hall	Porsche Carrera		1966	Bradford			
78.	D. Buller-Sinfield	Lotus 11 G.T. Climax		1148	Mirfield			

**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
61.	D. D. Hutchinson	Sunbeam Tiger		4261	Ormskirk			
62.	R. G. M. Oddie	Austin Healey Chevrolet		5300	Wakefield			
63.	A. E. Crowther	Iso-Grifo		5359	Halifax			
64.	G. M. Dungworth	TVR.200 Ford		4727	Sheffield			
65.	J. Macklin	Ford G.T.40		4700	Christchurch			

**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
66.	R. A. Cowing	Terrier Mk. II		997	Harrogate			
67.	W. J. Netherwood	Spartak Mk. IV		997	Huddersfield			
68.	J. M. Buxton	Chevron Mk. I		999	Bamford			
69.	M. Gribben	Terrier Mk. II		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
70.	J. Ward	Ford Special		1498	Thornton-Dale			
71.	J. S. Obank	Mallock U.2 Ford		1498	Rawdon			
72.	Miss J. Hutchinson	Terrier Mk. II Ford		1498	Newcastle			
73.	R. J. Prest	Lotus 7 Ford		1498	Croxdale			
74.	D. L. Gray	Mallock U.2 Ford		1500	Rotherham			
75.	I. A. B. Harris	Mallock U.2 Ford		1390	Glasgow			
76.	M. Bartram	Lotus 7 Ford		1490	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
126.★	P. Edmondson	D.R.W.	1150	Ingleton			
77.	F. V. Midgley	Lola Climax Mk. I	1098	Wath-on-Dearne			
79.	Miss G. Baillie Hill	Elva BMW	1600	Bromsgrove			
80.	T. R. Clapham	Lotus 7 Climax	1220	Keighley			
81.	G. Dixon	Lotus Ford 15 D	1594	Lincoln			

**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
127.★	P. A. Snowden	Buckler/Triumph Special	1991	Harewood			
82.	M. Starbuck	Chrysler Special	5916	Sheffield			
83.	L. J. Hunt	Jupiter TR 2 Special	2000	Ilkley			
84.	G. F. Tatham	Lister Chevrolet	5363	Malton			
85.	J. R. Walton	Walton-Bristol Mk. IV	1971	Sheffield			
86.	J. P. Chapman	Mercury 4 Oldsmobile	5000	Sheffield			
87.	D. A. Harrison	Crossle Buick	3524	Ilkley			
88.	J. McCartney	Felday 4	1880	Bolton			
89.	R. Terry	Elva Buick 8B	3600	Inkberrow			

**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
90.	G. P. Stewart	Lola Ford Cosworth	998	Larbert			
91.	W. S. Machell	Cooper FJ. Mk. I	1100	Blackpool			
92.	J. M. Forster	Minne Haha	s/c 1098	Leeds			
93.	J. M. Wheatley	Miniclimber	s/c 1149	Methley			
94.	J. Croft	Lotus 18 Ford	1098	Guiseley			
95.	F. H. Crosby	MAMBA BMC	1098	Leeds			
96.	J. Thornton	Mamba Mk. 2M BMC	s/c 1098	Leeds			
97.	D. R. Blankstone	Cooper T.65 BMC	1098	Stourbridge			
98.	C. B. Court	Lotus 31 SCA Cosworth	998	Sedgley			
99.	A. Staniforth (Entrant : Vitafoam Developments)	Terrapin-Min	s/c 1098	Horsforth			
100.	N. Spencer Elton	Cooper Mk. 8 JAP	1098	Westbury			
101.	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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
128.★P.	Ibbotson	Lotus 20/22 Ford	s/c	1500	Doncaster			
124.★A.	J. Bosomworth	Lotus 22-31 Ford		1598	Ilkley			
102.	N. R. Noy	Cooper Ex.F.1 Climax		1497	Derby			
103.	A. A. May	Cooper-Holbay		1498	Solihull			
104.	J. Fenwick	Brabham BT.16 Cosford		1594	Berkshire			
105.	A. Fletcher	Brabham BT.18 Ford		1600	Culross			
106.	R. T. Lane	Cooper T.C. Mk. III Lotus	s/c	1598	Warwick			
107.	P. A. Blankstone	Brabham BT.3 Ford		1598	Wolverhampton			
108.	M. J. Eaves	Lotus T.C. Ford		1598	Solihull			
109.	L. Hinchcliffe	Lotus 32 Ford		1598	Leeds			
110.	J. T. Butterworth	Brabham BT.14 Ford	s/c	1500	Haslingden			
111.	F. W. Smith	Brabham BT.14 Ford		1594	Forton Garstang			
112.	P. Boshier-Jones	Lotus 22 Climax	s/c	1460	Cardiff			
113.	P. G. Lawson	Brabham Form.Libre Lotus		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
114.	B. H. Davenport	G.N. Spider		2000	Macclesfield			
115.	B. W. Brown	Lotus Weslake Ford	s/c	1890	Pershore			
116.	D. Hepworth	Brabham Traco		4500	Brighouse			
117.	M. R. Brain	Cooper Chrysler		7200	Sutton Coldfield			
118.	M. J. Hawley	Brabham F.2 Climax		1980	Solihull			
119.	A. B. Griffiths	Felday/Ford		4718	Sutton Coldfield			
120.	B. Eccles	Brabham Oldsmobile		4500	Solihull			

**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.					

# MOTOR CYCLE COMPETITION

Organised by the National Sprint Association under A.C.U. Permit No. Q.244

## OFFICIALS

A.C.U. Yorkshire Centre Steward ..... R. G. Owen  
 N.S.A. Club Steward ..... Mrs. F. Woods  
 Scrutineer ..... B. Frost  
 Clerk of the Course and Secretary of Meeting ..... Mrs. S. Farrant

## PROGRAMME

### Solo Motor Cycles

No.	Rider	Machine	c.c.	Rider's Town	1st Run	2nd Run	Pos
1.	R. H. Thorpe	Suzuki	250	Gildersome			
22.	S. Robinson (Reserve)	Suzuki	250	Bradford			
2.	R. J. Penney	K.T.T. Velocette	348	Coventry			
3.	B. Whittles	Manx Norton	348	Pudsey			
4.	D. Poppitt	B.S.A.	348	Stoke-on-Trent			
5.	W. Walker	A.J.S.	348	Skipton			
6.	K. R. Waite	Velocette	500	Pudsey			
7.	D. Mackenzie-Shaw	B.S.A./Norton	500	Bradford			
8.	K. Bastow	Douglas	494	Pudsey			
9.	W. D. Tresidder	Norton	500	Redruth			
10.	R. Opie	Ariel/Triumph	500	Cambourne			
11.	G. V. Buck	G.V.B. Triumph	500	Kenilworth			
12.	E. A. Woods	J.A.P. Special	998	London			
14.	J. G. Robinson	Triumph Special	650	Harrogate			
15.	R. Coates	Ariel	998	Shipley			
16.	N. Higgins	Vincent Special	998	Coventry			

### Three Wheelers

No.	Rider	Machine	c.c.	Rider's Town	1st Run	2nd Run	Pos
17.	G. Selwyn	G.C.S.	650	Birmingham			
	Passenger D. E. Mitchell			Winsford			
18.	M. Merrick	Vincent Special	998	Stevenage			
	Passenger M. Oakins			Hitchin			
19.	J. Worthington	Scitsu	650	Barlow			
	Passenger J. Saunders			Sheffield			
20.	R. Ward	Mogvin	998	Castleton			
	Passenger J. Noble			Hathersage			
21.	M. Farrant	Vincent Special	998	Baldock			
	Passenger M. Dearling			London			

The National Sprint Association do not offer awards for this meeting, but the B.A.R.C. are presenting Tankards for the following categories:

Tankard for the ..... Best Solo Motor Cycle up to 350 c.c.  
 Tankard for the ..... Best Solo Motor Cycle 351 to 500 c.c.  
 Tankard for the ..... Best Solo Motor Cycle 501 to 1300 c.c.  
 Tankard for the ..... Best Three Wheeler up to 1300 c.c.  
 Tankard for the ..... Best Three Wheeler Passenger.

These Tankards will be presented with the Car Awards at the end of the meeting.

# MOTOR CYCLES AT HAREWOOD

FIRST TIME EVER



*George Buck (500 c.c. G.V.B. Triumph) 1966 M.C. Hill Climb Champion.*

Ever since the first meeting here at Harewood, people have been asking if a really fast motor-cycle could beat the cars. With this background when the hill climb section of the National Sprint Association asked us if they could stage an event for their members as part of our spring National Hill Climb, it was a tailor made opportunity to settle all the old arguments.

Motor Cycle hill climbing has never really hit the headlines, although two wheeled sportsmen have been dicing up Shelsley since its inception. In the past year or two however, National Sprint Association members have been spreading the gospel and now most of the better known hill climb venues have classes, or complete events for motor cycles.

In fact, not only the solos will be on display, there is a section for "Three Wheelers" as well and, unlike cars, these machines carry an intrepid passenger. At one time a Three Wheeler suggested a sidecar outfit, today it can just as well be a one piece vehicle of similar layout to the Morgan's of yesteryear.

Amongst the men to watch today are George Buck from Kenilworth who holds the m/c records at Shelsley, Wiscombe, Barbon, Ragley and Pontypool and the title of Hill Climb Champion and Neville Higgins of Coventry with a 1,000 c.c. Vincent engine in a frame of his own design and construction.

## THE NATIONAL SPRINT ASSOCIATION by the Chairman: H. J. E. Wyld.

The National Sprint Association was formed in London during 1958 by a small band of enthusiasts in an attempt to revive a sport that had been popular since the advent of the motor car and motor cycle, but had fallen into disuse chiefly as a result of there being no courses available and the lack of suitable timing apparatus.

Mainly through the efforts of Len Cole, who is still very active in the Association, contact was made with the Royal Air Force and the Ministry of Defence, which resulted in several Airfields being placed at the disposal of the Association.

In a sport of this nature one of the earliest problems facing the Association was that of obtaining the rather sophisticated electronic timing equipment which is so essential where the measurement of time must be accurate to one thousandth of a second.

Compared with the many other problems facing the N.S.A. in those early days this one proved to be of little consequence, and a voluntary fund was raised for the purchase of the necessary equipment.

It proved a very wise purchase since it enabled the N.S.A. to place the equipment and the services of its timekeeper at the disposal of any Club wishing to promote a sprint, and since no charge was made for this service, it played a considerable part in popularising the sport all over the country.

As the sport grew, the Auto Cycle Union requested the Association to formulate a series of regulations in order to standardise events, these regulations today form the basis of the Official Standing Instructions.

With the increasing availability of venues and the natural development carried out by members, times improved to such an extent, that the Association with the financial help of "Motor Cycle News" decided to attempt to establish British records.

The results obtained far exceeded expectations, and, as a result the sport became even more popular among enthusiasts.

Since that time, record attempts have formed the spear head of the Associations competitive work, members gradually progressing from attempts upon British Standing Quarter Mile records to World quarter, kilometer and mile records, so that today the Association numbers among its members 19 World Record Holders on both cars and motor cycles.

It is doubtful whether there is a similar organisation anywhere in the world with such a record of achievement.

From its modest start the N.S.A. now has more than 1,000 members drawn from all parts of the British Isles, but the objects of the Association have not changed, and remain — The furtherance of the sport and pastime of sprinting for powered vehicles by the encouragement of Clubs to organise meetings — the encouragement of competitors and those interested in competing in all its branches; the maintenance of relations with all organising bodies, both National and International.

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# LOOKING AHEAD

## PROSPECTS FOR THE 1967 R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP

By KEN HAMMERTON

The 1967 R.A.C. Hill Climb Championship, the 21st of the series, will consist of twelve rounds. Round 1, organised by the Severn Valley Motor Club, took place last Sunday at Loton Park, whilst the following remain:

Sunday, 7th May — Prescott.  
Sunday, 14th May — Wiscombe.  
Saturday, 20th May — Barbon.  
Sunday, 11th June — Shelsley Walsh.  
Saturday, 1st July — Rest and be Thankful.  
Thursday, 20th July — Bouley Bay, Jersey.  
Saturday, 5th August — Great Auclum.  
Saturday, 12th August — Craigantlet.  
Sunday, 20th August — Shelsley Walsh.  
Sunday, 3rd September — Prescott.  
Sunday, 10th September — Harewood.

In the past I have quite glibly recorded the passing from the list of qualifying events such meetings as Longleat, Stapleford, and Westbrook Hay. I had never attended these venues, but it is with great sadness that the passing of Bo'ness (the first hill climb I ever attended in 1962) and Dyrham Park must now be faced. The Lothian Car Club which has run the recent Bo'ness meetings was unable to get assurances from the local council to use the hill for the next 5—10 years due to housing development, so the club wisely decided against spending the large sums of money necessary to make the top of the hill safer for the very fast cars which compete nowadays, and in any case they are more interested in a hill where a number of events can be staged each year. The reason for the passing of Dyrham Park, delightfully

situated on National Trust property is much more difficult to bear. The houses in the grounds of the Park are divided into flats, and the National Trust have refused to renew the contract allowing hill climbs to take place because of complaints of noise, and certain members having to use a secondary access on hill climb days. Despicable! I hope that both clubs soon find alternative sites, and that they may eventually find their way back into the Championship schedule.

The meeting today finishes along Championship meeting lines with the "Top Ten" run off. At the Championship meetings the top ten, i.e. the best times in the class runs, competitors who have entered for the Championship have a further two runs with the slowest running first. After two runs the competitor with the best time gains ten points, second best gets nine points, and so on down to one point for the slowest. Each driver who better the hill record standing at the beginning of the meeting during these special runs gains one bonus point.

The entry for the 1967 Championship falls into four distinct groups:

- The four wheel drive cars.
- The Vee eight cars.
- The four cylinder cars.
- The sports/racing (Group 7) and Group 4/6 cars.

The challenge of four wheel drive was laid before us very effectively in 1964 by Peter Westbury in the

Continued on page 26



*Reigning Hill Climb Champion, Tony Marsh with his trim Buick powered Marsh Special photographed at Willow Bend by Viki Heppenstall.*

LOOKING AHEAD—continued.



PETER MELDRUM "Yorkshire Post"

P.99 Ferguson Climax. At that time most of the leading drivers agreed that sooner or later (and because of the expense most hoped it would be later!) this system would be widely used by aspiring champions. At the time of writing four wheel drive cars have been entered in the Championship by Tony Marsh, David Good, and John McCartney. Tony Marsh's car is bigger than his 1965/66 car with a wheel base of 8 ft., uses the same 4.2 litre Buick V.8 engine, but he is not at present prepared to give any details of the four wheel drive other than to say "the four wheel drive does not operate all the time, as on the Ferguson system". In fact the car did appear at Wiscombe on 9th April driving only the rear wheels, although this was not by choice as there were still some parts being made to finish the car off. The cars of David Good and John McCartney are both 2 litre V.8 B.R.M. powered, Good's being in the Ferguson/B.R.M. Type 67 chassis which first excited the motor racing world when it was introduced in 1964. Apart from being driven by Dick Attwood in practice for the 1964 British G.P., and by Peter Westbury in two British and two continental hill climbs this car has been used as a development vehicle until purchased by David Good. John McCartney's chassis is the Felday "4" which also uses the Ferguson system. This car has done some British club racing and one hill climb at Wiscombe before being bought by McCartney. Add to these the Mercury 4 Oldsmobile of Phil Chapman, and the possibility that someone might decide to buy the 7 litre Felday "5" which won at Harewood last November and 1967 could turn out to be very significant

Before leaving the four wheel drive entries I would like to recall a conversation I had with Tony Marsh

at Dyrham Park last September. He reminisced the 1964 was probably the most enjoyable season he had on the hills. He was using the 2 litre Mars Climax against the Ferguson, and both he and Pete Boshier Jones (1.2 s/c Lotus 22 Climax) really made determined efforts against what seemed impossible odds. It seems quite possible that some of the Mars-Ferguson records established in 1964 were due to the pressure of these two opponents. It is worth mentioning that in the Championship classes Mars managed to beat Westbury at Wiscombe, and Boshier Jones at the second Prescott. I think that this same determination will be even more marked this season for it will not only be centred against the four wheel drive brigade, but also the four cylinder boys will want to oust the vee eights.

As we turn to review the V.8 brigade the first name to consider must be Bryan Eccles. In a corresponding article last year I described Bryan as "a" man to watch but this year I feel he may be "THE" man to watch. He returned to hill climbing last year and used 4.5 and 3.5 Oldsmobile V.8 units in a Brabham BT.14 chassis and gained third place in the Championship in a very full season of events. For 1967 he is sticking to the same formula, although the BT.14 chassis has been discarded for a BT.18. On his first three outings of the season he made f.t.d. at Ragley, Loton and Wiscombe!

Ian Swift did only a limited season last year in the 4.7 litre Ford V.8 engined Swift, but was obviously a potential f.t.d. man. During the winter the car has been carefully rebuilt and fitted with Trecalemit fuel injection. I think he will be doing more events this year and will be keen to improve his eighth place in the Championship. Like Ian Swift, Tony Griffiths will



BRYAN ECCLES Photo Jeff Binns



TONY GRIFFITHS (Felday 6 Ford)

be using the same car, the 4.7 litre Ford V.8 engined, two wheel drive Felday "6". The main changes will be in the driving position which is now less upright, and he has also discarded his Firestones for Goodyears. Although he is competing here today Tony missed Loton last week, and will miss Prescott next week, so no matter how well he does from Wiscombe onwards it will be some time before he appears among the leaders.

One of the most impressive cars at the November Harewood Hill Climb was Miss Patsy Burt's 4.5 litre McLaren Oldsmobile. It has been out this year at Ragley and Wiscombe, and I would dearly like to see her put in a full season as she did a few years ago.

David Hepworth is reported to have a new Brabham chassis, and to have deserted Chevrolet for Oldsmobile. If this is true I hope that David will figure more prominently in the results than he has in the past, for he is a very forceful and courageous driver.

Mr. and Mrs. Mickel join the V.8 set this year with the ex-Ray Fielding Lotus 21. This car has been on the market for far too long, and I hope that with the Buick engine that Ray Fielding has installed for them they will do very well. Gray and Agnes are a very nice couple who add to the meetings in which they compete the "him v. her" tussle which is very popular with spectators.

Just as Peter Westbury made a name for himself with the Cooper Daimler in 1962, Martin Brain in the same car (although I think the Daimler engine is not the actual one) came into prominence in 1966. He still has this car, but is going to use a 7.2 litre Chrysler engined Cooper T.84. He is hoping to do a very full season, so if this new car can be sorted out quickly he will be worth watching.

And so we come to the boys who will really be pushing it if they are to do well, the four cylinder clan. Second, fourth, and fifth placemen in last year's

Photo by Jeff Binns

Championship — Peter Meldrum, Mike Hawley, and Peter Boshier-Jones — are all sticking to four cylinders again. Meldrum is putting his 1650 blown Ford unit into a Brabham chassis (or was he just kidding us?), Mike Hawley was one of the few people fortunate enough to sell his last seasons car quickly — to John Fenwick, here today — and he is using a new Brabham F.2 chassis fitted with a Climax unit of 2 litres, whilst Peter Boshier-Jones is retaining his Lotus 22 for a fifth season, but will probably stick to the 1.5 litre supercharged Climax unit that alternated with the faithful 1220 last year.

And then there is Peter Lawson. Using his familiar BT.16 Brabham Peter tells me that he is going to venture further afield this year. He performed exceptionally well against the "circus" at the Championship meeting last September here at Harewood. He will undoubtedly do well further afield, but we should all remember that in this first season he has one very big disadvantage over nearly all his fellow competitors, all the hills will be new to him. I know of one well known competitor who would dismiss this aspect and call it an excuse, but it is really significant. Both Mike Hawley and Bryan Eccles made their first visits to Rest and be Thankful last year, and they both mentioned the question of knowledge of the hill (or lack of it in their case) as a limiting factor.

John Butterworth, Fred Smith, and Peter Blankstone will be in Ford engined Brabhams (and remember the shock Fred gave to the regular hill climb boys at Scarborough last October), whilst Bryan Brown (1.9 Lotus Ford), Don Harris (1.6 D.M.F. Mk. 3 Ford), Malcolm Eaves (1.6 Lotus Ford), and Geoff Rollason (1.0 Lotus 35/41) should put in a lot of appearances. I think all these drivers will be trying very hard to get places in the top ten from time to time, and the two who will make the most impression will, I think, be Don Harris and Fred Smith.

Continued on page 29

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## LOOKING AHEAD—continued.

And what of the "non-single seater" entries. Again there is an entry which leaps immediately to mind, Phil Scragg. One of my most vivid 1966 memories is of Phil booting the Lola up a wet August Shelsley Walsh in splendid fashion to finish less than half a second behind Messrs. Hawley, Boshier-Jones and Marsh. This car has been well worked over by Peter Westbury's boys during the winter, and has a more suitable body fitted. Phil should not only do quite well, I think that he could well be among the top six again, indeed in an "Autosport" interview sometime ago he spoke of getting a sports car that could get him into the top three. Who knows?

Apart from Phil Chapman and John McCartney mentioned in the four wheel drive section, the North is well represented by David Harrison in the Crossle Buick. By using two cars last year the Harrison equipe didn't get the fullest potential from either car, so they are wisely concentrating on the Crossle this year. If the car really hits form and David ventures to a good number of meetings then I'm certain that he will be a force to be reckoned with. A similar 3.5 litre Buick unit is being used this year by Ray Terry who has sold his Elva B.M.W. to Georgina Baillie Hill (here today) and bought another Mk. 8 Elva. Ray is a driver who gets to a lot of meetings, and will be interesting to watch. Miss Hill will probably also have entered the Championship, and is a rapidly improving competitor.

John Macklin (4.7 Ford GT.40) has definitely entered the Championship, and I would think that Gerry Tyack who has purchased the ex-A.F.N. Porsche Carrera 6 will also have done. Both these men have lots of hill climb experience, and it will be interesting not only to match them against each other, but to see how they fare in the overall picture.

There will inevitably be some worthy entrants that I have missed out, but I think that the overall picture has been set. The car/driver combinations which we shall see in action this year are undoubtedly the best ever seen in this country. All we need now is good weather, plenty of fierce contests, new hill records which God and the competitors will see to. We, the onlookers, can help by going to as many of the meetings as possible.

Who will win the Championship? Last year I hinted, but this year I haven't the courage to do even that. Instead I'll take the politicians way out with an ambiguous, wide-sweeping statement. It won't necessarily be a four wheel drive car in view of the potency of several well sorted V.8's, but it turns out to be a four cylinder car then the driver should be in the 1968 New Year's Honours List.

### CHAMPIONSHIP OPENING ROUND

Severn Valley A.C., Loton Park, Sunday 23/4/67

As I have said above, one of the perils of this article is that the first championship round actually takes place after writing but before you have a chance to read my predictions.

This was well in my mind on the way to Loton Park last week-end when I was wondering just how near the mark my opinions might prove in reality. As usual at the beginning of the season, one or two people had not got their cars "sorted" and, even more disappointing, despite much midnight oil, some entries which looked exciting on paper were unfortunately not ready to compete. David Hepworth was particularly unlucky in this for the factory only supplied his new Brabham chassis on the Wednesday and with engine mountings to make, controls to fix up and all the other work it was just not possible to be there. Similarly, Tony Marsh was still running with drive on the rear wheels only and Mike Hawley, also

Continued on page 33



IAN SWIFT (Swift Ford)

Photo by Jeff Binns



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# Hill Climb Personalities

By CHRIS WINDER

## No. 2. PETER LAWSON (Competition No. 113 Class 15)

One of the most promising hillclimbers of recent years competing here today is a twenty-one year old Peter Lawson in his Brabham single seater.

Peter Geoffrey Lawson, to give him his full title, comes from Scotton near Knaresborough where he lives with his parents in Langton Manor, an extremely attractive house. During the week, Peter works with his father who runs a large concern dealing with the sale, purchase and contract hiring of heavy earth moving equipment. Peter's father built up the business himself but aside from that, helps Peter to the utmost with his hillclimbing. If he had been in the position he is now when he was Peter's age he would have liked to have had a try at the game himself. Instead, he encourages his son in every way and has seen that he has the safest and best tool for the job in the very nicely turned out Brabham.

Peter first learned to drive on a disused aerodrome where his firm keep some of their plant. It was here that Peter first exceeded the 'ton' in his father's Aston Martin. His first car was a Triumph Herald which was only used on the road. After the Herald, Peter had one of the very attractive and rare Ogle SX100's which wasn't used for competitions either. The Ogle was changed for a Zodiac Mk. III in which Peter had a tremendous incident going over the acute bump up the drive to Castle Howard, on an occasion when he was going to spectate. When the Zodiac landed after the bump, it was minus sump, oil pump

and most of the front suspension!! There is a moral somewhere but I forget quite where.

Peter's competition career started on acquisition of a Lotus Cortina which he drove at Leighton Hall and Church Fenton. Success began to come to Peter when he started driving an M.G. B which was originally supercharged but proved so unreliable that the whole engine was disposed of and replaced by an ex-Ken Lee motor. With a good engine, the M.G. gained several class records including Harewood and Scarborough which are still standing to this day. All the local events were tried and also a visit to the Isle of Man for the splendid Thoit-y-Will event. The classes in the Isle of Man were a little unusual but Peter remembers with relish beating an AC Cobra and a Zagato Aston Martin!

After a satisfactory spell with the M.G. B during which time Peter convinced himself and his friends that he was thoroughly capable of holding his own with the best opposition, he and his father scouted around for the best possible replacement. They wanted a racing car and decided, after due deliberation, that they would have a Brabham. Peter went to the factory and was measured for size and it is a poor reflection on the firm that only recently, over a year later, has he felt remotely comfortable in the car. As Peter says, it is essential to be comfortable and relaxed in order to do as well as possible.

Continued on page 33



*Peter Lawson looks rather as though all is not well with his B.T.16. Photo by Jeff Binns.*

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**PETER LAWSON**—Continued from page 31.

Peter entered the Hill Climb Championship with the Brabham in 1966 but was unlucky enough to contract a bout of mumps which kept him off the scene for a while and even worse, he later cut his hand which curtailed his season further. However, when he did appear he showed himself to be very fast and also neat. Best performance of a thoroughly frustrating season was coming second to Peter Meldrum at Harewood. This season has so far been a very good one with FTD at both Castle Howard and the last Harewood meeting. If things go on as up to now this season, we may reasonably expect Peter Lawson to feature perhaps in the top half dozen in the Hill Climb Championship. If he is allowed to develop in his own time and is not 'pushed', I am sure he will prove to be the brightest hope from around these parts for some time.

Away from the hillclimbing scene, Peter is keen on water-skiing and when time permits, he goes to stay at the family's house in the Lake District to practice this sport. He has often had passing interests in things like photography and making model planes but motor sport has been his constant interest. He enjoys a friendly game of tennis but doesn't rate himself as a budding Mike Sangster yet; Peter has a reputation among his friends for being a bit of a comedian and always has a good joke at the ready. He has a married sister and a brother aged thirteen who is "dead keen" on motor sport and who has already told Peter to "watch out" as he intends to show him how to drive when he is older. Who knows? He could do a Peter Boshier Jones!

Peter Lawson is a thoroughly pleasant, very modest young man who deserves to go a long way. I am sure all local enthusiasts will join me in wishing him well.

**LOOKING AHEAD**—Continued from page 29.

awaiting Brabham's pleasure, was fortunate in that his friend Tony Griffiths was away and nobly let Mike drive the newly modified Felday 6.

The early weather threatened rain although very fortunately this kept off and by the time the Championship runs arrived conditions were perfect. Loton is sponsored by the local newspaper and, as a new experiment, the programme was printed in newspaper style with loose pages. In the morning the breeze was fairly fresh and the results can be imagined.

After the first class runs I began to feel far wide of the mark as, despite unfamiliarity with the course, Peter Lawson made fastest time with 36.16 heading Bryan Eccles who managed 36.54. On the second runs Peter did it again improving to 35.63 with Eccles breathing down his neck in 35.68 secs. So to the actual championship runs where Eccles running ninth spun on his first run and was untimed whilst Peter, suffering as he himself confirmed, from unfamiliarity with the hill could not break the 36 second barrier. On the second Championship run Bryan Eccles stormed to the front with 35.37 whilst once again, Lawson found the 36 second hurdle too great to scale although his second class run time remained third F.T.D.

Final Championship placings were :-

- |  |       |
|--|-------|
| 1. Bryan Eccles (4.5 Brabham Oldsmobile) .....     | 35.37 |
| 2. Tony Marsh (4.7 Marsh Buick) .....              | 35.61 |
| 3. M. J. Hawley (4.7 Felday 6 Ford) .....          | 35.97 |
| 4. J. T. Butterworth (1.5 s/c Brabham BT.14) ..... | 36.10 |
| 5. P. G. Lawson (1.6 Brabham BT.16) .....          | 36.37 |
| 6. P. Boshier-Jones (1.5 s/c Lotus 22) .....       | 36.55 |
| 7. Geoff Rollason (1.0 Lotus 41) .....             | 36.94 |
| 8. David Good (2.0 BRM 67 Ferguson) .....          | 37.00 |
| 9. Don Harris (1.6 DMF Mk. 3) .....                | 37.09 |
| 10. Ray Terry (3.6 Elva Buick 8B) .....            | 37.74 |

K.H.



*Mike Wheatley with the revolting Mini Climber — A typical Rhubarb Farmer's thing of Beauty  
Photo John Newton*

## ABOUT THE B.A.R.C.

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

The largest of these Centres is the Yorkshire Centre which promotes the hill climb here today. The Centre was formed in 1922 and now has over 1,550 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:-

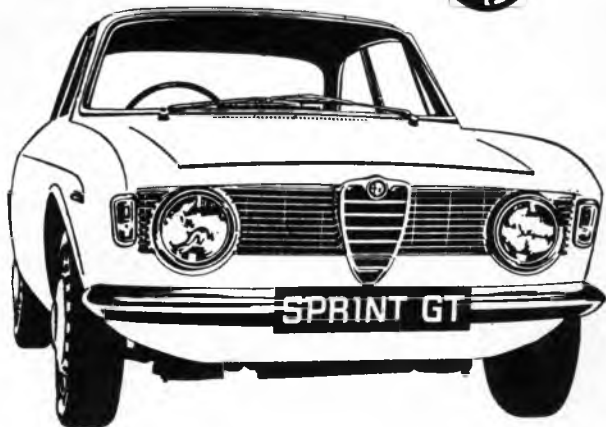
May 2 — Evening Driving Tests.  
May 13/14 — "The Scarborough Week End".  
June 4 — Joint Driving Tests at Tadcaster.  
June 6 — Harewood Practice Evening.  
June 18 — "E. A. Denny" Production Car Trial.  
June 25 — "Montague Burton Trophy" Hill Climb.  
July 4 — Evening "Autocross".  
July 9 — Clubman's 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.



*All cars have to undergo a searching examination for safety and eligibility before they are allowed to compete.*  
*Photo by Jeff Binns.*

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