

# HAREWOOD

HILL CLIMB

STOCKTON FARM

HAREWOOD AVENUE

Nr. LEEDS



OFFICIAL PROGRAMME 2/6

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**16 JUNE 1968**

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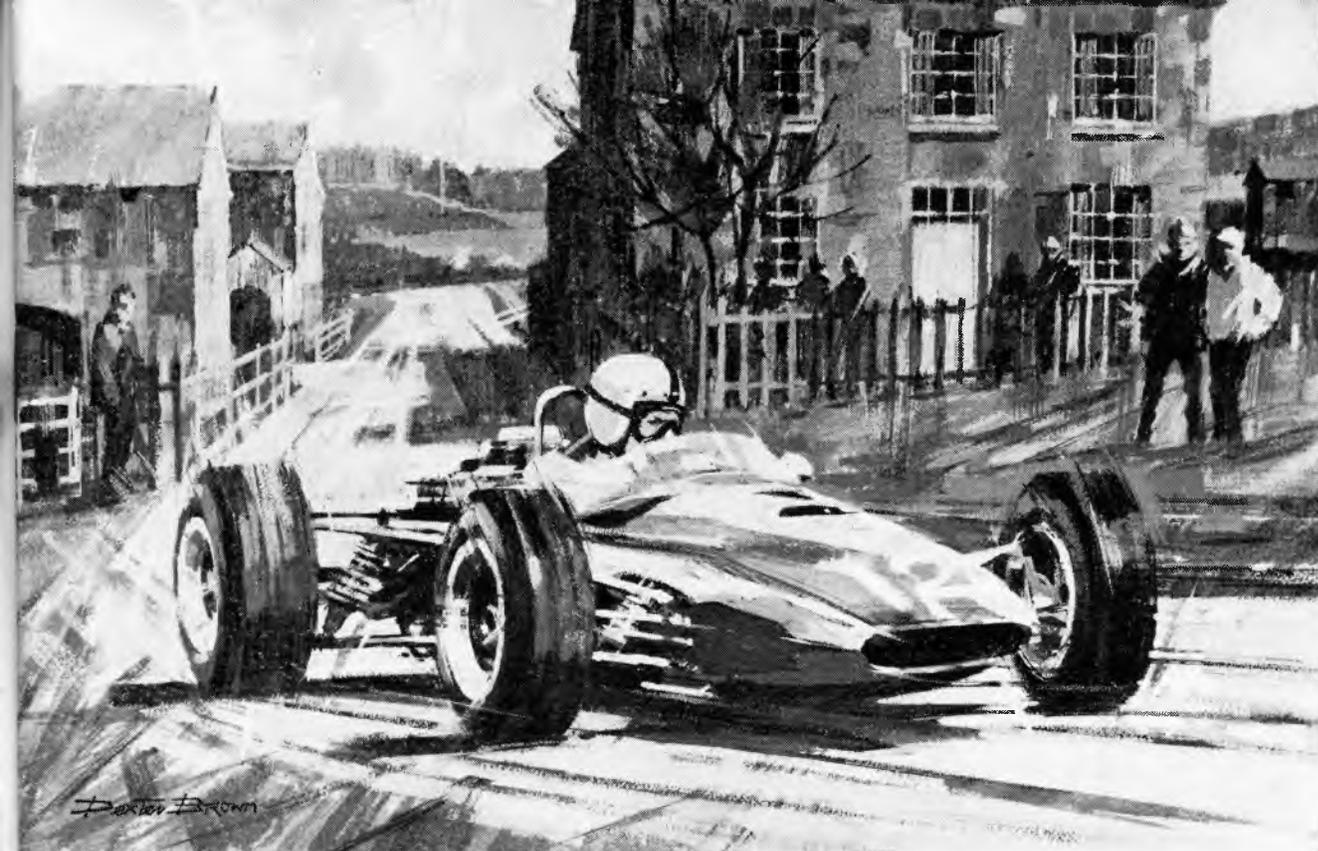


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IN AID OF  
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R.A.C. PERMIT No. RS/4267.

**SUNDAY, 16<sup>th</sup> JUNE, 1968**

COMMENCE 1-00 P.M.

**HELD AT STOCKTON FARM, HAREWOOD, LEEDS**

by kind permission of Arnold Burton, Esq.

**WARNING TO THE PUBLIC**

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

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

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## RAMBLINGS

Hill Climbing is one branch of motor sport which seems to be enjoying very good health indeed, and, we can not resist a little trumpet blowing that so far as the National Hill Climbing Scene is concerned, B.A.R.C. Yorkshire Centre members are currently figuring well indeed.

Pride of place must obviously be given to Peter Lawson the pride of Knaresborough who with his four wheel drive B.R.M. T.67 is currently leading the British Hill Climb Championship table having made f.t.d. at all four of the qualifying rounds to date, indeed beating the reigning title holder Tony Marsh on the three occasions they have met.

Centre stalwart David Hepworth also figures high in the ratings presently being in fourth place which with a two wheel drive machine is quite an achievement in these days of all driven wheels.

In another sphere, the B.A.R.C. Hill Climb Championship is also going strong and here Harewood Regulars are also well entrenched. This event is open to all types of cars on a Class Improvement marking basis and at present Jeff Goodliffe heads the tables with Tom Christie second, Chris England third and Peter Kaye fourth. Indeed at the last qualifying round of which we have details Jeff Goodliffe shattered all concerned by making f.t.d. at a Gurston Down meeting with his 1275 c.c. Mini!!

Final bit of Hill Climb kudos goes to the Centre Team of Peter Lawson, David Hepworth and Jimmy Johnstone who won the inter-club team challenge award at last Sunday's Shelsley championship round.

Next another item of red hot news which will be received with great relief from all regular Harewood drivers. The hill is to be completely re-surfaced with a modern, non-slip asphalt before the R.A.C. Championship meeting in September. Regular visitors may have heard rumblings that the present surface is, to say the least, somewhat slippery. Indeed anyone who has been present at a meeting where there has been a shower of rain well have seen the dodgem-like gyrations of competitors trying vainly to find sufficient grip to transfer the horses developed by their wheels to the road.

The present Tarmac surface was put down as being the best we could afford some five years ago but since that time it has polished very considerably. Originally we hoped it would last three years before getting too bad but the search for the ideal new treatment coupled with the gathering together of the means to pay for this have prolonged the life. We can but salute the skill and determination of drivers who have constantly

set up new records on the rapidly polishing surface and produced such exciting events. Looking forward to September, with the extra adhesion of the new road class records should come tumbling down.

Now to the special features of today's event. Firstly, we are playing hosts to the members of The British Red Cross Society who will be found taking a collection near the entrance gates, manning a children's play area in the hillside car park and, if plans materialise, operating other forms of entertainment for youngsters as well. All this is for their appeal fund for the "Princess Mary Home" we would ask you to give generously to this very worthy cause.

For those members who bring their families to Harewood, we have obtained a Punch and Judy show which will give two performances at the rear of the Hillside Car Park at approx. 3-00 p.m. and 4-00 p.m. We hope that this will be a welcome relief for parents who wish to watch the cars and can leave their children in the capable hands of the Red Cross to enjoy this timeless entertainment.

Another now established feature of this particular meeting is the display of Veteran, Edwardian, Vintage, P.V.T. and indeed Modern Exotic motor cars and commercial vehicles. We are greatly indebted to the owners of these machines who bring them along to support our annual Charity Effort. These handsome machines will be found at the top of the hillside car park.

As another side attraction to our Hill Climb, there are a number of tents, or Trade Stands, in the corridor linking the Hill Side Car park with the main entrance where you will find a Rally and Speed Equipment shop, a glass and fancy goods stall, a display of wrought iron lamp fittings, a fruit stall and other enterprises. If anyone in the spectator audience today would be interested in one of these stalls at a future meeting enquiries should be addressed to M.S. Wilson, c/o B.A.R.C. Yorkshire Office, 6 Sidney Street, Vicar Lane, Leeds 2.

Looking forward to our next meeting on July 21st. This is another Harewood "First" being a combined event for novice competitors in modern motor cars and Vintage Sports Car Club members dicing up the hill in their splendid conveyances from earlier years. Machinery on offer will range from Basil Davenport in the redoubtable G.N. Spider down to Austin Sevens with a smattering of majestic Bentleys, the odd exotic racing car and so on. Knowing how popular vintage car events are in other parts of the country we are confident this will be a welcome new addition to the Harewood programme.

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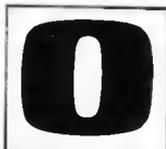


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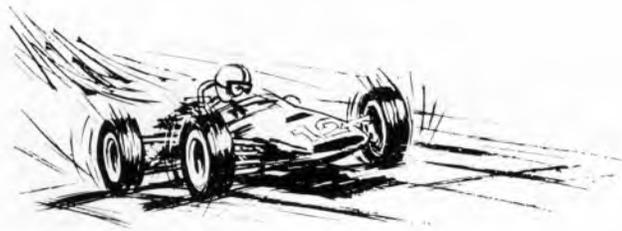
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 Appointed by the B.A.R.C. .... H. C. Mason, J. H. Farrar,  
 H. M. Sinclair

## OFFICIALS

Clerk of the Course ..... M. S. Wilson  
 Deputy Clerk of the Course ..... A. J. Hodgetts  
 Chief Marshal ..... B. W. Moss  
 Deputy Chief Marshal ..... P. L. Newby  
 Chief Observer ..... J. M. Holroyd  
 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 Officer ..... G. Whitehead  
 Hon. Treasurer ..... M. H. Whaley  
 Secretary of the Meeting ..... Miss K. A. Reyner  
 Press Liaison Officer ..... F. Barlow  
 Chief Start Area Marshal ..... J. R. Hardcastle  
 Catering Liaison ..... P. H. Scott  
 Chief Programme Sales Marshal ..... Mrs. D. M. Lincoln  
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 P. A. Commentary ..... J. D. Lincoln, A. D. Roddis,  
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 Scrutineers ..... J. E. Haigh, P. W. Watson, B. L. T. Bielby,  
 T. M. Wood  
 Scrutineers' Marshals ..... G. L. Thompson, W. Hall  
 Medical Officers ..... Dr. J. Clegg, Dr. M. Goodman,  
 Dr. M. R. Banks, Dr. R. C. Lawrence

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B. Pearson, N. J. Hertzog, R. W. A. North, P. J.  
 Griffin, G. P. Turner, W. G. Standing, S. Thompson,  
 R. Cowgill, J. R. Wass, P. H. Carroll, D. M. Gledhill,  
 A. R. Luce.

### Sector Marshals, Flag Marshals :

C. J. Chamberlain, J. T. Simons, R. S. Elmitt, D.  
 Knowles, F. Glynn, B. V. Smith, L. G. Bentley,  
 P. Bradbury, R. F. Chesterman, H. Boulton, N. R.  
 Kulp, A. K. Vickers, P. Bradbury, J. Prosser,  
 A. D. Exley.

### Track and Spector Marshals :

J. J. Burke, H. Cass, R. Firbank, J. Harlow, C. N.  
 Smith-Moorhouse, C. Mycock, A. G. Marra, C. R.  
 Southcombe, B. Smallwood, D. Spark, D. Thomas,  
 F. Johnson, A. Whittaker, P. Knight.

### Fire Rescue Party ..... D. Barraclough, L. Barraclough

### Start Area Marshals :

B. Bettridge, P. G. Holiday, R. G. Hooper, M. J.  
 Frost.

### Paddock Marshals :

Miss S. D. Ellerby, B. N. Finch, A. A. Pritchard,  
 L. B. Hobson, P. Wheeler.

### Assembly Area ..... W. Howarth, F. Owridsmith

Admission Marshals ..... H. Goddard, J. Goddard, R.  
 Haddlesley, A. Spence, H. Merrick, G. Campsall,  
 T. Bedford, B. Armitage, K. Dalby, G. Duxbury,  
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### Programme Sales Marshals :

Mrs. F. Owridsmith, Mrs. R. M. Varley, J. Walker  
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### Paddock Entrance Gate ..... D. Flintoft

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

Scoreboard ..... Mr. & Mrs. W. R. Varley

The Organisers would like to express their thanks  
 to the British Motor Racing Marshals Club (N.E. Region)  
 and the Rolls Royce (Barnoldswick) M.C. for their  
 assistance in staffing this meeting.

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# TIMETABLE FOR TODAY

10-45 a.m. Practice Runs Commence.  
 11-45 a.m. Practice Concludes — Lunch Interval.  
 1-00 p.m. Meeting Commences First Class Runs.  
 3-00 p.m. Interval.  
 3-00 p.m. Punch & Judy.  
 3-10 p.m. Second Class Runs.  
 4-00 p.m. Punch & Judy.  
 5-10 p.m. The "Top Ten" Run Off.  
 5-30 p.m. Presentation of Awards

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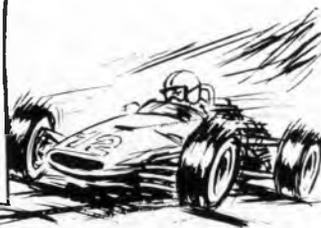
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# NOTICES



## 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/4267.

## 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 Services for snacks, light meals, hot drinks, etc. is provided in both the Paddock & Hill Side Enclosure. Waitress service luncheons are 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, Goodfare Catering Co. (Leeds) Ltd. for the catering and bar services, Guanaria and Sons Ltd. for ice cream supplies, The British Motor Racing Marshals Club, Appleyard of Bradford Ltd. for the loan of the breakdown vehicle, Ken Lee (Motors) Ltd. for provision of the welding service, Fairbank Harding Ltd., T. G. Pepper Ltd., 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.

## 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

Details for our remaining 1968 Speed Events are :-

- Tuesday, July 2nd —  
Evening "Autocross" Guiseley.
- Sunday, July 7th —  
Croft Members Race Meeting.
- Sunday, July 21st —  
Harewood Novices' and Vintage Meeting.
- Sunday, September 15th —  
Harewood R.A.C. Championship Meeting.
- Sunday, September 29th —  
Autocross at Dunkeswick.
- Sunday, October 6th —  
Scarborough National Hill Climb.

## 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.

# HILL CLIMB PERSONALITIES



*Photo: John Newton*

Peter Kaye, this month's subject, has been a competing member of the Centre for more than ten years and during these years has, for the most part, remained faithful to the front wheel drive BMC Mini cars, hence his nickname 'Mini' Kaye.

Peter's first bolide was, however, a 1956 Standard Ten on which he learned the first rudiments of driving a car to its limit and no doubt occasionally over it! Peter claims to have had no outside interest apart from liquid ones due mainly to the lack of time and as the story unfolds, that lack of time is easily understood.

Born on a farm and raised to follow an agricultural calling, Peter's first leaning towards motor sport came from the enthusiasm of his elder brother who had qualified as a doctor. At first this new interest manifested itself in a desire to get away from farming and into the hurly-burly of the motor repair trade.

## PETER KAYE

by Chris Winder

The first event undertaken by Peter was a main road trial in an MG TF and was not a very happy debut as the crew found themselves arriving at the controls too soon and coming on them too fast to stop and wait outside till the correct time. As a result of these mistakes Peter reasoned that as he seemed quite good at going quickly he ought, perhaps, to have a go at a purely speed type of event to see if he did any better.

At that time, short of travelling long distances, the only speed events in the area were held at Burton's Leeds factory up the drive and round the flower beds and quite exciting they were too. Peter had acquired an MG 'A' by this time and came second to John Heppenstall who was the man to beat in that class at the time. Driving tests were also tried in the MG but eventually it was changed for a Morris 1000 which was modified pretty highly and shared with Peter's brother who also raced a Lotus Elite later on. The Morris used Downtown parts and really was a flier, so much so that John Heppenstall, standing in for Peter who had broken a leg, beat the record set up by the immortal K. D. Jones in his A.35 which nobody thought would be approached let alone broken!

When the Mini was announced, Peter sold the Minor and bought a Mini and he and Allan Staniforth, who also got one, have a very strong claim to being the first people ever to race one of these cars. This particular car was fitted with an Arden-cum-Speedwell conversion and was virtually unbeatable in speed events. In 1960 and 1961 it was bored out to 960 c.c. using Austin A.40 pistons and gained several places in races as well as the hillclimbing successes.

When the Cooper Mini came out in 1962, Peter modified one but only used it for driving tests and autocross to begin with but later in the year began the speed events culminating in a very good second overall to Harry Ratcliffe at Rufforth. For 1963, International racing was on the cards and Speedwell promised a really good engine which did not fully materialise and after rolling at Oulton Park during the Gold Cup meeting and seizing the motor at Silverstone the car had to be sold due to lack of finance. Peter was working with Ken Lee at this time and Ken allowed him to drive his Cooper and an 1100 which were very successful for the remainder of the 1963 season and also 1964.



*Peter in action in an earlier Mini when he used to be the Terror of Class One.*

Funds were restored and another Cooper purchased with which to 'have a go' at Alan Staniforth who was having it too easy in his class at this time. The car was modified with help from Harry Ratcliffe and Peter managed to beat Alan at Scarborough and Castle Howard setting records which stood for some time.

The 1965 season was another good one although Peter was nearly lost to the Centre when he went to Belgium on a rather disappointing venture to work for a well known international saloon car racer. On his return he spent some time helping Frank Greenwood to sort out his Lotus 23B and drove this car at Croft in a race with rather disappointing results as he 'came together' with another car. Honour was restored, though, when he drove Frank's Cooper S at Scarborough and lowered Harry Ratcliffe's record by three seconds!

In May 1966 Peter and his wife Helen moved to Windermere and he temporarily stopped competing until 1967 when he built his present Mini from a nearly new body shell and all other parts new. As is now history, he was only beaten twice, once by a Mustang and the other time by a twin cam Anglia. At all meetings attended, a new class record was set up and he ran in the Top Ten runs at Harewood and Castle

Howard. This year has started the same winning way, with success at Castle Howard and twice already at Harewood and will no doubt continue the same way.

Peter and his friend David Sykes have moved to Harrogate and opened a garage specialising in maintenance and repair of both bread and butter and high performance cars. With the sort of preparation that causes a Mini to go up Harewood in well under fifty seconds they should not be short of customers for the same treatment. They advertise in this programme, so don't waste time — ring them (Adv't).

Peter and Helen have three children, two boys and one girl who all come along to watch Peter drive in events and would have seen Mother also if the Sprite she was to have driven at Harewood had not sheared its flywheel. Peter sports a fiery beard and it used to match his hairy driving which has now tempered with the result that he is very, very fast but stays on the road these days in contrast to some of his earlier exploits! Definitely very well worth watching closely is Peter Kaye and his incredible little car. Indeed we will be more than surprised if he is not there fighting it out with the Racing and Sports/Racing cars in the "Top Ten" run off this afternoon.

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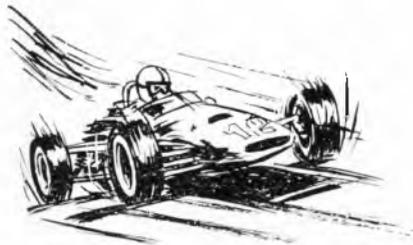
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# ABOUT THE B.A.R.C.



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 Thrupton, Croft, Cadwell Park, Silverstone, Oulton Park, Castle Combe, Mallory Park, Snetterton, Crystal Palace, 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 1,250 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, and a Cricket Match.

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.

The B.A.R.C. is fast becoming the National Hill Climb Club with meetings at Harewood and Scarborough organised by the Yorkshire Centre. At Gurston Down and Brunton run by the South-Western Centre. Pontypool Park under the wing of the South Wales Centre, and Firlie where the South-Eastern Centre hold sway. We understand that it will not be long before the East Midlands Centre have a hill of their own also. This year the B.A.R.C. Hill Climb Championship has been organised with marking covering a series of eleven events at these varied hills.

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. This year this means over 150 B.A.R.C. events and 300 invitation events.

In addition we 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.

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.

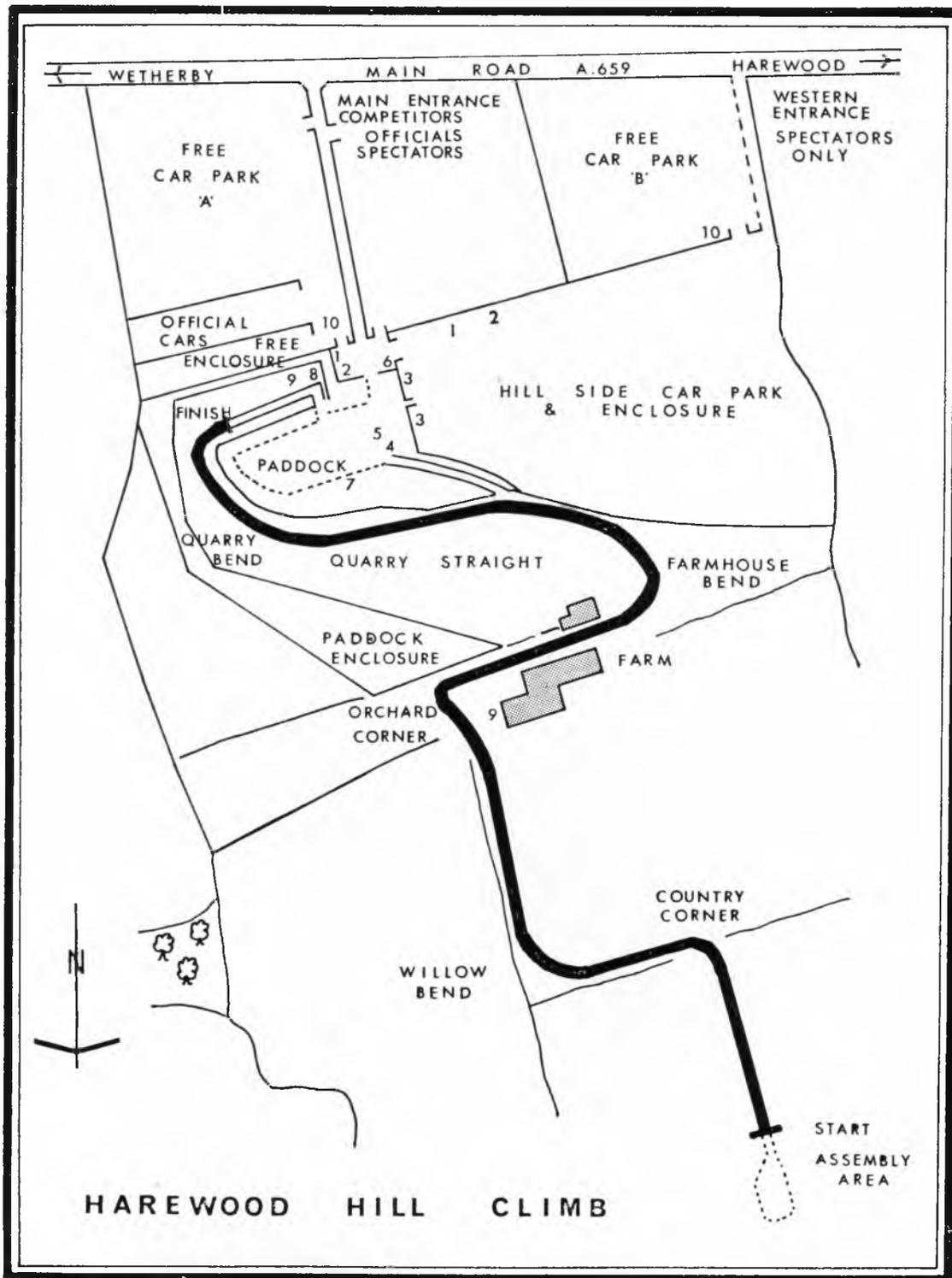
Our programme for the remainder of the 1968 season is given below :-

- Tue. 18 Jun. — Club Night — The Peacock, Gomersal.
- Fri. 21 Jun. — Summer Dance, Trustees Hall, Bardsey.
- Sun. 23 Jun. — "E. A. Denny" Production Car Trial.
- Tue. 2 July — Club Night "Autocross", Guiseley.
- Sun. 7 July — Members' Race Meeting, Croft.
- Tue. 16 July — Club Night — The Peacock, Gomersal.
- Sun. 21 July — Novices' & Vintage Hill Climb, Harewood.
- Sun. 4 Aug. — Driving Tests — Tadcaster.
- Tue. 6 Aug. — Club Night — Production Car Trial.
- Tue. 20 Aug. — Club Night — The Peacock, Gomersal.
- Sun. 25 Aug. — Sprint & Drag Sprint.
- Sun. 1 Sept. — Annual Cricket Match.
- Tue. 3 Sept. — Club Night — Ladies' Event.
- Sun. 15 Sept. — Harewood — R.A.C. Championship Meeting.
- Tue. 17 Sept. — Club Night — The Peacock, Gomersal.
- Sun. 22 Sept. — "Stone Trough" Sporting Trial.
- Sun. 29 Sept. — "Autocross" at Dunkeswick.
- Tue. 1 Oct. — Club Night — Scotts Arms, Sicklinghall.
- Sun. 6 Oct. — Scarborough National Hill Climb.
- Tue. 15 Oct. — Club Night — The Peacock, Gomersal.
- Sun. 27 Oct. — "Greenwood Cup" Production Car Trial.
- Tue. 5 Nov. — Club Night — Scotts Arms, Sicklinghall.
- Tue. 19 Nov. — Club Night — The Peacock, Gomersal.
- Tue. 3 Dec. — Club Night — Scotts Arms, Sicklinghall.
- Thu. 12 Dec. — Annual Dinner Dance, Queens Hotel, Leeds.
- Tue. 17 Dec. — Club Night — The Peacock, Gomersal.

## B.A.R.C. INSIGNIA

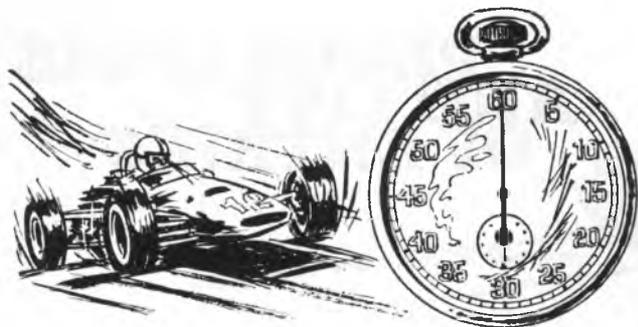
**Ties • Badges • Transfers • Key Rings  
Lighters • Pouches • Tie Tacks • Etc.**

**ON SALE AT THE MAIN PROGRAMME TENT.**



**HAREWOOD HILL CLIMB**

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.



# HAREWOOD RECORDS

Twenty-seven 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
8/9/63	P. Boshier-Jones (Lotus 22 Climax)	46.72
29/9/63	*G. Whitehead (Elva Mk. 7)	53.52
12/4/64	J. R. Walton (Walton Bristol)	49.39
24/5/64	A. E. Marsh (Marsh Special)	45.16
12/7/64	*I. C. Batty (Lotus Mk. 7)	50.75
13/9/64	P. Westbury (Ferguson P.99)	44.45
4/4/65	P. H. Meldrum (Lotus Allard Spl.)	46.02
9/5/65	P. H. Meldrum (Lotus Allard Spl.)	46.50
20/6/65	P. H. Meldrum (Lotus Allard Spl.)	44.90
18/7/65	*M. J. Smith (Mallock U.2 Ford)	49.87
12/9/65	P. H. Meldrum (Lotus Allard Spl.)	49.27
1/5/66	P. H. Meldrum (Lotus Allard Spl.)	46.20
5/6/66	P. G. Lawson (Brabham Ford)	46.76
26/6/66	P. H. Meldrum (Lotus Allard Spl.)	45.99
24/7/66	*J. A. H. Lambert (Cooper Mk. 6 T'ph)	51.75
11/9/66	P. H. Meldrum (Lotus Allard Spl.)	45.99
26/11/66	P. Westbury (Felday 5)	60.84
2/4/67	P. G. Lawson (Brabham Ford)	49.14
30/4/67	B. Eccles (Brabham Oldsmobile)	44.46
25/6/67	B. Eccles (Brabham Oldsmobile)	45.16
23/7/67	*R. G. Winder (Elva Mk. 6)	50.73
10/9/67	†A. E. Marsh (Marsh Buick)	42.94
7/4/68	P. G. Lawson (B.R.M. 4 W.D.)	45.57
28/4/68	P. G. Lawson (B.R.M. 4 W.D.)	43.65

† Denotes Record for Course.

\* Denotes Novices Hill Climb.

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

## Touring Cars

16/9/62 — A. G. Wood (Jaguar 3.8) 57.39; 9/6/63 — D. Maitland (Morris Cooper) 56.95; 15/9/63 — N. Porter (Morris Cooper) 54.41; 12/4/64 — H. W. Ratcliffe (Morris Cooper S) 52.62; 9/5/65 — J. R. Kennerley (Lotus Cortina) 52.48; 20/6/65 — F. Greenwood (Austin Cooper S) 50.96; 5/6/66 — D. J. Muter (Austin Cooper) 50.55; 30/4/67 — F. P. Kaye (Morris Cooper S) 48.55; 10/9/67 — F. P. Kaye (Morris Cooper S) 48.19; 28/4/68 — F. P. Kaye (Morris Cooper S) 47.92.

## "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 — E. P. Scragg (Jaguar 'E' Type) 52.01; 20/6/65 — E. D. Clark (Jaguar 'E' Type) 51.56; 1/5/66 — D. P. Stead (Jaguar 'E' Type) 51.41; 5/6/66 — D. P. Stead (Jaguar 'E' Type) 51.10; 26/6/66 — J. F. Thomson (Jaguar 'E' Type) 51.06; 30/4/67 — J. F. Thomson (Jaguar 'E' Type) 50.25.

## Special Grand Touring Cars

16/9/62 — B. R. Waddilove (Jaguar "E" Type) 54.08; 21/4/63 — B. R. Waddilove (Jaguar "E" Type) 53.98; 9/6/63 — B. R. Waddilove (Jaguar "E" Type) 53.91; 15/9/63 — B. R. Waddilove (Jaguar "E" Type) 51.47; 13/9/64 — J. A. Lepp (Lotus Elan) 50.78; 4/4/65 — J. A. Lepp (Lotus Elan) 50.18; 20/6/65 — J. A. Lepp (Lotus Elan) 48.77; 28/4/68 — R. Speak (Lotus Elan) 48.72.

## 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. 1/9/67 — E. P. Scragg (Lola 70 Ford) 45.75.

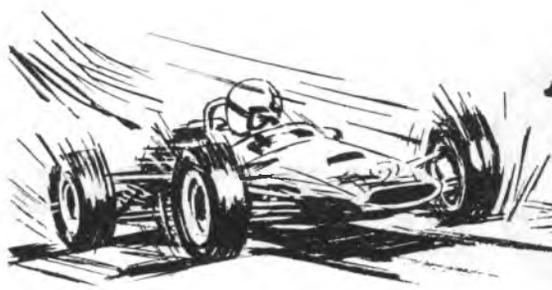
## Racing Cars

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 (Lotus 23B B.R.M.) 46.43. 10/9/67 — E. P. A. E. Marsh (Marsh Buick) 42.94.

## Harewood Hill Climb — Class Records Standing at Commencement of this meeting.

### Class

1.	J. W. Goodliffe (Austin Cooper S)	10/9/67	50.31
2.	A. Forrest (Cortina Super)	25/6/67	53.99
3.	K. N. Lee (Austin Cooper S)	28/4/68	50.68
4.	F. P. Kaye (Morris Cooper S)	28/4/68	47.92
5.	R. D. Sutherland (A/H Sprite)	10/9/67	51.35
6.	G. B. Ellis (M.G. B.)	25/6/67	52.97
7.	J. F. Thomson (Jaguar 'E' Type)	30/4/67	50.25
8.	R. D. Sutherland (A/H Sprite)	28/4/68	50.23
9.	R. Speak (Lotus Elan)	28/4/68	48.72
10.	T. Twaites (Lotus 23B)	1/5/66	48.98
11.	J. T. Butterworth (Lotus 23)	13/9/64	48.26
12.	J. P. Chapman (Chapman Mercury)	13/9/64	49.36
13.	E. P. Scragg (Lola 70 Ford)	10/9/67	45.75
14.	J. Thornton (Mamba B.M.C.)	25/6/67	46.68
15.	P. Boshier-Jones (Lotus 22 Climax)	13/9/64	44.58
16.	*A. E. Marsh (Marsh Buick)	10/9/67	42.94



# PROGRAMME AND LIST OF ENTRIES

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

## ORDER OF ASCENT

FIRST RUNS: Classes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17.

## INTERVAL OF TEN MINUTES

SECOND RUNS: Classes 1, 2, 3, 4, 10, 11, 12, 13, 14, 15, 16, 5, 6, 7, 8, 9 and 17.

FINAL RUNS: THE "TOP TEN" RUN OFF

## PRESENTATION OF AWARDS

★ After a Competition Number denotes a Reserve Entry.

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

Record: J. W. Goodliffe (Austin Cooper S) 50.31

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
1.	P. A. Boyes	Hillman Imp Californian		875	Liversedge			
2.	B. A. Kitching	Sunbeam Stiletto		998	Menston			
3.	E. Stansfield	B.M.C. Cooper "S"	s/c	970	Halifax			
4.	J. M. Radcliffe	Hillman Imp (Entrant: Cox & Co. (Leeds) Ltd.)		998	Leeds			
5.	K. S. Helliwell	B.M.C. Cooper		998	Royton			
6.	J. C. England	B.M.C. Cooper "S"		970	Brockholes			
7.	E. P. Millman	Fiat 124 Estate		1190	Dewsbury			

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

Record: A. Forrest (Ford Cortina Super) 53.99

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
8.	S. P. Stephenson	Ford Cortina Super		1498	Mkt. Weighton			
9.	D. W. Richards	Ford Cortina G.T.		1600	Huddersfield			
10.	D. G. Wimpenny	Vauxhall Victor 2000		1975	Meltham			
11.	P. O. de Roeck	Vauxhall Viva G.T.		1990	Rotherham			
12.	F. Bott	Ford Cortina G.T.		1598	Stoke Poges			
13.	I. K. Hardy	Ford Cortina G.T.		1600	Leeds			
14.	J. D. Haynes	Ford Cortina G.T.		1498	Swillington			
15.	G. F. Chippindale	Ford Cortina G.T.		1498	Rawdon			
16.	K. J. Oldham	Shelby Mustang		4760	Leeds			
18.	R. White	Ford Cortina G.T.		1600	Colne			
19.	C. W. A. Venter	Ford Cortina G.T.		1498	Hull			

**Class 3. — TOURING CARS SPECIAL SERIES**

Record : K. N. Lee (B.M.C. Cooper "S") 50.68

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
124.★	R. A. Fall	B.M.C. Cooper "S"		1293	Baildon			
20.	J. M. Reiss	Ford Lotus Cortina		1558	Leeds			
21.	R. T. Milnes	B.M.C. Cooper "S"		1275	Scarborough			
22.	D. R. C. Marshall	B.M.C. Cooper "S"		1293	Horsforth			
23.	D. Bullen	B.M.C. Cooper "S"		1293	Whitby			
24.	M. R. Flather	B.M.C. Cooper "S"		1275	Sheffield			
25.	W. Walker	B.M.C. Cooper "S"		1300	Pudsey			
26.	J. M. Busfield	B.M.C. Cooper "S"		1293	Guiseley			
27.	N. Porter	B.M.C. Cooper "S"		1328	West Auckland			
28.	K. N. Lee	B.M.C. Cooper "S"		1295	Scarcroft			

**Class 4. — TOURING CARS "Formule Libre"**

Record : F. P. Kaye (B.M.C. Cooper S) 48.19

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
30.	J. B. Christie	B.M.C. Cooper "S"		1293	Kircaldy			
31.	R. Briggs	B.M.C. Cooper "S"		1293	Carnforth			
32.	G. Ashley-Smith	Ford Anglia		1500	Leeds			
33.	C. B. Pearson	B.M.C. Cooper "S"		1293	Seamer			
34.	Dr. J. B. Ford	B.M.C. Cooper "S"		1309	Mexborough			
36.	T. B. D. Christie	B.M.C. Cooper "S"		1293	Kirkcaldy			
37.	J. W. Goodliffe	B.M.C. Cooper "S"		999	Littleborough			
38.	F. P. Kaye	B.M.C. Cooper "S"		1330	Harrogate			

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

Record : R. D. Sutherland (Austin Healey Sprite) 51.35

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
40.	Miss P. J. Steele	M.G. Midget		1098	Harrogate			
41.	R. T. Pullin	M.G. Midget		1098	York			
42.	D. Martin	M.G. Midget		1098	Burnley			
43.	J. M. Kelly	M.G. Midget	s/c	1098	Leeds			
44.	M. Bartram	Triumph Spitfire	s/c	1300	York			
45.	F. J. Whittaker	M.G. Midget		1098	Burnley			
46.	G. J. Harrold	Austin Healey Sprite		1032	Sheffield			
47.	G. B. Ellis	M.G. Midget		1275	Huddersfield			

**Class 6. — "MARQUE Y" SPORTS CARS 1,301 to 2,200 c.c.**

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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
49.	J. E. Ascroft	M.G. B		1798	Whalley			
50.	B. C. Lancaster	M.G. B		1798	Sicklinghall			
51.	I. R. A. Swift	M.G. B		1798	Shiplay			
52.	G. A. Weldon	Morgan Plus Four		2200	Kirkham			
53.	A. E. Spencer	M.G. B		1798	Leeds			
54.	J. M. Crompton	Triumph T.R.4a.		2138	Garforth			
55.	J. S. Nickell-Lean	Triumph G.T.6		1998	Guiseley			
56.	D. S. Yeadon	M.G. B		1798	Horsforth			
57.	R. B. Stross	M.G. B		1798	Leeds			
58.	J. L. Parker	Porsche 911 L		1991	Kendal			
59.	S. J. Simpson	T.V.R. 1800 S		1798	Sheffield			

**Class 7. — "MARQUE Y" SPORTS CARS 2,201 c.c. and over.**

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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
123.★F.	N. Cliffe	Jaguar "E" Type		3781	Selby			
60.	J. A. H. Lambert	Jaguar "E" Type		3781	York			
61.	G. Carr	Austin Healey 3000		2986	Gateshead			
62.	D. H. M. Walker	Jaguar XK120		3781	Leeds			
63.	M. S. Smith	Jaguar "E" Type		3781	York			
64.	J. F. Thomson	Jaguar "E" Type		4235	Otley			
65.	H. R. Crowther	Jaguar "E" Type		4235	Slaithwaite			
66.	W. T. Wood	Jaguar "E" Type		4235	York			
67.	A. Mountain	Jaguar "E" Type		4235	York			

**Class 8. — SPECIAL G.T. CARS up to 1,300 c.c.**

Record : R. D. Sutherland (Austin Healey Sprite) 50.23

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
68.	W. E. Booth	Mini Jem G.T. B.M.C.		1293	Blackburn			
69.	A. W. Raylor	Cox G.T.M. B.M.C.		1293	York			
70.	P. Varley	Piper G.T. B.M.C.		1293	Windermere			
71.	F. J. Livesey	Cox G.T.M. B.M.C.		1100	Stockport			
72.	D. T. G. Price	Marcos Mini G.T.		1098	Rugby			
73.	J. D. Bunney	Marcos Mini G.T.		1293	Gueseley			
74.	C. J. Green	Austin Healey Sprite		1122	Menston			
75.	C. J. Tipping	Lotus Tipco 7 G.T.		1216	Harrogate			
76.	R. D. Sutherland	Austin Healey Sprite		1147	Knaresborough			

**Class 9. — SPECIAL G.T. CARS 1,301 c.c. and over**

Record : R. Speak (Lotus Elan) 48.72

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
78.	R. J. Archer	M.G. B		1798	Sandy			
79.	P. B. Zingler	M.G. B		1798	Toddington			
80.	S. Smith	Lotus Elan		1558	Bradford			
81.	L. S. Stross	Lotus Elan		1598	Leeds			
82.	G. M. Dungworth	T.V.R.200		4727	Sheffield			
83.	J. Hall	Porsche Carrera		1966	Bradford			
84.	J. R. Cussins	Ford G.T.40		4727	Leeds			
85.	R. W. Speak	Lotus Elan		1594	Burnley			

**Class 10. — SPORTS/RACING CARS up to 1,300 c.c.**

Record: T. Twaites (Lotus 23B) 48.98

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
86.	R. A. Cunningham	Lotus 6 Ford		1172	Rawdon			
87.	H. Wilkinson	Landar B.M.C.		1071	Elland			
88.	A. J. Burton	Mini Moke "S"		1293	Sicklinghall			
89.	P. R. W. Hargreaves	Harton Mk. 4 B.M.C.		1071	Halifax			
90.	S. St. A. Mooney	Lotus 7 Ford		997	York			
91.	R. G. Moorhouse	Lotus 7 B.M.C.		1150	Leeds			
92.	M. Reinhart	Spartak Ford		997	York			
93.	C. A. Winder	Elva Mk. 6 Climax		1220	Burley-in-Wfdl			
94.	G. E. Jenkinson	Lotus 7 Climax		1220	Preston			

**Class 11. — SPORTS/RACING CARS 1,301 to 1,600 c.c.**

Record: J. T. Butterworth (Lotus 23) 48.26

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
122.★W.	J. Netherwood	Lotus 23.B Ford		1600	Denby Dale			
95.	J. Ward	Ward Ford		1498	Pickering			
96.	Miss G. Baillie-Hill	Elva Mk. 7 B.M.W.		1600	Bromsgrove			
97.	R. J. Prest	Lotus 7 Ford		1498	Croxdale			
98.	B. A. Abbey	Lotus Super 7 Ford		1498	Hull			
99.	I. A. B. Harris	Mallock U.2 B.M.C.		1390	Glasgow			
100.	D. L. Gray	Mallock U.2 Ford		1500	Rotherham			

**Class 12. — SPORTS/RACING CARS Front Engine, Rear Wheel Drive 1601 c.c. and over.**

Record: J. P. Chapman (Chapman Mercury) 49.36

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
101.	L. J. Hunt	Jupiter T.R. Special	s/c	1991	Ilkley			
102.	G. Tatham	Lister Chevrolet		5343	Malton			
103.	J. R. Walton	Walton Bristol Mk. 4		1971	Sheffield			
104.	M. Starbuck	Chrysler Special		5916	Sheffield			

**Class 13. — SPORTS/RACING CARS Rear Engine or Four Wheel Drive 1,601 c.c. and over.**

Record: E. P. Scragg (Lola 70 Ford) 45.75

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
105.	J. M. McCartney	Felday 4 B.R.M.		1880	Horwich			
106.	D. A. Harrison	Crosslé 10s Buick		3524	Ilkley			

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

Record : J. Thornton (Mamba BMC) 46.68

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
121.★	J. M. Daniel	Lotus 18 Ford		997	Keighley			
122.	D. C. Tebb	Terrapin Min Mk. 3 B.M.C.		1088	Leeds			
108.	F. H. Crosby	Mamba Mk. 3 B.M.C.		1098	Leeds			
109.	R. W. Wainwright	Lotus 20 Ford	s/c	1000	Doncaster			
110.	R. H. T. Blackmore	Terrapin Mk. 2 B.M.C.		1098	Tadcaster			
111.	A. Staniforth (Entrant : British Vita Racing)	Terrapin Min Mk. 1		1088	Horsforth			
112.	J. Johnstone	Brabham B.T.15 Ford	s/c	1098	Collingham			47.65 46.17 (1)

**Class 15. — RACING CARS 1,151 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
113.	C. A. Popple	Lotus 31 Ford		1498	Southampton			
114.	A. B. Griffiths	Brabham B.T.21A Ford		1599	Sutton Coldfield			
115.	N. S. Elton	Lotus 22/31 Ford		1598	Westbury			
116.	F. W. Smith	Brabham B.T. 14 Ford		1598	Forton			

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

Record : A. E. Marsh (Marsh Buick) 42.94

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
117.	A. J. Bosomworth	McLaren M.4.A/FA Olds		3598	Ilkley			
118.	P. H. Meldrum	P.R.2 Ford		1650	Jersey			
119.	M. R. Brain (Entrant : Golden Knight Racing)	Cooper Chrysler		7200	Sutton Coldfield			
120.	P. G. Lawson	B.R.M. T.67 4 W.D.		2070	Knaresborough			

**Class 17. — VENERABLE & GRIFFITHS CARS**

No Record — New Class

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
131.	V. A. Smith	Bentley Mk. 6		4556	York			
132.	J. S. Nickell-Lean	A.C. Ace-Bristol		1971	Guisley			
133.	S. T. G. Ross	Kieft J.A.P.		498	Rugby			
134.	R. Masters	M.G. P.B.		939	Manchester			
135.	M. S. Oddie	Frazer Nash B.M.W. 328		1991	Wakefield			
136.	R. J. Clark	H.R.G. 1500		1496	Wakefield			

**HANDICAPS**

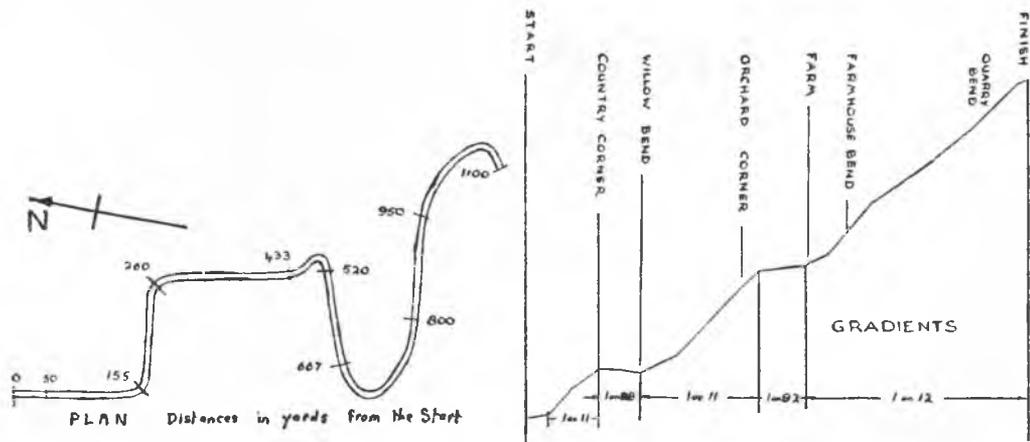
No.	Best Time	Handicap	Total	Position	No.	Best Time	Handicap	Total	Position
131.					134.				
132.					135.				
133.					136.				

THE "TOP TEN" RUN OFF

F.T.D. Posn after class runs	Car	Name	1st Runs	2nd Runs	Position
1.	120	B.G. LAWSONE	43.71	42.86	1
2.	116	F.W. SMITH	45.93	45.12	2
3.	112	J. JOHNSONE	46.00	45.20	4
4.	84	J.R. CUSSELL	47.60	47.48	6
5.	114	A.B. GRIFFITHS	46.84	45.22	3
7.	38	F.P. KAYE	47.45	47.34	5
6.	111	A. STANFORD	47.48	47.96	7
8.	122	W.J. NATHANSON	48.66	48.70	9
9.	105	J.M. MCCARTNEY	48.34	48.28	8
10.	76	R.D. SUTHERLAND	48.93	70.61	10

# HAREWOOD HILL CLIMB

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# Awards

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

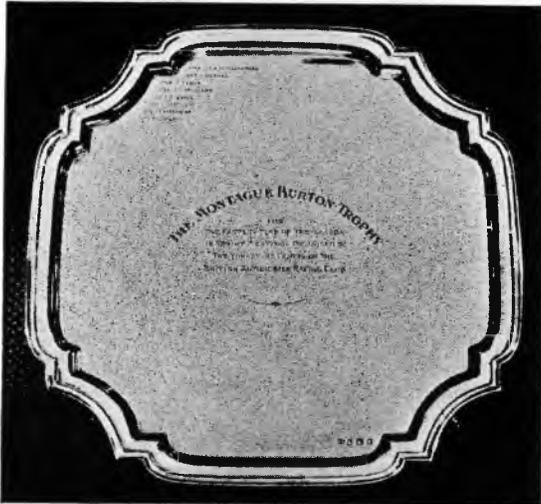
- For the fastest time of the day —  
— "The Montague Burton Trophy" and £60.
- For the second fastest time of the day — £30.
- For the third fastest time of the day — £20.
- For the fourth fastest time of the day — £15.
- For the fastest time of the day in each of the following categories — Touring, "Marque Y", Special Grand Touring and Sports Racing — £15.
- For the fastest time in each class — £10.
- For the second fastest time in each class — £5.  
(Subject to 7 entries in class)
- For the third fastest time in each class — £3.  
(Subject to 12 entries in class)

Where a Class is run without merging with three or less entries the First Class Award will be reduced to £5.

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).

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

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



The following five awards will be presented at the end of this season based upon times established at meetings on — 7th April, 28th April, 16th June, 21st July and 15th 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 (B.R.M. 4 W.D.) ..... 43.65

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 (B.R.M. 4 W.D.) ..... 43.65

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:*  
A. Mountain (Jaguar 'E' Type) ..... 50.25

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

"The Wallace Arnold Trophy" and Replica.  
*Fastest time to date:*  
K. N. Lee (Austin Cooper S) ..... 50.68

To the competitor making the greatest improvement over the class records which were standing before April 7th Meeting running in the Touring Car Classes 1 to 4 inclusive —

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

- Class 1. J. W. Goodliffe (Austin Cooper S) ..... 50.31
- Class 2. A. Forrest (Ford Cortina Super) ..... 53.99
- Class 3. K. N. Lee (Austin Cooper S) ..... 50.82
- Class 4. F. P. Kaye (Morris Cooper S) ..... 48.19

*The greatest improvement recorded in these classes up to the start of to-day's meeting are:-*

- Class 1. .... No Improvement
- Class 2. .... No Improvement
- Class 3. K. N. Lee (Austin Cooper S) ..... 0.14  
(New Record 50.68 28/4/68)
- Class 4. F. P. Kaye (Morris Cooper S) ..... 0.27  
(New Record 47.92 28/4/68)

*Thus the present leader in the competition is F. P. Kaye in his Morris 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.

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# Hammerton on Hills

## HILL CLIMBING TODAY & TOMORROW

by Ken Hammerton

Being some thoughts on the present state of the sport and some personal hopes for the future from our very knowledgeable and enthusiastic reporter.

Today, 16th June 1968, is a very significant date in the hill climb world. Of course we are all delighted that once again it offers the opportunity to visit and enjoy one of the splendid Harewood Hill Climbs, the meeting today being quite a landmark in that it is the first time that the "Montague Burton" event has been held at National British level. However, there is more to today than the meeting here. Down in Hampshire the 1967 Hill Climb Champion, Tony Marsh, is opening a new 880 yard venue at Ditcham near Petersfield, whilst up in Perthshire, on Lord Doune's estate the first National Open status meeting is being held on the ambitious new hill (the Bo'ness replacement) which was planned by Ray Fielding who was runner up in the 1962 R.A.C. Championship in a T.48 B.R.M. (in fact the very car which Brian Waddilove put through the Quarry Bend fence in April 1964). The organisers, the Lothian Car Club are hoping that the Doune hill will be included in the 1969 R.A.C. Hill Climb Championship fixture list. As if all this were not enough there will also be a large crowd of folk watching a very strong and varied entry at Prescott today.

It is sometimes said that one can have too much of a good thing, but I know of a number of drivers

who would wish it possible to be in two, or even three, different places at the same time today. Nevertheless, if the old established (Prescott), the rapidly developing (Harewood), and the new and promising (Doune and Ditcham) can be taken as truly representative of the British hill climbing scene's present state of health then the prognosis is excellent.

There are many hill climb venues scattered all over the United Kingdom today, most of them of post-war origin. Some of them are excellent with immense scope for development whilst others because of their situation and/or use fall short of the high standards set by their more permanent fellow venues. The last decade has seen the birth of some of our very finest hills (with Harewood very definitely in this category) and there are a number of clubs still on the lookout for suitable venues.

Take the continual upward trend in interest for motor sport with not everyone keen or able to take to the circuits, plus the methodical elimination of on the road events and it is obvious that a large number of hill climb venues are necessary to cope with the present situation. In the mid fifties there were so few

Continued on page 27



PETER LAWSON (B.R.M.) 4W.D. — Leading the 1968 Championship field.

Photograph Bill Robertson

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## HAMMERTON ON HILLS—continued.

suitable venues in use that the R.A.C. had to include two events each season at both Shelsley Walsh and Prescott in their British Hill Climb Championship so as to make sufficient qualifying rounds for the competition to be really worthwhile. From a miserly five rounds in 1955 the figure swelled to fifteen by 1965, with the 1968 figure standing at thirteen, with at least five others which deserve admission.

So then this branch of motor sport, which I and many others consider to be the best, is currently healthy, but it is passing through a stage of development which has to be properly treated if the wonderful spirit of hill climbing is to remain unblemished. In the first place it is to be hoped that we never reach the stage of having too many hill climb venues with the result that the calendar becomes too crowded, and secondly it is to be hoped that hill organisers will recognise the importance of co-operation so that a well balanced fixture list can be arrived at.

Next year should see an event which could have a very far reaching effect on the British, as well as the European, hill climb scene. I am referring, of course, to the fact that Tholt-y-Will, the  $3\frac{1}{2}$  mile climb organised by The Lancashire Automobile Club in the Isle-of-Man will in 1969 be not only be a qualifying round for the R.A.C. British Championship, but also for the F.I.A. European Mountain title. The entrants in both sections will undoubtedly look very closely at each others performances and machinery, and I would like to think that from this one event there could develop a genuine attempt to bridge the enormous gap that exists between the hill climb scenes of Britain and Europe.

I have spoken to many folk who extol the magnificence of the Continental climbs, but in all fairness let us realize that although it would be nice to have a

meeting up a long hill in the Lake District or in Scotland, Europe is considerably larger than Britain and in any case I am certain that many Continentals would find a trip round some of our better short hills just as enchanting as we find theirs. The one thing the Continentals would rave about is the magnificence of the machinery seen on the British hills, and I for one would far rather see the free expression of a choice of vehicles allowed for our own R.A.C. title than the F.I.A. 2 litre sports/racing rule rigidly adhered to abroad. At the same time I would love to see some Porsches, Ferrari Dinos and Alfa Romeo T.33's competing on the British hills, not only as sports racers but as the basis for "anything goes" single seaters too.

Tholt-y-Will is the start, but it need not be the finish. What about changing the European rules so that an aggregate of two runs up Loton Park (300 yards short of 2 miles) could count, or an aggregate of the best times up Shelsley, Doune, Pontypool and Craigantlet (England, Scotland, Wales and Ireland) as a qualifier. Why not run the R.A.C. Hill Climb Championship of Great Britain allowing the Continentals to compete? Why not have an Anglo European Title with three continental venues and three British venues? Such plans would need the co-operation of organisers, competitors, sponsors, spectators, the press, and boundless supplies of goodwill, but they would be worthwhile plans.

The average British hill climb event could also stand a little revision. At those venues where there is only one meeting per season it is probably fair enough to have classes for all cars, but with the increasing number of venues where anything from three to six meetings are held. I feel that it would be a good thing if all the available classes were not included every time. Why not have a saloon and production sports car meeting, or a sports/racing and single seater meeting. Why not have events where only a

Continued on page 29



TONY MARSH (Marsb Buick) 1967 Hill Climb Champion.

Photograph Bill Robertson

# HAREWOOD HILL CLIMB



*OUR NEXT EVENT:*

## THE NOVICES' AND VINTAGE HILL CLIMB



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GOOD SELECTION OF HANDSOME CARRIAGES FROM  
AN EARLIER ERA

**SUNDAY 21st JULY - Commence 2-15 p.m.**

## HAMMERTON ON HILLS—continued.

hand picked seeded entry is presented and then plug the press in an attempt to draw a record crowd.?

Much of the above is merely a vision of what I personally would like to see happen over the next decade. Getting down to a few facts makes the future look just as encouraging. The B.A.R.C. Yorkshire Centre have great plans to improve Harewood over the years, indeed it is a question mainly of getting the money and then deciding the priorities.

The meeting today is the twenty eighth since late 1962 and this venue already has a unique atmosphere and reputation which has made it famous. Ten years from now it will be still among the best of some very fine hills all of which will be considerably improved over 1968 standards. The improvements will make things more attractive for the drivers, the marshalls and officials, and the spectators.

As far as the competitors are concerned it can safely be said that today the standard of machinery from the aspects of variety, preparation and finish is as high in quality as in any other branch of top level motor sport (including major international meetings!). It is equally certain that this state of affairs will continue to improve as it has done over recent years.

I know that very often some competitors feel that perhaps the really fast boys, the Lawson's, Marsh's, etc. get rather too much of the attention, but I think that

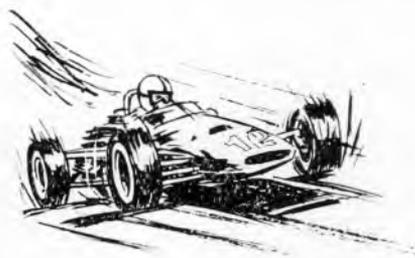
for most people these competitors do provide the most thrills. There is a useful amount of sponsorship providing more attractive prize money in hill climbing now, but no matter how many f.t.d. awards some drivers get it cannot in any way recompense for the expense they incur in providing we spectators with these magnificent machines to see in action. To all intents and purposes there is a nil return, but again there is the happy thought that there will always be folk prepared to indulge themselves in this way for their own as well as our enjoyment.

I have chosen these random thoughts for to-day's programme because although there will be many convinced hill climb addicts here, there will also be many first timers and occasional visitors. Of course we need the hills, and the drivers, and the marshalls and officials, but the greatest need is for spectators — regular, enthusiastic, all weather, informed, critical and contented ones. You, the spectator can do as much to bring my dreams true as Mike Wilson and his very enthusiastic band of helpers at Harewood, as Tony Marsh, as Peter Lawson, or as the Sub-Editors of the motoring press who hack my reports around. Your real, vocal interest is needed. I have recently been looking through some old hill climb programmes, and it is amazing how many of them contain requests from the organising club to the spectating public for their views of the meeting.

Hill climbing has a splendid past, a wonderful present, and a fabulous future. This is a fact. Who wants a part of it?



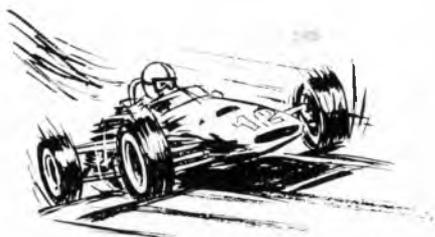
FRED SMITH. Brabham B.T.16 Ford. No. 116 Class 15.  
Photo: John Newton



## WHY NOT JOIN THE BARC ?

FULL DETAILS  
ON PAGE 13.





## Mainly Personal

The two classes for Special G.T. cars contain a number of great characters, and also promise some very good scraps for top honours, usually with rather assorted types of vehicle. In the larger capacity section the 1600 c.c. Lotus Elans of "Spotty Smith", Chippy Stross and present record holder Robert Speak are up against the 2 litres of Teutonic power which propel Jim Hall's trim Porsche Carrera coupe with the ever present 4.7 litres of American V.8 which lurks in the engine compartments of Malcolm Dungworth's familiar T.V.R.200 and John Cussins' mouth watering Ford G.T.40.

Jim Hall actually provides the very potent meat in a c.c. sandwich as in the past the big V.8 brigade have dominated this class but, at present, the smaller Elans are in the ascendent. Jim is however one of the most regular competitors we have, his "5 HOT" Porsche being equally at home on the circuits of Rufforth, Croft and Cadwell as well as the hills at Harewood, Scarborough & Castle Howard. By profession Jim is a Finance Company wizard who has been a solid supporter of Yorkshire Centre events for many years.



JIM HALL

*Photo: John Newton*



RICHARD SUTHERLAND

*Photo: John Newton*

Getting back to the "Heavy Gang", John Cussins G.T.40 is really a sheep in wolves' clothing. Despite its highly competitive appearance, and performance, it is really one of the most docile of machines and if you happen to be near Paddock Bay No. 84 you will see that it is quite luxuriously equipped. It does however have the disadvantages that passengers find it almost impossible to disembark in a decorous, ladylike manner and that when parked outside fish and chip shops it gives rise to dark mutterings about bloated capitalists.

The smaller G.T. group is largely made up of limited production, fibreglass bodied cars, usually propelled by hot Mini units although at present these are having to admit the mastery of what is basically a much more "cooking" machine, the A.H. Sprite of Richard Sutherland. Sprites are, of course, usually found in the "Marque Y" section, but Richard and his friend Chris Green have simplicated and added lightness to their coachwork so as to be competitive in Club racing and, as a result, are no longer eligible for the more standard production classes. Despite the handicap of more weight and having the engine and driven wheels at opposite ends, Richard's mastery of Sprite driving technique, coupled with his skill as a tuner of engines and suspensions has kept him in front of all the others by quite a handsome margin.

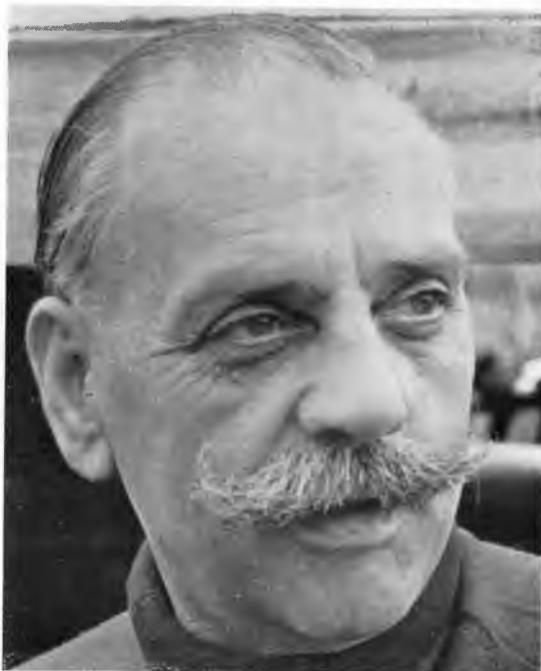
Much has been said in the past about the very stirring battles waged between Jeff Goodliffe and Peter Kaye in their Cooper "S" projectiles and in this welter of words the claims of some of the other Issigonis zimers tend to get overlooked. In particular Dr. Barry Ford from Mexborough who regularly swaps his stethoscope for a crash helmet and puts up some most impressive performances. Last week-end at Baitings Dam he was by far the fastest saloon.

Then there is Barry Pearson from Seamer. In our last programme we slipped by suggesting that his present gilded flier was the car he once bought from Ken Lee. In fact this miniflyer was assembled by Barry himself from the bare body shell up and, we gather that after today's meeting it will be available for purchase as due to a change of plans, Barry is going to have to give competitive motor sport a miss for a time.

One particularly pleasant feature is that Tom Christie, who never misses one of our meetings although his home is far away in Kirkcaldy is letting his son "have a bash" today to see if he can equal the "Old Man's" prowess.

Normally these wanderings concern the men, and women, who drive the machinery. There are however the backroom types who make it all possible and one of the greatest of these is Sid (otherwise known as "Darkie" or "Dad") Hanson, the senior R.A.C. Scrutineer in this part of the world who can be seen gazing from the top right hand corner of this page. Sid heads the scrutineering team at all Harewood meetings, at most Croft events and, in fact has a hand in the vehicle examination at almost all Yorkshire competitions. He is however on call by the R.A.C. to their major race meetings which he tackles in exactly the same, informal yet highly efficient manner as he deals with a small local club's production car trial.

The R.A.C. insist upon all vehicles which take part in competitions where speed plays any part being thoroughly checked for safety, and agreement with rules and, as can be imagined, this is an activity which could give rise to a good deal of friction between the competitors and the R.A.C. Scrutineers. It speaks volumes for the ready enthusiasm of Sid and his team that when, as so often they do, a new competitor unused to such a stringent technical examination comes along with motor car which incorporates a hidden flaw making it potentially unsafe, or blatantly outside the



SID HANSON

*Photo: Jeff Binns*

rules, Sid's mob not only tell them about this, but they usually advise how things can be rectified so that a run is possible, indeed they are not above helping to do the job themselves.

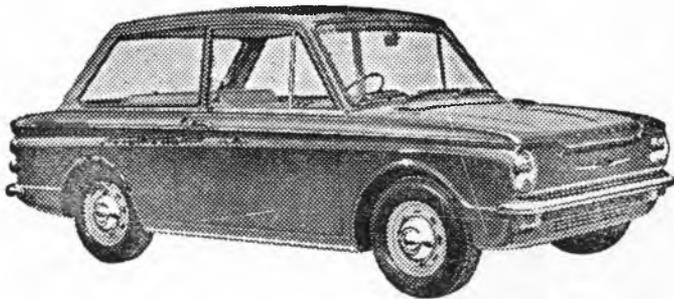
**Continued on page 33**



MALCOLM DUNGWORTH (T.V.R. 200)

*Photo by Peter Lovel*

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ALAN STANIFORTH (*Terrapin Min*)

*Photo by Chris Laws*

**MAINLY PERSONAL—continued**

In many other parts of the country, scrutineers are much feared autocrats and it speaks volumes for Sid himself, for Peter Watson, John Haigh, Tommy Wood, Basil Bielby and Eric Smith that they are amongst the most popular characters at our meetings, whilst the technical standard of cars taking part is as high as anywhere in the country.

Moving on now to the single-seater section two Harewood regulars are missing today. David Hepworth and John Butterworth have made the journey up into Scotland to prospect the new Doune Hill which the Lothian Car Club have produced as a replacement to Boness' which has gone to the housing developers. Boness' was for many years Scotland's second qualifying event for the R.A.C. Hill Climb Championship and pre-reports suggested that this new hill will be even better. David is currently lying fourth in the Championship rankings and conducting his 4.7 litre Traco engined Brabham very rapidly, and spectacularly indeed.

Class 14 is still without record holder John Thornton who is finding that the cares of building cars for other people do interfere with the work of finishing off his own new Mamba for which he has great plans. Jim Johnstone, John's great rival will be renewing his attack on the Class record spurred on by the knowledge that last Sunday he won the class and established a new record down at Shelsley Walsh. Another competitor in this class who triumphed last week was David Tebb with the Terrapin who after six rewardless outings notched up f.t.d. at Baitings Dam.

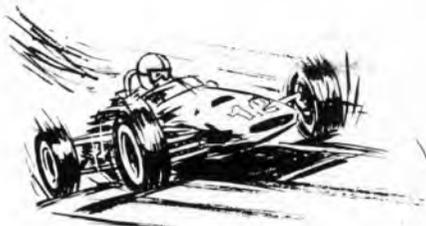
Tony Griffiths from Sutton Coldfield was at one time a very regular visitor, firstly in his trim 2.5 litre B.R.M. and later in the purposeful Felday 5 which Peter

Westbury built specially for him, but which was unfortunately never quite to Tony's taste. Tony is now doing great things with a 1600 c.c. B.T. 21A Brabham but unfortunate clashes with his other activities have kept him away from Yorkshire for almost two years.

John Netherwood of Huddersfield has been around the Northern speed scene for some years. Originally his triumphs were on two wheels (as were Allan Mountain's also) then with the furious Batten Special, a Gilbern, his trusty Valkyrie clubmans formula car and sundry other conveyances. Between times John toured the country giving commentaries on stock car racing, speedway and, more recently, he was responsible for the press publicity for the fabulous Denby Dale pie. Absent from the hills for a year or two he made a welcome return at our Spring National meetings this year when he wiped up class 11 in Frank Greenwood's Lotus 23B. This week there has been a frantic race against time to ensure the car is ready for him to defend this position today.

Howard Wilkinson is another one time regular who has been away for a time but who is making a return today. Howard used to propel a very rapid 1,000 c.c. B.M.C. motored Lotus 7, indeed his class record stood for three years until the separate Clubman's classes were scrapped last Autumn. Today he will be making his first appearance in a competition with his newly acquired Landar.

Finally, a welcome to Arnold Burton, our landlord here at Stockton Farm who would normally have been at Le Mans waving on the John Woolfe entered Chevron Repco but due to the French situation he is here today with his highly unusual Mini Moke which sports a full race 1275 Mini "S" unit and goes like stink.



# Hill Climb Classes

HOW CARS IN TO-DAY'S EVENT ARE DIVIDED TO GIVE EVEN COMPETITION.

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.

**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 and Escort Twin Cam, 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 production type 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 2,200 c.c.

Class 7. — "Marque Y" Sports Cars 2,201 c.c. and over.

Cars which are accepted as "Marque Y" Sports Cars are:-

A.C. — Ace, Ace Bristol, Aceca, Aceca Bristol, Ace Zephyr. 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, S800. Isuzu — Bellett G.T. Jaguar — XK120, XK140, XK150, "E" Type (all excluding Competition Lightweight models). Jensen — (All Models). Marcos — Ford G.T. 1,500 and 1,600 (Push Rod). Mercedes Benz — 230 SL. M.G. — Midget "T" Series, M.G.A. (Including Twin Cam), M.G.B., M.G.B. G.T., M.G.C., M.G.C. G.T. Morgan — Plus Four, Plus Four Super Sports, Plus Four SLR, Plus Four Plus, 4/4. Porsche — 1500, 1500 Super, 1600, 1600 Super, 1600 Carrera, 911L, 911T, 912. Reliant — Scimitar G.T. (All Models). Sunbeam — Alpine (All Models), Tiger 4,260 c.c. (excluding Le Mans Models). Triumph — Spitfire, GT6, TR2, TR3, TR4/SLR, TR4A, TR5.PI. 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 vehicle nominally eligible for the "Marque Y" Sports Car Classes but not complying with these regulations because of increase of capacity, lightened or non-standard equipment, etc. will run in the appropriate Special Grand Touring Class.

**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 1,300 c.c.

Class 9. — Special G.T. Cars 1,301 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. — Sports/Racing Cars up to 1,300 c.c.

Class 11. — Sports/Racing Cars 1,301 to 1,600 c.c.

Class 12. — Sports/Racing Cars Front Engine, Rear Wheel Drive 1,601 c.c. & Over.

Class 13. — Sports/Racing Cars Rear Engine or Four Wheel Drive 1,601 c.c. & 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.

## Notes on Classes

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

In classes 4 and 8—16 the capacity of any car shall be the actual measured capacity including any boring, stroking, etc.

In all classes, supercharging will be permitted without alteration of class. In classes 1—13 only standard pump fuel of a type generally on sale to the public will be used and no water injection or additives to increase octane rating will be allowed.

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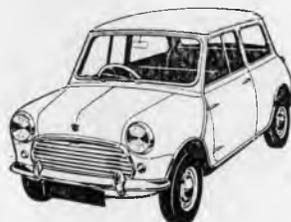
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