

HAREWOOD

HILL CLIMB

STOCKTON FARM

HAREWOOD AVENUE

Nr. LEEDS



OFFICIAL PROGRAMME 2/6

SPRING NATIONAL MEETING

28 APRIL 1968



MINI

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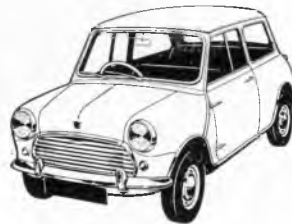


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SPRING NATIONAL HILL CLIMB

R.A.C. PERMIT No. RS/4003.

SUNDAY, 28th APRIL, 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

Those of you who were present during the run-off for the R.A.C. British Hill Climb Championship at our meeting last September will remember the high pitch of excitement which developed when Tony Marsh and Bryan Eccles were battling for the top honours whilst Peter Lawson in his newly acquired B.R.M. was splitting the pair, indeed leading Marsh right to the very last run of the afternoon when Marsh by a supreme effort took f.t.d., set a new hill record and clinched the Championship.

The 1968 Hill Climb Championship has its first round at Prescott next week-end so Harewood today can be considered to be taking up the story where it ended last September with the Dress Rehearsal for this year. As Ken Hammerton reports in his preview neither Tony Marsh nor Bryan Eccles will be seen as much this season so that almost all the likely top competitors in this year's R.A.C. Championship are here today.

Another feature of this event is that, for the second year, the National Sprint Association are sending along a selected group of motor cycles and combinations who will do their best to show how the hill should be climbed on two wheels and three. One aspect which will probably go against any spectacular times being recorded by the M.C. brigade is that the present road surface can be very slippery indeed.

When we originally laid this road surface, it was done as a semi-voluntary effort where we bought the materials, hired a road laying machine and a few skilled men, but volunteer members laboured hard and long on the more menial tasks connected with the surfacing. The material we used was tarmac graded down to fines which is primarily intended to form a foundation coat for a final running surface, but which at the time absorbed every bit of our spare cash. We knew it would serve as a running surface for some years, but the time is fast approaching when the final coat will have to be applied.

The tarmac has a limestone aggregate and where the tar coating has worn thin and the limestone protrudes, this has polished as only limestone can so if you see anyone coming up sliding about as though he were driving on ice, be sympathetic, with the power he has available it probably feels as if he were driving on ice.

Naturally, to lay a proper road surface is going to be a very costly matter so in addition to putting by every bit we can from normal club funds, we are running

various money raising projects. It should be well worthwhile however as when the new surface is laid, speeds should go up and times come down with a real bang.

Now to an entirely different aspect. Near the entrance gate to the paddock alongside the main programme sales tent you will find the usual Rally and Speed Equipment Shop and a new innovation possible at this time of the year, a flower shop. These trade stalls are part of another of our ideas to brighten up Harewood and to provide a little more attraction than just straightforward motoring. At our next meeting we hope to have a Boutique complete with Fashion Show and sundry other stalls. If you have a business which might benefit by a display at Harewood, we will be very pleased indeed to hear from you.

Whilst on the sordid commercial aspect, these programmes have a large circulation and we like to think, are taken home and read after the event. Advertising space in these pages is reasonably priced and the circulation is almost 100%, amongst car owning enthusiasts. If you have a product or service which sells amongst people of this sort, an advertisement in our remaining programmes could well help to spread your message. Enquiries for either Trade Stall Tents or Advertising should be referred to M. S. Wilson c/o B.A.R.C., Yorkshire Office, 6 Sidney Street, Vicar Lane, Leeds 2.

The B.A.R.C. is, of course, a non profit making club where all surplus funds are used for the benefit of the members. In running these Harewood events we undertake a lot of expense, but the proceeds clear these expenses and through the years we have been ploughing the surplus into improvements which benefit both competitors and spectators. At present, with all the expense we are facing on the road surface we are looking for ways in which we can increase the attraction of Harewood so that spectators will come along, enjoy themselves and come again.

One other alteration to the Harewood scene. For many years Monkman's have provided excellent nosh facilities but now, for reason of changes in their business policy, they are not able to continue. We thank Monkman's for their excellent service in the past and welcome our new caterers Goodfare Catering of York who, whilst they have a difficult firm to follow, we feel confident will quickly win new friends and maintain the tradition of Harewood as a place where not only top class motor sport, but also top class catering, are provided.

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Appointed by the B.A.R.C. E. D. Clark, W. W. Paul,
W. Lister, H. M. Sinclair

OFFICIALS

Clerk of the Course M. S. Wilson
Deputy Clerk of the Course J. M. Holroyd
Chief Marshal J. A. Stroud
Deputy Chief Marshal B. W. Moss
Chief Observer A. J. Hodgetts
Deputy Chief Observer P. L. Newby
Chief Medical Officer Mr. W. Higginbottom
Chief Timekeeper H. G. A. Mauldin
Chief Scrutineer S. H. Hanson, S.T.B.
Chief Paddock Marshal D. K. Chippindale
Chief Parking & Admission Officer J. D. Lincoln
Deputy Parking & Admission Officer G. F. J. Whitehead
Secretary of the Meeting Miss K. A. Reyner
Press Liaison Officer F. Barlow
Chief Start Area Marshal J. R. Hardcastle
General Liaison (Comp. & Officials) H. C. Mason
Motor Cycle Liaison A. A. Pritchard
Catering Liaison P. H. Scott
Chief Spectator Marshal B. N. Finch
Chief Programme Sales Marshal Mrs. D. M. Lincoln
Incident Officers R. Milner, D. Easthope
P. A. Commentary E. B. Booth, Miss D. Pasley
Timekeepers Mr. J. Mauldin, Miss S. Mauldin
Scrutineers J. E. Haigh, P. W. Watson, B. L. T. Bielby,
E. S. Smith, T. M. Wood
Scrutineers' Marshals G. L. Tompson, W. Hall, L. San
Medical Officers Dr. J. Clegg, Dr. M. Goodman,
Dr. R. C. Lawrence
Observers :
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H. S. Tinkler, B. Pearson, R. Sagar, J. B. Hudson,
S. Thompson, R. Cowgill, J. R. Wass, P. H. Carrol,
D. M. Gledhill, A. R. Luce.
Sector Marshals, Flag Marshals :
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Chamberlain, R. Elmet, I. B. Blennard, Mrs. J. E.
North, Mrs. C. J. Chamberlain, G. F. D. Hewitt,
J. Jordan, A. G. Marra, P. Bradbury, H. Sargent,
B. Smallwood, P. Telford, H. Yates, H. Boulton,
N. J. Hertzog, A. K. Vickers, R. M. Varley, R. F.
Chesterman, J. M. English.
Track and Spectator Marshals :
G. T. Beever, J. J. Burke, H. Cass, A. J. Davies,
P. Douthwaite, A. D. Exley, R. Firbank, M. J. Frost,
G. S. Gerrard, I. S. Glascodine, R. A. Hill, J. B.
Hartley, R. D. Hatfield, D. N. Joscelyn, C. N. Smith-
Moorhouse, C. Mycock, E. Newton, B. V. Smith,
C. R. Southcombe, D. Spark, D. Thomas, J. Harlow
Fire Rescue Party D. Barraclough, L. Barraclough

Start Area Marshals :

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Wheeler, J. Prosser.

Paddock Marshals :

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Mrs. D. Garnett, M. S. L. Bradley, R. A. Bateson,
J. G. Moizer, R. H. Hirst, J. Major.

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,
Mr. & Mrs. G. D. Dickson.

Programme Sales Marshals :

Mrs. F. Owridsmith, Mrs. R. M. Varley, J. Walker
and Scouts of the Collingham Troop.

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

Results Team Miss P. J. Steele, Miss M. Thomas

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.
2-50 p.m. First Motor Cycle Runs.
3-00 p.m. Interval.
3-10 p.m. Second Class Runs.
5-00 p.m. Second Motor Cycle Runs.
5-10 p.m. The "Top Ten" Run Off.
5-30 p.m. Presentation of Awards

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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/4003.

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 and teas 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 :-

Sunday, May 19th —

Croft Members Race Meeting.

Sunday, June 16th —

Harewood Montague Burton Meeting.

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.

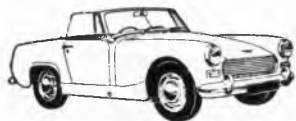
WHEN DEPARTING

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.

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- For the fastest time of the day £60.
- For the second fastest time of the day — £20.
- For the third fastest time of the day — £15.
- 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 JOHN BINDLOSS MEMORIAL TROPHY

David Hepworth has very kindly presented a new trophy to the Club to commemorate his great friend the late John Bindloss. When David was a novice competitor he was dispirited and almost on the point of giving up. John Bindloss came along and offered help and encouragement which gave David the will to continue.

David's new trophy is to be awarded to the Competitor who has never (at the start of the season) won an award before in a Sprint, Hill Climb or Race Meeting and who does best in all six of our Hill Climbs during the season. The Olivers Mount Hill Climb at Scarborough is included as well as the five Harewood events.

The Trophy is awarded on a class improvement basis.

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. 4W.D.) 45.57

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. 4W.D.) 45.57

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) 51.36

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:
N. Porter (Morris Cooper S) 52.54

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

No improvements to any of these records have been recorded to date.

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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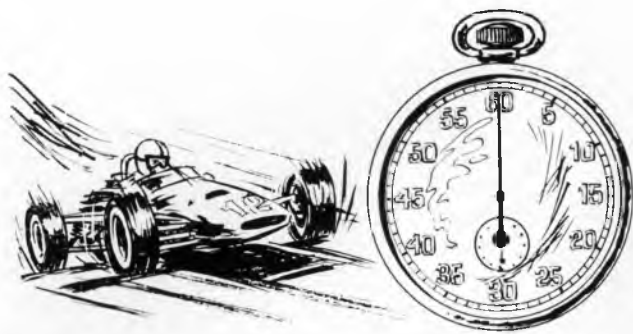
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Howard White



HAREWOOD RECORDS

Twenty-six 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

† 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.

"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.

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.

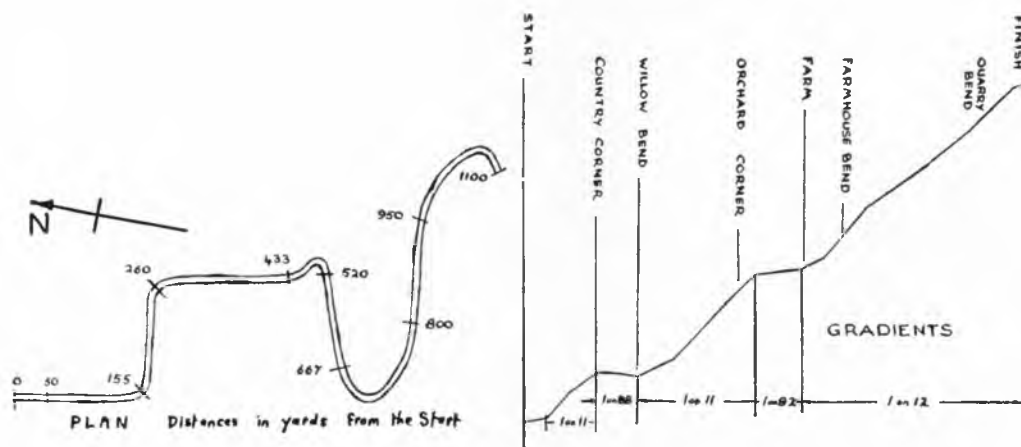
Class

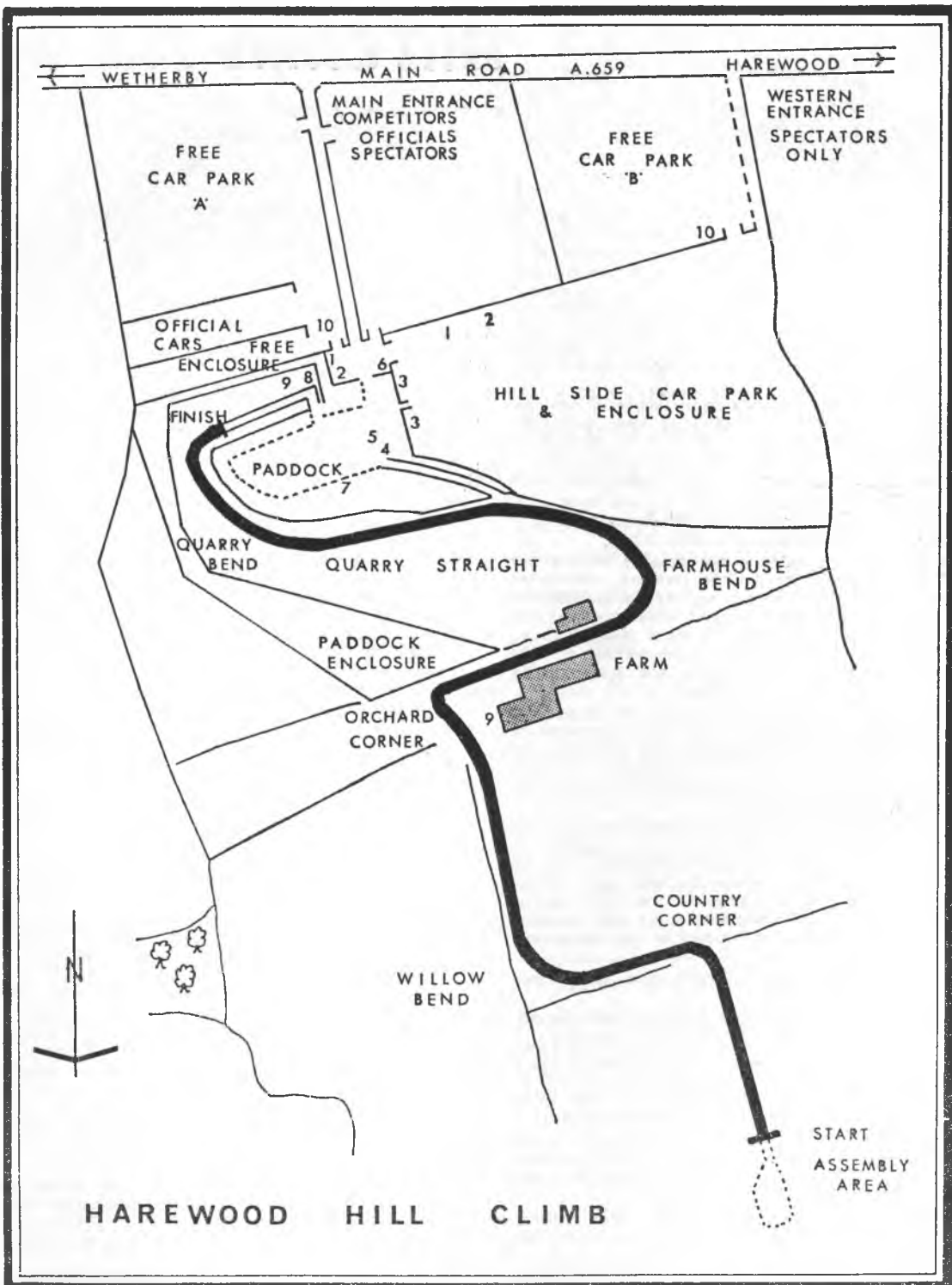
1.	J. W. Goodliffe (Austin Cooper S)	10/9/67	50.31
2.	A. Forrest (Cortina Super)	25/6/67	53.99
3.	K. N. Lee (Austin Cooper S)	25/6/67	50.82
4.	F. P. Kaye (Morris Cooper S)	10/9/67	48.19
5.	R. D. Surtherland (A/H Sprite)	10/9/67	51.35
6.	G. B. Ellis (M.G. B)	25/6/67	52.97
7.	J. F. Thomson (Jaguar 'E' Type)	30/4/67	50.25
8.	P. J. Smith (Speedwell G.T.2)	1/5/66	50.94
9.	J. A. Lepp (Lotus Elan)	20/6/65	48.77
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



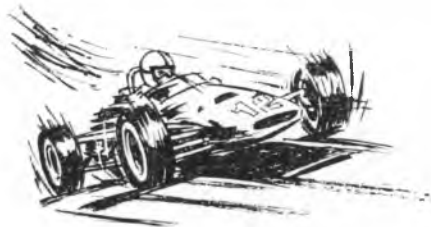
Tony Marsh leaves the start line last September on the run which established the present course record of 42.94 and clinched his Sixth R.A.C. Hill Climb Championship Title. Jeff Binns took the picture.

HAREWOOD HILL CLIMB GRADIENT PROFILE





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.



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 lightweights & 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). Jenson — (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.



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 and 16.

MOTOR CYCLE COMPETITION: FIRST RUNS

INTERVAL OF TEN MINUTES

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

MOTOR CYCLE COMPETITION: SECOND RUNS

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.	J. R. Sharp	Austin Cooper		998	Scarborough			
2.	E. Stansfield	Morris Cooper S	s/c	970	Halifax			
3.	K. S. Helliwell	Austin Cooper		998	Royton			
4.	J. C. England	Austin Cooper S		970	Brockholes			

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
121.	★P. G. Wimpenny	Vauxhall Victor 2000		1974	Meltham			
122.	★Miss H. Walford	Ford Cortina G.T.		1498	Balcombe			
130.	★P. M. Olieff	Ford Cortina G.T.		1498	Doncaster			
5.	S. P. Stephenson	Ford Cortina Super		1498	Market Weight'n			
6.	I. K. Hardy	Ford Cortina G.T.		1600	Leeds			
7.	J. D. Haynes	Ford Cortina G.T.		1498	Swillington			
8.	R. White	Ford Cortina G.T.		1600	Colne			
9.	G. F. Chippindale	Ford Cortina G.T.		1498	Rawdon			
10.	A. Forrest	Ford Cortina Super		1498	Bradford			
11.	C. W. A. Venter	Ford Cortina G.T.		1498	Hull			

Class 3. — TOURING CARS SPECIAL SERIES

Record: K. N. Lee (Austin Cooper S) 50.82

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
131.★	J. Heppenstall	Ford Lotus Cortina		1588	Bradford			
12.	A. G. Walker	Austin Cooper S		1300	Ilkley			
13.	D. Stubbings	Austin Cooper S		1071	Malton			
14.	M. R. Flather	Morris Cooper S		1303	Sheffield			
15.	W. Walker	Austin Cooper S		1300	Leeds			
16.	D. Bullen	Austin Cooper S		1293	Whitby			
17.	J. M. Busfield	Morris Cooper S		1293	Guiseley			
18.	K. N. Lee	Austin Cooper S		1300	Thorner			

Class 4. — TOURING CARS "Formule Libre"

Record: F. P. Kaye (Morris Cooper S) 48.19

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
123.★	P. J. Wilson	Ford Anglia	s/c	1650	York			
124.★	R. Briggs	Morris Mini		1293	Carnforth			
19.	D. Lawley	Ford Anglia		1650	Sheffield			
20.	Dr. J. B. Ford	Morris Cooper S		1309	Mexborough			
21.	R. Baldwin	Morris Cooper S		1293	Colne			
22.	C. B. Pearson	Austin Cooper S		1293	Seamer			
23.	T. B. D. Christie	Austin Cooper S		1293	Kirkaldy			
24.	J. W. Goodliff	Austin Cooper S	s/c	1275	Littleborough			
25.	F. P. Kaye	Morris Cooper S		1300	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
126.★	R. T. Pullin	M.G. Midget		1098	Sheffield			
125.★	J. M. Kelly	M.G. Midget	s/c	1098	Leeds			
26.	M. K. White	Austin Healey Sprite		1098	Ilkley			
27.	M. Bartram	Triumph Spitfire		1296	York			
28.	D. Martin	M.G. Midget		1098	Burnley			
29.	W. A. Wainwright	M.G. Midget	s/c	1098	Godmanchester			
30.	F. J. Whittaker	M.G. Midget		1098	Burnley			
31.	G. J. Harrold	Austin Healey Sprite		1143	Sheffield			
32.	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
33.	B. C. Lancaster	M.G. B. G.T.		1798	Sicklinghall			
34.	J. S. Nickell-Lean	A.C. Ace-Bristol		1971	Guiseley			
35.	J. L. Parker	Porsche 911		1991	Kendal			
36.	I. Walker	Fiat 124		1436	Bishop Burton			
37.	I. R. A. Swift	M.G. B.		1798	ShIPLEY			
38.	A. E. Spencer	M.G. B.		1798	Barwick-in-Elmet			
39.	S. J. Simpson	T.V.R. 1800S		1798	Sheffield			
40.	J. Mountain	Triumph TR 4		2138	Leeds			
41.	J. E. Ashcroft	M.G. B.		1798	Whalley			
42.	J. M. Crompton	Triumph TR 4A		2138	Garforth			
43.	D. S. Yeadon	M.G. B.		1798	Horsforth			
44.	R. B. Stross	M.G. B.		1798	Leeds			

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
45.	M. J. M. Walker	Jaguar XK 120		3781	Barnsley			
46.	F. N. Cliffe	Jaguar 'E' Type		3781	Selby			
47.	W. T. Wood	Jaguar 'E' Type		4235	Sheriff-Hutton			
48.	D. P. Stead	Jaguar 'E' Type		4235	Leeds			
49.	H. R. Crowther	Jaguar 'E' Type		4235	Slaithwaite			
50.	J. A. H. Lambert	Jaguar 'E' Type		3781	York			
51.	A. Mountain	Jaguar 'E' Type		4235	York			

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

Record : P. J. Smith (Speedwell G.T.2) 50.94

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
52.	N. E. Barnes	Daurian Imp		998	Nelson			
53.	P. Varley	Piper G.T.		1299	Windermere			
54.	C. K. Smith (Entrant : Western Wings of Worcester)	Austin Healey Sprite		1293	Warley			
55.	W. E. Booth	Mini Jem		1293	Blackburn			
56.	R. Neal	Ginetta G.12		997	Stourbridge			
57.	C. J. Green	Austin Healey Sprite		1122	Menston			
58.	R. D. Sutherland	Austin Sprite		1147	Knarborough			
59.	J. D. Bunney	Mini Marcos		1293	Guiseley			
60.	C. J. Tipping	Lotus-Tipco G.T.		1216	Harrogate			

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

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
127.★	A. E. Padgett	Bentley Mk. 6		4257	York			
128.★	V. A. Smith	Bentley Mk. VI		4556	York			
129.★	J. N. Sutcliffe	Alta S.S. Jaguar		3490	Ilkley			
61.	M. S. Smith	Bentley 4½		4257	York			
62.	P. Wynn-Jones	Sunbeam Tiger		4727	Liverpool			
63.	A. J. M. Lambert	Ginetta G.4		1498	Solihull			
64.	J. R. Brown	Lotus Elan		1600	Burnley			
65.	Miss M. A. Cooper	Lotus Elan		1594	Tipton			
66.	P. R. Grimshawe	Lotus Elan BRM		1558	Guiseley			
67.	F. E. Wall	Ferrari 250 G.T.		2993	Birmingham			
68.	R. Speak	Lotus Elan		1594	Burnley			
69.	J. Hall	Porsche Carrera		1966	Bradford			
70.	S. Smith	Lotus Elan		1558	Bradford			
71.	S. A. Robinson	Ginetta G.10		4727	Darlington			
72.	L. S. Stross	Lotus Elan		1598	Leeds			
73.	J. R. Cussins	Ford G.T. 40		4700	Leeds			
74.	G. M. Dungworth	T.V.R. 200		4727	Sheffield			

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
75.	S. A. Mooney	Lotus 7 B.M.C.		997	York			
76.	R. G. Moorhouse	Lotus 7 B.M.C.		1150	Leeds			
77.	J. P. W. Hylton	Mallock U.2 Ford		997	Preston			
78.	R. A. Cowing	Terrier Mk.II Ford		997	Harrogate			
79.	M. Reinhard	Spartak Ford		997	York			
80.	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
81.	J. Ward	Ward-Ford		1498	Thornton Dale			
82.	R. J. Prest	Lotus 7 Ford		1498	Croxdale			
83.	P. C. Cook	Lotus 7 Ford		1594	Smethwick			
84.	I. A. B. Harris	Mallock U.2 B.M.C.		1390	Glasgow			
85.	Miss G. Baillie-Hill	Elva Mk. 75 B.M.W.		1600	Bromsgrove			
87.	B. Abbey	Lotus Super 7 Ford		1498	Hull			
88.	D. L. Gray	Mallock U.2 Ford		1498	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
89.	L. J. Hunt	Jupiter TR 2		1990	Ilkley			
90.	G. F. Tatham	Lister Chevrolet		5343	Malton			
91.	J. E. A. Statham	H.W.M. Jaguar		3442	Bramhall			
92.	J. R. Walton	Walton Bristol Mk. V		1971	Sheffield			
93.	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
94.	D. A. Harrison	Crosslé 10S Buick		3524	Ilkley			
95.	J. M. McCartney	Felday 4 BRM		1880	Horwich			

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
96.	S. W. Smalley	Cooper Ford		987	Blackpool			
97.	F. H. B. Crosby	Mamba Mk. III B.M.C.	s/c	1098	Leeds			
98.	B. Pickering	Cooper 72 B.M.C.		1098	Stourbridge			
99.	C. Oakley	Lotus 31 Ford		998	Kinver			
100.	R. W. Wainwright	Lotus 20 Ford	s/c	1100	Doncaster			
101.	R. C. Hickman	Brabham BT 21B Ford		997	Kidderminster			
102.	C. B. Court	Brabham BT 21B Ford		998	Dudley			
103.	D. R. Blankstone	Lotus 41 Ford		998	Stourbridge			
104.	R. Blackmore	Terrapin Mk. 2 B.M.C.		1098	Tadcaster			
105.	A. Staniforth	Terrapin-Min Mk. 1 B.M.C.	s/c	1088	Horsforth			
(Entrant: British Vita Racing)								
106.	J. Johnstone	Brabham BT 15 Ford	s/c	1098	Collingham			

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
132.★	F. W. Smith	Brabham BT 14 Ford		1598	Preston			
107.	F. V. Midgley	Lotus 20 Ford		1500	Wath-on-Dearne			
108.	B. R. Bailey	Lola T.62 Ford		1600	Mexborough			
109.	M. J. Eaves	Lotus 41 C Ford		1598	Birmingham			
110.	J. G. Fenwick	Brabham BT 16 Ford		1594	Sonning-on-Th's			
111.	P. A. Blankstone	Brabham BT 18 Ford		1598	Wolverhampton			
112.	G. C. Rollason	Lotus 41B Ford		1598	Craven Arms			
113.	N. S. Elton	Lotus 22 Ford		1598	Westbury			
114.	J. T. Butterworth (Entrant : Westune Ltd.)	Brabham BT 14 Ford	s/c	1500	Rossendale			

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
115.	R. T. Lane	Brabham BT 14/21 G.M.		3500	Warwick			
116.	M. R. Brain	Cooper Chrysler		7200	Sutton Coldfield			
117.	P. H. Meldrum	P.R.2 Ford	s/c	1650	Jersey			
118.	M. J. Hawley	Brabham BT 23B Climax		1968	Birmingham			
119.	D. Hepworth	Brabham BT 16 Traco		4500	Brighouse			
120.	P. G. Lawson	B.R.M. 4 W.D.		2070	Knaresborough			

THE "TOP TEN" RUN OFF

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

MOTOR CYCLE COMPETITION

Organised by the National Sprint Association under A.C.U. Permit No. Q.555

OFFICIALS

A.C.U. Yorkshire Centre Steward R. G. Owen

N.S.A. Club Stewards V. Harris, D. Mackenzie Shaw

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'n
1.	S. Carr	B.S.A.	250	Leeds			
2.	E. Woods	Ducati	250	London			
3.	K. Bastow	Douglas	348	Pudsey			
4.	N. Whittall	New Imperial	350	Pudsey			
5.	W. Walker	A.J.S.	348	Hetton			
6.	R. Penney	A.J.S.	348	Coventry			
7.	R. Thorpe	B.S.A.	500	Leeds			
8.	G. Buck	G.V.B. Tri.	498	Kenilworth			
9.	R. Jennings	Velo.	498	Salisbury			
10.	B. Scamell	Wasp	498	Salisbury			
11.	J. Stott	Triumph	499	Crawshawbooth			
12.	M. Shipley	Velo.	499	Thirsk			
14.	R. Newby	B.S.A.	650	Pudsey			
15.	K. Waite	Triumph	650	Pudsey			
16.	J. Robinson	Tri/Drag	650	Harrowgate			
17.	R. Jordan	Norton	750	Altringham			

Three Wheelers

No.	Rider	Machine	c.c.	Rider's Town	1st Run	2nd Run	Pos'n
18.	R. Stansfield	Special	848	Hebden Bridge			
	Passenger :						
19.	J. Worthington	Scitsu	650	Sheffield			
	Passenger : J. Sanders			Sheffield			
20.	M. Farrant	Vincent	748	Baldock			
	Passenger : P. Dade			Letchworth			

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.

THE MOTOR CYCLE COMPETITION

At the Spring National Meeting last year Motor Cycles made their first appearance at Harewood when members of the National Sprint Association staged an event for their members.

The rather slippery Harewood road surface and the unfamiliarity of the course resulted in some rather slow times, but by the end of the meeting there were signs that some of the two wheeled boys were beginning to get to grips with things and times came down fast. Today we have a second visit from our two wheeled friends.

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 John Robinson of Horrowgate who was runner up to George Buck at the recent Castle Howard Hill Climb.

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.



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

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 Association's 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.

Enjoy today's Hill Climb . . .

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LOOKING AHEAD

By KEN HAMMERTON

PROSPECTS FOR THE 1968 R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP

The 1968 R.A.C. Hill Climb Championship, the 22nd of the series, will consist of thirteen rounds. By the time the Spring National Harewood comes along the first round, at Loton Park in Shropshire, has usually taken place but owing to the foot and mouth outbreak the Severn Valley Motor Club has had to drastically alter its schedule of meetings and instead of being the opener in the series their event now comes in at number eleven. The full list of qualifiers is as follows:

Sunday, 5th May — Prescott.
Sunday, 12th May — Wiscombe.
Saturday, 25th May — Barbon.
Sunday, 9th June — Shelsley Walsh.
Sunday, 23rd June — Tholt-y-Will.
Saturday, 29th June — Rest and be Thankful.
Thursday, 25th July — Bouley Bay.
Saturday, 3rd August — Great Auclum.
Saturday, 10th August — Craigantlet.

Sunday, 18th August — Shelsley Walsh.

Sunday, 1st September — Loton Park.

Sunday, 8th September — Prescott.

Sunday, 15th September — Harewood.

The two major items of interest in the above list are that the magnificent 3.6 mile mountain course in the Isle-of-Man — Tholt-y-Will — is "in" for the first time, and Loton Park will be used in its new extended form (1600 yards instead of 900 yards). These are two worthwhile steps in the right direction.

The meeting today finishes with a "Top Ten" run off for the ten fastest competitors in the class runs, whilst at each of the Championship events the fastest ten of those competitors who have entered for the contest have a further two runs the best of which is used for claiming points on the basis of 10 points for the fastest,

Continued on page 26



DAVID HEPWORTH (Brabham Traco)

Photograph by Dave Jowett



PETER MELDRUM

"Yorkshire Post"

9 points for second fastest, and so on down to 1 point for the "slowest". At the same time any driver who improves on the hill record as it stands at the beginning of the meeting concerned gains one bonus point, provided of course that this feat happens in the special Championship Class run off. Competitors are allowed to count their best EIGHT performances only, and are restricted to single seater racing cars and sports/racers.

Once again it is possible to divide the entry into distinct groups:

- The four wheel drive machines.
- The Vee eight machines.
- The four (and six) cylinder cars.

During 1967 there were three main four wheel drive cars, Tony Marsh's Marsh Buick, David Good's B.R.M. — later acquired by Peter Lawson — and John McCartney's B.R.M. powered Felday 4. These cars will appear again, and will be joined by Bryan Brown's Brabham Oldsmobile and Ray Terry's Mk. 8 Elva Buick — both using the Marsh system, and David Hepworth has a new car which is still on the "secret" list but which will feature the Ferguson system. Thus we have three Marsh systems v. three Ferguson systems, an interesting situation. Bryan Eccles is known to be thinking in terms of a car with a system not unlike Marsh's, but whether this project will be seen later this year or not until 1969 remains to be seen.

The two wheel drive Vee eight brigade continues to swell in numbers, newcomers including John Bosomworth (3.5 McLaren M4A Buick), Roy Lane (3.5 Brabham BT.14 Buick), and John Barnes who is said to be using a 2 litre V.8 Climax unit, although whether this will go into his Mk. 7 Elva chassis or something different remains to be seen. Add to these Bob Rose

(4.7 McLaren Ford), David Hepworth (4.5 Brabham Traco), John Macklin (7 litre Shelby Cobra), Ian Swift (4.7 Felday 6 Ford), and Mr. and Mrs. Mickel (3.5 Lotus 21 Buick) and one can see plenty of opposition to keep the four wheel drive boys busy.

The four cylinder group is large in number, and there is an interesting amount of car swapping to sort out. Of great interest is the fact that Peter Meldrum is back in the hunt again with his P.R.2, powered by the well known 1650 c.c. supercharged Allard Dragon unit, whilst fellow Jersey resident Eric Voisin will campaign Peter's old Lotus 22 fitted with the earlier blown 1500 c.c. unit. Mike Hawley retains his Brabham BT.23B Climax, Tony Griffiths his Brabham BT.21A Ford, and Peter Blankstone his ex-Peter Lawson Brabham BT.18 (or is it a BT.16) Ford. Nick Williamson has a new Brabham BT.21C fitted with a 1.8 litre Vegantune Ford unit, and Roger Hickman (ex Mini man) has a Brabham BT.21B SCA. Geoff Rollason has the ex-Jack Oliver Lotus 41B FVA (1.6 litre F.2 unit), and has disposed of his Lotus 41 SCA to David Blankstone and his twin cam Lotus 41C to Malcolm Eaves. The Blankstone Cooper B.M.C. is now in the hands of Brian Pickering and Malcolm Eaves has sold his Lotus 22 twin cam to Spencer Elton, who now has a similar machine to his father Tom. Chris Court has a new Brabham BT.21B SCA and has disposed of his similar engined Lotus 31 to Clive Oakley. John Butterworth has retained his supercharged Brabham BT.14, whilst Jimmy Johnstone has replaced his Lotus 18 with a Brabham BT.15 although retaining the same engine and gearbox. Don Harris should have a new, or revised D.M.F. ready soon, whilst John Fenwick has retained his ex-Mike Hawley Brabham BT.16 Ford.

Messrs. M. J. Butcher (Marcos last year), D. W. Firkins (U2 Mk. 5 last year), E. J. Mortimore and R. W.



BRYAN ECCLES

Photo Jeff Binns



TONY MARSH (Marsh Buick)

Photograph Bill Robertson

Brown make up the list of entrants at the time of writing, quite a varied and interesting selection isn't it?

Before weighing up the form let us single out the very strong Yorkshire quartet in the competition. Of course we are all very proud of Harewood, and Scarborough, and I remember when I first came here in 1964 there was confident talk that alongside the development of the hills there would be also car/driver combinations capable not only of doing well on their "native" hills, but also of taking on all comers on the Championship circus. Well now it has happened, Peter Lawson, David Hepworth, John Bosomworth and Jimmy Johnstone (respectively from Knaresborough, Brighouse, Ilkley and Wetherby) are all hoping to do full Championship programmes and they can each be assured of our good wishes and interest throughout the season.

For the past few seasons any early assessment of Championship prospects automatically started with a look at the plans of Tony Marsh, a situation which still exists in 1968. The Marsh Special will be subtly changed — wider rimmed wheels all round and four downdraught Webers replacing the two Rochesters. Tony will definitely be doing SIX rounds, probably EIGHT, and possibly NINE, but definitely no more. In other words, to win the Championship you have to beat Tony Marsh. To fully exploit his programme means that any would be Champion must try really hard when Tony is not present. The situation was similar all those years ago when Marsh was the coming man and the late Ken Wharton was dominating the scene. Tony wanted to get to the top and the obvious thing was to try and beat Wharton rather than to wait until he retired. That he was successful probably made that first Championship win in 1955, all the sweeter. And now we look for someone to do a "Marsh" on Marsh.

We can eliminate three of last years top six in the Championship straight away. Bryan Eccles may be seen later in the season with his four wheel drive Brabham, but if this is the case it will probably only be a preliminary canter in readiness for a serious go in 1969. David Good is hill climbing a 2 litre Chevron B.M.W. G.T. this year, and although we shall see some stirring performances from him he is obviously out of the title race this season. Peter Boshier-Jones is still rebuilding his Lotus 22 following his Prescott mishap last year and when this is complete the car will be sold and Peter will be out of the game for a year or two to put all his efforts into his garage in Cardiff, a bit of news that will disappoint many hill climb addicts.

After Marsh, the remaining drivers in the top six of 1967 were Mike Hawley (3rd) and Peter Lawson (6th), followed by Nick Williamson, John Butterworth, Phil Scragg and Ray Terry. It seems likely that both Williamson and Hawley will be strong contenders for the best four cylinder effort, as it will be expecting rather too much for Peter Meldrum's effort to be absolutely right from the very beginning. Of course there is the very potent Lotus 41B of Geoff Rollason, there's John Butterworth and Tony Griffiths and if Spencer Elton drives his new Lotus with as much spirit as he did the old Cooper J.A.P. then anything could happen! The four cylinder boys are going to be well worth watching, but I have a feeling that it will be quite a struggle to get one into the top six by the end of the season.

On last years form this leaves Peter Lawson as the man most likely to worry Tony Marsh. Provided the B.R.M. proves to be reliable I think that the struggle between these two drivers could be a season-long epic with the outcome anybody's guess. To draw another parallel with the Marsh/Wharton situation of yesteryear it is interesting to note Mr. Marsh senior was just as keen as his son for success, and the same applies in the case of Mr. Lawson senior today.

Continued on page 29

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LOOKING AHEAD—continued.

What about David Hepworth? David is a tremendously improved competitor, and even with only his two wheel drive Traco powered Brabham he could be well in the running. He is very enthusiastic about the new four wheel drive project which, if it is right from the word go, could put him right in the top bracket. On the other hand if there are problems he will be faced with the difficult decision of whether to stick to the well tried Brabham or persevere with the new one. As one has to nominate which car with which to claim points before the meeting commences this will prove to be an added difficulty at times. Another driver with the problem could be Martin Brain who has a 2.6 litre Daimler powered Cooper T.84 (F.2 chassis) and an ex-works F.1 Cooper T.81B powered by 7.2 litres of Chrysler. In Brain's case he may decide beforehand which car to take to a particular meeting rather than compete in both, and I fully expect to see him in the top ten by the end of the year.

And what of the other drivers using the Marsh four wheel drive system? I expect great things of Ray Terry. His performances last year with the Elva Buick were really stirring, and provided that all goes well with the new system he should be very much in the running this season. As far as Bryan Brown is concerned it will be a question of wait and see. This new 4.5 litre Brabham is a far cry from the 1.9 litre Lotus 22 Ford which he used to drive, so once again this is a combination to watch with interest.

The three new comers to the Vee eight brigade, John Bosomworth, Roy Lane, and John Barnes will be worth seeing. Bosomworth's McLaren is being specially tailored to suit his 6 ft. 4 in. frame, being basically an M4A chassis, whilst the Buick unit is one used by Rovers in the development of their V.8 range. John will do some circuit racing as well with the car, but intends to take the Championship seriously. He travelled with equipe Lawson last year, so he knows what he is letting himself in for. Roy Lane's chassis is ex-Eccles (his 1966 car) and is now in a very similar state to when Bryan used it. This may augur

well for the combination. It is interesting to note how well he went in a race at Silverstone organised by the Midland A.C. (the Shelsley people) recently. As far as John Barnes is concerned I am hoping that he will conduct his V.8 Climax powered device as enterprisingly as he did his supercharged Ford unit powered Elva Mk. 7, but again one of the many wait and sees.

All has been quiet on the Scragg front, but even if the lightened T.70 Lola Ford is unchanged then Phil will be competing in quite a number of Championship class runs. It wouldn't surprise me to know that he, too, had gone or was going four wheel drive, in which case he would be even nearer to top. Another big sports car man to watch is Midlander Bob Rose. He drives the McLaren in a very forceful manner, indeed last August he drove the thing on the road to the Shelsley meeting. With both these drivers much depends on how many meetings they decide to go to, a consideration which also applies to Bristol garage proprietor Ian Swift (4.7 Swift Ford).

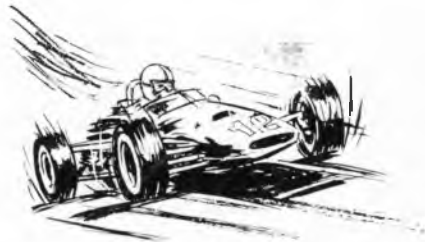
One particular combination which I shall watch with great interest is Johnny Williamson in the ex-Tony Griffiths Felday 6. It is no secret that Tony was much happier with his previous car, the T.48 ex-Phil Scragg BRM, and his present car the Brabham BT.21A twin cam. Williamson used the car towards the end of last year, and it seemed to suit his driving style. If he really gets the hang of it this year and does a full season he could also be quite prominent.

Well, that's about it. You may smile and say well there seems so much promise this year it hardly seems true. At each meeting only the ten fastest entrants will be able to run in the special class to claim points. It will be very much a case of having to give all that you have in order to qualify this year, and then if you can summon that little extra reserve from somewhere you will need it if you want a decent score. As I've said before I look forward to every Championship series, and the 1968 one is no exception. Apart from saying either Tony Marsh or Peter Lawson for the title I make no further specific prediction except to say that if you, spectator, spread your wings and take in a few of the meetings rather further afield then I am certain that your journeys will be worthwhile.



PETER LAWSON (B.R.M. 4 W.D.)

Photograph by Bill Robertson



Mainly Personal

Starting with the single seaters, we must say that it is nice to see Peter Meldrum back in the hill climb fray once again. Just in case there is anyone who does not know, Peter is an expatriate Yorkshireman who first came to our notice when he came to an Autocross we ran in the grounds of Harewood House more years ago than he will care to remember and put up a very stirring performance in a Triumph Herald.

Later he became part of the hill climb scene mainly known as a cheery character who spent much time trying to get an exceptionally noisy and very temperamental blown engine to knock on all four long enough to propel his rather venerable Lotus to assorted summits. Later still he "came good" here at Harewood



PETER LAWSON

Photo John Newton



Mr. Blankstone, all behind with his work.

Photo by Bob Soper

in April 1965 and withstood all comers making f.t.d. on each of the next seven occasions he appeared here. Despite some rather patchy luck on other hills Peter's fantastic run here earned him the title "King of Harewood" and indeed his seven victories still stand out when you consider that Peter Lawson with three, plus Tony Marsh, Brian Eccles and Peter Westbury with a couple each are the only characters to win more than once in the 26 meetings which have been held.

During 1966 Peter's achievements were even more meritorious as, forsaking the respectability of life in the City, he abandoned these shores for Jersey where he was involved in setting up a constructional business and his hill climb forays had to be brief week-end jaunts before returning to the commercial grindstone.

By now it will be realised that Peter is blessed with a highly understanding wife so for 1967 he withdrew from the scene and devoted himself to the worthy causes of family, business, developing a new car and ale. The extra *avoirdupuis* resulting from the latter pastime gave rise to some anxious moments when our hero tried to fit himself into his new cockpit and rumour has it that when the vehicle was almost complete, he abandoned the lot and started from first principles once again.

It is particularly gratifying that Peter should choose Harewood for his return to the hills. There is nothing harder than to return to any competitive endeavour after an absence, and to make his reappearance with a completely new and untried car at a place where so many who know little of the difficulties implied by unsorted machinery will be expecting so much shows courage of a high order. Still no one who witnessed some of Peter's epic drives will no doubt his mettle and we do wish him the very best here today.

After his past performances at Harewood, and the build up given by Ken Hammerton in his Championship preview, Peter Lawson is another from whom great things can be expected today. Only just starting



PETER KAYE

Photo John Newton

his third season in a single seater and tipped as one of the top seeds for the season is a proud record which sits, lightly and with characteristic modesty, on Peter's likeable shoulders. There can be no doubt that with the 4 wheel drive B.R.M. at last fairly sorted here is a force to be reckoned with.

Regular readers of these programmes, and indeed of the reports in the motoring papers cannot but be slightly tired of hearing the name of the furry faced wizard of the Mini, Peter Kaye who's benign visage stares out of this page above. Really what more is there one can say about this intrepid and resourceful tuner and conductor who so often breeds red faces amongst the racing car brigade in a vehicle which, externally at least, resembles an everyday shopping car. But then his performances are such that repetition is inevitable.

Hot on Peter Kaye's tail, and inevitably due to beat him by, if nothing else, the sheer law of averages, is Jeff Goodliffe from Littleborough. Jeff, a part of the highly successful B.R.T. setup has lavished countless hours and much ingenuity in lightening a Mini beyond any Issigonian dream and at the same time packing more power into the transverse frontend than bears thinking about. Indeed the blower sticks backward from the engine to such an extent that, inevitably, he must try and change gear with the carb air intake sooner or later.

In fact both Peter and Jeff are reputed to be having handling difficulties this season so when they both get these overcome the resulting battle of the roller skate titans should be of earth shattering proportions.

Tom Christie who ventures down from Linoleumtown U.K., in other words Kirkcaldy for our meetings is showing vastly improved form this season and there is

no doubt that if Kaye and Goodliffe try a little too hard and loose valuable split seconds, Tom will be just there behind waiting to snap up the placings, if he can get away from the tlying "Gold Brick" in other words Barry Pearson with the Stocksbridge Garage Mini. Once upon a time this miniature stock car was the property of the redoubtable Ken Lee but in the couple of years since it left the West Riding fold it has become a highly hairy projectile, albeit Mr. Glass's "Bottom Book" would be about five times its worth in the resale market.

"An amiable gorrilla" was how one well known Centre member once described the shattering visage at the bottom of this column. "Chippy" Stross has been on the motor sporting scene for a good many years now and he is an absolutely inevitable part of the local motoring scene. Chippy is an indefatigable Committee man being on our own B.A.R.C. Yorkshire Centre Committee, the Executive Council of the British Trials and Rally Drivers Association, the Committees of the Yorkshire Sports Car Club and the local Centre of the M.G. Car Club, and we would venture to use the immortal words of Winston Churchill and say that he is "A sordid nuisance" on each and every one of them.

Still there can be no doubting Chippy's real enthusiasm for the sport, his "have-a-go" approach to any situation, his invariable cheerfulness and the fact that he can take abuse on the chin and is just about the best 100% good loser in the business. This is not to suggest that his performances are any joke, indeed no, he always tries his hardest and last autumn at

Continued on page 33



"Lock up your daughters"

CHIPPY STROSS

Photo John Newton

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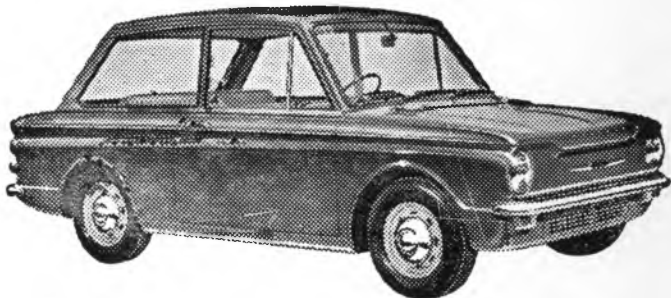
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MAINLY PERSONAL—continued

Scarborough when he won the Elan Class, and set a new course record to boot, his cup of happiness was still overflowing weeks later.

Despite dark suggestions that hill climbing was about to suffer a great invasion from the large and highly hairy sports/racing cars now banished from their natural habitat on the race circuits of the world by an ill advised F.I.A., the pattern in this section remains unchanged here at Harewood. Indeed it has almost become a matter of "Is this a private war or can anyone join in" between David Harrison with his Crosslé Buick and John MacCartney conducting the Ferguson four-corner propelled and Bourne powered Felday 5. Both these cars have proved to be something of a handful in the past but by dint of a good deal of body filleting, in David's case enforced by an unfortunate accident, there have emerged a pair of exceedingly potent two seater sports/racing conveyances.

Both suffered a rather crude shock at the hands of the R.A.C. scrutineers when, re-sculpting completed, they were gently, but firmly, made aware of the rules which call for headlights to be carried on two seater machines.

Finally to a brave lad who is really jumping in off the deep end by tking on Ken Lee and Co. at their own game, none other than John Busfield, that cheery sorter of "Troubles" at dark, satanic places of work, from Guiseley. John is another Yorkshire Centre Committeeman and in the past his motoring was mainly in such wild and woolmarked devices as a succession of "Big" Healeys. This year he has entered the lists in a 1293 c.c. Cooper S, no less.

It is typical of John that at an earlier event when the Cooper was not ready, he borrowed his wife's com-



JOHN BUSFIELD

pletely cooking shopping Imp and with a broad grin ran last in his, very hot, class. Today with his proper mount we expect him to be near, if not yet at, the top.



DAVID HARRISON (Crosslé Buick)



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 1,200 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.

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.

Membership of the B.A.R.C. costs £3.30d. per year with an entry fee of £1.10d. 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. 7 May — Club Night — Driving Tests.
- Sat./Sun. 11/12 May — "The Scarborough Week-end"
(Driving Tests, Dance, Social Week-End)
- Sun. 19 May — Members' Race Meeting, Croft.
- Tue. 4 Jun. — Club Night — Harewood Practice Evening.
- Sun. 16 Jun. — Harewood — "Montague Burton" Trophy Meeting.
- 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

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