

HAREWOOD

HILL CLIMB

STOCKTON FARM

HAREWOOD AVENUE

Nr. LEEDS



OFFICIAL PROGRAMME 2/6

MEMBERS' SPRING MEETING

7 APRIL 1968





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The British Automobile Racing Club Ltd.
WELCOME YOU TO THE TWENTY SIXTH
HAREWOOD HILL CLIMB

R.A.C. PERMIT No. RS/3906

SUNDAY, 7th APRIL, 1968

COMMENCE 2-15 P.M.

HELD AT STOCKTON FARM, HAREWOOD, LEEDS

by kind permission of Arnold Burton, Esq.

WARNING TO THE PUBLIC

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

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

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RAMBLINGS

The Yorkshire Centre of the British Automobile Racing Club have always been keen on hill climbs, indeed when the Centre was founded back in 1922 one of the first events was a speed hill climb on the open road up Greenhow Hill at Pateley Bridge. In 1925 the axe of authority put an end to such enjoyable, although rather irresponsible, activities and from then until 1956 the Centre were without a speed event "home" of their own.

From 1956, and through the kindness of Messrs. Montague Burton Ltd. we were able to run a series of highly diverting, although rather terrifying sprint meetings in the factory grounds of Hudson Road Mills, Leeds which whetted Centre appetites for a real hill climb of our own. Much activity was expended in searching the countryside for suitable bits of inclined land and many hours were spent in considering ways and means as to how we could afford to make a course when we had got a suitable site.

In 1961 we were able to make suitable arrangements to use Stockton Farm and by September 1962 the first Harewood Hill Climb took place on the same course we use today. The difference was that at that time, the surface was rather rough tar and chippings and that the fastest ascent at the opening meeting took 51.61 seconds — $8\frac{1}{2}$ seconds longer than the present course record.

When one thinks that in the intervening years a new, much smoother surface has been laid and, even more important, immense technological advances have taken place in the design and construction of cars intended for hill climbing and yet there has only been a fairly small reduction in the time taken to get from bottom to top, one begins to realise something of the fascination of hill climb events. Indeed by the time of the first event on the smoother surface, exactly a year after the opening, f.t.d. came down with a bang to 46.72 seconds so that in the subsequent $4\frac{1}{2}$ years only a further 3.8 seconds have been pared away.

Normally our Spring Members' Meeting marks the start of the Northern Hill Climb season, but this year we exchanged dates with the Yorkshire Sports Car Club so that their Castle Howard event last week-end could get away from the big charity auction of art treasures held in aid of York Minster yesterday evening. Traditionally, the opening Harewood is blessed with good weather and sure enough, last Sunday was a perfect day when there was plenty of evidence that the 1968 hill climb season is going to be another vintage year. We can only hope that our gesture in yielding our date will be rewarded with as good weather today.

One feature of the hill climbing scene today is that we can now boast of a number of local drivers who have the skill and machinery to stand comparison with the rest of the country. In earlier days at Harewood we used to watch and marvel when the visiting stars of the hill climb firmament came to our big National meetings wondering how far behind the great men our local boys would be placed. How far the wheel has turned in our direction was most convincingly demonstrated last September when Peter Lawson, the George Best of hill climbing, kept the crowd on tenterhooks by making fastest time right through the meeting only giving best to six times hill climb champion Tony Marsh on the very final climb of the afternoon, and this in a car which he only sat in for the first time two days before the event.

Not only in the out and out racing classes, but in all the other categories we will stick out our necks and suggest that the North now has both the drivers and the cars to make their mark in any company. In this connection we must welcome the brand new B.A.R.C. Hill Climb Championship which makes its bow here at Harewood today. This new competition which is fully described by our stalwart contributor Ken Hammerton later in this programme differs from the R.A.C. Championship in that it is scaled so every type of car has a chance of success being based upon individual classes. Whilst the Peter Lawsons, David Hepworths and John Butterworths with their highly competitive single seaters will definitely be gaining marks with a chance, the new championship opens the door to those other intrepid characters in touring and production sports cars to have a crack at the top honours.

Much though our breasts will swell with pride at the thought of the impression some of our Racing Car boys will make in the South and South Wales, we cannot help wondering how the explosive impact of "Fred" Kaye, Gordon Goodliffe, Jim Thomson, Allan Mountain and the other Harewood entertainers will react upon more gentle Southern hill climb events.

One other alteration to the Harewood scene. For many years Monkmans have provided excellent nosh facilities but now, for reason of changes in their business policy, they are not able to continue. We thank Monkmans 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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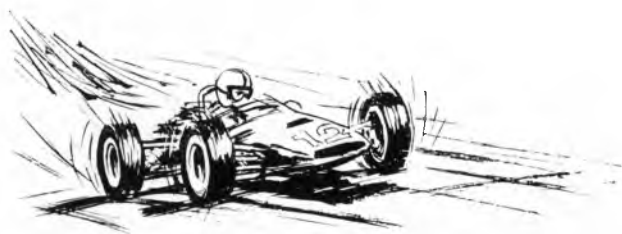
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Deputy Clerk of the Course J. M. Holroyd
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Deputy Chief Observer J. E. Ison
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G. P. Turner, F. Glynn, P. Telford, H. Yates, A. C.
Ockup, H. S. Tinkler, H. Boulton, G. F. D. Hewitt,
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D. R. Scatchard.

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

Results Team Mrs. B. 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

9-45 a.m. — Practice Commences.

1-15 p.m. — Practice Concludes.

2-15 p.m. — Meeting Commences — First Runs.

3-45 p.m. — (Approx.) — Interval 10 Minutes.

3-55 p.m. — (Approx.) — Second Runs.

5-25 p.m. — (Approx.) — Interval 5 Minutes.

5-30 p.m. — (Approx.) — The "Top Ten" Run Off.

5-50 p.m. — (Approx.) — Meeting Concludes.

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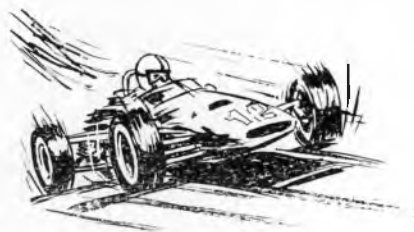
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FULL DETAILS
ON PAGE 30.



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/3906.

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 cold 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 of our 1968 Speed Events are:-

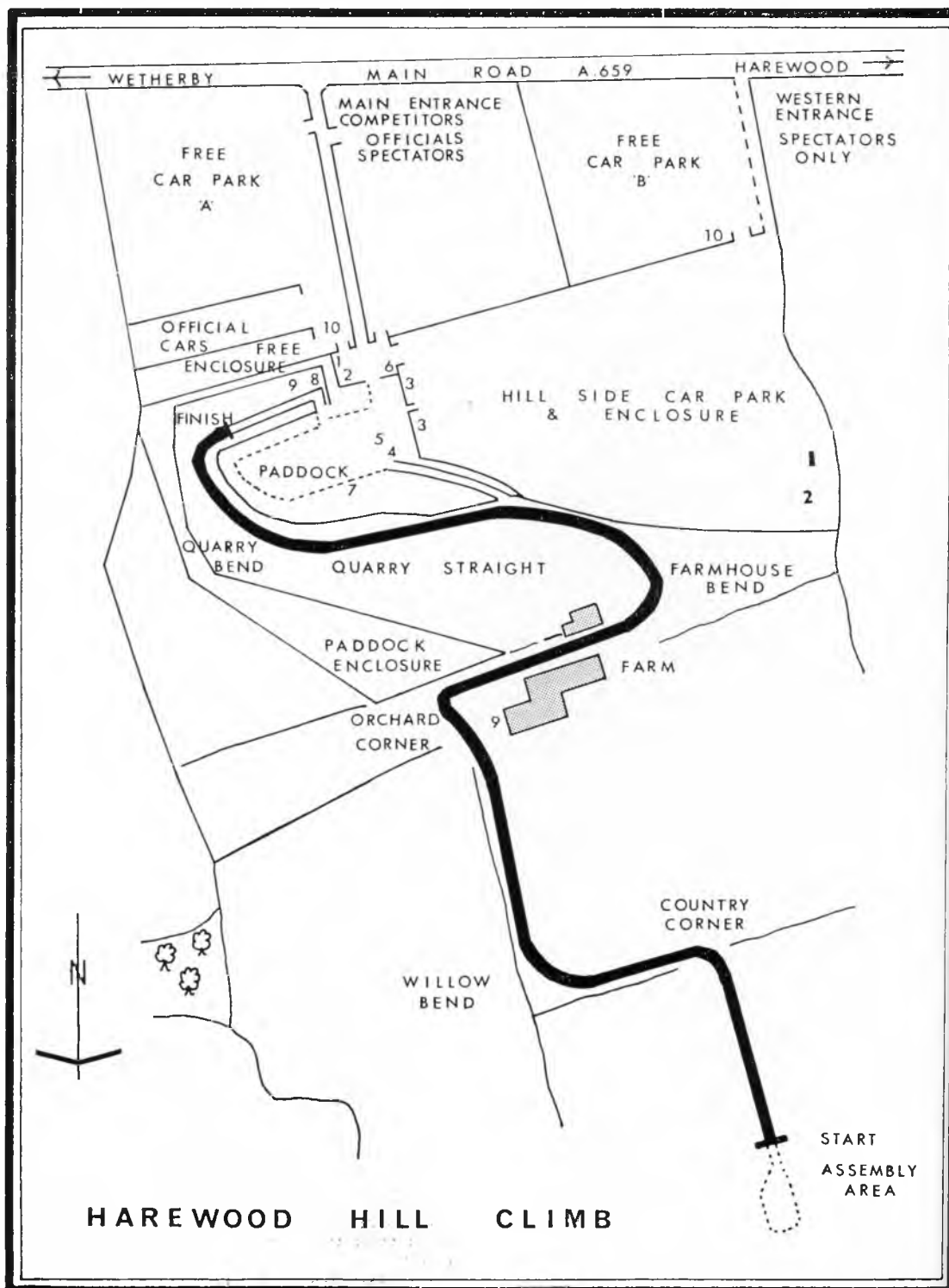
- Sunday, April 28th —
Harewood Spring National Meeting.
- Sunday, May 19th —
Croft Members Race Meeting.
- Sunday, June 16th —
Harewood Montague Burton Meeting.
- Sunday, July 7th —
Croft Members Race Meeting.
- Sunday, July 21st —
Harewood Novices' and Vintage Meeting.
- Sunday, September 15th —
Harewood R.A.C. Championship Meeting.
- Sunday, September 29th —
Autocross at Dunkseswick.
- 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.



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.



Awards



"The Yorkshire Post" Trophy

The Awards to be won today are:-

For the fastest time of the day £10.

For the second fastest time of the day — £8.

For the third fastest time of the day — £6.

For the fastest time of the day in each of the following categories: — Touring, "Marque Y", Special Grand Touring and Sports Racing — £6.

For the fastest time in each class — £5.

For the second fastest time in each class — £3-10-0.
(Subject to 7 entries in class)

For the third fastest time in each class — £2-0-0.

(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 £3-10-0.

To any competitor holding a new record for his class at the conclusion of the meeting —

A Harewood Class Record Plaque.

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

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.

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.

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.

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.

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 Coper 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

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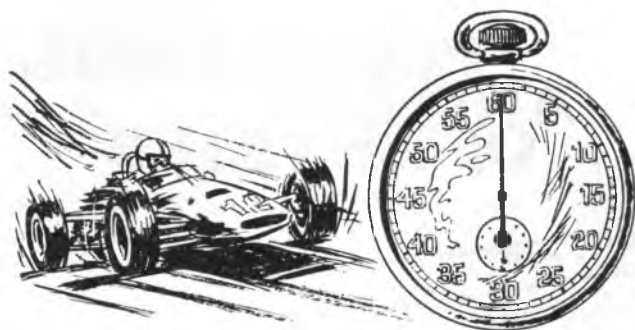
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HAREWOOD RECORDS

Twenty-five 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

† 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 — 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 1968 :

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



PROGRAMME AND LIST OF ENTRIES

Commence 2-15 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.

INTERVAL OF TEN MINUTES

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

INTERVAL OF FIVE MINUTES

FINAL RUNS: The "Top Ten" Run Off.

★ 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) 50.3

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos
1.	P. A. Boyes	Hillman Imp Californian		875	Liversedge			
2.	G. C. B. Platt	Morris Cooper		998	York			
3.	P. A. Houghton	Austin Cooper S		970	Altrincham			
4.	B. A. Kitching	Sunbeam Stiletto		998	Menston			
5.	E. Stansfield	Morris Cooper S	s/c	999	Halifax			
6.	K. S. Helliwell	Austin Cooper		998	Royton			
7.	J. M. Radcliffe	Hillman Imp		998	Leeds			
	(Entrant: Cox & Co. (Leeds) Ltd.)							
8.	J. C. England	Austin Cooper S		970	Brockholes			

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

Record: A. Forrest (Ford Cortina Super) 53.3

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos
148.★	C. M. Grewer	Ford Cortina 1500		1498	York			
9.	P. A. Kelsey	Ford Cortina G.T.		1498	Burnley			
10.	S. T. Stephenson	Ford Cortina Super		1498	Mkt. Weighton			
11.	J. G. Stephenson	Ford Cortina G.T.		1498	Mkt. Weighton			
12.	R. Fryers	Ford Cortina		1498	Bradley			
13.	P. C. Hanson	Ford Cortina G.T.		1498	Baildon			
14.	P. M. Olieff	Ford Cortina G.T.		1498	Doncaster			
15.	I. K. Hardy	Ford Cortina G.T.		1600	Leeds			
16.	D. G. Wimpenny	Vauxhall Victor		1975	Meltham			
17.	J. D. Haynes	Ford Cortina G.T.		1500	Swillington			
18.	K. J. Oldham	Shelby Mustang		4760	Scarcroft			
19.	C. W. A. Venter	Ford Cortina G.T.		1498	Hull			
21.	R. White	Ford Cortina		1600	Colne			
22.	A. Forrest	Ford Cortina Super		1498	Bradford			

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
144.★D. Johnson	Lotus Cortina	.....	1553	Gainsborough	.....	.....	.....
20. G. F. Chippindale	Morris Cooper S	.....	1275	Rawdon	.....	.....	.....
23. D. R. C. Marshall	Morris Cooper S	.....	1293	Horsforth	.....	.....	.....
24. Miss H. Walford	Lotus Cortina	.....	1558	Balcombe	.....	.....	.....
25. M. R. Flather	Morris Cooper S	.....	1303	Barlow	.....	.....	.....
26. D. Bullen	Austin Cooper S	.....	1293	Whitby	.....	.....	.....
27. D. Stubbings	Austin Cooper S	.....	1071	Helperthorpe	.....	.....	.....
28. J. A. Sugden	Ford Lotus Cortina	.....	1594	Doncaster	.....	.....	.....
29. H. C. Bowman	Ford Escort Twin-Cam	.....	1558	Boston Spa	.....	.....	.....
30. J. M. Busfield	Morris Cooper	.....	1293	Guiseley	.....	.....	.....
31. N. Porter	Morris Cooper S	.....	1328	West Auckland	.....	.....	.....
32. G. W. Halliwell	Morris Cooper S	.....	1275	Burnley	.....	.....	.....
34. K. N. Lee	Austin Cooper S	.....	1293	Scarcroft	.....	.....	.....

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
141.★D. K. Nelson	Volkswagen Porsche	.....	1582	Leicester	.....	.....	.....
142.★P. Carrotte	Morris Cooper S	.....	999	Gainsborough	.....	.....	.....
147.★W. Cole	Austin Cooper S	.....	1340	Wombourne	.....	.....	.....
33. J. W. Goodliffe	Austin Cooper S	s/c	1275	Littleborough	.....	.....	.....
35. D. N. Townsend	Ford Anglia	.....	1098	Bardsey	.....	.....	.....
36. D. Lawley	Ford Anglia	.....	1650	Sheffield	.....	.....	.....
37. O. Corrigan	Morris Cooper S	.....	1071	Blackhall Rocks	.....	.....	.....
38. M. Pinder	Morris Cooper	.....	1275	Bradford	.....	.....	.....
39. Dr. J. B. Ford	Morris Cooper S	.....	1309	Mexborough	.....	.....	.....
40. T. B. D. Christie	Austin Cooper S	.....	1293	Kirkcaldy	.....	.....	.....
41. R. Baldwin	Morris Cooper S	.....	1293	Colne	.....	.....	.....
42. C. B. Pearson	Austin Cooper S	.....	1293	Seamer	.....	.....	.....
43. F. P. Kaye	Morris 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
143.★B. Keegan	M.G. Midget	.....	1098	Barnsley	.....	.....	.....
44. Mrs. H. Kaye	M.G. Midget	.....	1275	Harrogate	.....	.....	.....
45. K. T. Pullin	M.G. Midget	.....	1098	Sheffield	.....	.....	.....
46. J. G. Montgomery	M.G. Midget	.....	1098	Leeds	.....	.....	.....
47. E. N. Spaven	Austin Healey Sprite	.....	1098	Huddersfield	.....	.....	.....
48. J. W. Cooper	Austin Healey Sprite	.....	1098	Cleckheaton	.....	.....	.....
49. W. A. Wainwright	M.G. Midget II	s/c	1098	Godmanchester	.....	.....	.....
50. D. R. Jackson	Austin Healey Sprite	.....	1098	Shepley	.....	.....	.....
51. J. M. Kelly	M.G. Midget	s/c	1098	Leeds	.....	.....	.....
52. D. Martin	M.G. Midget	.....	1098	Burnley	.....	.....	.....
53. M. K. White	Austin Healey Sprite	.....	1098	Ben-Rhydding	.....	.....	.....
54. G. J. Harrold	Austin Healey Sprite	.....	1143	Sheffield	.....	.....	.....
55. F. J. Whittaker	M.G. Midget	.....	1098	Burnley	.....	.....	.....
56. M. Bartram	Triumph Spitfire	.....	1296	York	.....	.....	.....
57. 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) 52.9

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos
58.	R. H. Auckland	Alfa Romeo Giulia SS		1570	Clayton West			
59.	J. E. Ashcroft	M.G. B.		1798	Whalley			
60.	J. F. D. Marsh	M.G. B.		1798	Scarcroft			
61.	J. M. Crompton	Triumph TR 4A		2138	Garforth			
62.	N. P. L. Whipp	Triumph GT 6		1998	Rochdale			
63.	P. P. L. Higgins	M.G. B.		1798	Macclesfield			
64.	R. H. Wilburn	M.G. B.		1798	Bessacarr			
65.	J. Mountain	Triumph TR 4		2138	Leeds			
66.	A. E. Spencer	M.G. B.		1800	Barwick-in-Elmet			
67.	I. R. A. Swift	M.G. B.		1798	Shipley			
68.	I. Walker	Fiat 124		1436	Bishop Burton			
69.	R. B. Stross	M.G. B.		1798	Leeds			
70.	J. S. Nickell-Lean	A.C. Bristol		1971	Hawthornth			
71.	W. Waterhouse	Triumph GT 6		1998	Shipley			
72.	R. K. Austin	M.G. B.		1798	Sowerby Bridge			
73.	D. S. Yeadon	M.G. B.		1798	Horsforth			
74.	B. C. Lancaster	M.G. B. G.T.		1798	Wetherby			
75.	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) 50.1

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos
145.	★D. P. Stead	Jaguar "E" Type		4235	York			
149.	★J. Lambert	Jaguar "E" Type		3781	Leeds			
76.	E. A. M. Walker	Jaguar XK 120		3781	Cawthorne			
77.	F. N. Clife	Jaguar "E" Type		3781	Selby			
78.	M. J. Miles	Jaguar "E" Type		3781	Andover			
79.	W. T. Wood	Jaguar "E" Type		4235	York			
80.	A. Mountain	Jaguar "E" Type		4235	York			
81.	H. R. Crowther	Jaguar "E" Type		4235	Huddersfield			
82.	J. F. Thomson	Jaguar "E" Type		4235	Otley			

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

Record : P. J. Smith (Speedwell G.T.2) 50.1

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos
83.	M. C. Allan	Cox G.T.M.	s/c	1098	Halifax			
84.	D. Buller-Sinfield	Lotus Mercury Ford		1148	Mirfield			
85.	C. J. Tipping	Lotus-Tipco 7		1216	Harrogate			
86.	P. Varley	Piper GT		1300	Windermere			
87.	W. E. Booth	Minijem		1293	Blackburn			
88.	F. J. Livesey	Cox G.T.M.		1100	Cheshire			
89.	J. D. Bunney	Marcos Mini BMC		1293	Guiselley			
90.	P. Richardson	Ginetta G.12		997	Braintree			
91.	B. Harvey	Unipower GT		1141	St. Albans			
(Entrant: Cars & Car Conversions)								
92.	C. J. Green	Austin Healey Sprite		1122	Menston			

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
150.★B. B. Joell		Lotus Elan		1598	Sheffield			
136. P. Edmondson		Lotus Elan		1558	Nelson			
93. M. S. Smith		Bentley 4½		4257	York			
94. V. A. Smith		Bentley Mk. VI 12		4556	York			
95. J. L. Houghton		Rochdale Olympic		1800	Rotherham			
96. R. T. Shardlow		Chevron G.T.		1991	Sheffield			
97. J. R. Cussins		Ford G.T. 40		4700	Leeds			
98. P. R. Grimshawe		Lotus Elan		1558	Guiselley			
99. J. R. Brown		Lotus Elan		1600	Huntroyde			
100. S. Smith		Lotus Elan		1558	Bradford			
101. G. M. Dungworth		TVR 200		4727	Sheffield			
102. J. Hall		Porsche Carrera		1966	Bradford			
103. L. S. Stross		Lotus Elan		1598	Leeds			

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
104. M. Reinhard		Spartak Ford		997	York			
105. F. V. Midgley		Lola Mk. 1		1216	Rotherham			
106. R. Moorhouse		Lotus 7		1150	Leeds			
107. P. E. Voigt		DRW Imp		998	Stanmore			
108. A. N. Wareing		Lotus 7		997	Westby			
109. R. A. Cowing		Terrier Mk. 11		997	Harrogate			
110. G. E. Jenkinson		Lotus 7		1220	Hoghton			
111. J. P. W. Hylton		Mallock U.2 Mk. 5		997	Ecclestone			
112. C. A. Winder		Elva-Climax Mk. 1		999	Ilkley			
113. J. M. Buxton		Chevron Mk. 1		999	Bamford			
114. G. R. C. Duncan		Landar		1150	Leeds			

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
115. R. G. Peacock		Coldwell AXS Mk. 1		1550	Worksop			
116. B. Abbey		Lotus Super 7		1498	Hull			
117. D. Gray		Mallock U.2 Mk. 6		1500	Rotherham			
118. J. M. Moulds		Lotus 7		1500	Manchester			
119. J. Redhead		Lotus Super 7		1498	Leeds			
120. P. C. Cook		Lotus 7		1594	Warley			
121. J. Ward		Ward-Ford Special		1498	Pickering			
122. R. J. Prest		Lotus 7		1498	Croxdale			
123. Miss G. Baillie-Hill		Elva Mark 75		1600	Bromsgrove			
124. P. J. Crossley		Lotus 23B		1598	Brighouse			

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

Record : J. P. Chapman (Chapman Mercury) 4

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	P
125.	G. F. Tatham	Lister Chevrolet		5343	Malton			
126.	J. R. Walton	Walton Bristol		1971	Sheffield			
127.	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) 4

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	P
128.	J. M. McCartney	Felday 4		1880	Bolton			
129.	D. A. Harrison	Crossle S 10		3524	Ilkley			

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

Record : J. Thornton (Mamba BMC) 4

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	P
146.★D.	Tebb	Terrapin Mk. 3		1088	Leeds			
130.	N. Greenhalgh	Cooper Junior		1098	Bolton			
131.	R. W. Wainwright	Lotus 20 Ford	s/c	1100	Doncaster			
132.	F. H. Crosby	Mamba Mk. 3 BMC	s/c	1098	Leeds			
133.	A. Staniforth	Terrapin-Min	s/c	1088	Horsforth			
	(Entrant : British Vita Racing)							
134.	J. Johnstone	Brabham BT.15 Ford	s/c	1098	Wetherby			

Class 15. — RACING CARS 1,151 to 1,600 c.c.

Record : P. Boshier-Jones (Lotus 22 Climax) 4

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	P
135.	B. R. Bailey	Lola T.62		1600	Mexborough			
137.	J. T. Butterworth	Brabham BT.14	s/c	1500	Rossendale			
	(Entrant : Westune Ltd.)							
138.	F. W. Smith	Brabham BT.14		1598	Forton			

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

Record : A. E. Marsh (Marsh Buick) 42

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	P
139.	D. Hepworth	Brabham Traco		4500	Brighouse			
140.	P. G. Lawson	BRM 4 WD		2070	Knaresborough			

THE "TOP TEN" RUN OFF

F.T.D. Posn

after class

Car

Name

1st Runs

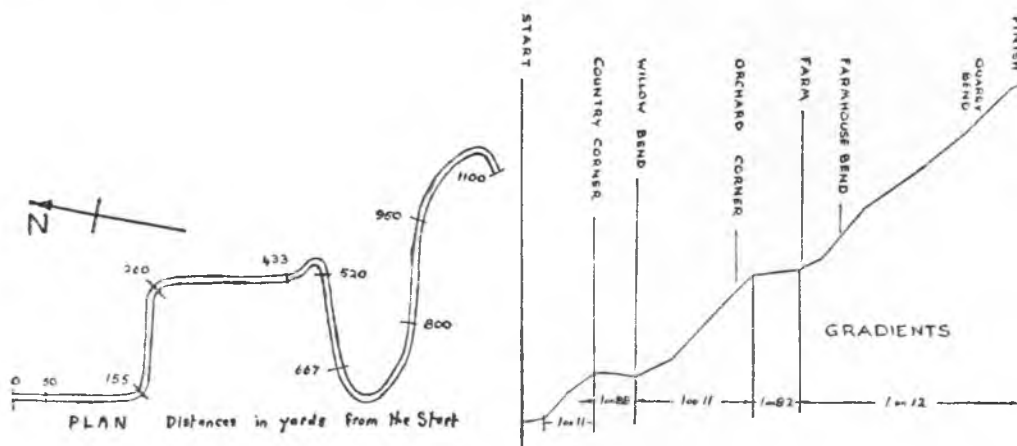
2nd Runs

Position

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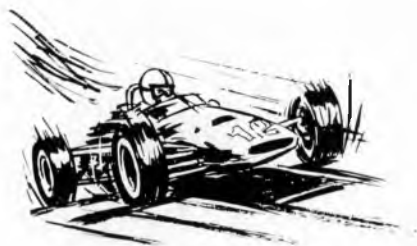
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HAREWOOD HILL CLIMB GRADIENT PROFILE



THE B.A.R.C. HILL CLIMB CHAMPIONSHIP

No.	Name	Car	Champ. c.c.	Bogey Class Time	Best Time	Imp.	Pos'n
5.	E. Stansfield	Morris Cooper S	999	A	55.34		
6.	K. S. England	Austin Cooper	998	A	55.34		
8.	J. C. England	Austin Cooper S	970	A	55.34		
12.	R. Fryers	Ford Cortina G.T.	1498	C	53.01		
26.	D. Bullen	Austin Cooper S	1293	B	55.45		
28.	J. A. Sugden	Ford Lotus Cortina	1594	C	53.01		
29.	H. C. Bowman	Ford Escort Twin-Cam	1558	C	53.01		
33.	J. W. Goodliffe	Austin Cooper S	1275	B	55.45		
36.	D. Lawley	Ford Anglia	1650	C	53.01		
39.	Dr. J. B. Ford	Morris Cooper S	1309	C	53.01		
40.	T. B. D. Christie	Austin Cooper S	1293	B	55.45		
42.	C. B. eParson	Austin Cooper S	1293	B	55.45		
43.	F. P. Kaye	Morris Cooper	1330	C	53.01		
49.	W. A. Wainwright	M.G. Midget 11	1098	D	56.49		
60.	J. F. D. Marsh	M.G. B.	1798	E	58.27		
66.	A. E. Spencer	M.G. B.	1798	E	58.27		
68.	I. Walker	Fiat 124	1436	E	58.27		
72.	R. K. Austin	M.G. B.	1798	E	58.27		
74.	B. C. Lancaster	M.G.B. G.T.	1798	E	58.27		
78.	M. J. Miles	Jaguar "E" Type	3781	F	55.28		
85.	C. J. Tipping	Lotus-Tipco 7	1216	G	56.03		
86.	P. Varley	Piper G.T.	1300	G	56.03		
88.	F. J. Livesey	Cox G.T.M.	1100	G	56.03		
90.	P. Richardson	Ginetta G.12	997	G	56.03		
91.	B. Harvey	Unipower G.T.	1141	G	56.03		
97.	J. R. Cussins	Ford G.T.40	4700	H	53.65		
100.	S. Smith	Lotus Elan	1558	H	53.65		
101.	G. M. Dungworth	T.V.R. 200	4727	H	53.65		
102.	J. Hall	Porsche Carrera	1966	E	58.27		
103.	L. S. Stross	Lotus Elan	1598	H	53.65		
107.	P. E. Voigt	D.R.W. Imp	998	I	53.88		
109.	R. A. Cowing	Terrier Mk. 2	997	I	53.88		
112.	C. A. Winder	Elva Mk. 7 Climax	1200	I	53.88		
122.	R. J. Prest	Lotus 7	1498	J	53.09		
123.	Miss G. Baillie Hill	Elva Mk. 7S	1600	J	53.09		
124.	P. J. Crossley	Lotus 23B	1598	J	53.09		
128.	J. M. McCartney	Felday 4 B.R.M.	1880	K	50.31		
131.	R. W. Wainwright	Mamba Mk. 3 B.M.C.	1098	L	51.35		
132.	F. H. Crosby	Lotus 20 Ford	1100	L	51.35		
134.	J. Johnstone	Brabham B.T.15 Ford	1098	L	51.35		
136.	P. Edmondson	Cooper F.2	1594	M	49.04		
139.	D. Hepworth	Brabham Traco	4500	N	47.23		
140.	P. G. Lawson	B.R.M. 4 W.D.	2070	N	47.23		
141.	D. K. Nelson	V.W. Porsche	1582	C	53.01		
147.	W. Cole	Austin Cooper S	1340	C	53.01		



Hammerton on Hills

THE B.A.R.C. HILL CLIMB CHAMPIONSHIP

by Ken Hammerton

This meeting at Harewood today is the opening round of the first ever B.A.R.C. Hill Climb Championship. With four of the Club's Centres organising between them a total of twenty hill climbs during 1968 it is not really surprising that such a contest has come about. It will be run on quite different lines to the already well established R.A.C. Hill Climb Championship, and whilst it will be quite possible for the same driver to win both titles I cannot see anyone this season being prepared to put in the tremendous amount of time and effort that would be necessary to achieve this "double". Instead, I see the two battles each deservedly drawing its own limelight and producing very high quality sport which will delight both participant and spectator.

The winner of the Championship will receive a cash prize of £75 plus a plaque, together with "The Archie Frazer Nash Trophy". The next five best placed drivers will receive £50, £40, £30, £20 and £10 plus a plaque. There could not have been a more suitable trophy for this competition. Frazer Nash is a very well known name in motor sporting circles, conjuring up for some memories of the splendid post-war Bristol engined cars which gained so much success at home and abroad, whilst others will nostalgically recall the well known chaing gang era of the '20's and '30's. But Archie Frazer Nash, who died in March 1965, was much more than this. Way back in the immediate post-14/18 war period he and Ron Godfrey were busy developing, building and racing the famous G.N. machines and achieving many successes both on the race tracks and at hill climbs. Many early hill climb devices were G.N.-based — notably the famous "Spider" of Basil Davenport which became the first car to break the 50 second mark at Shelsley Walsh, indeed this combination lowered the record in 1926, 1927 and 1928. In the '30's a number of "Shelsley" models were produced, and the record book shows that in September 1937 A. F. P. Fane (Frazer Nash) joined the elite group of those who had broken the record for the famous Midland incline. I hope that the first and all subsequent winners of the trophy will spare a thought for the splendid background to the success they have achieved.

There will be eleven qualifying rounds for the 1968 Championship as follows:

- April 7th — Harewood — Yorkshire Centre.
- April 28th — Brunton — S.W. Centre.
- May 12th — Pontypool Park — S. Wales Centre.
- May 26th — Gurton Down — S.W. Centre.
- June 2nd — Firle — S.E. Centre.

June 9th — Brunton — S.W. Centre.

June 23 — Pontypool Park — S. Wales Centre.

July 28th — Gurston Down — S.W. Centre.

September 1st — Firle — S.E. Centre.

September 15th — Harewood — Yorkshire Centre.

October 6th — Scarborough — Yorkshire Centre.

Each of the above meetings will be run off in the usual manner with class divisions as decided by the organising Centre, and there will be all the customary struggles for class wins and places, new records, and of course the battle for F.T.D. award. As far as the B.A.R.C. Championship is concerned those drivers who have entered to claim points will compete in these normal classes, but will also be placed in one of the following "Championship" classes to determine their score at the particular event:

Continued on Page 23



Chris England from Huddersfield is intending to do a'most the full Championship series of events.



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Peter Kaye has now moved back from Windermere and has a garage in Harrogate. He hopes to do most of the Championship Meetings and we are sure that he will make some of our Southern colleagues sit-up when they realise just how fast a Mini can be made to go up hill.

HILL CLIMB CHAMPIONSHIP—continued.

- Class A**
— Special Saloon Cars — Up to 1,000 c.c.
- Class B**
— Special Saloon Cars — 1,001 c.c. to 1,300 c.c.
- Class C**
— Special Saloon Cars — 1,301 c.c. and over.
- Class D**
— Special Sports Cars — Up to 1,150 c.c.
- Class E**
— Special Sports Cars — 1,151 to 2,200 c.c.
- Class F**
— Special Sports Cars — 2,201 c.c. and over.
- Class G**
— Special G.T. Cars — Up to 1,300 c.c.
- Class H**
— Special G.T. Cars — 1,301 c.c. and over.
- Class I**
— Sports/Racing Cars — Up to 1,300 c.c.
- Class J**
— Sports/Racing Cars — 1,301 to 1,600 c.c.
- Class K**
— Sports/Racing Cars — 1,601 c.c. and over.
- Class L**
— Racing Cars — Up to 1,150 c.c.
- Class M**
— Racing Cars — 1,151 to 1,600 c.c.
- Class N**
— Racing Cars — 1,601 c.c. and over.

From the above list it will be seen that the Special G.T. cars and the Racing Cars have the same groupings at today's event as in the Championship, but the other classes need a little re-grouping. This may appear a little complicated, but in fact it is not. Indeed at the beginning of this, and every other qualifying event, every entrant for the Championship will know quite clearly WHO he is competing against and what BOGEY TIME he has to beat.

There is nothing sinister about the bogey times. Each Centre has been asked to determine the present record for their hill(s) bearing in mind the special "Championship" classes. Ten per cent is then added to this figure and this produces the bogey time. Points in the Championship will be awarded at the rate of 0.01 points for each 0.01 second by which the driver beats the bogey time. For example:

Class M at today's meeting (Class 15 on the normal programme) has a bogey time of 49.04 seconds (Peter Boshier Jones' 1964 record of 44.57 plus ten per cent, 4.46 seconds = 49.04 secs.	
Driver 1 Equals Peter's record	4.46 pts.
Driver 2 records 47.04 secs.	2.00 pts.
Driver 3 records 44.27 secs. (new record)	4.76 pts.

The bogey time at each hill will remain the same throughout 1968. Whilst any driver is quite at liberty to enter as many of the eleven meetings as he wishes, he will only be able to count his best six performances over the season. Similarly a driver may enter more than one car in the Championship, but before the commencement of each individual event he must let the organiser know which car he is going to use to try to gain points. If he does better with his "other" car in the event then it's just too bad!

At the time of writing this article I was pleased to learn that so many drivers had indicated their intention to try to gain Championship points. The most interesting thing about the list that was given to me was the wide variety of machinery being used. There are Fords Cortina and G.T.40, a Fiat 124 to B.M.C. Cooper S's, Lorus 7's to the four wheel drive Felday B.R.M. V.8, an M.G. Midøet and a Brabham B.T.15, a Mini Marcos and a Porsche Carrera. This is absolutely splendid, and I am delighted that everybody hasn't decided to jump on the same bandwagon, indeed this great variety

Continued on Page 25



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HILL CLIMB CHAMPIONSHIP—Continued.

is one of the very real appeals of the overall hill climb scene in this country. It is interesting to note that at Prestcott the Bugatti Owners Club organise a season-long competition for the Prescott Gold Cup also based on improvements to existing target figures. The top ten in the event last year included 1 litre, 2 litre, and 3.5 litre Brabhams, an Austin Cooper S, a T.35B Bugatti (of course!), a Porsche Carrera 6, and a T.70 Lola — plenty of variety there too.

How does one decide on a car for this Championship? Of course one is governed by what one can afford, but generally speaking whichever class, or classes, a driver intends to tackle he should feel that the car will be at least able to equal the existing class record given good weather conditions. Not only is it necessary to pick the right car, one should also assess ones driving ability. If the "E type Jaguar" class is to be attempted, for example, a driver who equals the present Harewood record would gain 5.03 points, but can he drive like Jim Thomson?

Apart from choosing a car to suit your style and pocket there is another important factor in the series. It will be policy to make certain that the fullest use is made of those qualifying events on hills familiar to the entrant. The Yorkshire boys should be noticeably good at Harewood and Scarborough, but may find their scores much lower as they venture further afield. Many drivers settle down quickly even on a strange course, but points in this Championship are based not only on full seconds, but on tenths and hundredths — and these valuable fractions will only be gained as familiarity increases. Some drivers may have made over 100 racing ascents at Harewood, and this should reflect in their scores.

One of the difficulties for a competitor at the early part of the season is deciding where to compete and

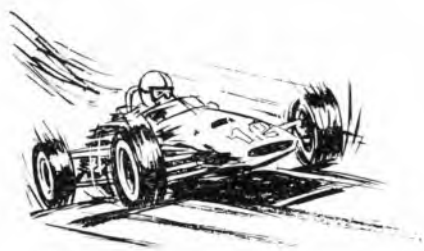
when. Apart from hill climbing there are of course business commitments, family holidays to fit in, the garden to keep tidy, mum's silver wedding celebration, the maintenance of the car, and so many other things. The hill climb series for the B.A.R.C. title will provide a good basis for the season combining local meetings at times for most entrants, together with occasional longer trips. In Yorkshire, of course, we have Harewood and Scarborough; Pontypool Park is out West in Monmouthshire, whilst a trip to Sussex is necessary to visit Firle, and nearby Wiltshire houses Brunton and Gurston Down. Even doing the full series still leaves time to do other local events as well as possibly the odd trip to Prescott, Shelsley or Loton.

There is a lot to be said for this business of travelling to "new" hills. One meets new competitors, officials and marshals, scrutineers and timekeepers. They will be able to compare the paddock arrangements, the parking and catering facilities, the programme content and rapid (or otherwise) results service. They will experience the different "atmospheres" and attitudes. They will face the challenge of driving at racing speeds over quite different courses. Some will find them easy, others will not. Some may find a new favourite venue, others will not. Some may decide that they must come again, others will not. In other words 1968 on the B.A.R.C. hill climb front should be one of New Experience, and when this year becomes history and 1969 is looming I feel sure that every Centre committee, as well as many competitors, will feel that their outlook has been broadened in a very worthwhile manner.

In the long run one can foresee the day when members from various Centres will be trying to uphold local honour in this contest. It is said that success breeds success, so I suppose enthusiasm must also breed enthusiasm. This being the case I hope that this Championship will be one of the means of building up the strength of the various B.A.R.C. Centres.



Jim Hall and his 2 litre four cam Porsche have decided to have a real go at the B.A.R.C. Championship.



Mainly Personal

As always, this opening meeting at Harewood is reserved for B.A.R.C. members only so that we can get down to settling a few local arguments between ourselves without having to get together to defeat the outside visitors who grace our National Meetings.

This is not to say that the quality of the contest will be any the less today. Indeed no, although in our efforts to admit as many members as possible we have taken no less than 150 entries and, quite understandably, there is a much larger representation than usual in the Saloon and Production Sports Car categories, we can assure you of a good afternoon of sport.

This will be borne out at the end of the programme when the now well established "TopTen" run off takes place with the fastest competitors in the earlier part of the programme battling between themselves to determine top f.t.d. honours. Unlike the highly dramatic Championship Runs which take place at the end of our September meeting, today's "Top Ten" means what it says and is not reserved for Racing and exotic Sports/Racing Cars. In fact we will be most surprised if there are not at least one Mini and one Elite amongst the more expected line up.

Last Sunday the Northern Hill Climb season got under way at Castle Howard where a goodly entry of Northern names showed that they are ready to take up in 1968 exactly where they left off at Scarborough last autumn — going extremely fast indeed. Very unfortunately Peter Lawson was not at Castle Howard as re-assembly of the four-wheel drive B.R.M. after a complete strip and overhaul has taken rather longer than expected so the battle for top place was between David Hepworth with the 4½ litre Traco Brabham and Martin Brain, now with no less than 7.2 litres of Vee Power. David showed that his splendid form last Autumn was no flash in the pan and kept top honours in the North. Peter Lawson is working day and night on the B.R.M. and promises it will be ready for a monumental dice with David Hepworth today with "Fast" Fred Smith and John Butterworth barking at their heels.

Another of our local names Jim Johnstone has a new mount today. Jim has at last pensioned off the frame of his trutzy Lotus 18 and got a Brabham Chassis of more sophisticated characteristics. Into this he has inserted the blown Ford Dragon unit which served him so well in the past and the combination should prove very potent indeed. Last week-end at first time out the suspension tuning was quite definitely not "au point" and poor Jim had a very rough ride indeed. The combination of a week to play with this and Harewood's smoother surface should render this car



F. H. "Bing" Crosby No. 132 Class 14.

more competitive today, although we are sure Jim will not be upset if we venture the suggestion that the best of this motor will be seen rather later in the season.

One character who will unfortunately not be with us today is Jim's arch rival John Thornton who holds the record in class 14 with his Mini based Mamba B.M.C. John has opened his own business constructing and fettling competition motors and, like the cobbler's progeny, his new Mamba is having to take second place to the customer's bolides so he will not be with us for a meeting or two. One welcome competitor who will be upholding the Mamba tradition however is "Bing" Crosby of Roundhay. An evergreen enthusiast, "Bing" has just finished a year as president of our good friends The Yorkshire Sports Car Club and is celebrating by getting his Mamba motring fairly quickly after a rather slow start last year when pre-occupation with outside affairs perverted full development.

One or two of the touring car drivers are planning to have a real attempt at the newly instituted B.A.R.C. Hill Climb Championship and, in particular Chris England, Jeff Goodliffe, Peter Kaye and Barry Pearson, all Mini mounted, have declared their intention of doing 10 of the 11 qualifying meetings. Odd date out is the Brunton meeting on April 28th which unfortunately clashes with the Harewood Spring National event and, with fine patriotic sense, the quartet are staying home in Yorkshire for that one.

For 1968 Chris, by profession an Accountant from Brockholes, Huddersfield, pins his faith on his last year's 970 c.c. Mini S, still running unblown but now more highly developed. Last week at Castle Howard he won his class by some 2.7 seconds although not quite snatching Jeff Goodliffe's record. The other three all run in Class Four — "Formule Libre" Saloons,

or more simply "Four seater racing cars" although for Championship purposes Goodliffe and Pearson with their 1275 and 1293 c.c. engines are in class "B" whilst "Fred" Kay's overboring to 1330 c.c. takes him into class "C". At Harewood they are attacking a bogey time of 55.45 whilst poor Kaye has to snipe away at 53.01 which is based upon his own exceptionally fast performances last year. At other hills in the series the difference will not be as great apart from Scarborough where once again Peter Kaye will have set his own handicap.

Any pink haze which can be seen around paddock bay No. 126 can be put down to the fact that Roy Walton has returned directly from his honeymoon to drive his well remembered Walton Bristol this afternoon. Roy was one of those characters who had been around in a state of singleness for so long that no one quite expected him to rush off and get hitched. As is so often the case where types of this sort are concerned, the obvious happiness surrounding the venture was of a very high order, although in planning a date and honeymoon duration, Roy kept his feet sufficiently upon the ground to ensure that (a.) he got in just before the Tax year ended and (b.) he was back in time to be here today. Still we all wish Roy and Pam the very best and a long and happy life together.

Another very welcome competitor here today is Gordon Chippindale who is driving his brother's standard 1275 c.c. Mini because his own Ford Cortina G.T. is still awaiting some new "go faster" bits. Gordon won the "Arnold Burton" Trophy last year for the best performance by a member driving the same car in four different types of event, and a whole heap of other silverware as well. Starting his motor sporting career back in the days of 500 c.c. racing cars when he was quite a demon of the circuits, Gordon relapsed into respectability when wedding bells and storks took their place in the scheme of things although always maintaining a keen interest in matters motor sporting.



Gordon Chippindale No. 20 Class 2.

More recently he has come back in a big way and, at present, he must be just about the top, all round driver in the club, besides a hell of a nice bloke as well.

As a result of representations from the drivers concerned, the larger Sports/Racing class has been split in twain for 1968. Class 13 is now for Front Engine/Rear Wheel Drive cars of 1,601 c.c. and over whilst Class 14 is reserved for Rear Engine and Four Wheel Drive vehicles of the same capacity range. This was motivated by two lines of thought, firstly, there were still a goodly selection of beautiful old dreadnaughts of the Jaguar "C" Type, Aston Martin D.B.3 S, pattern which whilst not competitive with more modern machinery, still looked good and, provided they were matched against their fellows, would provide competitive sport. The second consideration was that with the ban upon large sports/racing cars for racing, a number of these formidable machines would make their way to the hills to join people like David Harrison and John McCartney.

As the season progresses, this division between "Big Bangers" and a sort of poor man's "Griffiths Formula" will definitely produce well filled and keenly fought classes, today is rather too early in the season for the message to be heard so both classes 12 and 13 are rather thinly supported.

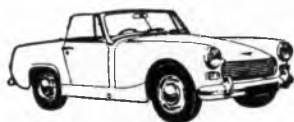
As befits a "Members' Meeting" there is wholesale representation in the two smaller "Marque Y" Sports Car classes. In simple terms these can be considered as the M.G.B. and "Spridget" sections. Because of a slight conflict between our "Marque Y" and the racing "Special Sports" Classes, we knew that some of the stalwarts who supported the "Spridget" class last



Roy Walton No. 126 Class 12.

Continued on Page 29

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year with fully trimmed and equipped motors were proposing to tillet the coachwork, lighten everything and so be able to race competitively. This aransposes these people into the small Special G.T. Class in hill-climbs (for having lightened and non-standard coachwork) and we feared that the smaller "Marque Y" class might be a little thin as a result. Fortunately last week end at Castle Howard and today's list proved this fear to be without foundation as a bumper selection of small cooking sports cars face the starter's orders. Amongst these can be discerned Garry Ellis, a fugitive from the M.G. B. section, and who still holds the record there, now 1300 c.c. Midget mounted and determined to prove his worth with this as well. Against him there is non other than "Merve" Bartram from York who has deserted his very potent Lotus Seven for an outwardly "bog standard" Triumph Spitfire. We feel that looks may not always tell all and as the year progresses the battle between different sides of B.L.M.C. will bear watching.

Whilst class 5 is, Bartram excepted, a private Abingdon war, no such blame could be laid at the door of the M.G. B. brigade as no fewer than seven different basic models are involved. Particularly interesting here will be to see how Jim Nickell-Lean's beautiful Ace Bristol and Steve Simpson's potent T.V.R. 1800s go on against the M.G. B., T.R. and G.T.6 brigade.

In contrast with the free for all aspect of the smaller "Marque Y" classes, the "E" Type section is rather looked upon as "Is this a private war or can anyone join in?" Here Jim Thomson, Allan Mountain and Henry Crowther regard this very much as their own class, with occasional noises off from David Stead when he can be bothered to try. Today they have outside



Allan Mountain No. 80 Class 7.

competition in the shape of M. J. Miles, all the way from Andover (Thrupton country). Parked in the middle of the rest of the shower in the paddock, Mr. Miles is going to have plenty of chance to experience the rough blend of gamesmanship and good fellowship which typifies this very keenly contested class.

Last year the special G.T. Cars were divided at 3,000 c.c. which resulted in some very unbalanced entries and, quite frankly, not all that much difference in times to see where a fairer split could be made. After some heart-searching at the annual Class Meeting last November it was decided to break at 1,300 c.c. this year and certainly, on today's entry, this looks a good choice. At present Chris Green from Menston is the only one of the lightened Sprite brigade to be ready to try his luck with the Mini Marcos and other wild contrivances but he is up against quite an interesting selection of variegated machinery.

The bigger Special G.T. brigade range from Malcolm Dungworth's well known and potent T.V.R. 200 to John Cussins mouth watering Ford G.T.40 which he declares he has bought primarily as personal transport. That intrepid character "Spotty Smith" nee Muldoon will be renewing his personal battle with Chippy Stross in the Elans whilst Smith pere et fils from York have a pretty pair of post war two seater Bentleys in the Vintage tradition. Actually these cars form a weak spot in our class system in that there is no where we can actually put them where they will be ocmpetitive. However, their owners continue to come along and they can run with their fellows at the Vintage meeting in July.

Yes, if the weather is kind we should have a first class day of sport.



Jim Thomson No. 82 Class 7.



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 £3.3.0d. 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. 7 May — Club Night. The Peacock, Gomersal.
- Sun. 28 Apr. — Harewood — Spring National Hill Climb.
- 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.
- 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.
- Fri. 21 Jun. — Summer Dance, Trustees Hall, Bardsey.

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