

# HAREWOOD

HILL CLIMB

STOCKTON FARM

HAREWOOD AVENUE

Nr. LEEDS

OFFICIAL PROGRAMME 2/6

CHAMPIONSHIP MEETING

14 SEPTEMBER 1969





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INCORPORATING THE FINAL ROUND OF THE  
SHELL/R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP  
AND THE EIGHTH ROUND  
OF THE CASTROL/B.A.R.C. HILL CLIMB CHAMPIONSHIP

R.A.C. National British Permit No. RS/5617

**SUNDAY 14th SEPTEMBER 1969**

COMMENCE 12-30 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.

**DOGS ARE NOT ALLOWED AT THE HILL CLIMB.**



**OUR NEXT EVENT :**

# **SCARBOROUGH NATIONAL HILL CLIMB**



**FINAL OF THE CASTROL/B.A.R.C.  
HILL CLIMB CHAMPIONSHIP**

**SUNDAY SEPTEMBER 28th**

**OLIVERS MOUNT, SCARBOROUGH**

**Commence 1-30 p.m.**



## RAMBLINGS

Twelve months ago we were able to welcome to Harewood for the very first time a Yorkshireman as British Hill Climb Champion when Peter Lawson virtually pulverised all opposition in the R.A.C. Championship.

Today sees the final round of the year's R.A.C. Championship, now very generously sponsored by Shell and again we have one of our own members confirmed as the winner of this National title. David Hepworth of Brighouse has been a true and very loyal supporter of motor sport at Club level for many years and many people felt he was biting off a bit more than he could chew when he decided to go ahead with his very ambitious project to build a V.8 power car driving all four wheels on the Ferguson system, not in a car factory, but in a corner of his own business which reconditions domestic appliances.

David's path to the Championship has not by any means been a bed of roses, indeed more than any ones share of midnight oil has been consumed in setting right maladies within the machinery and eradicating the evidence of the odd excursion off the course but there can be no doubt at all that his success will be a popular one and no one, but no one has ever striven harder to achieve an object.

Whilst for the second year we have been robbed of the excitement of seeing the Championship decided at Harewood, there is a valuable consolation award in that the fight for second place has seldom been more open. Roy Lane currently holding this spot could keep his position, but to do so he will have to fight off Nick Williamson and Martin Brain either, or both, of whom could unseat Roy. Then there is Mike MacDowell currently poised in fourth spot who could advance to third place and displace one of the others.

The Shell/R.A.C. Championship is the "Formulé Libre" crown of hillclimbing, but in the B.A.R.C. we also have our own, perhaps more domestic, hill climb championship of which today's event forms the eighth (out of ten) qualifying round. The Championship is only in its second year but already it has gained stature sufficient to be sponsored by Castrol and has proved very popular indeed.

Unlike the Shell/R.A.C. affair which is for the fastest man up the hill in whatever conveyance he can contrive, the Castrol/B.A.R.C. Championship is a "handicap"

affair open to all types of car where competitors gain points for getting below a class bogey time set for their own particular group. This gives variety evidenced in the top five places which are currently filled by a Mini based G.T. Car, a Cooper S, a Morgan 4/4, a D.R.W. Imp engined sports/racing car and an M.G. Midget. Jeff Goodliff of Littleborough is currently leading and looks set for his second successive victory but with three rounds to go he is by no means out of the wood yet.

Another of the important features which place today apart from our other meetings. Motor Sport of the kind you see here at Harewood is potentially a dangerous affair and whilst, thanks to the safety precautions on the hill and the conduct of the meetings, accidents at Harewood have mercifully been rare, there is no getting away from the fact that driving at speeds up to 100 miles per hour on a road of this sort does involve an element of risk.

If the worst should happen and an accident takes place, then we have a team of Medical Officers and a well-drilled team of Officials with crash rescue, fire and other equipment to cope, but in addition, we are covered by our very good friends of the St. John Ambulance Brigade with their emergency medical personnel and their Ambulances. These volunteer members of the St. John Ambulance Brigade have supported our events from the very first and it is a great comfort to be able to rely upon them. Like all voluntary organisations, their work is limited by the funds available and today we are very pleased to say that members of the Brigade will be taking a collection near the entrance gates for their funds.

We do hope that you, the spectators, will give generously to this collection which is for one of the best possible of causes. In these materialistic days when everyone wants everything they can get for as little as possible, the example of the selfless volunteers of the St. John Ambulance Brigade is a token that some things are still all right in this world.

At this point we would like to thank all our band of volunteer helpers and officials who assist in the promotion of these meetings. We would also like to thank Messrs. Shell U.K. Ltd. and Castrol Ltd., for their assistance and support. Thanks are also due to Messrs. Stubbs of Wakefield Ltd., for loaning the Opel Rekord Coupe in use as official course car and finally to all competitors and spectators who have supported Harewood during 1969. We are very grateful for your assistance and hope to see you all again during 1970.

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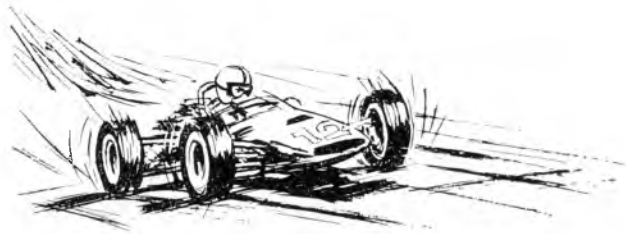
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# OFFICIALS OF THE MEETING

## STEWARDS

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 Appointed by the B.A.R.C. .... J. M. Busfield, E. D. Clark,  
 R. B. Holroyd, 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 ..... J. R. Hardcastle  
 Chief Medical Officer ..... Dr. J. Clegg  
 Chief Timekeeper ..... H. G. A. Mauldin  
 Chief Scrutineer ..... S. H. Hanson, S.T.B.  
 Chief Paddock Marshal ..... D. K. Chippindale  
 Chief Car Park and Admission Marshal ..... J. D. Lincoln  
 Treasurer ..... M. H. Whaley  
 Secretary of the Meeting ..... Miss L. A. Thornton  
 General Liaison ..... H. C. Mason  
 Chief Start Area Marshal ..... M. J. Frost  
 Catering Liaison ..... P. H. Scott  
 Chief Prog. Sales Marshal ..... Mrs. D. M. Lincoln  
 P. A. Commentary ..... E. Bowers-Booth, A. D. Roddis  
 Medical Officers ..... Dr. W. Higginbottom, Dr. J. Kildare  
 Timekeepers ..... Mrs. H. G. A. Mauldin, Miss S. Mauldin  
 Scrutineers ..... B. L. T. Bielby, E. S. Smith, P. W. Watson,  
 T. M. Wood  
 Scrutineers Marshals ..... B. Hanson, G. L. Thompson  
 Incident Officers ..... D. Easthope, D. Knowles  
 Assembly Area ..... F. Owridsmith, W. Howarth  
 Start Area Marshals ..... B. Bettridge, E. B. Frank,  
 R. J. Hooper, B. Watson,  
 J. M. Broadhead, H. D. Kennedy

### Observer :

H. Boulton, N. J. Hertzog, R. W. A. North, J. R. Wass,  
 A. S. Duckworth, J. B. Hudson, J. M. English,  
 A. A. Pritchard, S. Thompson, R. M. Varley,  
 D. M. Gledhill, G. S. Gerrard.

### Flag, Fire Track and Course Marshals :

P. Coulthred, M. J. Peyton, C. J. Chamberlain,  
 R. S. Elmitt, C. W. Paxton, J. J. Burke, R. Firbank,  
 J. Harlow, G. P. Turner, R. Cowgill, C. J. Matthews,  
 R. J. Matthews, J. Prosser, H. Sargent, L. G. Bentley,  
 P. H. Carroll, B. Smallwood, C. R. Southcombe,  
 R. M. Varley, W. R. Varley, R. Sagar, D. Spark,  
 D. M. Dalrymple, R. A. Bateson, I. Bennett, J. Barnett,  
 D. Bailey, D. B. Baugh, S. Browne, G. Gaunt,  
 L. B. Hobson, J. B. Hartley, K. Hodgson, J. T. Simons,  
 D. Stavely, D. G. Thompson.

### Paddock Marshals :

Capt. G. K. Rothwell, D.. A. Pizey, Miss J. S. Lee,  
 B. Spencer, D. R. Scatchar.

### Paddock Entrance Gate :

T. A. Smith, R. F. Chesterman.

### Admission Marshals :

H. Goddard, J. Goddard, R. Haddlesley, A. Spence,  
 H. Merrick, G. Campsall, T. Bedford, B. Armitage,  
 K. Dalby, G. Duxbury.

### Programme Sales :

Mrs. R. F. Chesterman, Mr. & Mrs. G. Dickson  
 and party.

Results Party ..... Miss M. E. V. Thomas, Miss P. J. Steele

Paddock Scoreboard ..... 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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 Course Car ..... Stubbs of Wakefield Ltd.  
 Castrol Scoreboard ..... Hird Brown Ltd.

# TIMETABLE FOR TODAY

10-00 a.m. Practice Runs commence.  
 11-15 a.m. Practice Runs conclude  
 — Lunch Interval.  
 12-30 p.m. Meeting Commences —  
 1st Class Runs.  
 2-20 p.m. Interval of 10 minutes.  
 2-30 p.m. Meeting continues —  
 2nd Class Runs.  
 4-20 p.m. The "Championship" Run Offs.  
 5-00 p.m. Meeting concludes.

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# Awards

The following five awards will be presented at the end of this season based upon times established at meetings on — 20th April, 1st June, 20th July, 10th August and 14th 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:

D. Hepworth (Hepworth Traco FF) ..... 42.11

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:

D. Hepworth (Hepworth Traco FF) ..... 42.11

To the competitor who records the fastest time of the season driving a "Marque" Sports Car running in classes 6 to 8 inclusive —

"The Appleyard Group Trophy" and Replica.

Fastest time to date:

J. F. Thomson (Jaguar 'E' Type) ..... 48.31

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 (B.M.C. Cooper S) ..... 48.58

To the competitor making the greatest improvement over the class records which were standing before April 20th Meeting running in the Touring Car Classes 1 to 5 inclusive —

"The Total Trophy" and Replica.

These records were:

Class 1. J. W. Goodliffe (B.M.C. Cooper S) ... 50.31

Class 2. R. White (Ford Cortina G.T.) ..... 52.15

Class 3. N. Porter (B.M.C. Cooper S) ..... 48.80

Class 4. C. F. Cramer (B.M.C. Cooper S) ..... 47.96

Class 5. F. P. Kaye (B.M.C. Cooper S) ..... 47.26

The greatest improvement recorded in these classes up to the start of 10-day's meeting are:-

Class 1..... No Improvement

Class 2. R. White (Ford Cortina G.T.) ..... 1.98  
(New Record 50.17 10/8/69)

Class 3. N. Porter (B.M.C. Cooper S) ..... 0.22  
(New Record 48.55 10/8/69)

Class 4. C. F. Cramer (B.M.C. Cooper S) ..... 0.52  
(New Record 47.44 10/8/68)

Class 5. T. B. D. Christie (B.M.C. Cooper S)..... 0.78  
(New Record 46.48 10/8/69)

Thus the present leader in this competition is R. White with his Ford Cortina G.T.

The Awards to be won today are:-

For the fastest time of the day —

The "Double Twelve" Trophy and £60.

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

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

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

For the fastest time in each class — £10.

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

For the third fastest time in each class ..... £1-10-0  
(Subject to 12 entries in class)

For the best performance of a Lady Competitor —  
Ladies Award ..... Value £3  
(decided upon a percentage basis of Class f.t.d. and subject to three lady entrants or being in fastest 20% in class).

Where a Class is run without merging with three or less entries the First Class Award will be reduced to £3.

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.

## 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 "Championship" runs. This will be a good opportunity to see and pay tribute to the successful contenders.

The Awards will be presented by Peter Lawson the 1968 R.A.C. British Hill Climb Champion and a great favourite at Harewood, not only for his sparkling driving but also for the rather dubious stories he tells at public occasions.

## IS YOUR MOTOR OUT OF SORTS ?

Most cars suffer from maladjustment to a greater, or lesser degree, and it's quite amazing how much difference a careful tune can make to a bog-standard bolide, never mind a modified monstrosity.

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AT . . .

**David James of Shipley**

# 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/5617.

## 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 matters 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, hot meals, hot drinks, etc. is provided in both the Paddock & Hill Side Enclosure. 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 to day. 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 Medical Officers and the St. John Ambulance Brigade

(Wetherby Division) for the first aid cover, Garritts (Caterers) 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, Fairbank Harding Ltd., T. G. Pepper Ltd., our printers F. Youngman Ltd., and last, but by no means least, all club members and friends who have worked and are working to make this meeting a success.

## 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 B.A.R.C. Yorkshire Speed Events for the remainder of 1969 are :-

### Scarborough Hill Climb

Sun. 28th Sept. — National Meeting with the final of the "Castrol/B.A.R.C. Hill Climb Championship".

### Croft Race Meeting

Sunday 20th October — Members' Race Meeting.

Dates for our 1970 Speed Events are :-

### Harewood Hill Climb

Sunday 19th April — "Spring National" Speedclimb.

Sunday 17 May — "Members' Spring Speedclimb".

Tuesday 26 May — "Members' Practice Evening".

Sunday 28 June — "Montague Burton" National Speedclimb.

Sunday 26 July — "Vintage & Novices'" Speedclimb.

Sunday 13 Sept. — "Championship Speedclimb".

### Scarborough Hill Climb

Sunday 27 Sept. — National Speedclimb.

### Croft Race Meetings

Sunday 24 May — "Spring Bank Holiday" Meeting.

Sunday 21 June — "Championship" Meeting.

Sunday 12 July — International Trophy Meeting.

Sunday 9 August — "Midsummer" Meeting.

Sunday 18 October — "End of Season" Meeting.

## WHEN DEPARTING

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

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

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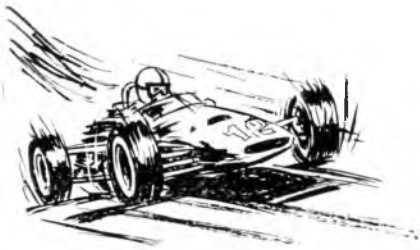
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# ABOUT THE B.A.R.C.



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

The largest of these Centres is the Yorkshire Centre which promotes the hill climb here today. The Centre was formed in 1922 and now has over 1,250 members resident in the County. Each year a full programme of competitive and social events is arranged for members including Hill Climbs, Sprints, Race Meetings, Driving Tests, Trials, Treasure Hunts, Film Shows, Dances, Social Evenings and even a Cricket Match.

This Hill Climb at Stockton Farm is possibly the most ambitious venture the Centre has yet undertaken and its realisation and success is proof of the keen spirit which exists within the Club. The meeting today was conceived, organised and presented by voluntary helpers who do it purely for love of the sport. This same attitude can be found at all our other events.

The B.A.R.C. is fast becoming the National Hill Climb Club with meetings at Harewood and Scarborough organised by the Yorkshire Centre. At Gurston Down and Brunton run by the South-Western Centre. Pontypool Park under the wing of the South Wales Centre and Wiscombe Park where the Bristol and Bath Centre play host. Last year for the first time the Club organised a Hill Climb Championship and so successful was this competition that Castrol Ltd. are sponsoring the Championship during 1969.

In addition to the full programme of events organised by the Yorkshire Centre, members can compete in all main club events offering over 37 race meetings this season and all competitions run by the other centres. The B.A.R.C. are also invited to take part in most of the worth-while events run by other clubs. This year this means over 150 B.A.R.C. events and 300 invitation events.

In addition we have the usual "Club Night" mid-week events which include a Harewood Hill Climb Practice Night, Autocross, Production Car Trial, Driving Tests, etc. and our winter programme of social events, quizzes, talks 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 LS2 7JB. Tel. Leeds 38972.

Our Major events during the remainder of 1969 are :-

- Sun. 28 Sep. — Scarborough National Hill Climb.  
Final of the Castrol/B.A.R.C. Hill Climb Championship.
- Tue. 7 Oct. — Stage Rally at Dunkswick.  
Otherwise known as "The Harewood Safari".
- Sun. 19 Oct. — Autumn Race Meeting at Croft.  
Start 2-30 p.m. — Seven exciting races.
- Sun. 26 Oct. — "Greenwood Cup" Prod. Car Trial.  
Our oldest event — born 1922.
- Sat. 29 Nov. — Dinner Dance, Queens Hotel, Leeds.  
The Social Event of the Season.

Dates for our Speed Events during 1970 are :-

- Sun. 19 Apr. — Harewood "Spring National" Speedclimb.
- Sun. 17 May — Harewood "Members' Spring" Speedclimb.
- Sun. 24 May — Croft "Spring Bank Holiday" Race Meeting.
- Tue. 26 May — Harewood Members' Practice Evening.
- Sun. 21 Jun. — Croft "Championship Race Meeting".
- Sun. 28 Jun. — Harewood "Montague Burton" Speedclimb.
- Sun. 26 July — Harewood "Vintage & Novices" Speedclimb.
- Sun. 9 Aug. — Croft "Midsummer Race Meeting".
- Sun. 13 Sept. — Harewood "Championship" Speedclimb.
- Sun. 27 Sept. — Scarborough "National" Speedclimb.
- Sun. 18 Oct. — Croft "End of Season" Race Meeting.

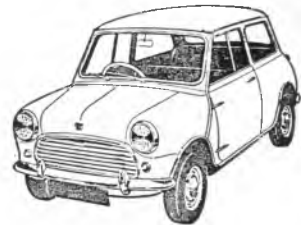
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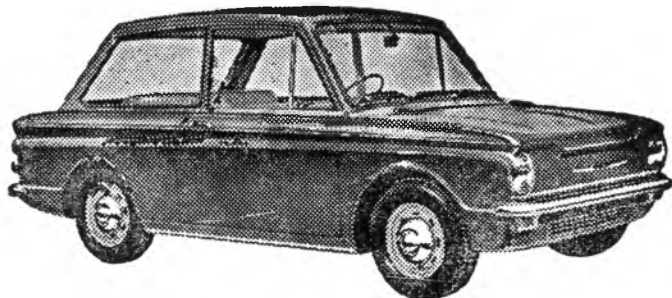
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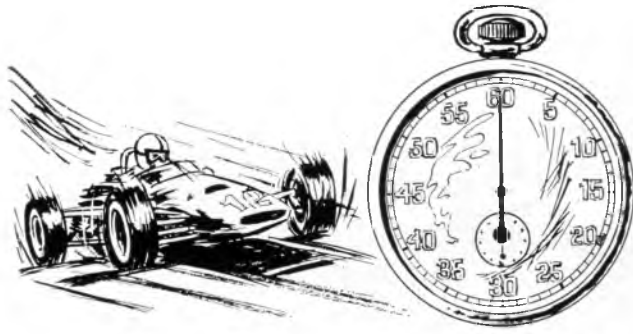
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# HAREWOOD RECORDS

Thirty-four meetings have now been held at the Harewood course. Fastest times at these meetings were:-

Original Tar and Chipping surface.	
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
Hill re-surfaced with Graded Tarmacadam.	
8/9/63	P. Boshier-Jones (Lotus 22 Climax) ..... 46.72
29/9/63	*G. Whitehead (Elva Mk. 7) ..... 53.52
12/4/64	J. R. Walton (Walton Bristol) ..... 49.39
24/5/64	A. E. Marsh (Marsh Special) ..... 45.16
12/7/64	*I. C. Batty (Lotus Mk. 7) ..... 50.75
13/9/64	P. Westbury (Ferguson P.99) ..... 44.45
4/4/65	P. H. Meldrum (Lotus Allard Spl.) ..... 46.02
9/5/65	P. H. Meldrum (Lotus Allard Spl.) ..... 46.50
20/6/65	P. H. Meldrum (Lotus Allard Spl.) ..... 44.90
18/7/65	*M. J. Smith (Mallock U.2 Ford) ..... 49.87
12/9/65	P. H. Meldrum (Lotus Allard Spl.) ..... 49.27
1/5/66	P. H. Meldrum (Lotus Allard Spl.) ..... 46.20
5/6/66	P. G. Lawson (Brabham Ford) ..... 46.76
26/6/66	P. H. Meldrum (Lotus Allard Spl.) ..... 45.99
24/7/66	*J. A. H. Lambert (Cooper Mk. 6 T'ph) 51.75
11/9/66	P. H. Meldrum (Lotus Allard Spl.) ..... 45.99
26/11/66	P. Westbury (Felday 5) ..... 60.84
2/4/67	P. G. Lawson (Brabham Ford) ..... 49.14
30/4/67	B. Eccles (Brabham Oldsmobile) ..... 44.46
25/6/67	B. Eccles (Brabham Oldsmobile) ..... 45.16
23/7/67	*R. G. Winder (Elva Mk. 6) ..... 50.73
10/9/67	A. E. Marsh (Marsh Buick) ..... 42.94
7/4/68	P. G. Lawson (B.R.M. 4 W.D.) ..... 45.57
28/4/68	P. G. Lawson (B.R.M. 4 W.D.) ..... 43.65
16/6/68	P. G. Lawson (B.R.M. 4 W.D.) ..... 42.86
Hill re-surfaced with non-skid Asphalt.	
21/7/68	*D. R. Jackson (Lotus 23B Ford) ..... 48.91
15/9/68	†P. G. Lawson (B.R.M. 4 W.D.) ..... 41.43
20/4/69	D. Hepworth (Hepworth Traco F.F.) ..... 42.11
1/6/69	D. Hepworth (Hepworth Traco F.F.) ..... 43.20
20/7/69	*C. J. Parker (Porsche 904) ..... 48.96
10/8/69	J. Johnstone (Brabham Buick) ..... 42.20

\* Denotes Record for Course.  
† Denotes Novices Hill Climb.

The gradual improvement in times within the non-racing car categories since the first meeting are:-

Touring Cars	
16/9/62	— A. G. Wood (Jaguar 3.8) 57.39; 9/6/63 — D. Maitland (Morris Cooper) 56.95; 15/9/63 — N. Porter (Morris Cooper) 54.41; 12/4/64 — H. W. Ratcliffe (Morris Cooper S) 52.62; 9/5/65 — J. R. Kennerley (Lotus Cortina) 52.48; 20/6/65 — F. Greenwood (Austin Cooper S) 50.96; 5/6/66 — D. J. Muter (Austin Cooper) 50.55; 30/4/67 — F. P. Kaye (Morris Cooper S) 48.55; 10/9/67 — F. P. Kaye (Morris Cooper S) 48.19; 28/4/68 — F. P. Kaye (Morris Cooper S) 47.92; 16/6/68 — F. P. Kaye (Morris Cooper S) 47.26; 10/6/69 — T. B. D. Christie (BMC Cooper S) 46.48.

## "Marque" 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; 16/6/68 — J. F. Thomson (Jaguar "E" Type) 49.44; 15/9/68 — A. Mountain (Jaguar 'E' Type) 48.65; 20/4/69 — J. F. Thomson (Jaguar 'E' Type) 48.31.

## Grand Touring Cars

16/9/62 — B. R. Waddilove (Jaguar "E" Type) 54.08; 21/4/63 — B. R. Waddilove (Jaguar "E" Type) 53.98; 9/6/63 — B. R. Waddilove (Jaguar "E" Type) 53.91; 15/9/63 — B. R. Waddilove (Jaguar "E" Type) 51.47; 13/9/64 — J. A. Lepp (Lotus Elan) 50.78; 4/4/65 — J. A. Lepp (Lotus Elan) 50.18; 20/6/65 — J. A. Lepp (Lotus Elan) 48.77; 28/4/68 — R. Speak (Lotus Elan) 48.72; 16/6/68 — J. R. Cussins (Ford G.T. 40) 47.16; 15/9/68 — J. R. Cussins (Ford G.T. 40) 46.58; P. G. Lawson (Chevron B.M.W.) 43.32.

## 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. 10/9/67 — E. P. Scragg (Lola T.70 Ford) 45.75; 15/9/68 — E. P. Scragg (Lola T.70 Ford) 43.92.

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

Class		
1.	J. W. Goodliff (B.M.C. Cooper S)	10/9/67 50.31
2.	R. White (Ford Cortina G.T.)	10/8/69 50.17
3.	N. Porter (B.M.C. Cooper S)	10/8/69 48.58
4.	C. F. Cramer (B.M.C. Cooper S)	10/8/69 47.44
5.	T. B. D. Christie (BMC Cooper S)	10/8/69 46.48
6.	F. J. Whittaker (M.G. Midget)	10/8/69 50.02
7.	R. Speak (M.G. B)	10/8/69 50.18
8.	J. F. Thomson (Jaguar 'E' Type)	20/4/69 48.31
9.	J. W. Goodliff (Mini Sprint G.T.)	1/6/69 47.32
10.	P. G. Lawson (Chevron B.M.W.)	20/4/69 43.32
11.	R. J. Prest (Lotus 7 Ford)	10/8/69 47.28
12.	P. E. Voigt (D.R.W. Imp Mk. 6)	20/4/69 45.60
13.	M. Starbuck (Chrysler Special)	10/8/69 49.32
14.	E. P. Scragg (Lola T.70 Ford)	15/9/68 43.92
15.	J. Johnstone (Brabham BT.15)	15/9/68 45.00
16.	G. C. Rollason (Lotus 41 Ford)	15/9/68 43.69
17.	J. Johnstone (Brabham BT21 Buick)	10/8/6 42.20
18.	P. G. Lawson (B.R.M. T.76 F.F.)	15/9/68 41.43

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Commence 12-30 p.m. Each car to have two class ascents the better time to count for all class awards.

### ORDER OF ASCENT

FIRST RUNS : Classes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 & 18.

INTERVAL OF TEN MINUTES

SECOND RUNS : Classes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 & 18.

THE CASTROL/B.A.R.C. CHAMPIONSHIP RUNS

THE SHELL/R.A.C. CHAMPIONSHIP RUNS

PRESENTATION OF AWARDS

★ After a Competition Number denotes a Reserve Entry.

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#### Class 1. — TOURING CARS up to 1300 c.c.

Record : J. W. Goodliffe (B.M.C. Cooper S) 50.31

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
126.★	Mrs. E. D. Howarth	B.M.C. Cooper		998	Greenfield			
1.	D. Haigh	B.M.C. Cooper	s/c	998	Huddersfield			
2.	P. Standidge	B.M.C. Cooper	s/c	998	Huddersfield			
3.	P. Chambers	B.M.C. Mini		998	Southampton			
4.	I. K. Hardy	B.M.C. Mini		998	Leeds			
5.	E. Stansfield	B.M.C. Cooper	s/c	998	Halifax			

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#### Class 2. — TOURING CARS 1301 c.c. and over

Record : R. White (Ford Cortina G.T.) 50.17

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
133.★	J. B. Allerton	Vauxhall Viva G.T.		1975	Leeds			
6.	G. F. Chippindale	Ford Cortina G.T.		1498	Leeds			
7.	S. P. Stephenson	Ford Cortina G.T.		1553	Mkt. Weighton			
8.	D. R. Jackson	Ford Cortina G.T.		1498	Driffield			
9.	R. White	Ford Cortna G.T.		1600	Colne			

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

Record : N. Porter (B.M.C. Cooper S) 48.58

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
10.	B. A. Kitching	Sunbeam Stiletto		998	Menston			
11.	D. Bullen	B.M.C. Cooper S		1328	Whitby			
12.	J. D. Haynes	B.M.C. Cooper S		970	Swillington			
13.	A. J. Simpson	B.M.C. Cooper S		1275	Rawdon			
14.	A. R. Lee	Ford Escort T.C.		1558	Blackpool			
15.	A. P. Boyle	B.M.C. Cooper S		1071	London			
16.	I. Harper	B.M.C. Cooper S		1311	Scarborough			
17.	A. Frost	Ford Escort T.C.		1558	Scarborough			
18.	C. R. Harrison	B.M.C. Cooper S		1293	Darlington			
19.	J. Pascoe	B.M.C. Cooper S		1293	Blackwood, Mon.			
20.	M. R. Flather	B.M.C. Cooper S		1293	Sheffield			
21.	N. Porter	B.M.C. Cooper S		1328	W. Auckland			
40.	J. Heppenstall	Ford Escort T.C.		1594	Batley			

**Class 4. — SPECIAL SALOON CARS up to 1000 c.c.**

Record : C. F. Cramer (B.M.C. Cooper S) 47.44

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
22.	A. G. Hutcheon	B.M.C. Cooper S		999	Cheltenham			
23.	E. Stansfield (Entrant : P. E. Ellis)	B.M.C. Cooper S	s/c	999	Halifax			
24.	C. J. Cramer	B.M.C. Cooper S		999	Stroud			

**Class 5. — SPECIAL SALOON CARS 1001 c.c. and over**

Record : T. B. D. Christie (B.M.C. Cooper S) 46.48

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
127.★	R. Thwaites	B.M.C. Cooper S		1293	Dewsbury			
25.	J. B. Christie	B.M.C. Cooper S		1330	Kirkcaldy			
26.	T. B. D. Christie	B.M.C. Cooper S		1330	Kirkcaldy			
27.	D. N. France	B.M.C. Cooper S		1311	Mirfield			
28.	R. D. Blackledge	B.M.C. Cooper S		1328	Frome			
29.	R. Briggs	B.M.C. Mini		1293	Carnforth			
30.	J. E. Davies	B.M.C. Cooper S		1293	Broadway			
31.	J. Thompson	Ford Anglia		1340	Bishop Auckland			
32.	Dr. J. B. Ford	B.M.C. Cooper S		1425	Mexborough			
33.	R. Lane	Ford Anglia V.8		4275	Stourbridge			
41.	P. R. Grimshawe	Ford Escort T.C.		1598	Leeds			

**Class 6. — "MARQUE" SPORTS CARS up to 1300 c.c.**

Record : F. J. Whittaker (M.G. Midget) 50.02

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
34.	M. G. Taylor	Austin Healey Sprite		1098	Leeds			
35.	C. G. Seaman	Austin Healey Sprite		1098	Sheffield			
36.	P. A. Boyes	M.G. Midget		1275	Liversedge			
37.	B. Kenyon	Austin Healey Sprite		1098	Sheffield			
38.	G. J. Harrold	Austin Healey Sprite		1143	Sheffield			
39.	F. J. Whittaker	M.G. Midget		1293	Burnley			

Class 7. — "MARQUE" SPORTS CARS 1301 to 2200 c.c.

Record : R. W. Speak (M.G. B) 50.13

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
42.	N. A. Lewtas	M.G. B		1798	Grindleford			
44.	J. S. Nickell-Lean	A.C. Ace Bristol		1971	Guiseley			
45.	M. H. Benn	Marcos 1600 G.T.		1597	Dewsbury			
46.	Miss J. R. Day	Marcos 1500 G.T.		1498	Southsea			
47.	M. I. Machell	Morgan 4/4		1500	Blackpool			
48.	N. R. Hargreaves	Morgan Plus 4		2138	Skipton			
49.	S. J. Simpson	T.V.R. 1800 S		1798	Sheffield			

Class 8. — "MARQUE" SPORTS CARS 2201 c.c. and over

Record : J. F. Thomson (Jaguar 'E' Type) 48.31

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
43.	J. A. H. Lambert	Jaguar "E" Type		3781	York			
50.	W. Waterhouse	Gilberne Genie		2993	ShIPLEY			
51.	M. J. M. Walker	Jaguar "E" Type		4235	Cawthorne			
52.	J. F. Thomson	Jaguar "E" Type		4235	Otley			
53.	A. Mountain	Jaguar "E" Type		4235	York			

Class 9. — GRAND TOURING CARS up to 1300 c.c.

Record : J. W. Goodliff (MiniSprint G.T.) 47.32

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
128.★	D. Auty	M.G. Midget		1293	Burnley			
54.	W. E. Booth	Minisprint G.T.		1293	Blackburn			
55.	G. C. Elwell	Austin Healey Sprite		998	Etwall			
56.	J. W. Hollingsworth	Austin Healey Sprite		1144	Redcar			
57.	J. D. Bunney	Marcos Mini G.T.		1293	Guiseley			
58.	M. C. Thomas	Paola G.T. B.M.C.		1275	Salisbury			
59.	P. Varley	Piper G.T. B.M.C.		1293	Ambergate			
60.	J. C. Northcroft	M.G. Midget		1140	Llandogo			
61.	J. W. Goodliff	Minisprint G.T.	s/c	1275	Littleborough			

(Entrant : B.V.R.T.)

Class 10. — GRAND TOURING CARS 1301 c.c. and over

Record : P. G. Lawson (Chevron B.8 B.M.W.) 43.32

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
134.★	F. P. Kaye	Chevron B.6 B.R.M.		1880	Harrogate			
62.	B. T. Tidman	M.G. B G.T.		1798	Lee-on-Solent			
63.	M. L. Richardson	Chevron B.8 B.M.W.		1999	East Grinstead			
64.	R. B. Stross	Lotus Elan		1598	Leeds			
65.	L. S. Stross	Lotus Elan		1598	Leeds			
66.	Mrs. M. A. Blankstone	Ginetta G.12		1594	Wolverhampton			
67.	B. G. Alexander	T.V.R. Buick		3500	Stroud			
68.	S. Muldoon Smith	T.V.R. Tuscan		4727	Menston			
69.	G. M. Dungworth	T.V.R. 200		4727	Sheffield			
70.	D. H. Way	Morgan 4/4		1840	Bradford-on-Avon			
71.	D. R. Good	Chevron B.8 B.M.W.		1998	Maidenhead			
72.	J. Maurice	Ferrari 275 LM		3285	Newcastle			
73.	P. G. Lawson	Chevron B.8 B.M.W.		1998	Knaresborough			

**Class 11. — CLUBMANS SPORTS CARS up to 1600 c.c.**

Record : R. J. Prest (Lotus 7 Ford) 47.28

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
131.★	M. C. Dent	Mallock U.2 Ford		1000	Bradford			
132.★	V. Gartside	Lotus 7 Ford		1500	Knaresborough			
74.	R. Scott Robinson	Lotus 7 Ford		1498	Loughborough			
75.	S. St. A. Mooney	Lotus 7 Ford		1599	York			
76.	F. M. Slinn	Mallock U.2 Ford		1500	Sheffield			
77.	P. S. Walter	Mallock U.2 Ford		1520	Grindleford			
78.	R. A. Cowing	Terrier Mk. 2 Ford		997	Harrogate			
79.	T. Westbury-Jones	Lotus 7 Ford		1498	London			
80.	R. G. Moorhouse	Lotus 7 B.M.C.		1150	Leeds			
81.	J. Ward	Ward Ford		1560	Thorton Dale			
82.	R. J. Prest	Lotus 7 Ford		1598	Croxdale			

**Class 12. — SPORTS/RACING CARS up to 1600 c.c.**

Record : P. E. Voigt (D.R.W. Imp Mk. 6) 45.60

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
83.	D. G. Morris	Mallock U.2 T.C.		1558	Haverfordwest			
84.	W. G. Morris	Mallock U.2 T.C.		1558	Haverfordwest			
85.	T. Smith	Crosslé C55		1500	Amersham			
86.	M. W. Craig	Crosslé C55		1500	Ashford Mx.			
87.	D. K. Pegg	Lotus 11 Climax		1098	Sheffield			
88.	J. D. Stuart	Mallock U.2 Ford		1498	Stourbridge			
89.	T. R. Turnbull	Elva Mk. 6 Climax		1220	Burnley			
90.	I. H. Bennett	Lotus 7 Climax		1220	Leeds			
91.	R. Stansfield	Landar B.M.C.		1107	Ryton			
92.	R. W. Phillips	Fairley Poke	s/c	1340	Grindleford			
93.	P. E. Voigt	D.R.W. Imp Mk. 6		998	Haywards Heath			
94.	H. Wilkinson	Lotus 23B Ford		1600	Brighouse			
95.	G. V. Tyack	Ginetta G.16A Ford		1600	Moreton in Marsh			

**Class 13. — SPORTS/RACING CARS Front Engine/Rear Wheel Drive 1601 c.c. and over**

Record M. Starbuck (Chrysler Spl.) 49.32

Merged with

**Class 14. — SPORTS/RACING CARS Rear Engine or 4-W.D. 1601 c.c. and over**

Record : E. P. Scragg (Lola T.70 Ford) 43.92

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
96.	M. D. Howarth	Vista Bristol		1991	Greenfield			
97.	M. Starbuck	Chrysler Special		5916	Sheffield			
98.	J. Walton	T.B.S. Bristol		1991	Burnley			
99.	G. F. Tatham	Brabham BT17 Chevrolet		5343	Malton			
100.	J. M. McCartney	Felday 4 B.R.M.		1880	Horwich			

**Class 15. — RACING CARS up to 1100 c.c.**

Record : J. Johnstone (Brabham BT.15 Ford) 45.00

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
101.	H. Tibbenham	Chimp Mk. 4		878	Leeds			
102.	M. C. Allan	Ecosse Imp		998	Halifax			
103.	F. H. Crosby	Mamba Mk. 3		1098	Leeds			
104.	Dr. R. A. Willoughby	Cooper-Imp		998	London			
105.	F. B. Pickering	Cooper T.65 B.M.C.		1098	Stourbridge			
106.	A. Staniforth (Entrant: B.V.R.T.)	Terrapin Min Mk. 1	s/c	1088	Horsforth			
107.	J. M. McCartney	Cooper 67 Ford		1098	Horwich			

**Class 16. — RACING CARS 1101 to 1600 c.c.**

Record : G. C. Rollason (Lotus 41 Ford) 43.69

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
130.*	C. J. Tipping	Brabham B.T.15 Ford		1598	Ilkley			
108.	R. W. Wainwright	Lotus 20 Ford		1600	Doncaster			
109.	N. Spencer Elton	Brabham B.T.18 Ford		1598	Westbury			
110.	D. R. Blankstone	Lotus 41C F.V.A.		1598	Stourbridge			
111.	P. A. Blankstone	Lotus 41C F.V.A.		1598	Wolverhampton			
112.	C. B. Court	Brabham B.T.21A Ford		1594	Sedgley			

**Class 17. — RACING CARS 1601 c.c. and over**

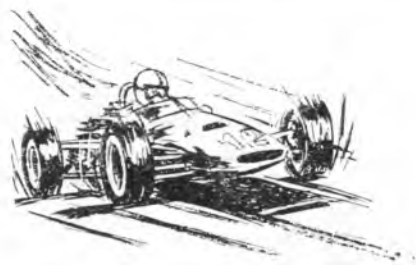
Record : J. Johnstone (Brabham BT.14 21 Buick) 42.20

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
129.*	C. Oakley	Cooper T.87 Rover		3500	Kinver			
113.	R. G. Mickel	Brabham BT23B Climax		2495	Glasgow			
114.	Mrs. A. Mickel	Brabham BT23B Climax		2495	Glasgow			
115.	R. D. Jennings	Brabham BT30X Climax		1991	Puttenham			
116.	M. MacDowell (Entrant: R. D. Jennings)	Brabham BT30X Climax		1991	Guildford			
117.	G. Smith	Frazer Nash Alvis		3500	Matlock			
118.	J. T. Butterworth	Brabham BT19 Buick		3550	Rosendale			
119.	Sir N. Williamson	McLaren M10A Chev.		5000	Mortimer			
120.	R. T. Lane	Tech-Craft Buick		3500	Warwick			
121.	M. R. Brain	Cooper Chrysler		7200	Sutton Coldfield			
122.	J. Johnstone	Brabham BT14/21 Buick		3528	Collingham			

**Class 18. — RACING CARS 4-W.D. (any capacity)**

Record : P. G. Lawson (B.R.M. T.76 F.F.) 41.43

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
123.	P. H. Meldrum	P.R.2 Ford	s/c	1800	Jersey C.I.			
124.	J. R. Cussins	B.R.M. T.76 FF		2070	London			
125.	D. Hepworth	Hepworth Traco FF		4700	Brighouse			



# CASTROL/B.A.R.C. H

THE FOLLOWING MEMBERS HAVE ENT

Car No.	Name	Car	c.c.	Ch. Cl.	Bogey Marks	Best Time	Imp.	New Total	*Low Mark
15.	A. P. Boyle	B.M.C. Cooper S	1071	B	0.00	52.95			—
18.	C. R. Harrison	B.M.C. Cooper S	1293	C	0.35	51.99			—
19.	J. Pascoe	B.M.C. Cooper S	1293	B	9.96	52.95			—
20.	M. R. Flather	B.M.C. Cooper S	1303	C	4.34	51.99			—
21.	N. Porter	B.M.C. Cooper S	1328	C	19.84	51.99			—
22.	A. G. Hutcheon	B.M.C. Cooper S	999	A	25.29	55.34			0.58 <sup>1</sup>
23.	E. Stansfield	B.M.C. Cooper S	999	A	17.51	55.34			—
24.	C. J. Cramer	B.M.C. Cooper S	999	A	36.69	55.34			2.32 <sup>1</sup>
25.	J. B. Christie	B.M.C. Cooper S	1330	C	2.97	51.99			—
26.	T. B. D. Christie	B.M.C. Cooper S	1330	C	11.26	51.99			—
28.	R. D. Blackledge	B.M.C. Cooper S	1328	C	22.70	51.99			—
30.	J. E. Davies	B.M.C. Cooper S	1293	B	3.83	52.95			—
32.	Dr. J. B. Ford	B.M.C. Cooper S	1425	C	0.19	51.99			—
36.	P. A. Boyes	M.G. Midget	1275	E	0.00	58.06			—
38.	G. J. Harrold	Austin Healey Sprite	1143	D	0.00	53.78			—
39.	F. J. Whittaker	M.G. Midget	1293	E	21.50	58.06			—
46.	Miss J. R. Day	Marcos 1500 G.T.	1498	E	15.65	58.06			0.88 <sup>1</sup>
49.	S. J. Simpson	T.V.R. 1800S	1798	E	7.87	58.06			—
52.	J. F. Thomson	Jaguar "E" Type	4235	F	5.20	53.51			—
55.	G. C. Elwell	Austin Healey Sprite	998	D	0.00	53.78			—
58.	M. C. Thomas	Paola G.T. MMC	1275	G	17.83	52.95			—
59.	P. Varley	Piper G.T. BMC	1293	G	2.74	52.95			—
60.	J. C. Northcroft	M.G. Midget	1140	D	30.44	53.78			—
61.	J. W. Goodliff	Minisprint G.T.	1275	G	47.07	52.95			4.45 <sup>1</sup>
65.	L. S. Stross	Lotus Elan	1598	H	3.22	51.24			—
67.	B. G. Alexander	T.V.R. Buick	3500	H	22.06	51.24			—
68.	S. Muldoon Smith	T.V.R. Tuscan	4727	F	5.92	53.51			—
70.	D. H. Way	Morgan 4/4	1840	E	36.65	58.06			3.52 <sup>1</sup>
71.	D. R. Good	Chevron B.8 BMW	1998	H	12.41	51.24			—
72.	J. Maurice	Ferrari 275LM	3285	H	22.67	51.24			—
74.	R. Scott-Robinson	Lotus 7 Ford	1498	J	0.00	51.91			—
77.	P. S. Walter	Mallock U.2 Ford	1520	J	0.00	51.91			—
81.	J. Ward	Warford	1560	J	0.68	51.91			—
82.	R. J. Prest	Lotus 7 Ford	1598	J	4.49	51.91			—
83.	D. G. Morris	Mallock U.2 T.C.	1558	J	2.49	51.91			—
84.	W. G. Morris	Mallock U.2 T.C.	1558	J	2.74	51.91			—
85.	T. Smith	Crosslé CSS	1500	J	8.62	51.91			—
86.	M. W. Craig	Crosslé CSS	1500	J	3.63	51.91			—
89.	T. R. Turnbull	Elva Mk 6 Climax	1220	I	0.00	51.97			—
91.	R. Stansfield	Landar BMC	1107	I	0.00	51.97			—

# L CLIMB CHAMPIONSHIP

ED THE CASTROL/B.A.R.C. HILL CLIMB CHAMPIONSHIP



## ss Runs

Car No.	Name	Car	c.c.	Ch. Cl.	Bogey Marks	Best Time	Imp.	New Total	*Low Mark
93.	P. E. Voigt	D.R.W. Imp Mk. 6	998	I	31.20	51.97			2.59*
95.	G. V. Tyack	Ginetta G16A Ford	1600	J	4.83	51.91			—
99.	G. F. Tatham	Brabham BT17 Chev.	5343	K	0.00	48.31			—
100.	J. M. McCartney	Felday 4 BRM	1880	K	6.74	48.31			—
102.	M. C. Allan	Ecosse Imp	998	L	0.00	49.50			—
104.	Dr. R. A. Willoughby	Cooper Imp	998	L	7.09	49.50			—
106.	A. Staniforth	Terrapin Min Mk. 1	1088	L	8.37	49.50			—
108.	R. W. Wainwright	Lotus 20 Ford	1600	M	0.41	48.06			—
109.	N. Spencer Elton	Brabham BT18 Ford	1598	M	9.49	48.06			—
112.	C. B. Court	Brabham BT21A Ford	1594	M	13.41	48.06			—
115.	R. D. Jennings	B'ham BT30X Climax	1991	N	0.00	45.37			—
116.	M. MacDowell	B'ham BT30X Climax	1991	N	1.37	45.57			—
118.	J. T. Butterworth	Brabham BT19 Buick	3550	N	0.00	45.57			—
119.	Sir N. Williamson	McLaren M10A Chev.	5000	N	8.23	45.57			—
120.	R. T. Lane	Tech-Craft Buick	3500	N	2.17	45.57			—
123.	P. H. Meldrum	P.R.2 Ford	1800	N	0.00	45.57			—
125.	D. Hepworth	Hepworth Traco FF	4700	N	3.08	45.57			—
127.	R. Thwaites	B.M.C Cooper S	1293	B	0.00	52.95			—
129.	C. Oakley	Cooper T.87 Rover	3500	N	0.00	45.57			—
130.	C. J. Tipping	Brabham BT.15 Ford	1598	M	1.97	48.06			—

\* Low Score indicates that a competitor has completed 6 or more rounds and has to deduct his lowest score shown from his previous total marks when adding points scored today.

## CHAMPIONSHIP TOP TEN

Champ. Pos'n After Class	No. Runs	Name	Bogey Time	1st Run	2nd Run	Improvem't
10.						
9.						
8.						
7.						
6.						
5.						
4.						
3.						
2.						
1.						



**R.A.C.**

**BRITISH HILL CLIMB CHAMPIONSHIP**

The following competitors in today's meeting have entered for the Shell/RAC British Hill Climb Championship

Car No.	Name	Car	s/c	c.c.	Best Class Time	Pos
63.	M. L. Richardson	Chevron B.8 BMW		1999		
71.	D. R. Good	Chevron B.8 BMW		1998		
73.	P. G. Lawson	Chevron B.8 BMW		1998		
88.	J. D. Stuart	Mallock U.2 Ford		1498		
93.	P. E. Voigt	D.R.W. Imp Mk. 6		998		
95.	G. V. Tyack	Ginetta G16A Ford		1600		
99.	G. F. Tatham	Brabham BT17 Chevrolet		5343		
100.	J. M. McCartney	Felday 4 BRM		1880		
105.	F. B. Pickering	Cooper T.65 BMC		1098		
106.	A. Staniforth	Terrapin Min Mk. 1	s/c	1088		
109.	N. Spencer Elton	Brabham BT18 Ford		1598		
110.	D. R. Blankstone	Lotus 41C F.V.A.		1598		
111.	P. A. Blankstone	Lotus 41C F.V.A.		1598		
112.	C. B. Court	Brabham BT21A Ford		1594		
113.	R. G. Mickel	Brabham BT23B Climax		2495		
114.	Mrs. A. Mickel	Brabham BT23B Climax		2495		
115.	R. D. Jennings	Brabham BT30X Climax		1991		
116.	M. MacDowell	Brabham BT30X Climax		1991		
118.	J. T. Butterworth	Brabham BT19 Buick		3550		
119.	Sir. N. Williamson	McLaren M10A Chevrolet		5000		
120.	R. T. Lane	Tech-Craft Buick		3500		
121.	M. R. Brain	Cooper Chrysler		7200		
122.	J. Johnstone	Brabham BT14/21 Buick		3528		
123.	P. H. Meldrum	P.R.2 Ford	s/c	1800		
124.	J. R. Cussins	B.R.M. T.76 FF		2070		
125.	D. Hepworth	Hepworth Traco FF		4700		
129.	C. Oakley	Cooper T.87 Rover		3500		

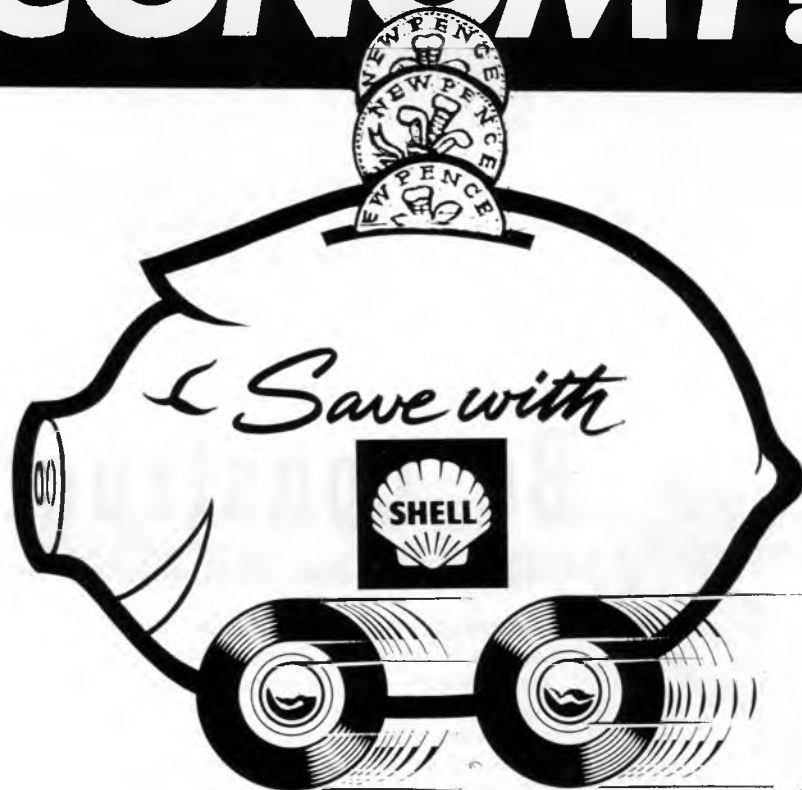
**CHAMPIONSHIP RUNS**

Pos'n on Class	Runs	Car No.	Driver	1st Run	2nd Run	Pos
10						
9						
8						
7						
6						
5						
4						
3						
2						
1						

Course Record at commencement of meeting — 42.86 seconds.



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*David Hepworth, 1969 Shell/R.A.C. British Hill Climb Champion*

*Photo by Jeff Binns*



**R.A.C.**

## **BRITISH HILL CLIMB CHAMPIONSHIP**

For many years the programme for the September Harewood meeting has contained an excellent and accurate discourse on the R.A.C. British Hill Climb Championship from the pen of Ken Hammerton. For 1969 Ken has unfortunately been prevented from attending meetings, firstly up to August by some rather pressing personal matters and then, when he had planned to make up for lost time during the Autumn, by the cruel hand of fate.

On his way to an eagerly anticipated Shelsley meeting in August Ken's car overheated and when he rather incautiously removed the radiator cap he suffered painful scalds from which he is still not fully recovered. Ken is one of the most sincere and dedicated enthusiasts who lives and breathes hillclimbing and we are sure everyone who knows him will join in wishing him a speedy recovery and return to the motoring scene.

When Parliament freed motorists from the need to have a man with a red flag walking in front, they also banned cars racing, one with the other, on the open road in Britain. Man is by nature a competitive being and possession of a new toy like a motor car heightened

this urge so the only other way out was to run cars singly up a length of road timing with a stop watch to see who was fastest.

The fascination of doing this on a flat road soon palled and it was not long before the pioneers set their steeds against gradients, preferably twisting and Hill Climbing, the oldest form of motor sport in Britain was born.

At first hill climbs were all held on public roads, locally at Sutton Bank, Greenhow Hill and Holme Moss but as long ago as 1908 Midland enthusiasts started to use a private road at Shelsley Walsh which, of course, continues to this day.

After the end of the first World War, enthusiasm was high and hill climbs multiplied until in 1922 the inevitable happened, at Aston Clinton a car ran out of road and clobbered a spectator. At this the axe of authority descended and put an end to competitive motoring on the highway and British Hill Climbing as we know it today on private roads was born.

Continued on page 28

## SHELL/R.A.C. CHAMPIONSHIP—Continued

In 1947 the R.A.C. introduced the British Hill Climb Championship and at that time, only five events were available for inclusion — Shelsley Walsh, Prescott, Bo'ness near Edinburgh, Bouley Bay in Jersey and Craigantlet just outside Belfast. In 1949 Rest and be Thankful was added to the championship series and so the pattern remained until 1955 when Bo'ness had to be cancelled as the road was not available. It did not return until 1961.

Seeking to broaden the scope of the series, the R.A.C. decided to include two meetings each season at Shelsley Walsh and Prescott to give seven rounds in 1956 and in 1959 the number went up to ten with the addition of Westbrook Hay, Great Auclum and Stapleford, although in the latter case they were scraping the bottom of the barrel in their search for "hills" as this Essex venue only ascended about fifteen feet from start to finish.

Stapleford lasted only three years and Westbrook Hay a year longer but following the return of Bo'ness, Wiscombe Park in Devon was added to the list in 1962 then came a veritable avalanche with Loton Park, Barbon Manor and Dyrham Park near Bristol being included as well for 1963.

September 1964 saw the realisation of many hopes in this area when Harewood took its place on the Championship roll for the first time to be followed by Longleat in 1965 bringing the total qualifying rounds up to 15, the highest ever.

In 1966 the Marquis of Bath settled for lions and Longleat went out again to be followed by Bo'ness, turned into a housing estate and Dyrham Park, National Trustbound in 1967 compensated by the addition of the longest hill of the lot, the 3.6 miles of Tholt-y-Will in the Isle of Man in 1968.

This year the Lothian Car Club, promoters of Bo'ness are back in the lists with their new hill at Doune in Perthshire, a worthy addition to make up a varied and exciting series of fourteen rounds.

At first, marking was by a series of rather involved "percentage improvement" calculations based upon class records and it was not until 1957 that the current idea of "Championship Runs" was introduced. In this the fastest ten Championship drivers in the ordinary class runs have a further two runs at the end of the meeting so they can fight out for points under equal road and weather conditions. These championship runs form an exciting climax to a meeting, particularly when the struggle for points becomes really fierce towards the end of the season.

The scoring pattern is simple. Of the fourteen meetings which count for points only the best eight performances by each competitor can be counted towards the total marks. In the Championship runs at the end of the meeting scoring is on the basis of 10 points for the winner down to 1 point for the tenth fastest man with an additional bonus point to any competitors who break the Hill Record which stands at the beginning of the meeting during the Championship runs. Should there be a tie in the overall marking, this is determined in favour of the Competitor gaining the greater number of higher places in individual rounds.

There have been 23 Championship Rounds to date, the winners being :-

- 1947 Raymond Mays, E.R.A.
- 1948 Raymond Mays, E.R.A.
- 1949 Sydney Allard, Steyr Allard.
- 1950 Dennis Poore, Alfa Romeo.
- 1951 Ken Wharton, Cooper J.A.P.
- 1952 Ken Wharton, Cooper J.A.P.
- 1953 Ken Wharton, Cooper J.A.P. and E.R.A.
- 1954 Ken Wharton, Cooper J.A.P. and E.R.A.



*Tony Marsh, Six Times R.A.C. Hill Climb Champion*

*Photo Bill Robertson*



*Peter Lawson, 1968 Champion competing today for the first time in this year's Championship could well spring a surprise in his Chevron B8 B.M.W.*

*Photo by Jeff Binns*

- 1955 Tony Marsh, Cooper J.A.P.
- 1956 Tony Marsh, Cooper J.A.P.
- 1957 Tony Marsh, Cooper J.A.P.
- 1958 David Boshier-Jones, Cooper J.A.P.
- 1959 David Boshier-Jones, Cooper J.A.P.
- 1960 David Boshier-Jones, Cooper J.A.P.
- 1961 David Good, Cooper J.A.P.
- 1962 Arthur Owen, Cooper Climax.
- 1963 Peter Westbury, Felday Daimler.
- 1964 Peter Westbury, Ferguson Climax 4WD.
- 1965 Tony Marsh, Marsh Buick.
- 1966 Tony Marsh, Marsh Buick.
- 1967 Tony Marsh, Marsh Buick 4WD.
- 1968 Peter Lawson, B.R.M. 4WD.
- 1969 David Hepworth, Hepworth Traco FF.

By now everyone of you at Harewood today must know that last year Peter Lawson of Knaresborough became the first Yorkshireman to win the R.A.C. title and, even more notable, that he won it by the highest score ever, 85 points out of a possible maximum of 88 from the eight scoring events.

At the start of the 1969 season came the welcome announcement that Shell were to sponsor the championship and their support both to competitors and organisers has done much to enhance the stature of the championship.

Amongst competitors the competition looked more open than ever before. Peter Lawson had sold the all conquering B.R.M. to John Cussins who intended to do all the Championship rounds whilst Peter, for business

reasons, was not going to defend his title. Peter had purchased the ex David Good Chevron B.8 B.M.W. GT Car and was going to try his hand on the Racing Circuits for odd weekends. David Hepworth of Brighthouse had his newly built Hepworth Traco F.F. four wheel drive single seater finished just in time for the last meeting of 1968 and had spent all Winter refining and developing this brave project. Geoff, Rollason had purchased Tony Marsh's successful Marsh Special with Marsh/ Hewland four wheel drive and Peter Meldrum felt he had at last got the bugs out of his d.i.u. 4 wheel drive P.R.2 Ford. Certainly it looked as if you wanted to go anywhere in hill climbs you had to have all four wheels revolved by the engine.

Amongst the two wheel drive brigade, Martin Brain's giant 7.2 litre Cooper Chrysler was very obviously a force to be reckoned with, Roy Lane had sold his Brabham BT14/21 chassis to Jim Johnstone and was building a new Buick propelled device, Jim was installing a similar V.8 in the ex Lane device, even the well known Scottish competitors Gray and Agnes Mickel were climbing on the V.8 bandwaggon.

Now on to a survey of the first thirteen rounds before today's final. The tabulated markings for each event are given in the table on pages 30/31 whilst the positions at the start of this meeting are on page 32.

The first round at Loton Park took place on a damp, but drying, day and was a real Yorkshire tour de force with David Hepworth, John Cussins and Jim Johnstone

**Continued on page 30**

**SHELL/R.A.C. CHAMPIONSHIP—Continued**

in the first three places. Due to the damp conditions times were down a little and the course record remained unbroken. Alas it looks as if it will stand forever as at the close of the meeting it was announced that due to a change of policy on the part of the landowner this was to be the last meeting at this very popular hill. Our sympathies go out to Bryan Corser and his team from the Severn Valley M.C. We hope it will not be long before they have a replacement venue.

A week later the circus foregathered at Prescott where the top positions were reversed and John Cussins vanquished David Hepworth by a mere 1/100 secon. The two wheel opposition began to show its teeth however with a close fought battle between Nick Williamson's Brabham and Roy Lane's new Tech-Craft who together displaced Jim Johnstone down to fifth place. In this way meeting the two seater brigade shone with David Good and Phil Scragg elbowing themselves into the top ten.

At Prescott there was one of those incidents which typify the spirit of hill climbing when on the second class run one of Roy Lane's wheels failed. Had he not been able to borrow a wheel he would not have been able to take part in the Championship runs and the man who lent the wheel was Mike MacDowell, reserve who would have been able to take part in the Championship runs if Lane had dropped out!

The next round was down in Devon at Wiscombe Park where the class runs were run off in dry weather which turned to heavy rain for the Championship runs. In this meeting David Hepworth returned to winning form with Wiscombe director Nick Williamson second fastest, although almost a second and a half

slower, proof of the effectiveness of four-wheel drive in wet weather. This meeting was marred by a serious accident to the popular Roger Hickman who left the course in a big way and was badly injured.

Barbon Manor in Westmorland is renowned for its Lakeland scenery and this meeting certainly had its share of one aspect of that scenery, falling water! Torrents of rain descended during the latter part of the programme so that the first Championship run was like a regatta whilst the second was abandoned without a ball being bowled. During the class runs both Hepworth and Cussins broke the hill record but although coming 1st and 2nd in the run-off, David could not get nearer than 2.6 seconds whilst John was 4.5 seconds slower than their class times. Once again Nick Williamson, Roy Lane and Jim Johnstone provided the opposition whilst Peter Blankstone managed his first marks with his 4-wheel drive Brabham Quatro which had been giving more than its share of mechanical trouble.

Glorious sunshine greeted the competitors at Shelsley for the next round and a fabulous battle royal ensued with only 2.51 seconds between the fastest and slowest of the ten championship runners. Shelsley is well known as a fast "power hill" and David Hepworth proved that his Hepworth Traco was not just a fast wet weather car with a sparkling 31.20. Second place went to a delighted Jim Johnstone who just pipped his car's previous owner Roy Lane. Roy actually managed to tie with Nick Williamson on his fastest run although he took third place on the aggregate of the two runs.

At Shelsley for the first time Mike MacDowell and Bob Jennings began really to get the better of the misfire which had plagued their trim V.8 Climax engined Brabham BT30X all year and Mike got his highest place yet.

**QUALIFYING EVENT FOR THE 1969 SHE**

Qualifying Round No.	1.	2.	3.	4.	5.	6.
Hill	Loton Park	Prescott	Wiscombe	Barbon	Shelsley	Doone
Organising Club	S.V.A.C.	B.O.C.	W.H.&D.C.C.	W.M.C.	Midland A.C.	Lothian C.
Date of Event	27/4/69	4/5/69	18/5/69	31/5/69	8/6/69	15/6/69
Length of Course (yds.)	1600	1127	1000	890	1000	1564
Record before Meeting	58.31	46.01	41.42	27.23	30.83	48.84
Held by	Lawson	Rollason	Lawson	Westbury	Eccles	Williamson
Car	B.R.M. FF	Lotus 41B	B.R.M. F.F.	Ferguson	Brabham	Brabham
New Record	—	—	—	26.78	—	48.31
Taken By	—	—	—	Hepworth	—	Lane
Weather	Fine	Wet	Fine	V. Wet.	Fine	Fine

Championship Placing, Time & Mark s	1	2	3	4	5	6
	Hepworth	Cussins	Hepworth	Hepworth	Hepworth	Lane
	59.41	49.46	43.18	29.33	31.20	48.31
	Cussins	Hepworth	Williamson	Cussins	Johnstone	McDowell
	59.91	49.47	44.58	31.47	31.62	48.58
	Johnstone	Williamson	Lane	Williamson	Lane	Hepworth
	61.04	50.30	44.70	32.37	31.90	48.64
	Lane	Lane	Johnstone	P. Blankstone	Williamson	Williamson
	61.27	50.92	44.79	32.57	31.90	48.86
	Williamson	Scragg	McDowell	Lane	P. Blankstone	Johnstone
	61.36	51.09	45.04	32.71	31.95	49.17
	Griffiths	Johnstone	Good	Johnstone	McDowell	Cussins
	62.50	51.27	45.53	33.11	32.07	49.24
	Rollason	D. Blankstone	Court	McDowell	Good	Brain
	62.78	51.64	45.63	33.32	32.62	49.79
	McDowell	Swift	Elton	Oakley	Court	Jennings
	62.94	51.73	45.67	34.11	32.64	50.48
	Hickman	Good	Jennings	Court	Scragg	P. Blankstone
	63.00	51.96	47.45	34.74	32.70	50.74
	P. Blankstone	Court	Swift	Jennings	Elton	Court
	63.38	53.54	52.24	35.94	33.71	51.48

For the first time the Lothian Car Club's new hill at Doune played host to a championship round which was notable for an excursion off the road by John Cussins who badly damaged the B.R.M., but thankfully not himself and also for the fact that for the two wheel drive brigade showed the first signs of having the measure of Hepworth. Roy Lane in a splendid ascent became the first competitor of the season to claim the bonus point for beating the hill record whilst celebration was the order of the day in the MacDowell/Jennings camp when Mike, actually knocking on all eight, pushed the ubiquitous Hepworth down to a creditable third just ahead of Sir Nick and Johnstone.

Tholt-y-Will in the Isle of Man is the longest, many think the best, and certainly by far the most destructive of the hills in the Championship. The twisting 3.6 mile course is rough, tough and highly exciting. 16 championship entrants started practice, 14 remained for the class runs of whom only 11 were mobile before the championship runs whilst at the end only 7 were still going.

In the class runs David Hepworth managed to beat Peter Lawson's last year's record although he clouted a bank on his first championship run and recorded his first duck. Nick Williamson was the most successful of those who managed to keep it "on the island", although even he dropped out on his first championship run with a broken battery lead. Martin Brain broke a drive shaft on his F.1 Cooper on the second run but his first was good enough for second place and so it went on with a varied assortment of sick motorcars taking the boat back to the mainland after an enjoyable, if expensive, weekend.

Like Tholt-y-Will, the old road at Rest and be Thankful has something of a reputation as a car

wrecker and a smaller than normal championship contingent made the long trek to Scotland. Here Hepworth with a hastily repaired vehicle made no mistake and returned to winning form ahead of the flying MacDowell and the belting Brain.

The second trip away from the mainland took 19 point hunters to Jersey for the sinuous Bouley Bay climb on a scorching July Thursday. Here for the first time Mike MacDowell scored a highly popular win ahead of Martin Brain realising the potential of his ex works Cooper B.R.M. F.1 car at last to head a slightly panting Hepworth who's F.F. was beginning to play up a little.

Great Auclum is the shortest hill in the series being only a 440 yard, sub 20 second, dash and even at that, the first bit is actually downhill. Not all drivers like this little course, but one who now does is Roy Lane who scored his second 11 of the season demolishing Peter Boshier-Jones' long standing record in the process as did second and third placeman Hepworth and Brain. This incidentally was Martin Brain's last appearance in the Cooper as the bits for his majestic Cooper Chrysler, all 7.2 litres of it, arrived in time for him to take this beautiful hunk of motor car to the next round.

Craigtlet is a twisting mile and a bit of secondary road starting in the suburbs of Belfast and shooting skywards just behind the Ulster parliament building at Stormont. Only seven of the Championship types crossed to Ireland, some perhaps put off by the "troubles" but others, like Hepworth, just could not

Continued on page 32

## R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP

7.	8.	9.	10.	11.	12.	13.	14.
Tholt-y-Will	"Rest"	Bouley Bay	Gt. Auclum	Craigtlet	Shelsley	Prescott	Harewood
Lancs. A.C.	R.S.A.C.	JMC & LCC	H. & B.M.C.	Ulster A.C.	Midland A.C.	Bugatti O.C.	B.A.R.C. (Y)
22/6/69	5/7/69	24/7/69	2/8/69	9/8/69	17/8/69	7/9/69	14/9/69
6236	1425	1011	440	1833	1000	1127	1090
164.40	50.09	45.26	19.10	57.98	30.83	46.01	41.43
Lawson	Bosh-Jones	Marsh	Bosh-Jones	Lawson	Eccles	Rollason	Lawson
B.R.M. F.F.	Lotus 22	Marsh Spl.	Lotus 22	B.R.M. F.F.	Erabham	Lotus 41B	B.R.M. F.F.
162.16	—	—	18.58	—	30.72	—	—
Hepworth	—	—	Lane	—	Brain	—	—
Fine	Wet	Fine	Fine	Fine	Fine	—	—
Williamson	Hepworth	McDowell	Lane	Brain	Brain	Williamson	—
167.43	53.07	45.61	18.58	60.78	30.72	46.67	10
Brain	McDowell	Brain	Hepworth	McDowell	Lane	Hepworth	—
168.03	53.94	45.70	19.05	61.24	31.51	47.60	9
Lane	Brain	Hepworth	Brain	Griffiths	Griffiths	Johnstone	—
170.69	55.27	45.77	19.07	61.52	31.54	47.86	8
Griffiths	Jennings	Williamson	Williamson	Jennings	Cussins	Lane	—
174.66	57.35	45.84	19.21	62.96	31.67	48.25	7
D. Blankstone	Griffiths	P. Blankstone	McDowell	Mrs. Mickel	Johnstone	McDowell	—
177.6	57.83	46.09	19.53	63.40	31.88	48.43	6
McDowell	Mrs. Mickel	Swift	Good	R. G. Mickel	D. Blankstone	Court	—
179.04	59.90	46.76	19.62	64.78	32.78	48.46	5
Staniforth	R. G. Mickel	Jennings	Elton	P. Blankstone	Court	D. Blankstone	—
183.77	60.05	47.50	19.68	65.96	33.30	49.75	4
Pickering	—	Cussins	Johnston	—	Rose	Elton	—
187.33	—	47.75	19.69	—	33.31	50.53	3
Jennings	—	Ogier	Jennings	—	McDowell	Cussins	—
188.41	—	48.82	19.72	—	34.45	Fail	0
Hepworth	—	D. Blankstone	Brown	—	Jennings	Swift	—
Fail	—	49.07	20.39	—	34.71	Fail	0

**SHELL/R.A.C. CHAMPIONSHIP—Continued**

get a boat. Martin Brain conducted his monster motor with verve and the delicacy of a sledgehammer to head Mike McDowell. Both were now getting on well in the points race.

So to the final run-up with Shelsley in mid-August being another Brain benefit. Martin heading second man Roy Lane by almost a second and setting a new record. David Hepworth missed this meeting as a simple looking crash at a non-championship event here at Harewood had almost written off the motor whilst our other local challenger Jim Johnstone had a most spectacular looking crash at the Crossing fortunately without incident. John Cussins re-entered the fray after his Doune mishap and was happy with fourth place.

So to last week-end at Prescott which was packed with far more incident than my remaining space will allow. This was a hairy meeting with Nick Williamson having his first outing in his new 5 litre McLaren heading a slightly maladjusted Hepworth by almost a full second. Jim Johnstone was delighted to find that his rapid repairs after Shelsley were good enough for third whilst John Cussins really had a nasty with the B.R.M. causing extensive damage to the car and, thankfully, slight upset to himself. At this meeting David Hepworth finally notched the Championship when Martin Brain, perhaps trying a little too hard managed to spin on both class runs so that David comes to Harewood today as the second Yorkshireman to hold the title.

**Positions at Start of this Meeting A B C**

1.	D. Hepworth (4.7 Hepworth Traco F.F.)	*	9	78	
2.	R. T. Lane (3.5 Tech-Craft Buick)	.....	*	7	69
3.	Sir N. Williamson				
	(5.0 McLaren M10A Chev.)	*	7	66	
4.	M. G. H. McDowell				
	(1.9 Brabham BT30X Climax)	*	5	61	
5.	M. R. Brain (7.2 Cooper Chrysler)	.....		60	
6.	J. Johnstone (3.5 B'ham BT 14/21 Buick)	*	5	54	
7.	J. R. Cussins (2.1 B.R.M. T.76 F.F.)	.....		43	
8.	A. B. Griffiths (7.2 Cooper Chrysler)	.....		34	
9.	R. G. Jennings				
	(1.9 B'ham BT30X Climax)	*	1	28	
10.	P. A. Blankstone (1.6 Lotus 41C Ford)	.....		26	
11.	D. R. Blankstone (1.6 Lotus 41C Ford)	.....		20	
12.	C. B. Court (1.6 Brabham BT21 Ford)	.....		20	
13.	D. R. Good (1.9 Chevron B8 B.M.W.)	.....		16	
14.	Mrs. A. M. Mickel (2.5 B'ham BT23B Climax)	.....		11	
15.	N. S. Elton (1.6 Brabham BT18 Ford)	.....		11	
16.	G. R. Mickel (2.5 Brabham BT23B Climax)	.....		9	
17.	I. D. Swift (4.7 Swift Ford)	.....		9	
18.	E. P. Scragg (4.7 Lola 70 Ford)	.....		8	
19.	A. Staniforth (1.1 Terrapin B.M.C.)	.....		4	
20.	G. C. Rollason (4.2 Rollason Spl.)	.....		4	
21.	C. C. Oakley (3.5 Cooper T.87 Rover)	.....		3	
22.	F. B. Pickering (1.1 Cooper T.65 B.M.C.)	.....		3	
23.	R. Rose (4.7 Elva Ford)	.....		3	
24.	R. Hickman (1.6 Brabham Ford)	.....		2	
25.	M. J. Ojier (1.0 Wellanier)	.....		2	
26.	R. W. Brown (4.7 Felday 6 Ford)	.....		1	

**A — \* = Eight Events Completed.**  
**B — Previous Lowest Score To Be Deleted.**  
**C — Total Marks After Prescott on 7/9/69.**



*Photo by Viki Lincoln*





## SPLIT SECONDS

OR HOW A HILL CLIMB IS TIMED

On a competition where placings are determined by fractions of a second between the different cars, it is of paramount importance that the equipment used to measure the speeds of cars up the course is of the highest possible accuracy, that its operation is simple and not capable of abuse, and finally, that the competitors should have confidence in the times credited to their runs.

At Harewood, the B.A.R.C. Yorkshire Centre use what is possibly the most sophisticated timing system found at any hill climb event in this country. The heart of this system is the Electronic Timer illustrated below. In simple terms, this is equal to three stop-watches each capable of being switched to be operated by a car crossing the start line or the finishing line. On the photograph you will see the three switches

marked "Channel 1", etc. which carry out this part of the operation.

When any channel is in operation, the speedometer-like counter clocks up in seconds and tenths of seconds and as soon as the timer stops, the hundredths and thousandths of each second are presented in figures in the little windows to the right of the counter. To ensure complete accuracy between the different channels they are all, to preserve the analogy of the stop watches, driven by the same balance wheel so that it makes no difference which counting channel is in operation, the standard of accuracy is the same. This unit works from batteries and incorporates over 130 transistors.

Continued on page 34



*The heart of the Timing System is this electronic stopclock. The seconds and tenths are read out on the speedometer-like electro-mechanical counters whilst the hundredths and thousandths are projected in the small windows alongside each counter.*

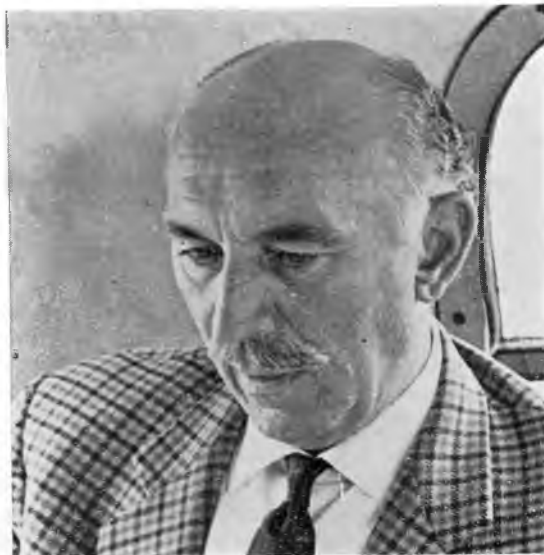
The Timer unit is linked to the start and finish by cables. At Harewood these cables are run underground which keeps them safe and outside harms way although at other courses temporary cables do have to be run out above ground level. To allow for this the very sensitive input circuits of the Timer have special provision only to accept the correct timing impulses from the cars and to reject casual interference from ignition systems, electrical installations, etc.

At the Start and Finish a light ray shines across the road on to a photo-head which is linked to the timer. The photo-head consists of a photo-transistor mounted in a shielded housing with a lens to focus the light ray on to the sensitive point on the tiny photo-transistor. When no car is in the way and light falls upon the transistor, this acts like a normal switch turned "on" and allows electric current to flow. This current can be read off by the timekeeper on the two meter dials marked "Start" and "Finish" on the timer so giving him a constant check on the functioning of the wiring, lights, etc.

When a car crosses either the start or the finish line, it obstructs the light beam which ceases to fall on the transistor which promptly switches "off" and current ceases to flow. The resulting instantaneous pulse in the electrical circuit operates the counters in the timer. When any of the three channel switches is put to "Start" and a car crosses the line, the associated counter commences to clock up the seconds. This continues until the switch is put down to "Finish" and the car breaks the beam at the end of its run stopping the counter and registering the time taken to cover the course.

To ensure accuracy with different types of car, the light rays are set only 2" above the road surface and, of course, at equal height at both start and finish. This ensures that the same part of each car will operate the timing at both ends of the course. As a further aid to accuracy, a positioning system is used at the start where two further light rays cross the course immediately in front of the timing ray. These are connected to a traffic light signal in such a way that the driver gets a red light unless the car is positioned to break one beam and not the other when the red light changes to amber. In this manner all cars are located at exactly the same distance behind the timing ray and in consequence get an equal "flying start" before breaking the timing ray.

When the car is correctly positioned at the start this illuminates a green light in the lower right hand corner of the timer panel to indicate to the timekeeper that a car is ready on the start line. As soon as the course is clear he puts one of the three channel switches to "Start" which changes the amber signal light to green indicating to the driver that he can then start in his own time. As soon as the car crosses the timing ray, the timer operates and is then "latched" so that any subsequent crossing of the line can not cause any false readings. In the same way, the timekeeper only switches the timer to "Finish" as a car approaches the end of the course which gives a safeguard if any one should wander across the line and almost obviates the risk of a competitor getting a false reading from this cause.



*Tony Mauldin — Our Chief Timekeeper*

The Timer was manufactured by a well-known firm of electronic instrument engineers who developed the equipment over a period of four years working in conjunction with the B.A.R.C. who had arrived at a specification of what was required from an operational point of view. The unit was delivered at the beginning of the 1963 season and since that time has been used at all our speed events at Harewood, Church Fenton, Olivers Mount, Scarborough and has also been employed by other clubs at Castle Howard, Aintree, Baitings Dam and other venues. In operation slight refinements have been evolved and incorporated as improvements bringing the equipment to a level of accuracy and reliability which stands as a tribute to its designers and manufacturers.

Of course, any machine is only as good as the hands, and eyes, that interpret its readings and here we are particularly fortunate in having at Harewood our Chief Timekeeper Tony Mauldin, at times irreverently known as "Grandpa".

Tony inhabits the blister deck of the slightly tatty looking airport bus parked in the paddock from which elevated perch he can survey the start and most of the course directly and get a crafty butchers at the finish line as well by a strategically placed porcelain framed shaving mirror poised on top of the timer. From his eyrie Tony despatches the cars up the hill, judges the right moment to set off the next bolide, makes sure no one or thing manages to break the timing beams across the road and credit a competitor with a false time and generally presides over a slightly motley crew of delightful lady helpers.

Principal amongst the latter is Tony's wife, Joan who as an R.A.C. timekeeper herself takes her turn in driving the switches but maily occupies herself writing down the times sung out by her spouse, checking these and passing them along to the scoreboard

and commentator on a rather disreputable intercom system mainly compounded of old Oxo tins and ex government telephone bits.

Next to "Gran" (definitely a libel) sit the two charmers variously known as "Results Bird" and "Pcsns Bird" who transcribe Tony and Joan's time-sheets on to stencils so that the full duplicated results of the meeting can be available almost as soon as the last car has topped the hill. More often than not Barbara "Flower" Holliday and Helen "Helsy" Rhodes occupy these seats although they work turn and turn about with Maureen "Mo" Thomas from the wilds of Tiger Bay in Welsh Wales and "Tatty Patty" otherwise Patricia Joan Steele well known to many competitors for the number of times she has presided at signing-on. At meetings such as today's when the team have to cope with two different sets of championship markings and driving the rather super "Castrol" Electronic Scoreboard, the atmosphere in the Bus gets a little tense and woe betide any stranger who ventures in and volunteers a time wasting observation.

Next to the timing room there is a small hot house inhabited by Ted Bowers Booth who's mellifluous tones issue forth from the loudspeakers keeping the public abreast of the progress of the meeting with a smooth charm which belies the true professionalism of this top rank amateur commentator.

By using an ingenious system of small discs on which he writes competitor's times and then sticks them by magnets on to a metal board Ted manages to keep a constant eye on positions within classes and really to make the event live. In this he has invaluable support from his "left hand man" Allan Roddis who spends the meeting with a pair of headphones clamped over his ears grabbing the times as Joan Mauldin passes them over the "squawk box" to the scoreboard.

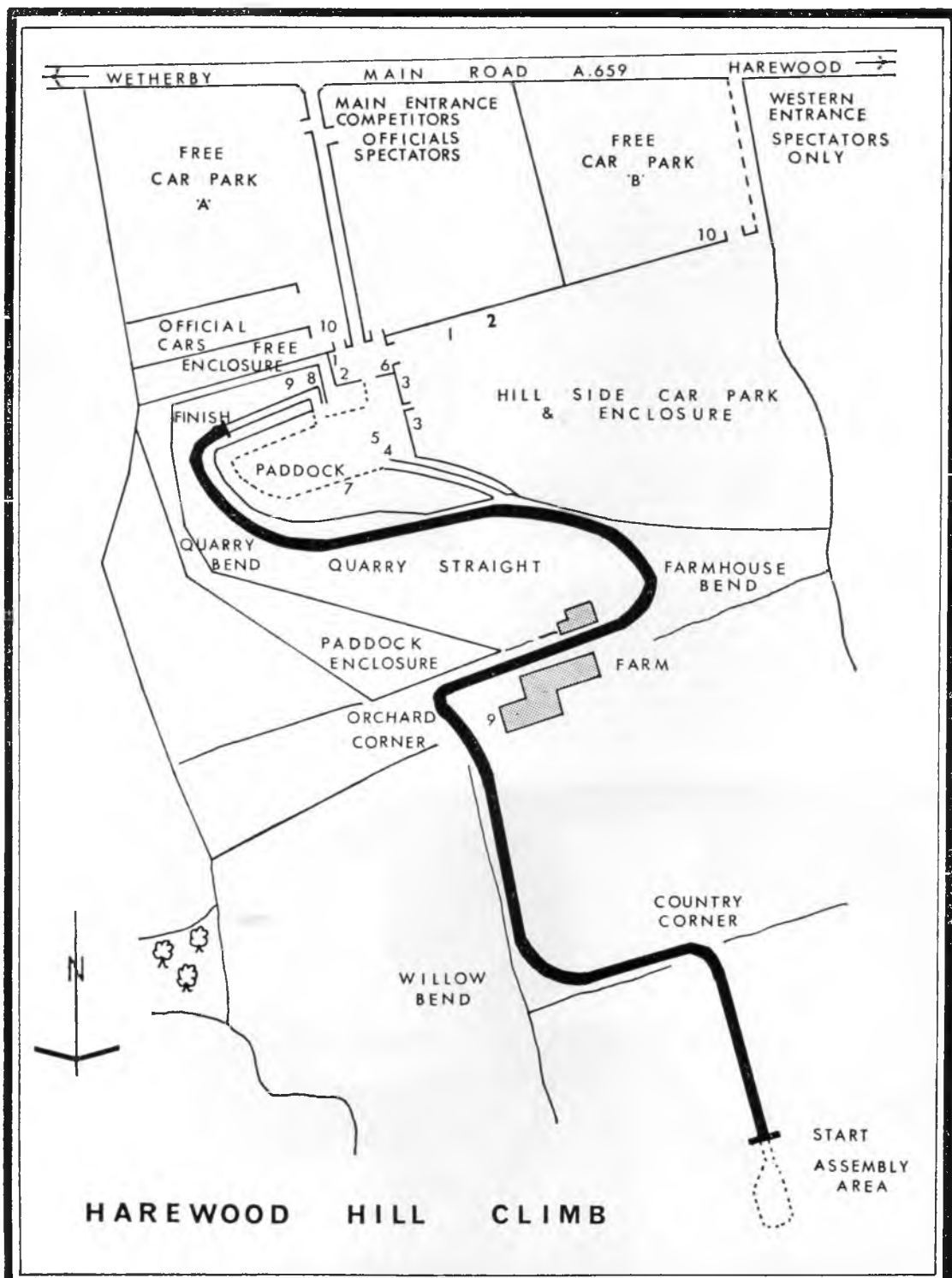


*Ted Booth — The Voice of Harewood*

The Paddock Scoreboard is the final link in the chain of keeping competitors fully in the picture as the times are written up in the heart of the paddock and queries referred back over the same intercom so preserving the placid calm of the timekeeping emporium.



*Joan Mauldin, Helen Rhodes and Barbara Holiday record the times*



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.



*Jeff Goodliff, currently leading the Castrol/B.A.R.C. Hill Climb Championship*



## **- B.A.R.C. HILL CLIMB CHAMPIONSHIP**

Within the various Centres of the B.A.R.C., hill climbing has long been a popular branch of the sport and with four of these Centres running no less than twenty hill climbs during a season, it was not surprising that the idea of a B.A.R.C. Hill Climb Championship was born.

Organised for the first time in 1968 the new Championship was an immediate and popular success, even to the extent that a respected commercial organisation were ready to add their name, and support to the series for the second year which as "The Castrol/B.A.R.C. Hill Climb Championship" has gone from strength to strength.

Unlike the Shell/R.A.C. British Hill Climb Championship, our competition is run on a Class Bogey Time improvement basis so that all types of cars can have a chance. This makes the marking a little mathematical and perhaps not as simple to grasp as the Shell/R.A.C. affair, but at the same time, is the feature which has made the Championship the popular and strong competition it is, rather than a pale shadow of its senior brother.

How it works, a series of fourteen "Championship Classes" have been created — three for "Special Saloons", three for "Production Sports Cars", two for "Grand Touring Cars", three for "Sports/Racing Cars" and three for "Racing Cars". Records for each of these classes were computed at the start of the 1969 season for all the hills in the Championship series and 10% added to these records to give the "Bogey Time" for each Championship Class.

Drivers score .01 mark for each .01 second by which their best time at a meeting beats their class Bogey Time and in addition, the ten drivers gaining the most marks during the Class Runs at each Meeting take part in a special run-off at the end of the meeting to see if they can improve still further.

This year ten meetings have counted for marking in the Championship and marks can be claimed for performances in up to seven of these. The qualifying meetings have been held at Harewood (2), Brunton (2), Gurston Down (2), Pontypool Park (2), Wiscombe (1), and the final on September 28th at Scarborough.

**Continued on page 38**

**CASTROL/B.A.R.C. CHAMPIONSHIP—continued**

There are awards for the top six drivers in the Championship, the winner collecting £100 and the "Archie Frazer Nash" Trophy whilst second to sixth placemen get £75, £50, £40, £30 and £20. In addition the highest placed lady competitor gets £20 and the "Fast Lady" trophy to hold for a year.

Full details of the Competitors who have entered the Castrol/B.A.R.C. Championship in today's meeting are given on pages 22 and 23 which also shows their "Bogey Times" for Harewood, the number of marks they held at the commencement of today's meeting and in the case of these people who have already scored at seven meetings, their lowest previous score which will have to be discarded if marks are to be claimed today.

Currently leading the field is Geoff Goodliff of Littleborough, last year's victor who must be a very strong favourite for the 1969 title. Jeff drives the fabulous Minisprint G.T. a cut down Mini based machine with a fuel injected 1275 c.c. S engine, a most potent and purposeful looking package. Jeff leads by some 10½ points from second placeman Chris Cramer from Cheltenham with his very potent 1000 c.c. Cooper S. This lead is effectively reduced to 8 points when both drop their previous lowest score and if both equal their previous fastest times at Harewood, Chris could pull back a further 2½ points.

Ted Booth will keep you up to date with the changing fortunes of the leading competitors in his P.A. Commentary.

**Positions at Start of this Meeting**

1.	J. W. Goodliff (Minisprint G.T.)	47.07
2.	C. F. Cramer (B.M.C. Cooper S)	36.69
3.	D. H. Way (Morgan 4/4)	36.65
4.	P. E. Voigt (D.R.W. Imp Mk. 6)	31.20
5.	J. C. Northcroft (M.G. Midget)	30.44
6.	A. G. Hutcheon (B.M.C. Cooper S)	25.29
7.	R. D. Blacklidge (B.M.C. Cooper S)	22.70
8.	J. Maurice (Ferrari 275 LM)	22.67
9.	B. C. Alexander (T.V.R. Buick)	22.06
10.	F. J. Whittaker (M.G. Midget)	21.50
11.	N. Porter (B.M.C. Cooper S)	19.84
12.	J. R. Hill (Mallock U.2 T.C.)	19.47
13.	M. C. Thomas (Paola G.T. B.M.C.)	17.83
14.	E. Stansfield (B.M.C. Cooper S)	17.51
15.	Miss J. R. Day (Marcos 1500 G.T.)	15.65
16.	C. B. Court (Brabham BT21A Ford)	13.41
17.	S. Thomas (Cooper J.A.P. Mk. 8)	12.51
18.	D. R. Good (Chevron B8 B.M.W.)	12.41
19.	A. F. Dicker (Cooper Mk. 8 J.A.P.)	11.92
20.	T. B. D. Christie (B.M.C. Cooper S)	11.26
21.	J. Pascoe (B.M.C. Cooper S)	9.96
22.	T. M. Elton (Cooper J.A.P. Mk. 10)	9.60
23.	N. S. Elton (Brabham BT.18 Ford)	9.49
24.	R. A. Hancliffe (Ford Anglia)	8.97
25.	T. Smith (Crosslé C55)	8.62
26.	A. Staniforth (Terrapin Mk. 1)	8.37
27.	K. W. Ashby (M.G. Midget)	8.32
28.	Sir N. Williamson (Brabham BT21C)	8.23
29.	D. McDougall (Cooper T.72 B.M.C.)	7.90
30.	S. J. Simpson (T.V.R. 1800S)	7.87



*Bob Prest with his Lotus 7 is a competitor in the Castrol/B.A.R.C. Hill Climb Championship*



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