

# **SHELL SPEEDCLIMB**



Stockton Farm  
Harewood Avenue  
Nr. Leeds

## **HAREWOOD HILL CLIMB**

**13 SEPTEMBER 1970**

**OFFICIAL PROGRAMME 2/- (10p)**





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R.A.C. National British Permit RS/6578.

**SUNDAY 13th SEPTEMBER 1970**

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.**



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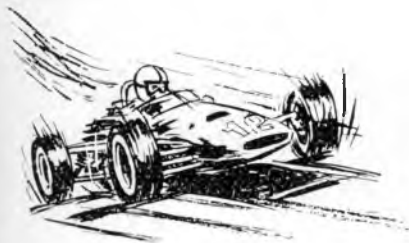
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## RAMBLINGS

On the 16th September 1962 our first Hill Climb here at Harewood took place. Today marks the fortieth meeting and a glance at the names of the thirty-nine f.t.d. title winners on the "Records" page takes one through a fairly comprehensive slice of the story of British Hill Climbing in the sixties.

In the beginning there was Tony Lanfranchi with a Climax engined Elva Mk. 6 taking the first ever Harewood f.t.d. with a time of 51.61 — this afternoon it could be Nick Williamson, Mike MacDowell, David Good, Peter Blankstone, Roy Lane or David Hepworth with, if the weatherman is kind, a time of below 40 seconds for the 1,060 yards.

It is interesting to see how the record has come down over the years. Seven months after that first meeting Keith Schellenberg sliced almost two seconds off Lanfranchi's time and the same September Peter Boshier-Jones trimmed off just over three seconds to 46.72. This was at our first "National" and, of course, the first meeting after the original tar and chipping surface had been replaced by tarmac. In May 64 Tony Marsh took off another 1½ seconds and the same September Peter Westbury took the Ferguson P.99 up in 44.45 a figure which withstood all assault until September 1967 when Tony Marsh trimmed this to 42.94.

A year later Harewood's own Peter Lawson became the first Yorkshireman to hold the Harewood crown since 1963 with a time of 42.86 which he improved to 41.43 the same September winning his R.A.C. Hill Climb Championship title. This stood until April this year when first David Hepworth, then Peter Blankstone and finally Sir Nick Williamson all improved upon the time in consecutive runs so that we start this afternoon with Williamson's name as holder of the Harewood record, although the Pride of Brighouse — David Hepworth did equal Nick's time in June.

So it is in the Shell/R.A.C. British Hill Climb Championship struggle also. David is the man in possession of the title whilst Nick is leading the field for this year. As explained further in this programme the 1970 Championship battle is more open than for many years and this afternoon could be very instrumental in deciding the new holder.

It is fitting that we welcome to Harewood today someone who is almost to be regarded as the father of British Hill Climbing as we know it, Raymond Mays. Mr. Mays won the R.A.C. British Hill Climb Championship in its first two years 1947 and 1948 driving a 2 litre E.R.A. since when his career has been taken up with the conception, birth, rather troubled childhood and later maturity of the B.R.M. project with which he is still deeply concerned. Indeed he comes here this afternoon straight from the Italian Grand Prix and we are greatly honoured that he has consented to come along and present the awards at the end of our meeting today.



*Linda Thornton, Secretary of the Meeting, resting after the exertions of signing-on competitors at the "Montague Burton" Meeting.*

Finally we have to thank Shell for their interest in and support of Hill Climbing in Britain. Last year they came along and sponsored the British Hill Climb Championship and most fortunately for the sport, deputed their Freddie Brown to keep his eye on things from their point of view. Never has there been a happier combination of Shell and Freddie on one side and the Hill Climb "Circus" and organisers on the other have got on like a house on fire to their mutual benefit. To Shell, to Freddie and from our point of view in the North East to Joe Broadhurst and Terry Rundle we say a sincere thank you for helping what we are sure is the friendliest and most truly amateur form of big time motor sport.

(1-MINUTE FROM M.1)  
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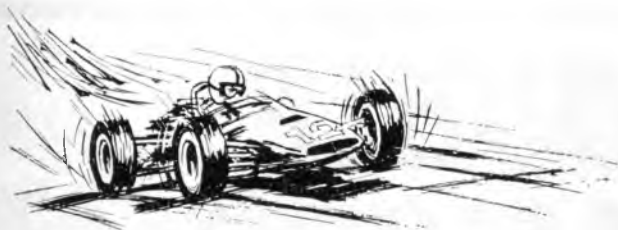
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# OFFICIALS OF THE MEETING

## STEWARDS

Appointed by the R.A.C. .... C. B. F. Belton  
Appointed by the B.A.R.C. .... E. D. Clark,  
B. W. Moss, H. M. Sinclair

## OFFICIALS

Clerk of the Course ..... M. S. Wilson  
Deputy Clerks of the Course ..... P. J. C. Griffin,  
J. Johnstone  
Chief Marshal ..... J. M. English  
Chief Observer ..... A. J. Hodgetts  
Deputy Chief Observer ..... J. R. Hardcastle  
Chief Medical Officer ..... Dr. J. Clegg  
Chief Scrutineer ..... S. H. Hanson  
Chief Timekeeper ..... H. G. A. Mauldin  
Deputy Chief Timekeeper ..... M. Berry  
Chief Paddock Marshal ..... D. K. Chippindale  
Deputy Paddock Marshal ..... Capt. G. K. Rothwell  
Chief Car Park & Admissions ..... D. N. Townsend  
General Liaison ..... H. C. Mason, A. G. M. Kellett  
Secretary of the Meeting ..... Miss L. A. Thornton  
Chief Start Area Marshal ..... M. J. Frost  
Deputy Start Area Marshal ..... J. M. Broadhead  
Hon. Treasurer ..... M. H. Whaley  
P.A. Commentary ..... A. D. Roddis, E. Bowers-Booth  
Incident Officer ..... D. Easthope  
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Medical Officers ..... Dr. F. T. de Dombal,  
Dr. R. C. Lawrence  
Timekeepers ..... D. Scatchard, Mrs. J. Mauldin  
Scrutineers ..... B. L. T. Bielby, T. M. Wood,  
P. W. Watson, J. H. Allison, D. C. Fotherby  
Scrutineers Marshals ..... W. Hall, G. L. Thompson,  
B. Hanson, D. Ropurkecks  
Assembly Area ..... W. Howarth, C. Wharton  
Start Area Marshals :  
J. Aston, R. Jackson, P. R. Telford, J. M. Tyas,  
B. Watson, Miss R. Priestley.  
Observers :  
R. Sagar, N. J. Hertzog, R. W. A. North, N. W.  
Porteus, W. R. Varley, G. J. Matthews, J. F. Hind,  
G. P. Turner, J. R. Wass, M. M. English, D. M.  
Gledhill, G. S. Gerrard.  
Flag, Fire, Track, Course & Spectator Marshals :  
J. Bardwell, I. Fishburn, L. Bennett, G. Gaunt, J. T.  
Simons, Mrs. R. W. A. North, Mrs. J. Porteus, D. B.  
Marsden, W. A. Mountain, M. S. Jennings, D. Spark,  
R. A. Bateson, F. Glynn, A. K. Vickers, H. Yates,  
H. Boulton, J. R. Coupe, R. J. Matthews, J. R. McLaren,

D. B. Baugh, D. M. Dalrymple, P. Martin, A.  
Henderson, J. B. Hartley, P. Coulthred, R. Hamer,  
P. Marton, R. Langton.

## Paddock Marshals :

Miss S. Griffin, Miss J. S. Lee, Miss J. Marsden,  
G. D. McLaren, B. N. Marsden, B. Spencer,  
M. Swinden.

## Paddock Entrance Gate :

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

## Admission & Car Parks :

B. Goddard & Party, G. Duxbury and Harewood  
Estate Party.

## Programme Sales :

Mrs. M. Chesterman, G. D. Dickson, A. Dickson.

## Results Party :

Miss T. J. P. Steele, Mrs. H. O. Holliday

## Paddock Scoreboard :

Mrs. M. Varley, Miss C. Varley

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

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# 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.  
5-15 p.m. Presentation of Awards.

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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 19th April, 17th May, 28th June, 26th July and 13th 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:

Sir N. Williamson (McLaren M.10A) ..... 40.25

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 F.F.) ..... 40.25

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:

S. M. Smith (T.V.R. Tuscan) ..... 46.50

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.L.M.C. Cooper S) ..... 47.78

To the competitor making the greatest improvement over the class records which were standing before April 19th Meeting running in the Touring Car Classes 1 to 5 inclusive —

"The Total Trophy" and Replica.

These records were :

Class 1. J. W. Goodliff (B.M.C. Cooper S) ... 50.31  
Class 2. R. White (Ford Cortina G.T.) ..... 49.20  
Class 3. N. Porter (B.M.C. Cooper S) ..... 48.58  
Class 4. C. F. Cramer (B.M.C. Cooper S) ..... 46.26  
Class 5. T. B. D. Christie (B.M.C. Cooper S) 46.48

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

Class 1..... No Improvement  
Class 2..... No Improvement  
Class 3. N. Porter (B.L.M.C. Cooper S) ..... 0.80  
(New Record 47.78 28/6/70)  
Class 4..... No Improvement  
Class 5. C. F. Cramer (B.L.M.C. Cooper S) ..... 1.30  
(New Record 45.18 19/4/70)

Thus the present leader in this competition is C. F. Cramer with his B.L.M.C. Cooper S.

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 four fastest time of the day awards, the ten "Shell Speedclimb" awards, the fastest in each class awards and five Annual Trophies will be presented outside the Control Bus in the Paddock at the conclusion of the meeting.

The presentations will commence about ten minutes after the final Championship Runs are completed and this will be a good opportunity for you to meet and pay tribute to the Competitors who have provided your sport this afternoon.

The Awards will be presented by Raymond Mays who held the R.A.C. British Hill Climb Championship title in 1947 and 1948.

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# NOTICES



## JURISDICTION

This Meeting is held under the General Competition Rules of the Royal Automobile Club, the Standing Supplementary Regulations of the R.A.C. and the Additional Supplementary Regulations and Instructions of the Yorkshire Centre of the British Automobile Racing Club Ltd., under R.A.C. Permit No. RS/6578.

## 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 Yorkshire Police, Bert Goddard, 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, Craven Gilpin & Co. Ltd. for the catering and bar services. The British Motor Racing Marshals Club, The Northern Race and Rally Rescue 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 1970 are:-

### Scarborough Hill Climb (Olivers Mount)

Sunday 27 September — "Castrol Trophy" National Hill Climb (Final of "Castrol/B.A.R.C. Hill Climb Championship").

### Croft Race Meeting

Sunday 18 October — "End of Season" Meeting.

Dates for our 1971 Speed Events are:-

### Harewood Hill Climb

Sunday 25 Apr — "Spring National" Speedclimb.

Sunday 23 May — "Members'" Speedclimb.

Sunday 27 Jun — "Montague Burton" Speedclimb.

Sunday 25 Jul — "Vintage & Novices" Speedclimb.

Sunday 12 Sep — "Championship" Speedclimb.

### Scarborough Hill Climb

Sunday 26 Sep — "Castrol Trophy" Speedclimb.

### Croft Race Meetings

Sunday 9 May — "Spring" Meeting.

Sunday 30 May — "Spring Bank Holiday" Meeting.

Saturday 10 Jul — "Guards Trophy" International.

Sunday 8 Aug — "Championship" Meeting.

Sunday 17 Oct — "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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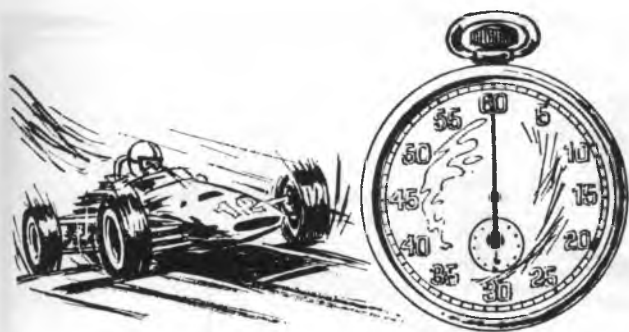


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# HAREWOOD RECORDS

Thirty-nine 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 |
| 14/9/69 | Sir N. Williamson (McLaren M.10A) | 42.08 |

|         |                                    |       |
|---------|------------------------------------|-------|
| 19/4/70 | †Sir N. Williamson (McLaren M.10A) | 40.25 |
| 17/5/70 | R. Thwaites (Brabham BT18 Buick)   | 43.12 |
| 28/6/70 | †D. Hepworth (Hepworth F.F.)       | 40.25 |
| 26/7/70 | *A. Merrick (E.R.A. R1A)           | 51.18 |

† Denotes Record for Course (Shared)

\* Denotes Vintage and Novices Hill Climb.

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

| Class |                                    |         |       |
|-------|------------------------------------|---------|-------|
| 1.    | E. Stansfield (B.L. Cooper)        | 14/9/69 | 51.09 |
| 2.    | R. White (Ford Cortina G.T.)       | 14/9/69 | 49.20 |
| 3.    | N. Porter (B.L. Cooper S)          | 28/6/70 | 47.78 |
| 4.    | C. F. Cramer (B.L. Cooper S)       | 14/9/69 | 46.26 |
| 5.    | C. F. Cramer (B.L. Cooper S)       | 19/4/70 | 45.18 |
| 6.    | C. G. Seaman (M.G. Midget)         | 17/5/70 | 49.65 |
| 7.    | J. W. Goodliff (Lotus Elan)        | 28/6/70 | 45.26 |
| 8.    | S. M. Smith (T.V.R. Tuscan)        | 19/4/70 | 46.50 |
| 9.    | J. C. Northcroft (M.G. Midget)     | 14/9/69 | 47.82 |
| 10.   | R. B. Stross (Lotus Elan)          | 17/5/70 | 46.43 |
| 11.   | J. W. Goodliff (Minisprint GT)     | 14/9/69 | 47.08 |
| 12.   | P. G. Lawson (Chevron B.8)         | 14/9/69 | 42.55 |
| 13.   | M. Bartram (Chevron B.2)           | 28/6/70 | 46.03 |
| 14.   | P. E. Voigt (D.R.W. Imp)           | 14/9/69 | 45.45 |
| 15.   | E. P. Scragg (Lola T.70)           | 15/9/68 | 43.92 |
| 16.   | P. E. Voigt (Ginetta G17)          | 28/6/70 | 43.50 |
| 17.   | G. C. Rollason (Lotus 41 Ford)     | 15/9/68 | 43.69 |
| 18.   | (Sir N. Williamson (McLaren M.10A) | 19/4/70 | 40.25 |
|       | D. Hepworth (Hepworth F.F.)        | 25/6/70 | 40.25 |

## VINTAGE RECORDS

|    |                                     |         |       |
|----|-------------------------------------|---------|-------|
| A  | R. Medley (Humber Tourer)           | 20/7/69 | 71.95 |
| B  | Vin R. G. Winder (Austin Ulster)    | 20/7/69 | 61.57 |
| B  | PVT J. M. Shaw (Fiat Balilla)       | 20/7/69 | 58.17 |
| C  | Vin J. V. Skirrow (Frazer Nash)     | 21/7/68 | 60.66 |
| C  | PVT R. J. Clark (H.R.G.)            | 21/7/68 | 57.07 |
| D1 | Vin G. R. Footit (A.C./G.N. Spl.)   | 21/7/68 | 52.43 |
| D1 | PVT M. S. Oddie (F.N./B.M.W.328)    | 21/7/68 | 56.36 |
| D2 | Vin J. E. Barraclough (Bentley 3/4) | 20/7/69 | 54.41 |
| D2 | PVT W. R. Alexander (Lag'da M.45)   | 20/7/69 | 57.09 |
| E  | Vin M. T. Joseland (Frazer Nash)    | 21/7/68 | 55.82 |
| E  | PVT D. N. Kergon (E.R.A. "B")       | 21/7/68 | 50.65 |
| F  | Vin H. F. Moffatt (Bugatti T.35)    | 21/7/68 | 51.26 |
| F  | PVT G. Smith (F.Nash/Alvis)         | 20/7/69 | 50.10 |
| G  | V. A. Smith (Bentley R Spl.)        | 28/6/70 | 51.55 |

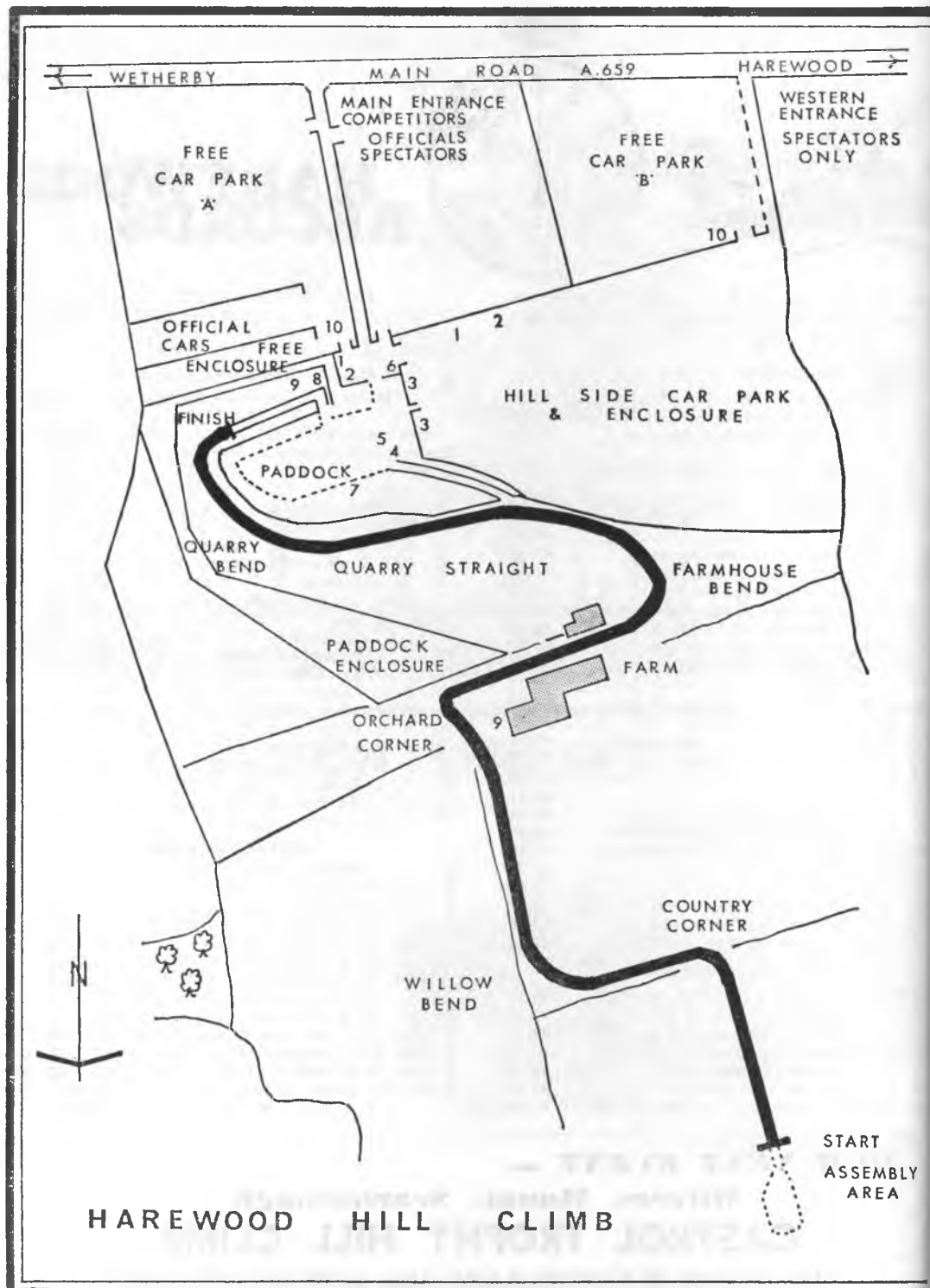
## OUR NEXT EVENT —

Olivers Mount, Scarborough

## CASTROL TROPHY HILL CLIMB

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

SUNDAY 27th SEPTEMBER 1970 ————— COMMENCE 1-00 P.M.



1. Gent's Toilets; 2. Ladies Toilets; 3. Refreshments & Bars; 4. Score Board; 5. Paddock Marsh  
 6. Main Programme Sales; 7. Clerk of the Course, Secretary of the Meeting, Timekeepers; 8. Scrutineers  
 9. Ambulance & Breakdown; 10. Spectator Ticket Sales.





# PROGRAMME AND LIST OF ENTRIES

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, 10, 9, 11, 12, 13, 14, 15, 16, 17 & 18.

## INTERVAL OF TEN MINUTES

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

## INTERVAL OF TEN MINUTES

## THE CHAMPIONSHIP RUNS

PRESENTATION OF AWARDS BY RAYMOND MAYS.

★ After a Competition Number denotes a Reserve Entry.

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

Record: E. Stansfield (B.L. Cooper) 14/9/69 — 51.09

| Car No. | Driver          | Car            | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pos'n |
|---------|-----------------|----------------|-----|------|---------------|---------|---------|-------|
| 132.★   | Barry Spinks    | B.L. Cooper    |     | 996  | Leeds 7       |         |         |       |
| 1.      | David Haigh     | B.L. Cooper    | s/c | 998  | Huddersfield  |         |         |       |
| 2.      | Peter Standidge | B.L. Cooper    | s/c | 998  | Huddersfield  |         |         |       |
| 3.      | Andrew Jeffery  | B.L. Mini 1000 |     | 998  | Leeds 8       |         |         |       |
| 4.      | Paul Adelman    | B.L. Mini      |     | 998  | Leeds 17      |         |         |       |
| 5.      | David Wood      | B.L. Cooper    |     | 998  | Malton        |         |         |       |
| 6.      | Tim Siddons     | B.L. Cooper    |     | 998  | Huddersfield  |         |         |       |
| 7.      | Howard White    | B.L. Cooper    |     | 997  | Leeds 17      |         |         |       |
| 8.      | Peter Dolan     | B.L. 1300GT    |     | 1275 | Beverley      |         |         |       |
| 9.      | Graham Brooks   | Ford Escort GT |     | 1300 | Oswaldtwistle |         |         |       |
| 10.     | Ian Hardy       | B.L. Mini 1000 |     | 998  | Leeds 17      |         |         |       |

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

Record: R. White (Ford Cortina G.T.) 14/9/69 — 49.20

| Car No. | Driver             | Car             | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pos'n |
|---------|--------------------|-----------------|-----|------|---------------|---------|---------|-------|
| 11.     | Roger Billing      | Ford Cortina GT |     | 1520 | Sheffield 11  |         |         |       |
| 12.     | David Elliott      | Ford Cortina GT |     | 1520 | Sheffield 7   |         |         |       |
| 13.     | Gordon Chippindale | Ford Cortina GT |     | 1520 | Rawdon        |         |         |       |
| 14.     | Richard White      | Ford Cortina GT |     | 1598 | Colne         |         |         |       |

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

Record: N. Porter (B.L. Cooper S) 28/6/70 — 47.78

| Car No. | Driver               | Car              | s/c | c.c. | Driver's Town   | 1st Run | 2nd Run |
|---------|----------------------|------------------|-----|------|-----------------|---------|---------|
| 15.     | Jim Clarkson         | B.L. Cooper S    |     | 1293 | Bishop Auckland |         |         |
| 16.     | Norman Lewtas        | Ford Escort T.C. |     | 1558 | Grindleford     |         |         |
| 17.     | Mrs. Maggie Chadwick | Ford Escort T.C. |     | 1558 | Sheffield 17    |         |         |
| 18.     | Clive Harrison       | B.L. Cooper S    |     | 1328 | Darlington      |         |         |
| 19.     | Bobby Fryers         | B.L. Cooper S    |     | 1275 | Keighley        |         |         |
| 20.     | Andrew Frost         | Ford Escort T.C. |     | 1600 | Scarborough     |         |         |
| 21.     | John Pascoe          | B.L. Cooper S    |     | 1328 | Blackwood       |         |         |
| 22.     | Nick Porter          | B.L. Cooper S    |     | 1328 | Bishop Auckland |         |         |

**Class 4. — SPECIAL SALOON CARS up to 1,000 c.c.**

Record: C. F. Cramer (B.L. Cooper S) 14/9/69 — 46.26

| Car No. | Driver          | Car           | s/c | c.c. | Driver's Town    | 1st Run | 2nd Run |
|---------|-----------------|---------------|-----|------|------------------|---------|---------|
| 23.     | Philip Gill     | B.L. Mini     |     | 999  | Hilton, Derby    |         |         |
| 24.     | John Weil       | B.L. Mini     |     | 999  | Church Broughton |         |         |
| 25.     | Brian Frank     | B.L. Cooper   |     | 998  | Harrogate        |         |         |
| 26.     | Brian Bettridge | B.L. Cooper   |     | 998  | Harrogate        |         |         |
| 27.     | Peter Beadman   | B.L. Mini     |     | 848  | Coalville        |         |         |
| 28.     | Sandy Hutcheon  | B.L. Cooper S |     | 999  | Cheltenham       |         |         |

**Class 5. — SPECIAL SALOON CARS 1,001 c.c. and over**

Record: C. F. Cramer (B.L. Cooper S) 19/4/70 — 45.18

| Car No. | Driver         | Car                | s/c | c.c. | Driver's Town | 1st Run | 2nd Run |
|---------|----------------|--------------------|-----|------|---------------|---------|---------|
| 29.     | John Carhart   | Ford Anglia        |     | 1500 | Keighley      |         |         |
| 30.     | Alan Parkinson | B.L. Mini          |     | 1275 | Cottingham    |         |         |
| 31.     | Mike Beckett   | Ford Lotus Cortina |     | 1760 | Sheffield 11  |         |         |
| 32.     | Derek Haynes   | N.S.U. T.T.S.      |     | 1000 | Swillington   |         |         |
| 33.     | Paul Beal      | Riley Elf          |     | 1293 | Hedon         |         |         |
| 34.     | Nigel Garland  | B.L. Cooper S      |     | 1293 | Worcester     |         |         |
| 35.     | Edward Spencer | B.L. Cooper S      |     | 1330 | Leeds 12      |         |         |
| 36.     | Richard Lane   | Ford Anglia "LM"   |     | 4700 | Stourbridge   |         |         |
| 37.     | David France   | B.L. Cooper S      |     | 1311 | Mirfield      |         |         |
| 38.     | Chris Cramer   | B.L. Cooper S      |     | 1328 | Stroud        |         |         |

**Class 6. — "MARQUE" SPORTS CARS up to 1,300 c.c.**

Record: C. G. Seaman (M.G. Midget) 17/5/70 — 49.65

| Car No. | Driver                 | Car                  | s/c | c.c. | Driver's Town | 1st Run | 2nd Run |
|---------|------------------------|----------------------|-----|------|---------------|---------|---------|
| 39.     | Peter Davey            | Austin Healey Sprite |     | 998  | Harrogate     |         |         |
| 40.     | Angus Exley            | Austin Healey Sprite |     | 948  | Huddersfield  |         |         |
| 41.     | Dennis Liversidge      | Triumph Spitfire     |     | 1296 | Huddersfield  |         |         |
| 42.     | Mike Taylor            | Austin Healey Sprite |     | 1098 | Leeds 15      |         |         |
| 43.     | Miss Pat Hopkinson     | Austin Healey Sprite |     | 1098 | Sheffield 6   |         |         |
|         | Entrant: Brian Kenyon. |                      |     |      |               |         |         |
| 44.     | Chris Seaman           | M.G. Midget          |     | 1293 | Sheffield 18  |         |         |

**Class 7. — "MARQUE" SPORTS CARS 1,301 to 2,600 c.c.**  
Record: J. W. Goodliff (Lotus Elan) 28/6/70 — 45.26

| Car No.                       | Driver           | Car              | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pos'n |
|-------------------------------|------------------|------------------|-----|------|---------------|---------|---------|-------|
| 45.                           | Loll Ryan        | Morgan 4/4       |     | 1600 | York          |         |         |       |
| 46.                           | David Turner     | M.G. A           |     | 1498 | Leeds 8       |         |         |       |
| 47.                           | Granville Martin | Morgan +4 Super  |     | 2196 | Barnsley      |         |         |       |
| 48.                           | Nick Lewtas      | M.G. B           |     | 1798 | Grindleford   |         |         |       |
| Entrant: Norman Lewtas.       |                  |                  |     |      |               |         |         |       |
| 49.                           | Bob Bingley      | Lotus Elan S.4   |     | 1558 | Sheffield 7   |         |         |       |
| 50.                           | Charles Dracup   | T.V.R. Vixen S.2 |     | 1598 | Bradford 9    |         |         |       |
| 51.                           | Stan Newton      | Triumph T.R. 4a  |     | 2138 | Gristhorpe    |         |         |       |
| 52.                           | Michael Benn     | Marcos WRA       |     | 1660 | Dewsbury      |         |         |       |
| 53.                           | Jeff Goodliff    | Lotus Elan       |     | 1598 | Littleborough |         |         |       |
| Entrant: British Vita Racing. |                  |                  |     |      |               |         |         |       |

**Class 8. — "MARQUE" SPORTS CARS 2,601 c.c. and over** Record: S. Smith (T.V.R. Tuscan) 19/4/70 — 46.50

| Car No.                    | Driver            | Car                 | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pos'n |
|----------------------------|-------------------|---------------------|-----|------|---------------|---------|---------|-------|
| 65.                        | Michael Smith     | Jaguar "E" Type     |     | 3781 | Strensall     |         |         |       |
| 54.                        | Brian McKenzie    | Austin Healey 3000  |     | 3000 | Turton        |         |         |       |
| Entrant: Johnathan Lawton. |                   |                     |     |      |               |         |         |       |
| 55.                        | Malcolm Dungworth | T.V.R. Griffith 200 |     | 4727 | Bamford       |         |         |       |
| 56.                        | Farquhar Thomson  | T.V.R. Tuscan       |     | 4700 | Timble        |         |         |       |
| 57.                        | John Lambert      | T.V.R. Tuscan       |     | 4700 | York          |         |         |       |
| Entrant: Allan Mountain.   |                   |                     |     |      |               |         |         |       |
| 58.                        | Spotty Smith      | T.V.R. Tuscan       |     | 4727 | Jump          |         |         |       |

**Class 10. — MODIFIED SPORTS CARS 1,301 c.c. and over** Record: R. B. Stross (Lotus Elan) 17/5/70 — 46.43

| Car No. | Driver              | Car              | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pos'n |
|---------|---------------------|------------------|-----|------|---------------|---------|---------|-------|
| 59.     | Mrs. Pam Hemmingway | Turner Ford      | s/c | 1498 | Berkhamsted   |         |         |       |
| 60.     | Steve Hemmingway    | Turner Ford      | s/c | 1498 | Berkhamsted   |         |         |       |
| 61.     | David Walker        | Jaguar "E" L/Wt. |     | 3781 | Leeds 17      |         |         |       |
| 62.     | John Walker         | Jaguar "E" L/Wt. |     | 3781 | Cawthorne     |         |         |       |
| 63.     | Richard Stross      | Lotus Elan       |     | 1598 | Kingston-on-T |         |         |       |
| 64.     | Chippy Stross       | Lotus Elan       |     | 1598 | Leeds 17      |         |         |       |

**Class 9. — MODIFIED SPORTS CARS up to 1,300 c.c.**  
Record: J. C. Northcroft (M.G. Midget) 14/9/69 — 47.82  
Merged with

**Class 11. — GRAND TOURING CARS up to 1,300 c.c.**  
Record: J. W. Goodliff (Minisprint G.T.) 14/9/69 — 47.08

| Car No. | Driver             | Car                  | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pos'n |
|---------|--------------------|----------------------|-----|------|---------------|---------|---------|-------|
| 66.     | John Hollingsworth | Austin Healey Sprite |     | 1144 | Redcar        |         |         |       |
| 67.     | Paul Hargreaves    | Harton Minisprint    | s/c | 998  | Norwood Green |         |         |       |
| 68.     | Warren Booth       | Minisprint GT        |     | 1293 | Blackburn     |         |         |       |
| 69.     | Jim Bunney         | Marcos Mini GT       |     | 1293 | Guisley       |         |         |       |
| 70.     | Tim Hayton         | Marcos Mini GT       | s/c | 1060 | Guisborough   |         |         |       |
| 71.     | Mike Thomas        | Paola GT             |     | 1275 | Salisbury     |         |         |       |

**Class 12. — GRAND TOURING CARS 1,301 c.c. and over**

Record: P. G. Lawson (Chevron B8 BMW) 14/9/69 — 42.55

| Car No. | Driver           | Car            | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pa |
|---------|------------------|----------------|-----|------|---------------|---------|---------|----|
| 133.★   | Farquhar Thomson | Chevron B8 BMW |     | 1991 | Timble        |         |         |    |
| 72.     | Mike Wright      | Ford G.T. 40   |     | 4727 | Much Wenlock  |         |         |    |
| 73.     | Reg Phillips     | Chevron B8 BMW |     | 1991 | Sheffield     |         |         |    |
| 74.     | Peter Kaye       | Chevron B8 BMW |     | 1991 | Harrogate     |         |         |    |

**Class 13. — CLUBMANS' SPORTS CARS up to 1,600 c.c.**

Record: M. Bartram (Moss Chevron B.2) 28/6/70 — 46.03

| Car No. | Driver            | Car               | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pa |
|---------|-------------------|-------------------|-----|------|---------------|---------|---------|----|
| 75.     | Scott Robinson    | Mallock U.2 Ford  |     | 1556 | Loughborough  |         |         |    |
| 76.     | Jim Robinson      | Mallock U.2 Ford  |     | 1556 | Loughborough  |         |         |    |
| 77.     | David Lawton      | Wardford Mk. 1    |     | 1498 | Leeds 8       |         |         |    |
| 78.     | Bob Moorhouse     | Lotus Tattyseven  |     | 1600 | Leeds 8       |         |         |    |
| 79.     | Peter Matthews    | Mallock U.2 Ford  |     | 1598 | Kidderminster |         |         |    |
| 80.     | Steve Butterworth | Lotus 7 Ford      |     | 1498 | Spondon       |         |         |    |
| 81.     | Martyn Griffiths  | Mallock U.2 Ford  |     | 1498 | Bewdley       |         |         |    |
| 82.     | Malcolm Smith     | Mallock U.2 Ford  |     | 1585 | Standish      |         |         |    |
| 83.     | Joe Ward          | Wardford          |     | 1560 | Thornton Dale |         |         |    |
| 84.     | Mervyn Bartram    | Moss Chevron Ford |     | 1600 | York          |         |         |    |

**Class 14. — SPORTS/RACING CARS up to 1,600 c.c.**

Record: P. E. Voigt (D.R.W. Imp) 14/9/69 — 45.45

| Car No. | Driver                 | Car                 | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pa |
|---------|------------------------|---------------------|-----|------|---------------|---------|---------|----|
| 85.     | Bill Morris            | Mallock U.2 TC Ford |     | 1558 | Haverfordwest |         |         |    |
| 86.     | David Morris           | Mallock U.2 TC Ford |     | 1558 | Haverfordwest |         |         |    |
| 87.     | John Stuart            | Mallock U.2 Ford    |     | 1498 | Stourbridge   |         |         |    |
| 88.     | Dennis Pegg            | Lotus 11 Climax     |     | 1098 | Sheffield 12  |         |         |    |
| 89.     | Tony Lambert           | Ginetta G.4 Ford    |     | 1594 | Solihull      |         |         |    |
| 90.     | Peter Varley           | Ginetta G.12 Ford   |     | 1594 | Ambergate     |         |         |    |
| 91.     | Mrs. Maggie Blankstone | Ginetta G.12 Ford   |     | 1594 | Wolverhampton |         |         |    |

**Class 15. — SPORTS/RACING CARS 1,601 c.c. and over**

Record: E. P. Scragg (Lola T.70) 15/9/68 — 43.92

| Car No. | Driver           | Car                | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pa |
|---------|------------------|--------------------|-----|------|---------------|---------|---------|----|
| 131.★   | Maurice Starbuck | Chrysler Special   |     | 5916 | Sheffield 8   |         |         |    |
| 92.     | John McCartney   | Felday B.R.M.      |     | 1880 | Horwich       |         |         |    |
| 93.     | George Tatham    | Brabham BT17 Chev. |     | 5343 | Norton        |         |         |    |
| 94.     | Philip Scragg    | Lola T.70L Ford    |     | 4700 | Macclesfield  |         |         |    |



**Class 16. — RACING CARS up to 1,100 c.c.**

Record: P. E. Voigt (Ginetta G.17 Imp) 28/6/70 — 43.50

| Car No.                                | Driver            | Car                 | s/c | c.c. | Driver's Town  | 1st Run | 2nd Run | Pos'n |
|----------------------------------------|-------------------|---------------------|-----|------|----------------|---------|---------|-------|
| 95.                                    | David Fyfe        | J.W.4 Triumph       |     | 650  | Edinburgh 4    |         |         |       |
| 96.                                    | Alex Brown        | J.W.4 Triumph       |     | 650  | Edinburgh 4    |         |         |       |
| 97.                                    | Jim Gestin        | Terrapin Min Mk. 1a |     | 1088 | Leeds 17       |         |         |       |
| 98.                                    | John Buck         | Terrapin Min Mk. 1a |     | 1098 | Leeds 17       |         |         |       |
| 99.                                    | Colin Shutt       | J.W.4 Triumph       |     | 650  | Rawtenstall    |         |         |       |
| 100.                                   | Leslie Stone      | Cooper Mk. 8 Imp    |     | 998  | Basingstoke    |         |         |       |
| 101.                                   | "Bing" Crosby     | Mamba Mk. 3 B.L.    |     | 1098 | Leeds 8        |         |         |       |
| 102.                                   | Michael Allan     | Ecosse Imp          |     | 998  | Halifax        |         |         |       |
| 103.                                   | Donald Gray       | Cooper T.82 Ford    |     | 1000 | Rotherham      |         |         |       |
| 104.                                   | Eric Stansfield   | Mamba B.L.          | s/c | 999  | Halifax        |         |         |       |
| 105.                                   | Roger Willoughby  | Brabham BT15 Ford   | s/c | 1100 | Mortimer       |         |         |       |
| 107.                                   | Norman Greenhalgh | Cooper B.M.C.       |     | 1098 | Bolton         |         |         |       |
| 108.                                   | Johnny Walker     | J.W.4 Imp           |     | 1000 | Tetbury        |         |         |       |
| Entrant: Johnny Walker (Holdings) Ltd. |                   |                     |     |      |                |         |         |       |
| 109.                                   | Allan Staniforth  | Terrapin Min Mk. 1  | s/c | 1088 | Horsforth      |         |         |       |
| 110.                                   | Richard Blackmore | Terrapin Mk. 2 B.L. |     | 1098 | Tadcaster      |         |         |       |
| 111.                                   | Peter Voigt       | Ginetta G.17 Imp    |     | 998  | Haywards Heath |         |         |       |

**Class 17. — RACING CARS 1,101 c.c. to 1,600 c.c.**

Record: G. C. Rollason (Lotus 41 Ford) 15/9/68 — 43.69

| Car No. | Driver            | Car                | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pos'n |
|---------|-------------------|--------------------|-----|------|---------------|---------|---------|-------|
| 112.    | Michael Butcher   | Cooper Ford        |     | 1600 | Salwarpe      |         |         |       |
| 113.    | Robert Wainwright | Lotus 20 Ford      |     | 1600 | Doncaster     |         |         |       |
| 114.    | John Brown        | Brabham BT21 Ford  |     | 1598 | Burnley       |         |         |       |
| 115.    | Chris Tipping     | March 708 Ford     |     | 1600 | Ilkley        |         |         |       |
| 116.    | Spencer Elton     | Brabham BT21C Ford |     | 1598 | Westbury      |         |         |       |

**Class 18. — RACING CARS 1,601 c.c. and over**

Record: (Sir N. Williamson (McLaren M.10A Chev.) 19/4/70) — 40.25

(D. Hepworth (Hepworth F.F. Chev.) 25/6/70)

| Car No. | Driver                 | Car                    | s/c | c.c. | Driver's Town  | 1st Run | 2nd Run | Pos'n |
|---------|------------------------|------------------------|-----|------|----------------|---------|---------|-------|
| 117.    | Gray Mickel            | Brabham BT23B Climax   |     | 2495 | Glasgow S.1    |         |         |       |
| 118.    | Mrs. Agnes Mickel      | Brabham BT23B Climax   |     | 2495 | Glasgow S.1    |         |         |       |
| 119.    | Bob Jennings           | Brabham BT30X Climax   |     | 1991 | Puttenham      |         |         |       |
| 120.    | Mike MacDowel          | Brabham BT30X Climax   |     | 1991 | Godalming      |         |         |       |
| 121.    | Peter Meldrum          | P.R.2 Ford             | s/c | 1800 | Jersey CI      |         |         |       |
| 122.    | Jack Maurice           | Marsh Special Buick    |     | 4200 | Newcastle on T |         |         |       |
| 123.    | Bob Rose               | McLaren M10B Chev.     |     | 5000 | Tanworth-in-A  |         |         |       |
| 124.    | Richard Thwaites       | Brabham BT18 Buick     |     | 3500 | Dewsbury       |         |         |       |
| 125.    | David Good             | Ski McLaren M10B Chev. |     | 5300 | Maidenhead     |         |         |       |
| 126.    | Peter Blankstone       | Brabham Quatre Olds    |     | 4500 | Wolverhampton  |         |         |       |
| 127.    | Tony Griffiths         | Brabham BT30 FVC       |     | 1790 | West Hagley    |         |         |       |
| 128.    | Roy Lane               | BRM Tech-Craft FF      |     | 2070 | Warwick        |         |         |       |
| 129.    | Sir N. Williamson, Bt. | McLaren M10A/B         |     | 5000 | Mortimer       |         |         |       |
| 130.    | David Hepworth         | Hepworth FF Chev.      |     | 5000 | Brighouse      |         |         |       |



# R.A.C.

## BRITISH HILL CLIMB CHAMPIONSHIP

The following competitors in todays meeting have entered for the Shell/RAC British Hill Climb Champion

| Car No. | Name              | Car                    | s/c c.c. | Best Class Time |
|---------|-------------------|------------------------|----------|-----------------|
| 108.    | Johnny Walker     | J.W.4 Imp              | 1000     |                 |
| 111.    | Peter Voigt       | Ginetta G.17 Imp       | 998      |                 |
| 116.    | Spencer Elton     | Brabham BT21C Ford     | 1598     |                 |
| 117.    | Gray Mickel       | Brabham BT23B Climax   | 2495     |                 |
| 118.    | Mrs. Agnes Mickel | Brabham BT23B Climax   | 2495     |                 |
| 119.    | Bob Jennings      | Brabham BT30X Climax   | 1991     |                 |
| 120.    | Mike MacDowell    | Brabham BT30X Climax   | 1991     |                 |
| 121.    | Peter Meldrum     | P.R.2 Ford             | s/c 1800 |                 |
| 123.    | Bob Rose          | McLaren M10B Chev.     | 5000     |                 |
| 124.    | Richard Thwaites  | Brabham BT18 Buick     | 3500     |                 |
| 125.    | David Good        | Ski McLaren M10B Chev. | 5300     |                 |
| 126.    | Peter Blankstone  | Brabham Quatro Olds    | 4500     |                 |
| 127.    | Tony Griffiths    | Brabham BT30FVC        | 1790     |                 |
| 128.    | Roy Lane          | BRM Tech-craft FF      | 2070     |                 |
| 129.    | Sir N. Williamson | McLaren M10A/B Chev.   | 5000     |                 |
| 130.    | David Hepworth    | Hepworth FF Chev.      | 5000     |                 |

### CHAMPIONSHIP RUNS

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

Course Record at commencement of meeting — 40.25 seconds.



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

*Photo Jeff Binns.*



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

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.

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

**Continued on page 26**

# HILL CLIMB CHAMPIONSHIP—cont.

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.

For 1969 the Lothian Car Club, promoters of Bo'ness came back into the list with their new hill at Doune in Perthshire to make up a series of fourteen rounds. This was a varied and exciting set of hills which provided good competition and one of the most satisfactory Championship years. Unfortunately at the end of the first round at Loton Park the S.V.A.C. announced that owing to an extension of activity in grouse rearing the season was to be greatly cut down and they would not be promoting there again.

The start of the 1970 season brought news that the Lancashire Automobile Club had been unable to

overcome the financial problems of Tholt-y-Will and this very popular Isle of Man hill was to be dropped out of the series leaving only twelve rounds. Despite requests from the drivers for the inclusion of our own Olivers Mount event at Scarborough the R.A.C. decreed that the 1970 rounds would remain at twelve only. The list of meetings and dates was :-

1. May 3 Prescott — Bugatti O.C.
2. May 17 Wiscombe — W. Hants & Dorset C.C.
3. May 30 Barbon — Westmorland M.C.
4. Jun 14 Shelsley Walsh — Midland A.C.
5. Jun 21 Doune — Lothian C.C.
6. July 4 Rest & Be Thankful — R. Scottish A.C.
7. July 23 Bouley Bay — Jersey M.C. & L.C.C.
8. Aug 1 Great Auclum — Hants & Berks M.C.
9. Aug 8 Craigantlet — Ulster A.C.
10. Aug 16 Shelsley Walsh — Midland A.C.
11. Sep 6 Prescott — Bugatti O.C.
12. Sep 13 Harewood — B.A.R.C. (Yorks).

Unfortunately however even this shortened series was not to go unchanged. Firstly the Royal Scottish Automobile Club bowed to the inevitable that the road at Rest and be Thankful was breaking up far too much to be safe and lack of revenue meant it could not be repaired. Their July 4th Meeting was consequently abandoned and replaced by a second meeting at Lord Doun's exciting Perthshire course on September 20th.

Next the dock strike loomed large and after some high level negotiation the Jersey Club and the R.A.C. decided to postpone Bouley Bay and it was agreed that the final round would be run off here on October 11th. The latest date in the season the Championship has ever finished. For a time it looked as if Craigantlet also would suffer a very similar fate but fortunately it was possible to make transport arrangements.



Sir Nick Williamson now jointly holds the outright course record with David Hepworth at 40.25 secs. Today should resolve things — if it doesn't rain.

Photo Jeff Bim



David Good's McLaren is one of the many exciting cars to be seen at the Shell Speedclimb. (Photo Jeff Binns)

When the Championship was first introduced scores were worked out 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.
- 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.

For the first twenty-one years the Championship was very much a Midland and Southern competition with South Wales and Jersey noises off but in 1968 and 1969 Yorkshire came into its own. Firstly Peter Lawson in the 4 wheel drive B.R.M. and last year David Hepworth with his self constructed Hepworth FF. were the Champions. Peter moved on to circuit racing with notable success but this year he has announced his retirement from racing for business reasons. David is however still very much in contention for the Crown.

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. In particular their "Man on the Hills" Freddie Brown became a highly popular and respected figure, ever present, ever cheerful and ever helpful and courteous. Freddie's drive and enthusiasm helped the Championship to move to new heights and it was fitting that at the end of the season the drivers made a presentation as a token of their respect and friendship.

It was welcome news that Shell were to continue their support in 1970 and at the start of the season

Continued on page 28

# HILL CLIMB CHAMPIONSHIP—cont.

things looked set for another cracking year. As is usual the closed season had been marked by much changing of cars and, in particular more and more drivers were going for the "Big Bangers".

David Hepworth, popular Champion, was retaining his ingenious four wheel drive Hepworth F.F. with a larger and more powerful Chevrolet engine. As "Autosport" remarked in a profile "Imagine a big burly Yorkshireman propelling a big burly motor car up hills in a big burly manner". Obviously a force to be reckoned with was Sir Nick Williamson who had collected a new McLaren M10A with 5 litres of Chevrolet mill and succeeded in making f.t.d. at Prescott and Shelsley, the final two rounds of the 1969 season.

On the top of these two David Good who won the title in 1961 in a Cooper J.A.P. had a similar McLaren but with 5.3 litres of Chevy. Martin Brain was continuing with his 7 litre Cooper Chrysler. Roy Lane had sold the Tech Craft Buick to John Cussins and had brought home the ex Lawson B.R.M. four wheel drive in several dustbins and was known to be cooking up something special from the bits. Phil Scragg, always a force to be reckoned with had parted with his Lola T.70 and, still faithful to two seats had gone for an M.12 McLaren. Mike Macdowell and Bob Jennings would be sharing Bob's Brabham BT30X with 2 litre Climax now with a flat plane crank and more reliable horses. Tony Griffiths was back in the field with a Brabham BT30 with a stretched Cosworth FVC Twin Cam motor whilst sprint expert Bob Rose promised to

do a full season on the hills in yet another McLaren M10B. Finally Peter Blankstone was expecting great things with his Brabham Quattro Olds, a potent machine with the Marsh designed four wheel drive system.

Sunday May 3rd dawned bright and dry and most of the circus were on parade for the opening of the season at Prescott. Missing was David Hepworth who had been so busy building up other people's cars that his own was still in small pieces and Martin Brain fuming because his massive 7 litre Cooper Chrysler had been dropped in unloading with very detrimental results to the chassis.

In the championship it was Sir Nick Williamson out in front hotly pursued by Peter Blankstone who in Brabham BT21 based Marsh 4 w.d Quattro was going superbly. It was a day of "might have beens" as Nick was only just outside the course record of 46.01 on his first Championship run and missed a gear on his second run. Blankstone clipped 2.5 secs off his first run time but failed to beat Sir Nick by only 0.05 whilst third placed man David Good collected a wrong cog on his best run. Fourth man Mike Macdowell was having gearchange troubles and so on. Surprise of the day was the championship debut of Dewsbury Mini exponent Richard Thwaites who put in two very smooth runs with the ex Bryan Eccles 3.5 litre Buick engined BT18 to take eighth place in the Championship.

Two weeks later the Williamson success story was repeated with Nick storming to the front of the championship ten although his slight excursions to the edge of the road kept his time below the hill record. Second this time was Roy Lane with the trim little

## QUALIFYING EVENTS FOR THE 1970 SH

| Qualifying Round No.    | 1.         | 2.         | 3.          | 4.         | 5.        |
|-------------------------|------------|------------|-------------|------------|-----------|
| Hill ... ..             | Prescott   | Wiscombe   | Barbon      | Shelsley   | Donne     |
| Organising Club ...     | B.O.C.     | WH&DCC     | W.M.C.      | M.A.C      | Lothian   |
| Date of Event ...       | 3/5/70     | 17/5/70    | 30/5/70     | 14/6/70    | 21/6/70   |
| Length of Course (Yds). | 1127       | 1000       | 890         | 1000       | 1564      |
| Record Before Meeting   | 46.01      | 41.42      | 26.78       | 30.72      | 48.31     |
| Held By ... ..          | Rollason   | Lawson     | Hepworth    | Brain      | Lane      |
| Car ... ..              | Lotus 41B  | B.R.M. FF. | Hepworth FF | Cooper     | Tech C    |
| New Record ... ..       | —          | —          | 26.00       | 30.72      | 47.35     |
| Taken By ... ..         | —          | —          | Good        | Williamson | MacDo     |
| Weather ... ..          | Fine       | Fine       | Wet         | Fine       | Fine      |
| Championship Placing    | Williamson | Williamson | Hepworth    | Williamson | MacDo     |
| Time and Marks          | 1 46.23 10 | 41.70 10   | 26.02 11    | 30.72 10   | 47.35     |
|                         | Blankstone | Lane       | Williamson  | Good       | William   |
| 2 46.28 9               | 41.79 9    | 26.35 10   | 30.87 9     | 47.52      |           |
|                         | Good       | MacDowell  | Good        | Griffiths  | Hepwo     |
| 3 47.11 8               | 42.33 8    | 26.66 9    | 30.94 8     | 48.39      |           |
|                         | MacDowell  | Blankstone | Rose        | Lane       | Griffiths |
| 4 47.85 7               | 42.73 7    | 26.93 7    | 31.60 7     | 48.94      |           |
|                         | Rose       | Good       | Cussins     | MacDowell  | Thwait    |
| 5 48.17 6               | 43.17 6    | 27.06 6    | 31.76 6     | 49.64      |           |
|                         | Griffiths  | Griffiths  | Rose        | Lane       |           |
| 6 48.57 5               | 43.36 5    | 27.10 5    | 31.80 5     | 50.27      |           |
|                         | Cussins    | Cussins    | MacDowell   | Cussins    | Blank     |
| 7 49.01 4               | 44.36 4    | 27.17 4    | 32.06 4     | 50.37      |           |
|                         | Thwaites   | Burt       | Thwaites    | Thwaites   | Jennin    |
| 8 49.35 3               | 44.81 3    | 27.62 3    | 32.99 3     | 50.38      |           |
|                         | Elton      | Elton      | Elton       | Mickel     |           |
| 9 49.87 2               | 45.35 2    | 28.55 2    | 33.11 2     | 52.83      |           |
|                         | Harrison   | Brain      | Pickering   | Blankstone | Mrs. M    |
| 10 50.88 1              | 47.01 1    | 29.50 1    | 33.50 1     | 56.76      |           |

Tech Craft B.R.M. FF. Roy has made a brilliant job of rebuilding this car using the mechanicals from John Cussin's ex Lawson 1968 Championship car with one of his own chassis. At Prescott he had stripped bottom gear on the line but this time he made no mistake only 0.09 behind Nick Williamson. Mike MacDowell was another happy man with his gear selection troubles sorted and the beautiful sounding Climax V.8 really firing on all eight all the time. Very consistent drives came from Tony Griffiths and John Cussins who repeated their results from Prescott in sixth and seventh spot. After the meeting the championship places were 1st Williamson with 20, second Blankstone with 16, then MacDowell 15 and Good 14.

The pack then transferred northwards to Barbon Manor in Westmorland, one of the more picturesque hill climb locations where once each year the Westmorland Motor Club fight a losing battle with the elements. This year they were slightly more fortunate than usual with light rain at first and then dry conditions until the second championship runs which rather spoilt the competition.

David Hepworth celebrated completion of his car which was now dry-sumped by taking home 11 points for fastest championship time and breaking the old hill record. However it was David Good who gets his name in the book as his second class run was 0.02 better than Hepworth's best championship run. Good could not equal this on the Championship runs and had to be content with third place behind the flying Baronet who also got a bonus point for breaking the old record. This meant that Williamson now had 30 points with David Good second on 23, Mike MacDowell

19 and poor Peter Blankstone who stripped a gear on the line still on 16. David Hepworth was in eighth place with his 11.

At Shelsley David Hepworth was fastest in the class runs and looked set fair to repeat his Barbon triumph. However Peter Blankstone had cam-shaft troubles and David sportingly agreed to lend him the Hepworth and on Peter's first Championship run the Ferguson transmission gave trouble and poor David was unable to take his runs. This left the door open for Sir Nick who roared up the hill to equal the course record and collect his fourth ten points on the trot 0.15 second ahead of David Good's similar car with Midland A.C. Chairman Tony Griffiths very fittingly taking third place on his "own" hill. Roy Lane showed that the Tech Craft was back in form again in fourth spot.

This left Williamson out in front with 40 points gaining one point from David Good who was still second with 32 then Mike MacDowell on 25 and David Hepworth still languishing in ninth place with his 11 from Barbon.

At Doune things really began to hot up when Mike MacDowell upset the appletart good and proper breaking the hill record and heading all the others in the 2 litre Brabham Climax and lowering the existing record twice in the process. Nick Williamson did all he knew but could not better Mike's time so he had to be content with second albeit a fifth 10 points for lowering Roy Lane's 1969 record in the process. David Hepworth was a little lurid proving that the

Continued on page 30

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

| 6.          | 7.          | 8.         | 9.           | 10.          | 11.        | 12.        |
|-------------|-------------|------------|--------------|--------------|------------|------------|
| Gt. Auclum  | Craigantlet | Shelsley   | Prescott     | Harewood     | Doune      | Bouley Bay |
| H. & B.M.C. | Ulster A.C. | M.A.C.     | Bugatti O.C. | B.A.R.C. (Y) | R.S.A.C.   | JMC & LCC  |
| 1/8/70      | 8/8/70      | 16/8/70    | 6/9/70       | 13/9/70      | 20/9/70    | 11/10/70   |
| 440         | 1833        | 1000       | 1127         | 1090         | 1564       | 1011       |
| 18.58       | 57.98       | 30.72      | 46.01        | 40.25        | 47.35      | 45.26      |
| Lane        | Lawson      | Brain      | Rollason     | Williamson   | MacDowell  | Marsh      |
| Tech Craft  | B.R.M FF    | Cooper     | Lotus 41 B   | McLaren      | Brabham    | Marsh Spl. |
| 18.50       | 56.41       | 30.49      | —            | —            | —          | —          |
| Good        | Nelson      | Hepworth   | —            | —            | —          | —          |
| Fine        | Fine        | Fine       | Fine         | —            | —          | —          |
| Good        | Hepworth    | Hepworth   | Hepworth     | Hepworth     | Hepworth   | Hepworth   |
| 18.50       | 58.32       | 30.53      | 30.53        | 46.12        | 46.12      | 46.12      |
| Lane        | Blankstone  | Williamson | MacDowell    | MacDowell    | MacDowell  | MacDowell  |
| 18.54       | 58.35       | 31.05      | 46.13        | 46.13        | 46.13      | 46.13      |
| Hepworth    | Good        | Lane       | Blankstone   | Blankstone   | Blankstone | Blankstone |
| 18.63       | 58.48       | 31.26      | 46.38        | 46.38        | 46.38      | 46.38      |
| Griffiths   | MacDowell   | Griffiths  | Good         | Good         | Good       | Good       |
| 18.82       | 59.05       | 31.27      | 46.86        | 46.86        | 46.86      | 46.86      |
| MacDowell   | Griffiths   | MacDowell  | Griffiths    | Griffiths    | Griffiths  | Griffiths  |
| 18.85       | 59.34       | 31.95      | 47.35        | 47.35        | 47.35      | 47.35      |
| Blankstone  | Williamson  | Thwaites   | Thwaites     | Thwaites     | Thwaites   | Thwaites   |
| 18.94       | 59.39       | 32.72      | 47.50        | 47.50        | 47.50      | 47.50      |
| Voigt       | Marsland    | Elton      | Rose         | Rose         | Rose       | Rose       |
| 19.45       | 62.32       | 32.98      | 47.55        | 47.55        | 47.55      | 47.55      |
| Thwaites    | Walker      | Burt       | Williamson   | Williamson   | Williamson | Williamson |
| 19.82       | 63.93       | 33.57      | 48.06        | 48.06        | 48.06      | 48.06      |
| Rose        | Mrs. Mickel | Jennings   | Lane         | Lane         | Lane       | Lane       |
| 19.98       | 64.02       | 34.40      | 48.15        | 48.15        | 48.15      | 48.15      |
| Williamson  | Mickel      | Blankstone | Elton        | Elton        | Elton      | Elton      |
| Fail        | 64.30       | Fail       | 48.79        | 48.79        | 48.79      | 48.79      |



*Bob Rose, the King of Curborough is paying his first visit to Harewood today.*

#### **HILL CLIMB CHAMPIONSHIP—cont.**

Ferguson transmission was now all in a piece again and taking third a full second slower than MacDowell. David Good's challenge slipped when he put the Ski-McLaren into the tress on the class runs whilst that consistent pair Tony Griffiths and Richard Thwaites were fourth and fifth.

After Doune Sir Nick was way out on his own at the top of the table with 50 and Mike MacDowell had taken over in second spot with 36. David Hepworth improving to seventh and 19 points.

The next round should have been at The Rest but as explained earlier, this had been put off to Doune in September so sights were set on the annual trip to Jersey. Unfortunately the dockers put a spanner in the works and after much frantic consultation with the R.A.C. the Jersey Club announced a very necessary postponement until 11th October.

All these postponements meant that there was a gap until August 1st when the annual attack on the very short 440 yards of Great Auclum took place. Here the marque McLaren was triumphant but it was David Good who took the honours, and a bonus point for breaking Roy Lane's record. Williamson at last broke his consistent run by hitting a tree on the narrow course with his off side wheel and damaging the suspension. Roy Lane shot into second spot whilst David Hepworth kept up the pressure in third position. This brought MacDowell within 8 points of the leader with 42, David Good remaining second with 43 and Hepworth moved a little higher to sixth with 27 points.

For a time it had looked as if Craigantlet in Ulster might go the same way as Bouley Bay with shipping bothers, failing that the "Troubles" might intervene. In fact this fast hill, which is now the longest in the series, was very much on although a full turn out of Championship contenders had their tails put firmly

between their legs when Brian Nelson driving the works F.2 Crossle headed them all to take f.t.d. although not entered for the Championship itself.

Nick Williamson could not improve on fifth place in the Championship runs with his newly repaired McLaren whilst David Hepworth was back to winning form again very narrowly beating Peter Blankstone and David Good.

It was a thoughtful band of hillclimbers who sailed back home wondering how none of their potent machines could get within 1.39 seconds of a racing F.2 car driven by someone with no hill climb experience. Nick Williamson retained his lead with 55 and David Good improving again to 51 but now Mike MacDowell was up to 49 with Tony Griffiths still fourth on 43 and David Hepworth now up to 37 from his four events.

The second visit to Shelsley was also something of a civic occasion being tied in with the Festival of Motoring in Birmingham. It was also a festival for David Hepworth who was invincible breaking Martin Brain's record and in contrast to some of the split second gaps earlier in the season getting a clear lead from Nick Williamson who although back on form was outside the old record.

David Hepworth was really on form as he broke the existing record on his second class run and again on both championship runs. David Good tried a bit too hard and inverted the Ski-McLaren on the Class runs leaving Roy Lane, who spun on his second class run to take third place 0.01 ahead of consistent Tony Griffiths. Peter Blankstone had third f.t.d. after the class runs but found a cracked wishbone on the start line and had to drop out of the Championship Runs. Nick Williamson remained top with 64 marks, Mike MacDowell still second with 55, David Good third on 51, Tony Griffiths 50 and David Hepworth now up to 44.



Last Sunday the Championship contenders made their way for the second time to the Bugatti Owners Club hill at Prescott near Cheltenham where on a pleasant day some spectacular dicing ensued. Here Nick Williamson suffered a reverse in that his back was being troublesome and he had difficulty in driving. He managed to qualify for the Championship Runs and did a 48.06 on his first run. On the second he had to pull off in pain and this left him in eighth position with only three points to claim.

Last year's Champion David Hepworth had a field day making f.t.d. on the Class Runs and then topping the Championship run off as well. His time of 46.12 was slightly slower than his best class run and both were outside Geoff Rollason's record of 46.01 so no bonus marks were credited. Mike MacDowell went like a bomb in the beautiful sounding Brabham Climax to score second spot only 0.01 behind Hepworth whilst Blankstone headed Good in the battle of the Davids for 3rd and 4th.

Poor Roy Lane's troubles with the Tech Craft B.R.M. continued. Roy had got a brand spanking new engine from B.R.M. and on his first practice run the long suffering transmission gave it best again. Sportingly Bob Rose offered Roy his McLaren to share and Roy managed to grab a couple of championship points.

As the table below shows, this Prescott turn-up leaves the Championship wide open with Williamson, MacDowell, Hepworth, Good and Lane all in with a chance. Both Williamson and MacDowell have already completed their eight scoring events so from to-day they will have to drop previous low scores to gain any more marks. In this for the three remaining rounds Williamson has to drop a 5, a 9 and a 10 and MacDowell three 6s. In contrast David Hepworth with his late start can keep any points he gains this afternoon and next week at Doune and will only have to discard when Bouley Bay comes along. His low mark is 8

at present. Roy Lane is similarly placed with two more to count and then only a 2 to discard before he can increase whilst David Good will complete his eight rounds this afternoon and then has 6 and 8 to beat to increase further.

Doodling shows that Williamson's possible maximum score is 76, MacDowell's 75, Hepworth's 83, Good's 75 and Roy Lane could gain 72. Of course each of these scores depends upon making best performance and when one does this it automatically reduces his opponents potential in that round so, as we said before the Championship is still very open.

#### Positions at Start of this Meeting

|                                                 | A | B | C  |
|-------------------------------------------------|---|---|----|
| 1. Sir N. Williamson (5.0 McLaren M10a/B) ..... | 8 | 5 | 67 |
| 2. M. G. H. MacDowell (2.0 Brab'm BT30X) .....  | 9 | 6 | 60 |
| 3. D. Hepworth (5.0 Hepworth F.F.) .....        | 6 | — | 58 |
| 4. D. R. Good (5.3 Ski-McLaren M10A) .....      | 7 | — | 58 |
| 5. A. B. Griffiths (1.8 Brabham BT30) .....     | 9 | 5 | 51 |
| 6. P. A. Blankstone (4.5 Brabham Quatro) .....  | 7 | — | 43 |
| 7. R. T. Lane (2.0 Tech-Craft B.R.M.) .....     | 6 | — | 41 |
| 8. R. Thwaites (3.5 Brabham BT18) .....         | 7 | — | 28 |
| 9. R. Rose (4.7 McLaren M10A) .....             | 5 | — | 24 |
| 10. J. R. Cussins (3.5 Tech-Craft) .....        | 4 | — | 18 |
| 11. N. S. Elton (1.6 Brabham BT21C) .....       | 6 | — | 13 |
| 12. Miss P. M. Burt (4.5 McLaren M3D) .....     | 2 | — | 6  |
| 13. R. D. Jennings (2.0 Brabham BT30X) .....    | 2 | — | 5  |
| 14. P. E. Voigt (1.0 Ginetta G17) .....         | 1 | — | 4  |
| 15. R. E. Marsland (1.6 Brabham BT18) .....     | 1 | — | 4  |
| 16. J. Walker (1.0 J.W.4 Imp) .....             | 1 | — | 3  |
| 17. R. G. Mickel (2.5 Brabham BT23B) .....      | 2 | — | 3  |
| 18. Mrs. A. Mickel (2.5 Brabham BT23B) .....    | 2 | — | 3  |
| 19. A. P. Harrison (4.7 Lola T70L) .....        | 1 | — | 1  |
| 20. F. B. Pickering (1.5 Brabham BT30) .....    | 1 | — | 1  |

A = No of events in which points scored.

B = Lowest Mark next to be discarded.

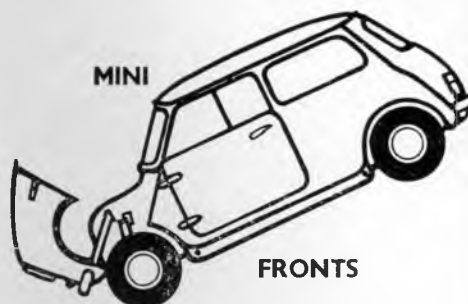
C = Marks for 8 events including Prescott 6/9/70.



*Richard Thwaites — an F.T.D. at Harewood in his first season in single seaters.*

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## THE OTHER CHAMPIONSHIPS

When Shell sponsored the R.A.C. British Hill Climb Championship their "Man at the Meetings" Freddie Brown was very much aware that this exciting series was restricted to Racing and Sports/Racing Cars. Shell felt that there was a need for some other Championship to give people not competing in these types of car an incentive and, with the aid of a working party, several gallons of black coffee and some alcohol the idea of the "Shell Leader's" Hill Climb Championship was born.

It had to be simple, if possible the marking had to be on a similar basis to the main Shell/R.A.C. Championship and it was decided that the same set of qualifying meetings would be used. One of the first decisions was that this new Championship would only be open to people who had not entered the senior Championship.

This much was easy, then came the stumbling block. To be workable and fair for all, or almost all, some kind of class structure and a method of relating performance to the best in class became necessary. All established marking systems of this sort tended to be rather mathematical and so were ruled out of court, equally the class structure at different events was on a widely dissimilar basis so that Freddie's brief that it must be fair and simple seemed impossible of realisation.

In the event, with much misgiving a simple scheme was put forward which seems to have operated pretty well. In this competitors score marks in class on the basis of 10 marks to fastest in class, 9 to second fastest in class and so on down to tenth fastest in any class who get one mark. If there are less than ten people in the class marking still starts at 10 and goes down as far as there are competitors.

On top of this there is a bonus point for any competitor who beats the Class Record standing at the beginning of the meeting. Competitors take the mark appropriate to their placing in the class irrespective of whether the people above them have entered the "Leader's Championship" or not. Finally only the best eight scores out of the total of 12 rounds can be included to continue the pattern of the main championship.

At the end of the season the competitor making the best performance will take the "Shell Leader's Trophy" a plaque and £50, second man gets a plaque and £30, third a plaque and £20 and competitors finishing in fourth to ten places get £10 each and a plaque.

From the start the new Championship has proved very popular and a good selection of the drivers who support the non-racing car classes sent in entries. In fact it has had the effect of pruning the sports/racing machinery out of the main Shell/R.A.C. Championship and probably done both sides a good turn.

At present Jack Maurice is leading the field, for the earlier meetings he used his well known 250LM Ferrari but more recently he has taken over the old Marsh Special four-wheel-drive single seater. Mrs. Maggie Blankstone has been lying second but now she has completed eight events she has been passed over and currently Chris Cramer lies second and, with an event in hand both he and the next two Reg Phillips and Tony Lambert look like giving Jack Maurice a good chase.

Finally the British Women Racing Drivers Club decided to have their own Championship patterned on the leaders and Maggie Blankstone looks like making a comfortable victory here.

### Positions at Start of this Meeting

#### THE SHELL LEADERS' HILL CLIMB CHAMPIONSHIP

|                                               | A | B | C  |
|-----------------------------------------------|---|---|----|
| 1. J. Maurice (No. 122 Class 18) .....        | 9 | 9 | 82 |
| 2. C. F. Cramer (No. 38 Class 5) .....        | 7 | — | 70 |
| 3. R. W. Phillips (No. 73 Class 12) .....     | 7 | — | 69 |
| 4. A. J. M. Lambert (No. 89 Class 14) .....   | 7 | — | 66 |
| 5. Mrs. M. Blankstone (No. 91 Class 14) ..... | 9 | 5 | 66 |
| 6. S. M. Smith (No. 58 Class 8) .....         | 6 | — | 53 |
| 7. P. Varley (No. 90 Class 14) .....          | 8 | 1 | 52 |
| 8. J. M. McCartney (No. 92 Class 15) .....    | 6 | — | 48 |
| 9. M. D. Griffiths (No. 81 Class 13) .....    | 7 | — | 48 |
| 10. D. N. France (No. 37 Class 5) .....       | 6 | — | 44 |
| 11. C. C. Myles (Not here) .....              | 5 | — | 43 |
| 12. G. F. Tatham (No. 93 Class 15) .....      | 5 | — | 41 |
| 13. E. P. R. Scragg (No. 94 Class 15) .....   | 4 | — | 36 |
| 14. G. T. Davies (Not here) .....             | 4 | — | 31 |
| 15. R. A. Willoughby (No. 106 Class 16) ..... | 4 | — | 29 |
| 16. R. N. Porter (No. 22 Class 3) .....       | 3 | — | 27 |
| 17. S. Cuff (Not here) .....                  | 3 | — | 24 |
| 18. J. R. Hill (Not here) .....               | 2 | — | 20 |
| 19. R. Lane (No. 36 Class 5) .....            | 2 | — | 16 |
| 20. R. Blacklidge (Not here) .....            | 2 | — | 15 |
| 21. E. Elwes (Not here) .....                 | 2 | — | 10 |
| 22. D. Pullen (Not here) .....                | 2 | — | 10 |
| 23. C. R. Harrison (No. 18 Class 3) .....     | 1 | — | 9  |
| 24. J. D. Stuart (No. 87 Class 14) .....      | 2 | — | 9  |
| 25. E. Spencer (No. 35 Class 5) .....         | 1 | — | 4  |
| 26. S. Granger (Not here) .....               | 1 | — | 4  |

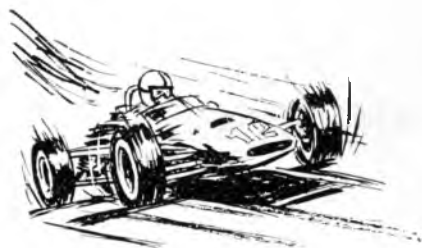
#### THE SHELL/B.W.R.D.C. LADIES HILL CLIMB CHAMPIONSHIP

|                                               | A | B | C  |
|-----------------------------------------------|---|---|----|
| 1. Mrs. M. Blankstone (No. 91 Class 14) ..... | 9 | 5 | 66 |
| 2. Mrs. T. Dunn (Not here) .....              | 3 | — | 10 |
| 3. Mrs. P. G. Woodley (Not here) .....        | 1 | — | 7  |
| 4. Mrs. A. M. Mickel (No. 118 Class 18) ..... | 3 | — | 7  |

A = No. of events in which points scored.

B = Lowest Mark next to be discarded.

C = Marks for 8 events including Prescott 6/9/70.



# 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 Combe, Mallory Park, Snetterton, Crystal Palace, Brands Hatch. In addition there are nine 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 Cricket Match.

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

The B.A.R.C. is fast becoming the National Hill Climb Club with meetings at Harewood and Scarborough organised by the Yorkshire Centre. At Gurston Down and Brunton run by the South-Western Centre. Pontypool Park under the wing of the South Wales Centre and Firlie where the South Eastern Centre play host. In 1968 the Club organised a Hill Climb Championship which was so successful in its first year that Castrol Ltd., became a sponsor in 1969 and 1970 and they are continuing in 1971.

In addition to the full programme of events organised by the Yorkshire Centre, members can compete in all main club events offering over 40 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 £4-0-0d. per year with an entry fee of £1 and to be registered with the Yorkshire Centre costs an additional £1 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 1970 are :-

- Sun 20 Sep — "Stone Trough" Sporting Trial.
- Sun 27 Sep — Scarborough "Castrol Trophy" Hill Climb.
- Tue 6 Oct — Floodlit "Autotests".
- Sun 18 Oct — Croft "End of Season" Race Meeting.
- Sun 25 Oct — "Greenwood Cup" Production Car Trial.
- Sat 21 Nov — Dinner Dance, Queens Hotel, Leeds.

Dates for our 1971 Speed Events are :-

- Fri 9 Apr — Cadwell Park Race Meeting.
- Sun 25 Apr — Harewood "Spring National" Meeting.
- Sun 9 May — Croft Race Meeting.
- Sun 23 May — Harewood "Members" Meeting.
- Sun 30 May — Croft Race Meeting.
- Tue 1 Jun — Harewood Practice Evening.
- Sun 27 Jun — Harewood "Montague Burton" Meeting.
- Sat 10 Jul — Croft International Race Meeting.
- Sun 18 Jul — Cadwell Park Race Meeting.
- Sun 25 Jul — Harewood "Vintage & Novice" Meeting.
- Sun 8 Aug — Croft "Championships" Race Meeting.
- Sun 12 Sep — Harewood "Championships" Meeting.
- Sun 26 Sep — Scarborough National Hill Climb.
- Sun 17 Oct — Croft Race Meeting.

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