

HAREWOOD

HILL CLIMB

STOCKTON FARM

HAREWOOD AVENUE

Nr. LEEDS

OFFICIAL PROGRAMME 10n.p. (2/-)

MONTAGUE BURTON TROPHY

28 JUNE 1970

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Hill-climb

championship



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INCORPORATING THE
SEVENTH ROUND OF THE CASTROL/B.A.R.C. HILL CLIMB CHAMPIONSHIP

R.A.C. Permit No. RS/6270

SUNDAY 28th JUNE 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.



HAREWOOD HILL CLIMB

OUR NEXT EVENT.

THE VINTAGE AND NOVICES' HILL CLIMB



ALL THE USUAL HAREWOOD MACHINERY PLUS A
GOOD SELECTION OF HANDSOME CARRIAGES FROM
AN EARLIER ERA

SUNDAY 26th JULY - Commence 2-15 p.m.



RAMBLINGS

This year our first two meetings have been run off in glorious weather with records falling like ninepins. If those who rule the weather should be of a mind to be kind to us today, we should see yet another harvest of spectacular ascents this afternoon.

In April at the Spring National no less than three drivers broke Peter Lawson's 18 month old course record of 41.43, all on the last three runs of the afternoon and ending with Sir Nick Williamson's electrifying 40.25 seconds to round off a memorable meeting. It seems obvious that with the present standard of Hill Climb Cars and Conductors we shall see a sub-forty second climb at Harewood before very long. In fact, as we said above, if the weather is kind it could well be today.

We certainly have the competitors here because in addition to all the top men in the "Castrol/B.A.R.C. Hill Climb Championship", perusal of the programme pages will show that most of the top people in the out-and-out fastest end of the sport, the hairy single-seaters, are treating this as a rehearsal for September's R.A.C. Championship round.

Last Sunday at Doune Mike MacDowell driving the 2 litre V.8 powered Brabham BT30X Climax which he shares with Bob Jennings managed to best both Sir Nick Williamson and David Hepworth. Both will be striving for revenge this afternoon, David in particular as this is his first time at Harewood with a new, larger and very much hairier V.8 unit installed in the Hepworth F.F.

But during this week there have been drama as a result of Doune as well. Last Sunday David Good had an horrible looking accident which resulted most fortunately in no damage to David but some pretty hectic demolition to his beautiful big Ski-McLaren. The boys at the factory have been giving the midnight oil a fair bashing during the past week but, at the time of writing it is still too early to say if they will succeed in getting the car ready for David today.

Similarly last week-end Roy Lane managed to apply rather too much power to the gearbox of his 4 wheel drive Tech Craft B.R.M. and a bit of the old "Back to the Drawing Board" has been the result.

In the "Castrol/B.A.R.C. Championship" Jeff Goodliff will be looking to a good performance this afternoon to compete a seventh round score which could be good enough to ensure his third consecutive win in

the series. Equally Chris Cramer, Nick Porter, Peter Voigt and John Pasco will be striving for maximum points being much aware of the challenge shortly to arise from "Spotty" Smith and Mervyn Bartram both with an event in hand and an average score which, if maintained, could elevate them to third and fourth places in the table.

Equally well placed for a strike at the top, but unfortunately not here this afternoon is Spencer Elton who has only competed four rounds but who looks a likely candidate for the top five battle. If David Good's repairs are completed in time he is another competitor who could make a big jump up the table as can Michael Benn from Dewsbury.

But keen though the competition will be in the Championship and the out-and-out fastest boys, we venture to suggest that the keenest fought class this afternoon will be Class Eight, the large "Marque" Sports Cars.

In previous years the "Battling E Types" have been a well established part of the Harewood scene, now Jim Thomson and Allan Mountain, two of the most respected campaigners from that group have transferred their hopes to T.V.R.s to join battle. Jim on his own account and Allan with his Sales Manager, John Lambert, in the saddle, with the well played-in pair Malcolm Dungworth and "Spotty" Smith. This will be their first meeting and the result should be a mite electrifying.

From rapidly motoring bolides to a couple of more static examples. Near the main programme tent will be found two different forms of transport either of which you could win. The Leeds Grammar School rebuilding fund Committee will be showing a Mini which is first prize in a raffle for School Funds whilst our good friends of "The Yorkshire Post" have a Bond Bug which is to be given away as part of their "Spot the Ball" competition.



The "Montague Burton Trophy" to be won by the fastest driver this afternoon.



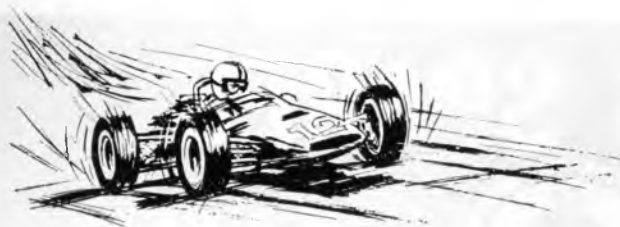
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R. Cowgill, D. M. Dalrymple, I. Fishburn, G. Gaunt,
G. Speight, H. Boulton, J. J. Burke, R. Firbank, P.
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Macalevey, J. M. Tyas, Miss R. Priestley, M. S.

Jennings, D. Bailey, P. Coulthard, M. M. English,
K. Hodgson, B. N. Marsden, D. B. Marsden, I. P.
Senior, D. G. Thompson, B. D. Varley, G. R. Jones.

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J. M. Stavely.

Paddock Entrance Gate :

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

Admission & Car Parks :

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Estate Party.

Programme Sales :

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

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

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

9-45 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.
4-30 p.m. The "Championship" and "Top Ten"
Run Offs.
5-00 p.m. Meeting concludes.
5-10 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.) 41.36

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) 48.27

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) 0.31
(New Record 48.27 17/5/76)
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 "Montague Burton" Trophy and £60
For the second fastest time of the day £30
For the third fastest time of the day £20
For the fourth fastest time of the day £15
For the fastest time 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 f.t.d. awards and the 1st in class 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.

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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/6270.

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:-

Harewood Hill Climb

Sunday 26 July — "Vintage & Novices' Hill Climb". (Sponsored by Shell).

Sunday 13 September — "Championship Hill Climb" (Final of "Shell/R.A.C. British Hill Climb Championship").

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 Meetings

Saturday 11 July — "Guards Trophy" International. (Formula 3, Saloons, Sports Cars).

Sunday 9 August — "Midsummer Meeting".

Sunday 18 October — "End of Season" Meeting.

Cadwell Park Race Meeting

Sunday 19 July — "Summer 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.

On your way home, please drive with care and great consideration through towns and villages en route.

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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, 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 "TOP TEN" RUN-OFF

PRESENTATION OF AWARDS

★ After a Competition Number denotes a Reserve Entry.

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

Bogey — 58.31

Record : J. W. Goodliff (B.L. Cooper S) 10/9/69 — 49.20

1.	Peter Standidge	B.L. Cooper	s/c	998	Huddersfield
2.	David Haigh	B.L. Cooper	s/c	998	Huddersfield
3.	Ian Curtis	BL. Cooper		998	Bradford 2
4.	Andrew Jeffery	B.L. Mini		998	Leeds 8
5.	David Hanley	B.L. Mini		998	Skipton
6.	Peter Dolan	B.L. 1300 G.T.		1275	Beverley
7.	Keith Hardy	B.L. Cooper		998	Scarborough
8.	Graham Brooks	Ford Escort G.T.		1300	Oswaldtwistle
9.	Ian Hardy	B.L. Mini		998	Leeds 17

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

Bogey — 57.20

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

10.	David Elliott	Ford Cortina G.T.	1520	Sheffield 7
11.	Roger Billing	Ford Cortina G.T.	1520	Sheffield 11
12.	Vic Ryland	Ford Cortina 1500	1500	Penwortham
13.	Gordon Chippindale	Ford Cortina G.T.	1498	Rawdon
14.	Derek Haynes	Vauxhall Viva G.T.	1975	Swillington
15.	Jack Brett	Vauxhall Viva G.T.	1975	Leeds 14
16.	Richard White	Ford Cortina G.T.	1598	Colne

Class 3. — TOURING CARS SPECIAL SERIES

Bogey —

Record : N. Porter (B.L. Cooper S.) 17/5/70 — 48.27

124.★Malcolm Rogerson	B.L. Cooper S	1275	Leeds
17. Don Fotherby	Ford Escort TC	1598	Stanningley
18. Ted Gledhill	Ford Escort TC	1598	Brighouse
19. Mrs. Maggie Chadwick	Ford Escort TC	1598	Sheffield
20. Tony Lee	Ford Escort TC	1560	Blackpool
21. Norman Lewtas	Ford Escort TC	1558	Grindleford
22. Bryan Kitching	Sunbeam Stiletto	998	Menston
23. Ian Harper	B.L. Cooper S	1311	Scarborough
24. Clive Harrison	B.L. Cooper S	1328	Darlington
25. Henry Blackledge	B.L. Cooper S	1328	Frome
26. Alex Boyle	B.L. Cooper S	1071	London N.W.3
27. John Pascoe	B.L. Cooper S	1328	Blackwood
28. Mike Flather	B.L. Cooper S	1293	Sheffield
29. Nick Porter	B.L. Cooper S	1328	West Auckland

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

Bogey —

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

30. Brian Frank	B.L. Cooper	998	Harrogate
31. Brian Bettridge	B.L. Cooper	998	Harrogate
32. Gerry Greaves	B.L. Cooper S	999	Hutton Rudby
33. Gordon Brooks	B.L. Mini	999	Godalming
(Entrant : Surrey Racing Cars)			
34. Sandy Hutcheon	B.L. Cooper S	999	Cheltenham
35. Eric Stansfield	B.L. Cooper S	999	Halifax

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

Bogey —

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

125.★Lionel Dickinson	B.L. Cooper S	1293	Ilkley
36. Harry Kulp	B.L. Cooper	1310	Harrogate
57. Edward Spencer	B.L. Cooper S	1330	Leeds 12
38. Trevor King	B.L. Morris Minor/Ford	1498	Carshalton
39. Roy Handcliff	Ford Anglia	1650	Freeland
40. David France	B.L. Cooper S	1311	Mirfield
41. John Davies	B.L. Cooper S	1293	Broadway
42. Brian Preston	B.L. Mini	1293	St. Ives
43. Chris Cramer	B.L. Cooper S	1328	Stroud

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

Bogey —

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

44. George Whittaker	Triumph Spitfire 3	1296	Lancaster
45. Dennis Liversidge	Triumph Spitfire 3	1296	Huddersfield
46. Mike Taylor	Austin Healey Sprite	1098	Leeds 15
47. Jonathan Lawton	Austin Healey Sprite	1098	Bolton 7
48. Miss Pat Hopkinson	Austin Healey Sprite	1098	Sheffield 6
(Entrant : Brian Kenyon)			
49. Gordon Harrold	Austin Healey Sprite	1143	Sheffield 6
50. Chris Seaman	M.G. Midget	1293	Sheffield 18

Class 7. — "MARQUE" SPORTS CARS 1,301 to 2,600 c.c.**Bogey — 58.18**

Record: J. W. Goodliff (Lotus Elan) 17/5/70 — 46.69

51.	Richard Gray	Lotus Europa	1470	York	
52.	Charles Dracup	T.V.R. Vixen S.2	1600	Bradford 9	
53.	Jim Nickell-Lean	A.C. Ace-Bristol	1971	Hawthornth	
54.	Nigel Hargreaves	Morgan Plus 4	2138	Skipton	
55.	Nick Lewtas	M.G. B	1798	Grindleford	
56.	Bob Bingley	Lotus Elan	1558	Sheffield 7	
57.	Stanley Newton	Triumph TR4a	2138	Filey	
58.	Mrs. Judy Andreason	Marcos G.T.	1498	Southsea	
59.	Michael Benn	Marcos G.T.	1660	Dewsbury	
60.	Jeff Goodliff	Lotus Elan	1558	Littleborough	

(Entrant: British Vita Racing)

Class 8. — "MARQUE" SPORTS CARS 2,601 c.c. and over**Bogey — 55.58**

Record: S. M. Smith (T.V.R. Tuscan) 19/4/70 — 46.50

61.	Michael Donkin	Jaguar "E" Type	3781	York	
62.	Michael Smith	Jaguar "E" Type	3781	Strensall	
63.	Malcolm Dungworth	T.V.R. Griffith 200	4727	Sheffield 11	
64.	Jim Thomson	T.V.R. Tuscan	4727	Timble	
65.	John Lambert	T.V.R. Griffith	4727	York	

(Entrant: Alan Mountain)

66.	Spotty Smith	T.V.R. Tuscan	4727	Jump	
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Class 9. — MODIFIED SPORTS CARS up to 1,300 c.c.**Bogey — 55.82**

Record: J. C. Northcroft (M.G. Midget) 14/9/69 — 47.82

67.	Loll Ryan	Morgan 4/4	1600	York	
68.	John Hollingsworth	Austin Healey Sprite	1144	Redcar	
69.	Philip Porter	Austin Healey Sprite	1293	Birmingham 15	

Class 10. — MODIFIED SPORTS CARS 1,301 c.c. and over**Bogey — 54.98**

Record: R. B. Stross (Lotus Elan) 17/5/70 — 46.43

70.	David Walker	Jaguar "E" Type	3781	Leeds 16	
71.	John Walker	Jaguar "E" Type	3781	Cawthorne	
72.	Chippy Stross	Lotus Elan	1598	Leeds 17	
73.	Richard Stross	Lotus Elan	1598	Kingston-on-T.	
74.	Vic Smith	Bentley "R" Type	6250	Strensall	
75.	Miss Pat Uren	M.G. Midget/Ford	1600	London S.E.25	
76.	Fred Cliffe	Jaguar "E" Type	3781	York	

Class 11. — GRAND TOURING CARS up to 1,300 c.c.**Bogey — 55.08**

Record: J. W. Goodliff (Minisprint G.T.) 14/9/69 — 47.08

77.	Warren Booth	Minisprint G.T.	1293	Blackburn	
78.	Tim Hayton	Marcos Mini G.T.	1060	Guisborough	
79.	Mike Thomas	Paolo G.T. 2 B.L.	1275	Salisbury	
80.	Jim Bunney	Marcos Mini G.T.	1293	Guisley	

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

Record: P. G. Lawson (Chevron B.8 B.M.W.) 14/9/69 — 42.55

81.	Peter Kaye	Chevron B.8 B.M.W.	1991	Harrogate
82.	Jack Maurice	Ferrari 250 LM	3285	Newcastle 3
83.	Reg Phillips	Chevron B.8 B.M.W.	1991	Sheffield 2

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

Record: M. Bartram (Chevron B.2 Ford) 17/5/70 — 46.55

84.	Jim Robinson	Mallock U.2 Ford	1556	Loughborough
85.	Scott Robinson	Mallock U.2 Ford	1556	Loughborough
86.	Geoffrey Deakin	Mallock U.2 B.L.	995	Kirkoswald
87.	Martyn Griffiths	Mallock U.2 Ford	1500	Bewdley
88.	Ian Bennett	Lotus 7 Ford	1600	Leeds 8
89.	David Lawton	Wardford Mk. 1	1498	Leeds 8
90.	Bob Moorhouse	Lotus 7 Ford	1600	Leeds 8
91.	Joe Ward	Wardford Mk. 3	1560	Thornton Dale
92.	Mervyn Bartram	Moss Chevron B2 Ford	1600	York

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

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

93.	Dennis Pegg	Lotus 11 Climax	1098	Sheffield 12
94.	Peter Varley	Ginetta G.12 Ford	1600	Ambergate
95.	Jeff Hill	Mallock U.2 TC	1594	Bristol 9

(Entrant: Temple Meads Motors Ltd.)

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

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

96.	Maurice Starbuck	Chrysler Special	5916	Sheffield 8
97.	George Tatham	Brabham BT.17 Chev.	5343	Norton
98.	Brian Alexander	Ginetta G.16 Oldsmobile	3525	Stroud

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

Record: P. E. Voigt (Ginetta G.17 Imp) 19/4/70 — 44.48

123.★	David Woolams	Terrapin Min. Mk. 3	1088	Leeds
99.	David Latham	Cooper Mk. 10 Norton	500	Shoreham-by-Sea
100.	John Buck	Terrapin Min. Mk. 1a	1088	Leeds 17
101.	Michael Allan	Ecosse Imp	998	Halifax
102.	John Croft	Mamba Mk. 3 B.L.	1098	Guiseley
103.	John McCartney	Cooper T.67 B.L.	1098	Horwich
104.	Eric Stansfield	Mamba B.L. s/c	999	Halifax
105.	Roger Willoughby	Brabham BT.15 Ford	1100	Mortimer
106.	Richard Blackmore	Terrapin Mk. 2	1098	Tadcaster
107.	Peter Voigt	Ginetta G.17 Imp	998	Haywards Heath

(Entrant: Ginetta Cars Ltd.)

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

Bogey — 51.69

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

108.	Bob Wainwright	Lotus 20 Ford	1600	Doncaster	
109.	John Brown	Brabham BT.21 Ford	1598	Burnley	
110.	Peter Fisk	P.M.F. Ford TC	1594	Cambridge	

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

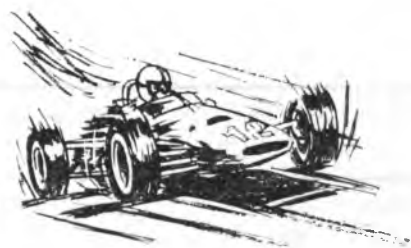
Bogey — 49.43

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

111.	Bob Jennings	Brabham BT30X Climax	1991	Puttenham	
112.	Mike MacDowell	Brabham BT30X Climax	1991	Godalming	
(Entrant: Bob Jennings)					
113.	Bob Rose	McLaren M.10B Chev.	4700	Tanworth-in-Arden	
114.	Richard Thwaites	Brabham BT.18 Buick	3500	Dewsbury	
115.	Tony Griffiths	Brabham BT.30 Ford	1790	W. Hagley	
116.	John Cussins	Techcraft Buick	3500	London N.W.3	
117.	Roy Lane	B.R.M. Techcraft FF	2070	Warwick	
118.	David Good	Ski-McLaren M.10B Chev.	5300	Maidenhead	
119.	David Hepworth	Hepworth FF	5000	Brighouse	
120.	Sir N. Williamson	McLaren M.10 A/B Chev.	5000	Mortimer	

THE "TOP TEN" RUN OFF

F.T.D. Pos'n after class runs	No.	Name	1st Runs	2nd Runs	Position
10.					
9.					
8.					
7.					
6.					
5.					
4.					
3.					
2.					
1.					



CASTROL/B.A.R.C. HILL

THE FOLLOWING MEMBERS HAVE ENTERED THE

Class

Car No.	Name	Car	c.c.	Class	Bogey Time	Best Time	Imp.	Prev. Marks	New Total
10.	David Elliott	Ford Cortina G.T.	1520	2	57.20			2.23	
11.	Roger Billing	Ford Cortina G.T.	1520	2	57.20			2.53	
16.	Richard White	Ford Cortina G.T.	1598	2	57.20			5.76	
24.	Clive Harrison	B.L. Cooper S	1328	3	56.58			20.49	
25.	Henry Blacklidge	B.L. Cooper S	1328	3	56.58			29.99	
26.	Alex Boyle	B.L. Cooper S	1071	3	56.58			30.76	
27.	John Pascoe	B.L. Cooper S	1328	3	56.58			40.97	
28.	Mike Flather	B.L. Cooper S	1293	3	56.58			32.37	
29.	Nick Porter	B.L. Cooper S	1328	3	56.58			47.90	
33.	Gordon Brooks	B.L. Mini	999	4	54.26			10.98	
34.	Sandy Hutcheon	B.L. Cooper S	999	4	54.26			15.86	
35.*	Eric Stansfield	B.L. Cooper S	999	4	54.26			6.36	
38.	Trevor King	Morris Minor/Ford	1498	5	54.48			15.61	
39.	Roy Hanclyff	Ford Anglia	1650	5	54.48			15.01	
40.	David France	B.L. Cooper S	1311	5	54.48			6.42	
41.	John Davies	B.L. Cooper S	1293	5	54.48			21.52	
42.	Brian Preston	B.L. Mini	1293	5	54.48			38.21	
43.	Chris Cramer	B.L. Cooper S	1328	5	54.48			49.66	
46.	Mike Taylor	Austin Healey Sprite	1098	6	58.02			4.35	
50.	Chris Seaman	M.G. Midget	1293	6	58.02			15.28	
58.	Mrs. Judy Andreson	Marcos G.T.	1498	7	58.18			13.27	
59.	Michael Benn	Marcos G.T.	1660	7	58.18			20.66	
60.	Jeff Goodliff	Lotus Elan	1558	7	58.18			58.94	
63.	Malcolm Dungworth	T.V.R. Griffith	4727	8	55.58			7.36	
64.	Jim Thomson	T.V.R. Tuscan	4727	8	55.18			6.90	
66.	Spotty Smith	T.V.R. Tuscan	4727	8	55.18			40.07	
69.	Philip Porter	Austin Healey Sprite	1293	9	55.82			5.32	
70.	David Walker	Jaguar "E" Type	3781	10	54.98			0.00	
71.	John Walker	Jaguar "E" Type	3781	10	54.98			0.00	
72.	Chippy Stross	Lotus Elan	1598	10	54.98			7.68	
73.	Richard Stross	Lotus Elan	1598	10	54.98			7.56	
75.	Miss Pat Uren	M.G. Midget/Ford	1600	10	54.98			13.40	
79.	Mike Thomas	Paola G.T.2 B.L.	1275	11	55.08			12.44	
82.	Jack Maurice	Ferrari 250LM	3258	12	51.32			0.91	
84.	Jim Robinson	Mallock U.2 Ford	1556	13	55.28			5.85	
85.	Scott Robinson	Mallock U.2 Ford	1556	13	55.28			2.85	
89.	David Lawton	Wardford Mk. 1	1498	13	55.28			0.00	

HILL CLIMB CHAMPIONSHIP

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

Runs

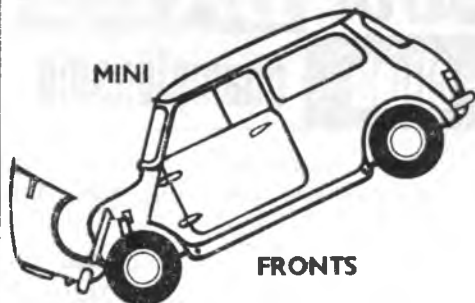


Car No.	Name	Car	c.c.	Class	Bogey Time	Best Time	Imp.	Prev. Marks	New Total
91.	Joe Ward	Wardford Mk. 3	1560	13	55.28			0.00	
92.	Mervyn Bartram	Moss Chevron B2 Ford	1600	13	55.28			39.25	
94.	Peter Varley	Ginetta G.12 Ford	1600	14	53.45			3.21	
95.	Jeff Hill	Mallock U.2 TC	1594	14	53.45			27.84	
97.	George Tatham	Brabham BT.17 Chev.	5343	15	51.92			1.06	
98.	Brian Alexander	Ginetta G.16 Olds.	3525	15	51.92			0.00	
101.	Michael Allan	Ecosse Imp	998	16	53.00			5.18	
103.	John McCartney	Cooper T.76 B.L.	1098	16	53.00			3.04	
104.*	Eric Stansfield	Mamba B.L.	999	16	53.00			6.36	
105.	Roger Willoughby	Brabham BT.15 Ford	1100	16	53.00			5.72	
106.	Richard Blackmore	Terrapin Mk. 2	1098	16	53.00			13.72	
107.	Peter Voigt	Ginetta G.17 Imp	998	16	53.00			43.53	
110.	Peter Fisk	P.M.F. Ford TC	1594	17	51.69			15.49	
113.	Bob Rose	McLaren M10B Chev.	4700	18	49.43			0.00	
114.	Richard Thwaites	Brabham BT.18 Buick	3500	18	49.43			10.25	
116.	John Cussins	Techcraft Buick	3500	18	49.43			3.62	
118.	David Good	Ski-McLaren M10B Chev.	5300	18	49.43			22.60	
119.	David Hepworth	Hepworth FF	5000	18	49.43			7.35	
121.	Keith Merryfield	Lotus 7 TC Ford	1558	14	53.45			11.68	

* Driver who has entered two cars. Must nominate one to score before start of event.

CHAMPIONSHIP TOP TEN

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



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—:O:—

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Castrol B.A.R.C. Hill-climb championship

1970

The B.A.R.C. Hill Climb Championship was organised for the first time in 1968 and proved to be a great and immediate success with Competitors. Unlike the R.A.C. British Hill Climb Championship, this Club event is open to all kinds of cars on a "Class Bogey Time", basis and, as such, encourages the normal club member to enter.

Perhaps the immediate effect of the Championship was to strengthen club spirit as local members who had not competed outside their immediate home area were moved to journey to the other end of the land to take part in the qualifying rounds. The boys from the South discovered that their Northern cousins did not still dress in woad whilst the ruff, bluff types from up here soon found that there were some nice friendly folk in the South as well.

During the first year the Championship was financed and prize money provided from Club and Centre funds. Even with a modest scale of awards over seventy people took part in the series.

So successful was the first year that in 1968 the Castrol Company recognised the value of the Championship and provided support and sponsorship which enabled the scope and stature of the competition to increase enormously.

The "Castrol/B.A.R.C. Hill Climb Championship" as it came to be known was an even greater success in 1969 with some 130 entries taking part for the vastly increased prize money. Castrol were well satisfied with the popularity of the Championship, which gained a good deal of editorial publicity and once again they are supporting this competition in 1970. At this point we would like to pay tribute to their kind and generous support of motor sport at Club level of which this Championship is only one aspect.

Unlike the Shell/R.A.C. British Hill Climb Championship which is a "fastest to the top irrespective" blind, our Championship is run on a Class Bogey Time Improvement basis so that all cars can have some chance. This does have the disadvantage of making the marking a little mathematical and not as easy to grasp as the "Shell/R.A.C." affair. At the same time it is the spread of competition around the different classes which this mathematical penalty allows which has been the strong point of the "Castrol/B.A.R.C." series and have made it a popular and strongly supported Championship rather than just a pale shadow of its senior brother.

The rounds of the Championship for 1970 are spread about the Country fairly widely as can be seen from the list below :-

Date	Venue	Promoting Centre
April 5	Brunton	South Western
April 19	Harewood	Yorkshire
April 26	Loton Park	Hagley & D.L.C.C.
May 10	Pontypool	South Wales
May 24	Gurton Down	South Western
June 7	Brunton	South Western
June 28	Harewood	Yorkshire
July 26	Gurston Down	South Western
August 31	Gurston Down	South Western
Sept. 20	Pontypool	South Wales
Sept. 27	Scarborough	Yorkshire

The scoring system for the Championship has always been on a Class Improvement basis and in the two years of the competition has been evolved to a fairly straightforward system. The 18 classes used at all the Championship events are taken as a basis and for each of these classes a "Bogey Time" is established. This "Bogey Time" is normally based upon the Class Record standing at the start of this season although in some cases where different classes have been used in the past it has been necessary to reconstruct "Class Records" on a graphical basis.

To this class record a straight eight seconds is added and the results is the Class "Bogey Time" used for the whole of the 1970 series.

Competitors in the Championship score .01 of a mark for each .01 of a second by which their best time in the two Class Runs at each qualifying meeting beats their Class Bogey Time. In addition, at the end of each meeting, the ten competitors who have gained the most marks during these Class Runs take part in a special run-off.

Any competitor who manages to beat his previous marks gained for the Class Runs on this run-off takes the new, higher score in place of his earlier score. Those who do not manage to improve retain their Class Run scores. This run-off provides an exciting feature at the end of the meeting for both spectators and competitors alike.

Continued on page 23

Enjoy today's Hill Climb . . .

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Jeff Goodliff — currently leading the Championship in the British Vita Elan.

There are two limitations built in to the scoring system to even out the Competition. Firstly, marks can only be claimed from a maximum of seven of the rounds of the Championship. This makes it possible for a round, or rounds, to be missed without losing all chance of doing well. Secondly, there is an absolute maximum of eleven marks which can be gained at any one meeting by any one competitor so that if there is a particularly low Bogey Time for any class at any hill a competitor cannot get a runaway advantage over his fellows.

So much for the complications of the Championship, now, what about the rewards? Well there are awards for the top ten drivers in the series, the winner collecting £100 and the "Archie Frazer Nash" Trophy whilst the second to tenth placemen getting £75, £50, £40, £35, £30, £25, £20, £15 and £10. In addition the highest placed lady Competitor gets £20 and the "Fast Lady" trophy to hold for a year. On top of this all eleven award winners get a handsome "Castrol" souvenir plaque.

Today the first stage of the 1970 Championship concludes as all the first five competitors in the table will have completed their seven rounds. Henceforth they can only increase their marks by discarding earlier and lower scores whilst the drivers with events in hand continue to climb up the table leading to the final round at Olivers Mount, Scarborough in September.

At present the leading 25 competitors are :-

1.	Jeff Goodliff (1.55 Lotus Elan)	(6)	58.94
2.	Chirs Cramer (1.3 Cooper S)	(6)	49.66
3.	Nick Porter (1.3 Cooper S)	(6)	47.90
4.	Peter Voigt (1.0 Ginetta G17 Imp)	(6)	43.53
5.	John Pascoe (1.3 Cooper S)	(6)	40.97
6.	Spotty Smith (4.7 T.V.R. Tuscan)	(5)	40.07
7.	Mervyn Bartram (1.6 Moss Chevron)	(5)	39.25
8.	Brian Preston (1.3 Mini)	(6)	38.21
9.	Mike Flather (1.3 Cooper S)	(5)	32.37
10.	Spencer Elton (1.6 Brabham BT21C)	(4)	30.26
11.	Alex Boyle (1.1 Cooper S)	(6)	30.26
12.	Henry Blacklidge (1.3 Cooper S)	(4)	29.99
13.	Jeff Hill (1.6 Mallock U.2 TC)	(4)	27.84
14.	David Good (5.3 McLaren M10B)	(3)	22.60
15.	John Davies (1.3 Cooper S)	(4)	21.52
16.	Michael Benn (1.6 Marcos GT)	(2)	20.66
17.	Clive Harrison (1.3 Cooper S)	(4)	20.49
18.	Tom Elton (1.1 Cooper M.10 JAP)	(3)	19.11
19.	Roderick Lane (1.6 Elva Mk.7 BMW)	(3)	18.94
20.	Sandy Hutcheon (1.0 Cooper S)	(4)	15.86
21.	Trevor King (1.5 Morris Minor/Ford)	(4)	15.61
22.	Peter Fisk (1.6 P.M.F./Ford TC)	(3)	15.49
23.	Chris Seaman (1.3 M.G. Midget)	(2)	15.28
24.	Tom Pascoe (1.6 Porsche 356B)	(4)	15.22
25.	Roy Hancliff (1.65 Ford Anglia)	(3)	15.01

No one looks likely to keep Jeff Goodliff from making it three wins in a row, but a little mathematical juggling will show that the struggle for the remaining 9 award winning slots is going to be very close indeed.

Hammerton on Hills

THE MARQUE McLAREN IN HILL CLIMBING

by KEN HAMMERTON

Photographs by Jeff Binns



The article I wrote for the programme of the 1970 Spring National meeting in April was a bit too lengthy, and Mike Wilson had to cut out the following section :

"Whilst thinking back to 1960 it is quite interesting to stretch ones thoughts away from the hills and towards the field of Grand Prix racing. The results of the World Championship of Drivers and Formula 1 Constructors were as follows :

Drivers :

1st Jack Brabham (Cooper Climax)	43 pts.
2nd Bruce McLaren (Cooper Climax)	34 pts.

Constructors :

1st Cooper.

I mention these results as they bring us effectively back up to date as far as the hill climb world is concerned. Brabham and McLaren are the two men whose firms provide the bulk of the most potent cars on the hills for 1970, indeed may provide the Champion with

his machine. It is sad to think that with such a long and successful career as constructors Cooper no longer builds racing cars, this lament being applicable to both the circuits and the hills. On the hills the total of all Cooper wins at R.A.C. Championship meetings presently stands at 72, but all is not completely lost as we still have Martin Brain with his T.81B and his T.86B which serves mainly as his Silverstone club racing car — but quite a handy standby if the big one runs into trouble".

I had no idea when writing the above as part of an article looking at the hill climb scene over the years that within the short space of ten weeks it could have acquired such poignancy. It is very hard to accept that the entry at this meeting does not contain the combination of Martin Brain/5 litre McLaren M10B Chevrolet, or that of the CanAm round at Mt. Tremblant should lack that of Bruce McLaren/7.5 litre McLaren M8D Chevrolet — both with a very good chance of winning their respective event outright.



Harewood Record Holder Sir Nick Williamson leaves the start in April 1970.



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

The life and achievements of Bruce McLaren have been adequately chronicled elsewhere, but it is fitting to remember today that his first essays into motor sport were in hill climbs in New Zealand. As a successful manufacturer of Grand Prix and CanAm sports/racing cars it is gratifying to record that he took a particular interest in the Trojan-built machines bearing his name which were to do battle on the hills of Britain. He personally handed over the McLaren M10B which David Good has at this meeting today, and would have been very proud that one of his cars won the R.A.C. Championship (which is quite a possibility — some may say a probability at the present time).

"... I wished that poor Ken had never sat in a cockpit, and could have avoided the tragedy that befell him in New Zealand...". The words of Tony Marsh relating to Ken Wharton's fatal accident in 1957. Many of us have probably had similar thoughts about Martin Brain. During the 1967 season I can remember talking on several occasions to Tony Marsh, Bryan Eccles and David Good in a reminiscent manner and many times the cars, the feats, the ability and the personality of Ken Wharton were discussed with warmth, enthusiasm and sincerity. And so it will be with Martin Brain.

After learning the ropes with a big Healey and an "E" type Jaguar, Martin joined the big league with the highly developed Cooper frame which Peter Westbury used in his pre-Felday days. Following Westbury's

example Martin fitted a 2.6 litre Daimler unit and the car gave excellent service until badly damaged at Ragley in June 1967. The frame was due to be replaced a fortnight later in any case so the engine and gearbox were despatched to the Cooper factory to be fitted into a specially constructed F.2 frame, the T.87. About the same time stories began to circulate of another Cooper to be fitted with an over 7 litre engine, and sure enough the 1968 season saw the fabulous 7.2 litre Chrysler powered T.81B. The big car was so successful that the T.87 didn't really have a look in and was sold to Clive Oakley.

Martin finished second overall in the 1968 R.A.C. Championship to Peter Lawson and then decided to lay off for a year and then come back for another crack at the title. By the end of May 1969 he had decided that he missed the hills, too much to wait until 1970 so he turned up at Barbon with the 3 litre T.86B B.R.M. and also arranged for the unsold T.81B to be re-engined. He teamed up with Tony Griffiths and was soon very much back into the hill climb scene. The T.81B did not appear until Craigantlet (August) and Martin had to be content with fourth place.

1970 was to be the year of the big effort, but the T.81B was badly damaged in one of those "silly" unloading accidents. A try out in the David Good McLaren decided Martin that this was the car for him and a few days before his fatal accident the M10B was ordered.

Continued on page 26



David Good's 5.3 litre M.10.B is lined up for the start at Harewood.

HAMMERTON ON HILLS—continued

This meeting today, and many others as the season progresses, is in a very real sense a tribute to both Bruce McLaren and Martin Brain. We shall see McLaren cars — beautiful machines — performing magnificently and probably winning, but certainly driven by folk possessed with the same "hill climb spirit" which Martin Brain so typified — determined, generous and friendly.

The Marque McLaren

It is far too early to be thinking of writing an analytical article on the marque McLaren as far as hill climbing is concerned — perhaps at the end of the season. But it is a good time to look at who had been driving what as far as the marque is concerned.

A good deal of publicity was given early in 1966 to the new space frame hill climb/formule libre production McLaren, the M3A. However, only 2 cars were delivered to hill climbers, both fitted with 4.5 litre Oldsmobile units. One went to the Swiss driver Harry Zweifel for use on the Continent (the car which appears in current F.5000 races driven by Pierre Soukry) whilst the other was for the use of Miss Patsy Burt. This impressively large blue machine was the highlight of the Loton Park paddock on its first appearance (together with the very squat Felday 6 of Tony Griffiths). Patsy Burt had been on the hill climb scene for many years (she was fourth in the R.A.C. Championship in

1959) and she was more interested in doing selected events for enjoyment rather than having a crack at the Championship. The M3A has been seen at various venues during 1966/7/8, has had a number of Swiss sorties, has established a number of world records at Elvington, and looks set to collect the newly instituted R.A.C. Sprint Championship for 1970.

Ray Terry should have been the next driver of a McLaren on the British hills, indeed he was entered in the ex-Radio Caroline M1B (4.7 Ford engine) at the August 1966 Shelsley, but non-started. For 1967 this same car passed into the ownership of Bob Rose who used it with great success in the Midlands in sprints and on the hills. This CanAm production model was a most impressive sight with its stack of exhaust pipes pointing skywards.

1969 saw the appearance of Arnold Burton at Harewood in the impressive John Woolfe Racing 7 litre Chevrolet powered M6B, whilst Ilkley man John Bosomworth produced his specially lengthened F.2 type M4A fitted with a 3.5 litre Rover engine. John had hoped for great things of this car — both on the hills and the circuits — but so far success has eluded him, although basically there is no reason why it should not be a very competitive motor car. Its development is being continued, although there has been the hint that the car may be disposed of and an M10B acquired!

The McLaren M10

The really exciting part of the McLaren hill climb story started in 1969 with the appearance of Sir Nick Williamson in his 5 litre M10A Chevrolet. After a couple of Swiss outings in the car he entered three British climbs, Prescott, Harewood and Gurstons and won them all in fine style. To round off the season Patsy Burt borrowed the car and added to her collection of records at Elvington. To say that Sir Nick's rivals were impressed with the car is indeed an understatement, and it was quite obvious that whatever anyone thought of the merits of F.5000 racing, the formula was going to provide some first class hill climb machinery.

For 1970 Sir Nick's car was uprated to M10B Specs., whilst David Good acquired a new M10B. David is no stranger to big hairy motor cars, having started off in 1956 in an E.R.A. Down through the years he has sampled a 2.5 litre Cooper Daimler, a 4.7 litre Lola T.70, the 4WD B.R.M., and late in 1969 acquired a 5.3 litre Lola T.142. This second Lola whetted his appetite and the engine from it now sits in his M10B. He is no stranger to Championship hill climbing either (5th in 57, 3rd in 58, 2nd in 59, 3rd in 60, 1st in 61, 11th in 62, 5th in 63, 17th in 65, 4th in 67, 13th in 68 and 69, and ? ? ? ? in 1970).

With the season just underway came the announcement that Bob Rose was to be M10B mounted. This was

good news, but even better has been the fact that Bob is spreading his erstwhile Midlands based wings and is putting up an impressive performance in the R.A.C. Championship.

The McLaren M12

As variety from all these M10 models Phil Scragg's latest acquisition is a fabulous white M12, fitted with an M6B body, and powered by a 7 litre Chevrolet engine. Phil is having a relatively quiet season, although once he gets this beast tamed he may decide to really mix it with the boys in 1971, a prospect well worth waiting for.

That then is the McLaren line up on the hills so far. At the time of writing — prior to Doune — the M10 has put in appearances at 13 hill climbs and made F.T.D. at 12. (Hepworth's 4WD car "spoiling" things at the Aston Martin Wiscombe). This domination will undoubtedly encourage their rivals to greater things which is to the good of our sport. No one likes too much of a domination by one driver or make of car, but if we are to have something of a monopoly these are the types of car for the job. There can be no question of boredom when Sir Nick and David Good are competing at the same meeting. Their styles are so very different and yet so very effective. As far as sheer spectacle is concerned surely there can be nothing to better David Good's record run at Barbon — if we are lucky, very lucky, he may just produce one of his classics here today.



Phil Scragg's "CanAm" M.12 at speed at Barbon last May.

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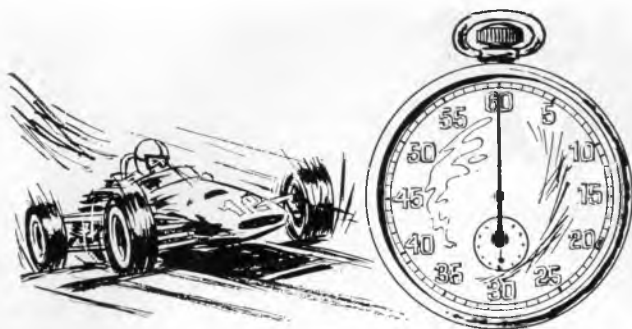
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HAREWOOD RECORDS

Thirty-seven 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

† Denotes Record for Course.

* Denotes Novices Hill Climb.

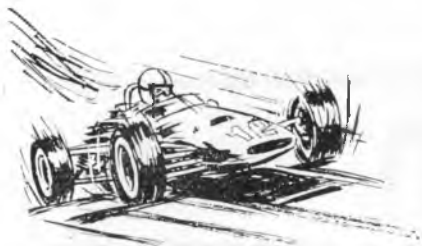
Harewood Hill Climb — Class Records Standing at Commencement of this meeting.

1.	J. W. Goodliff (B.M.C. Cooper S)	10/9/67	50.31
2.	R. White (Ford Cortina G.T.)	14/9/69	49.20
3.	N. Porter (B.M.C. Cooper S)	17/5/70	48.27
4.	C. F. Cramer (B.M.C. Cooper S)	14/9/69	46.26
5.	C. F. Cramer (B.M.C. 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)	17/5/70	46.69
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 B2)	17/5/70	46.55
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)	19/4/70	44.48
17.	G. C. Rollason (Lotus 41 Ford)	15/9/68	43.69
18.	Sir N. Williamson (McLaren M.10A)	19/4/70	40.25

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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 Combe, Mallory Park, Snetterton, Crystal Palace, Brands Hatch. In addition there are ten Centres spread about the country which organise local events.

The largest of these Centres is the Yorkshire Centre which promotes the hill climb here today. The Centre was formed in 1922 and now has over 1,250 members resident in the County. Each year a full programme of competitive and social events is arranged for members including Hill Climbs, Sprints, Race Meetings, Driving Tests, Trials, Treasure Hunts, Film Shows, Dances, Social Evenings and even a 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. In 1968 the Club organised a Hill Climb Championship which was so successful in its first year that Castrol Ltd., became sponsors in 1969 and they are continuing in 1970.

In addition to the full programme of events organised by the Yorkshire Centre, members can compete in all main club events offering over 38 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 5 Jul — "E. A. Denny" Production Car Trial.
- Tue 7 Jul — Evening "Gymkhana".
- Sat 11 Jul — Croft "Guards International" Race Meeting.
- Sun 19 Jul — Cadwell Park "Summer Race Meeting".
- Sun 26 Jul — Harewood "Vintage & Novices" Hill Climb.
- Sun 9 Aug — Croft "Midsummer Race Meeting".
- Tue 23 Aug — Joint "Autotests".
- Tue 1 Sep — "Bird's Event" (Ladies Autotests).
- Sun 13 Sep — Harewood "Championship Hill Climb".
- Sun 20 Sep — "Stone Trough" Sporting Trial.
- Sun 27 Sep — Scarborough "Castrol Trophy" Hill Climb.
- Tue 6 Oct — "Harewood Safari" Stage Rally.
- 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.

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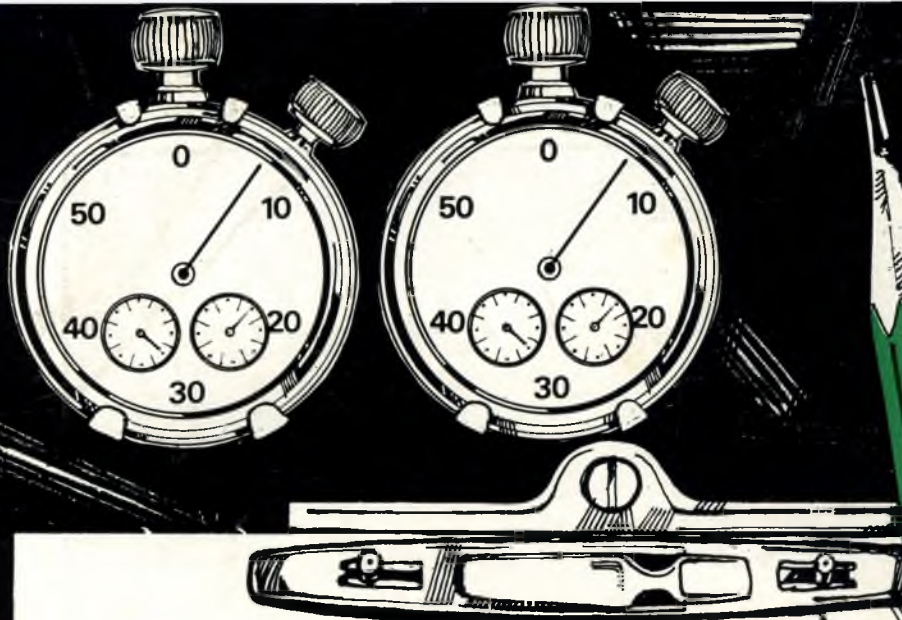
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