

IN a record-breaking, all-or-nothing last climb of the day, Peter Westbury emphasized that he is R.A.C. Hill-Climb Champion for the second year running, at Harewood. Despite a wonderful effort by Peter Boshier-Jones (to beat Westbury's first championship ascent) of 44.583 secs. on his second run with the blown Lotus-Climax, the P99 Ferguson really delivered the goods through all four wheels to net 44.454 secs. Third fastest and the only other driver to approach these two was Tony Griffiths who put up a wonderful 45.675 secs. with the big B.R.M., fourth Peter Meldrum (Lotus-Ford s/c), fifth John Macklin (Cooper-Buick), and sixth Agnes Mickel. In the championship "Bosh" follows Westbury, with Tony Marsh third (although he did not appear on Sunday).

WITH the hill in perfect condition this meeting was packed with records, 14 being broken altogether including Tony Marsh's out-and-out time of 45.157 secs. (this was bettered seven times by Westbury and Boshier-Jones).

The Welshman gave an indication of things to come with a best ascent in practice of 44.822 secs. The Ferguson set up arrived in a hurry on Sunday morning, having had to rebuild the engine during Friday night when the P99 cracked a piston during carburation tests. Nevertheless Westbury got down to 45.009 secs. Like many of the top drivers it was his first look at Harewood. Tony Griffiths (up from the Brighton Speed Trials) was very pleased with what he saw and straightaway got the green B.R.M. down to 46.756 secs., with his great rival Macklin a half-second behind. Not so lucky was Len Woodcock who inverted his Lotus 20 at Farmhouse Bend, a long left-hander, to be rushed away in the "blood wagon" with a suspected broken leg.

In the first class, Minis up to 1,000 c.c., Allan Staniforth brought his own class record down to 54.306 secs., with Peter Kaye second (55.148 secs.) and Chris England third (55.685 secs.). Similarly in the second small touring car class Ted Twaites's hot Hillman Imp broke its own record, managing a spirited 61.424 secs., and Bob Soper, second in a blown Viva, was also under the old time.

John Wood's impressively powerful modded 3.8 Jaguar knocked over a second off the over 3,000 c.c. touring car class record, the second run taking but 53.762 secs. None of the other runners, all 3.8s, got within two seconds of this time.

The special series touring class saw two wonderful and fierce runs in the 52s by Mike Wheatley's 1275 Mini-Cooper S, this combination's second effort in 52.904 secs. disposing even of Nick Porter's 1293 S-type which finally got down to 53.042 secs.; both drivers beat the old record of 54.428.

Of the small marque sports jobs none could touch Dick Sutherland's Sprite, his first climb of 55.234 secs. again being in the record-breaking category for the up to 1,300 c.c. class. Charles Boote (Mini-Cooper) walked away with the *Formule Libre* touring class, but tried too hard to crack Harry Ratcliffe's record and had a high speed spin going into Willow.

The other section for marque sports cars saw Mervyn Oldham grass tracking his M.G.B. at Farmhouse, but he managed to hold off Michael Nickell-Lean's similar car, the latter improving to 55.726 secs. second time up but not quite matching Oldham's first run of 55.535 secs. It goes without saying by this time that both drivers beat the old record for the class.

And again among sports cars up to 1,900 c.c. when John Lepp put in a couple of storming ascents in his Elan, the record books finally reading 50.788 secs. Peter Smith (Speedwell G.T.), the former holder, was second in 51.522 secs. and Bernard Kenworthy (Elan) just pipped the Gitane of Tony Dealey for third place.

WESTBURY'S HAREWOOD

Hill-Climb Champion sets B.T.D. at Harewood

By TONY BEX

Photography by FRANCIS PENN

Space being what it is in AUTOSPORT, several classes must be by-passed, but Cecil Booth's old Le Mans Frazer-Nash comfortably saw off Healey 3000s to win the sports car class 1,901-3,000 c.c. in a record breaking 52.836 secs. Derek Clarke's E-type bettered five others, a DB5 and J2 Allard to win the over 3,000 c.c. sports class. Tom Clapham took his blown Lotus-Climax 7 record breaking in the up to 1,300 c.c. sports-racing section, and so did Ian Harris (Lotus-B.M.C. 7), but Tom was just that much faster on his second run at 49.393 secs., Harris returning 49.686 secs. Here Arnott spun his Lotus 11—after passing the finish point.

Another record when John Butterworth (Lotus-Ford 23) finally triumphed over a determined Graeme Austin (Emeryson-Climax). Both were in the 48s, but Butterworth pulled out the extra stops with a second climb of 48.412 secs.

In the combined G.T. and open sports-racing class Phil Scragg found his lightweight E-type matched against Peter Westbury's Lotus-B.R.M. Not surprisingly he could do nothing about it, but even so got under his old G.T. record of 49.683 secs. with a no-nonsense 49.107 secs. Westbury really murdered Walton's record of 49.39

secs. with a triumphant second run of 46.432 secs. Phil Chapman, depositing vast quantities of rubber from the rear wheels of his Chapman-Mercury, recorded a magnificent looking 49.360 secs. for third place.

Among the small single-seaters John Macartney-Filgate had his usual running battle at the wheel of the blown Cooper-J.A.P., but with his first run of 48.545 secs. he carried off the class and gained a championship run, only for the gearbox to break on his second effort. Leslie Hinchcliffe (Lotus 20) was second in 48.954 secs., a fine drive this, displacing Jim Payne (Cooper-J.A.P. twin) whose 49.041 secs. nevertheless got him into the championship. "Bing" Crosby, his Cooper twin running with rear wheels *à la* Dick Henderson, had a splendid first run spin at Farmhouse, but Sir Jon Samuel's Japperwock Special failed him both times in the transmission.

The big racing class opened with a truly historic vehicle, Tony Brooke's ex-Duncan Hamilton (and it was said Phi-Phi Etance-lin) Talbot-Lago, still in its original French racing blue. The class went to Peter Westbury in 44.522 secs. (a record, naturally), although he almost lost the works at Farmhouse second time up. Peter Boshier-Jones, in fact, did circulate: trying too hard with the yellow Lotus he had the lot spinning at the final bend. His second run in 45.120 secs. was good for a safe second place, and Tony Griffiths was third with a fine 46.365 secs. Macklin managed 46.860 secs. the other runners included David Harrison's beefy Cooper-Buick and Geoff Gartside's Cooper-Daimler on twin rear wheels.

In the championships, with the timekeeper adding to the excitement by peeling off the seconds over the P.A., Westbury and Co. ended the meeting on a truly high note. After being on the receiving end all day Agnes Mickel finally got the 2.5 Cooper-Climax up quicker than husband Gray, her second run being 47.178 secs. One surprise, perhaps, was the showing by Peter Meldrum whose screaming Allard-blown Lotus-Ford managed a second climb of 46.842 secs., neatly pushing down a place John Macklin's Cooper-Buick (46.978 secs.).

RESULTS

B.T.D.: P. Westbury (Ferguson-Climax), 44.454 s. **Class Winners:** A. Staniforth (Mini-Cooper), 54.218 s.; H. E. Twaites (Hillman Imp), 61.424 s.; J. White (Ford Cortina G.T.), 56.537 s.; J. D. Wood (Jaguar 3.8), 53.702 s.; J. M. Wheatley (Mini-Cooper S), 52.904 s.; C. R. M. Boote (Mini-Cooper), 52.936 s.; R. D. Sutherland (Sprite), 55.234 s.; M. K. Oldham (M.G.B.), 55.535 s.; J. A. Lepp (Lotus Elan), 50.788 s.; E. C. Booth (Frazer-Nash), 52.836 s.; E. D. Clark (Jaguar E), 52.288 s.; H. Wilkinson (Lotus-Ford 7), 50.669 s.; T. R. Clapham (Lotus-Climax 7), 49.393 s.; J. T. Butterworth (Lotus-Ford 23), 48.412 s.; P. Westbury (Lotus-B.R.M. 23), 46.432 s.; J. D. H. Macartney-Filgate (Cooper-J.A.P.), 48.545 s.; P. Westbury (Ferguson-Climax), 44.522 s. **R.A.C. Hill-Climb Championship Runs:** 1, P. Westbury (Ferguson-Climax), 44.454 s.; 2, P. Boshier-Jones (Lotus-Climax), 44.583 s.; 3, A. B. Griffiths (B.R.M.), 45.675 s.; 4, P. H. Meldrum (Lotus-Ford), 46.842 s.; 5, J. Macklin (Cooper-Buick), 46.978 s.; 6, Mrs. A. Mickel (Cooper-Climax), 47.178 s.

SIR JON SAMUEL loses the chain drive on his J.A.P. twin Japperwock along the Quarry Straight (below left). NEW LADIES' RECORD was set by the very quick Agnes Mickel with the 2.5-litre Cooper-Climax (below right).

