

It was Elva Mk. 6 driver Tony Lanfranchi who made the new record, after setting the best time in the first of the two timed climbs and then rasping up on his second climb in 51.61 secs. with Derek Scott second overall in his Cooper-J.A.P. 1100 in 52.88 secs.

The classes saw the usual battles with the usual Yorkshire contestants. Ken Lee won the B.M.C. Mini class with his Cooper, now bored and sleeved to 1,150 c.c., with Alan Staniforth second. The class for touring cars up to 1,066 c.c. excluding Minis went to D. R. M. Kay's Anglia with Ken Monkman's A40 second and R. N. Bean's new Morris 1100 in third place in a creditable 64.19 secs. Bruce Moss in his hot Riley 1.5 took the next class from Henry Holliday's similar car by a margin of nearly two seconds, and an even bigger margin separated Greg Wood's hot Jaguar 3.8 from Ian Grassick's similar but standard machine in the biggest touring car class.

One of the biggest surprises of the first runs was when Jim Johnstone returned 55.56 secs. in a Sprite—well

(Continued overleaf)

Harewood Hill-Climb—continued

below the class average. He was unable to improve on his second run but still won the class comfortably. Derek Clark's Alpine had now established itself to lead the class for marque sports cars up to 1,650 c.c., but Peter Turner and Jeff Wilson tussled hard for second place, the honour finally going to Wilson by only .07 of a second after both tried very hard in their M.G.As.

Brian Waddilove (Jaguar E-type) and Alan Ensoll (modified XK 120) fought hard for the big sports car class, Waddilove returning 54.51 secs. on his first run and Ensoll 54.31. Then a shower threatened and Ensoll thought he had little chance of improving and went home, but Waddilove stayed on. The rain kept off and Waddilove got down to 54.08 to win the class!

In the racing and sports-racing classes, R. G. Hirst did well to be runner-up to Lanfranchi in the small sports-racing class in his old-type Cooper-Climax and

Tony Brooke was runner-up to Derek Scott in the racing car class in his Formula 1 front-engined Lotus 16. J. R. Walton's Walton-Riley took the big sports-racing class from a small field.

PETER CRAVEN.

Results

Best time of day: A. Lanfranchi (Elva Mk. 6), 51.61. **B.M.C. Mini-cars:** 1, K. N. Lee (Cooper), 58.97; 2, (tie) A. Staniforth (Morris Mini), 59.56 and F. P. Kaye (Morris-Cooper), 59.56. **Touring cars:** **Up to 1,066 c.c.:** 1, D. R. M. Kay (Anglia), 62.28; 2, K. H. Monkman (A40), 63.94. **Up to 1,900 c.c.:** 1, B. W. Moss (Riley 1.5), 60.00; 2, H. O. Holliday (Riley 1.5), 61.94. **Over 1,900 c.c.:** A. G. Wood (Jaguar 3.8), 57.39. **Marque sports cars:** **Up to 1,066 c.c.:** 1, J. Johnstone (Sprite), 55.56; 2, R. D. Sutherland (Sprite), 57.44. **Up to 1,650 c.c.:** 1, E. D. Clark (Alpine), 60.37; 2, J. A. Wilson (M.G.A.), 61.50. **Sports cars:** **Up to 1,900 c.c.:** 1, P. J. Smith (Speedwell G.T.), 55.48; 2, G. Durham (Porsche Carrera), 56.33. **Up to 3,000 c.c.:** E. C. Booth (Frazer-Nash Le Mans), 55.60. **Over 3,000 c.c.:** B. R. Waddilove (Jaguar E-type), 54.08. **Sports-racing cars:** **Up to 1,450 c.c.:** 1, R. G. Hirst (Cooper-Climax), 53.57; 2, R. Dawson (Lotus 11), 54.56; 3, T. Clapham (Lotus 7), 54.57. **Over 1,450 c.c.:** J. R. Walton (Walton-Riley), 57.53. **Single-seater racing cars:** 1, J. D. Scott (Cooper 1,100), 52.88; 2, A. Brooke (Lotus F1), 54.03.