

B.A.R.C. (YORKSHIRE CENTRE)**HAREWOOD HILL-CLIMB**

IT was "new faces" day at the fifth Harewood Hill-Climb held by the Yorkshire Centre of the B.A.R.C. on Sunday, 29th September. Officially labelled the "Novice Hill-Climb", the event was open only to centre members who had never won an award in a speed event or who had not won one since the beginning of 1960. The entry list thus carried the names of a few unsuccessful regular competitors, quite a number of newcomers loath to compete with the regular speed circus at the normal events, and quite a few old members who have dropped out of the speed scene in the last three years.

The result was—to the surprise of the organizers—that the entry list of 100 was over-subscribed, and all the competitors enjoyed a day's competition in an informal atmosphere. Quite a wide variety of cars competed, including several regular award winners in the hands of drivers quite unused to such machinery.

It was one of these which set B.T.D. Tony Lanfranchi hurried back from his success the previous day at Snetterton and handed over his Elva to Gary Whitehead, who set a novice record in a highly creditable 53.52 secs. Second was R. G. Hirst in a Cooper-Climax in 53.93 secs.

Weather conditions were far from good, which was a contributory factor to the times being so far below those at the National event earlier in the month. Frequent drizzle and a surface which never really dried out, promoting wheelspin at the slightest touch of throttle, hampered everyone.

The class for B.M.C. Minis, up to 850 c.c., was won by K. M. Overend in Bob Soper's supercharged Morris, and D. A. Gould was second in a highly creditable 62.30 secs.—only a second slower. Harry Mason in Ken Lee's Mini-Cooper S took the Cooper-Mini class by three seconds from A. B. Stevenson's normal Cooper, and another of Ken Lee's cars—a Morris 1100—took the 1,300 c.c. touring car class, driven by the writer.

Closest competition in the saloon classes came in the 1,900 c.c. class, in which Cortina G.T.s outnumbered the rest. Cyril Wray (Lotus Cortina) clinched the class win with a time of 60.68 secs

D. G. Button won the small marque sports car class with his Sprite, and D. W. Poole the next class with his M.G.A. L. Hinchcliffe took the other marque sports car class with his M.G.B. B. I. Kenworthy's Lotus Elan was best in the sports car class, up to 1,900 c.c., with a time of 58.33 secs. from P. H. Ruffell's M.G. twin-cam.

Everyone held their breath as the "novices" conducted Jaguar E-types up the slippery hill in the large sports car class, but no one really put a wheel wrong and held incipient slides very well, A. E. Crowther's E-type taking the class from John Binns' similar car. R. W. Miller's Lotus 7 was best of the smaller sports-racing class, and P. R. Bason's similar car took the award for second place in the unlimited sports racing class.

The opinion was that this was a successful experiment providing a welcome opportunity and well justified by the support, but the problem is whether there will be a sufficient supply of novices to over-subscribe next year's event after the winners at this meeting rendered themselves ineligible!

PETER CRAVEN.

RESULTS

B.T.D.: G. Whitehead (Elva-Ford Mk. 7), 53.52 s.
Touring cars, B.M.C. Minis, 850 c.c.: 1, K. M. Overend (Morris s/c), 61.28 s.; 2, D. A. Gould (Morris), 62.30 s. **Over 850 c.c.:** 1, H. C. Mason (Morris-Cooper S), 59.14 s.; 2, A. B. Stevenson (Morris-Cooper), 62.31 s.; 3, J. Forest (Austin-Cooper), 62.85 s. **Touring cars, up to 1,300 c.c.:** 1, P. M. Craven (Morris 1100), 62.84 s.; 2, A. R. Bruton (Volkswagen), 69.43 s. **1,301-1,900 c.c.:** 1, C. Wray (Lotus Cortina), 60.68 s.; 2, J. White (Cortina GT), 61.05 s.; 3, G. R. Monkman (Cortina GT), 61.95 s. **Over 1,900 c.c.:** P. A. Snowden (Ford Zephyr), 69.11 s. **Marque Sports Cars up to 1,300 c.c.:** 1, D. G. Button (Sprite), 59.76 s.; 2, G. W. R. Smith (M.G. Midget), 61.27 s. **1,301-1,650 c.c.:** 1, D. W. Poole (M.G.A 1600), 59.84 s.; 2, H. E. Twaites (Sunbeam Rapier), 60.04 s. **1,651-2,500 c.c.:** 1, L. Hinchcliffe (M.G.B), 58.78 s.; 2, G. Ellis (M.G.B), 60.18 s. **Sports cars, up to 1,900 c.c.:** B. I. Kenworth (Lotus Elan), 58.33 s. **Over 1,900 c.c.:** 1, A. E. Crowther (Jaguar E), 55.49 s.; 2, J. C. Binns (Jaguar E), 56.69 s. **Sports-Racing cars, up to 1,200 c.c.:** R. W. Miller (Lotus 7), 56.11 s. **Over 1,200 c.c.:** R. G. Hirst (Cooper-Climax) 53.93 s.