

RAIN, that very regular complaint, once more gave the result sheets an odd look at the weekend. Up in Yorkshire where the B.A.R.C. ran the penultimate round of the R.A.C. Hill-Climb Championship at Harewood it looked so much like Les Hinchcliffe's attractive little Lotus-Ford 20 would earn the £60 that goes with B.T.D. However, near the end of the championship runs it was Peter Meldrum's Pinner Racing Allard-blown Lotus 22 which flew to the fore to take the premier award—for the fourth time this year at Harewood. Meldrum's record at Harewood is fantastic; nobody has ever claimed more than one B.T.D. in a year before.

Local man Hinchcliffe was dropped down to second place and John Butterworth (twin-cam Brabham-Ford) and Mike Hawley's Cooper-B.M.C. Mk. 3A were third and fourth overall. Certainly an unusual set-up with competitors of the calibre of Peter Boshier-Jones, John Macklin and Tony Griffiths present. In the championship runs it was a slightly different story, Meldrum winning from Butterworth—the time that gave him second B.T.D.—Macklin, Hinchcliffe, Boshier-Jones and Gray Mickel.

It was dull and overcast when the timed runs began, slightly damp on the surface but far better than the previous day when it had poured during practice. All the relevant quick times in practice were done on Sunday morning. During the afternoon it seemed as though the course was drying, but just as the large racing car class was having its runs down came the rain. Hinchcliffe had not long got in the time that was going to do him so well. The second runs were all, therefore, much slower until the very end when the last of the racing cars and the championship contenders took their run turns. This is quite important, for taking the second runs only into account, some results could have been different.

Harewood is a very good spectators' hill, beaten only by Rest-and-be-Thankful. The crowd was the largest ever seen there.

Reserve entry David Gould in his hot little 850 took the Mini class up to 1,000 c.c., beating Bill Stuttard (Mini-Cooper) by a mere 0.02 sec. Gould's time was 57.31 secs. This, of course, was his initial run, the second attempt taking some 10 secs. longer. On these he was beaten by three other Mini-Coopers.

The Morris 1100 of Chris England did 57.16 secs. to win the up to 1,200 c.c. touring-car class. He was also quickest in the wet runs, which emphasizes how quick the car is. England won the Total Trophy for the best improvement among the touring cars. Tony Sugden (Ford Cortina G.T.) was first in the 1,201-2,000 c.c. touring car section, made up of all Cortina variants. The time was 56.80 secs. In the wet Bobby Monkman (seventh on the first runs) was fastest.

Three new records were taken in the next three classes. The first went to Peter Procter in the two-car over 2,000 c.c. touring section. The mount was a works Ford Falcon and the time 52.98 secs. Mike Wheatley's 1275, entered by Ken Lee (Motors), Ltd., did 51.25 secs. for the special series touring-car class, gaining second in the Total Trophy. Dick Sutherland (Sprite) was fastest of the *Marque Y* sports cars up to 1,300 c.c. (54.29 secs.). On the second runs the fastest time was done by the man placed second overall, Tom Jones.

Peter Lawson (M.G.B) did 53.38 secs. for the *Marque Y* cars 1,301-2,200 c.c. award. John Busfield's Austin-Healey 3000 did a first-run time of 54.95 secs. in the 2,201-3,000 c.c. section for the class award but was beaten in the wet by second man John Ashcroft in a similar car. The final *Marque Y* class, 3,001 c.c. and over, was all Jaguar E, the quickest of which proved to be the 4.2 of David Stead. Time was 52.73 secs. Again the class winner was beaten in the second attempts.

Alan Blenkin's 1275 was awarded the non-standard saloon car class after doing 52.94 secs. The 1-litre S of Nick Porter did 53.88 secs. and another 1275, that of M. T. Marsden, was third. In the wet Marsden was quicker, with Porter and Blenkin doing identical times.

Christopher Stewart (Lotus Elan) won the class for sports cars up to 3,000 c.c. with

51.65 secs. Peter Smith (Speedwell G.T. 2) and Gordon Durham (Lotus Elan) were second and third but were both ahead on the second runs. David Hepworth's Chevy-engined Austin-Healey won the 3,001 c.c. and over sports class with 50.65 secs. Arnold Burton, the owner of the land, was fastest in the second runs with the T.V.R. Griffith.

There were two classes for clubmen's sports cars, up to 1-litre and 1,001-1,500 c.c. Tony May's B.M.C.-powered Lotus 7 won the first with 51.94 secs., but was placed behind two others, including second man Trevor Meakin (Lotus-Ford 7), on the basis of the second runs only. Ian Harris (1.5 U2-Ford) easily won the second section with 50.92 secs.

There were three sports-racing classes, up to 1,150 c.c., 1,151-2,500 c.c. and 2,501 c.c. and over. Peter Fattorini (Elva-Climax Mk. 6) won the first section on both runs with a better time of 53.50 secs. John Walton's splendid Walton-Bristol Mk. 2 took the second (53.31 secs.) but was beaten on the second attempts by the Emeryson-Climax of John McCartney. George Tatham's Lister-Jaguar did 53.71 secs., enough for the large sports-racing class.

Racing cars up to 1,150 c.c. went to the Hinchcliffe Lotus 20. All the second runs were slower, but in these Mike Hawley was fastest with 56.24 secs. This was done a little later in the meeting when the course was drying as Hawley had been given the red flag when another car was causing an obstruction. Good thing, in a way, because he had a plug out on the first!

The 1,151 c.c. and over class went to John Butterworth, who just scraped in his first run before the rain came down. The time was 49.83 secs. The first runs after this were all slower, the best being done by Meldrum. With a drying course on the second runs, the times were coming down and down, but not quite enough. After Butterworth it was Meldrum (50.32 secs.), then Gray Mickel with a 51.35 secs.—he was the first off the line. Bryan Brown's first-run time of 51.92 secs. earned him fourth, while John Macklin and Peter Boshier-Jones, later runners, battled not for the customary higher placings but for fifth and sixth.

So to the championship. The course was drier, and all second runs were better—except John Macklin's. On his second attempt the tail of the car started to slide around Farm House—going, going, gone! His first run, the quickest of the lot, was 51.06 secs., enough for third place in the end. Meldrum was the only driver to beat the 50 secs. mark and did it with 49.27 secs. on his second run—£60 and 10 points.

John Butterworth was second (50.42 secs.) and Boshier-Jones and Gray Mickel took six and five points respectively. Boshier-Jones's won't even count in the championship under the best-eight rule! And fourth place? Hinchcliffe, who showed that for a Formula Junior car, the Lotus 20 is still competitive in hill-climbs. It must be remembered, though, that throughout these runs the hill was drying. Also, there were a few raised eyebrows at some of the times announced. Brown, Agnes Mickel, Hawley and bearded Bob Prest (Lotus-Ford 18) were also in but were out—if you follow.

RESULTS

B.T.D.: P. H. Meldrum (Lotus-Ford 22 s/c), 49.27 s. **Class winners:** D. A. Gould (Mini 850), 57.31 s.; J. C. England (Morris 1100), 57.16 s.; A. Sugden (Ford Cortina G.T.), 56.80 s.; P. R. Procter (Ford Falcon), 52.98 s. (new record); J. M. Wheatley (Mini-Cooper S 1275), 51.25 s. (new record); R. D. Sutherland (Austin-Healey Sprite), 54.29 s. (new record); P. G. Lawson (M.G.B), 53.38 s.; J. M. Busfield (Austin-Healey 3000), 54.95 s.; D. P. Stead (4.2 Jaguar E), 52.73 s.; A. Blenkin (Mini-Cooper S 1275), 53.88 s.; C. D. Stewart (Lotus Elan), 51.65 s.; D. Hepworth (Austin-Healey-Chevrolet), 50.65 s.; A. A. May (Lotus-B.M.C. 7), 51.94 s.; I. A. B. Harris (U2-Ford), 50.92 s.; P. Fattorini (Elva-Climax Mk. 6), 53.50 s.; J. R. Walton (Walton-Bristol Mk. 2), 53.31 s.; G. F. Tatham (Lister-Jaguar), 53.71 s.; L. Hinchcliffe (Lotus-Ford 20), 49.45 s.; J. T. Butterworth (1.6 Brabham-Ford BT14), 49.83 s. **R.A.C. Hill-Climb Championship:** 1, P. H. Meldrum (Lotus-Ford 22 s/c), 49.27 s.; 2, J. T. Butterworth (1.6 Brabham-Ford BT14), 50.42 s.; 3, J. Macklin (Cooper-Buick), 51.06 s.; 4, L. Hinchcliffe (Lotus-Ford 20), 51.12 s.; 5, P. Boshier-Jones (Lotus-Climax 22 s/c), 51.13 s.; 6, R. G. Mickel (Cooper-Climax), 51.68 s.



Meldrum's happy Harewood

Peter Meldrum scores fourth B.T.D. of year at B.A.R.C. venue

By RICHARD FEAST

REGULAR hill-climb competitor is Jill Hutchinson (Terrier-Ford Mk. 2) from Newcastle (top). ALAN STANFORTH's Terrapin-Min came third in its class (below).

Photos: Francis Penn

