

HAREWOOD

HILL CLIMB

STOCKTON FARM

HAREWOOD AVENUE

Nr. LEEDS



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

MEMBERS' MEETING

17 MAY 1970



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The British Automobile Racing Club Ltd.
WELCOME YOU TO

**THE
MEMBERS' HILL CLIMB**

SPONSORED BY SHELL

R.A.C. Permit No. RS/6065

SUNDAY 17th MAY 1970

COMMENCE 2-15 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.

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RAMBLINGS



Our first meeting of the season at Harewood on April 19th got the 1970 programme away in a blaze of glory with a star-studded entry, glorious weather and records falling galore. Indeed the climax to the final "Top Ten" runs when the long standing Hill Record (set by our own Peter Lawson way back in 1968) was broken not once, not twice but three times in the final three runs will long be remembered.

Firstly the reigning Hill Climb Champion, David Hepworth of Brighouse realised his long held ambition to hold the Harewood record. Alas, for David his triumph was short lived, on the very next run Peter Blankstone from Wolverhampton carved a few more split seconds off the time and then, to climax the whole meeting, Sir Nick Williamson in a brilliant run with the big Chevrolet engined McLaren trimmed the time down to 40.25 seconds.

Given good weather it seems likely that we shall have a sub 40 second record at Harewood before the

season is out. Today's entrants will no doubt forgive me if I suggest that I do not think this time will come this afternoon.

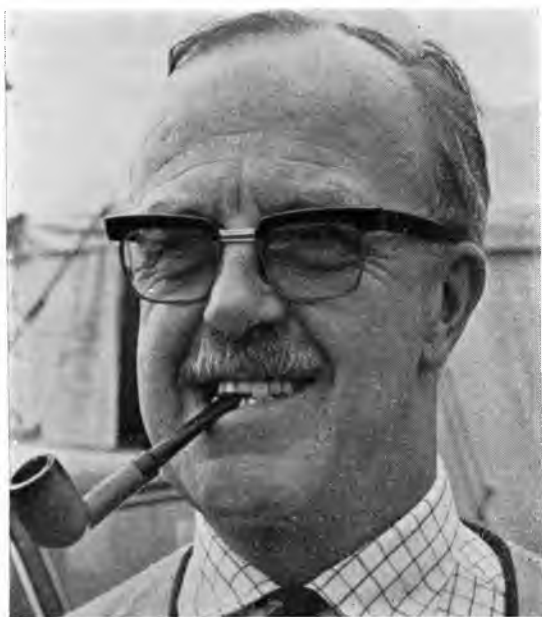
This meeting is our annual "Members'" foray when as many as possible of our own members are here to have their "bash" at the hill. In fact there is a round of the Shell/R.A.C. British Hill Climb Championship this afternoon at Wiscombe Park in Devon where the select few competitors most likely to get up our hill in 40 seconds or less are disporting themselves.

The absence of the top stars of the hill climb field does not mean that this afternoon's event will be in any way second rate. Indeed no, a flip through the programme will reveal that apart from the few types in large racing cars who are chasing Shell/R.A.C. Championship Points, our members' meeting can assemble all the talents in all kinds of cars from all over the country.

Down from Scotland has come the formidable father and son combination of Tom and John Christie, from darkest Wales John Pascoe, from Cheltenham (Wiscombe country) Sandy Hutcheon and, of course, all the regular Harewood competitors. The struggle for all out honours today will probably lie between Jim Johnstone, sharing his last years' car with new owner Peter Scott-Walter and Bob Rose making the trip to Harewood from his Midlands home for the first time with his M.10B McLaren. Having said this however there are lots of people who will be striving to get into the next places and if the track is in as prime condition as it was a month ago there should be some new records this afternoon.

This afternoon we have to pay tribute to Shell who are most generously supporting the event. To mount these hill climb events is a very costly business and we depend upon the receipts to recoup these costs and to enable us to plough back any surplus into improving the course and facilities. So far as receipts are concerned, we are at the mercy of the weather and this tangible assistance from Shell is more than welcome in balancing our budget.

It is rewarding to find that a large International company such as Shell should consider that local motor club sport such as our Harewood event is worthy of their support and we, in our turn, would like to express to them our sincere thanks for their assistance.



Dr. Peter Smith-Moorhouse our very popular chief M.O.



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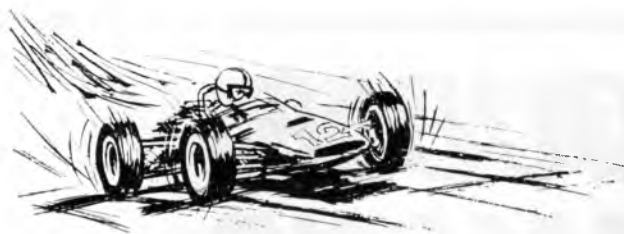
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OFFICIALS OF THE MEETING

STEWARDS

Appointed by the R.A.C. S. Saddington
Appointed by the B.A.R.C. E. D. Clark, R. L. Haley,
A. Hudson

OFFICIALS

Clerk of the Course M. S. Wilson
Deputy Clerk of the Course J. M. Holroyd
Chief Marshals J. M. English, B. W. Moss
Chief Observer A. J. Hodgetts
Deputy Chief Observer J. R. Hardcastle
Chief Medical Officer Dr. P. M. Smith Moorhouse
Deputy Chief M.O. Dr. J. Clegg
Chief Scrutineer S. H. Hanson
Chief Timekeeper H. G. A. Mauldin
Deputy Chief Timekeeper M. Berry
Chief Paddock Marshal A. A. Pritchard
Asst. Chief Paddock Marshal Capt. G. K. Rothwell
Chief Car Park & Admissions D. N. Townsend
Deputy Car Park & Admissions J. M. Busfield
Secretary of the Meeting Miss L. A. Thornton
Chief Start Area Marshal J. M. Broadhead
General Liaison H. C. Mason
P.A. Commentary E. Bowers Booth, A. D. Roddis
Incident Officer D. Easthope
Catering Liaison Officer D. P. Stead
Press Relations R. Soper
Chief Prog. Sales Marshal Mrs. M. Chesterman
Medical Officers Dr. F. T. de Dombal,
Dr. R. C. Lawrence
Timekeepers Mrs. J. Mauldin, D. R. Scatchard
Scrutineers E. S. Smith, P. M. Watson, T. M. Wood,
D. C. Fotherby
Scrutineers Marshals B. Hanson, G. L. Thompson,
P. Y. Lockfeatures
Assembly Area W. Howarth, C. Wharton
Start Area Marshals :
D. Bailey, D. M. Dalrymple, C. Hobson, K. Hodgson,
P. R. Telford, A. K. Vickers, B. Watson.
Observers :
R. Sagar, N. J. Hertzog, R. W. A. North, N. W.
Porteus, W. R. Varley, H. S. Tinkler, P. J. C. Griffin,
S. Thompson, J. R. Wass, G. P. Turner, D. M. Gledhill,
G. S. Gerrard.
Flag, Fire, Track, Course & Spectator Marshals :
G. Gaunt, P. Hanson, M. S. Jennings, C. W. Paxton,
J. Macalevey, Mrs. J. E. North, Mrs. N. W. Porteus,
A. Chatburn, P. Coulthead, W. A. Mountain, G.
Speight, R. Cowgill, J. Harlow, D. Naylor, J. T.
Simons, J. Boulton, J. Bardeell, J. C. Green, M. J. Frost,
T. J. Robinson, A. J. Sandford, D. Spark, R. A.
Bateson, R. J. Beck, J. R. Coupe, B. E. Foot, M. J. Tyas,

C. J. Ackroyd, D. B. Baugh, R. Black, J. Greenwood,
B. Heywood, B. N. Marsden, D. B. Marsden.

Paddock Marshals :

Miss J. S. Lee, Miss S. Griffin, R. Asher, J. Ashton,
R. J. Beck.

Paddock Entrance Gate :

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

Admission & Car Parks :

B. Goddard & Party, G. Duxbury and Harewood
Estate Party, G. D. Dickson.

Programme Sales :

Mrs. M. Chesterman, B. Murphy and Scouts from
the Bramham Troop.

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.

SERVICES

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TIMETABLE FOR TODAY

9-45 a.m. Practice Runs commence.

1-00 p.m. Practice Runs conclude
— Lunch Interval.

2-30 p.m. Meeting Commences —
1st Class Runs.

3-40 p.m. Interval of 10 minutes.

3-50 p.m. Meeting continues —
2nd Class Runs.

5-15 p.m. The "Top Ten" Run Offs.

5-40 p.m. Meeting concludes.

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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/6065.

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 28 June — "Montague Burton Trophy" Hill Climb ("Castrol/B.A.R.C. Hill Climb Championship" qualifying round).

Sunday 26 July — "Vintage & Novices' Hill Climb".

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

Sunday 24 May — "Spring Bank Holiday" Meeting.

Sunday 21 June — "B.A.R.C. Championships Meeting".

Saturday 11 July — "Guards Trophy" International.

Sunday 9 August — "Midsummer Meeting".

Sunday 18 October — "End of Season" Meeting.

Cadwell Park Race Meeting

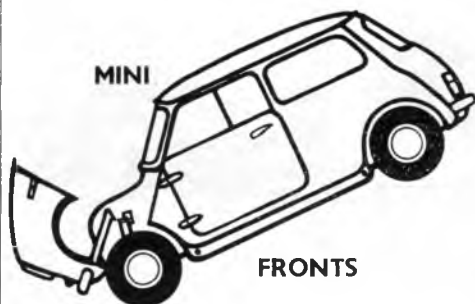
Sunday 19 July — "Summer Meeting".

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 A58 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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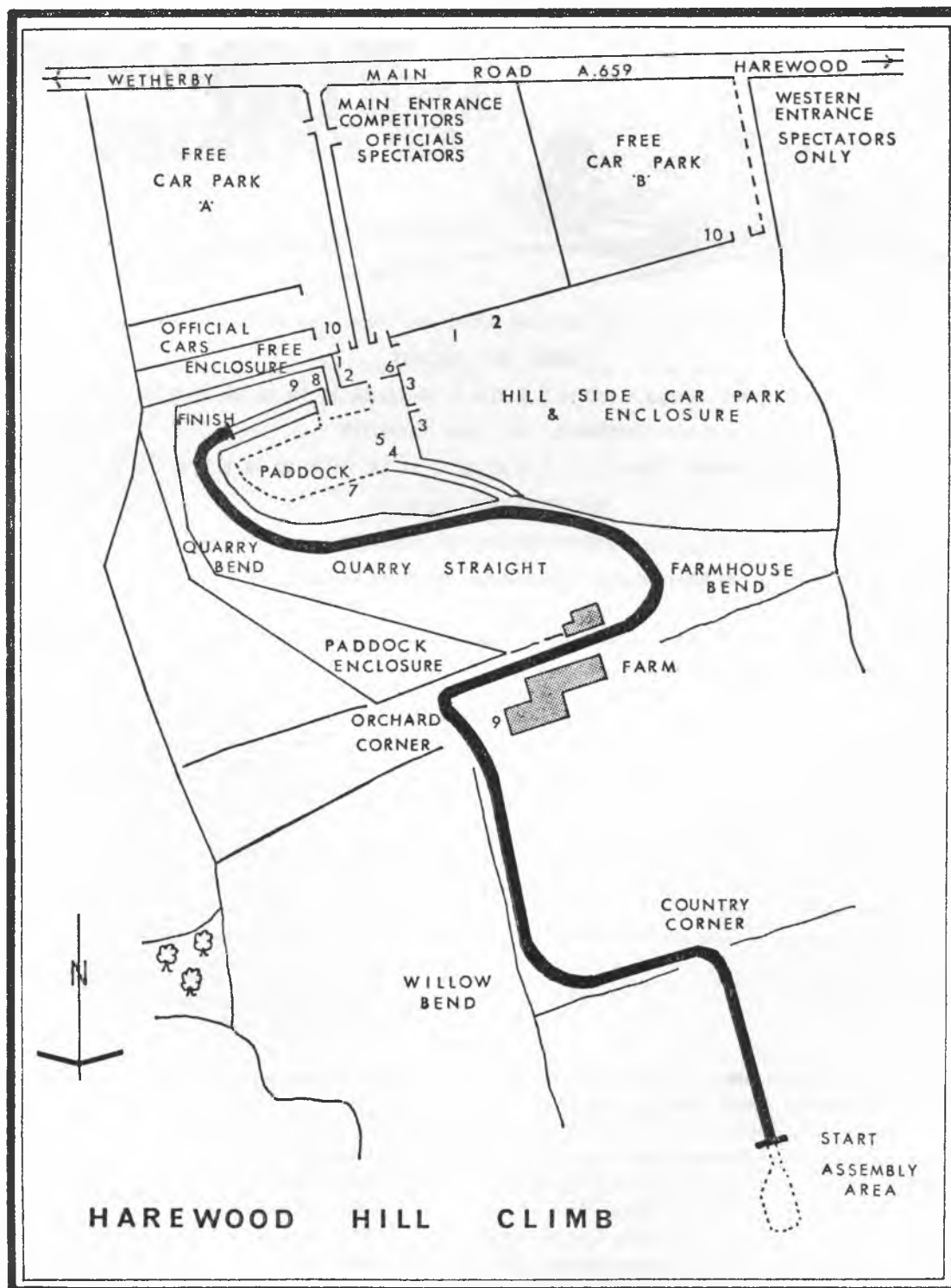
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1. Gent's Toilets; 2. Ladies Toilets; 3. Refreshments & Bars; 4. Score Board; 5. Paddock Marshal;
 6. Main Programme Sales; 7. Clerk of the Course, Secretary of the Meeting, Timekeepers; 8. Scrutineers;
 9. Ambulance & Breakdown; 10. Spectator Ticket Sales.



PROGRAMME AND LIST OF ENTRIES

Commence 2-30 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, 11, 12, 13, 14, 15, 16, 17, 18, 6, 7, 8, 9 & 10.

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.M.C. Cooper S) 10/9/67 — 50.31

1. David Haigh	B.L. Cooper	s/c	998	Huddersfield
2. Peter Standidge	B.L. Cooper	s/c	998	Huddersfield
3. Peter Dolan	B.L. 1300 G.T.		1275	Beverley
4. David Merritt	B.L. Cooper		998	Skipton
5. Tim Siddons	B.L. Cooper		998	Huddersfield
6. Ian Curtis	B.L. Cooper		998	Bradford
7. Andrew Jeffery	B.L. Mini Mk. 2		998	Leeds 8
8. Barry Hurley	Ford Anglia		1200	Ramsbottom
9. Graham Brooks	Ford Escort G.T.		1298	Oswaldtwistle
10. David Wood	B.L. Cooper		998	Malton
11. Ian Hardy	B.L. Mini Mk. 2		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

136.★Roger Billing	Ford Cortina G.T.	s/c	1498	Sheffield
12. Jack Walton	Jaguar 3.8		3781	Bingley
13. Noel Barker	Ford Cortina 1600E		1600	Burnley
14. Peter Hussey	Ford Cortina G.T.		1498	Bury
15. Christopher Sutcliffe	Ford Cortina G.T.		1498	Todmorden
16. Derek Haynes	Vauxhall Viva G.T.		1975	Swillington
17. Gordon Chippindale	Ford Cortina G.T.		1498	Rawdon

Class 3. — TOURING CARS SPECIAL SERIES**Bogey — 56.58**

Record: N. Porter (B.L. Cooper S) 19/4/70 — 48.46

18. John Casey	B.L. Cooper S	1293	Burnley .....	.....	.....
19. Simon Blackwell	B.L. Cooper S	1293	Preston .....	.....	.....
20. Andrew Blackwell	B.L. Cooper S	1293	Preston .....	.....	.....
21. Bryan Kitching	Sunbeam Stiletto	998	Menston .....	.....	.....
22. Mrs. Margaret Chadwick	Ford Escort T.C.	1558	Sheffield .....	.....	.....
23. Roy Greenwood	B.L. Cooper S	1071	Ramsbottom .....	.....	.....
24. Antony Lee	Ford Escort T.C.	1558	Blackpool .....	.....	.....
25. Mrs. Edith Howarth	Ford Lotus Cortina	1558	Greenfield .....	.....	.....
26. Tony Simpson	B.L. Cooper S	1293	Rawdon .....	.....	.....
27. Andrew Frost	Ford Escort T.C.	1598	Scarborough .....	.....	.....
28. George Beever	Ford Escort T.C.	1598	Holmfirth .....	.....	.....
29. John Heppenstall	Ford Escort T.C.	1598	Birstall .....	.....	.....
30. Bobby Fryers	B.L. Cooper S	1275	Keighley .....	.....	.....
31. Doug Bullen	B.L. Cooper S	1328	Whitby .....	.....	.....
32. Alexander Boyes	B.L. Cooper S	1071	London N.W.3. ....	.....	.....
33. Clive Harrison	B.L. Cooper S	1328	Darlington .....	.....	.....
34. Mike Flather	B.L. Cooper S	1293	Sheffield .....	.....	.....
35. John Pascoe	B.L. Cooper S	1328	Mackwood, Mon. ....	.....	.....
36. Nicholas Porter	B.L. Cooper S	1328	West Auckland .....	.....	.....

Class 4. — SPECIAL SALOON CARS up to 1,000 c.c.**Bogey — 54.26**

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

37. Brian Frank	B.L. Cooper	998	Harrogate .....	.....	.....
38. Brian Bettridge	B.L. Cooper	998	Harrogate .....	.....	.....
39. Gerry Greaves	B.L. Cooper S	999	Hutton Rudby .....	.....	.....
40. Sandy Hutcheon	B.L. Cooper S	999	Cheltenham .....	.....	.....

Class 5. — SPECIAL SALOON CARS 1,001 c.c. and over**Bogey — 54.48**

Record: C. F. Cramer (B.L. Cooper S) 19/4/70 — 46.50

41. Lionel Dickson	B.L. Cooper S	1293	Ilkley .....	.....	.....
42. Alan Parkinson	B.L. Mini	1300	Hull .....	.....	.....
43. Edward Spencer	B.L. Cooper S	1330	Leeds 12 .....	.....	.....
44. Andrew Gray	Austin 1800	1798	Lancaster .....	.....	.....
45. Graham Cooper	B.L. Mini	1440	Sedgley, Worcs. ....	.....	.....
46. David France	B.L. Cooper S	1311	Mirfield .....	.....	.....
47. John Davies	B.L. Cooper S	1293	Brodaway .....	.....	.....
48. Richard White	B.L. Cooper S	1275	Colne .....	.....	.....
49. John Christie	B.L. Cooper S	1328	Kirkcaldy .....	.....	.....
50. Tom Christie	B.L. Cooper S	1328	Kirkcaldy .....	.....	.....

Class 6 (a) — M.G. "T" TYPES up to 1,500 c.c.

Record: D. Clewley (M.G. T.C.) 10/8/69 — 54.87

51. Nicholas Taylor	M.G. T.C.	1466	Sutton Coldfield
52. Richard Green	M.G. T.C.	1250	Keighley
53. Neil Hoskinson	M.G. T.F. 1500	1466	Sutton Coldfield
54. Alastair Naylor	M.G. T.C.	1250	Burley-in-W'dale
55. Martin Prutton	M.G. T.F. 1250	1306	Boston Spa
56. David Clewley	M.G. T.C.	1500	Birmingham

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

Bogey — 58.0

Record: C. J. Seaman (M.G. Midget) 19/4/70 — 50.02

57. Brian McKenzie	Austin Healey Sprite	1098	Turton
58. Jonathan Lawton	Austin Healey Sprite	1098	Entwistle
59. Bob Cartledge	M.G. Midget	1098	Sheffield
60. Fred Bean	Triumph Spitfire	1147	York
61. Peter Davey	Austin Healey Sprite	998	Harrogate
62. Mick Merrills	Austin Healey Sprite	1275	Retford
63. Neil Spaven	Austin Healey Sprite	1275	Thongsbridge
64. Mike Taylor	Austin Healey Sprite	1098	Leeds 17
65. Paul Boyes	M.G. Midget	1275	Liversedge
66. Chris Seaman	M.G. Midget	1293	Sheffield 18

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

Bogey — 58.1

Record: J. W. Goodliff (Lotus Elan) 19/4/70 — 48.93

67. Bill Machell	Morgan 4/4	1498	Blackpool
68. Mike Machell	Morgan 4/4	1498	Liverpool 3
69. Paul Holmes	M.G. B	1820	Scarborough
70. Brian Tidman	M.G. B G.T.	1798	Coventry
71. John Lent	Lotus Elan	1558	St. Annes-on-Sea
72. Richard Gray	Lotus Europa S11	1470	York
73. Norman Lewtas	M.G. B	1789	Grindleford
74. Andrew Wareing	Lotus Elan	1588	Preston
75. Steve Branford	M.G. B	1800	Scarborough
76. Stan Newton	Triumph T.R.4a	2138	Filey
77. Richard Rice	Lotus Elan	1558	Leeds 11
78. Nigel Hargreaves	Morgan Plus 4	2138	Skipton
79. Michael Benn	Marcos 1600 G.T.	1660	Dewsbury
80. Jeff Goodliff	Lotus Elan	1598	Littleborough
(Entrant: British Vita Racing)			

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

Bogey — 55.1

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

81. Michael Donkin	Jaguar "E" Type	3781	York
82. Michael Smith	Jaguar "E" Type	3781	Strensall
83. Malcolm Dungworth	T.V.R. Griffith 200	4727	Sheffield 11
84. Jim Thomson	Jaguar "E" Type	4235	Timble, Otley
85. Spotty Smith	T.V.R. Tuscan	4727	Jump, Barnsley

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

86.	David Lawton	M.G. Midget	1255	Leeds 8
87.	Tony Thorpe	Triumph Spitfire	1240	Manchester 16
88.	John Hollingsworth	Austin Healey Sprite	1144	Redcar
89.	Gerald Gardner	M.G. Midget	1125	Ashton-in-M'field
90.	Miss Pat Hopkinson	Austin Healey Sprite	1098	Sheffield 6
	(Entrant: B. Kenyon)			
91.	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) 10/8/69 — 46.98

137.★	Chippy Stross	Lotus Elan	1598	Leeds 17
92.	Richard Stross	Lotus Elan	1598	Leeds 17
93.	David Walker	Jaguar "E" Type	3900	Leeds 16
94.	Victor Smith	Benley "R" Type Spl.	6250	Strensall

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

95.	Paul Hargreaves	Harton Minisprint	s/c 998	Norwod Green
96.	Steven Roberts	Mini Marcos G.T.	1293	Manchester
97.	Christopher George	Cox G.T.M. B.L.	1293	Leeds 8
98.	Tim Hayton	Mini Marcos G.T.	1060	Guisborough
99.	Warren Booth	Minisprint G.T.	1293	Blackpool
100.	Jim Bunney	MiniMarcos G.T.	1293	Guseley

Class 13. — CLUBMANS' SPORTS CARS up to 1,600 c.c.**Bogey — 55.28**

Record: M. Bartram (Moss Chevron B.2) 19/4/70 — 46.78

101.	Jim Robinson	Lotus Seven Ford	1498	Costock
102.	Scott Robinson	Lotus Seven Ford	1498	Costock
103.	Ian Bennett	Lotus Seven Ford	1600	Guseley
	Entrant: J. S. Nickell-Lean			
104.	Sean Mooney	Lotus Seven Ford	1600	York
105.	Bob Moorhouse	Lotus Seven Ford	1600	Leeds 8
106.	Joe Ward	Wardford Mk. 3	1500	Thornton Dale
107.	Mervyn Bartram	Moss Chevron B.2	1600	York

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

Bogey — 53.8

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

108.	Adrian Foot	B.C.S. Ford	1500	Burnley
109.	Graham Little	B.C.S. Ford	1500	Bradford 7
110.	Dennis Pegg	Lotus 11 Climax	1098	Sheffield 12
111.	Frank Aston	Landar B.L.	1293	Shrewsbury
112.	Don Robinson	Landar R.6 B.L.	1293	Ellesmere Port
113.	Keith Merryfield	Lotus Seven T.C.	1558	Solihull
114.	Geoffrey Mills	Ginetta G.4 Ford	1500	Bolton
115.	Peter Varley	Ginetta G.12 Ford	1600	Ambergate

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

Bogey — 51.1

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

Merged with

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

Bogey — 51.5

Record: E. P. Scragg (Lola 7.70) 15/9/68 — 43.92

116.	Jim Parker	Porsche 904	1966	Kendal
117.	Reg Phillips	Chevron B.8 B.M.W.	1991	Sheffield
118.	Mike Howarth	Lister-Bristol	1971	Greenfield
119.	Philip Smith	Opus H.R.D.	2548	Horsforth
120.	John McCartney	Felday 4 B.R.M. FF	1880	Horwich
121.	Mike Slinn	Lotus 23B Rover	3500	Chesterfield
(Entrant: "The Gearbox", Chesterfield)				
122.	Maurice Starbuck	Chrysler Special	5916	Sheffield 8
123.	George Tatham	Brabham BT17 Chevrolet	5343	Norton, Malton

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

Bogey — 53.0

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

124.	Kenneth Hartshorne	Cooper Junior B.L.	1098	Ilkley
125.	Roger Brown	Walker/Janspeed B.L.	1098	Burnley
126.	Donald Gray	Cooper T.82 Ford	1000	Rotherham
127.	John Croft	Mamba Mk.3 B.L.	1098	Guisley
128.	Richard Blackmore	Terrapin Mk. 2 B.L.	1098	Tadcaster
129.	Eric Stansfield	Mamba B.L.	999	Halifax

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

Bogey — 51.6

Record: G. C. Rollason (Lotus 41 Ford) 15/9/69 — 43.69

130.*	Howard Wilkinson	Chevron B.9 Ford	1600	Brighouse
130.	Bob Wainwright	Lotus 20 Ford	1600	Doncaster
131.	John Brown	Brabham BT21 Ford	1600	Burnley

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

Bogey — 49.4

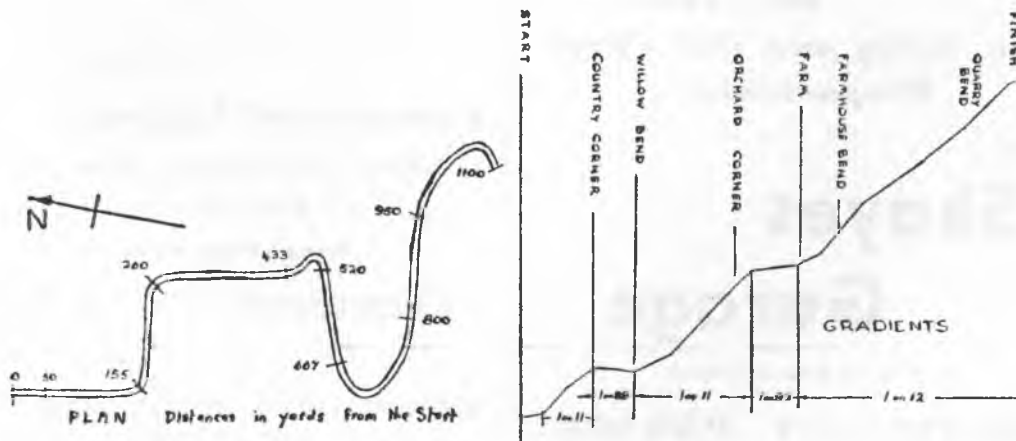
Record: Sir N. Williamson (McLaren M.10A Chev.) 19/4/70 — 40.25

132.	Richard Thwaites	Brabham BT18 Buick	3500	Dewsbury
133.	Bob Rose	McLaren M.10 B Chev.	4700	Tanworth in Arden
134.	Peter Scott-Walter	Brabham BT14/21 Buick	3128	Grindleford
135.	Jim Johnstone	Brabham BT14/21 Buick	3128	Collingham

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.					

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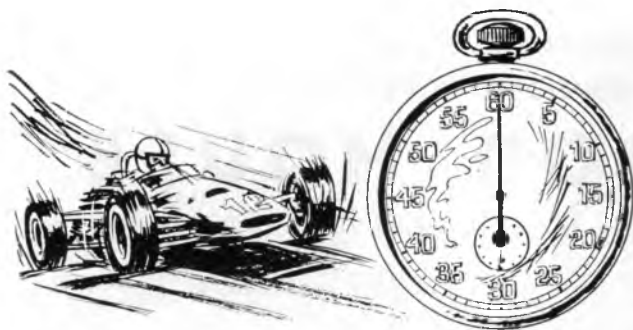
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HAREWOOD RECORDS

Thirty-six 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
19/4/69	†Sir N. Williamson (McLaren M.10A)	40.25

† Denotes Record for Course.

* Denotes Novices Hill Climb.

The gradual improvement in times within the non-racing car categories since the first meeting are :-

Touring Cars

16/9/62 — A. G. Wood (Jaguar 3.8) 57.39; 9/6/63 — D. Maitland (Morris Cooper) 56.95; 15/9/63 — N. Porter (Morris Cooper) 54.41; 12/4/64 — H. W. Ratcliffe (Morris Cooper S) 52.62; 9/5/65 — J. R. Kennerley (Lotus Cortina) 52.48; 20/6/65 — F. Greenwood (Austin Cooper S) 50.96; 5/6/66 — D. J. Muter (Austin Cooper) 50.55; 30/4/67 — F. P. Kaye (Morris

Cooper S) 48.55; 10/9/67 — F. P. Kaye (Morris Cooper S) 48.19; 28/4/68 — F. P. Kaye (Morris Cooper S) 47.92; 16/6/68 — F. P. Kaye (Morris Cooper S) 47.26; 10/6/69 — T. B. D. Christie (BMC Cooper S) 46.48; 19/4/70 — C. F. Cramer (BMC Cooper S) 45.18.

"Marque" Sports Cars

16/9/62 — R. D. Sutherland (Sprite) 57.44; 15/9/63 — A. F. Lefevre (Sprite) 55.51; 12/4/64 — R. D. Sutherland (Sprite) 53.36; 13/9/64 — R. D. Sutherland (Sprite) 55.234; 4/4/65 — A. M. Hunter (Morgan+4) 53.85; 20/6/65 — P. G. Lawson (M.G.B.) 53.01; 4/4/65 — E. P. Scragg (Jaguar 'E' Type) 52.01; 20/6/65 — E. D. Clark (Jaguar 'E' Type) 51.56; 1/5/66 — D. P. Stead (Jaguar 'E' Type) 51.41; 5/6/66 — D. P. Stead (Jaguar 'E' Type) 51.10; 26/6/66 — J. F. Thomson (Jaguar 'E' Type) 51.06; 30/4/67 — J. F. Thomson (Jaguar 'E' Type) 50.25; 16/6/68 — J. F. Thomson (Jaguar 'E' Type) 49.44; 15/9/68 — A. Mountain (Jaguar 'E' Type) 48.65; 20/4/69 — J. F. Thomson (Jaguar 'E' Type) 48.31; 10/8/69 — S. M. Smith (T.V.R. Tuscan) 47.58; 19/4/70 — S. M. Smith (T.V.R. Tuscan) 46.50.

Grand Touring Cars

16/9/62 — B. R. Waddilove (Jaguar "E" Type) 54.08; 21/4/63 — B. R. Waddilove (Jaguar "E" Type) 53.98; 9/6/63 — B. R. Waddilove (Jaguar "E" Type) 53.91; 15/9/63 — B. R. Waddilove (Jaguar "E" Type) 51.47; 13/9/64 — J. A. Lepp (Lotus Elan) 50.78; 4/4/65 — J. A. Lepp (Lotus Elan) 50.18; 20/6/65 — J. A. Lepp (Lotus Elan) 48.77; 28/4/68 — R. Speak (Lotus Elan) 48.72; 16/6/68 — J. R. Cussins (Ford G.T. 40) 47.16; 15/9/68 — J. R. Cussins (Ford G.T. 40) 46.58; 20/4/69 — P. G. Lawson (Chevron B.M.W.) 43.32; 14/9/69 — P. G. Lawson (Chevron B.M.W.) 42.55.

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

Class

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)	19/4/70	48.46
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	46.50
6.	C. G. Seaman (M.G. Midget)	19/4/70	50.02
7.	J. W. Goodliff (Lotus Elan)	19/4/70	48.93
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)	10/8/69	46.98
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)	19/4/70	46.78
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

Enjoy today's Hill Climb . . .

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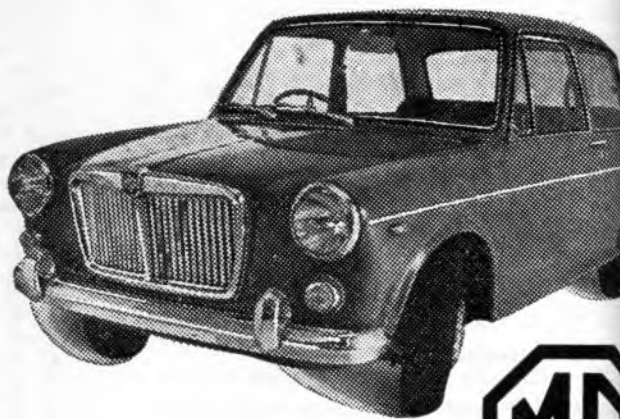
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Awards

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) 48.46

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) 0.12
(New Record 48.46 19/4/70)

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 £10

For the second fastest time of the day £8

For the third fastest time of the day £6

For the fastest time in each class £5

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.

OUR NEXT EVENT AT HAREWOOD —

Sunday 28th May 1970

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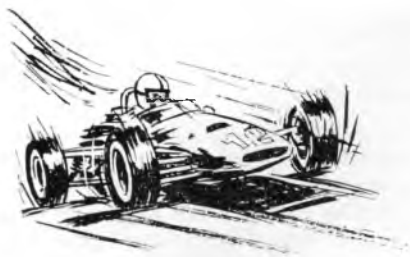
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THE HAREWOOD SPECIAL

by

BOB SOPER

Since well before the war the Shelsley Special — a curious breed of vehicle if ever there was one — has been regularly featured in the motoring press. This is generally a diabolical one off, indigenous to the Midlands, and very rarely seen much further afield. One such vehicle that springs to mind is 'Bloody Mary', the twin motorcycle engined device that John Bolster used to drive with considerable verve before the war and, of course, there is Basil Davenport's one owner G.N. which is now occasionally venturing into the wilds of Yorkshire. Since the early sixties when Harewood opened a gradual change has taken place, and whereas the Shelsley Special has tended to disappear, the Harewood Special has been more and more in ascendancy.

The first thing we must do is to define the Harewood Special. It is a vehicle, constructed initially as a one off, designed to win one particular class at Harewood or to take F.T.D. Apart from the odd notable early exception, different engines in existing chassis do not count. It is not built for racing or the road but purely for the hills.

We in Yorkshire are fortunate that we have so many people with the determination, vision, ability and guts to set to and build these cars that are

unlikely to bring any financial reward but may, in some cases, be good enough to beat the world. You will note that one item is deliberately left out of the list of requirements and that is cash. No amount of cash is an adequate alternative to the dogged determination required to work every night through the coldest winter in a freezing workshop until the whole job is finished and then, as so often happens, if the bodywork at first is only temporary or there are some teething troubles at the first meeting, to suffer the scorn of the paddock pundits and bar counter experts. If the will is there to build it, then the means of raising the cash will always emerge. Others have had to fight their way through these problems in the past like Chapman, Broadley, Whittle and Cockcroft to name but a few.

Continued on page 24



Allan Staniforth with the world beating Terrapin.

THE HAREWOOD SPECIAL—continued

One of our most prolific and long standing one off constructors is Gordon Gartside of Staveley near Knaresborough who has been building one off cars of all types since well before the war. There have been numerous trials cars with dozens of different engine permutations and in the late fifties there was a very advanced G.T. car of similar design to the Lotus Elite but preceding it by many months. The most successful car was in the pre-Harewood days when the 'Consul Special' — an attractive looking two seater powered by an early Ford Consul engine — used to be one of top award winners of the era. Be it sprint, hill climb, race, autocross or driving test the car to beat was always the Gartside Consul Special driven either by Gordon himself or his eldest son, Geoff, who later drove the first Harewood Special. This was a single seater of the conventional, but in those days new, rear engined design with Gartside suspension and powered by a Cosworth F.J. engine. It was very successful but suffered the same weakness as so many others at the time and that was the Renault gearbox which just wasn't up to the power of the engine. What is not generally known is that the Mini engined cult all started in the converted railway station at Staveley where Gordon does all his work. He has produced one rear engined Mini single seater but this has not had an engine with sufficient power to compete with the now fierce competition from the opposi-

tion in the class. Those who have developed Gordon's ideas more fully have met with considerable success, none more so than Allan Staniford with the Terrapin Min.

Allan, who is a hard working journalist during the day, has developed his own design of rear Mini engined single seater to such a tune that, apart from being a regular award winner on the Northern hills and the man to beat in most other parts of the country, he also holds Worlds Records in Class G. This is no mean achievement for one who has had to do all the work at home during the evenings and without the resources of a fully equipped commercial garage or engineering works behind him. Two replicas have been built locally and another one in Panama of all places. Development of the car has been gradual over several seasons starting with a mildly tuned, almost standard engine, working up to the present High Pressure Blown unit. In his 'spare' time Allan set to and wrote an extremely good and successful book on the subject — 'High Speed, Low Cost' — for those who feel the urge to build a replica.

Another with the same idea but who has produced an entirely different looking car is John Thornton (now managing an engineering works in Nigeria). The Mamba, using a bored out 997 cc Cooper engine with C75B Shorrock supercharger and running on a mixture of Methanol and Nitro Benzene, used to be the main contender in the



Mike Wheatley — Miniclimber. Probably the most promising idea with a lot of development.



Phil Chapman's F.W.D. Chapman Mercury.

small racing car class a few seasons ago. John held the record most of the time that he was competing and his car, like the replica built for Bing Crosby, was always immaculately turned out. It is interesting to note that none of the Mini engined specials has ventured outside the small racing car class and so taken advantage of the 1275 c.c. engine. In fact some of the Mini saloons are as fast now. Just think of the potential performance available with the big engine bored out to a maximum, high pressure blown on Nitro.

Before we leave the Mini engined specials, let us not forget two that appeared briefly in 1967 but suffered from lack of time available for proper development. They were both front engined and in consequence they were difficult to make look attractive but their respective builders, Mike Wheatley and John Forster put in many long hours getting them to the start line.

Not so many years ago you just had to have a good Cooper Jap if you were to be in with any sort of a chance in the hill climb championship. All that has now changed with first of all the small blown engines taking over but, before all the bugs were out of these, the big V8 came along and looks to be here to stay. One man who can have a fair claim to starting this trend is David Harrison who was putting big engines in little cars in the early sixties. After the Frazer Nash — Alvis, David turned his attention to an early Cooper chassis into which was fitted the then rare 3.5 litre Aluminium Buick engine. The car was very successful for a

time but, being a pioneer (and as someone said recently, pioneering seldom pays) it took some time to sort out by which time others were on the bandwagon with much later chassis and, of course, four wheel drive was coming in rapidly.

Four wheel drive is a very technical subject and it is not the purpose of this article to go deeply into it. The reason that it is so expensive is that three differentials are needed — on the two axles and on the drive between them necessitating a transfer box after the gearbox. The reason for the one in the middle is that the front and rear wheels travel at different speeds on corners and without it, or so we are told, the car does some very funny things. One man who didn't believe this was Phil Chapman of Sheffield who, after campaigning for years in a 'normal' sports racing car — the Chapman Mercury, constructed an entirely new car with his own version of four wheel drive. Again it was a two seater, front engined sports racing car using the Mercury V8 engine but instead of the transfer box and differential he used two gearboxes, one in the normal position behind the engine and the second in front of the engine driven off the front pulley. This meant that any differential action needed had to be provided on the shaft between the gearboxes i.e. the crankshaft. That the car ran for so long with no trouble is either a testimony to the engineering skill of Phil or to the fact that Mercury crankshafts just do not break! Incidentally, the car handled very well indeed.

Continued on page 26



John Thornton driving the attractive looking Mamba.

THE HAREWOOD SPECIAL—continued

After Gordon Gartside our most prolific and certainly most successful Harewood Special builder is undoubtedly the current R.A.C. Hill Climb Champion, David Hepworth. The first Hepworth creation that comes to mind is the big Austin Healey into which David squeezed a 5 litre Chevrolet engine which turned out to be a bit heavy at the front but an ideal car for a future champion to learn the art of controlling power. After the Healey came a series of very hairy single seaters all with engines far too big for the chassis culminating in the present four wheel drive highly sophisticated design. With the Traco motor and now very experienced driver, the car took 5 1st places, 4 seconds and 3 thirds out of the 12 rounds in the championship that it contested — a very consistent performance to give a very well deserved championship to the best trier in the sport. Let us hope that we see the Hill Climb Championship going yet again to the driver of a genuine 'Harewood Special' in 1970.

So much for the conventionally accepted type of "racers", but let us look back to the other half of our definition of a Harewood Special "To take one particular class at Harewood". Here again the variety and original thinking has been prolific.

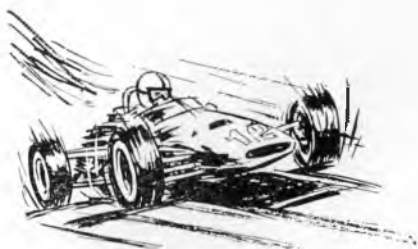
In promoting hill climbs we have always tried to cater for all kinds of competitors and, as a result, we have run more individual classes than other

meetings. Through the years we have always had competitors ready to jump in and prepare cars specially to contest one particular class and not always a fashionable or rewarding class at that.

The ubiquitous Mini has inevitably come in for a great deal of attention of a "specialising" nature. Right through from Allan Staniforth's original efforts competitors like Ken Lee, Peter Kaya and others have worked from these basic beginnings to produce potent competition vehicles. Perhaps the ultimate in this respect was the Minisprint G.T. which Jeff Goodliff campaigned last year. In this the Mini shell had a lowered roof line, a solid beam rear axle and was propelled by a fuel injected 1275 c.c. "mill".

Today's entry includes a number of these Harewood Specials in Issigonis clothing including the supercharged Cooper of David Haigh and Peter Standidge, Clive Harrison, Mike Flather, John Pascoe and Nick Porters Class Three bolides (all fully trimmed but really hot under the skin), Sandy Hutcheon's 1000 c.c. device from Cheltenham and almost anything in class five although with special mention of the Christie's Cooper S and those of David France and Richard White.

This just leaves room for Chris Seaman's Midget which, in its way, is just as much a Harewood Special as David Hepworth's big four-wheel drive single seater.



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 Coombe, 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 B.A.R.C. Yorkshire Office, 6, Sidney Street, Vicar Lane Leeds LS2 7JB. Tel. Leeds 38972.

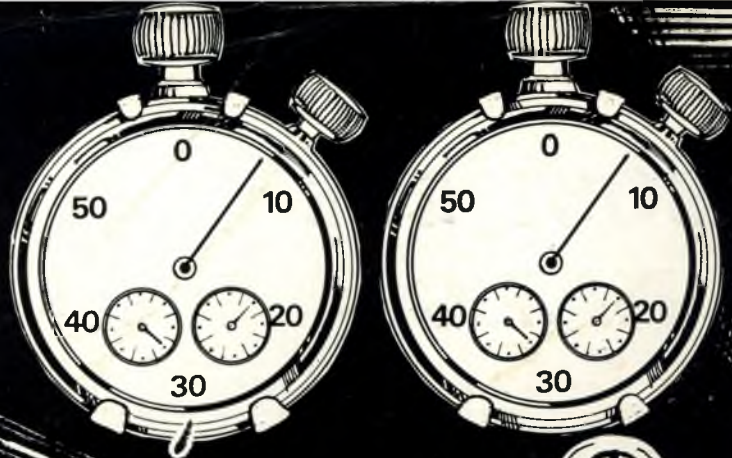
Our major events during the remainder of 1970 are :-

- Sun 24 May — Croft "Spring Bank Holiday" Race Meeting.
- Tue 26 May — Harewood Members' Practice Evening.
- Sat/Sun 6/7 Jun — "The Scarborough Week-End" Autotests.
- Fri 19 Jun — "HiSummer Hop" (Summer Dance).
- Sun 21 Jun — Croft "Championship Race Meeting".
- Sun 28 Jun — Harewood "Montague Burton Trophy" National Hill Climb.
- 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".
- Sun 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.

B.A.R.C. INSIGNIA

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