

# SCARBOROUGH HILL CLIMB



ORGANISED BY THE BRITISH AUTOMOBILE RACING CLUB (YORKSHIRE CENTRE)  
AND THE NORTH HUMBERSIDE MOTOR CLUB



**Castrol** **B.A.R.C.**  
**Hill-climb** **championship**

OFFICIAL PROGRAMME 15p

FINAL ROUND

26 SEPTEMBER

**71**

**TATE**  
are  
number  
**ONE**

*always for the enthusiast*

*a special service for special people*



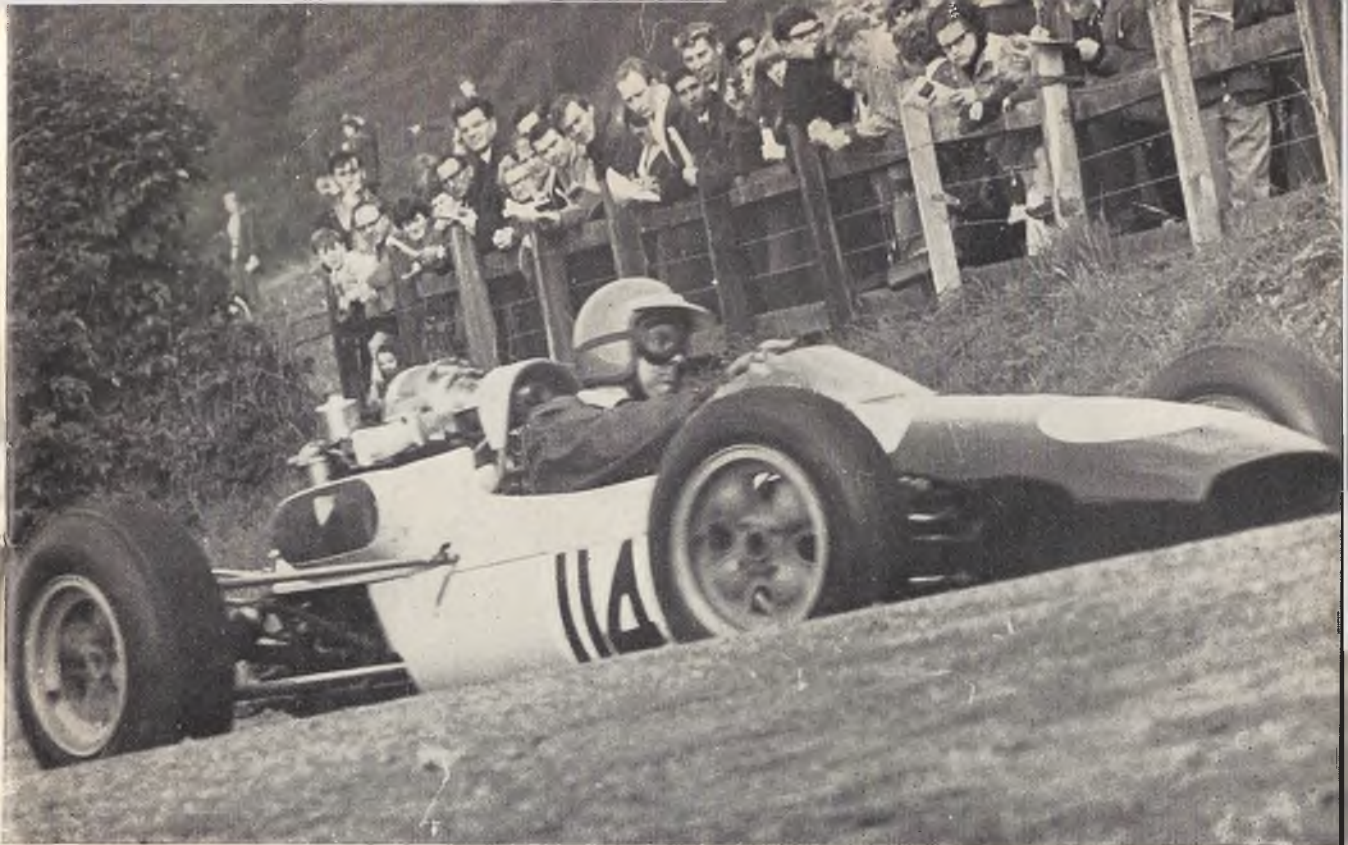
This is the Tate Service for performance people with cars to match. A Centre to which people like yourself gather to have their performance cars serviced by a selected group of specialists. They gather to ask questions, to get advice, or simply to chat about performance with people who know. Road, Race or Rally - whatever your way - Tate Rallye Sport is for you . . . Always.

**TATE**  
**RALLYE**  
**SPORT**



**TATE RALLYE SPORT**  
New York Road, Leeds  
Tel: 31281





*Photograph by Viki Lincoln*

THE YORKSHIRE CENTRE OF THE BRITISH AUTOMOBILE RACING CLUB  
AND THE NORTH HUMBERSIDE MOTOR CLUB  
WELCOME YOU TO  
**THE ELEVENTH ANNUAL  
SCARBOROUGH HILL CLIMB**  
FOR THE  
**CASTROL TROPHY**  
INCORPORATING THE FINAL ROUND OF THE  
CASTROL/B.A.R.C. HILL CLIMB CHAMPIONSHIP

R.A.C. NATIONAL BRITISH PERMIT No. RS/7516

**SUNDAY, 26th SEPTEMBER, 1971**

COMMENCE 1-00 P.M.

**HELD AT OLIVERS MOUNT, SCARBOROUGH**

by kind permission of Scarborough Corporation

**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.**

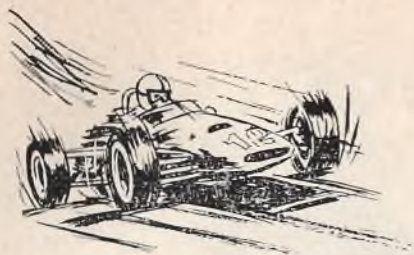
*The perfect  
lover*



*The oil with protective instincts.*

**Castrol GTX. The Engine Protector.**

For a free lubrication chart or information sheet on your car, write to: Dept. MCM, Castrol Ltd, High Rd., Cowley, Nr. Uxbridge, Middlesex.



## RAMBLINGS

Ever since the war, Olivers Mount at Scarborough has been famous as the home of exciting motor cycle races right up to International level. To enthusiasts for the sport on four wheels however, Olivers Mount is now firmly established as the scene of our annual Speed Hill Climb there.

It is now eleven years since the Yorkshire Centre of the British Automobile Racing Club and the East Yorkshire Car Club persuaded the Corporation and the Scarborough & District Motor Cycle Club to allow a hill climb to be held on the steepest part of the Olivers Mount circuit. This was an immediate success, the full entry of 120 competitors finding the course very much to their liking as did the very large crowd of spectators who turned up to see the fun.

Through the years the stature of the event has grown and the East Yorkshire Car Club is now the North Humberside Motor Club but the original idea of an end of season jointly promoted event remains.

Today, for the fourth time, the Scarborough Hill Climb is the final round of the "Castrol/B.A.R.C. Hill Climb Championship". This Championship is explained in detail on pages 21/24, but briefly, it is a nationwide Championship for competitors in all classes of cars run on a "Bogey Time" or Handicap basis. The Championship is very close indeed this afternoon and as a result of the runs today every place from 1st to 10th could change with only 7 marks dividing 1st, from 10th man. On form it looks as if either Robert Speak of Burnley with a Ford Escort or Jim Thomson of Otley with a Vauxhall Viva GT is going to be the outright winner of the series, but if either slips up this afternoon, fourth man Richard Jones is strongly placed to move up the list whilst David Hepworth in 9th place could finish much higher up the list.

As a special feature at the end of the programme this afternoon, the ten drivers winning awards in the Castrol/B.A.R.C. Hill Climb Championship will receive their cheques and plaques from Mr. Mike Dixon, the advertising manager of Castrol Ltd., Mr. Dixon will also present the "Castrol Trophy" to the driver making fastest time in the event as a whole as well as the other major awards. This presentation will take place down on the start line.

Castrol have now sponsored this Championship for three years and there can be no doubt that 1971 has been the best series to date. No less than 150 drivers entered for the championship and right through the year placings have been very close indeed. We would like to pay tribute to Castrol for their keen and enthusiastic support at Club level and in particular to Mike Dixon, Roger Willis, Allan Sewell and John Atkins who have been closely connected with this Championship.



*David Hepworth leaves the line to set up a new course record last September.*

# GO WIN ON GOODYEAR

BARKERS TYRE DISCOUNT SERVICE LTD



16 Central Parade,  
Cleckheaton.  
Tel: Cleckheaton 5268.

Little Lane,  
Ilkley.  
Tel: Ilkley 5217.

Wortley Moor Road,  
Whingate Junction,  
Leeds 12.  
Tel: Leeds 635421.

Brogans Yard,  
Albion Street,  
Otley.  
Tel: Otley 3952.

Market Street,  
Shipley.  
Tel: 591451.

Micklethwaite Farm,  
Boston Road,  
Wetherby.  
Tel: Wetherby 2427.

Worthway,  
Keighley.  
Tel: Keighley 62262.

Hatfield House Lane,  
Sheffield.  
Tel: Sheffield 385963.

Millard Lane,  
Off Muglett Lane,  
Maltby.  
Tel: Maltby 3433.

55 Laughton Road,  
Dinnington.  
Tel: Dinnington 2725.

Hunt Street,  
Holyland Road,  
Holyland Common,  
Barnsley.  
Tel: Holyland 743214.

Marriners Way,  
Goole.  
Tel: Goole 3889.

**G800 Rally Special**  
(tubed tyre)  
Excellent for Tarmac  
events especially in the  
wet.

Available:  
175 - 12 £11.24  
175 - 13 £11.96

263 Whitehall Road,  
Leeds 12.  
Tel: Leeds 634661.

**Ultragrip Rally Special**  
(tubed tyre)  
The tyre for all sur-  
faces, excellent in mud,  
snow and on all unsur-  
faced roads and tracks.

Available:  
175 - 12 £12.07  
175 - 13 £12.84

225/55 SR - 13 £13.93

\*180/330 SR - 13 £12.84

\*(Tread Pattern differs to that  
illustrated.)

**Rally Special**  
(tubed tyre)  
The tyre which pro-  
vides outstanding per-  
formance on wet or dry  
tarmac and on firm non-  
surfaced roads.

Available:  
165/70 SR - 10 £9.35  
195/70 HR - 13 £15.85

**SPECIAL DISCOUNTS AVAILABLE FOR CLUB EVENTS**

## AUTOPLUS LIMITED

LEEDS NEW DO-IT-YOURSELF GARAGE

Why not make use of Autoplus facilities ?

We supply the tools for you to  
do the job.

**OPEN 24 HOURS FOR  
BURMAH PETROL AT 2½p DISCOUNT.**

Full Range of Spares for Most Makes of  
Vehicles and Full Repair Facilities.

•  
CONTACT . . .

**AUTOPLUS LIMITED**  
**Meanwood Road**  
**Leeds LS7 1NF**

Telephone : 34884 / 34885

## CHARLES SOWDEN & SONS LTD.

•  
MANUFACTURERS

OF

WORSTED SUITINGS, GABERDINES,

PANAMAS, TERYLENE/WORSTEDS,

ETC.

•  
**Springfield Mills,**  
**Sandy Lane, Allerton,**  
**BRADFORD.**



# OFFICIALS OF THE MEETING

## STEWARDS

Appointed by the R.A.C. .... E. A. Hooks  
 Appointed by the B.A.R.C. .... E. D. Clark.  
 A. J. Holberton, T. C. Wise

## OFFICIALS

Clerk of the Course ..... M. S. Wilson  
 Deputy Clerks of the Course ..... D. Easthope,  
 J. Johnstone  
 Chief Marshal ..... J. M. English  
 Deputy Chief Marshal ..... M. J. Frost  
 Chief Observer ..... A. J. Hodgetts  
 Deputy Chief Observer ..... J. R. Hardcastle  
 Chief Medical Officer ..... Dr. J. Clegg  
 Chief Scrutineer ..... S. H. Hanson  
 Timekeeper ..... D. R. Scatchard  
 Time Recorder ..... Miss S. Thornton-Haigh  
 Chief Paddock Marshal ..... A. A. Pritchard  
 Deputy Paddock Marshal ..... R. G. Hooper  
 Secretary of the Meeting ..... Miss L. A. Thornton  
 Chief Start Area Marshal ..... J. M. Broadhead  
 Deputy Start Area Marshal ..... B. Watson  
 Hon. Treasurer ..... M. H. Whaley  
 P. A. Commentary ..... A. D. Roddis, E. Bowers-Booth  
 Incident Officer ..... P. Ashford  
 Rescue Party ..... G. D. Horne, & N.R.R.R.M.C.  
 Chief Prog. Sales Marshal ..... Mrs. R. F. Chesterman  
 Chief Admission Marshal ..... D. N. Townsend  
 Chief Staging Marshal ..... D. K. Chippindale  
 Deputy Staging Marshal ..... Dr. W. Jones  
 Scrutineers ..... B. L. T. Bielby, E. S. Smith, T. M. Wood,  
 P. W. Watson, J. H. Allison, D. C. Fotherby  
 Scrutineers Marshals ..... W. Hall, G. L. Thompson,  
 B. Hanson, F. O. R. Cough

### Observers :

R. F. Chesterman, R. J. Matthews, J. R. Wass, D. K. Haigh, J. T. Simons, H. Boulton, H. S. Tinkler, P. D. Naylor, D. A. Pizzey, D. Spark, S. C. Easton, A. Hill, D. M. Gledhill, G. S. Gerrard.

### Flag, Fire, Track, Course & Spectator Marshals :

J. A. Courtney, C. Hobson, R. Pollitt, L. Bennett, C. J. Shaw, Mrs. F. Shaw, J. Franks, J. M. Newlove, R. A. Newlove, J. R. Coupe, J. C. Green, I. Hill, G. G. Reeves, H. Ahern, Mrs. H. Ahern, R. A. Bateson, T. R. A. Hainsworth, R. Hutson, H. A. Pickard, A. F. Skinner, D. Walker, A. J. Wharram, C. Booth, A. J. Carmichael, J. C. Craggs, R. S. Elmitt, I. Fishburn, M. S. Jennings, P. Telford, J. M. Tyas,

Mrs. J. M. Tyas, M. Carr, E. G. Filmore, P. Simms, D. B. Baugh, C. Gatenby, P. S. Marshall, J. Wood, J. R. Cudberson, P. J. Dalton, F. Duckworth, P. Duckworth, M. Ellingham, J. W. Garvey, R. Kitching, D. Potter, P. McDonald, P. Machedem, P. H. Simpson, D. Smith, C. Snaith, R. Stansfield.

### Paddock & Staging Area Marshals :

Miss J. S. Lee, C. Doughty, A. Fellows, A. Joy, R. Sayner, I. Senior, Miss J. Jones, P. H. Jones, Mrs. I. Mason, B. N. Marsden, I. Mason, R. Webster.

### Start Area Marshals :

J. Aston, R. J. Beck, A. H. Clay, G. Gough, R. Jackson, R. Stamford, I. K. Terry.

Paddock Entrance Gate ..... i/c A. Henderson,  
 V. Card, A. Day

Programme Sales ..... N.H.M.C. Ladies Committee

Results Party ..... Miss T. J. P. Steele

Paddock Scoreboard ..... Miss S. D. Ellerby

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

First Aid ..... St. John Ambulance Brigade (Scarborough)  
 Public Address ..... Fairbank Harding Ltd.  
 Car Parks ..... Bert Goddard  
 Paddock Catering ..... Jacksons of Otley  
 Spectators Catering ..... Frank Lee, Huddersfield  
 Tentage ..... T. G. Pepper Ltd.  
 Police ..... York, North & East Yorks. Constabulary  
 Road Signs ..... R.A.C. Yorkshire Area Office  
 Breakdown Wagons ..... Appleyard of Bradford Ltd.,  
 Gordon Armstrong Ltd., Car Recovery Club  
 Rescue Equipment ..... Epco (Leeds) Ltd.  
 Radio Telephones ..... Pye Telecommunications

# TIMETABLE FOR TODAY

10-15 a.m. Practice Runs commence  
 11-45 a.m. Practice Concludes — Lunch Interval  
 1-00 p.m. Meeting Commences, First Class Runs  
 2-45 p.m. Interval of Ten Minutes  
 2-55 p.m. Second Class Runs  
 4-30 p.m. Interval of Ten Minutes  
 4-40 p.m. The Castrol/B.A.R.C. Championship Runs  
 The "Top Ten" Runs  
 5-10 p.m. Prize Giving at the start line

# LOTUS SPARES

**BMW**



**YORKSHIRE  
DISTRIBUTORS**



**WEST RIDING  
MAIN DEALERS**

**JENSEN**



**YORKSHIRE  
DISTRIBUTORS**

**WE CARRY A COMPREHENSIVE STOCK  
OF LOTUS, BMW & JENSEN PARTS**  
**NORMAND OF BRADFORD**  
**OLYMPIA GARAGE, 111 THORNTON RD., BRADFORD.**  
**TEL. BRADFORD 31255**

(1-MINUTE FROM M.1)

## **WEST YORKSHIRE FORDSPORT CENTRE**

***Twin Cam Lotus - Ford B.D.A. - Specialists***

LATEST TYPE ROLLING ROAD DYNAMOMETER, INCORPORATING OUR  
SPECIAL SUMP & TRANSMISSION COOLING SYSTEM. 120 M.P.H. — 360 B.H.P  
RANGE. TIMED ACCELERATION.

**WEBER—S.U. SPARES & OVERHAUL SERVICE.**

**WIDE RANGE OF COMPETITION SPARES IN STOCK :-**

CRANKSHAFTS - SUMP GUARDS - H. CAPACITY PUMPS - H.D. CON RODS  
WING EXTENSIONS - WEBER S.U. SPARES - STEEL MAINCAPS - BRAKE PADS  
GASKET SETS - BEARING SHELLS - H.D. CLUTCHES - THICKWALL BLOCKS  
CAMSHAFTS - RACING PLUGS - OIL COOLERS - VALVES, STD & O.S.  
TURRET KITS - SPECIAL T.C. HEADS - H.D. SUSPENSION UNITS - MANIFOLDS  
ADJUSTABLE SHOCKERS - H. PRESSURE OIL PUMPS - VALVE SPRINGS  
STEEL CON RODS.

Contact **ERIC JACKSON** at :-

**SERVICE GARAGE (BARNSELY) LTD.**  
**DODWORTH ROAD, BARNSELY** TEL. : 5741 Ex. 30





# Awards

The Awards to be won today are :-

For the fastest time of the day — "The Castrol Trophy" and £60.

For the second fastest time of the day — £30.

For the third fastest time of the day — £20.

For the fourth fastest time of the day — £15.

For the fastest time in each class ..... £10

For the second fastest time in each class ..... £4  
(Subject to 7 entries in class)

For the third fastest time in each class ..... £2  
(Subject to 12 entries in class)

For the best performance of a Lady Competitor —  
Ladies Award ..... Value £5

(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 £4.

To any competitor holding a new record for his class at the conclusion of the meeting —  
A Scarborough Class Record Plaque.

Any award winner may opt to receive a trophy or souvenir in place of cash.

## PRESENTATION OF AWARDS

There will be a prizegiving ceremony at the Start approx 10 minutes after the last runs. Mr. Mike Dixon, the Advertising Manager of Castrol Ltd. will present the "Castrol Trophy" and the four f.t.d. awards to today's winners.

Mr. Dixon will also present the Castrol awards to the highest placed ten competitors in the 1971 "Castrol/B.A.R.C. Hill Climb Championship" and the "Fast Lady" Trophy to the highest placed lady driver in the Championship.

We hope as many spectators as possible will be present at the prizegiving to pay tribute to the competitors who have provided your afternoon's sport and to Messrs. Castrol for their generosity towards hill-climbing.

## OLIVERS MOUNT RECORDS

The first jointly organised Hill Climb on the Olivers Mount Circuit was held in October 1961 and since that time this has been an annual fixture. The fastest times at the previous meeting were :-

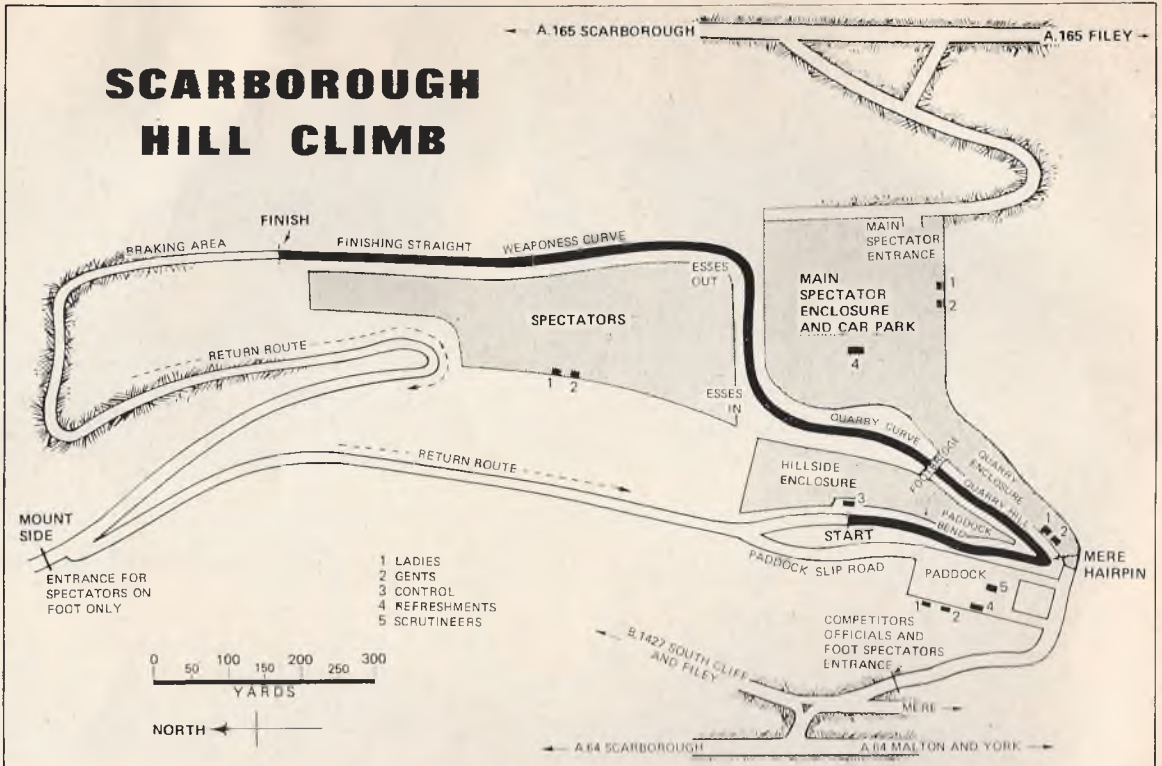
|          |                                    |       |
|----------|------------------------------------|-------|
| 15/10/61 | J. Blumer (Cooper Monaco)          | 49.24 |
| 14/10/62 | J. Cordingley (J.B.W. Maserati)    | 47.32 |
| 13/10/63 | A. Lanfranchi (Elva Mk. 7)         | 48.74 |
| 11/10/64 | V. A. Wilson (Lotus 21 Climax)     | 50.67 |
| 3/10/65  | J. T. Butterworth (Brabham B.T.14) | 47.69 |
| 2/10/66  | F. W. Smith (Brabham B.T.14)       | 45.95 |
| 1/10/67  | P. G. Lawson (B.R.M. T.76 4 W.D.)  | 43.49 |
| 6/10/68  | E. P. Scragg (Lola 70 Ford)        | 44.72 |
| 28/9/69  | M. R. Brain (Cooper Chrysler)      | 41.27 |
| 27/9/70  | *D. Hepworth (Hepworth FF)         | 41.04 |

\* Denotes Record for Course.

Records in the various classes which are standing at the commencement of today's meeting are :-

### Class

|     |                                  |         |       |
|-----|----------------------------------|---------|-------|
| 1.  | C. B. Pearson (B.L. Cooper)      | 2/10/66 | 57.82 |
| 2.  | R. White (Ford Cortina GT)       | 28/9/69 | 53.41 |
| 3.  | N. Porter (B.L. Cooper S)        | 28/9/69 | 51.99 |
| 4.  | C. F. Cramer (B.L. Cooper S)     | 28/9/69 | 50.37 |
| 5.  | C. F. Cramer (B.L. Cooper S)     | 27/9/70 | 48.87 |
| 6.  | C. G. Seaman (M.G. Midget)       | 27/9/70 | 53.22 |
| 7.  | J. W. Goodliff (Lotus Elan)      | 27/9/70 | 49.40 |
| 8.  | J. F. Lambert (T.V.R. Tuscan)    | 27/8/70 | 48.29 |
| 9.  | J. C. Northcroft (M. G. Midget)  | 28/9/69 | 50.74 |
| 10. | L. S. Stross (Lotus Elan)        | 27/9/70 | 49.88 |
| 11. | J. W. Goodliff (Minisprint GT)   | 28/9/69 | 48.15 |
| 12. | P. E. Voigt (D.R.W. Imp)         | 28/9/69 | 47.66 |
| 13. | M. Bartram (Moss Chevron)        | 27/9/70 | 47.93 |
| 14. | F. K. Aston (Landar R7 B.L.)     | 27/9/70 | 48.26 |
| 15. | E. P. Scragg (Lola 70 Ford)      | 6/10/68 | 44.72 |
| 16. | P. E. Voigt (Ginetta G-1 Imp)    | 27/9/70 | 46.26 |
| 17. | J. T. Butterworth (Brabham BT14) | 1/10/67 | 45.46 |
| 18. | D. Hepworth (Hepworth FF)        | 27/9/70 | 41.04 |



***The Original — The Best !!***

## - CRC - CAR RECOVERY SERVICE

MEMBERS AND THEIR PASSENGERS, PLUS BROKEN DOWN OR ACCIDENT DAMAGED CAR TRANSPORTED HOME FROM ANYWHERE IN BRITAIN COMPLETELY FREE OF CHARGE.

MEMBERSHIP FEE ? — ONLY £1 PER YEAR.

CAN YOU AFFORD TO RISK BEING A NON-MEMBER.

For those who are convinced that "It only happens to other people" we provide a very reasonably priced transport service for Cars, Caravans, Boats, etc., etc. So if you decide to remain a non-member and you are in trouble —

RING US — YOU WILL SAVE MONEY.

SEND £1 AND FULL PARTICULARS OF CAR FOR IMMEDIATE MEMBERSHIP (or just ask for more details) TO

# CAR RECOVERY CLUB

715 ANLABY ROAD — HULL  
Telephone 51130



# PROGRAMME AND LIST OF ENTRIES

Commence 1-00 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, 6a, 6, 9, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17 & 18.

SECOND RUNS: Classes 1, 2, 3, 4, 5, 15, 16, 17, 18, 6a, 6, 9, 7, 8, 10, 12, 13, 14.

INTERVAL OF TEN MINUTES

THE CASTROL/B.A.R.C. CHAMPIONSHIP RUNS

THE "TOP TEN" RUN-OFF

PRESENTATION OF AWARDS

★ After a competition number denotes a reserve entry.

### Class 1. — TOURING CARS up to 1,300 c.c.

Bogey Time 63.53

Record: C. B. Pearson (B.L. Cooper) 2/10/66 — 57.82

| Car No. | Driver             | Car               | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pos'n |
|---------|--------------------|-------------------|-----|------|---------------|---------|---------|-------|
| 1.      | Mrs. Jacky Jackson | B.L. Mini         |     | 998  | Leeds         |         |         |       |
| 2.      | Alex Jackson       | B.L. Mini         |     | 998  | Leeds         |         |         |       |
| 3.      | John Edmond        | B.L. Mini         |     | 998  | Scarborough   |         |         |       |
| 4.      | Laurie Curtis      | B.L. Cooper       |     | 998  | Bradford      |         |         |       |
| 5.      | Keith Hardy        | B.L. Cooper       |     | 998  | Scarborough   |         |         |       |
| 6.      | Bryan Kitching     | Sunbeam Imp Sport |     | 875  | Menston       |         |         |       |
| 7.      | Ian Hardy          | B.L. Mini         |     | 998  | Leeds         |         |         |       |
| 8.      | Graham Brooks      | Ford Escort GT    |     | 1300 | Oswaldtwistle |         |         |       |
| 9.      | Robert Speak       | Ford Escort       |     | 1300 | Blackburn     |         |         |       |

### Class 2. — TOURING CARS 1,300 c.c. and over.

Bogey Time 61.41

Record: R. White (Ford Cortina GT) 28/9/69 — 53.41

| Car No. | Driver                              | Car                | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pos'n |
|---------|-------------------------------------|--------------------|-----|------|---------------|---------|---------|-------|
| 10.     | Roger Billing                       | Ford Cortina GT    |     | 1560 | Sheffield     |         |         |       |
|         | Entrant: Towmaster Towing Equipment |                    |     |      |               |         |         |       |
| 11.     | Chris Green                         | Ford Escort Mexico |     | 1601 | Sheffield     |         |         |       |
| 12.     | Richard White                       | Ford Escort Mexico |     | 1600 | Colne         |         |         |       |
| 13.     | Jim Thomson                         | Vauxhall Viva GT   |     | 1975 | Otley         |         |         |       |
|         | Entrant: W. B. Blydenstein          |                    |     |      |               |         |         |       |

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

Bogey Time 59.99

Record: N. Porter (B.L. Cooper S) 28/9/69 — 51.99

| Car No. | Driver              | Car               | s/c | c.c. | Driver's Town   | 1st Run | 2nd Run | Pos'n |
|---------|---------------------|-------------------|-----|------|-----------------|---------|---------|-------|
| 14.     | Barry Spinks        | B.L. Cooper S     |     | 1328 | Leeds           |         |         |       |
| 15.     | Howard White        | B.L. Cooper S     |     | 1328 | Leeds           |         |         |       |
| 16.     | Maurice Groombridge | Ford Capri 3000   |     | 2994 | Sale            |         |         |       |
| 17.     | Richard Jackson     | Ford Escort TC    |     | 1558 | Leeds           |         |         |       |
| 18.     | David Whitham       | B.L. Cooper S     |     | 1275 | Sheffield       |         |         |       |
| 19.     | Robert Pigg         | B.L. Cooper S     |     | 1293 | West Ayton      |         |         |       |
| 20.     | Jim Clarkson        | B.L. Cooper S     |     | 1310 | Bishop Auckland |         |         |       |
| 21.     | Ian Harper          | B.L. Cooper S     |     | 1311 | Scarborough     |         |         |       |
| 22.     | Bobby Fryers        | B.L. Cooper S     |     | 1275 | Keighley        |         |         |       |
| 23.     | Gordon Chippindale  | B.L. Mini Clubman |     | 1275 | Rawdon          |         |         |       |
| 24.     | John Pascoe         | B.L. Cooper S     |     | 1328 | Blackwood       |         |         |       |
| 25.     | Clive Harrison      | B.L. Cooper S     |     | 1328 | Darlington      |         |         |       |
| 26.     | Mike Flather        | B.L. Cooper S     |     | 1293 | Droitwich       |         |         |       |
| 27.     | Nicky Porter        | B.L. Cooper S     |     | 1328 | West Auckland   |         |         |       |

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

Bogey Time 58.37

Record: C. F. Cramer (B.L. Cooper S) 28/9/69 — 50.37

| Car No. | Driver           | Car           | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pos'n |
|---------|------------------|---------------|-----|------|---------------|---------|---------|-------|
| 28.     | Stuart Sutcliffe | B.L. Cooper   |     | 998  | Keighley      |         |         |       |
| 29.     | Peter Beadman    | B.L. Mini     |     | 999  | Coalville     |         |         |       |
| 30.     | Phil Gill        | B.L. Mini     |     | 999  | Derby         |         |         |       |
| 31.     | Colin Rogers     | B.L. Cooper S |     | 999  | East Ham      |         |         |       |
| 32.     | Alex Boyle       | B.L. Cooper S |     | 999  | London        |         |         |       |

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

Bogey Time 56.87

Record: C. F. Cramer (B.L. Cooper S) 27/9/70 — 48.87

| Car No.                  | Driver           | Car             | s/c | c.c. | Driver's Town   | 1st Run | 2nd Run | Pos'n |
|--------------------------|------------------|-----------------|-----|------|-----------------|---------|---------|-------|
| 33.                      | Tim Webster      | B.L. Cooper S   |     | 1340 | Harrogate       |         |         |       |
| 34.                      | Ed. Spencer      | B.L. Cooper S   |     | 1340 | Leeds           |         |         |       |
| 35.                      | Geoff Fielding   | B.L. Cooper S   |     | 1293 | Liverpool       |         |         |       |
| 36.                      | John Casey       | B.L. Cooper S   |     | 1275 | Mereclough      |         |         |       |
| 37.                      | David Waterhouse | B.L. Mini       |     | 1275 | Solihull        |         |         |       |
| 38.                      | Mike Beckett     | Ford Anglia TC  |     | 1760 | Sheffield       |         |         |       |
| 39.                      | Miss Gigi Lewin  | B.L. Cooper S   |     | 1293 | Bishop Auckland |         |         |       |
| Entrant: Nicholas Parter |                  |                 |     |      |                 |         |         |       |
| 40.                      | Paul Beal        | Wolseley Hornet |     | 1301 | Hull            |         |         |       |
| 41.                      | Graham Wood      | B.L. Cooper S   |     | 1293 | Pontfract       |         |         |       |
| 42.                      | Nigel Garland    | B.L. Mini       |     | 1293 | Spetchley       |         |         |       |
| 43.                      | John Davies      | B.L. Cooper S   |     | 1293 | Broadway        |         |         |       |

**Class 6a. — "T TYPE" M.G. CARS**

No Bogey Time

Record: Not yet established.

| Car No. | Driver           | Car       | s/c | c.c. | Driver's Town    | 1st Run | 2nd Run | Pos'n |
|---------|------------------|-----------|-----|------|------------------|---------|---------|-------|
| 47.     | Laurel Smith     | M.G. T.C. |     | 1250 | Harrogate        |         |         |       |
| 48.     | Harry Whitehouse | M.G. T.C. |     | 1250 | Manchester       |         |         |       |
| 49.     | Richard Green    | M.G. T.C. |     | 1500 | Keighley         |         |         |       |
| 50.     | Alastair Naylor  | M.G. T.C. |     | 1250 | Burley-in-W'dale |         |         |       |

Class 6. — "MARQUE" SPORTS CARS up to 1,300 c.c. Bogey Time 61.22  
 Record: C. G. Seaman (M.G. Midget) 27/9/70 — 53.22  
 Merged with

Class 9. — MODIFIED SPORTS CARS up to 1,300 c.c. Bogey Time 58.74  
 Record: J. C. Northcroft (M.G. Midget) 28/9/69 — 50.74

| Car No.                             | Driver             | Car                  | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pos'n |
|-------------------------------------|--------------------|----------------------|-----|------|---------------|---------|---------|-------|
| 51.                                 | Ian Scott          | Austin Healey Sprite |     | 1275 | Ilkley        |         |         |       |
| 52.                                 | Neil Cook          | Triumph Spitfire     |     | 1296 | Solihull      |         |         |       |
| 53.                                 | Dennis Liversidge  | Triumph Spitfire     |     | 1296 | Huddersfield  |         |         |       |
| 54.                                 | Bob Cartledge      | M.G. Midget          |     | 1098 | Dronfield     |         |         |       |
| 55.                                 | Miss Pat Hopkinson | Austin Healey Sprite |     | 1275 | Sheffield     |         |         |       |
| 56.                                 | Chris Seaman       | M.G. Midget          |     | 1293 | Sheffield     |         |         |       |
| Entrant: Towmaster Towing Equipment |                    |                      |     |      |               |         |         |       |
| 57.                                 | Colin Kenny        | Austin Healey Sprite |     | 998  | Tongham       |         |         |       |
| 58.                                 | Peter Hargrave     | Austin Healey Sprite |     | 1144 | Scarborough   |         |         |       |

Class 7. — "MARQUE" SPORTS CARS 1,301 to 2,600 c.c. Bogey Time 57.40  
 Record: J. W. Goodliff (Lotus Elan) 27/9/70 — 49.40

| Car No. | Driver           | Car                | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pos'n |
|---------|------------------|--------------------|-----|------|---------------|---------|---------|-------|
| 59.     | Loll Ryan        | Morgan Family Four |     | 1598 | York          |         |         |       |
| 60.     | Bob Bingley      | T.V.R. 1800S       |     | 1798 | Sheffield     |         |         |       |
| 61.     | Tony Simpson     | Triumph T.R.5      |     | 2498 | Rawdon        |         |         |       |
| 62.     | Mike Bonar       | Lotus Elan         |     | 1558 | Edinburgh     |         |         |       |
| 63.     | John Ashcroft    | Lotus Elan         |     | 1600 | Whalley       |         |         |       |
| 64.     | Richard Shardlow | Porsche 911S       |     | 2200 | Sheffield     |         |         |       |

Class 8. — "MARQUE" SPORTS CARS 2,601 c.c. and over. Bogey Time 56.29  
 Record: J. F. Lambert (T.V.R. Tuscan) 27/9/70 — 48.29  
 Merged with

Class 10. — MODIFIED SPORTS CARS 1,301 c.c. and over. Bogey Time 57.88  
 Record: L. S. Stross (Lotus Elan) 27/9/70 — 49.88

| Car No. | Driver       | Car             | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pos'n |
|---------|--------------|-----------------|-----|------|---------------|---------|---------|-------|
| 65.     | Spotty Smith | T.V.R. Tuscan   |     | 4727 | Menston       |         |         |       |
| 66.     | David Walker | Jaguar "E" Type |     | 3781 | Headingley    |         |         |       |
| 67.     | John Walker  | Jaguar "E" Type |     | 3781 | Cawthorpe     |         |         |       |
| 68.     | Fred Cliffe  | Jaguar "E" Type |     | 4235 | Selby         |         |         |       |

Class 11. — GRAND TOURING CARS up to 1,300 c.c. Bogey Time 56.15  
 Record: J. W. Goodliff (Minisprint GT) 28/9/69 — 48.15

| Car No. | Driver      | Car               | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pos'n |
|---------|-------------|-------------------|-----|------|---------------|---------|---------|-------|
| 69.     | Roger Brown | Minisprint GT     |     | 1293 | Burnley       |         |         |       |
| 70.     | Don Turner  | Coldwell GT. B.L. |     | 1120 | Sheffield     |         |         |       |
| 71.     | Tim Hayton  | Marcos Mini GT    |     | 1275 | Guisborough   |         |         |       |

**Class 12. — SPORTS RACING CARS up to 1,300 c.c.**

Bogey Time 55.66

Record: P. E. Voigt (D.R.W. Imp 28/9/69 — 47.66

| Car No. | Driver         | Car                | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pos'n |
|---------|----------------|--------------------|-----|------|---------------|---------|---------|-------|
| 72.     | Sandy Hutcheon | Landar R.7 B.L.    |     | 1275 | Cheltenham    |         |         |       |
| 73.     | John Barratt   | Merlyn Mk. 6B Ford |     | 1300 | Hazel Grove   |         |         |       |
| 74.     | Frank Aston    | Landar R.7 B.L.    |     | 1300 | Shrewsbury    |         |         |       |

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

Bogey Time 55.93

Record: M. Bartram (Moss Chevron B.2 Ford) 27/9/70 47.93

| Car No. | Driver             | Car                   | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pos'n |  |
|---------|--------------------|-----------------------|-----|------|---------------|---------|---------|-------|--|
| 75.     | Jim Robinson       | Mallock U.2 Ford      |     | 1595 | Loughborough  |         |         |       |  |
| 76.     | Scott Robinson     | Mallock U.2 Ford      |     | 1595 | Loughborough  |         |         |       |  |
| 77.     | Geoffrey Deakin    | Mallock U.2 B.L.      |     | 995  | Kirkoswald    |         |         |       |  |
| 78.     | Tim Wood           | Mallock U.2 B.L.      |     | 999  | Bradford      |         |         |       |  |
| 79.     | Ian Curtis         | Mallock U.2 B.L.      |     | 999  | Bradford      |         |         |       |  |
| 80.     | Steve Butterworth  | Lotus Seven Ford      |     | 1498 | Spondon       |         |         |       |  |
| 81.     | George Whittingham | D.M.W. Ford           |     | 1498 | Astley        |         |         |       |  |
| 82.     | Bob Moorhouse      | Lotus Seven Ford      |     | 1600 | Leeds         |         |         |       |  |
| 83.     | Bob Prest          | Wardford Mk. 4        |     | 1598 | Croxdale      |         |         |       |  |
|         | Entrant: Joe Ward  |                       |     |      |               |         |         |       |  |
| 84.     | Mervyn Bartram     | Moss Chevron B.2 Ford |     | 1600 | York          |         |         |       |  |
| 85.     | Richard Jones      | Mallock U.2 Ford      |     | 1556 | Birmingham    |         |         |       |  |

**Class 14. — G.T. & SPORTS RACING CARS 1,301 to 1,600 c.c.**

Bogey Time 56.26

Record: F. K. Aston (Landar R.7 B.L.) 27/9/70 — 48.26

| Car No. | Driver        | Car                     | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pos'n |
|---------|---------------|-------------------------|-----|------|---------------|---------|---------|-------|
| 86.     | Bill Morris   | Mallock U.2 TC          |     | 1594 | Haverfordwest |         |         |       |
| 87.     | David Morris  | Mallock U.2 TC          |     | 1594 | Haverfordwest |         |         |       |
| 88.     | Richard Evans | Mallock U.2 TC          |     | 1594 | Haverfordwest |         |         |       |
| 89.     | Chris Cramer  | Terrapin Mk. 5 S/R B.L. |     | 1328 | Stroud        |         |         |       |
| 90.     | Trevor Smith  | Daren Gp. 7 FVA         |     | 1598 | Stanley       |         |         |       |

**Class 15. — G.T. & SPORTS RACING CARS 1,601 c.c. and over**

Bogey Time 52.72

Record: E. P. Scragg (Lola T70 Ford) 6/10/68 — 44.72

| Car No. | Driver         | Car                 | s/c | c.c. | Driver's Town  | 1st Run | 2nd Run | Pos'n |
|---------|----------------|---------------------|-----|------|----------------|---------|---------|-------|
| 138.★   | Tony Harrison  | McLaren M.12 Chev   |     | 7200 | Birmingham     |         |         |       |
| 91.     | Tim Collins    | Austin Ford A.40 GT |     | 1650 | Solihull       |         |         |       |
| 92.     | David Hepworth | Hepworth B.R.M.     |     | 7600 | Brighouse      |         |         |       |
| 93.     | Gordon Neville | Chevron B.8 BMW     |     | 1991 | Cropton        |         |         |       |
| 94.     | Chippy Stross  | Chevron B.8 BMW     |     | 1998 | Leeds          |         |         |       |
| 95.     | George Dixon   | Mercury GT Ford     |     | 1650 | Langworth      |         |         |       |
| 96.     | Jim Thomson    | Chevron B.8 BMW     |     | 1996 | Otley          |         |         |       |
| 97.     | Spotty Smith   | Ford GT 40          |     | 4727 | Jump, Barnsley |         |         |       |
| 98.     | George Tatham  | Brabham BT17 Chev   |     | 5343 | Norton         |         |         |       |

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

Bogey Time 54.26

Record: P. E. Voigt (Ginetta G.17 Imp) 27/9/70 — 46.26

| Car No. | Driver              | Car                  | s/c | c.c. | Driver's Town   | 1st Run | 2nd Run | Pos'n |
|---------|---------------------|----------------------|-----|------|-----------------|---------|---------|-------|
| 99.     | Barry Oddy          | Cooper T65 B.L.      |     | 1100 | Alcester        |         |         |       |
| 100.    | Martin Davis        | Cooper T.76 Ford     |     | 1098 | Leeds           |         |         |       |
| 101.    | Norman Greenhalgh   | Cooper F.J. B.L.     |     | 1098 | Bolton          |         |         |       |
| 102.    | Alan Panton         | Vixen Imp            |     | 998  | Scarborough     |         |         |       |
| 103.    | Ted Gledhill        | Tefra Imp            |     | 875  | Brighouse       |         |         |       |
| 104.    | Anthony Bayley      | J.W.4 Vincent        |     | 998  | Ashford         |         |         |       |
| 105.    | David Latham        | Cooper T.65 B.L.     |     | 1098 | Shoreham by Sea |         |         |       |
| 106.    | George Valente      | Mamba Mk. 1 B.L.     |     | 999  | Scarborough     |         |         |       |
| 107.    | Donald Gray         | Cooper T.82 Ford     |     | 1000 | Rotherham       |         |         |       |
| 108.    | John Buck           | Terrapin Mk. 1a B.L. |     | 1088 | Leeds           |         |         |       |
| 109.    | John Croft          | Mamba Mk. 3          |     | 1098 | Guiseley        |         |         |       |
| 110.    | Graham Ashley Smith | Terrapin Mk. 1a B.L. |     | 1088 | Leeds           |         |         |       |
| 111.    | Allan Staniforth    | Terrapin Mk. 1 B.L.  |     | 1088 | Horsforth       |         |         |       |
| 112.    | Mike Allan          | Ecosse Imp           |     | 998  | Halifax         |         |         |       |
| 113.    | Alex Brown          | Ginetta G.17 Imp     |     | 998  | Edinburgh       |         |         |       |
| 114.    | Peter Voigt         | Ginetta G.17 Imp     |     | 998  | Haywards Heath  |         |         |       |

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

Bogey Time 53.46

Record: J. T. Butterworth (Brabham BT14 Ford) 1/10/67 — 45.46

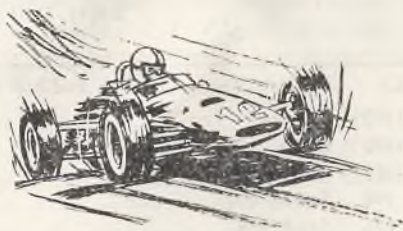
| Car No. | Driver           | Car                 | s/c | c.c. | Driver's Town    | 1st Run | 2nd Run | Pos'n |
|---------|------------------|---------------------|-----|------|------------------|---------|---------|-------|
| 137.★   | Stuart Lawson    | Hawke Ford          |     | 1600 | Kirkliston       |         |         |       |
| 136.★   | Ted Dzeirek      | Lola T.55 Ford      |     | 1600 | Edinburgh        |         |         |       |
| 115.    | Mrs. Terry Dunn  | Brabham BT3/18 Ford |     | 1498 | Chippenham       |         |         |       |
| 116.    | Paul Hargreaves  | Lotus 31 Ford       |     | 1599 | Halifax          |         |         |       |
| 117.    | Micky Lewis      | Mallock F.F. T/C    |     | 1558 | Johnston         |         |         |       |
| 118.    | Colin Barrow     | Brabham BT21C Ford  |     | 1596 | Crowthorne       |         |         |       |
| 119.    | Ken Hartshorne   | Cooper T.67 B.L.    |     | 1098 | Burley in W'dale |         |         |       |
| 120.    | David Hamer      | L.B. Vauxhall       |     | 1598 | Brighouse        |         |         |       |
| 121.    | Howard Wilkinson | Lotus 61M Ford      |     | 1598 | Ambergate        |         |         |       |
| 122.    | Peter Varley     | Brabham BT21C Ford  |     | 1600 | Brighouse        |         |         |       |
| 123.    | Bob Prest        | Dulon LD4 Ford      |     | 1600 | Croxdale         |         |         |       |
| 124.    | John McCartney   | Techcraft BRM       |     | 1596 | Horwich          |         |         |       |
| 125.    | Mike Hawley      | Brabham BT35 Ford   |     | 1600 | Warwick          |         |         |       |

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

Bogey Time 49.04

Record: D. Hepworth (Hepworth FF) 27/9/70 — 41.04

| Car No. | Driver             | Car                   | s/c | c.c. | Driver's Town | 1st Run | 2nd Run | Pos'n |
|---------|--------------------|-----------------------|-----|------|---------------|---------|---------|-------|
| 126.    | Guy Smith          | Frazer Nash Alvis     |     | 3500 | Matlock       |         |         |       |
| 127.    | Peter Scott Walter | Brabham BT18/21 Buick |     | 3500 | Grindleford   |         |         |       |
| 128.    | Malcolm Dungworth  | Harris Chevrolet      |     | 5000 | Bamford       |         |         |       |
| 129.    | David Fyfe         | Brabham BT30X Buick   |     | 3500 | Edinburgh     |         |         |       |
| 130.    | Jack Maurice       | Palliser G.M.         |     | 4200 | Newcastle     |         |         |       |
| 131.    | John Lambert       | Cooper T.86 Ford      |     | 4727 | York          |         |         |       |
| 132.    | Tony Griffiths     | Brabham BT35X Repco   |     | 5000 | Droitwich     |         |         |       |
| 133.    | Richard Thwaites   | Packmail McLaren      |     | 4998 | Dewsbury      |         |         |       |
| 134.    | Roy Lane           | McLaren M10B Chev     |     | 5500 | Warwick       |         |         |       |
| 135.    | David Hepworth     | Guyson Sandblast Spl. |     | 5000 | Brighouse     |         |         |       |



# CASTROL/B.A.R.C. HILL

THE FOLLOWING COMPETITORS HAVE EN

## Class

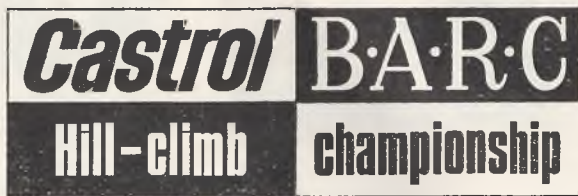
| No. | Name                | Car                  | Class | Marks | Bogey | 1st Run | 2nd Run | Imp. | Low Score | New Total |
|-----|---------------------|----------------------|-------|-------|-------|---------|---------|------|-----------|-----------|
| 1.  | Mrs. Jacky Jackson  | B.L. Mini            | 1     | 3.55  | 63.53 |         |         |      | —         |           |
| 2.  | Alex Jackson        | B.L. Mini            | 1     | 23.31 | 63.53 |         |         |      | —         |           |
| 5.  | Keith Hardy         | B.L. Cooper          | 1     | 15.26 | 63.53 |         |         |      | —         |           |
| 8.  | Graham Brooks       | Ford Escort GT       | 1     | 45.82 | 63.53 |         |         |      | —         |           |
| 9.  | Robert Speak        | Ford Escort          | 1     | 65.02 | 63.53 |         |         |      | 8.21      |           |
| 12. | Richard White       | Ford Escort Mexico   | 2     | 58.57 | 61.41 |         |         |      | 5.47      |           |
| 13. | Jim Thomson         | Vauxhall Viva GT     | 2     | 65.21 | 61.41 |         |         |      | 8.60      |           |
| 14. | Barry Spinks        | B.L. Cooper S        | 3     | 2.33  | 59.99 |         |         |      | —         |           |
| 15. | Howard White        | B.L. Cooper S        | 3     | 2.84  | 59.99 |         |         |      | —         |           |
| 16. | Maurice Groombridge | Ford Capri 3000      | 3     | 0.26  | 59.99 |         |         |      | —         |           |
| 21. | Ian Harper          | B.L. Cooper S        | 3     | 12.93 | 59.99 |         |         |      | —         |           |
| 22. | Bobby Fryers        | B.L. Cooper S        | 3     | 7.35  | 59.99 |         |         |      | —         |           |
| 24. | John Pascoe         | B.L. Cooper S        | 3     | 47.66 | 59.99 |         |         |      | 5.90      |           |
| 25. | Clive Harrison      | B.L. Cooper S        | 3     | 32.19 | 59.99 |         |         |      | —         |           |
| 26. | Mike Flather        | B.L. Cooper S        | 3     | 50.44 | 59.99 |         |         |      | 6.49      |           |
| 27. | Nicky Porter        | B.L. Cooper S        | 3     | 57.35 | 59.99 |         |         |      | 7.42      |           |
| 29. | Peter Beadman       | B.L. Mini            | 4     | 16.03 | 58.37 |         |         |      | —         |           |
| 30. | Phil Gill           | B.L. Mini            | 4     | 4.48  | 58.37 |         |         |      | —         |           |
| 32. | Alex Boyle          | B.L. Cooper S        | 4     | 42.59 | 58.37 |         |         |      | 5.47      |           |
| 34. | Ed. Spencer         | B.L. Cooper S        | 5     | 37.96 | 56.87 |         |         |      | 3.98      |           |
| 37. | David Waterhouse    | B.L. Mini            | 5     | 1.93  | 56.87 |         |         |      | —         |           |
| 38. | Mike Beckett        | Ford Anglia TC       | 5     | 24.16 | 56.87 |         |         |      | —         |           |
| 43. | John Davies         | B.L. Cooper S        | 5     | 31.86 | 56.87 |         |         |      | —         |           |
| 54. | Bob Cartledge       | M.G. Midget          | 6     | 30.12 | 61.22 |         |         |      | 3.47      |           |
| 55. | Miss Pat Hopkinson  | Austin Healey Sprite | 6     | 42.09 | 61.22 |         |         |      | 1.44      |           |
| 56. | Chris Seaman        | M.G. Midget          | 6     | 61.97 | 61.22 |         |         |      | 7.95      |           |
| 59. | Loll Ryan           | Morgan Family 4      | 7     | 1.78  | 57.40 |         |         |      | —         |           |
| 60. | Bob Bingley         | T.V.R. 1800S         | 7     | 6.36  | 57.40 |         |         |      | —         |           |
| 65. | Spotty Smith        | T.V.R. Tuscan        | 8     | 57.65 | 56.29 |         |         |      | 6.89      |           |
| 67. | John Walker         | Jaguar "E" Type      | 10    | 18.61 | 57.88 |         |         |      | —         |           |
| 68. | Fred Cliffe         | Jaguar "E" Type      | 10    | 16.07 | 57.88 |         |         |      | —         |           |
| 71. | Tim Hayton          | Mini Marcos B.L.     | 11    | 16.18 | 56.15 |         |         |      | —         |           |
| 72. | Sandy Hutcheon      | Landar R.7 B.L.      | 12    | 14.57 | 55.66 |         |         |      | —         |           |
| 73. | John Barratt        | Merlyn Mk. 6 B Ford  | 12    | 39.15 | 55.66 |         |         |      | 2.13      |           |



# CLIMB CHAMPIONSHIP

TERED THE SATURDAY AFTERNOON EVENT

## Runs



| No.  | Name                | Car                  | Class | Mark  | Bogey | 1st Run | 2nd Run | Imp. | Score | New Total |
|------|---------------------|----------------------|-------|-------|-------|---------|---------|------|-------|-----------|
| 74.  | Frank Aston         | Landar R.7 B.L.      | 12    | 51.14 | 55.66 |         |         |      | 3.68  |           |
| 75.  | Jim Robinson        | Mallock U.2 Ford     | 13    | 51.55 | 55.93 |         |         |      | 5.97  |           |
| 76.  | Scott Robinson      | Mallock U.2 Ford     | 13    | 38.73 | 55.93 |         |         |      | 3.81  |           |
| 79.  | Ian Curtis          | Mallock U.2 B.L.     | 13    | 0.00  | 55.93 |         |         |      | —     |           |
| 80.  | Steve Butterworth   | Lotus Seven Ford     | 13    | 0.00  | 55.93 |         |         |      | —     |           |
| 84.  | Mervyn Bartram      | Moss Chevron B.2     | 13    | 58.77 | 55.93 |         |         |      | 7.15  |           |
| 85.  | Richard Jones       | Mallock U.2 Ford     | 13    | 61.62 | 55.93 |         |         |      | 7.19  |           |
| 86.  | Bill Morris         | Mallock U.2 TC       | 14    | 30.21 | 56.26 |         |         |      | —     |           |
| 87.  | David Morris        | Mallock U.2 TC       | 14    | 48.98 | 56.26 |         |         |      | 2.86  |           |
| 88.  | Richard Evans       | Mallock U.2 TC       | 14    | 36.05 | 56.26 |         |         |      | 2.70  |           |
| 89.  | Chris Cramer        | T'pin Mk. 5 S/R B.L. | 14    | 54.63 | 56.26 |         |         |      | 6.16  |           |
| 90.  | Trevor Smith        | Daren Gp7 FVA        | 14    | 56.69 | 56.26 |         |         |      | 7.23  |           |
| 94.  | Chippy Stross       | Chevron B.8 BMW      | 15    | 20.62 | 52.72 |         |         |      | —     |           |
| 96.  | Jim Thomson         | Chevron B.8 BMW      | 15    | 22.48 | 52.72 |         |         |      | —     |           |
| 98.  | George Tatham       | Brabham BT17 Chev    | 15    | 11.48 | 52.72 |         |         |      | —     |           |
| 104. | Anthony Bayley      | J.W.4 Vincent        | 16    | 4.29  | 54.26 |         |         |      | —     |           |
| 106. | George Valente      | Mamba Mk. 1 B.L.     | 16    | 3.35  | 54.26 |         |         |      | —     |           |
| 108. | John Buck           | Terrapin Mk. 1a B.L. | 16    | 0.32  | 54.26 |         |         |      | —     |           |
| 110. | Graham Ashley Smith | Terrapin Mk. 1a B.L. | 16    | 2.60  | 54.26 |         |         |      | —     |           |
| 111. | Allan Staniforth    | T'pin Min Mk. 1 B.L. | 16    | 21.81 | 54.26 |         |         |      | —     |           |
| 112. | Mike Allan          | Ecosse Imp           | 16    | 29.93 | 54.26 |         |         |      | 2.87  |           |
| 114. | Peter Voigt         | Ginetta G.17 Imp     | 16    | 54.21 | 54.26 |         |         |      | 6.93  |           |
| 115. | Mrs. Terry Dunn     | B'ham BT3/18 Ford    | 17    | 8.04  | 53.46 |         |         |      | —     |           |
| 116. | Paul Hargreaves     | Lotus 31 Ford        | 17    | 0.84  | 53.46 |         |         |      | —     |           |
| 118. | Colin Barrow        | B'ham BT21C Ford     | 17    | 9.08  | 53.46 |         |         |      | —     |           |
| 119. | Ken Hartshorne      | Cooper T.67 B.L.     | 17    | 0.00  | 53.46 |         |         |      | —     |           |
| 122. | Peter Varley        | B'ham BT21C Ford     | 17    | 30.13 | 53.46 |         |         |      | —     |           |
| 123. | Bob Prest           | Dulon LD4 Ford       | 17    | 9.23  | 53.46 |         |         |      | —     |           |
| 124. | John McCartney      | Techcraft BRM        | 17    | 22.68 | 53.46 |         |         |      | —     |           |
| 133. | Richard Thwaites    | Packmail McLaren     | 18    | 51.97 | 49.09 |         |         |      | 6.22  |           |
| 135. | David Hepworth      | Guyson Sandblast Spl | 18    | 57.27 | 49.09 |         |         |      | 5.49  |           |

Low Mark indicates that a competitor has completed 7 or more rounds and has to deduct his lowest score shown from his previous total marks when adding points scored today.

## THE "TOP TEN" RUN OFF

| F.T.D. Pos'n<br>after class<br>runs | No.   | Name  | 1st Runs | 2nd Runs | Position |
|-------------------------------------|-------|-------|----------|----------|----------|
| 10.                                 | _____ | _____ | _____    | _____    | _____    |
| 9.                                  | _____ | _____ | _____    | _____    | _____    |
| 8.                                  | _____ | _____ | _____    | _____    | _____    |
| 7.                                  | _____ | _____ | _____    | _____    | _____    |
| 6.                                  | _____ | _____ | _____    | _____    | _____    |
| 5.                                  | _____ | _____ | _____    | _____    | _____    |
| 4.                                  | _____ | _____ | _____    | _____    | _____    |
| 3.                                  | _____ | _____ | _____    | _____    | _____    |
| 2.                                  | _____ | _____ | _____    | _____    | _____    |
| 1.                                  | _____ | _____ | _____    | _____    | _____    |

## CHAMPIONSHIP TOP TEN

| Champ. Pos'n<br>After Class<br>Runs | No.   | Name  | Bogey<br>Time | 1st Run | 2nd Run | Improvem't |
|-------------------------------------|-------|-------|---------------|---------|---------|------------|
| 10.                                 | _____ | _____ | _____         | _____   | _____   | _____      |
| 9.                                  | _____ | _____ | _____         | _____   | _____   | _____      |
| 8.                                  | _____ | _____ | _____         | _____   | _____   | _____      |
| 7.                                  | _____ | _____ | _____         | _____   | _____   | _____      |
| 6.                                  | _____ | _____ | _____         | _____   | _____   | _____      |
| 5.                                  | _____ | _____ | _____         | _____   | _____   | _____      |
| 4.                                  | _____ | _____ | _____         | _____   | _____   | _____      |
| 3.                                  | _____ | _____ | _____         | _____   | _____   | _____      |
| 2.                                  | _____ | _____ | _____         | _____   | _____   | _____      |
| 1.                                  | _____ | _____ | _____         | _____   | _____   | _____      |

# 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/7516.

## 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 matter 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.

## 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.

## ACKNOWLEDGEMENTS

The British Automobile Racing Club (Yorkshire Centre) and the North Humberside Motor Club wish to express their most grateful thanks to the Scarborough Corporation for making the course available for the Hill Climb today. They also wish to thank, in no especial order, the York, North and East Yorkshire Police for assistance with traffic and crowd control. The R.A.C. Yorkshire Area Office for road signs and parking. The Officer Commanding 250 Field Ambulance R.A.M.C.(V) of Hull for First Aid personnel, Medical Officers and Ambulances, Mr. Rymer of Weaponness Farm, Mr. Bird for Straw Bales, Ken Jackson Mobile Catering, The North Riding Education Dept. for the loan of the playing fields at the top of Quarry Hill, The Car Recovery Club and Gordon Armstrong Ltd., Fairbank Harding Ltd., T. G. Pepper, and last, but not least, our printers, F. Youngman Ltd.

In particular we would like to thank all our loyal members and supporters who turn out all the year round, and in all weathers, to act as marshals and officials at all kinds of different events. We are fortunate in having one of the keenest and most efficient bands of voluntary helpers to be found anywhere in the country.



*Ted Bowers Booth who's voice you hear in the P.A. describing this afternoon's event.*

# Stop watching your oil



Great performance  
is guaranteed with GTX.  
High protection,  
low consumption.  
GTX. The engine protector.

For a free lubrication chart or information sheet on your car, write to: Dept. MCM,  
Castrol Limited, High Road, Cowley, Nr. Uxbridge, Middlesex.

# Castrol B.A.R.C.

## Hill-climb championship

# 1971

R.A.C. Permit CH/1083

The B.A.R.C. Hill Climb Championship was organised for the first time in 1968 and proved to be a great and immediate success with Competitors. Unlike the R.A.C. British Hill Climb Championship, this Club event is open to all kinds of cars on a "Class Bogey Time" basis and, as such, encourages the normal club member to enter.

Perhaps the immediate effects of the Championship was to strengthen club spirit as local members who had not competed outside their immediate home area were moved to journey to the other end of the land to take part in the qualifying rounds. The boys from the South discovered that their Northern cousins did not still dress in woad whilst the ruff, bluff types from up here soon found that there were some nice friendly folk in the South as well.

During the first year the Championship was financed and prize money provided from Club and Centre funds. Even with a modest scale of awards over seventy people took part in the series.

So successful was the first year that in 1968 the Castrol Company recognised the value of the Championship and provided support and sponsorship which enabled the scope and stature of the competition to increase enormously.

The "Castrol/B.A.R.C. Hill Climb Championship" as it came to be known was an even greater success in 1969 with some 130 entries taking part for the vastly increased prize money. Castrol were well satisfied with the popularity of the Championship, which gained a good deal of editorial publicity and once again they are supporting this competition in 1971. At this point we would like to pay tribute to their kind and generous support of motor sport at Club level of which this Championship is only one aspect.

The rounds of the Championship for 1971 are spread about the Country fairly widely as can be seen from the list below :-

| Date     | Venue        | Promoters          |
|----------|--------------|--------------------|
| April 4  | Pontypool    | South Wales Centre |
| April 12 | Loton Park   | Hagley & D.L.C.C.  |
| April 25 | Harewood     | Yorkshire Centre   |
| May 9    | Loton Park   | Hagley & D.L.C.C.  |
| May 23   | Gurston Down | South West Centre  |
| June 27  | Harewood     | Yorkshire Centre   |
| July 25  | Gurston Down | South West Centre  |
| Aug. 1   | Pontypool    | South Wales Centre |
| Aug. 29  | Cadwell Park | E. Midlands Centre |
| Sept. 19 | Scammonden   | Huddersfield M.C.  |
| Sept. 26 | Scarborough  | Yorkshire Centre   |

Unlike the Shell/R.A.C. British Hill Climb Championship which is a "fastest to the top irrespective" blind, our Championship is run on a Class Bogey Time Improvement basis so that all cars can have some chance. This does have the disadvantage of making the marking a little mathematical and not as easy to grasp as the "Shell/R.A.C." affair. At the same time it is the spread of competition around the different classes which this mathematical penalty allows which has been the strong point of the "Castrol/B.A.R.C." series and have made it a popular and strongly supported Championship rather than just a pale shadow of its senior brother.

The scoring system for the Championship has always been on a Class Improvement basis and in the three years of the competition has been evolved to a fairly straightforward system. The 18 classes used at all the Championship events are taken as a basis and for each of these classes a "Bogey Time" is established. This "Bogey Time" is normally based upon the Class Record standing at the start of this season although in some cases where different classes have been used in the past it has been necessary to reconstruct "Class Records" on a graphical basis.

To this class record a straight eight seconds is added and the result is the Class "Bogey Time" used for the whole of the 1971 series.

Competitors in the Championship score .01 of a mark for each .01 of a second by which their best time in the two Class Runs at each qualifying meeting beats their Class Bogey Time. In addition, at the end of each meeting, the ten competitors who have gained the most marks during these Class Runs take part in a special run-off.

Any competitor who manages to beat his previous marks gained for the Class Runs on this run-off takes the new, higher score in place of his earlier score. Those who do not manage to improve retain their Class Run scores. This run-off provides an exciting feature at the end of the meeting for both spectators and competitors alike.

There are two limitations built in to the scoring system to even out the Competition. Firstly, marks can only be claimed from a maximum of seven of the rounds of the Championship. This makes it possible for a round, or rounds, to be missed without losing all chance of doing well. Secondly, there is an absolute maximum of ten marks which can be gained at any one meeting by any one competitor so that if there is a particularly low Bogey Time for any class at any hill a competitor cannot get a runaway advantage over his fellows.

Continued on page 23

# **GUISELEY GARAGES** *Ltd.*

FOR YOUR NEW  
**TRIUMPH and FORD**

We may still have for  
IMMEDIATE DELIVERY  
TRIUMPH 2.5PI SALOON in Sapphire  
TRIUMPH 2000 SALOON in Sienna

TR6 — ORDER NOW  
to your own specification for  
October delivery.

we also have a large selection of  
USED CARS with up to  
12 MONTHS GUARANTEE  
on Engine, Gearbox & Axle.

**Self Drive Hire Cars**  
and DORMOBILE MOTOR CARAVANS

OTLEY ROAD, GUISELEY.  
Telephone 2244

## **NEED A NEW MEANS OF TRANSPORT ?**

... then why not visit Swires  
and see their extensive  
range of

**NEW  
AUSTIN & MORRIS CARS**  
and  
**QUALITY USED CARS**

Chippy at Scarborough



# **Swires of Otley Ltd.**

(Directors: Chippy & Richard Stross)

**OFFICIAL AUSTIN & MORRIS DEALERS**

**Cross Green - Otley - Yorks.**

Telephone: OTLEY 3387

## **FOR SOUND EQUIPMENT**

**FOR ALL PURPOSES  
LARGE OR SMALL  
PERMANENT OR HIRE**

CONSULT ...

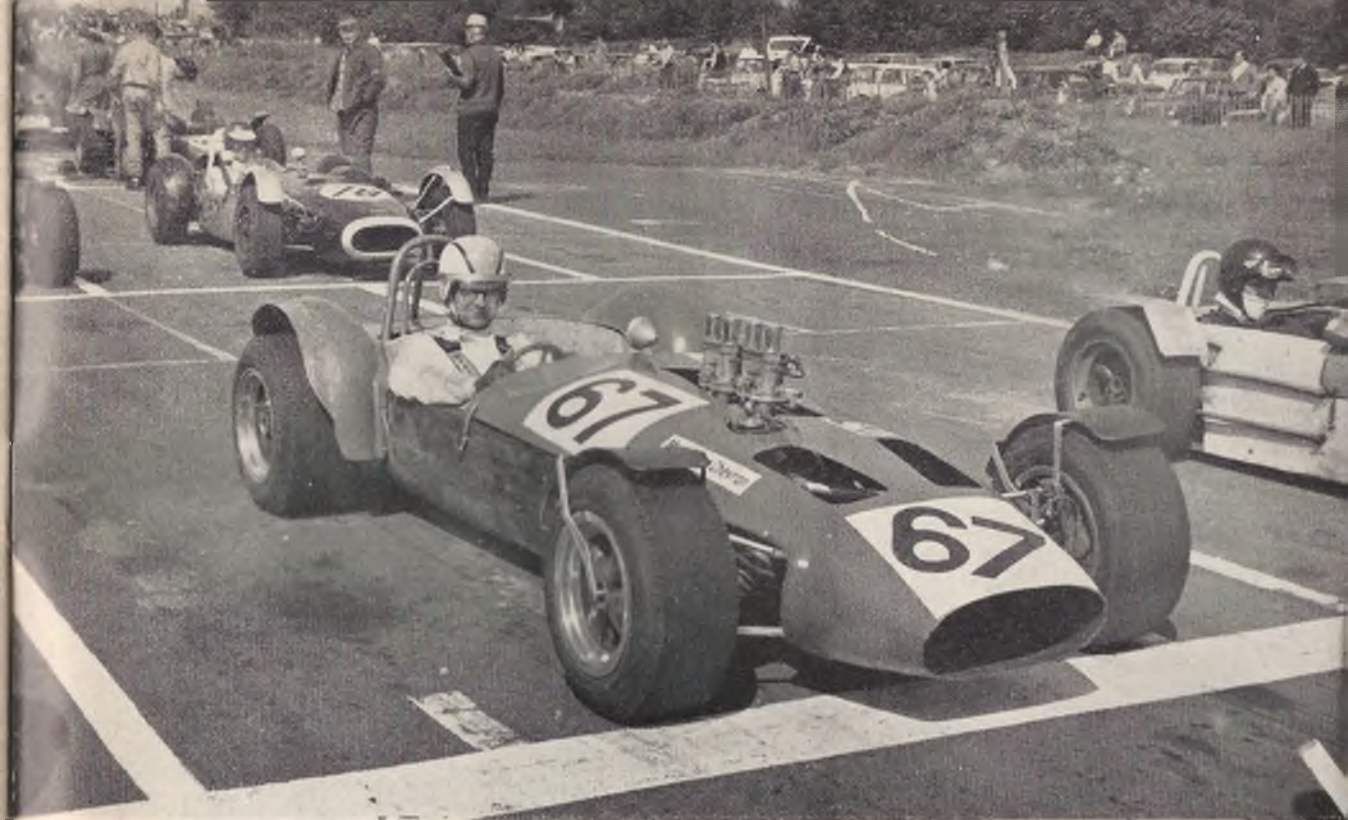
**FAIRBANK, HARDING LTD.**

PUDSEY - YORKS. — TEL. 70020

MEMBERS, ASSOCIATION OF PUBLIC ADDRESS ENGINEERS

**SOUND ENGINEERS FOR OVER 30 YEARS.**

P.A. CONTRACTORS FOR ALL B.A.R.C. YORKSHIRE CENTRE AND YORKSHIRE  
SPORTS CAR CLUB EVENTS. ALSO TO THE ISLE OF MAN TOURIST BOARD  
FOR THE ENTIRE 37½ MILES OF THE T.T. AND MANX GRAND PRIX COURSE.



*Mervyn Bartram of York is currently 5th in the Championship.*

#### **CASTROL/B.A.R.C. CHAMPIONSHIP—cont.**

So much for the complications of the Championship, now, what about the rewards? Well there are awards for the top ten drivers in the series, the winner collecting £100 and the "Archie Frazer Nash" Trophy £40, £35, £30, £25, £20, £15 and £10. In addition the with the second to tenth placemen getting £75, 50, highest placed Lady Competitor gets £20 and the "Fast Lady" trophy to hold for a year. On top of this all eleven award winners get a handsome "Castrol" souvenir plaque.

The 1971 Championship has drawn the highest ever total of entries divided amongst all types of cars. In its early years the Championship did tend to look a little like a Mini benefit but as the series has evolved, so the bogey times have evened out and now almost any kind of car is in with a chance of doing well.

The season got away to a damp start at Pontypool on April 4th with no one breaking his existing class record and Chris Seaman, a commercial photographer from Sheffield, holding a narrow lead from Chris Cramer of Stroud. Both Chrises were driving the same cars they had used in the 1970 season, Seaman's being a very trim M.G. Midget whilst Cramer had a BVRT fuel injected British Leyland Cooper S in stripped racing trim.

The second round was at Loton Park near Shrewsbury on Easter Monday when weather conditions were much better and no less than eleven competitors beat their Class records and scored more than 8 marks. Chris Seaman increased his lead to 1.4 marks this time

from Nicky Porter, a garage owner from West Auckland who had taken over second spot from Chris Cramer. At this time Robert Speak was lying fourth whilst the leader before this afternoon, Jim Thomson entered the lists for the first time in his Blydenstein prepared Vauxhall Viva G.T.

The third round was at Harewood where the course was slippery following overnight rain. Here Robert Speak moved up to second place but Chris Seaman remained in front with almost a two point advantage.

Sunday 9th May saw the fourth round at Loton Park again with perfect weather conditions and records tumbling wholesale. It was a case of as-you-were for Seaman and Speak but Mervyn Bartram of York and Richard Jones of Birmingham in their Class 13 Clubmans Sports Cars were marching steadily up the table and took over fifth and sixth positions.

Two weeks later came the first round at Gurston Down, down in Hampshire. Unfortunately one or two of the leaders were not able to secure entries for this meeting with the result that Messrs. Bartram & Jones shot up to the first two places with Chris Cramer close behind dropping Chris Seaman and Robert Speak to fourth and fifth.

Nearly a month went by before the next round which was at Harewood on 25th June with all the field back in action again. Mervyn Bartram just managed to keep in front of Richard Jones whilst Chris Seaman and Robert Speak shared third spot, both with an event in hand on the leaders.

*Continued on page 24*

**CASTROL/B.A.R.C. CHAMPIONSHIP—cont.**

So to Gurston again where on 25th July, Richard Jones managed to creep in front of Mervyn Bartram both completing their seven events to count for the series. From then on they could only improve their score by discarding early low scores in place of lighter higher markings. At Gurston, Robert Speak nosed ahead of Chris Seaman both still only with six events and one more to count in full. By this time Chris Cramer had discarded his Cooper S and put the same engine into a two seater Terrapin Sports/Racing Car.

A week later was the second Pontypool round where Speak and Seaman together with Nicky Porter surged past Jones and Bartram and everyone of the first fifteen place holders completed seven events apart from Jim Thomson lying 7th in the Viva with one more full score to go. Also well placed were David Hepworth and Peter Voigt with single seater racing cars 16th and 17th with only five events completed.

The next round was the first Hill Climb ever to be held at Cadwell Park, a racing circuit like Olivers Mount better known for International Motor Cycle events. This proved a field day for Jim Thomson who celebrated completing his seven events by taking over top spot with Bob Speak hot on his tail. For the others it was a case of Richard Jones overhauling Nicky Porter for fourth and fifth whilst that colourful character "Spotty Smith" moved up to sixth.

Scamonden Dam alongside the new M.62 motorway should have been the venue for the next round but unfortunately the new road was not ready in time and the ninth round had to be moved to Harewood where the weather and course conditions were perfect. David Hepworth celebrated clinching victory in the other "Shell/R.A.C. Hill Climb Championship" by breaking the long standing course record and moving into the top ten places as he completed his seven events. Robert Speak moved a little closer to Jim Thomson so that at the start of the final this afternoon only 0.2 mark divides them in the table whilst Chris Seaman managed to hold on to third spot just a nose ahead of Richard Jones. Richard White of Colne was another who had been steadily creeping up the table and celebrated Harewood with a jump from 9th to 6th.

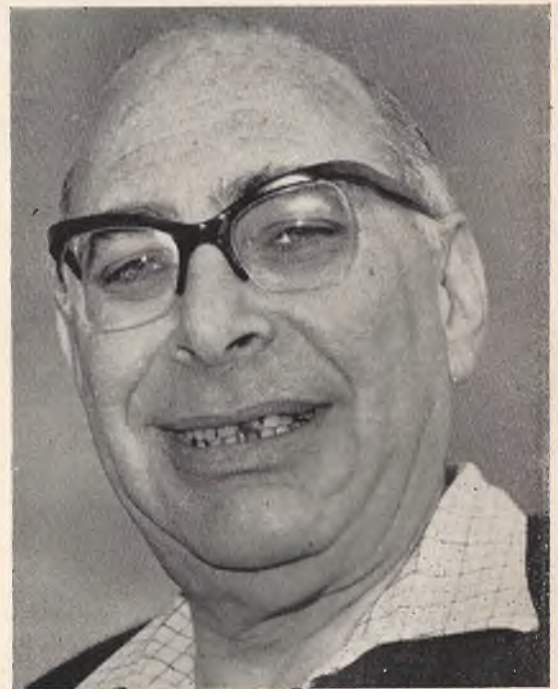
So to the start of the meeting this afternoon. Jim Thomson leads Bob Speak by 0.20 mark, but Jim has to beat 8.60 to improve whilst Robert Speak need only beat 8.21. If the weather is good both could score a maximum of 10 which would leave Robert winner of the Championship by a very narrow margin. This could go either way. So long as the two leaders do not slip they can not be overtaken but all the other leading places in the table alongside could change this afternoon.

One competitor who must be mentioned is Pat Hopkinson from Sheffield who has already won the Ladies Trophy. Pat started the season as just another better than average lady driver and has developed as the year has progressed to become a very quick and tidy driver indeed. In recent rounds she has been getting very close to Chris Seaman's times and could well run him very close indeed this afternoon.

**Position at Start of this Meeting**

|     |   |        |       |
|-----|---|--------|-------|
| 1.  | J. F. Thomson (Vauxhall Viva GT) .....  | (8.60) | 65.21 |
| 2.  | R. Speak (Ford Escort) .....            | (8.21) | 65.02 |
| 3.  | C. G. Seaman (M.G. Midget) .....        | (7.95) | 61.97 |
| 4.  | R. Jones (Mallock U.2 Ford) .....       | (7.19) | 61.62 |
| 5.  | M. Bartram (Moss Chevron B.2) .....     | (7.15) | 58.77 |
| 6.  | R. White (Ford Escort Mexico) .....     | (5.47) | 58.57 |
| 7.  | S. M. Smith (T.V.R. Tuscan) .....       | (6.89) | 57.65 |
| 8.  | R. N. Porter (B.L. Cooper S) .....      | (7.42) | 57.35 |
| 9.  | D. Hepworth (Guyson Sandblast) .....    | (5.49) | 57.27 |
| 10. | T. Smith (Daren Gp.7FVA) .....          | (7.23) | 56.69 |
| 11. | C. F. Cramer (Terrapin Mk. 5 S/R) ..... | (6.16) | 54.63 |
| 12. | P. E. Voigt (Ginetta G.17 Imp) .....    | (6.93) | 54.21 |
| 13. | R. Thwaites (Packmail McLaren) .....    | (6.22) | 51.97 |
| 14. | J. S. Robinson (Mallock U.2 Ford) ..... | (5.97) | 51.55 |
| 15. | F. K. Aston (Landar R.7 B.L.) .....     | (3.68) | 51.14 |
| 16. | M. R. Flather (B.L. Cooper S) .....     | (6.49) | 50.44 |
| 17. | D. G. Morris (Mallock U.2 TC) .....     | (2.86) | 48.98 |
| 18. | J. F. Pascoe (B.L. Cooper S) .....      | (5.90) | 47.66 |
| 19. | G. Brooks (Ford Escort GT) .....        | .....  | 45.82 |
| 20. | A. P. Boyle (B.L. Cooper S) .....       | (5.47) | 42.59 |
| 21. | Miss P. Hopkinson (A.H. Sprite) .....   | (1.44) | 42.09 |
| 22. | J. Barrett (Merlyn 6B Ford) .....       | (2.13) | 39.15 |
| 23. | R. S. Robinson (Mallock U.2 Ford) ..... | (3.81) | 38.73 |
| 24. | E. Spencer (B.L. Cooper S) .....        | (3.98) | 37.96 |
| 25. | J. Meredith (B.L. Cooper S) .....       | .....  | 36.59 |
| 26. | R. Evans (Mallock U.2 TC) .....         | (2.70) | 36.05 |
| 27. | J. R. Hill (Mallock U.2 TC) .....       | .....  | 33.64 |
| 28. | G. Brookes (B.L. Mini) .....            | (2.30) | 32.51 |
| 29. | C. R. Harrison (B.L. Cooper S) .....    | .....  | 32.19 |
| 30. | J. E. Davies (B.L. Cooper S) .....      | .....  | 31.86 |

Figure in brackets is "Low Score" to be deducted from marks scored this afternoon.



Well known Leeds competitor Chippy Stross who is contesting the Championship with his newly acquired Chevron B.8 B.M.W.



To remember who's who in radiotelephones, turn down this page here.



**TELECOM**  
the innovators

Pye Telecommunications Ltd.,  
Newmarket Road, Cambridge CB5 8PD.  
Tel: Cambridge (0223) 61222. Telex: 81166.

PYE RADIOTELEPHONES ARE  
USED TO CONTROL THE  
SAFETY RESCUE SERVICES  
AT THIS MEETING

# Travelling by AIR ?

**BUSINESS or PLEASURE**

**Consult**

## **TRAVELEADS**

**FOR THE MOST COMPETITIVE RATES.**

DAY FLIGHTS FROM HEATHROW  
TO WORLD-WIDE DESTINATIONS

**14 NEW STATION STREET - LEEDS 1**

**Tel.: 33007 & 35799**



*It could be a working party at any building site in Britain but is in fact the lunch break at last year's Scarborough Hill Climb.*

## ABOUT THE CLUBS

The two clubs which join to present the Hill Climb today represents, in many respects, two entirely different parts of the motor sporting scene, and yet at the same time, the relationship between them and the friendly spirit of co-operation which results in joint ventures of this type typify the best side of Motor Sport.

The North Humberside Motor Club is a fairly new Club which first saw light of day in January 1968, but the roots go very deep. Three motor clubs came together to pool their accumulated experience and enthusiasm, the East Yorkshire Car Club, who were originally formed as the Bridlington Car Club although this was far in the distant past, the Hessle and District Motor Club and finally The Kingston Car Club. With a background like this and all that was best of the founder clubs perpetuated the North Humberside are indeed a lively lot. Their programme includes Auto-cross, Driving Tests, Trials for standard production cars, Rallies and, of course a busy social programme. The membership is just pushing up to the 300 mark and the future of motor sport in the Hull and East Riding area seems secure in their hands.

Details of membership of the North Humberside can be obtained from the Hon. Sec. Peter Naylor, 25, Pulcroft Road, Hessle, East Yorks.

In contrast, the Yorkshire Centre of the B.A.R.C. is a regional branch of the largest motor sporting club in the country. The Yorkshire Centre has over 1,150 members living all over Yorkshire, although probably the higher percentage are in the Leeds/Bradford/

Harrogate/Huddersfield conurbation. All members of the B.A.R.C. are eligible to belong to the Centre, although there is no compulsion.

The programme of the Centre consists of regular Hill Climbs and Race Meetings during the warmer months with a full supporting list of trials, driving tests, auto-cross, etc. There are also winter and summer Dances, social week-ends, film shows, and monthly "Club Nights" which, in the Summer include short motoring events. Probably the best known of the Centre's events are the Hill Climbs at Harewood and, of course, here at Scarborough.

B.A.R.C. membership costs £5.0.0d. per year which is inclusive of £1 annual registration fee to belong to the Yorkshire Centre and full details can be obtained from Miss L. A. Thornton, B.A.R.C. Yorkshire Office, 6 Sidney Street, Vicar Lane, Leeds LS2 7JB.

Dates of B.A.R.C. Speed Events for the 1971 season have now been fixed as:-

- Sun. 23 Apr. — Harewood "Spring National" Hill Climb
- Sun. 7 May — Croft Race Meeting
- Sun. 21 May — Harewood "Members" Hill Climb
- Sun. 28 May — Croft Race Meeting
- Sun. 25 Jun. — Harewood "Montague Burton" Hill Climb
- Sat. 8 Jul. — Croft International Race Meeting
- Sun. 16 Jul. — Cadwell International Race Meeting
- Sun. 23 Jul. — Harewood Vintage & Novices" Meeting
- Sun. 6 Aug. — Croft Race Meeting
- Sun. 10 Sep. — Harewood "Championship" Hill Climb
- Sun. 24 Sep. — Scarborough National Hill Climb
- Sun. 22 Oct. — Croft Race Meeting

**"Put the Power of  
TODAY  
Under your feet  
TOMORROW"**

**SO  
whizzalongto  
WASS**

**For Wass Vauxhalls & Wass Opels**

**Wallace Arnold sales & service Limited**

**Hunslet Road, Leeds 10. Tel Leeds 39911**

**General Motors Main Dealer**



BLMC Stage One Tuning  
Kits for single carburettor  
front wheel drive models  
give you:—

**More Power**  
**Improved Economy**  
**Greater Flexibility**

In addition to the Works  
Approved Stage 1 kits we  
stock a comprehensive range  
of tuning parts suitable for  
the Mini; 1100/1300; Sprite;  
Midget; M.G. B; 1800 and  
Maxi models.

Why not send for our  
colour brochure and tuning list  
for your car. Our Accessory Centre  
carries a wide range of top  
quality motoring products suitable  
for makes of car.



**Where to go in YORKSHIRE . . . .**

**Tesseymans**

of SCARBOROUGH Ltd.

BRITISH LEYLAND SPECIAL TUNING  
DISTRIBUTORS

VALLEY BRIDGE ROAD  
SCARBOROUGH

Tel.:- Scarborough 63371