

SHELL SPEED CLIMB



Stockton Farm
Harewood Avenue
Nr. Leeds

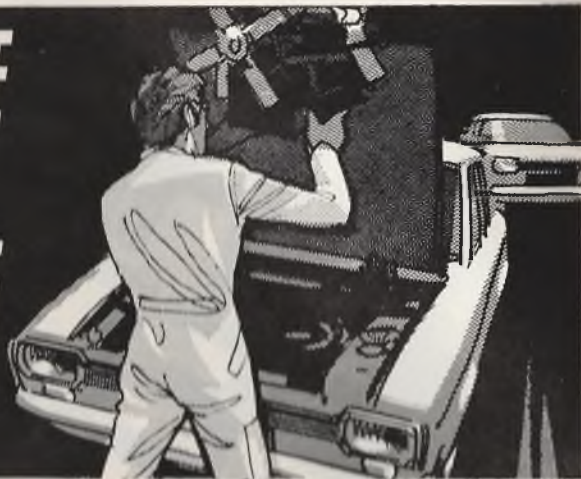
HAREWOOD HILL CLIMB

10 SEPTEMBER 1972

OFFICIAL PROGRAMME 15p



THE NUMBER ONE SERVICE BEHIND THE NUMBER ONE CARS



TATE SERVICE
Powerpacked for action
motoring.

TATE SERVICE AND ADVICE
By professionals.
By specialists.
By enthusiasts.
For drivers like you.



TATE RALLYE SPORT
Safe. Professional. Reliable.
For road or track. For your kind
of high performance motoring.

TATE RALLYE SPORT

TATE RALLYE SPORT



New York Road, Leeds. Tel: 31281.



THE YORKSHIRE CENTRE OF
The British Automobile Racing Club Ltd.

WELCOME YOU TO

THE SHELL SPEEDCLIMB

INCORPORATING :
THE SHELL/R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP
THE SHELL "LEADERS" HILL CLIMB CHAMPIONSHIP
R.A.C. National Permit RS/8386

Sunday, 10th September 1972

COMMENCE 12-30 P.M.

HELD AT STOCKTON FARM, HAREWOOD, LEEDS

by kind permission of Arnold Burton, Esq.

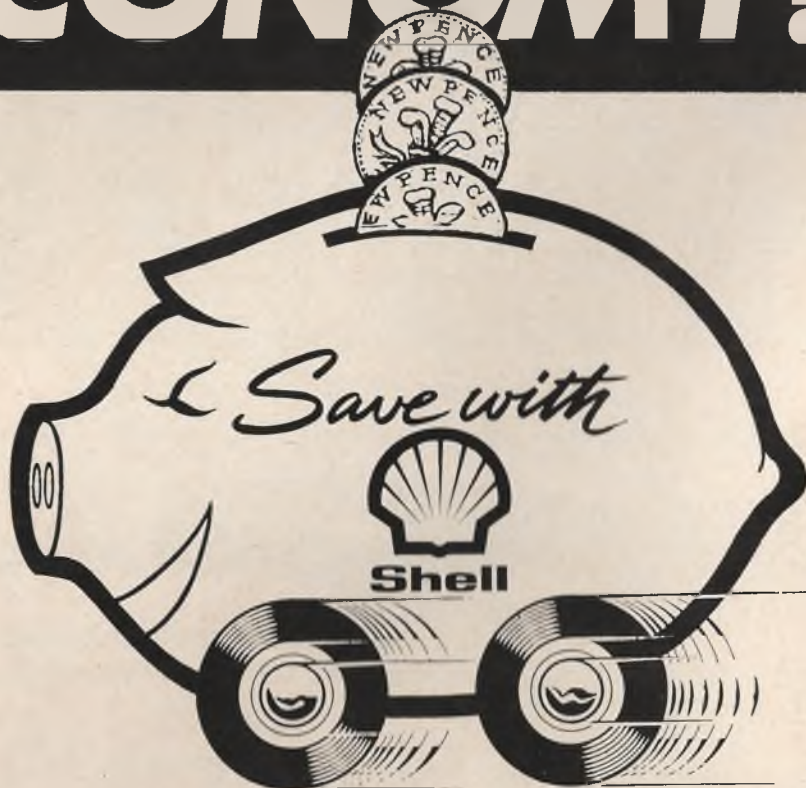
WARNING TO THE PUBLIC

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.

save with **SHELL** **ECONOMY!**



No motorist should pay a penny more than he has to for petrol or oil. Shell is one of the few companies to make a 3-Star petrol - Shell Economy. It's quite suitable for 60% of modern cars, and could show you a saving.

Shell Stations have much more to offer than just petrol and oil - keep an eye open for special offers, trading stamps, product-packed Motorist Shops, high speed car-wash bays, and repairs and servicing.

**Come and collect all the benefits
at your local Shell Station.**



Shell



RAMBLINGS

1972 is the Jubilee Year of the B.A.R.C. Yorkshire Centre. Today also has a special significance in that it is the 50th Meeting to be held here at Stockton Farm, Harewood.

The first meeting was held in September 1962 and amongst the Competitors were Reg Phillips, Peter Kay and Chippy Stross, all of whom are also taking part today. Other competitors at that meeting will be found amongst the list of Officials including Derek Clark, Jim Johnstone, Mike Kellett and Ted Booth.

One year later in September 1963 we had our first National meeting and 12 months after that our first R.A.C. British Hill Climb Championship round when Peter Westbury with the P.99 B.R.M. clinched the title on the last run of the day. Since that time this September meeting has been a real feast of competitive hillclimbing, particularly in 1968 when Peter Lawson became the first Yorkshireman to hold the Championship title, and in 1969 & 71 when David Hepworth of Brighouse was the Champion.

Today the title race is still open, just. As you will see from Ken Hammerton's Championship Story which begins on page 25, the very popular Sir Nick Williamson from Berkshire has just about clinched the title. David Hepworth is the only man who could unseat him, and then only if he scores 11 points both here today and at Doune next Sunday whilst Nick must be below 9 points at one of these two meetings.

So, by tonight you may well be able to cheer a new British Hill Climb Champion, or to wish well to the present holder still chasing a pretty difficult target.

Also this afternoon, we have a return visit from that deservedly popular T.V. character Jon Pertwee and his co-star in the successful "Dr. Who" series, Katie Manning. The success of their appearance here last year was such that a return was virtually obligatory. Apart from the immense following amongst our younger visitors for "Dr. Who", Jon and Katie are such nice people

and with Jon's former prowess as a Hill Climb Driver of the fifties, who could be more appropriate.

For the past four years the R.A.C. British Hill Climb Championship has been sponsored by Shell. The support given by everyone connected with Shell, both Nationally and at Regional level has been fantastic and under their sponsorship the competitive, and social, prowess of the Shell/R.A.C. Hill Climb Championship has risen higher than ever before. Unfortunately Commercial considerations compell Shell to withdraw their sponsorship after this season.

No one connected with, or interested in, the sport of Hill Climbing can but regret this withdrawal, but at the same time they can thank Shell for four magnificent years, a host of good friendships and for leaving the sport in such a healthy state. To Freddie Brown (who started it all), to Ray Cunningham and Harry Downey and on a Regional level to Bill Halls, Joe

Broadhurst, Terry Rundle and Dennis Budd we say a most sincere "thank you" for all you have done.

We are happy to say that Shell in Leeds will still be supporting Motor Sport at Club level and, whilst this is the last "Shell/R.A.C." Meeting at Harewood, we expect to see quite a lot of our Regional friends next season.

Finally, this is usually the close of the Harewood season, but not this year. Owing to the R.A.C. not issuing a track licence for Olivers Mount, Scarborough, the final of the "Castrol/B.A.R.C. Hill Climb Championship, has been transferred to Harewood. A fortnight today there is a star-studded meeting which combines a top-class hill climb with a novel Round Table "Wild West Show and Rodeo". The combined meeting is to raise money to purchase some highly specialised electro-medical equipment for a local hospital. Full details of this extravaganza can be found on page 15.



Roy Lane and Mike MacDowel enjoy a joke at the June "Jubilee" Meeting



Dr. WHO

Since then Jon has made numerous films and starred in a host of radio shows, his most famous being "The Navy Lark" which is now in its thirteenth year and is heard by over 100 million listeners, all over the world, each week.

He is no stranger to the West End and Broadway having starred in "A Funny Thing Happened To Me On The Way To The Forum" and "There's a Girl in My Soup".

Perhaps Jon's greatest success, which takes him into millions of homes every week in Britain, Australia Canada and many other countries is the B.B.C. Science Fiction classic "Dr. Who" which has made him one of T.V.'s most popular characters.

Jon is very much a "Dr. Who" in real life too. He is an adventurer and a sportsman. In his younger days he raced cars, now he goes in for racing Power Boats and Hydroplanes. He is also a keen archer. On a number of occasions he has represented Britain in Power Boat Races.

In the years just after the War Jon was an active competitor in Hill Climbs at Prescott, Shelsley and Bouley Bay. On his visit to Harewood last year he saw Charles Lambton's H.W.M. Jaguar and on checking back into its history discovered that it was the actual car he used to share with Lance Macklin up the hills and on circuits.

Just this morning he started filming for the new "Dr. Who" series which will be transmitted from November. This was a change of plans to use a location on London's South Bank which was only quiet enough on a Sunday morning. So as not to disappoint his fans at Harewood, Jon got the B.B.C. to charter a Helicopter to fly him North this afternoon.

This afternoon "Dr. Who" and his co-star "Jo Grant" (Katie Manning) will drop in at Harewood between 3-15 and 3-30 p.m. We understand that they will come across "The Master" and sundry Sea Monsters and, no doubt a chase will ensue. After the Chase, Jon and Katie will drive round the Paddock and Hillside Enclosure and will then sign Autographs in a tent in the Display Area. At the end of the meeting they will present the awards to the successful competitors.

To the younger members of our audience here today Jon Pertwee must be best known as "Dr. Who" although most Dads and Mums will think of C.P.O. Pertwee. In fact he has packed an awful lot of living into his past years as the following biographical notes by John Stanley will show.

Jon was always closely connected with the theatre. With his father Roland a distinguished novelist and playwright, his brother Michael a well-known playwright and scriptwriter and many of his family in the theatre, it was inevitable that Jon should choose it as a career.

Educated at Sherbourne and Frensham Heights. He later studied at R.A.D.A. On leaving he joined the Art League of Service travelling theatre and later toured the country in Rep.

Shortly before the war he went into commercial radio with Radio Luxembourg but still found time to play in "To Kill The Cat" before volunteering for service.

As an A.B. and later as a Commissioned Officer R.N.V.R. he spent the war in the Royal Navy. He escaped being lost in the Hood disaster through a fortuitous transfer to another vessel only hours before Hood left port for the last time.

He finished his naval career in the Broadcasting Service with Eric Barker on a programme called "Mediterranean Merry Go Round" which after the war became a famous B.B.C. Radio series under the shortened title "Merry Go Round".

The B.A.R.C. Yorkshire Centre
wish to thank the
B. B. C.
Without their valuable co-operation
the appearance of
"Dr. Who" and Jo Grant
would not have been possible.

The Other Attractions

Apart from the Hill Climb and the "Dr. Who" stunt there will be a number of other special attractions this afternoon.

Police Road Safety Exhibition

We have to thank the West Yorkshire Police who have brought along their travelling Road Safety exhibition. This includes all kinds of interesting displays including a reaction tester to see how responsive a driver you really are. Well worth a visit in the coloured marquee in the Display area.

B.L.E.S.M.A. Collection

During the meeting representatives of the British Legless Ex-Servicemen's Association will be holding a Flag Day.

Blesma was founded and is managed by limbless Ex-servicemen and maintains homes at Blackpool, Southsea and Crieff providing permanent residence or convalescence for those who are still paying the price of the freedom we enjoy.

Money raised today will go towards endowing a bed at the Blackpool home. Please give generously.

"Dr. Who" Autographs

After the "Dr. Who" stunt with the "Master" and the Sea Monsters Jon Pertwee and Katie Manning will sign autographs from approx. 4-00 p.m. to 5-00 p.m. in a Tent in the Display Area in the Hillside Car Park. They will charge 5p a time to go to the Blesma collection funds.

Shell Shop

Visit the "Shell Shop" in the Hillside enclosure, if only to see Terry Rundle's hand picked selection of Dolly Birds.

Punch & Judy Show

At 2-00 p.m., 3-10 p.m. and 4-20 p.m. Mr. Stan Leo of Leeds will present his Punch & Judy Show in the Hillside Car Park. After each performance Mr. Leo delights his audience with magical feats.

Gavioli Organ

Music hath charms . . . particularly when it comes from Mr. William Cole's magnificent Gavioli Organ which will render selections throughout the afternoon in the Hillside Car Park.

Trade Display Area

Behind the main catering tent you will find an area with various tents and vehicles including a B.A.R.C. Insignia stall, a Boutique with all the gear, Special Tuning equipment for your car, "Autojumble", a display of car radios and tape players, R.A.C. mobile office, the Clarkson Holidays display unit, and so on.

Fairground

Messrs. Frank Lee & Sons of Huddersfield have brought along their children's fairground which includes swings, roundabouts and stalls for your pleasure.

Catering

Messrs. Garritts (Caterers) Ltd. of Morley are our caterers. In addition to the main tent in the Paddock and Enclosures there are various stalls with all kinds of snacks and liquid refreshments.

Toilets

In addition to the main toilets near the Paddock entrance there is "Traveloo" a mobile Ladies and Gents toilet at the rear of the Hillside Car Park near the display of cars and temporary toilet units near the Western entrance.



Jon Pertwee and Katie Manning congratulate Nicky Porter at the Prizegiving last year.

HIGH QUALITY SERVICING AND TUNING OF ALL MAKES OF CARS.
CALL OR PHONE AND DISCUSS YOUR PROBLEMS WITH US.

GRAHAMS **CROSTUNE**

THE PERFORMANCE SPECIALISTS

ROAD - RACE & RALLY ENGINES BUILT, OVERHAULED AND SERVICED.
LOTUS - B.M.C. - COSWORTH - CLIMAX - B.M.W. - FORD O.H.C. ENGINES.
WEBER, FISH, S.U. CARBURETTOR SPARES, SERVICE AND OVERHAULS.
STEEL MAIN CAPS, LINE BORING, CRANK BALANCING, MACHINING.
360 B.H.P. ROLLING ROAD DYNAMOMETER, 120 M.P.H. PLUS
SUN ELECTRONIC TEST EQUIPMENT — ON CAR WHEEL BALANCING.
IMMEDIATE DELIVERY NEW FORD G.T. ESCORTS, CORTINAS, ALSO WIDE
SELECTION USED SPORTS AND G.T. CARS IN STOCK.

ENQUIRIES TO :- BILL CROSLAND.

GRAHAMS OF DEWSBURY LIMITED

BRADFORD ROAD, DEWSBURY. TELEPHONE 61673

PARISH'S

See the
Mobile
Parts and
Accessory
Display at
this Meeting



ANLABY ROAD,
HULL.
Tel. Hull 24373.

TOWER STREET,
YORK.
Tel. York 25766.

VALLEY BRIDGE RD.,
SCARBOROUGH.
Tel. 63371.

DISTRIBUTORS FOR : BRITISH LEYLAND - AUSTIN - WOLSELEY - M.G.
SPECIAL TUNING UNIPARTS

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/8386.

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.

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, Garritts (Caterers) Ltd. for the catering and bar services. The British Motor Racing Marshals Club, The Appleyard Group 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

Harewood Hill Climb

24 Sept. 1972 — "Castrol Trophy" Hill Climb.
Final of Castrol/BARC Hill Climb Championship.

1973 DATES

Harewood Hill Climbs

22 April 1973 — "Spring National" Hill Climb.
20 May 1973 — Shell "Members" Speed Climb.
24 June 1973 — "Montague Burton Trophy" Hill Climb.
22 July 1973 — Shell "Vintage & Novices" Hill Climb.
9 Sept. 1973 — "R.A.C. Championship Speed Climb".

Croft Race Meetings

25 March 1973 — "Opening" Race Meeting.
28 May 1973 — "Spring Bank Holiday" Race Meeting.
12 August 1973 — "Midsummer" Race Meeting.
23 Sept. 1973 — "Autumn" Race 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 A.58 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

A FORCE FOR GOOD IN MODERN SOCIETY !



GROWTH OF THE INDEPENDENT ORDER OF FORESTERS 20 YEAR PATTERN

Year	Membership	Insurance in Force	Assets
1950	157,000	£61,000,800	£17,600,400
1960	379,686	£291,627,600	£37,536,000
1970	892,633	£1,509,004,444	£116,470,496
1971	1,047,073	£1,768,273,165	£134,476,968

THE INDEPENDENT ORDER OF FORESTERS

The world's largest non-sectarian fraternal benefit society

Dedicated to family security

WE ARE STILL EXPANDING OUR SALES FORCE

APPLY : BRITISH ADMINISTRATOR

HENRY J. SUTCLIFFE,

A.S.C.R. F.Inst.M.

INDEPENDENT ORDER OF FORESTERS

PENNINE HOUSE, RUSSELL STREET,

LEEDS LS1 5AH. TEL. : 34266

Our Local Membership Committee Representatives can be located at :-

LEEDS - MANCHESTER - LIVERPOOL - SUNDERLAND - HUDDERSFIELD - HULL
BRADFORD - PRESTON - MIDDLESBROUGH - WIGAN - CHESTER - DARLINGTON
LANCASTER - NEWCASTLE UPON TYNE - YORK - STOCKPORT - HALIFAX - BOLTON
OLDHAM - ROCHDALE

**A LEGAL RESERVE FRATERNAL BENEFIT SOCIETY REGISTERED IN GT. BRITAIN
AT THE BOARD OF TRADE.**



OFFICIALS OF THE MEETING

STEWARDS

Appointed by the R.A.C. R. N. Eason Gibson
Appointed by the B.A.R.C. E. D. Clark, H. C. Mason,
J. M. Holroyd

OFFICIALS

Clerk of the Course M. S. Wilson
Deputy Clerk of the Course J. Johnstone
Chief Observer A. J. Hodgetts
Chief Marshal J. M. English
Medical Officers Dr. P. M. Smith-Moorhouse,
Dr. T. Dowell, Dr. W. Higginbottom
Chief Scrutineer S. H. Hanson
Chief Timekeeper D. R. Scatchard
Speed Trap Timing F. J. Gibson
Chief Paddock Marshal R. G. Hooper
Deputy Paddock Marshals B. N. Marsden, Miss J. S. Lee
Chief Car Park & Admissions D. N. Townsend
Deputy Car Park and Admissions D. J. C. Pick
Car Park Control A. G. M. Kellett, D. Easthope,
R. F. Chesterman, J. M. Busfield
Time Recorders Miss P. J. Steele, Mrs. J. Frost
Troubleshooter M. J. Frost
Treasurer M. H. Whaley
"Dr. Who" Liaison R. Soper, R. A. Riall
Secretary of the Meeting Miss L. A. Thornton
Chief Start Area Marshal J. M. Broadhead
Deputy Start Area Marshal B. Watson
P.A. Commentary E. Bowers-Booth,
C. A. Rennie-Fowler, A. D. Roddis, T. M. C. Wise
Scrutineers B. L. T. Bielby, R. D. Sutherland,
P. W. Watson, T. M. Wood, D. C. Fotherby
Scrutineers Marshals G. L. Thompson,
W. Hall, F. A. R. Cough
B.M.R.M.C. Incident Marshals A. H. Clay, R. Jackson,
R. A. Laycock, J. M. Staveley

Observers :

W. R. Varley, D. Spark, D. Walker, R. W. A. North,
N. W. Porteus, P. J. C. Griffin, A. S. Duckworth,
M. M. English, A. A. Pritchard, T. M. Hartley,
A. Henderson, N. Hartley, J. R. Wass, J. J. Burke,
D. M. Gledhill, D. M. Dalrymple.

Start, Flag, Fire & Spectator Marshals :

P. S. Adelman, J. Aston, R. J. Beck, P. J. Brooks,
C. Hobson, T. C. D. Smith, W. V. Stevenson, P.
Telford, R. A. Bateson, N. D. Jaques, M. S. Jennings,
G. H. Cass, R. S. Elmitt, A. J. Sandford, J. T. Simons,
Mrs. R. W. A. North, Mrs. J. Porteus, J. R. North,
H. Yates, M. G. C. Sewart, C. D. H. Kitching., J. A.
Craven, K. E. Craven, P. A. Cawood, D. B. Marsden,
M. R. Swinden, T. M. Tyas, Mrs. J. M. Tyas, H.
Patterson, H. Boulton., J. R. Coupe, J. M. Newlove,
R. R. Newlove, Miss J. A. Robson, D. B. Baugh,
G. S. Gerrard, J. P. Wood, P. Coulthred, G. Gaunt,
J. Hayes-Harlow, J. Wood-Mitchell, H. Pollitt,
K. S. Roberts.

Paddock Marshals :

J. Firth, A. Steel, D. Mainprize, Miss J. Newman,
N. G. Hebditch, K. Rawlings.

Paddock Exit Gate :

M. H. Thornton, J. G. Weatherill.

Admission & Car Parks :

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

Programme Sales :

Mrs. M. Chesterman, Mr. & Mrs. A. Heap,
D. Hardy & Bramham Scouts.

Paddock Scoreboard :

Miss C. M. Varley, Mrs. J. M. Sewart.

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 and the
Northern Race and Rally Rescue Marshals Club for
provision of Incident vehicle.

SERVICES

First Aid St. John Ambulance Brigade (Wetherby Div.)
Public Address Fairbank Harding Ltd.
Car Parks Bert Goddard
Catering Garritt's (Caterers) Ltd.
Licensed Bar Garritt's (Caterers) Ltd.
Tentage T. G. & T. S. Pepper
Police W.Y. Police (Tadcaster Division)
Road Signs R.A.C. Yorkshire Area Office
Breakdown Wagon Appleyard of Leeds Ltd.
Welding Service The Pit Stop Ltd.
Radiotelephone Equipment
Pye Telecommunications Ltd.
Rolls Royce Course Car Appleyard Rippon Ltd.
Plant Service Chippindale (Engineers) Ltd.
Road Safety Exhibition W. Y. Police
Bits and Pieces Autojumble of Halifax
B.L. Special Tuning Cornelius Parish Ltd.
Jewellery Boutique Gillian Myerscough Ltd.
Clarkson Holidays A.A. Travel Service

TIMETABLE FOR TODAY

9-45 a.m. Practice Runs commence.
11-15 a.m. Practice Runs conclude
— Lunch Interval.
12-30 p.m. Meeting commences — Class Runs.
3-30 p.m. Interval of 15 minutes —
"Dr. Who" Comes to Harewood.
3-45 p.m. Meeting continues — Class Runs.
5-00 p.m. The "Championship" Run Offs.
5-20 p.m. Meeting concludes.
5-30 p.m. Presentation of Awards —
by Jon Pertwee and Katie Manning.

The DAF Marathons are here!

The DAF '55' Marathon range is a direct development of the highly successful DAF rally cars. It is available in two luxurious versions - a stylish saloon or racy coupe - cars of outstanding quality and comfort. Both have special Marathon suspension and wide radial-ply tyres for 85+ m.p.h. cruising, and dual-circuit brake system with vacuum booster. Plus a host of features at no extra cost! Including Variomatic fully automatic transmission, underbody protection, steering lock, seat belts, screen washer, 2-speed wipers, adjustable cloth covered seats, etc. Come in and see for yourself!



Sporty performance, with the comfort of a luxury car
DAF Marathon Coupe, from £1,195.
DAF Marathon Saloon, from £1,070.
Recommended retail, tax paid, ex works.

STUBBS

LARGEST DEALERS IN THE NORTH
PONTEFRACT ROAD, STOURTON
LEEDS 10.

Telephone 73773
High Performance Conversion Kits
Supplied and Fitted by Us.

Just 15 minutes
of your time, for a
Free Test Drive

DAF
The world's
most automatic
automatics

This is "John" . . .

THE PHOTOGRAPHER

Seen at most BARC/SHELL
Hill Climbs.

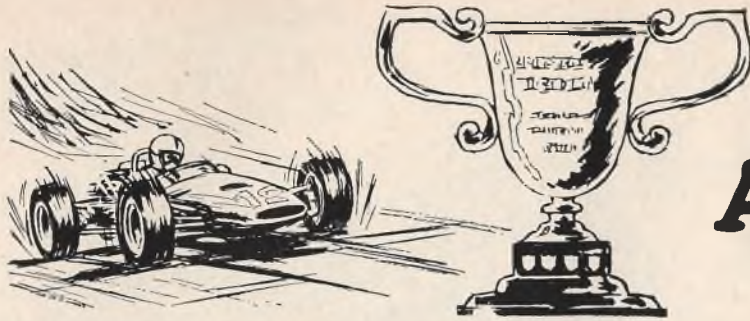


Pictures available at reasonable
rates from Yorkshire Centre
Office.



He is also available for
any type of Industrial,
Commercial Photography.
Telephone: LEEDS 646264
24-Hour service
always available.





Awards

The following six awards will be presented at the end of this season based upon times established at meetings on 23rd April, 21st May, 25th June, 23rd July, 10th September and 24th 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:

R. T. Lane (McLaren M14D) 39.68

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 (Guyson Sandblast Spl.) 39.92

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:

B. Kenyon (Austin Healey Sprite) 47.34

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:

R. White (Ford Escort RS1600) 46.27

To the competitor who records the fastest time of the season driving a Production Model Jaguar (including ‘C’ and ‘D’ Types) —

“The Guyson Sandblast Trophy” and Replica.

Fastest time to date:

P. Bennett (Jaguar ‘E’ Type) 46.26

To the competitor making the greatest improvement over the class records which were standing before April 25th Meeting running in the Touring Car Classes 1 to 5 inclusive —

“The Total Trophy” and Replica.

These records were:

- Class 1. J. W. Goodliffe (B.L. Cooper) 50.31
- Class 2. R. N. Porter (B.L. Coope) 47.51
- Class 3. J. F. Thomson (Vauxhall Viva GT) ... 46.59
- Class 4. C. F. Cramer (B.L. Cooper S) 46.26
- Class 5. C. F. Cramer (B.L. Cooper S) 45.18

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. R. White (Ford Escort RS.1600) 0.32
(New Record 46.27 23/4/72)
- Class 4..... No Improvement
- Class 5..... No Improvement

Thus the present leader in this competition is R. White with his Ford Escort RS.1600.

The Awards to be won today are:-

For the fastest time of the day —
The “Double Twelve” 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)

Any class with 20 or more entries will have four awards — £15, £10, £4, £2.

Where a Class is run without merging with three or less entries the First Class Award will be reduced to £4.

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).

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.

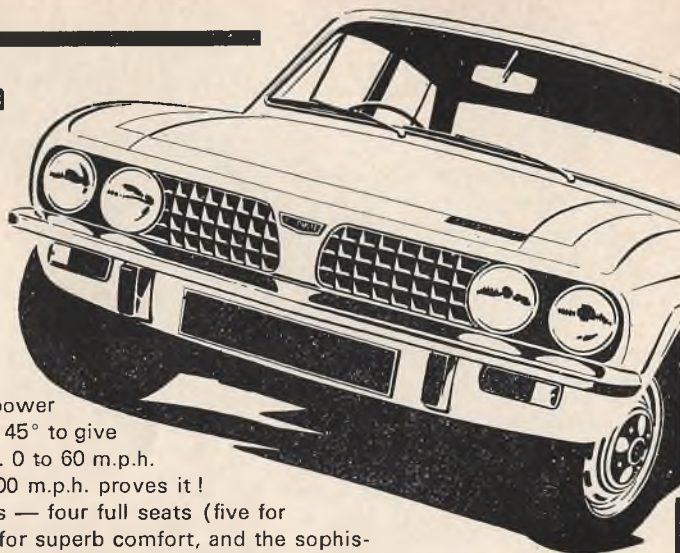
PRESENTATION OF AWARDS

The four fastest time of the day awards, the ten “Shell Speedclimb” awards and the fastest in each class awards will be presented outside the Control Bus in the Paddock at the conclusion of the meeting.

The presentation will commence about ten minutes after the final Championship Runs are completed and this will be a good opportunity for you to meet and pay tribute to the Competitors who have provided your sport this afternoon.

The Awards will be presented by Jon Pertwee (Dr. Who) and Katie Manning (Jo Grant).

The new Triumph Dolomite might not look like a sports car — until it moves !



The secret of the Dolomites hidden power lies in the 1854 c.c. engine—slanted to 45° to give smoother performance with less wear. 0 to 60 m.p.h. in 11.5 seconds and a top speed of 100 m.p.h. proves it ! But the Dolomite excels in other ways — four full seats (five for occasional use) and four doors make for superb comfort, and the sophisticated suspension with anti-roll bars gives you every confidence when you're cornering fast. The full instrumentation including tachometer completes the picture. The Dolomite is the new Triumph Pace-setter — Drive our demonstration car today.



TRIUMPH

DISTRIBUTORS

ARNOLD G. WILSON LTD.

REGENT STREET, LEEDS 2. Tel.: 34681 & 36628.
AN ARNOLD G. WILSON COMPANY.

THE MOTORISTS SUPER DISCOUNT CENTRE of LEEDS
TYRES GALORE !!

CROSSPLY 50%

Made by Lee or Trelleborg.

RADIALS 40%

Made by Lee

OFF Rec. Retail Price

OFF Rec. Retail Price

SIZES TO FIT ALL CARS

* ALL TYRES FITTED FREE — WHILE YOU WATCH

Computerised Wheel Balancing Service 50p per wheel

* Our Valves are still only 25p *

ALL LEADING MAKES AVAILABLE INCLUDING RALLY SPECIALS AT LOW ! LOW ! PRICES

EXHAUSTS

MADE BY BURGESS
FITTED FREE WHILE YOU WAIT
RING FOR QUOTATION

BARKERS TYRE DISCOUNT SERVICE LTD.

253/259 Whitehall Road
LEEDS 12. Phone 634661

OPEN EVERY DAY

OTHER BRANCHES WHERE CLEAN, EFFICIENT SERVICE IS AVAILABLE AT ALL TIMES:

16 Central Parade, Cleckheaton. Tel. Cleckheaton 5268.

Little Lane, Ilkley. Tel. Ilkley 5217.

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

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

1 Cumberland St., Skipton. Tel. Skipton 4519.

* Worthway, Keighley. Tel. Keighley 62262.

* Hatfield House Lane, Sheffield. Tel. Sheffield 385963.

* Mariners Street, Goole. Tel. Goole 3889.

* Batley Mills Service Station, Bradford Rd., Central Batley. Tel. Batley 7164.

* Exhaust Fitting Service Available.

AN EXTRA EVENT AT HAREWOOD . . .



Sunday 24th September THE CASTROL TROPHY



CHARITY HILL CLIMB

RODEO AND WILD WEST SHOW



ORGANISED IN CONJUNCTION WITH AREA 32 ROUND TABLES

Proceeds in aid of provision of specialised equipment for the Intensive Care Unit at Airedale General Hospital. Support this meeting and help save lives.



Rodeo Attractions include :

- ★ Rough Riding Displays.
- ★ Trick Shooting.
- ★ Catch the Greasy Pig Competition.
- ★ Tombola and Sideshows.
- ★ Ride the Bucking Ponies Competition.
- ★ Fancy Roping, etc.

This is the Final of the 1972 "Castrol/B.A.R.C." Hill Climb Championship, and the title depends on the results of this meeting. Chris Seaman leads by 0.17 mark from Brian Kenyon. Either one could win at Harewood on 24th September. There will be over 135 top line Competitors at this National Hill Climb.

All the attractions of the Calgary Stampede brought to Harewood by the enterprise of the Round Table.

(In case you are wondering, the Hill Climb will be on the usual course and the Wild West Show in the Centre Car Park field behind the Hillside Enclosure).

**A GRAND EXTRAVAGANZA OF SPORT AND ENTERTAINMENT.
COMMENCE 12-30 ON SUNDAY 24th SEPTEMBER 1972.**

ENQUIRIES TO B.A.R.C. YORKSHIRE OFFICE, 6 SIDNEY STREET, VICAR LANE, LEEDS LS2 7JB

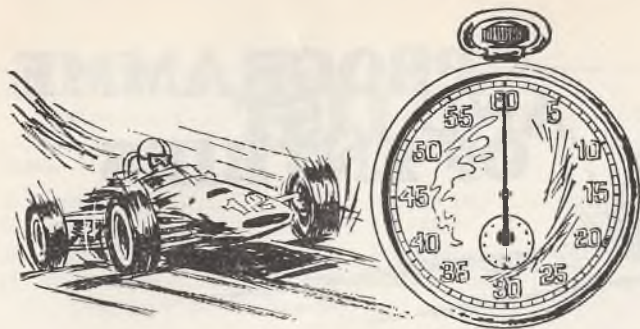


**Instant sunshine
holidays by jet
from MANCHESTER**

**DRIVE OR
FLY TO
YOUR
MED VILLA
1973**

Clarksons

**See the Clarkson's Caravan in the
Hillside Car Park and discuss your
next Summer or Winter Holiday
with the A.A. Travel Service.**



HAREWOOD RECORDS

Forty-nine 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 U2 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
19/4/70	Sir N. Williamson (McLaren M.10A)	40.25
17/5/70	R. Thwaites (Brabham BT18 Buick)	43.12
28/6/70	D. Hepworth (Hepworth F.F.)	40.25
26/7/70	*A. Merrick (E.R.A. R1A)	51.18
13/9/70	D. Hepworth (Hepworth FF)	40.69
25/4/71	D. Hepworth (Hepworth FF)	42.76
23/5/71	J. A. H. Lambert (Cooper T.86)	49.45
27/6/71	D. Hepworth (Hepworth FF)	40.52
25/7/71	*E. N. Corner (E.R.A. R4D)	47.08
11/9/71	D. Hepworth (Hepworth F.F.)	40.10
12/9/71	†R. T. Lane (McLaren M10B)	39.57
23/4/72	R. T. Lane (McLaren M14D)	40.57
21/5/72	D. R. Good (Martin BM8)	44.01
25/6/72	R. T. Lane (McLaren M14D)	39.68
23/7/72	*R. Scott-Moncrieff (Kincraft)	44.15

† Denotes Record for Course

* Denotes Vintage and Novices Hill Climb.

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

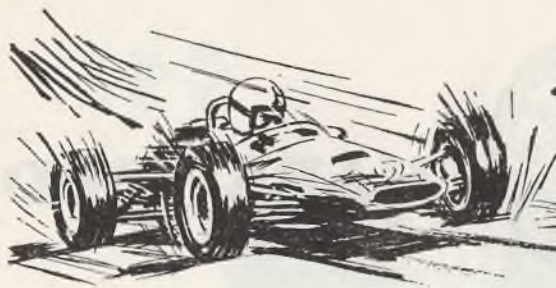
Class

1.	J. W. Goodliffe (B.L. Cooper)	10/9/67	50.31
2.	R. N. Porter (B.L. Cooper S)	12/9/71	47.51
3.	R. White (Ford RS1600)	23/4/72	46.27
4.	C. F. Cramer (B.L. Cooper S)	14/9/69	46.26
5.	C. F. Cramer (B.L. Cooper S)	19/4/70	45.18
6.	B. Kenyon (A.H. Sprite)	25/6/72	47.34
7.	J. W. Goodliff (Lotus Elan)	28/6/70	45.26
8.	S. M. Smith (T.V.R. Tuscan)	27/6/71	44.94
9.	C. G. Seaman (M.G. Midget)	25/6/72	47.40
10.	P. Bennett (Jaguar 'E' Type)	25/6/72	46.26
11.	G. Whittingham (D.M.W. Ford)	25/6/72	44.49
12.	C. F. Cramer (Mallock U.2 B.L.)	25/6/72	43.81
13.	T. Smith (Daren GP7 F.V.A.)	12/9/71	42.35
14.	P. G. Lawson (Chevron B.8 BMW)	14/9/69	42.55
15.	P. E. Voigt (Ginetta G17 Imp)	12/9/69	43.05
16.	M. J. Hawley (Brabham BT35)	25/6/72	41.00
17.	R. T. Lane (McLaren M10B)	12/9/71	39.57

HAREWOOD POSTERS

IF YOU WOULD LIKE TO RECEIVE AND DISPLAY POSTERS FOR HAREWOOD HILL CLIMB EVENTS PLEASE CONTACT

B.A.R.C., 6 SIDNEY STREET, VICAR LANE, LEEDS 2.



PROGRAMME AND LIST OF ENTRIES

Commence 2-15 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, 15a, 15, 16, 17.

SECOND RUNS: Classes 1, 2, 3, 4, 5, 14, 16, 17, 6, 7, 8, 9, 10, 11, 12, 13, 15a, 15,

THE "CHAMPIONSHIP" RUN

PRESENTATION OF AWARDS BY JON PERTWEE AND KATIE MANNING

★ After a Competition Number denotes a Reserve Entry.

Class 1. — TOURING CARS up to 1,150 c.c.

Bogey — 57.54

Record: J. W. Goodliff (B.L. Cooper) 10/9/67 — 50.31

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
11.	Malcolm Smith	B.L. Cooper		998	Scarborough			
12.	John Edmond	B.L. Cooper		998	Scarborough			
13.	Harvey Kay	Simca 1000 Spl.		1118	Bury			
14.	David Taylor	B.L. Mini		998	Leeds			
15.	Graham Brooks	Ford Escort		1100	Oswaldtwistle			

Class 2. — TOURING CARS 1,151 to 1,500 c.c.

Bogey — 55.51

Record: R. N. Porter (B.L. Cooper S) 12/9/71 — 47.51

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
16.	Brian Beadle	Ford Escort Sport		1297	Scarborough			
17.	John Casey	B.L. Cooper S		1328	Mereclough			
18.	Bobby Fryers	B.L. Cooper S		1275	Keighley			
19.	Gordon Chippindale	B.L. Clubman GT		1275	Rawdon			
20.	Howard White	B.L. Cooper S		1328	Leeds			
21.	Nicky Porter	B.L. Cooper S		1328	W. Aukland			

Class 3. — TOURING CARS 1,501 c.c. and over

Bogey — 54.59

Record: R. White (Ford Escort RS1600) 23/4/72 — 46.27

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
156.★	Shahrook Ardeshir	Ford Capri 3000		3000	Harrogate			
157.★	Roger Batty	Vauxhall Viva H.C.		2300	Harrogate			
22.	Nigel Newton	Ford Escort Mexico		1600	Bingley			
23.	David Valentine	Ford Escort RS1600		1601	Hunmanby			
24.	Norman Lewtas	Ford Escort TC		1558	Grindleford			
25.	Richard White	Ford Escort RS1600		1601	Colne			

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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
26.	Peter Riley	Hillman Imp		998	Liverpool			
27.	Phil Gill	B.L. Mini		999	Derby			
28.	Peter Beadman	B.L. Cooper S		999	Coalville			
29.	Alex Boyle	Lassman Cooper S		984	London NW6			

(Entrant : Lorrie Lassman)

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

Bogey — 53.18

Record : C. F. Cramer (B.L. Cooper S) 10/4/70 — 45.18

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
30.	Jim Thomson	D.A.F. 55 Pentathlon		1300	Otley			
	(Entrant : Guyson Sandblast)							
31.	Ian Rivlin	B.L. Cooper S		1311	Leeds			
32.	Joe Lees	B.L. Cooper S		1293	Wall Heath			
33.	Alan Stringer	Ford Anglia		1498	Kneresborough			
34.	Mike Newman	Vauxhall Viva GT		1996	Blackburn			
35.	Nigel Hargreaves	Hillman Imp Rover		3528	Cononley			
36.	Steve Jones	B.L. Cooper S		1293	Wembley			
37.	Ed Spencer	B.L. Cooper S		1330	Leeds			
38.	Mrs. Carol Davies	B.L. Cooper S		1293	Broadway			
39.	John Davies	B.L. Cooper S		1293	Broadway			
40.	Jim Thomson	Vauxhall Firenza		2500	Otley			

(Entrant : Guyson Sandblast)

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

Bogey — 56.61

Record : B. Kenyon (Austin Healey Sprite) 25/6/72 — 47.34

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
41.	Jonathan Solk	Triumph Spitfire		1296	Leeds			
42.	Angus Exley	Austin Healey Sprite 1		995	Huddersfield			
43.	Mrs. Maggie Chadwick	M.G. Midget		1275	Sheffield			
44.	Peter Davey	Austin Healey Sprite 1		995	Harrogate			
45.	Peter Cartledge	M.G. Midget		1142	Sheffield			
46.	Ian Scott	Austin Healey Sprite		1293	Ilkley			
47.	Miss Pat Hopkinson	Austin Healey Sprite		1275	Sheffield			
48.	Brian Kenyon	Austin Healey Sprite		1275	Sheffield			

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

Bogey — 53.26

Record : J. W. Goodliff (Lotus Elan) 28/6/70 — 45.26

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
49.	Loll Ryan	Morgan Family Four		1600	York			
50.	Nick Lewtas	M.G. B		1798	Grindleford			
51.	Michael Hanson	Lotus Europa S.2		1470	Whalley			
52.	Eric Craven	Lotus Elan Plus 2		1600	Bridlington			
53.	Ronnie Craik	Triumph T.R.5		2498	Edinburgh			
54.	John Ashcroft	Lotus Elan		1600	Whalley			

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

Bogey — 52:94

Record: S. M. Smith (T.V.R. Tuscan) 27/6/71 — 44:94

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
55.	Brian McKenzie	Austin Healey 3000		2968	Bolton			
56.	Malcolm Trewitt	M.G. C		2912	Bedale			
57.	Malcolm MacMaster	Jaguar "E" Type		4235	Kinver			
58.	Fred Cliffe	T.V.R. Tuscan		4727	Sherburn			

Class 9. — MODIFIED & LIMITED PRODUCTION SPORTS CARS up to 1,300 c.c.

Bogey — 55:82

Record: C. G. Seaman (M.G. Midget) 25/6/72 — 45:29

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
59.	Robert Coates	Sarcon Scarab (Wrogue)		1275	Patley Bridge			
60.	Tim Hayton	Mini Marcos B.L.	s/c	1275	Middlesbrough			
61.	John Pascoe	Ginetta G.4 Longman		1098	Blackwood, Mon.			
62.	John Houghton	Biota Mk. 1C B.L.		1275	Harworth			
63.	Chris Seaman	Biota Mk. 1C B.L.		1275	Sheffield			

Class 10. — MODIFIED & LIMITED PRODUCTION SPORTS CARS 1,301 c.c. and over

Bogey — 53:72

Record: P. Bennett (Jaguar "E" Type) 25/7/72 — 45:57

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
64.	Richard Green	M.G. T.C.		1301	Keighley			
56.	Alastair Naylor	M.G. T.C.		1466	Burley-in-W'dale			
66.	David Walker	Jaguar "E" Type		3781	Cawthorne			
67.	John Walker	Jaguar "E" Type		3781	Cawthorne			
68.	Fred Cliffe	Jaguar "E" Type		4000	Sherburn			
69.	Philip Bennett	Jaguar "E" Type		3781	Leeds			

Class 11. — CLUBMANS SPORTS CARS up to 1,600 c.c.

Bogey — 52:58

Record: G. Whittingham (D.M.W. Ford) 25/6/72 — 44:49

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
70.	Laurie Curtis	Mallock U.2 8 Ford		1600	Bradford			
71.	Ian Curtis	Mallock U.2 8 Ford		1600	Bradford			
72.	Scott Robinson	Mallock U.2 8 Ford		1595	Loughborough			
73.	Jim Robinson	Mallock U.2 8 Ford		1595	Loughborough			
74.	Alister Douglas-Osborne	Mallock U.2 8B Ford		1598	Stourbridge			
75.	Joe Ward	Wardford Mk. 4		1598	Thornton Dale			
76.	Mervyn Bartram	Moss Chevron B.2 Ford		1600	York			
77.	George Whittingham	D.M.W. Ford		1600	York			

Class 12. — G.T. & SPORTS/RACING CARS up to 1,300 c.c.

Bogey — 53:34

Record: C. F. Cramer (Mallock U.2 B.L.) 25/6/72 — 43:81

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
78.	Peter Phillips	G.T.M. Spider B.L.	s/c	1116	Middleton			
79.	John Barrett	Nova 002 Holbay		1300	Hezel Grove			
80.	Terry Sims	Terrapin Mk. 5 S/R B.L.		1275	Bushey Heath			
81.	Chris Cramer	Mallock U.2 11B B.L.		1293	Stroud			

(Entrant: Team Castrol)

Class 13. — G.T. & SPORTS/RACING CARS 1,301 to 1,600 c.c.

Bogey — 50:35

Record: T. Smith (Daren Mk. 11 Cosworth) 12/9/71 — 42:35

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
82.	Bill Morris	Mallock U.2 Ford TC		1594	Haverwordwest			
83.	David Morris	Mallock U.2 Ford TC		1594	Haverwordwest			
84.	John Stuart	Mallock U.2 Cosworth		1594	Stourbridge			
85.	Brian Martin (Entrant: Martin Racing Developments)	Martin BM9		1600	Romford			
86.	Tony Harrison (Entrant: Martin Racing Developments)	Martin BM9		1600	Water Orton			

Class 14. — G.T. & SPORTS/RACING CARS 1,601 c.c. and over

Bogey — 50:55

Record: P. G. Lawson (Chevron B.8 B.M.W.) 14/9/69 — 42:55

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
87.	Mrs. Maggie Blankstone	Ford G.T. 40		4727	Wolverhampton			
88.	Peter Blankstone	Ford G.T. 40		4727	Wolverhampton			
89.	George Tatham	Brabham BT17 Chevrolet		5343	Malton			
90.	Chippy Stross	Chevron B.8 B.M.W.		1898	Leeds			
91.	Malcolm Smith	Mallock U.2 11 B.M.W.		1997	Storrige			
92.	Peter Kaye (Entrant: Intertech Steering Wheels)	Chevron B.21 Cosworth		1790	Harrogate			
93.	Trevor Twaites (Entrant: Intertech Steering Wheels)	Chevron B.21 Cosworth		1790	Dewsbury			
94.	Reg Phillips	Chevron B.19 F.V.C.		1780	Sheffield			
95.	David Good	Martin B.M.8 F.C.C.		1860	Maidenhead			
96.	Philip Scragg	Chevron B.21 F.V.C.		1800	Macclesfield			
97.	Robert Sunderland (Entrant: Pennine Motor Group)	Chevron B.19 B.M.W.		2985	Oxenhope			
98.	Tony Bancroft (Entrant: Pennine Motor Group)	Chevron B.19 B.M.W.		2985	Oxenhope			
10.	Tony Harrison	McLaren M12C Chevrolet		7000	Water Orton			

Class 15a. — RACING CARS up to 500 c.c.

Record: J. Turner (Cooper Mk. 9) 12/9/71 — 50:20

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
99.	Gordon Heeps	Kieft J.A.P.		497	Stanbridge			
100.	Jim McClurg	Kieft J.A.P.		497	Houghton Regis			
101.	Roy Greenhalgh	Starride J.A.P.		497	Bromley Cross			
102.	Jack Dillard	Cooper Mk. 6 J.A.P.		500	Brierley Hill			
103.	John Turner	Cooper Mk. 9 Norton		500	Stafford			
104.	Barry Oddy	Cooper Mk. 8 Norton		500	Alcester			
105.	Paul Rhys	Cooper Triumph		500	Newcastle, Staffs.			
106.	David Latham	Cooper Mk. 10 Norton		500	Angmering			
107.	Barry Brant	Cooper Mk. 10 Triumph		500	Sutton Coldfield			
108.	Gordon Bruce	Cooper Mk. 10 Norton		498	Brighton			
109.	Colin Myles	Cooper Mk. 9 Norton		500	Leighton Buzzard			

Class 15. — RACING CARS 501 to 1,101 c.c.

Bogey — 51-05

Record: P. E. Voigt (Ginetta G.17 Imp) 12/9/71 — 43-05

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n	
160.★	Bob Bingley	Titan Quackford		1100	Sheffield				
110.	Jonathan Lawton	Elva F.J. B.L.		987	Bolton				
111.	John Baker-Courtney	Elva F.J. B.L.		987	Blackburn				
112.	John Crowson	Terrapin Mk. 1a B.L.		1071	Leeds				
113.	Brian Alderton	Terrapin Mk. 1a B.L.		1071	Leeds				
114.	Frank Goode	Tefra B.L.		1100	Pudsey				
115.	Ted Gledhill	Tefra B.L.		1100	Brighouse				
116.	Andrew Squires	Brabham BT25 Cosworth		1000	Duston				
117.	Paul Squires	Brabham BT15 Cosworth		1000	Duston				
118.	Alan Panton	Vixen VB1 Chrysler		998	Scarborough				
119.	Martin Davis	Cooper T.76 Cosworth		1098	Fairburn				
120.	David Gould	Terrapin Mk. 1A B.L.		1071	Newbury				
121.	Graham Roberts	Barnett B.L.		998	Doveridge				
122.	Michael Murphy	Lotus 22 Cosworth		997	Stafford				
123.	Barry Pusey	Brabham BT21B Holbay		998	Grassington				
124.	Norman Greenhalgh	Cooper F.J. B.L.		1098	Bolton				
125.	Donald Gray	Cooper T.82 Ford		997	Rotherham				
126.	Richard Courtney	Vixen VB1 Chrysler		998	Linwood				
127.	Harvey McCaig	Vixen VB1 Chrysler		998	Paisley				
128.	John Buck	Terrapin Mk. 1A B.L.		1098	Leeds				
129.	Graham Ashley Smith	Terrapin Mk. 1A B.L.		1088	Leeds				
130.	Don Robinson	Lotus 69 Novamotor		997	Ellesmere Port				
	(Entrant: Team Castrol)								
131.	John Croft	Mamba Mk. 3 B.L.		1098	Guisseley				
132.	David Way	Brabham BT 18 Holbay		998	Melksham				
133.	Ian Beardsley	Brabham BT15/18 Ford	s/c	1098	Ashover				
134.	Bob Prest	Dulon LD4 Cosworth		997	Croxdale				
135.	Roger Willoughby	Brabham BT15 Ford	s/c	1098	Sulhamstead				
136.	Ken Macmaster	Ginetta G.17B Chrysler		998	Stourbridge				

Class 16. — RACING CARS 1,01 to 1,600 c.c.

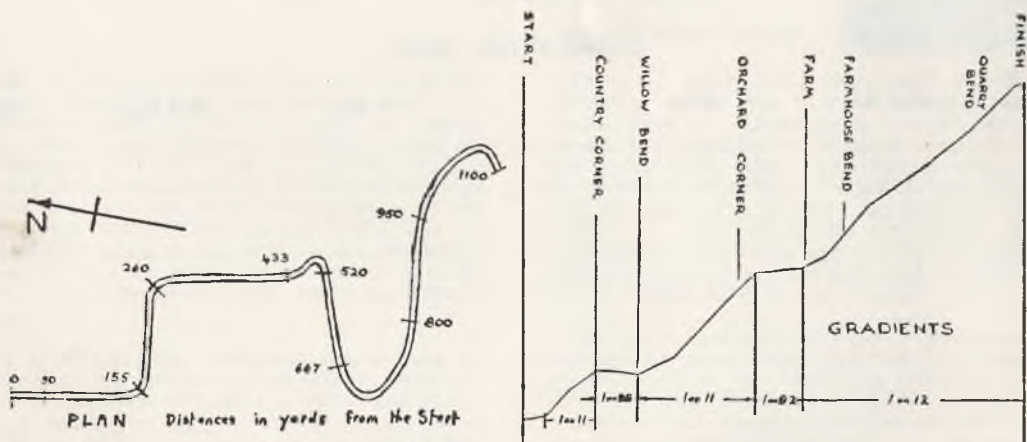
Bogey — 49-71

Record: M. J. Hawley (Brabham BT35 Hart) 25/6/72 — 41-00

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
137.	David Aukland	Chevron B.18 TC		1600	St. Helens			
138.	Paul Hargreaves	Olio Lotus 31 TC		1594	Norwood Green			
139.	Mrs. Agnes Mickel	Brabham BT35 Ford		1598	Glasgow			
140.	Gray Mickel	Brabham BT35 Ford		1598	Glasgow			
141.	Allan Richards	L.B. Vauxhall		1598	Cheltenham			
142.	David Hamer	L.B. Vauxhall		1598	Brighouse			
143.	Peter Varley	Brabham BT21C Ford		1594	Low Moor			
144.	Geoff Rollason	Lotus 69 F.V.A.		1594	Clungerford			
145.	Peter Kaye	Brabham BT30 F.V.A.		1600	Harrogate			
8.	Mike Hawley	Brabham BT35 F.V.A.		1594	Rowington			

Car No.	Driver	Car	s/c c.c.	Driver's Town	1st Run	2nd Run	Pos'n
146.	Tony Pasley	Lola T.142 Chevrolet	5000	Sherburn			
147.	Tony Bradwell	B'ham Quatro Oldsmobile	4500	Solihull			
148.	Malcolm Dungworth	Harris Traco Chevrolet	5000	Bamford			
149.	David Fye	Brabham BT30X Buick	3700	Edinburgh			
150.	Jack Maurice (Entrant: Imperial Racing)	Palliser WDH2 G.M.	4200	Newcastle			
151.	Peter Boshier-Jones	Brabham BT21C Buick	3500	Cardiff			
152.	Peter Meldrum	P.R.2 Ford	s/c 1991	Jersey C.I.			
153.	John Lambert	Leda 22 Ford	4727	York			
154.	Peter Voigt	Palliser WDHI Repco	4200	Haywards Heath			
155.	Richard Shardlow	McLaren M10B Chevrolet	5500	Baslow			
6.	Richard Thwaites	Packmail McLaren Chev.	4998	Dewsbury			
5.	Tony Griffiths	Brabham BT25X Repco	5000	Droitwich			
4.	Roy Lane	McLaren M14 DFI Chev.	5700	Warwick			
3.	Michael MacDowel	Brabham BT36X Repco	5000	Godalming			
2.	Sir Nick Williamson	March 712S Hart	2000	Mortimer			
1.	David Hepworth (Entrant: Guyson Sandblast)	Guyson Sandblaster Spl.	5000	Brighouse			

HAREWOOD HILL CLIMB GRADIENT PROFILE





R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP

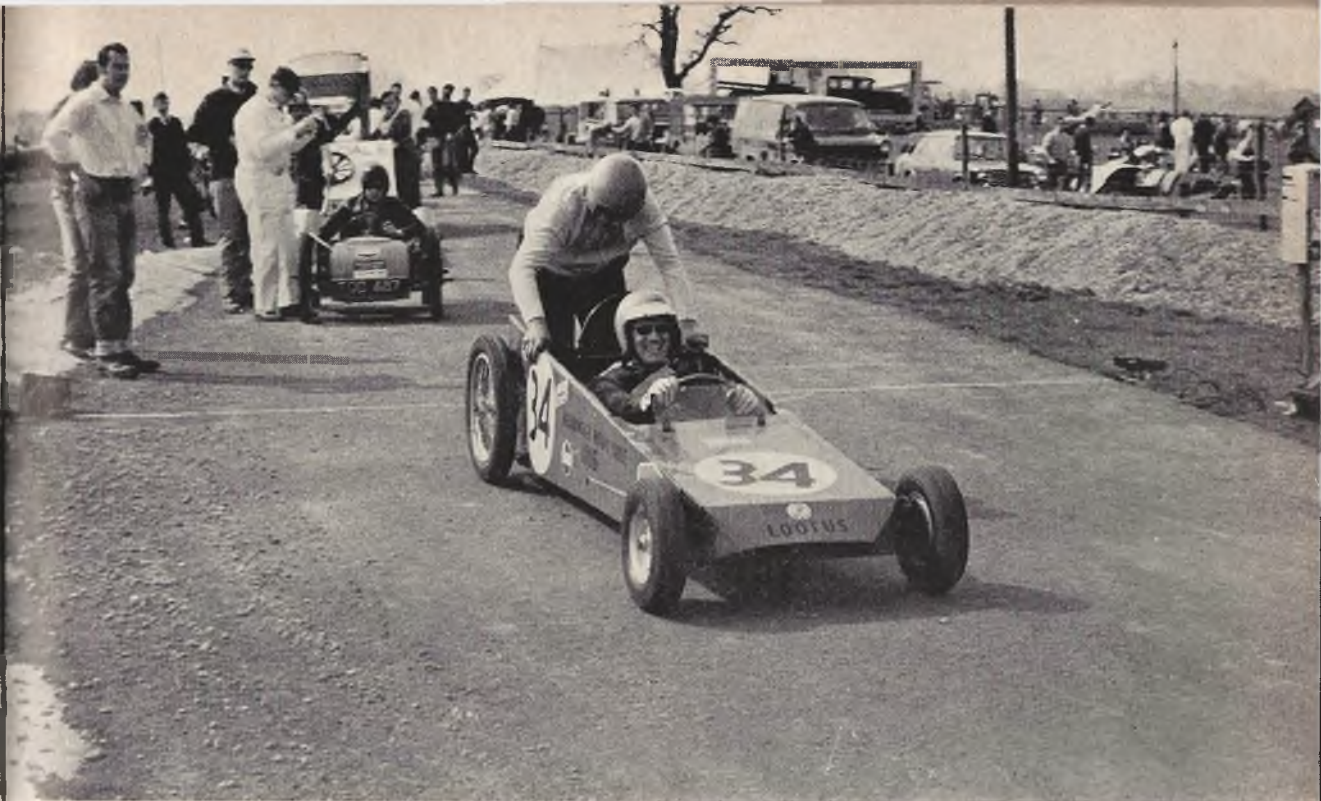
The following competitors in todays meeting have entered for the Shell/RAC British Hill Climb Championship.

Car No.	Name	Car	c.c.	Best Class Time	Pos'n
1.	David Hepworth	Guyson Sandblaster Special	5000		
2.	Sir Nick Williamson	March 712S Hart	2000		
3.	Michael MacDowel	Brabham BT36X Repco	5000		
4.	Roy Lane	McLaren M14DF1 Chevrolet	5700		
5.	Tony Griffiths	Brabham BT35X Repco	5000		
6.	Richard Thwaites	Packmail McLaren Chevrolet	4998		
8.	Mike Hawley	Brabham BT35 FVA	1594		
10.	Tony Harrison	McLaren M12C Chevrolet	7000		
89.	George Tatham	Brabham BT17 Chevrolet	5343		
94.	Reg Phillips	Chevron B.19 F.V.C.	1780		
98.	Tony Bancroft	Chevron B.19 B.M.W.	2985		
140.	Gray Mickel	Brabham BT35 Ford	1598		
143.	Peter Varley	Brabham BT21C Ford	1594		
144.	Geoff Rollason	Lotus 69 F.V.A.	1594		
145.	Peter Kaye	Brabham BT30 F.V.A.	1600		
147.	Tony Bradwell	Brabham Quatro Oldsmobile	4500		
148.	Malcolm Dungworth	Harris Traco Chevrolet	5000		
150.	Jack Maurice	Palliser WDH2 G.M.	4200		
151.	Peter Boshier-Jones	Brabham BT21C Buick	3500		
152.	Peter Meldrum	P.R.2. Ford (s)	1991		
154.	Peter Voigt	Palliser WDH1 Repco	4200		
155.	Richard Shardlow	McLaren M10B Chevrolet	5500		

CHAMPIONSHIP RUNS

Pos'n on Class	Runs	Car No.	Driver	1st Run	2nd Run	Champ. Points
10						
9						
8						
7						
6						
5						
4						
3						
2						
1						

Course Record at commencement of meeting — 39.57 seconds.



Yorkshire "Champions" Peter Lawson and David Hepworth get away on a downhill blind from the Finish to Orchard Corner at the Round Table Charity "Soap Box Derby". We regret to say they were beaten into 2nd f.t.d. by a pair of Round Tablers!



/R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP 1947/1972

AND THE "SHELL LEADERS" CHAMPIONSHIP



By KEN HAMMERTON

1972 is proving to be quite a year for the British Automobile Racing Club to shout about. Apart from the Diamond Jubilee of the Club and the Golden Jubilee of the Yorkshire Centre of the Club, today we are celebrating 11 years and 50 meetings at the Harewood Hill Climb. As if all this were not enough 1972 has also seen the South Wales Centre of the Club granted R.A.C. Championship status for its Pontypool Hill Climb to join with our own Harewood ("in" as far back as 1964) and the South Western Centre's Gurston Down Hill Climb which was elevated last year.

With all this justified celebrating taking place, to say nothing of the wonderful effect that Dr. Who will have on all the children present — young and not so young, it should also be remembered that Harewood today is the penultimate round in the 26th R.A.C. British Hill Climb Championship (which has been sponsored successfully by Shell since 1969) and the 3rd Shell Leaders Championship.

For very many years there was absolutely no restriction on the type of car with which one could tackle the R.A.C. Championship, but in recent years drivers have been limited to single seater racing cars and sports/racing cars. Although it was not the purpose of the restriction, the Shell Leaders Championship has been able to cater for many of the competitors no longer eligible for the "R.A.C." together with those whose racing cars and sports/racers were definitely "potent" but not sufficiently to really be in with a reasonable chance of success.

The R.A.C. Championship is open to competitors who register an entry with the R.A.C. Competitions Department. At each qualifying round the entrants take their usual 2 class runs, and at the end of the meeting the 10 fastest entrants are allowed a further 2 ascents in order to score points on the basis of 10 for the winner down to 1 for tenth place, whilst each

Continued on page 26

HILL CLIMB CHAMPIONSHIP—continued.

driver who improves on the record for the hill standing at the beginning of the meeting in question gains a further bonus point. The Championship class is always run with the "slowest" qualifier taking the first turn and the fastest running last. One final point, if by any unlikely chance a "non-Championship" competitor is fastest in the class runs he can also make a further 2 ascents to attempt to maintain his lead and keep himself "in the money". (This situation did in fact arise at Craigantlet, Belfast, last year).

The Shell Leaders Championship is based on class results and records. The scoring in this competition is very simple, with 5 points for a class win down to 1 point for fifth place, with a bonus point for establishing a class record. The important point is that whilst in the Leaders markings, only those who have registered an entry, are eligible to score, the points are allocated to the first five finishers in the class — not the 5 highest place Leaders entrants.

The R.A.C. have laid down 10 recommended classes for "Leaders" scoring. Today these are obtained by combining certain of the normal B.A.R.C. classes in allocating marks in the "Leaders" championship.



David Hepworth, looking as if he had recently left Tony Harrison's "Drinkmobile" at last September's Championship meeting.

In both Championships only the best 8 performances are taken into consideration.

The past winners in the 2 Championships are as follows:

R.A.C. British Hill Climb Championship

1947	Raymond Mays (ERA)
1948	Raymond Mays (ERA)
1949	Sydney Allard (Allard Steyr)
1950	Dennis Poore (Alfa Romeo)
1951	Ken Wharton (Cooper JAP)
1952	Ken Wharton (Cooper JAP)
1953	Ken Wharton (Cooper JAP and ERA)
1954	Ken Wharton (Cooper JAP and ERA)
1955	Tony Marsh (Cooper JAP)
1956	Tony Marsh (Cooper JAP)
1957	Tony Marsh (Cooper JAP)
1958	David Boshier Jones (Cooper JAP)
1959	David Boshier Jones (Cooper JAP)
1960	David Boshier Jones (Cooper JAP)
1961	David Good (Cooper JAP)
1962	Arthur Owen (Cooper Climax)
1963	Peter Westbury (Felday Daimler)
1964	Peter Westbury (Ferguson P99 Climax 4wd)
1965	Tony Marsh (Marsh Buick)
1966	Tony Marsh (Marsh Buick)
1967	Tony Marsh (Marsh Buick 4wd.)
1968	Peter Lawson (BRM P.67 4wd.)
1969	David Hepworth (H'worth Oldsmobile 4wd)
1970	Sir Nicholas Williamson McLaren M10A/B Chevrolet)
1971	David Hepworth (Guyson Sandblast Spe.) (Hepworth Chevrolet 4wd.)

Shell Leaders Championship

1970	Chris Cramer (BLMC Mini Cooper S)
1971	Tony Bancroft (Spotty Smith) (TVR Tuscan)

In 1971 the leading positions in the "Shell/R.A.C." read as follows:

1. David Hepworth
2. Sir Nick Williamson
3. Mike MacDowel
4. Roy Lane
5. Tony Griffiths
6. Richard Thwaites
7. Bob Rose
8. Mike Hawley
9. Malcolm Eaves
10. Tony Harrison

The leading 6, together with Mike Hawley, were obviously going to be very competitive again during the present season. The questions to be answered at the beginning of the season were:

Could David Hepworth retain his title in the same car to make himself a three-times Champion?

Could Sir Nick win his second title by going for more power and deserting his trusty Brabhams for a Marque new to serious hill climb competition — a March?

Would returning to a Brabham with his Repco unit — now a full 5 litres — after a year with a Palliser enable Mike MacDowel to get nearer the title than his 2 third placings?

Would it be Roy Lane's year with his all new McLaren effort?



Sir Nick Williamson is odds on favourite to regain the title of British Hill Climb Champion thus vindicating his decision to pit a small engine against the might of the "Big Banger" brigade.

Could Tony Griffiths — by retaining his fabulous 5 litre Brabham Repco — get into the top 3 for the first time in his 10 year stint as a regular Championship entrant?

Who, if anyone, was going to suffer at the expense of Richard Thwaites — retaining the same machine?

It was fairly obvious that these six were the most likely candidates for sharing the top six places again, although just how effective Mike Hawley would be with an FVA motor in his little Brabham made one wonder whether this might mean sharing seven places. To make it even more interesting "they" said that Peter Voigt would need some watching as he was graduating from his "hot" Imp powered Ginetta to the ex-Mike MacDowel Palliser fitted with yet another Repco unit in the same tune as the one MacDowel used in the second half of 1971. Eight places to share round? These eight entrants — all round by round regulars — would obviously qualify at just about every meeting, which left the remaining 2 places rather elusive at meetings where a large entry was likely. The most likely other regular seemed to be Richard Shardlow who was paying his first serious attention to the hills in the ex-Roy Lane McLaren.

This was more or less the situation when I previewed the season at the Harewood Spring National meeting in April. Let us see how it has worked out:

Loton Park, 30.4.72

The Hagley and District L.C.C. organised their first Championship Loton Park. Loton dates back to 1960 when the Severn Valley M.C. organised the meetings. The first Championship event was in 1963 — where incidentally Keighley garage owner Tommy Clapham made FTD in his little Lotus sports/racer before it started raining — and continued annually until 1969 when SVMC withdrew from the scene. Hagley took over in 1970, so the 1972 RAC event was no real surprise. With the hill record standing to Peter Lawson's 4wd. BRM away back in 1968 it was obvious that under good weather conditions quite a few bonus points could be earned.

It was quite definitely David Hepworth's day — he led throughout both class runs and both championship runs, reducing the hill record from 58.31 sec. to 55.69 sec. in the process. Sir Nick gave adequate warning that he would do all he could, but admitted that on that day and on that hill nobody could do anything about Hepworth. After an impressive string of warm-up wins Richard Thwaites was very lowly placed, and clearly disappointed. Six drivers gained bonus points, and there were only 2 unlucky entrants who failed to qualify — Guernsey driver Maurice Ogier in a twin cam Brabham and Peter Boshier Jones who was making a cautious return to the sport in Malcolm Eaves 1971 mount, a 3.5 litre Brabham Buick. Harewood regulars will remember the fantastic little blown Lotus 22 Climax which he used to campaign so effectively a few years ago. He obviously won't worry the really fast boys with this car, but it's nice to have him back, and to wonder what his next mount might be.

In the Shell Leaders David Good, David Franklin, John Turner and Robin Leathart all made fighting starts with class wins and new records.

Prescott, 7.5.72.

Prescott is the hill climb home of the Bugatti Owners Club, which was formed some years after the Yorkshire Centre of the B.A.R.C. — in 1929. With the demise of the marque Bugatti as a manufacturer of exotic cars soon after the last war the Club expanded its scope in 1967 with the formation of the Ferrari Owners Club — the current equivalent to Bugatti.

Prescott dates back to 1938 and has been an R.A.C. qualifier since the inception of the series in 1947, indeed more rounds have been held at this venue than any other. Obviously with allegiance to two such famous marques the Prescott people have a due sense of history, but their 100th Prescott took place in their 25th season of activity without any official recognition, although Geoff Rollason rose to the occasion by creating a new hill record in his Lotus FVA at 47.26 sec.

Continued on page 28

However, 7th May 1972 is probably one Prescott that few will remember with affection. I have been to some diabolically wet, miserable hill climb meetings, indeed at one Championship Shelsley I can recall sitting almost alone in the Crossing enclosure for well over an hour — suitably clad — whilst torrents of muddy water gushed down the hill but not one single car ascended. I remember being at Barbon a few years back when the second Championship runs were scrapped when the whole place was awash, whilst in 1966 the Great Auclum event was abandoned well into the evening with the meeting less than half completed. Championship points were awarded for the above Shelsley and Barbon events, but not to the hapless Great Auclum.

At Prescott the track conditions were so bad with the weather that the Championship runs were scrapped, but it was agreed that those entrants who had turned up could come along to the "inter-club" meeting in June and claim their points.

Although their swifter brothers could hope for a warm sunny day in June, the Leaders points were awarded on the class positions in the wet. Needless to say no one scored a "six" and of the top scorers at Loton only David Franklin managed another win to put him at the head of the table.

Of the 20 R.A.C. entrants in the programme only Spencer Elton, Johny Williamson and Tony Bradwell failed to turn up.

Wiscombe, 14.5.72.

Not every hill climb enthusiast is a land owner, but Major Richard Chichester is and out of his enthusiasm,

fired before the war at Shelsley Walsh, came the very fine Wiscombe hill climb — one of the "better" hill climb venues. Unfortunately at this meeting there was talk of Wiscombe's days being numbered due to the very high cost of work needed to keep the track up to standard — let us hope that this very real problem which affects all hill climb venues will be solved successfully.

The West Hants and Dorset Club have been associated with Wiscombe since the beginning in 1958, with Championship status being granted in 1962. Sir Nick's uncle Major Charles Lambton has always been very involved with Major Chichester on Wiscombe matters, so it comes as no surprise to learn that he has held the family honour high by winning more Wiscombes than any other driver, and in recent years he and David Hepworth have taken turns at trimming the hill record. The Aston Martin Owners Club have a long association with the hill — back in 1962 — and the current set-up is that the West Hants and Dorset folk organise the actual meeting whilst the promotion of the events lies with the Aston Martin Club.

With this event effectively being round 2 of the R.A.C., and David Hepworth making FTD, plus a new record and winning the Championship class it would seem merely a repeat of Loton form and a further indication that 1972 was to be Hepworth, Hepworth, Hepworth . . . Not a bit of it. David did create a new record — down to 40.07 seconds which was well ahead of Sir Nick at 40.64 sec., but that was on the class runs. When the 10 Championship class entrants lined up, so did the Prescott "winner" — RAIN.

QUALIFYING EVENTS FOR THE 1972 SHELL

Qualifying Round No.	1.	2.	3.	4.	5.	6.
Hill	Loton Park	Wiscombe	Barbon	Prescott	Shelsley	Doone
Organising Club	Hagley & D.	WH&DCC	W.M.C.	B.O.C.	M.A.C.	Lothian C.C.
Date of Event	30/4/72	14/5/72	20/5/72	5/6/72	11/6/72	18/6/72
Length of Course (Yds.)	1475	1000	890	1127	1000	1564
Record Before Meeting	58.31	40.31	24.55	44.61	29.64	45.36
Held By	Lawson	Hepworth	Hepworth	Lane	Hepworth	MacDowel
Car	B.R.M. FF.	Guyson Spl.	Guyson Spl.	McLaren	Guyson Spl.	Palliser
New Record	55.69	40.07	—	42.88	—	—
Taken By	Hepworth	Hepworth	—	Lane	—	—
Car	Guyson Spl.	Guyson Spl.	—	McLaren	—	—
Weather	Fine	Wet	Damp	Fine	Wet	Damp
Championship Placing	Hepworth	Hepworth	Williamson	Lane	Hepworth	Williamson
Time and Marks	1 55.69 11	44.14 10	24.69 10	44.28 11	34.37 10	47.20 10
	Williamson	Varley	MacDowel	Williamson	Lane	Hepworth
2	56.58 10	45.00 9	24.78 9	44.40 10	36.36 9	47.30 9
	Lane	MacDowel	Griffiths	Thwaites	Williamson	Lane
3	56.64 9	46.88 8	24.80 8	45.31 8	37.70 8	48.28 8
	Griffiths	Griffiths	Thwaites	MacDowel	Griffiths	MacDowel
4	57.16 8	47.04 7	25.13 7	46.04 7	37.73 7	48.30 7
	Hawley	Lane	Lane	Shardlow	MacDowel	Griffiths
5	57.79 7	48.25 6	25.29 6	46.21 6	37.92 6	48.31 6
	MacDowel	Hawley	Voigt	Hepworth	Rose	McLaren
6	57.88 6	48.92 5	25.58 5	46.43 5	37.96 5	48.57 5
	Shardlow	Thwaites	Shardlow	Hawley	Thwaites	Hawley
7	58.41 4	48.97 4	25.03 4	47.04 4	38.03 4	50.16 4
	Voigt	Bosh-Jones	Dungworth	Griffiths	Shardlow	Shardlow
8	58.51 3	50.46 3	26.07 3	47.60 3	38.28 3	50.59 3
	Thwaites	Williamson	Varley	Voigt	Hawley	Mickel
9	58.81 2	51.80 2	26.92 2	48.11 2	38.57 2	51.59 2
	Varley	Shardlow	Bosh-Jones	Bosh-Jones	Rollason	Varley
10	61.18 1	56.55 1	26.98 1	49.05 1	38.71 1	51.85 1

After the class runs a light shower created a slippery atmosphere and all hope of the 40 second barrier being broken went by the board. Peter Varley — whose twin cam originally belonged to Sir Nick and had 4 Wiscombe FTD's to its credit — set off first as the slowest qualifier and although his 45:00 sec. effort was only slightly slower than his qualifying time he was the luckiest bloke of the afternoon for as the second fastest qualifier, Peter Boshier Jones came to the line the heavens opened with the result that the next 8 ascents were all well over the 50 second mark, only David Hepworth in his very suitable 4-wheel drive machine managing to get down to 48:55 sec. Although the rain had stopped before the second ascents the track was very wet and a great deal of tyre changing had taken place. There were dramatic reductions in the times, but right up to Hepworth coming to the line it looked as though Peter Varley would be picking up 10 points (and I doubt whether Peter, even in his wildest dreams, even hoped to score that many in the whole season). Sure enough Wiscombe expert David Hepworth pulled another one out of the bag by getting 0.86 sec. below Peter Varley's first run time.

This meeting was really TOO much for Sir Nick. With the top 10 finishers in the 1971 Championship carrying their finishing positions as entry numbers throughout 1972, Sir Nick was number TWO, at the SECOND qualifier of the season and was SECOND fastest of the day in the class runs. To finish off the sequence he only scored TWO points for his really wet run as on his SECOND and more likely attempt he selected a wrong gear and stopped. No doubt he

felt like raising TWO fingers to the rain clouds!

On the Leaders front David Good and David Franklin repeated their Loton success, joined this time by Chris Cramer, John Stuart, Colin Myles and Edward Spencer. This left David Franklin in the lead followed very closely by David Good and John Stuart.

Barbon, 20.5.72.

The Westmorland venue of Barbon is one of the few hills on the British scene to have but one meeting a year for cars — there is also a motor cycle fixture. From its inception in 1951 the organisers have been the Westmorland M.C., who were really delighted in 1963 to be granted a place in the R.A.C. Championship. The difficulties involved in these once a year efforts are more acute than at the venues where 4 or 5 meetings can take place, but nevertheless the Westmorland Club really try at Barbon.

Although David Hepworth does not figure at all in the results of this meeting, he was entered and present. Apart from his very successful hill climb car David has for a long time talked of his CanAm BRM, although many doubted whether it would ever see the race track. However, David HAD a BRM, and naturally wanted to use it on the InterSerie races. This particular week-end brought about the first "clash" in his activities. He was due in the Guyson Sandblaster at Barbon on Saturday and in the BRM at Silvestone on Sunday. David also has a small aircraft, so all rather larger than life models of transport were in use. He flew up from Silverstone on the Sturday, hopped into

Continued on page 31

/R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP

7.	8.	9.	10.	11.	12.	13.	14.
Pontypool BARC S.W. 16/7/72 850 29.87 Hepworth Guyson Spl. 29.66 Williamson March 712 Dry	Bouley Bay JMC&LCC 27/7/72 1011 44.06 Hepworth Guyson Spl 43.15 Williamson March 712 Dry	Gt. Auclum H. & B.M.C. 5/8/72 440 18.36 Williamson Brabham 18.34 Griffiths Brabham Dry	Shelsley M.A.C. 19/8/72 1000 29.64 Hepworth Guyson Spl. 29.29 MacDowel Brabham Dry then Dp.	Gurston BARC S.W. 27/8/72 1160 32.32 Hepworth Guyson Spl. 30.94 MacDowel Brabham Dry	Prescott B.O.C. 3/9/72 1127 44.28 Lane McLaren 43.07 Lane McLaren Dry	Harewood BARC (Yks.) 10/9/72 1090 39.57 Lane McLaren	Doone R.S.A.C. 17/9/72 1564 43.36 MacDowel Palliser
Williamson 29.66 11 Griffiths 29.67 10 Rollason 30.22 8 Thwaites 30.24 7 Hawley 30.54 6 Lane 30.87 5 Shardlow 31.05 4 MacDowel 31.22 3 Voigt 31.29 2 Maurice 31.67 1	Williamson 43.15 11 Thwaites 44.07 9 MacDowel 44.27 8 Griffiths 44.29 7 Voigt 44.35 6 Lane 44.52 5 Hawley 45.24 4 Varley 47.47 3 Shardlow 47.74 2 Meldrum 48.25 1	Griffiths 18.34 11 MacDowel 18.39 9 Lane 18.42 8 Williamson 18.76 7 Hepworth 18.88 6 Hawley 18.92 5 S. Elton 19.33 5 Bosh-Jones 19.52 3 Thwaites 19.70 2 Rollason 19.86 1	MacDowel 29.29 11 Lane 29.77 9 Thwaites 29.88 8 Williamson 30.01 7 Hepworth 30.18 6 Griffiths 30.39 5 Shardlow 30.61 4 Voigt 30.91 3 Bosh-Jones 31.62 2 Hawley 33.48 1	MacDowel 30.94 11 Hepworth 31.10 10 Thwaites 31.37 9 Lane 31.52 8 Griffiths 31.63 7 Williamson 31.82 6 Voigt 32.26 5 Shardlow 33.09 3 Harrison 33.32 2 Bosh-Jones 34.13 1	Lane 43.07 11 Williamson 43.70 10 Hepworth 43.83 9 MacDowel 43.89 8 Thwaites 44.43 6 Voigt 44.44 5 Shardlow 44.67 4 Griffiths 45.24 3 Rose 46.79 2 Rollason 47.26 1	10 9 8 7 6 5 4 3 2 1	

WASS

First for Vauxhall



First for Bedford



First for Opel



Finest Service & Parts
Department at your service
Fleet Transport Specialist

WASS

**GM**

Hunslet Road, Leeds 10. Tel. 39911

CHARLES SOWDEN & SONS LTD.

MANUFACTURERS
OF
WORSTED SUITINGS, GABERDINES,
PANAMAS, TERYLENE/WORSTEDS,
ETC.

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

A SELECTION FROM OUR RANGE OF

FORD

TRIUMPH

ALFA R.

M.G.

JAGUAR

LOTUS

SAAB

CIBIE

FIAT

SIMCA

'TEAM'

V.W.

CITROEN

HEALEY

**CLOTH
SEW-ON
BADGES**

also

GEAR KNOBS
AND
KEY FOBS

from

**SHEMA
SPARES**

**NEW ROAD SIDE
HORSFORTH**

Tel. 3079

also

BIG STOCK OF

DUNLOP

VOLVO

PEUGEOT

BRIT. LEY.

B.P.

PORSCHE

CHRYSLER

B.M.W.

ARBARTH

RENAULT

G.T.

ROVER

ELVA

MUSTANG

MOTOR ACCESSORIES & RALLY AIDS

the Guyson Sandblaster, but got no further than the Armco on the first bend !!! Back to Silverstone, and better luck on the race track with 5th place in the Interserie event in the BRM.

The Hepworth accident was doubly tragic, for Tony Harrison (better known for his activities in the sports/racing class with a CanAm type McLaren and during the winter as a successful "mud-plugger" in his Kincraft trials car) was also down to drive the car.

At one point it looked as though Mike MacDowel would win the day with a new hill record of 24.46 sec., but as the timing was suspect, Mike and a couple of others had to make re-runs. In fact Sir Nick was fastest overall, as he had been in the class runs and David Hepworth's record of 24.55 sec. lives for at least another 12 months.

Tony Griffiths was very close to Mike MacDowel in second spot, only 0.02 sec. separating them, indeed with the accident to Hepworth these two shared the lead in the Championship at 23 points, with Sir Nick next at 22, and David Hepworth and Roy Lane next up with 21 each.

In the Leaders Messrs. Good, Cramer, Stuart, Leathart, White and Spencer all picked up a further 6 points. With David Franklin not entered David Good moved to the top of the table.

Prescott, 4.6.72.

And so to this rather unexpected R.A.C. fixture. This particular Prescott event is primarily a very "Clubbie" event with teams from invited motor clubs entering teams to compete on a handicap basis. This side of things went off happily with a team from the Bentley Drivers Club taking the Inter-Club Trophy.

Of the 17 drivers eligible to take part in the class runs to decide the 10 fastest qualifiers, 5 failed to turn up — Colin Watts, Gray Mickel, Maurice Ogier, Peter Varley and Bob Rose. The 2 unlucky non-qualifiers were Prescott regulars Reg Phillips — surprisingly not contesting the Leaders and giving his old sparring partner David Good something to think about, and Jack Maurice, a leading light in the Ferrari Owners Club with such delightful machines as a Dino, 275LM and 750 Monza sharing the garage with his Palliser.

Richard Thwaites was the fastest in the class runs with 45.52 sec., well below the existing hill record

standing to Roy Lane at 44.61 sec. in the McLaren M10B which Richard Shardlow is now using. Although Richard improved this time to 45.31 sec. in the Championship runs it was only good enough for 3rd place for Roy Lane created yet another new record at 44.28 sec. in his M14D McLaren — a car which has actually seen service in Grand Prix racing, fitted with an Alfa Romeo engine and driven by Andrea de Adamich. Sir Nick also got below the record with the little March to stop the clocks at 44.40 sec.

Prescott has always been a happy hunting ground for the big McLarens, indeed it was at this venue in 1969 that Sir Nick first produced his M10A (after a couple of European "holiday" outings with it) to become the envy of the British hill climb fraternity and FTD man on his British debut with the car. Since that promising debut "big" McLarens have started in 13 Prescott events and made FTD in 11 — being beaten only twice by David Hepworth. Roy Lane has been responsible for 5 of these wins and has created a new hill record on 3 of them. As his record breaking has occurred at the last 3 consecutive R.A.C. Championship meetings he must be quietly confident — or perhaps worried to death? — about his immediate pre-Harewood performance there.

David Hepworth's Prescott was a little happier than Barbon, but only just. Gear selection difficulties meant that his Championship runs had to be made with the car jammed in second gear, resulting in a disappointing but creditable 6th place. It was Tony Griffiths turn for a very low score, both he and Mike MacDowel having some difficulty in getting all that Repco power effectively in to the road. They lost their joint lead to Roy Lane and Sir Nick.

Shelsley Walsh, 11.6.72.

Shelsley Walsh is Britain's most historic hill climb venue, indeed perhaps the most historic motor sporting venue. Its pre-war history filled a book (perhaps its time to bring it up to date?) and way back in the 30's counted as a qualifying round in the European Hill/Mountain Climb Championship, attracting works entries from Mercedes Benz for Rudi Carraciola, whilst a few years later Hans Stuck brought over one of the famous rear engine Grand Prix Auto Unions.

Continued on page 33



Tony Griffiths



Mike MacDowel



Roy Lane

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.



*Having
trouble
with
your
car?*

If you are,
it's time you saw
our range of quality new
MORRIS CARS
and our extensive range of
GUARANTEED USED CARS

**Swires of
Otley Ltd.**

Official Morris Dealers

Cross Green - Otley

Telephone: OTLEY 3387



**FOR LOTUS
OWNERS
EVERYWHERE**

Rowley now has a C.O.D.
service for their new
comprehensive range of
Lotus parts.

You may have found it a little difficult obtaining
parts for your Lotus in the past, but now
Rowley have decided to stock a complete
range of spare parts backed by a speedy
efficient service. And that's not all!

We have also just introduced a special C.O.D.
service, and so wherever you live, you can be
sure your Lotus will receive the best possible
attention from us, which is the least it
deserves, isn't it?



Rowley
BRADFORD LTD
Thornton Rd., Bradford 1

Tel 31255



Richard Thwaites



Richard Shardlow



Tony Harrison

HILL CLIMB CHAMPIONSHIP—continued.

In the early post-war years the programmes at the Shelsley events were crammed with names of those who not only turned out to be the basis of motor sport in all its aspects but also prominent parts of both the motor trade and industry. Anyone who is a knowledgeable motoring historian could tell an interesting story about every Shelsley competitor in the 1946—1950 era.

Fortunately the Shelsley saga isn't solely wrapped up in the events of the past, indeed the R.A.C. Championship performances at this hill over the past few seasons must be the finest ever seen. David Hepworth made history last year by twice breaking the hill record at below 30 seconds, indeed he was the only man to break this magic figure.

Midland drivers Tony Griffiths (the Midland Automobile Club chairman) and Roy Lane were both obviously very keen to win a Championship Shelsley and also to break the 30 sec. mark. Roy Lane achieved his ambition to win, although with only the first class runs dry his time was "only" 31.52 sec.

For the all important Championship runs it was once again really wet, and Roy Lane was comfortably a very creditable second with David Hepworth making the best possible use of his 4-wheel drive to take 10 points a full 2 seconds ahead of Lane. After Barbon and Prescott he he was back in the hunt again.

There was a surprise entrant at this meeting. Geoff Rollason was back on the hill climb scene. Geoff had a long association with the marque Lotus and finished as high as joint 4th (with Roy Lane) in the 1968 Championship. He drifted from the scene early in 1969, but it's nice to have him back. Geoff has had a number of "special" Lotus cars — the first ever Lotus 41 produced, and his 1972 is said to be the last '69 produced. If he enjoys his return to the hills it will be most interesting to see where his next choice lies.

In the Leaders David Good took second place in his class to Reg Phillips (!) but held on to his overall lead, although Chris Cramer was beginning to look very threatening indeed.

Doone, 18.6.72.

The pride of Scotland, the Doone hill climb must be visited to be really appreciated. Apart from a first class hill, which is a real drivers course, the catering arrangements are superb and there is a very fine motor museum to visit.

Doone came about originally as a replacement for the loss of the Bo'ness venue on the Firth of Forth. Bo'ness was a very nice little hill, but in this instance I think it was worth sacrificing now that we have Doone. The other Scottish hill which is no longer used is the old road up Rest and be Thankful, now Forestry Commission territory. Whilst I personally enjoyed my visits to this venue, when the weather was fine, I know that a number of competitors were delighted when the series came to an end for the cars really got a battering on their annual visit to the hill. The R.A.C. have since permitted the Royal Scottish A.C. to hold their meeting at Doone so that this hill now runs 2 rounds per season (the other club being the Lothian Car Club) as do Shelsley and Prescott.

Mike MacDowel came to Doone with quite a reputation to uphold. He had won the Championship rounds in 1970 and in 1971 and was the current hill record holder in 45.36 sec. It was probably some relief for Mike to be relieved of this responsibility of having to win every time he came north as Sir Nick took the honours, although Mike will no doubt be pleased to take his rightful place again next Sunday for the final round of the 1972 series.

Sir Nick was the fastest of the Championship qualifiers on a day affected by dampness, but not ruined by it. David Hepworth gradually closed the gap on Sir Nick throughout the day, to finish only 0.70 sec. in arrears with Roy Lane, a previous Doone winner, almost a second away third. Roy had moved into the overall lead after Shelsley, but Sir Nick pushed him back to second spot.

A new name appeared in 6th place, that of Iain McLaren. Iain is well known north of the border mixing hill climbs with circuit racing at Ingliston. His garage business commitments keep his activities mainly in a "local" basis, but his handling of his 1972

Continued on page 35

T. F. RACING

THE PIT STOP BRADFORD ROAD STANNINGLEY

Proprietors: TED GLEDHILL, FRANK GOODE

Telephone :
PUDSEY 76544
PUDSEY 72217 after hours.

DYNAMOMETER TUNING, RACE AND RALLY PREPARATION.
HIGH PERFORMANCE CAR SPECIALISTS

LOTUS, ALFA-ROMEO, FORD, BRITISH LEYLAND.

DISCOUNT FOR CLUB MEMBERS.

ENTERTAIN YOUR GUESTS IN
YOUR OWN HOME

— OR A VENUE OF YOUR
OWN CHOICE

★

disco-dine

★

SOPHISTICATED DISCOTHEQUE,
CATERING, MARQUEES, ETC.

★

TELEPHONE:
MORLEY 3098

FOR DETAILS

GUISELEY GARAGES *Ltd.*

FOR YOUR NEW



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

HILL CLIMB CHAMPIONSHIP—continued.

car, the ex-Sir Nick Williamson Brabham BT35X FVC make one wish he could spread his wings a little. We should also have seen another promising north of the border competitor claiming his first points, but Ted Dzeirzek had not timing beam cutting blade fitted to his Brabham twin cam and was disappointed to be excluded.

Richard Thwaites broke a push rod after a very respectable qualifying ascent and was another disappointed absentee from the Championship run-off, although he was fortunate compared with Peter Voigt who crashed heavily in practice on the previous day. Peter was O.K., and subsequent inspection of the Palliser revealed that it was not quite as bad as it looked.

The Scottish hill climbs have never produced enormous entries from the south and this really reflected in the Leaders contest, although David Good and John Stuart made worthwhile trips to pick up 6 points apiece. Apart from his driving prowess David Good has been doing a commentary spot at all the Championship meetings during the actual run-off's. As an ex-Champion, possibly a future contender, and certainly as one of the leading long term supporters of the sport of hill climbing dating back to the mid 50's when he used to drive an ERA before a long spell in one of the famous 1100 c.c. Cooper JAP's there can be few more fitted to such a task. He is also chairman of the Bugatti Owners Club, so Prescott is in good hands, too.

Pontypool, 16.7.72.

After trying very hard for a number of years, the South Wales Centre of the B.A.R.C. at last were granted Championship status for their short, tricky hill situated in the local public park.

The hill record holder did not enter the meeting at all, this time a continental Interserie outing in the BRM occupied the whole week-end.

Sir Nick saw the opportunity to really consolidate his position at the head of the table and comfortably led in the class runs, although he was the wrong side of the 30 sec. barrier, and the Hepworth record stood at 29.87 sec. At the end of the first Championship

runs the field was led by Geoff Rollason, who had more Pontypool FTD's to his credit than any other driver but his time was slower than Sir Nick's qualifying best at 30.05 sec. (30.25 sec.). Sir Nick settled the issue on his second run with a new record at 29.66 sec., but this was not nearly so comfortable as his class win had been for the run immediately before him had been that of Tony Griffiths and he had stopped the clocks at 29.67 sec. There must have been some very tense moments in both the Williamson and Griffiths camps for a few moments, but Sir Nick made it by a mere 0.01 sec. You can't get much closer than that.

Tony Griffiths was competing in his 99th event as an R.A.C. Championship qualifier, and although he won the Championship class in Ulster last year he has never yet made F.T.D. and taken maximum points as well. He has shown more "tiger" this year than ever before so perhaps he was saving his REAL effort for his 100th event?

With Griffiths in the limelight Mike MacDowel emulated Tony's Prescott misery with a meagre 3 points, whilst Roy Lane was using Johny Williamson's ex-Sir Nick McLaren M10A/B whilst his own car was being straightened out by McLarens following an accident at a non-Championship Shelsley meeting.

Sure enough Sir Nick left Wales with a 7 point lead over Roy Lane with David Hpworth way back at 45, although he had a number of events in hand.

The "usual" band of Leaders contenders collected their "usual" 6 points giving David Good a useful lead, although no one else at this point had scored in every round as he had.

Bouley Bay, 27.7.72.

Whilst that peculiar British phenomenon rain in summer predictably affected many of the rounds so far held, that other peculiar British phenomenon the STRIKE affected the Channel Island round of the Championship, Bouley Bay. (It did the same thing in 1970). Most of the serious contenders managed to make it although of all people David Hepworth didn't.

Although I have never been to Bouley Bay I am told on good authority that when the weather is kind there is no more beautiful setting for a hill climb than

Continued on page 36



Phil Scragg



Peter Varley



David Good

HILL CLIMB CHAMPIONSHIP—continued.

this, and Bouley is certainly one of the most testing hills as far as the drivers are concerned. The record holder — yes, non starter David Hepworth with a time set last year at 44.06 sec.

Jersey has been "in" the Championship right from 1947, and the locals also have club events on the course. The event is always held on early closing day, Thursday, and this year it had been arranged for most of the drivers to go on to the nearby Channel Isle of Guernsey to take part in the Val de Terres hill climb on the following Saturday, perhaps with a view to having this latter event included in the Championship at a future date.

In the class runs Sir Nick created a new record in 43.83 sec. but the sensation was the 43.86 sec. achieved by Richard Thwaites, these two being the only ones to better the Hepworth record, the next man up being Mike MacDowel at 44.25 sec. The Championship leader went on to greater things on his first Championship climb by recording yet another record at 43.15 sec., but his second effort ended with the car on top of the driver. Fortunately Sir Nick was perfectly alright, but obviously there was some anxious thoughts about getting the car back to England and put right before the next round.

Richard Thwaites finished in second place, although he could not match his class time, indeed his best effort was 0.01 sec. slower than the old Hepworth record.

David Good and Chris Cramer came away with maximum points each, and although David Good must have been pleased with his string of "6's" the number that Chris was accumulating was really looking quite menacing, especially as David had developed a new and very potent rival in the class as Shelsley was to confirm.

The most potent car to go over to Guernsey was Peter Varley's twin cam Brabham, which won the event driven by Richard Shardlow. All the rest were desperately keen to get back to England in time for the next round which was 10 days hence.

With eight rounds gone a number of drivers had competed and scored in 8 rounds, but Sir Nick had a "2" and Tony Griffiths and Mike MacDowel a "3" each which were of no real use to them, whilst Roy Lane would obviously hope that his final score would not need to contain his two "5's" and two "6's". Keeping everybody in suspense was David Hepworth with only 5 events scored in, but in one of those he only had a "5". Sir Nick was well placed, but things were still very open.

Great Auclum, 5.8.72

This Berkshire hill is "home" ground for Sir Nick. The hill is by far the shortest in the series at only 440 yards, and although opinions regarding its suitability as a Championship venue are aired every year it has been "in" since 1959, although it was washed out in 1966. It is a bumpy tricky little hill, but despite all this there is a first class entry every year, and because of the shortness of the course the competition is usually very close.

Great Auclum 1972 will always be remembered as the occasion when Tony Griffiths — fairly and squarely — achieved FTD, and maximum Championship points (including the bonus point for his new hill record). His sense of the dramatic was completely lacking though as this was not his 100th Championship event, but his 101st!!

Roy Lane had held the advantage for most of the day, but on the second Championship run Tony did his stuff and Mike MacDowel in the other big Repco Brabham nipped past pushing Roy down to 3rd. David Hepworth had intended to go to Jersey but didn't make it because of the dockers. He had intended to miss Great Auclum and do a continental Interserie, but the same dockers made this impossible so a late entry for Great Auclum was sought. Although 18.88 sec. is not exactly hanging about the Guyson Sandblaster was not really in the hunt at this meeting. Sir Nick showed that the Bouley episode had not upset him with a competitive 4th overall.

Richard Shardlow, Peter Voigt and Richard Thwaites were still car-less after Bouley and were given lifts in the Guyson Sandblaster, his old Ginetta, now run by Ken MacMaster, and the Tony Bancroft Chevron respectively.

Messrs. Good, Cramer and Lethart again scored to the maximum in the Leaders, Good still keeping a seriously threatened lead.

Craigantlet.

Unfortunately the dreadful situation in Ulster resulted in the Craigantlet event, a qualifier since the inception of the series in 1947 being left off the schedule of events — although the meeting did in fact take place.

In 1970 and 1971 local racing driver Brian Nelson driving an Ulster-built Crosslé F.2 car soundly trounced all the visiting Championship drivers, setting a new record on each occasion. For 1972 he made it 3 wins in a row and 3 records in a row.

Here's hoping that it will be possible for the Championship circus to cross the Irish Sea next year, that Brian Nelson will be there ready to take "our lot" on again — and perhaps we can beat him and bring the record back over to England. Better still, it would be nice to see Brian and Crosslé taking in a few of our events.

Shelsley Walsh, 20.8.72.

Back again to the historic setting of Shelsley Walsh. On this occasion David Hepworth was unable to get below the magic 30 second barrier, but Mike MacDowel, Roy Lane, Richard Thwaites, Tony Griffiths and Sir Nick did, although only Mike MacDowel bettered the Hepworth record of 29.64 sec. with his 29.29 sec. effort.

Tony Griffiths and Sir Nick achieved their best efforts in the class runs with the result that their respective 5 and 7 points gained in the run off were of no use to them at all. By gaining second place Roy Lane was able to discard the second of his "5's" and if he repeats his recent Prescott and Harewood form then perhaps a couple of "11's" to replace his two "6's" would do him some good, although he would need even more success if he is to pass Sir Nick's total after 10 rounds of 77 points. Mike MacDowel and Tony Griffiths would have to achieve similar consistent feats, but a couple of wins by Sir Nick — and that would be that. To catch and pass the current leader David Hepworth has virtually got to win each of the remaining 4 rounds, whilst Richard Thwaites — having discovered before Shelsley that his timing has been adrift all season — can drive as brilliantly as he did at Shelsley and break all the remaining records and still not gain the title. But there's always another season! — indeed any sports racer in the remaining rounds.

The battle in the Leaders is every bit as intense as that in the R.A.C. David Good needs 1 more win and record to reach a maximum possible 8 best of 48 points. Chris Cramer needs 2 more such wins, Robin Leathart needs 3 and John Stuart 4.

Gurston Down 28.8.72.

On Bank Holiday Monday the Hill Climb Circus descended upon the B.A.R.C. South Western Centre's Gurston Down venue. The hill had recently been re-surfaced and with first class weather conditions it was obvious that the standing hill record of 32.32 would take quite a bashing.

Following up his fine Shelsley performance, it was once again Mike MacDowel's day. He was fastest on both the class runs and, although David Hepworth held f.t.d. briefly after the penultimate run of the day, pulled out the first sub-31 second time at Gurston. Mike's driving on this run was always ten tenths, and sometimes eleven tenths.

Just as Shelsley removed Richard Thwaites from the ranks of the long-shot title possibilities, so Gurston Down eliminated Tony Griffiths who can not better the 77 marks with which the belting Baronet left Gurston, even if Tony scored a maximum of 33 in the remaining rounds. Roy Lane also moved back to a very long outside chance.

The most surprising feature of the Gurston meeting was that neither of the leading 1600 c.c. contenders — Mike Hawley and Geoff Rollason — could get anywhere near qualifying for the top ten. This strengthens the proof that Gurston is a real "Power" hill. A view reinforced by Tony Harrison who qualified a sports/racer for the first time this season, although it took a very hairy application of all the horses in his 7.0 litre McLaren to get there.

In the "Leaders" the situation closed up. David Good scored 5 from a second place plus bonus mark to move up to 47, 1 short of a "possible". David's defeat did not come from a slightly over-hung Tony Bancroft as I predicted above, but from the hairy Harrison.

Chris Cramer was very slow with a u/s gearbox, but he still managed to beat the only other runner in his class. His 5 very lucky points brought him within 2 marks of David Good, and both have three more chances to reach the maximum of 48. If they do manage to achieve this tie, the process of deciding the winner becomes rather mathematical in that it relates their new 1972 records to the figures of the previous best times in their classes.

John Stuart still held third place after Gurston, although his absence from the meeting ruled him out of contention for the "Leaders" Title. 4th place man Robin Leathart notched up another 6 which gave him a good chance of joining Good and Cramer on the maximum 48 mark.

Prescott 3.9.73.

Last Sunday at Prescott Roy Lane proved that he was back on form with f.t.d. and a new record. Sir Nick was hot on his heels, 0.13 seconds ahead of David Hepworth who, for once, managed a fairly uneventful Prescott although he only just headed Mike MacDowel by 0.06 seconds. All four got bonus points.

Williamson's 10 points at Prescott raise him to a total of 80. This eliminates all the competition except Hepworth. If David scores a maximum of 11 at

Harewood and Doune and Nick does not score more than 8 and 10 at these meetings, then Hepworth could retain his title by one mark. On the other hand, if Sir Nick manages 9 or more at either round then he will become the 1972 Champion. Will we know the new Champion at Harewood?

In the Leaders, David Good came up against very strong opposition and could not improve. Chris Cramer continued on his winning way with a new Class record bringing him level with David on the 47 mark.

Today Cramer looks set for another six points whilst Good will have to battle against very fierce competition in Class 14 if he is to retain his joint lead. The absence through business of Robin Leathart and David Franklin means that both John Stuart and Colin Myles have a good chance of moving into third and fourth places.

1972 has certainly been a good year for the Championships.

POSITIONS AT START OF THIS MEETING

Shell/R.A.C. British Hill Climb Championship

	A	B	C
1. Sir N. Williamson (2.0 March 712S)	12	8	80
2. R. T. Lane (5.7 McLaren M14D)	12	8	73
3. D. Hepworth (5.0 Guyson Sandblaster) 9 6 71			
M. MacDowel (5.0 Brabham BT36X)	12	7	71
5. A. B. Griffiths (5.0 Brabham BT35X)	12	7	65
6. R. Thwaites (5.0 McLaren M10B)	11	4	58
7. M. J. Hawley (1.6 Brabham BT35)	9	2	37
8. R. T. Shardlow (5.5 McLaren M10B)	11	3	32
9. P. E. Voigt (4.2 Palliser WDH1)	8	2	31
10. P. Varley (1.6 Brabham BT21C)	5	—	16
11. G. G. Rollason (1.6 Lotus 69)	4	—	11
12. P. Boshier Jones (3.5 Brabham BT21)	5	—	11
13. R. Rose (5.0 McLaren M10B)	2	—	7
14. I. McLaren (1.8 Brabham BT35X)	1	—	5
15. N. S. Elton (1.6 Brabham BT30)	1	—	4
16. M. G. Dungworth (5.0 Harris RH5)	1	—	3
17. R. G. Mickel (1.6 Brabham BT35X)	1	—	2
A. P. Harrison (7.0 McLaren M12C)	1	—	2
19. J. Maurice (4.2 Palliser WDH2)	1	—	1
20. P. H. Meldrum (2.0 P.R.2 Ford)	1	—	1

Shell Leaders Hill Climb Championship

	A	B	C
1. D. R. Good (1.9 Martin DM8)	11	5	47
C. F. Cramer (1.3 Mallock U.2 B.L.)	11	5	47
3. R. J. Leathart (1.3 Austin Healey Sprite) 10 4 43			
4. J. D. Stuart (1.6 Mallock U.2 Cosworth) 9 4 42			
D. T. Franklin (1.0 Huntsman Vixen Imp) 8 3 42			
C. C. Myles (0.5 Cooper Mk. 9 Norton) 8 4 42			
7. J. Davies (1.3 B.L. Cooper S)	8	3	38
8. R. White (1.6 Ford Escort R.S.)	7	—	36
9. R. Willoughby (1.1 Brabham B.T. 15)	7	—	32
10. J. Turner (0.5 Cooper Mk. 9 Norton)	8	2	31

A = No of events in which points scored.

B = Lowest Mark next to be discarded.

C = Marks for 8 Events including Prescott 3/9/72.

MEMBERSHIP APPLICATION FORM (3)

To :-

The Secretary, B.A.R.C. Yorkshire Office, 6 Sidney Street, Vicar Lane, Leeds LS2 7JB.

I desire to be nominated for election by the Council as a Member of the British Automobile Racing Club Ltd., and, if elected, I undertake to abide by the Memorandum and Articles of Association and Rules of the Company.

(Please use Block Capitals)

Surname : Full Christian Names :

Mr., Mrs., Miss or Title Wife's Christian Names :

(If joining as Joint Member)

Address

Telephone No. Profession or Occupation.....

Nationality..... Age (if under 21)..... Date.....

Other Clubs (if any)

I enclose remittance for the following :

	£	p
Entrance Fee (£1-00)		
Annual Subscription (£4-00) (Covers membership, "BARC News" Monthly, etc.)		
Yorkshire Centre Annual Registration Fee (£1-00) (Covers all Local Centre activities, monthly issues of "Yorkshire Centre Circular", etc.)		
H.Q. Race Meeting Regulations Mailing List Fee (£1-00) (Covers monthly despatch of Regulations to Race Meetings throughout Britain)		
Joint Membership (Wife) (£0-50)		
	TOTAL £	

Cheques should be crossed and made payable to "B.A.R.C"

Please Note : Membership runs for 12 months from the end of the month in which election takes place.

Signature.....

NOTE—Clause 6 of the Company's Memorandum of Association is as follows :

"Every Member of the Club undertakes to contribute to the Assets of the Club in the event of its being wound up while he is a Member, or within one year afterwards, for payment of the debts and liabilities of the Club contracted before he ceases to be a Member, and the costs, charges and expenses of winding up, and for the adjustment of the rights of the contributors amongst themselves, such amount as may be required not exceeding fifty pence".

CUT HERE



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 Combe, Mallory Park, Snetterton, Crystal Palace, Brands Hatch. In addition there are nine 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 1,100 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 Cricket and Golf Matches.

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 the Club for Hill Climb enthusiasts. The Yorkshire Centre run meetings at Harewood, the South Western Centre at Gurston Down and the South Wales Centre at Pontypool Park. All three of these venues have rounds in the "Shell/R.A.C. British Hill Climb Championship" whilst the B.A.R.C. has its own Hill Climb Championship sponsored by Castrol which in 1972 has drawn over 200 entries. The "Castrol/B.A.R.C." Championship has rounds at Loton Park, Prescott and Cadwell Park as well as Harewood, Gurston and Pontypool. In addition, B.A.R.C. members are invited to just about every other hill climb organised in Britain.

In addition to the full programme of events organised by the Yorkshire Centre, members can compete in all main club events offering over 40 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 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 the B.A.R.C. Yorkshire Office, 6, Sidney Street, Vicar Lane, Leeds LS2 7JB. Tel. Leeds 38972.

- Some of our remaining 1972 Events**
- 23 Sept — Hill Climb Dance at Crown Hotel, Harrogate.
 - 24 Sept — "Castrol Trophy" Hill Climb, Harewood.
 - 29 Oct — "Greenwood Cup" Production Car Trial.
 - 18 Nov — "Jubilee Ball" at Queens Hotel, Leeds.
 - 2 Dec — R.A.C. International Rally —
Stage at Harewood House.

- 1973 Harewood Hill Climb Dates**
- 22 Apr — "Spring National" Meeting.
 - 20 May — "Shell Members' Meeting".
 - 29 May — Members' Practice Evening.
 - 24 June — "Montague Burton" Trophy Meeting.
 - 22 July — "Vintage & Novices'" Meeting.
 - 9 Sept — Shell "Championship Speedclimb".
 - 30 Sept — "Castrol Trophy" Hill Climb.
(Venue to be announced).

- 1973 Croft Race Meeting Dates**
- 25 Mar. — "Opening" Race Meeting.
 - 28 May — "Spring Bank Holiday" Race Meeting.
 - 12 Aug — "Midsummer" Race Meeting.
 - 23 Sept — "Autumn" Race Meeting.

★ **DEWS** ★

GARAGES LIMITED

MAIN DEALERS

for

VAUXHALL - BEDFORD

Specialists in High Quality

FULLY GUARANTEED

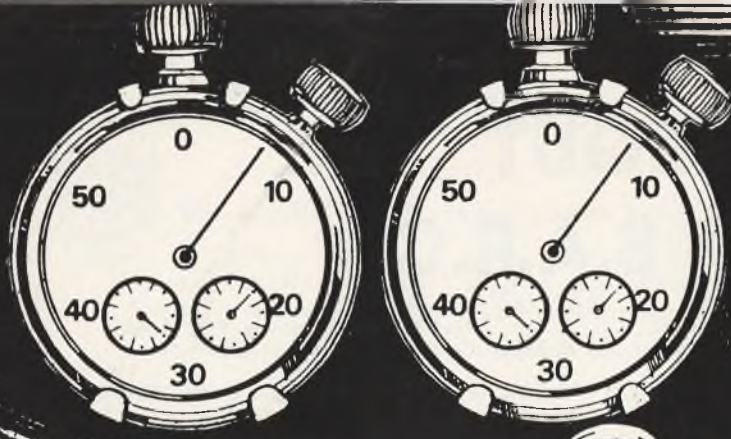
USED CARS

EUROSERVICE LUBRICATION

ENGINE TUNING - BODY REPAIR

Northgate - Halifax

TELEPHONE 62851 (PBX)



Shell



Shell Super Multigrade,
oil for the prudent
Rallyer, tycoon or impoverished student
Shell starting's a feature -
when heated stays thick
When counting the pennies,
the oil wise men pick...

**SHELL SUPER
MULTIGRADE**

