Castrol Trophy

CHARITY

RODEO | WILD WEST SHOW

and SPEED HILL CLIMB

FINAL OF THE CASTROL B.A.R.C. HILL CLIMB CHAMPIONSHIP

BARC YORKS 1922 1972 Golden Jubilee

SEPTEMBER 24th 1972

HAREWOOD SPEED CLIMB
STOCKTON FARM
HAREWOOD AVENUE,
Nr. LEEDS

YORKSHIRE BARC BRITISH AUTOMOBILE RACING CLUB

OFFICIAL PROGRAMME 15p

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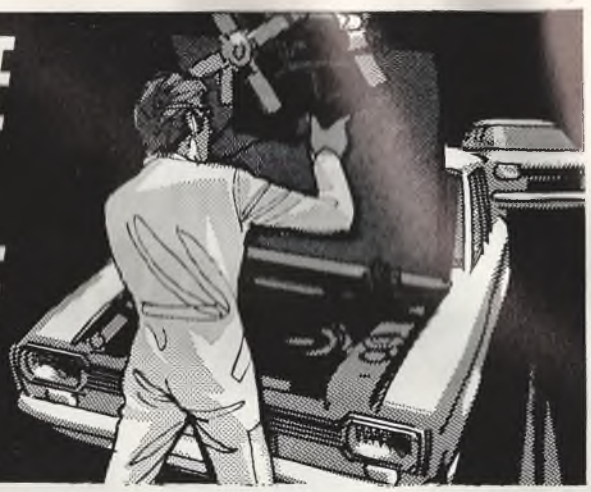

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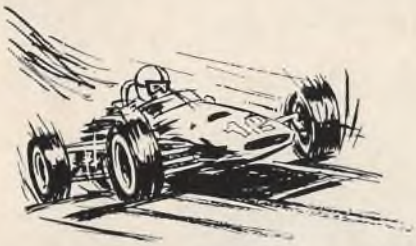
AND THE COMMUNITY SERVICE COMMITTEE OF
AREA 32 OF THE NATIONAL ASSOCIATION OF ROUND TABLES
WELCOME YOU TO

THE CASTROL TROPHY



CHARITY HILL CLIMB

RODEO AND WILD WEST SHOW

INCLUDING THE GRAND FINAL OF THE
1972 "CASTROL/B.A.R.C." HILL CLIMB CHAMPIONSHIP

R.A.C. National Permit RS/8381

Sunday, 24th 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, howsover caused, resulting in damage and/or personal injury.

DOGS ARE NOT ALLOWED AT THE HILL CLIMB.

PUT YOUR FOOT DOWN

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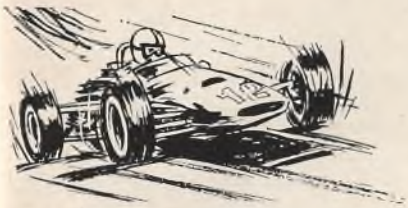


RAMBLINGS

Welcome to Harewood for what must be one of the most unusual events ever staged in this part of the world. Already we have run fifty Hill Climb meetings here at Stockton Farm raising the stature of the venue to the highest level in the sport.

In Easter 1971 the Area 32 Round Tables made their first visit here when they ran a "Soapbox Derby" which was very popular. Today the Round Tables of Area 32 and the B.A.R.C. Yorkshire Centre combine to promote a combined Wild West Show, Rodeo and Hill Climb.

Normally the final of the Castrol/B.A.R.C. Hill Climb Championship is held at Olivers Mount, Scarborough. Unfortunately this year the R.A.C. would not grant a licence for cars to run on that very exciting course until many hundreds of yards of steel barrier had been erected. In anticipation that this could be provided we had arranged with the Round Tables for them to use Stockton Farm on this date. When it was found that we could not get the Scarborough course ready in time a brief consideration showed that a combined event at Harewood was not only possible, but probably of mutual benefit to the two organisations.

Many of you will have been here before to a Hill Climb. Well today we present the final of the 1972 "Castrol/B.A.R.C. Hill Climb Championship" and as you will see from pages 15/21 a really top line entry of 140 cars has been received. Today from 12-30 a really serious battle to determine this year's Champion will be going on on the Hill Climb course. At the same time, starting at 1-00 p.m. in the Rodeo Feld, which is the field next to Harewood Avenue and between the two Free Car Park Fields, there will be a most entertaining afternoon of sport with a Western flavour. A number of top line professional acts will perform in the arena for your entertainment and there will be chances to try your skill at riding bucking ponies and other contests. Full details of the Rodeo can be found on pages 6, 7 & 9.

Proceeds from the meeting this afternoon will go to the Round Table Fund to provide specialised electronic equipment for the Airedale General Hospital. We hope you will patronise the various side shows to swell these funds.

Linda & Philip
(Photo Bob Soper)

Today we pay tribute to Castrol who support not only the Hill Climb itself and the Castrol/B.A.R.C. Championship, but who have provided a "Castrol Trophy" for the Rodeo. Unfortunately for the B.A.R.C. they are also robbing us of our Staff Secretary, Linda Thornton who will shortly be getting married to Philip Knight, one of the Club Support staff and moving to London. We wish all the best to Linda and Philip in their new life together.

BARC YORKS Golden Jubilee 1922 1972

Castrol B·A·R·C Hill-climb championship

GOODWILL MESSAGES

FROM THE NATIONAL PRESIDENT

May I take this opportunity of welcoming you to a Round Table Function, and hope that you will have a most enjoyable time.

Round Tablers get a lot of fun and fellowship out of their activities, and on this particular occasion we ask you to join us. We hope that the results of our combined efforts will provide you with an afternoon of pleasure, that you and your families can look back on with satisfaction and enjoyment, and realise that by doing this, the two of us are helping people much more unfortunate than ourselves.

One of the advantages of supporting an activity through Round Table is, that there is no charge by Round Tablers for their time and their admisistration in the production of their entertainments, like this afternoon. Therefore, the relevant charity or cause that they happen to be supporting, benefits fully from your financial generosity.

Again I wish you an enjoyable afternoon, and I hope that you enjoy this, and many other Round Table functions, as we like to think Round Tablers are people who are concerned, and care for the world in which we live.

Thank you for your support.

JOHN L. WATTS,

National President.

FROM THE AREA CHAIRMAN

Welcome to Area 32 of the National Association of Round Tables, Britain and Ireland.

The Round Tables throughout the Country are split up into Areas and Area 32 comprises a District bordered by Leeds, Garforth and Wetherby in the East through to Barnoldswick, Colne and Skipton in the West. Members from all the Tables within this Area have bee nresponsible for the organisation of today's event and I would mention particularly Roger Standfield, the Area Community Service Officer, whose project this is.

One of the aims and objects of Round Table is "to emphasise the fact that one's calling offers an excellent medium of service to the community", and we feel that the provision of a Memoryscope Installation in Intensive Care Unit at Airedale General Hospital, Eastburn, near Skipton falls ideally into this aim.

We are thourougly indebted to Mr. Arnold Burton for his kindness in the provision of this site and to the members of the Yorkshire Centre of the British Automobile Racing Club for their assistance and the provision of facilities. We do hope that all your family will have a thoroughly enjoyable day out, since this is also one of our objectives. At the same time, I do hope that you will give generously to what we consider to be a very worthwhile cause and more than worthy of your support.

CHRIS HALL,

Chairman — Area 32.

ROUND TABLE RODEO OFFICIALS

Organising Committee

Chairman	Roger Stansfield
Treasurer	Bernard Whiteley
Publicity	Roger Broughton
Field Organiser	Robin Pratt
Field Layout	Colin Wilkinson
Side Shows	Alec Shuttleworth, Barry Houghton
Medical Officers	Dr. Ashelford, Dr. Cooper

Tables Working Today :

Barnoldswick, Aireborough, Bingley, Bramhope, Burley-in-Wharfedale, Calverley, Colne, Crosshills, Garforth, Haworth, Headingley, Horsforth, Ilkley, Keighley, Leeds, Otley, Shipley, Wetherby, Wetherby/Wharfedale.

Committee members :

Ian Aldred, Phil Bennett, Trevor Broughton, Paul Driver, Winston Griffiths, John Hall, Mike Ingle, Graham Johnson, John Lee, Malcolm Ward, David Wasley.

WHAT THE MONEY'S FOR

All the volunteer workers from the Round Tables and the B.A.R.C. Yorkshire Centre give their services to provide the entertainment this afternoon. After the direct costs of hiring someequipment and some professional services have been met, the balance of the proceeds goes to the Round Table Area 32 fund to provide an installation of individual monitoring units for the Intensive Care Units at Airedale General Hospital. This equipment is much more sophisticated than that available through normal Hospital channels and will enable a single Nurse to keep an exact check on the progress of a number of very poorly patients. Mr. D. W. Miles, the Consultant Physician concerned with this Department at the Hospital has supplied the following details.

AIREDALE HOSPITAL MANAGEMENT COMMITTEE

Airedale General Hospital,
Keighley.

Dear Mr. Stansfield,

Enclosed are some observations on the equipment which the Round Tables have most kindly offered to obtain.

The advantages of individual monitoring units are that the Nurses can observe the patients without them realising that they are being observed. This is particularly important since the patients in the Coronary Care Unit are in single rooms, and so they will be able to enjoy maximum quietness and privacy, as the equipment will enable the doors to be kept closed.

The individual monitors will also allow abnormal heart rhythms to be picked up more quickly, and by picking these up sooner one would reduce mortality from coronary thrombosis.

The Regional Board have provided individual monitors as being the basic necessity, but these units were old some years before the hospital was opened, and even though they have not reached the end of their "electrical life", they have now been completely superseeded by the more recent electronic equipment.

The equipment which we hope to obtain with your aid fulfills all the conditions that one can envisage and therefore will not be superseeded in the foreseeable future.

One of the main advantages of this equipment is that they will continue to produce correct information even when the patient moves, or coughs, whereas with the present equipment we get false alarms and the actual heart trace often disappears completely off the screen.

I trust that this will be enough information for you to explain why we need this new equipment.

Yours sincerely,

D. W. MILES,
Consultant Physician.

See the Clarkson's Display in the Rodeo Field and discuss your next Summer or Winter Holiday with the A.A. Travel Service.

RODEO PROGRAMME

Commencing 1-00 p.m.

IN THE MAIN ARENA

A CONTINUOUS AND ACTION PACKED PROGRAMME OF WILD WEST ATTRACTIONS, INCLUDING . . .

YORKSHIRE DRIVING CLUB

BILLY WILD AND THE JAMES SISTERS
SPECTACULAR WILD WEST ACT

THE RODEO TAB RIDERS
PART ONE

THE FITTON SISTERS
BAREBACK RIDERS EXTRAORDINARY

CHIEF MILLER AND THE BLACKFOOT
THE THRILLS AND DIGNITY OF THE AMERICAN INDIAN

EXHIBITION OF DRESSAGE

CODY AND ORAN
WESTERN THRILLS WITH ROPE SPINNING AND SHARP SHOOTING WITH A HUMAN TARGET

YORKSHIRE DRIVING CLUB

THE RODEO TAB RIDERS
PART TWO

THE FITTON SISTERS
BAREBACK RIDERS EXTRAORDINARY

IN THE SMALL ARENA

Through the Afternoon . . .

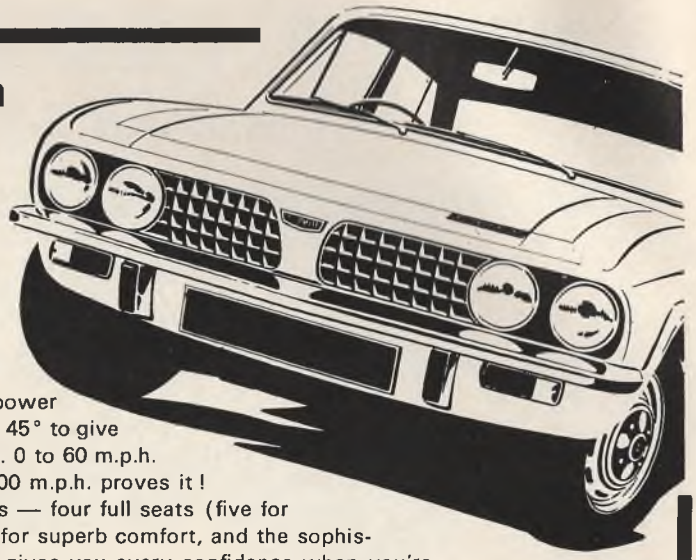
THE ROUND TABLES
"CATCH THE GREASY PIG"
COMPETITION FOR THE
"CASTROL" TROPHY.

Through the Afternoon . . .

COMPETITION TO ATTEMPT TO SET
A NEW WORLD EGG THROWING
RECORD FOR THE
"GUINNESS BOOK OF RECORDS".
(Record currently held by Round Table)

The above programme is subject to alteration by the Official Committee. Changes will be announced on the P.A. system.

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.

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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.

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NOTICES

JURISDICTION

This Meeting is held under the General Competition Rules of the Royal Automobile Club, the Standing Supplementary Regulations of the R.A.C. and the Additional Supplementary Regulations and Instructions of the Yorkshire Centre of the British Automobile Racing Club Ltd., under R.A.C. Permit No. RS/8381.

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 House & Park

2 Dec. 1972 — R.A.C. International Rally
B.A.R.C. Special Stage

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.

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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

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BRADFORD - PRESTON - MIDDLESBROUGH - WIGAN - CHESTER - DARLINGTON
LANCASTER - NEWCASTLE UPON TYNE - YORK - STOCKPORT - HALIFAX - BOLTON
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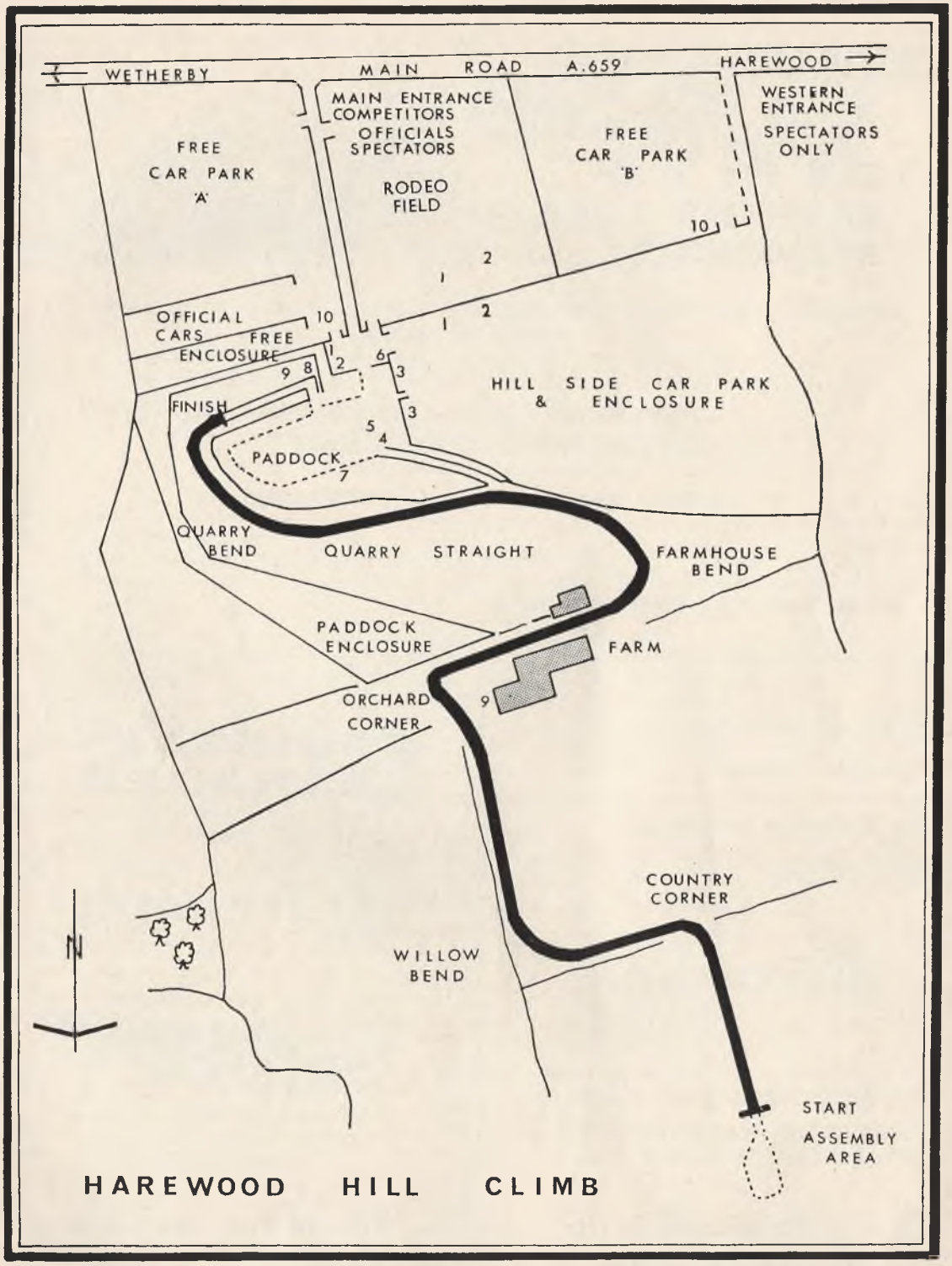

1. Gent's Toilets; 2. Ladies Toilets; 3. Refreshments & Bars; 4. Paddock Marshal; 5. Score Board; 6. Display Arena; 7. Clerk of the Course, Secretary of the Meeting, Timekeepers; 8. Ambulance & Breakdown; 9. Scrutineers; 10. Spectator Ticket Sales.

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PROGRAMME AND LIST OF ENTRIES

Commence 12-30 p.m. Each car to have two class ascents the better time to count for all class awards.

ORDER OF ASCENT

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

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

INTERVAL OF TEN MINUTES

THE "CHAMPIONSHIP" AND "TOP TEN" RUNS

PRESENTATION OR AWARDS

★ 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.	Harvey Kay	Simca 1000 Spl.		118	Bury			
12.	David Taylor	B.L. Mini		998	Leeds			
13.	Roy Greenwood	B.L. Cooper		998	Ramsbottom			
14.	Keith Hardy	B.L. Cooper		998	Scarborough			
15.	Malcolm Smith	B.L. Cooper		998	Scarborough			
16.	John Edmond	B.L. Cooper		998	Scarborough			
17.	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
18.	Tim Wise	Ford Escort 1300 GT		1297	Burley-in-W'dale			
19.	Brian Beadle	Ford Escort Sport		1297	Scarborough			
20.	Bobby Fryers	B.L. Cooper S		1275	Keighley			
21.	Howard White	B.L. Cooper S		1328	Leeds			
22.	John Casey	B.L. Cooper S		1328	Mereclough			
23.	Mike Flather	B.L. Cooper S		1293	Droitwich			
24.	Nicky Porter	B.L. Cooper S		1328	W. Auckland			

Class 3. — TOURING CARS 1,501 c.c. and over Bogey — 54·59

Record: R. White (Ford Escort RS1600) 23/4/72 — 46·10

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
25.	Martin Johnson	Ford Escort Mexico		1600	Bingley			
26.	Nigel Newton	Ford Escort Mexico		1600	Bingley			
27.	Shahrook Ardeshir	Ford Capri 3000		3000	Harrogate			
28.	Peter Ormerod	Ford Escort TC		1598	Brighouse			
29.	Chris Green	Ford Escort RS1600		1601	Sheffield			
30.	Mike Beckett	Ford Escort RS1600		1601	Sheffield			
31.	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
32.	Ken Tomlinson	B.L. Rally Equipe S		985	Bury			
33.	Paul Ratclifle	B.L. Rally Equipe S		985	Bury			
34.	Keith Holyoake	B.L. Cooper S		999	Brierley Hill			
35.	Norman Adams	B.L. Cooper S		999	Wolverhampton			
36.	Allan Seckel	B.L. Cooper S		980	Rawdon			
37.	Dave Horsley (Entrant: Team Castrol)	B.L. Cooper		998	Scarborough			
38.	Mike Chenery	B.L. Mini		999	Petworth			
39.	Robert Lavis (Entrant: Team Castrol)	B.L. Cooper		998	Stroud			
40.	John Cleland	B.L. Cooper S		999	Lanark			
41.	Dave Abram	Chrysler Imp		998	Bolton			
42.	Phil Gill	B.L. Mini		999	Derby			
43.	Peter Riley	Hillman Imp		998	Liverpool			
44.	Peter Beadman	B.L. Cooper S		999	Coalville			
45.	Alex Boyle (Entrant: Lorrie Lassman)	Lassman Cooper S		984	London			

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
46.	Jim Thomson (Entrant: Guyson Sandblast)	D.A.F. 55 Decathalon		1300	Otley			
47.	Ian Rivlin	B.L. Cooper S		1311	Leeds			
48.	Paul Beal	Wolseley Hornet		1293	Hull			
49.	John Carhart	Ford Anglia		1500	Keighley			
50.	Christopher Sutcliffe (Entrant: Team Castrol)	Ford Anglia/Daimler		2500	Todmorden			
51.	Geoff Fielding	B.L. Cooper S		1400	Liverpool			
52.	Mike Newman	Vauxhall Viva G.T.		1996	Bedale			
53.	Charles Spencer	B.L. Cooper S		1328	Leeds			
54.	Ed Spencer	B.L. Cooper S		1328	Leeds			
55.	Jim Thomson (Entrant: Guyson Sandblast)	Vauxhall Firenza		2500	Otley			

Class 6a. — M.G. T.C. CARS

Record: D. Clewley (M.G. T.C) 25/7/71 — 50·86

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
56.	Nick Taylor	M.G. T.C.		1466	Sutton Coldfield			
57.	Richard Green	M.G. T.C.		1350	Farnhill			
58.	Alastair Naylor	M.G. T.C.		1450	Burley-in-W'dale			
59.	David Clewley	M.G. T.C.		1350	Alcester			

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
60.	Mrs. Jane Beardsley	M.G. Midget		1275	Ashover			
61.	Mrs. Maggie Chadwick	M.G. Midget		1275	Sheffield			
62.	Mick Merrills	M.G. Midget		1275	Retford			
63.	Bob Cartledge (Entrant : Team Castrol)	M.G. Midget		1142	Sheffield			
64.	Brian Kenyon	Austin Healey Sprite		1275	Sheffield			
65.	Miss Pat Hopkinson	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
66.	Loll Ryan	Morgan Family Four		1600	York			
67.	Ian Hardy	M.G. B		1798	Leeds			
68.	Ronnie Craik	Triumph TR5 P.I.		2498	Edinburgh			
69.	Dennis Liversidge	Dinitrol Elan Mk. 3		1558	Huddersfield			
70.	John Ashcroft	Lotus Elan		1600	Whalley			
71.	Richard Shardlow	Porsche 911S		2400	Sheffield			

Class 8. — "MARQUE" SPORTS CARS 2,601 c.c. and over Bogey — 52·94

Record : J. A. Bancroft (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
145.★	Geoff. Howard-Sorrell	T.V.R. Tuscan		4727	Naphill			
72.	Malcolm Trewitt	M.G. C		2912	Bedale			
73.	Fred Cliffe	T.V.R. Tuscan		4727	Sherburn-in-E			

Class 9. — MODIFIED & LIMITED PRODUCTION SPORTS CARS up to 1,300 c.c. Bogey — 55·82

Record : C. G. Seaman (Biota Mk. 1c B.L.) 10/9/72 — 45·54

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
74.	Bob Speak	M.G. Midget		1293	Blackburn			
75.	John Bury	M.G. Midget		1293	Blackburn			
76.	John Pascoe	Ginetta Longman G.4		1098	Blackwood, Mon.			
77.	Tim Hayton	Mini Marcos GT B.L.	s/c	1275	Middlesbrough			
78.	Chris Seaman	Biota Mk. 1c B.L.		1275	Sheffield			
79.	John Houghton	Biota Mk. 1c B.L.		1275	Dinnington			

Class 10. — MODIFIED & LIMITED PRODUCTION SPORTS CARS 1,301 c.c. and over Bogey — 53·72

Record : D. H. M. Walker (Jaguar "E" Type) 10/9/72 — 45·54

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
80.	John Walker	Jaguar "E" Type		3781	Cawthorne			
81.	David Walker	Jaguar "E" Type		3781	Leeds			
82.	Fred Cliffe	Jaguar "E" Type		4000	Sherburn-in-E.			
83.	Phil 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
84.	Steve Butterworth	Lotus 7 Ford		1498	Derby			
85.	John Marshall	Lotus 7 Ford		1598	Bakewell			
86.	Scott Robinson	Mallock U.2 8 Ford		1595	Loughborough			
87.	Jim Robinson	Mallock U.2 8 Ford		1595	Loughborough			
88.	Bob Prest	Wardford Mk. 4		1598	Croxdale			
89.	Joe Ward	Wardford Mk. 4		1598	Thornton Dale			
90.	Ian Curtis	Mallock U.2 8X Ford		1600	Bradford			
91.	Bob Moorhouse	Lotus 7 Ford		1600	Leeds			
92.	Richard Jones	Mallock U.2 Ford		1600	Stroud			
93.	Mervyn Bartram	Moss Chevron B.2 Ford	s/c	1600	York			
94.	Alastair Douglas-Osborne	Mallock U.2 8B Ford		1598	Stourbridge			
95.	George Whittingham	D.M.W. Ford		1594	Astley			

Class 12. — G.T. & SPORTS/RACING CARS up to 1,300 c.c. Bogey — 53·34

Record : C. F. Cramer (Mallock U.2 11 B.L.) 10/9/72 — 43·07

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
96.	Don Turner	Coldwell GT B.L.		1120	Sheffield			
97.	John Barrett	Nova 002 Holbay		1300	Hazel Grove			
98.	Chris Cramer (Entrant : Team Castrol)	Mallock U.2 11 B.L.		1293	Stroud			

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

No entries received in this Class.

Class 14. — G.T. & SPORTS/RACING CARS 1,601 c.c. and over Bogey — 50·55

Record : A. P. Harrison (McLaren M12C Chevrolet) 10/9/72 — 41·96

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
99.	George Tatham	Brabham BT17 Chev.		5343	Malton			
100.	Chippy Stross	Chevron B.8 B.M.W.		1998	Leeds			
101.	Malcolm Smith	Mallock U.2 11B B.M.W.		1997	Malvern			
102.	Robert Sunderland (Entrant : Pennine Motor Group)	Chevron B.19 B.M.W.		2985	Oxenhope			
103.	Tony Bancroft (Entrant : Pennine Motor Group)	Chevron B.19 B.M.W.		2985	Oxenhope			
10.	Tony Harrison	McLaren M12C Chevrolet		7000	Water Orton			

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
104.	Jonathan Lawton	Elva F.J. B.L.		987	Bolton			
105.	Brian McKenzie	Elva F.J. B.L.		987	Bolton			
106.	Brian Alderton	Terrapin F.J. B.L.		1071	Leeds			
107.	John Crowson	Terrapin F.J. B.L.		1071	Leeds			

Class 15. — Continued

108.	Ted Gledhill	Tefra B.L.		1100	Brighouse			
109.	Frank Goode	Tefra B.L.		1100	Pudsey			
110.	Donald Gray	Cooper T.82 Ford		997	Rotherham			
111.	Tim Collins	Vesey Ford		997	Solihull			
112.	Douglas Thomson	Ecossé Imp		998	Edinburgh			
113.	Geoff Deakin	Alexis Mk. 15 Ford	s/c	1098	Kirkoswald			
114.	Bob Bingley	Titan Duckspeed Ford		1100	Sheffield			
115.	Allan Panton	Vixen VB1 Imp		998	Scarborough			
116.	Andrew Squires	Brabham BT15 Cosworth		1100	Northampton			
117.	Paul Squires	Brabham BT15 Cosworth		1100	Northampton			
118.	John Buck	Terrapin Mk. 1a B.L.		1088	Leeds			
119.	Ian Beardsley	Brabham BT15/18 Ford	s/c	1099	Ashover			
120.	Bob Prest	Dulon LD4 Cosworth		997	Croxdale			
121.	Joe Lees	Ginetta G17B Chrysler		998	Wall Heath			
122.	Ken MacMaster	Ginetta G17B Chrysler		998	Stourbridge			
123.	Don Robinson (Entrant: Team Castrol)	Lotus 69 Novamotor		999	Ellesmere Port			

Class 16. — RACING CARS 1,01 to 1,600 c.c. Bogey — 49·71

Record: G. C. Rollason (Lotus 69 FVA) 10/9/72 — 40·90

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
124.	John Marsh	Lotus 41C Ford		1594	Huddersfield			
125.	David Betts	Lotus 41C Ford		1594	Huddersfield			
126.	Gordon Chippindale	Lotus 31 Ford		1594	Rawdon			
127.	Tom Tannant	Lotus Ford		1585	Stanley			
128.	Bob Snelson	Lotus 22/31 Cosworth		1600	Dunfermline			
129.	John Briggs	Brabham BT15 Ford		1480	Great Harwood			
130.	Peter Fisk	P.M.F. Mk. 2 BDA		1599	Cambridge			
131.	Allan Staniforth	Terrapin Mk. 1 B.L.	s/c	1430	Horsforth			
132.	David Hamer	L.B. Vauxhall		1598	Brighouse			
133.	Peter Kaye	Brabham BT30 FVA		1600	Harrogate			
134.	Peter Voigt (Entrant: John McCartney)	Techcraft B.R.M.		1596	Haywards Heath			
135.	John McCartney	Techcraft B.R.M.		1596	Horwich			
136.	Ted Dzeirek	Brabham BT21 Ford	s/c	1600	Kirkliston			
137.	Peter Varley	Brabham BT21C Ford		1594	Low Moor			
138.	Geoff Rollason	Lotus 69 FVA		1594	Clungerford			

Class 17. — RACING CARS 1,601 c.c. and over Bogey — 47·57

Record: M. MacDowel (Brabham BT36X Repco) 10/9/72 — 39·14

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
139.	Richard Evans (Entrant: Team Castrol)	Crosslé 15F Rover		5000	Haverfordwest			
140.	Peter Meldrum	P.R.2 Ford	s/c	1997	Jersey C.I.			
141.	Jack Maurice (Entrant: Imperial Racing)	Palliser WHD2 GM		4200	Newcastle			
142.	John Lambert	Leda Ford		4727	York			
143.	Malcolm Dungworth	Harris Chevrolet		5000	Bamford			
144.	Peter Voigt	Palliser WDH1 Repco		4200	Haywards Heath			
6.	Richmard Thwaites	Packmail McLaren		4998	Dewsbury			
4.	Roy Lane	McLaren M14D Chevrolet		5700	Warwick			
1.	David Hepworth (Entrant: Guyson Sandblast)	Guyson Sandblaster Spl.		5000	Brighouse			

CASTROL/B.A.R.C. HILL

THE FOLLOWING COMPETITORS HAVE ENTERED T

Class

Car No.	Name	Car	c.c.	Class	Bogey Time	Best Time	Imp.	Prev. Marks	Low Mark	New Total
1.	David Hepworth	Guyson Sandblaster Spl.	5000	17	47·57			13·66		
4.	Roy Lane	McLaren M14D Chevrolet	5000	17	47·57			21·23		
6.	Richard Thwaites	McLaren M10D Chevrolet	4998	17	47·57			55·67	6·42	
10.	Tony Harrison	McLaren M12C Chevrolet	7000	14	50·55			7·74		
13.	Roy Greenwood	B.L. Cooper	998	1	57·54			14·34		
16.	John Edmond	B.L. Cooper	998	1	57·54			1·44		
17.	Graham Brooks	Ford Escort	1100	1	57·54			21·14		
19.	Brian Beadle	Ford Escort Sport	1297	2	55·51			0·00		
20.	Bobby Fryers	B.L. Cooper S	1275	2	55·51			0·00		
23.	Mike Flather	B.L. Cooper S	1293	2	55·51			52·62	6·61	
24.	Nicky Porter	B.L. Cooper S	1328	2	55·51			52·99	6·69	
29.	Chris Green	Ford Escort RS1600	1601	3	54·59			1·42		
30.	Mike Beckett	Ford Escort RS1600	1601	3	54·59			21·85		
31.	Richard White	Ford Escort RS1600	1601	3	54·59			56·33	5·79	
34.	Keith Holyoake	B.L. Cooper S	999	4	54·26			1·49		
35.	Norman Adams	B.L. Cooper S	999	4	54·26			21·21		
36.	Allan Seckel	B.L. Cooper S	980	4	54·26			0·00		
37.	Dave Horsley	B.L. Cooper	998	4	54·26			0·00		
38.	Mike Chenery	B.L. Mini	999	4	54·26			14·08	1·08	
41.	Dave Abram	Chrysler Imp	998	4	54·26			26·69		
42.	Phil Gill	B.L. Mini	999	4	54·26			11·51		
43.	Peter Riley	Hillman Imp	998	4	54·26			13·86		
44.	Peter Beadman	B.L. Cooper S	999	4	54.26			29·02		
45.	Alex Boyle	Lassman Cooper S	984	4	54·26			42·03	5·13	
46.	*Jim Thomson	D.A.F. 55 Decathalon	1300	5	53·18			43·48	3·91	
50.	Christopher Sutcliffe	Ford Anglia/Daimler	2500	5	55·18			0·00		
51.	Geoff Fielding	B.L. Cooper S	1400	5	53·18			6·97		
54.	Ed Spencer	B.L. Cooper S	1328	5	53·18			27·18		
55.	*Jim Thomson	Vauxhall Firenza	2500	5	53·18			43·48	3·91	
61.	Mrs. Maggie Chadwick	M.G. Midget	1275	6	56·61			0·00		
63.	Bob Cartledge	M.G. Midget	1142	6	56·61			44·54	4·74	
64.	Brian Kenyon	Austin Healey Sprite	1275	6	56·61			63·94	7·98	
65.	Miss Pat Hopkinson	Austin Healey Sprite	1275	6	56·61			57·06	6·81	
66.	Loll Ryan	Morgan Family Four	1600	7	53·26			2·03		
71.	Richard Shrdlow	Porsche 911S	2400	7	53·26			33·04		
75.	John Bury	M.G. Midget	1293	9	55·82			11·59		
76.	John Pascoe	Ginetta Longman G.4	1098	9	55·82			51·20	5·15	

* Denotes driver who has entered two cars and must

CLIMB CHAMPIONSHIP

HE CASTROL/B.A.R.C. HILL CLIMB CHAMPIONSHIP

Runs

Castrol B·A·R·C Hill-climb championship

Car No.	Name	Car	c.c.	Class	Bogey Time	Best Time	Imp.	Prev. Marks	Low Mark	New Total
77.	Tim Hayton	Mini Marcos GT B.L. (s)	1275	9	55·82			15·46		
78.	Chris Seaman	Biota Mk.1C B.L.	1275	9	55·82			64·11	7·61	
79.	John Houghton	Biota Mk.1C B.L.	1275	9	55·82			62·59	6·98	
80.	John Walker	Jaguar "E" Type	3781	10	55·72			21·49		
81.	David Walker	Jaguar "E" Type	3781	10	55·72			14·96		
84.	Steve Butterworth	Lotus 7 Ford	1498	11	52·58			2·23		
86.	Scott Robinson	Mallock U.2 Ford	1595	11	52·58			36·26	3·42	
87.	Jim Robinson	Mallock U.2 Ford	1595	11	52·58			48·08	5·12	
88.	*Bob Prest	Wardford Mk. 4	1598	11	52·58			8·77		
89.	Joe Ward	Wardford Mk. 4	1598	11	52·58			30·26		
90.	Ian Curtis	Mallock U.2 8X Ford	1600	11	52·58			6·12		
92.	Richard Jones	Mallock U.2 Ford	1600	11	52·58			43·85	4·14	
93.	Mervyn Bartram	Moss Chevron B.2 Ford	1600	11	52·58			49·71	4·69	
95.	George Whittingham	D.M.W. Ford	1594	11	52·58			58·08	6·48	
96.	Don Turner	Coldwell GT B.L.	1120	12	53·34			3·62		
97.	John Barratt	Nova 002 Holbay	1300	12	53·34			28·78		
98.	Chris Cramer	Mallock U.2 11 B.L.	1293	12	53·34			61·45	6·38	
100.	Chippy Stross	Chevron B.8 B.M.W.	1998	14	50·55			11·45		
103.	Tony Bancroft	Chevron B.19 B.M.W.	2985	14	50·55			46·36	0·62	
104.	Jonathan Lawton	Elva F.J. B.L.	987	15	51·05			0·64		
111.	Tim Collins	Vesey Ford	997	15	51·05			5·74		
113.	Geoff Deakin	Alexis Mk. 15 Ford (s)	1098	15	51·05			1·72		
114.	Bob Bingley	Titan Duckspeed Ford	1100	15	51·05			0.00		
116.	Andrew Squires	Brabham BT15 Cosworth	1100	15	51·05			16·28		
117.	Paul Squires	Brabham BT15 Cosworth	1100	15	51·05			21·44		
118.	John Buck	Terrapin M. 1a B.L.	1088	15	51·05			4·89		
119.	Ian Beardsley	Brabham BT15/18 Ford (s)	1099	15	51·05			0·00		
120.	*Bob Prest	Dulon LD4 Cosworth	997	15	51·05			8·77		
122.	Ken MacMaster	Ginetta G17B Chrysler	998	15	51·05			42·91		
123.	Don Robinson	Lotus 69 Novamotor	999	15	51·05			8·39		
130.	Peter Fisk	P.M.F. Mk. 2 BDA	1599	16	49·71			13·42		
131.	Allan Staniforth	Terrapin Mk. 1 B.L. (s)	1430	16	49·71			13·93		
132.	David Hamer	L.B. Vauxhall	1598	16	49·71			18.23		
135.	John McCartney	Techcraft B.R.M.	1596	16	49·71			9·13		
137.	Peter Varley	Brabham BT21C Ford	1594	16	49·71			14·82		
139.	Richard Evans	Crosslé 15F Rover	5000	17	47·57			5·67		
141.	Jack Maurice	Palliser WDH2 GM	4200	17	47·57			3·30		
145.	Geoff Howard-Sorrell	T.V.R. Tuscan	4727	8	52·94			0·00		

nominate the one to score points before start of meeting

THE "TOP TEN" RUN OFF

F.T.D. Pos'n after class runs	No.	Name	1st Run	2nd Run	Position
10.					
9.					
8.					
7.					
6.					
5.					
4.					
3.					
2.					
1.					

CHAMPIONSHIP TOP TEN

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

OFFICIALS OF THE MEETING

STEWARDS

Appointed by the R.A.C. ..... E. A. Hooks
Appointed by the B.A.R.C. ..... E. D. Clark, R. Soper, H. Wilkinson

OFFICIALS

Clerk of the Course ..... M. S. Wilson
Deputy Clerk of the Course ..... J. Johnstone
Chief Observer ..... A. J. Hodgetts
Deputy Chief Observer ..... J. R. Hardcastle
Chief Marshal ..... J. M. English
Medical Officers ..... Dr. P. M. Smith-Moorhouse, Dr. J. K. Armstrong, Dr. D. M. Williamson
Chief Scrutineer ..... S. H. Hanson
Chief Timekeeper ..... D. R. Scatchard
Chief Paddock Marshal ..... R. G. Hooper
Deputy Paddock Marshal ..... Capt. G. K. Rothwell
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
General Liaison ..... H. C. Mason
Secretary of the Meeting ..... Miss L. A. Thornton
Chief Start Area Marshal ..... B. Watson
Deputy Start Area Marshal ..... C. Hobson
P.A. Commentary ..... E. Bowers-Booth, C. A. Rennie-Fowler, A. D. Roddis
Scrutineers ..... B. L. T. Bielby, R. D. Sutherland, P. W. Watson, T. M. Wood, D. C. Fotherby
Scrutineers Marshals ..... G. L. Thompson, W. Hall, S. Wasantnerf

Observers :
D. A. Pizzey, N. J. Hertzog, R. W. A. North, N. W. Porteus, T. M. Hartley, R. J. Beck, A. A. Pritchard, N. Hartley, J. R. Wass, H. Boulton, D. M. Dalrymple, D. M. Gledhill, D. B. Marsden, A. Henderson.

Start, Flag, Fire & Spectator Marshals :
P. S. Adelman, J. Aston, P. J. Brooks, T. C. D. Smith, W. Stevenson, P. Telford, C. D. H. Kitching, N. C. Sugden, A. J. Sandford, R. S. Elmitt, Mrs. J. E. North, Mrs. J. Porteus, J. R. North, P. A. Cawood, R. Jackson, J. M. Tyas, Mrs. J. M. Tyas, G. Waddington, R. A. Bateson, J. A. Craven, K. E. Craven, M. G. C. Sewart, H. Patterson, R. Greenwood, R. A. Laycock, R. Pollitt, Miss J. A. Robson, G. Waddington, D. Walker, G. S. Gerrard, J. M. Newlove, R. R. Newlove, K. S. Roberts, M. R. Swinden, J. R. Coupe, P. Coulthread, G. Gaunt, N. D. Jacques, M. S. Jennings, J. Wood-Mitchell, D. M. Smith, P. Smith, P. Westwood.

Paddock Marshals :
Miss J. S. Lee, B. N. Marsden, J. Firth, A. Steel, D. Mainprize, Miss J. Newman, A. Nicholls, Miss S. Abbott.

Paddock Exit Gate :
M. H. Thornton, J. G. Weatherill, W. Howarth.

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 J. S. Lee, 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.
XJ12 Course Car ..... Appleyard Rippon Ltd.
Plant Service ..... Chippindale (Engineers) Ltd.

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.
4-45 p.m.	Interval.
5-00 p.m.	The "Championship" Run Offs.
5-20 p.m.	Meeting concludes.
5-30 p.m.	Presentation of Awards — by Mrs. Paddy Dixon.

Castrol B·A·R·C Hill-climb championship

Photography by Josephine Lee (a) John English (b) and Bob Soper (c)

The organisation of Hill Climbs has always been a part of the programme of the B.A.R.C. right back to the foundation of the Club in 1912. As the Regional Centres were formed they took to organisation of this type of event and in the sixties more hill climb events were organised by the Club than by any other organisation.

Directly after the War in 1947 the R.A.C. organised a British Hill Climb Championship which had proved very popular. This was on a Free Formula basis for the fastest competitor irrespective of the type of car. This virtually restricted the entry to drivers of potent racing cars whilst in the B.A.R.C. there was a tradition of arranging classes for hill climbs so that all types of cars could have a chance.

At the end of 1967 representatives of the B.A.R.C. Centres decided to organise a Hill Climb Championship which would be on a handicap basis and take in all the venues used by the Centres. The 1968 Championship was experimental, the prize fund was limited, but it proved an immediate success. Over 70 entries were received and very keen competition ensued.

For an internal Club Championship, the series got a very good press. So much indeed that Burmah Castrol Ltd. generously agreed to give it their sponsorship for 1969. Their support was in typical Castrol style, divided between financial assistance, encouragement and publicity and at once raised the scope and stature of the competition.

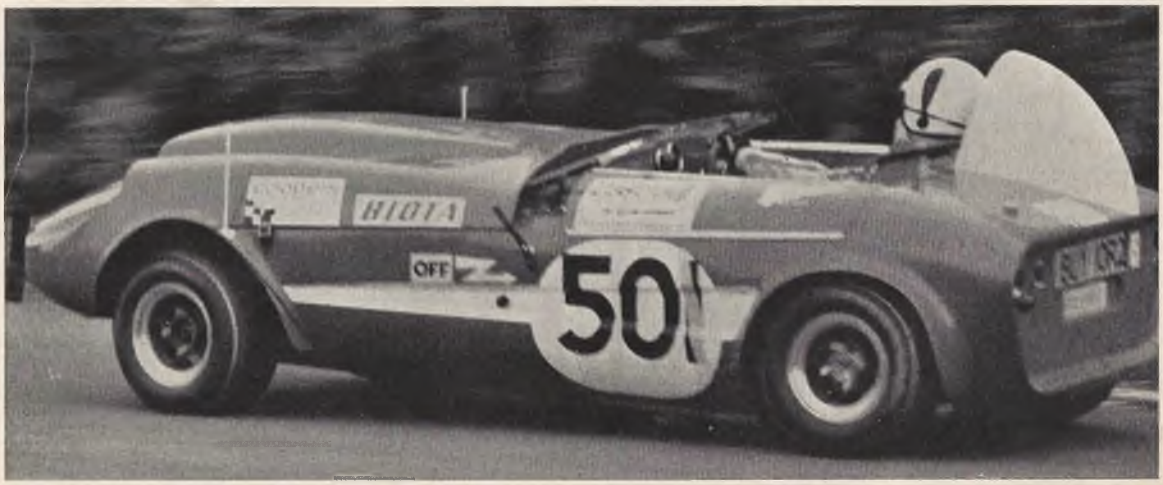
The first year of the "Castrol/B.A.R.C. Hill Climb Championship" attracted 130 competitors and pleased Castrol so much that they continued their support in 1970, as indeed, they have ever since.

In 1968 the Championship included rounds at Brunton, Gurston, Harewood, Pontypool and Scarborough. For 1969 Brunton was lost to the S.W. Centre, but the Bristol and Bath Centre came in with an enjoyable round at Wiscombe. Unfortunately it has not been possible to repeat this owing to the difficult financial position at Wiscombe.

Jim Thomson — 1971 *Champion* (*A*)

The venues remained the same for 1970, but in 1971 the Championship spread its wings when events which were organised by Clubs outside the B.A.R.C. were introduced. The Hagley and District Light Car Club were re-opening the Loton Park hill and played host to the Championship entrants at a couple of meetings.

Also new in 1971 was a round on the delightful Lincolnshire motor racing circuit at Cadwell Park which broke new ground and provided most exciting competition. In 1972, for the first time there was a round



John Houghton, conductor and constructor of the Biota which he shares with Chris Seaman (*B*)

at Prescott, home of the Bugatti Owners Club which added to the variety, and quality of the qualifying rounds.

Victor in each of the first three years was Jeff Goodliff of Littleborough driving a very hot Mini, a Mini-Sprint GT and a highly sophisticated Lotus Elan. In 1971 the Championship crown was taken over by Jim Thomson of Otley with a Blydenstein prepared Vauxhall Viva whilst this year the event looks certain to go to either Chris Seaman or Brian Kenyon, both from Sheffield.

Normally Castrol only support an event for three years but at the end of 1971 they announced that they were so pleased with our Championship that they were continuing in 1972. At this stage we must pay a sincere tribute to Castrol for all their help and assistance to Motor Sport at Club level of which this Championship is only one aspect.

Now, how does the Championship work ? Scoring has always been on a Class Improvement basis which through the years has evolved into a system which is accepted by the Competitors as giving fair competition.

A standard set of 17 classes are used at all rounds for scoring. In each of these classes a "Bogey Time" is established at the beginning of each season and competitors score marks based upon the number of seconds by which they beat their Class "Bogey Time".

Normally the "Bogey Time" is based upon the Class Record standing before the commencement of the season although in some cases where records have not been competitive, a mathematical reconstruction is used instead. To this Class record eight seconds are added to give the "Bogey Time" for the ensuing year.

Pat Hopkinson & Brian Kenyon (A)

Chris Seaman (B)

Competitors score marks on the basis of 0·1 mark for each 0·1 second by which they beat their Class "Bogey Time". Thus any driver who equals the record standing to his class at the beginning of the season scores 8·0 marks. In case there should be any freak low record a limit of 10 marks is imposed as the maximum which can be scored in any round.

Similarly, marks can only be claimed in seven out of the twelve rounds. This means that a competitor who gets a low score due to mechanical problems or bad weather has a chance to discard this score in favour of a better one at another round.

Competitors gain their marks in the Class Runs at each meeting. As a supplement, the ten competitors who gain the most marks in these runs get a further two "Championship Runs" at the end of the meeting to try and improve on their previous scores.

So much for the mechanics of the series, now what are the rewards ? Well, the Winner get the "Archie Frazer-Nash" Trophy for 12 months, a souvenir plaque and £100, the following nine competitors also get a plaque and cash awards of £75, £50, £40, £35, £30, £25, £20, £15 and £10. The highest placed Lady competitor also gets £20 and "Judy Andreason" Trophy to hold for a year.

Last Winter it was obvious that enthusiasm for the Championship was running high. When the entry forms went out no less than 204 competitors registered as entrants. Obviously with most rounds only providing for a maximum of around 130 places, not all these people could do a full series of rounds, but virtually every one of them has competed somewhere in the series.

Unfortunately the season got off to a poor start weatherwise. The first round was at Loton Park on Easter Monday which was not too bad, but the track was slippery and only Brian Kenyon, Chris Seaman, Pat Hopkinson and Nick Porter managed to beat their old Class Records.

A week later a really terrific entry turned up at Prescott for the first ever round at this Gloucestershire venue. Unfortunately torrential rain during the Saturday practice turned the paddock into a quagmire and gave a liberal coating of slime to the start and most of all the hill. Although the day of the event was sunny, the times were slow with Richard Shardlow top scorer in his

Continued on page 27

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CHAMPIONSHIP—continued

911S Porsche on 6·93. Brian Kenyon's 6·80 in the Sprite he shares with his fiancé Pat Hopkinson kept him in the lead in the series.

Wales played host the following weekend with another slippery track at Pontypool which dried out for the Championship runs and enabled Pat Hopkinson to beat Brian Kenyon and move into second place in the table. Richard Thwaites had made f.t.d. at all the first three rounds, but because the courses were all slippery, he had dropped into fifth place some 5 points behind the leading Kenyon.

So the "Castrol/B.A.R.C." circus came North to Harewood on 23rd April and another cold, bleak and damp day. Although the track was not very fast, Richard White, Chris Seaman and Brian Kenyon all managed to beat their Class records. At this point the top five were Kenyon, Hopkinson, Nicky Porter, Seaman and Thwaites.

Four weeks went by before the next round at Gurston Down, but did the weather relent, not a bit, another poor day saw Chris Seaman making best performance with 7·61 some 0·7 mark improvement on Kenyon but the top four remained unchanged.

Surely we were due for a warm, dry meeting with a good fast course.

Nicky Porter & Richard White (B)

Not a bit of it, Pontypool on June 18th was so wet that the Championship runs were abandoned and Brian Kenyon made top score on the day with only 5·28.

So to Harewood on June 25th for the Yorkshire Centre's "Jubilee" meeting when, amazingly, there was a dry and very fast track. Chris Seaman scored 9·55 whilst Chris Cramer, Brian Kenyon, John Houghton, Mike Hawley and George Whittingham all broke the 8 mark barrier. Unfortunately it rained before all the Top Ten drivers had

Continued on page 28

A happy scene at last year's Championship Final as Roger Willis uncorks a bottle of Moet supervised by Paddy and Mike Dixon whilst Tony Harrison looks slightly thirsty as he prepares to take P. J. Proby, the pop singer, up the hill (C)

Alex Boyle (B)

John Pascoe (B)

Richard Thwaites (A)

CHAMPIONSHIP—continued

their runs, but it did open a new era in this year's Championship as all the subsequent rounds have been run off in good conditions.

On July 2nd Loton Park saw three maximum scores of 10 from John Houghton, Ken MacMaster and Chris Seaman who moved into 2nd slot to Brian Kenyon who was holding his lead by some 2½ marks, although Chris had an advantage of just over 3 marks on the low score to be dropped.

So to Gurston on July 23rd, well for most of the "Circus", but not for poor Chris Seaman. On the Friday evening a runaway waggon had demolished the garage where his car was standing and he missed this round and felt he was out of the Series. Gurston has been re-surfaced and Chris Cramer managed a 10 with Kenyon, Houghton, Whittingham and Mrs. Carol Davies in hot pursuit. Pat Hopkinson moved into second spot in the table.

Before Loton Park on August 13th one of those things happened which typify the spirit of hillclimbing. John Houghton who was lying 7th in his Biota asked Chris Seaman if he would like to share the car for the remainder of the season. Chris accepted and showed his gratitude with a maximum of 10, an achievement shared by Tony Bancroft, Cramer, David Franklin, Hawley, Houghton, Kenyon and Pascoe. At this point Brian Kenyon led with 63·94 from Seaman on 61·66, George Whittingham on 58·08 and Pat Hopkinson and Chris Cramer with 57·06 and 57·04.

The Sheffield & Hallamshire M.C. took over the organisation at Cadwell Park and this time it was Brian Kenyon's turn for cruel luck. In practice his Sprite suffered clutch bothers then started to seize so that Brian and Pat did not get a competitive run. Chris Seaman returned another 10, a maximum shared with Bancroft, Cramer and Houghton. As a result he moved to the top of the table with 64·11 only 0·17 marks ahead of the deposed Kenyon who was out of top slot for the first time.

So we start today with the Championship terribly close. Either Chris or Brian could win and if either of them fail to improve upon their lowest scores of 7·61 and 7·98 then Houghton or Chris Cramer could take over the lead. Only 12 marks cover the top ten places in the Championship.

Chris Cramer (A)

Joe Ward (A)

Bob Prest (A)

Highest 10 Scores at each Round to date

Loton Park 3rd April 1972

Kenyon, 8·35, Seaman 8·53, Hopkinson 8·25, Porter 8·09, Whittingham 7·84, Thwaites 7·72, Griffiths 7·69, White 7·39, Hawley 7·35, MacMaster 7·13.

Prescott 9th April 1972

Shardlow 6·93, Kenyon 6·80, Porter 6·89, Meredith 6·20, White 5·79, Pascoe 5·54, Flather 5·44, Cartledge 5·42, B. Harrison 5·41, Hopkinson 4·78.

Pontypool 16th April 1972

Hopkinson 8·19, Kenyon 7·98, Seaman 7·55, Porter 7·28, Whittingham 7·20, Flather 6·79, Thwaites 6·42, Pascoe 6.36, Meredith 6·20, Cramer 5·59.

Harewood 23rd April 1972

Seaman 8·42, White 8·49, Kenyon 8·25, Hopkinson 7·87, Hayton 7·67, Cramer 7·62, Phillips 7·30, Houghton 7·14, Davey 6·60, Porter 6·57.

Gurston Down 21st May 1972

Seaman 7·61, Ward 7·20, Porter 7·14, Flather 7·08, Houghton 6·98, Kenyon 6·96, Hopkinson 6·75, Cramer 638, Jones 5·86, Hill 5·61.

Pontypool 18th June 1972

Kenyon 5·28, Porter 4·66, Meredith 4·22, White 4·20, Flather 3·90, J. Davies 3·86, Boyle 3·77 Abram 3·77, Seaman 3·63, Franklin 3·08.

Harewood 25th June 1972

Seaman 9·55, Cramer 9·53, Kenyon 9·27, Houghton 8·74, Hawley 8·71, Whittingham 8·09, Lane 7·89, Hayton 7·79, T. Harrison 7·74, Bancroft 7·60.

Loton Park 2nd July 1972

Houghton 10, MacMaster 10, Seaman 10, Kenyon 9·74, Whittingham 9·65, Hopkinson 9·32, White 9·20, Bartram 8·99, Jones 8·83, Thwaites 8·51.

Gurston Down 23rd July 1972

Cramer 10, Kenyon 9·85, Houghton 9·73, Whittingham 9·42, C. Davies 9·23, Barratt 9·12, Jones 8·44, Pascoe 8·68, E. Elton 8·53, Porter 8·52.

Loton Park 13th August 1972

Bancroft 10, Cramer 10, Franklin 10, Hawley 10, Haughton 10, Kenyon 10, Pascoe 10, Seaman 10, MacMaster 9·83, Whittingham 9·40.

Cadwell Park 27th August 1972

Bancroft 10, Cramer 10, Houghton 10, Seaman 10, Bartram 8·89, Flather 9·71, Thwaites 9·44, Shardlow 9·25, Pascoe 9·23, J. Walker 9·04.

Positions at Start of this Meeting

1.	C. G. Seaman (MG Midget/Biota Mk.1c)	(7·61)	64·11
2.	B. Kenyon (A.H. Sprite)	(7·98)	63·94
3.	J. Houghton (Biota Mk.1c)	(6·98)	62·59
4.	C. F. Cramer (Mallock U.2 11 BL)	(6·38)	61·45
5.	G. Whittingham (D.M.W. Ford)	(6·48)	58·08
6.	Miss P. Hopkinson (A.H. Sprite)	(6·81)	57·06
7.	R. White (Ford Escort RS1600)	(5·79)	56·33
8.	R. Thwaites (McLaren M10B Chev.)	(6·42)	55·67
9.	R. N. Porter (B.L. Cooper S)	(6·69)	52·99
10.	M. R. Flather (B.L. Cooper S)	(6·61)	52·62
11.	J. F. Pascoe (Ginetta G4/BL Cooper S)	(5·15)	51·20
12.	M. Bartram (Chevron/Wardford)	(4·69)	49·71
13.	J. S. Robinson (Mallock U.2 Ford)	(5·12)	48·08
14.	J. A. Bancroft (Chevron B.19 BMW)	(0·62)	46·36
15.	D. T. Franklin (Huntsman Vixen Imp)	(3·09)	44·75
16.	R. Cartledge (M.G. Midget)	(4·74)	44·54
17.	R. Jones (Mallock U.2 6/8 Ford)	(4·14)	43·85
18.	J. F. Thomson (Vauxhall Viva)	(3·91)	43·43
19.	K. MacMaster (Ginetta G17BChrysler)		42·91
20.	A. P. Boyle (Lassman Cooper S)	(5·13)	42·03
21.	J. Meredith (B.L. Cooper)	(4·22)	37·34
22.	R. S. Robinson (Mallock U.2 8 Ford)	(3·42)	36·26
23.	R. Ward (M.G. Midget)		34·56
24.	R. T. Shardlow (McLaren M10B/Porsche)		33·04
25.	J. E. Davies (B.L. Cooper S)		30·88
26.	J. Ward (Wardford Mk.4)		30·26
27.	P. Beadman (B.L. Cooper S)		29·02
28.	J. Barrett (Nova 002 Ford)		28·78
29.	M. Hawley (Brabham BT35 Ford)		28·77
30.	E. Spencer (B.L. Cooper S)		27·18
31.	D. Abram (Sunbeam Imp Sport)		26·69
32.	G. D. Harrold (Austin Healey Sprite)		25·94
33.	S. Beddow (B.L. Cooper S)		24·99
34.	Mrs. C. Davies (B.L. Cooper S)		21·86

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

35. M. Beckett (Ford Anglia T/C/Ford RS1600) 21·85

At the Jubilee Meeting in June, Mervyn Bartram took his wife to the fairground — and won her a goldfish! (C)

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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 Septemebr 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:
M. MacDowel (Brabham BT36X Repco) 39.14

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.) 39.38

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) 46.10

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:
D. H. M. Walker (Jaguar 'E' Type) 45.54

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) 0.49
(*New Record* 46.10 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 Castrol Trophy and £60.

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

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

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

For the fastest time in each class — £10.

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

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

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.

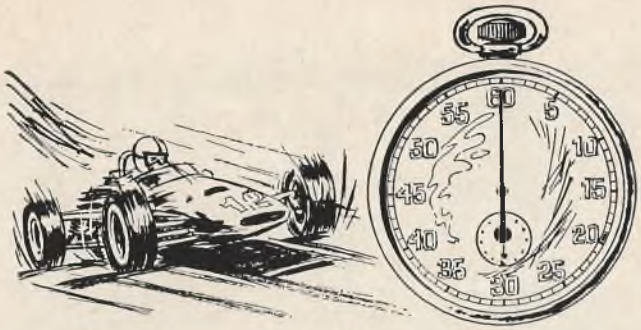
Any award winner may opt to receive a trophy or souvenir in place of cash.

PRESENTATION OF AWARDS

The four fastest time of the day awards, the eleven "Castrol/B.A.R.C. Hill Climb Championship" awards, the fastest in each class awards and the Six Annual Trophies 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 Mrs. Paddy Dixon, wife of Mr. Mike Dixon, Publicity Manager of Burmah Castrol Ltd.



HAREWOOD RECORDS

Fifty meetings have now been held at the Harewood course. Fastest times at these meetings were :-

Original Tar and Chipping surface.

16/9/62	A. Lanfranchi (Elva Mk. 6)	51.61
21/4/63	C. K. W. Schellenberg (Lister Jaguar)	49.79
9/6/63	A. G. Wood (Cooper Monaco)	51.85

Hill re-surfaced with Graded Tarmacadam.

8/9/63	P. Boshier-Jones (Lotus 22 Climax)	46.72
29/9/63	*G. Whitehead (Elva Mk. 7)	53.52
12/4/64	J. R. Walton (Walton Bristol)	49.39
24/5/64	A. E. Marsh (Marsh Special)	45.16
12/7/64	*I. C. Batty (Lotus Mk. 7)	50.75
13/9/64	P. Westbury (Ferguson P.99)	44.45
4/4/65	P. H. Meldrum (Lotus Allard Spl.)	46.02
9/5/65	P. H. Meldrum (Lotus Allard Spl.)	46.50
20/6/65	P. H. Meldrum (Lotus Allard Spl.)	44.90
18/7/65	*M. J. Smith (Mallock U 2 Ford)	49.87
12/9/65	P. H. Meldrum (Lotus Allard Spl.)	49.27
1/5/66	P. H. Meldrum (Lotus Allard Spl.)	46.20
5/6/66	P. G. Lawson (Brabham Ford)	46.76
26/6/66	P. H. Meldrum (Lotus Allard Spl.)	45.99
24/7/66	*J. A. H. Lambert (Cooper Mk. 6 T'ph)	51.75
11/9/66	P. H. Meldrum (Lotus Allard Spl.)	45.99
26/11/66	P. Westbury (Felday 5)	60.84
2/4/67	P. G. Lawson (Brabham Ford)	49.14
30/4/67	B. Eccles (Brabham Oldsmobile)	44.46
25/6/67	B. Eccles (Brabham Oldsmobile)	45.16
23/7/67	*R. G. Winder (Elva Mk. 6)	50.73
10/9/67	A. E. Marsh (Marsh Buick)	42.94
7/4/68	P. G. Lawson (B.R.M. 4 W.D.)	45.57
28/4/68	P. G. Lawson (B.R.M. 4 W.D.)	43.65
16/6/68	P. G. Lawson (B.R.M. 4 W.D.)	42.86

Hill re-surfaced with non-skid Asphalt.

21/7/68	*D. R. Jackson (Lotus 23B Ford)	48.91
15/9/68	P. G. Lawson (B.R.M. 4 W.D.)	41.43
20/4/69	D. Hepworth (Hepworth Traco F.F.)	42.11
1/6/69	D. Hepworth (Hepworth Traco F.F.)	43.20
20/7/69	*C. J. Parker (Porsche 904)	48.96
10/8/69	J. Johnstone (Brabham Buick)	42.20
14/9/69	Sir N. Williamson (McLaren M.10A)	42.08
19/4/70	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
10/9/72	†M. MacDowel (Brabham RT36X)	39.14

† 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	46.10
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
6a.	D. Clewley (M.G. T.C.)	25/7/71	50.86
6.	B. Kenyon (A.H. Sprite)	25/6/72	47.34
7.	J. W. Goodliff (Lotus Elan)	28/6/70	45.26
8.	J. A. Bancroft (T.V.R. Tuscan)	27/6/71	44.94
9.	C. G. Seaman (Biota Mk. 1 C)	10/9/72	45.54
10.	P. H. M. Walker (Jaguar 'E' Type)	10/9/72	45.54
11.	G. Whittingham (D.M.W. Ford)	25/6/72	44.49
12.	C. F. Cramer (Mallock U.2 B.L.)	10/9/72	43.07
13.	T. Smith (Daren GP7 F.V.A.)	12/9/71	42.35
14.	A. P. Harrison (McLaren M12C)	10/9/72	41.96
15a.	C. C. Myles (Cooper Mk. 9)	10/9/72	49.14
15.	P. E. Voigt (Ginetta G17 Imp)	12/9/69	43.05
16.	G. C. Rollason (Lotus 69)	10/9/72	40.90
17.	M. MacDowel (Brabham BT36X)	10/9/72	39.14

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.

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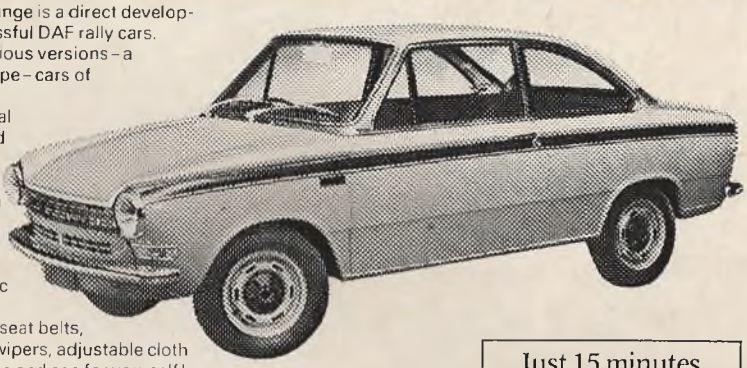

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MEMBERSHIP APPLICATION FORM (4)

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

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

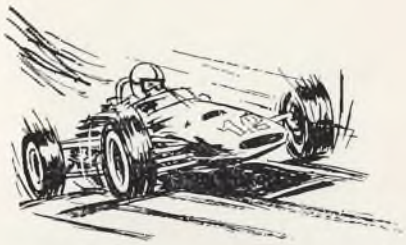
Please Note : Membership runs for 12 months from the end of the month in which election takes place.

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 Coombe, 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

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.

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