

# *Castrol* Trophy

## SPEED HILL CLIMB

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

Sunday 30th September 1973

Organised by B.A.R.C. Yorkshire Centre



HAREWOOD SPEED CLIMB  
STOCKTON FARM  
HAREWOOD AVENUE, Nr. LEEDS



OFFICIAL PROGRAMME 10p

# PUT YOUR FOOT DOWN

The more you expect from your engine, the more your engine expects from your oil.

That's why at Castrol we're constantly looking

for new and better ways of protecting your engine.

You'll find the results in Castrol GTX.

The High Performer.

**Castrol keeps the pressure up.**





A happy group after the prizegiving at last year's Castrol Final. The "Top Ten" scorers in the Championship seen here are: Pat Kenyon, Brian Kenyon, Chris Cramer, George Whittingham, Mike Flather, Chris Seaman, John Houghton, Tony Bancroft, Richard White and, only just on, Richard Thwaites.

THE YORKSHIRE CENTRE OF  
**The British Automobile Racing Club Ltd.**

WELCOME YOU TO THE

# **CASTROL TROPHY SPEEDCLIMB**

INCORPORATING :

THE FINAL ROUND OF THE CASTROL/B.A.R.C. HILL CLIMB CHAMPIONSHIP  
R.A.C. National Permit RS/9131

**Sunday, 30th September, 1973**

Commence 12-30 p.m.

**HELD AT STOCKTON FARM, HAREWOOD, LEEDS**

by kind permission of Arnold Burton, Esq.

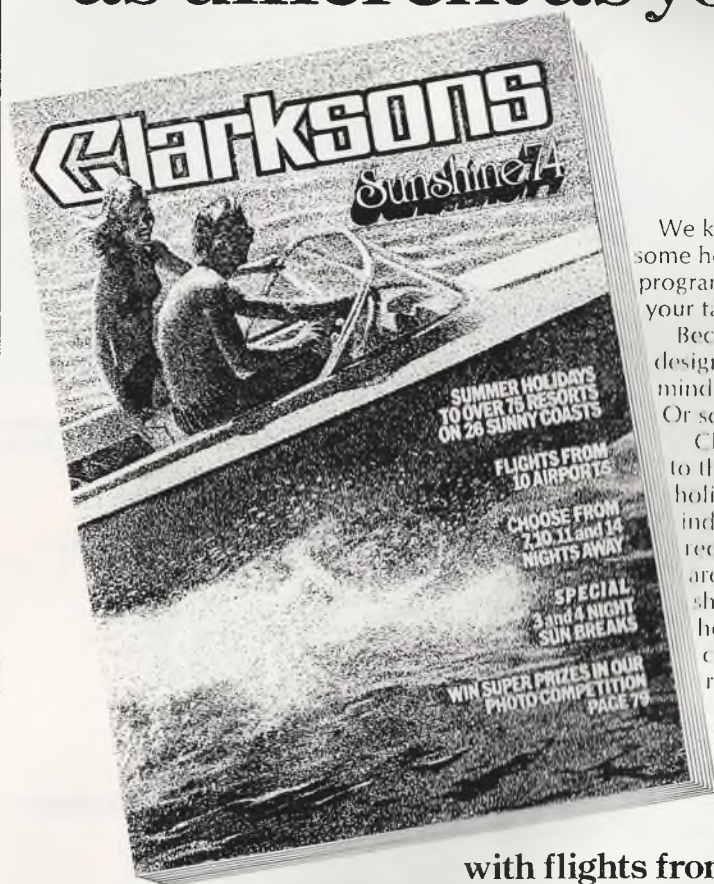
## **WARNING TO THE PUBLIC**

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.**

# Out now! The holiday book that's as different as you are



We know you'll find at least some holidays in Clarkson's new programme that are exactly to your taste.

Because the programme was designed – not only with you in mind – but with you in person. Or someone very like you.

Clarksons have been talking to thousands of their holidaymakers about individual preferences and requirements. The results are in this book – more shorter holidays, more hotels with special children's staff, more resorts from local airports.

Pick up a copy from us today.

with flights from Manchester

**Get your Free Copy from our Display Stand  
on the Hillside Car Park**

or

103 THE HEADROW  
**LEEDS**

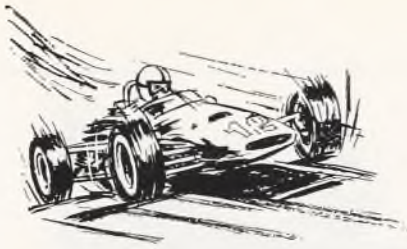
Telephone : 39124

1 DAVYGATE CENTRE  
**YORK**

Telephone : 56892

2a BULLRING  
**WAKEFIELD**

Telephone : 72175



## RAMBLINGS

Today is a rather special day for us at Harewood. It is the end of our twelfth season of Hill Climb events here at Stockton Farm, but more than that, it is the final of the Castrol/B.A.R.C. Hill Climb Championship.

What is so special about that, you may ask, well Hillclimbing is very much a sport for the actual competitor. In years gone by a limited number of people with potent racing cars did go from meeting to meeting in search of the R.A.C. Hill Climb Championship title, but mostly Hill Climb types confined their sport to a strictly local range of courses.

Being a National motor club with Regional Centres the B.A.R.C. were promoting more hill climbs than any other Club and at the end of 1967 the Centre representatives decided to promote a Hill Climb Championship within the Club. Unlike the R.A.C. Title which was for the fastest up the hill in any kind of a machine, this was to be a clubman's Championship on a handicap basis so that all kinds of cars could have a chance at the awards.

In six years this Championship has grown in size and stature until today it is Nationally recognised as



approaching the R.A.C.'s own series in status. From a support point of view, the response has been terrific. People who had never ventured away from their home courses made some tentative sorties to other hills, liked the enjoyable sport and the comradeship they found, until today, with over 200 entrants from Cornwall to the Lothians we have as enthusiastic a body of Club sportsmen as can be found anywhere.

Of course, the Championship would not have made such a spectacular rise without the support of our sponsors Burmah Castrol Ltd. who have given it their name and backing for five of its six years. At the same time, in becoming the biggest championship open to Club motor sport, the series has retained its basic appeal as a Clubman's Championship pure and simple.

To the lay spectator, the Championship is rather mathematical and not easy to understand, but as a promoter of Club spirit, a maker of strong and lasting friendships, and a provider of genuine amateur amusement, this Championship would be hard to beat. We hope you enjoy the sport today, the drivers definitely do.



Nick Porter, the incredible perpetual man of Class Two and the hirsute Alex Boyle pose in Mike Flather's celebration 'T' shirts. (Photo: Josephine Lee)

# T. F. RACING

**THE PIT STOP  
BRADFORD ROAD  
STANNINGLEY**

Telephone :  
PUDSEY 76544  
PUDSEY 72217 after hours.

Proprietors : TED GLEDHILL, FRANK GOODE

---

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

**LOTUS, ALFA-ROMEO, FORD, BRITISH LEYLAND.**

---

**DISCOUNT FOR CLUB MEMBERS.**

**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

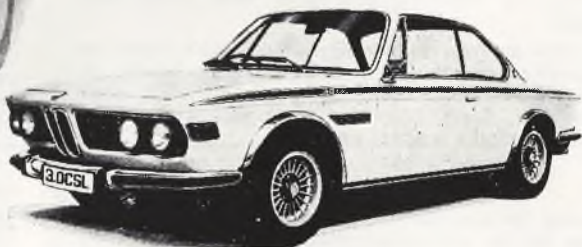
# Andrews Bros. for BMW. BMW for Powerful Beauty.



BMW 2002      BMW 2002 Tii  
BMW 2002 Cabriolet

That's what you get from Andrews Bros. The powerful range of BMW's. Opening a whole new driving experience, a world of exciting motoring BMW 2002 and 2002Tii. The big new 520 Coupe and sleek Cabriolet. All from the BMW 2 litre range. Plus the highly successful 2500 saloon. The start of the superpowerful superluxury, BMW 3 litre saloons and coupes. All available now from Andrews Bros., Bradford.

For Service we are a BMW Electronic and Programme Test Centre.



BMW Coupe Model

**andrews  
bros**



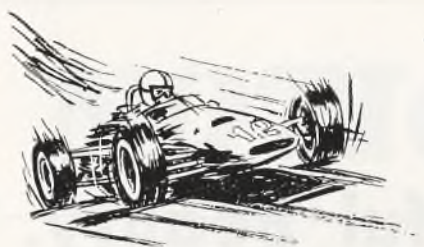
OAK LANE  
BRADFORD 9  
Tel. 48080



Please ring to make your test drive appointment — But you're invited to view and talk about the BMW range anytime.



BMW 3.0S      BMW2500



### Dicing Journalists

Harewood regulars will know that we are always on the lookout for something different to give a little entertainment to the spectators, and to find out a little more about our hill. Today however, we shall have an added attraction which is more for the edification of the contestants.

Seeing the success of the so called "Celebrity Races" which have been organised at Brands Hatch, and other circuits, this year we felt that it would be a good idea to get hold of some identical motor cars and invite the gentlemen of the press to drive these.

Fortunately through the good offices of both B.M.W. Concessionaires, and Bradford dealers Andrews Brothers, we were able to procure some B.M.W. 2002 Tii's and, as you will see, in class 18 we have a nucleus of National Motoring Journalists with some local support.

If you are one of the types who can't have too much of a good thing, watch B.B.C. "Look North" on Monday or Tuesday to see, once again, how their anchor-man, Barry Chambers fared against the mere purveyors of the written word.

### Man of the Meeting

Today we also have a special award, from B.M.W., to go to the competitor who, not winning anything else, convinces a panel of judges that he has put up the most sporting performance of the day.

## The Other Attractions

### 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 Drub Beagles display unit, and so on.

### Fairground

Messrs. Frank Lee & Sons of Drighlington have organised 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.

**BMW**  
**PURE DRIVING**  
**PLEASURE AT**  
**andrews**  
**bros**  
**Oak Lane**  
**Bradford 9**  
**Tel: 48080**



# 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/9131.

## 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 case 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 Breakdown Vehicles. The Northern Race & Rally Rescue Marshals Club, 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.

## 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.



You'll lift your bonnet  
to

**SWIRES of OTLEY LTD.**  
Official MORRIS & M.G. DEALERS  
in OTLEY



**Cross Green, Otley. Tel. 3387**

FOR  
**SOUND EQUIPMENT**

FOR ALL PURPOSES  
 LARGE OR SMALL  
 PERMANENT OR HIRE

CONSULT...  
**FAIRBANK, HARDING LTD.**

PUDSEY - YORKS. — TEL. 70020

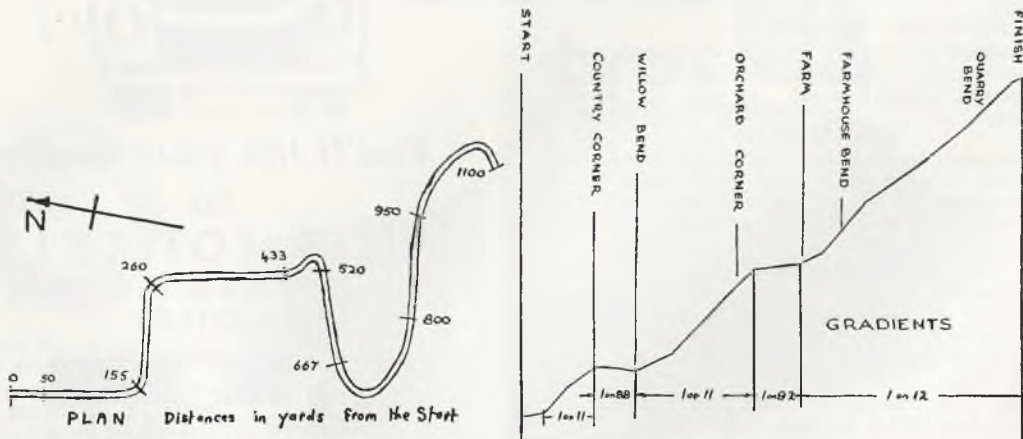
MEMBERS, ASSOCIATION OF PUBLIC ADDRESS ENGINEERS

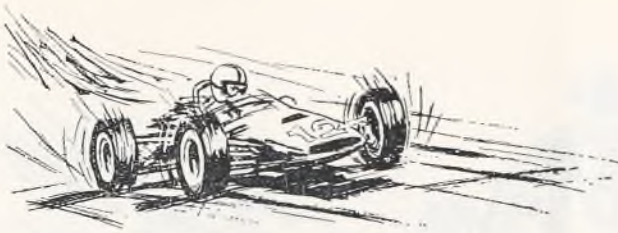
SOUND ENGINEERS FOR OVER 30 YEARS.

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

# HAREWOOD HILL CLIMB

## GRADIENT PROFILE





# OFFICIALS OF THE MEETING

## STEWARDS

Appointed by the R.A.C. .... H. W. Last  
Appointed by the B.A.R.C. .... H. C. Mason, F. H. Crosby  
H. M. Sinclair

## OFFICIALS

Clerk of the Course ..... M. S. Wilson  
Deputy Clerk of the Course ..... A. J. Hodgetts  
Chief Observer ..... J. R. Hardcastle  
Deputy Chief Observer ..... L. G. Bentley  
Chief Marshal ..... A. A. Pritchard  
Medical Officers ..... Dr. T. Dowell, Dr. A. K. Marsden,  
Dr. J. K. Armstrong  
Secretary of the Meeting ..... J. M. English  
Trouble Shooter ..... M. J. Frost  
Chief Scrutineer ..... S. H. Hanson  
Chief Timekeeper ..... D. R. Scatchard  
Chief Paddock Marshal ..... B. N. Marsden  
Deputy Paddock Marshal ..... D. K. Chippindale  
Chief Car Park & Admissions ..... D. N. Townsend  
Deputy Car Park and Admissions ..... D. J. C. Pick  
Car Park Control ..... M. H. Whaley  
Display Area Control ..... D. Easthope  
Time Recorder ..... Miss B. J. Marsden  
Results ..... Mrs. J. Frost  
Competitors Parking ..... D. B. Marsden  
Entries Secretary ..... Miss J. M. Walker  
Competitors' Signing-on ..... Miss J. S. Lee  
Chief Start Area Marshal ..... C. Hobson  
Deputy Start Area Marshal ..... B. Watson  
P.A. Commentary ..... E. Bowers-Booth, R. Boucher,  
A. D. Roddis  
Scrutineers ..... T. M. Wood, P. W. Watson, B. L. T.  
Bielby, R. D. Sutherland, D. G. Tarbet, D. F. Wood  
Scrutineers Marshals ..... G. L. Thompson, W. Hall,  
F. O. R. Kinell

## Observers :

D. A. Walker, D. Mainprize, R. W. A. North, G. D.  
Hornor, W. S. Edwards, H. S. Tinkler, P. J. C. Griffin,  
T. M. Hartley, D. Staveley, D. Spark, J. R. Wass,  
H. Boulton, D. M. Gledhill, D. M. Dalrymple.

## Start, Flag, Fire & Spectator Marshals :

P. J. Brooks, C. M. Eagle, P. Broxup, P. M. Lister,  
A. Steel, P. Telford, J. M. Broadhead, A. J. Sandford,  
Miss J. Newman, G. H. Cass, Mrs. J. E. North, J. R.  
North, J. R. Edwards, A. T. Nicholls, Mrs. A. T.  
Nicholls, P. Smith, S. Thomson, R. Cowgill, N.  
Hartley, J. P. Wood, M. Wood, D. M. Smith, R. A.  
Bateson, R. J. Beck, K. Clapperton, K. Petch, J. D. G.  
Suckling, G. Waddington, C. J. Campbell, J. R. Coupe,  
R. A. Scott, A. Henderson, N. Higgins, Mrs. J. Higgins,  
N. D. Jacques, C. D. H. Kitching, R. A. Laycock,  
P. A. Lister, M. G. Sewart, Mrs. J. Sewart, H. M.  
Patterson, R. Sagar.

J. Firth, W. R. Edwards, M. H. Thornton, J. G.  
Weatherill.

## Paddock Exit Gate :

## Paddock Marshals :

Mrs. M. G. Sewart, Mrs. J. M. Tyas.

## Paddock Scoreboard :

Miss H. R. Dixon, Miss C. Grice.

## Admission & Car Parks :

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

## Programme Sales :

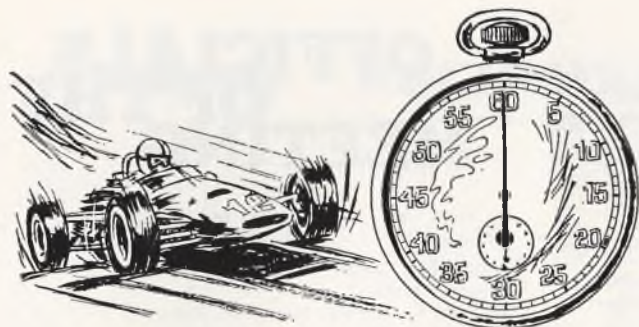
Mrs. M. Chesterman, A. Heap, Mrs. A. Heap,  
D. Hardy & Bramham Scouts.

## SERVICES

First Aid ..... St. John Ambulance Brigade (Wetherby Div.)  
Public Address ..... Fairbank Harding Ltd.  
Groundsman ..... T. Cooper  
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 ..... Appleyards of Bradford Ltd.  
Welding Service ..... The Pit Stop Ltd.  
Radiotelephone Equipment .....  
Pye Telecommunications Ltd.  
Plant Service ..... Chippindale (Engineers) Ltd.  
Display Area Concessions ..... Frank Lee

# TIMETABLE FOR TODAY

9-45 a.m. Practice commences  
11-00 a.m. Practice concludes  
12-00 noon Meeting commences — 1st Class Runs  
Classes 1, 2, 3, 4, 5, 6a, 6, 7, 8, 9, 10, 11, 12,  
13, 14, 15, 16, 17 and 18.  
2-10 p.m. Five minutes Interval  
2-15 p.m. Meeting continues — 2nd Class Runs  
Classes 1, 2, 3, 4, 5, 6a, 6, 7, 8, 9, 10, 11, 12,  
13, 14, 15, 16, 17 and 18.  
4-30 p.m. "The Championship Runs"  
5-00 p.m. Meeting concludes  
5-15 p.m. Prizegiving in Paddock by Control Bus.  
Prizes presented by Mrs. Paddy Dixon,  
wife of Mr. M. J. Dixon, Advertising  
Manager of Burmah/Castrol Ltd.



# HAREWOOD RECORDS

Fifty-seven 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
26/1/70	*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
24/9/72	†R. Thwaites (Packmail McLaren)	38.47
22/4/73	R. T. Lane (McLaren M14 DF1)	45.21
20/5/73	R. T. Lane (McLaren M14 DF1)	42.66
24/6/73	M. MacDowel (Brabham B.T.36X)	38.52
22/7/73	*A. Mountain (Leda 22 Chevrolet)	44.70
9/9/73	R. T. Lane (McLaren M14 DF1)	38.81

† Denotes Record for Course

\* Denotes Vintage and Novices Hill Climb.

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

Class

1.	M. R. Flather (B.L. Cooper)	24/6/73	48.95
2.	M. R. Flather (B.L. Cooper S)	24/9/72	47.23
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)	24/9/72	47.16
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. 1C)	24/9/72	45.06
10.	P. Bennett (Jaguar "E" Type)	24/9/72	44.56
11.	J. Hunt (Mallock U.2 11 Holbay)	9/0/73	43.53
12.	C. F. Cramer (Mallock 0.2 B.L.)	24/9/72	42.55
13.	D. G. Morris (Mallock U.2 11X PVA)	9/9/73	41.06
14.	J. A. Bancroft (Chevron B.19 BMW)	24/9/72	41.05
15a.	C. C. Myles (Cooper Mk. 9 Norton)	9/9/73	48.85
15.	P. E. Voigt (Brabham BT15 Ford)	9/9/73	41.76
16.	G. C. Rollason (Lotus 69)	10/9/72	40.90
17.	R. Thwaites (Packmail McLaren)	24/9/72	38.47

## 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 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 and 18.

SECOND RUNS: Classes 1, 2, 3, 4, 5, 6a, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 and 18.

## THE CHAMPIONSHIP" AND "TOP FIVE" RUNS

## PRESENTATION OF AWARDS

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

Bogey — 58.31

Record: M. R. Flather (B.L. Cooper S) 24/6/73 — 48.95

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.	Norman Galbraith (Entrant: L.E.C. Motors Lanark)	Chrysler Imp		998	Lanark			
14.	David Smith	B.L. Cooper		998	Leeds			
15.	David Turner	B.L. Cooper		998	York			
16.	Roy Greenwood	Rally Equipe Cooper		998	Ramsbottom			
17.	John Meredith (Entrant: Team Castrol)	B.L. Cooper		998	Leighton Buzzard			
18.	Graham Brooks (Entrant: Thomas Motors Ltd.)	Ford Escort		1100	Oswaldtwistle			
19.	Mike Flather (Entrant: Team Aldon)	Aldon Mini Cooper		998	Droitwich			

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

Bogey — 55.23

Record: M. R. Flather (B.L. Cooper S) 24/9/72 — 47.23

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
20.	Roger Brown	B.L. Cooper		1293	Burnley			
21.	Tim Wise	Ford Escort		1297	Menston			
22.	Robert Smith	B.L. Cooper S		1275	Monmouth			
23.	Keith Hardy	B.L. Cooper S		1275	Scarborough			
24.	Howard White	Rally & Speed Cooper S		1328	Leeds			
25.	Mrs. Carol Davies	B.L. Cooper S		1328	Broadway			
26.	John Davies	B.L. Cooper S		1328	Broadway			
27.	Nicky Porter	B.L. Cooper S		1328	West Auckland			

**Class 3. — TOURING CARS 1,501 c.c. and over** Bogey — 54.10  
 Record: R. White (Ford RS1600) 23/4/72 — 46.10

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
158.	Peter Ormerod	Ford Escort T/C		1608	Brighouse			
28.	Melvyn Abson	Ford Capri GT		3000	Wakefield			
29.	Victor Mills	Ford Capri Autovita		2994	Littleborough			

**Class 4. — SPECIAL SALOON CARS up to 1,000 c.c.** Bogey 54.26  
 Record: C. F. Cramer (B.L. CooperS) 14/9/69 — 46.26

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
30.	Ron Tomlinson	Rally Equipe Cooper S		985	Brandlesholme			
31.	Paul Ratcliffe	Rally Equipe Cooper S		985	Hawkshaw			
32.	Roger Batty	B.L. Mini		998	Harrogate			
33.	Alan Thompson	Wolseley Hornet		970	Edinburgh			
34.	Alan Cox	B.L. Cooper		998	Churchdown			
35.	Martin Brockhouse	Riley Elf		997	Yeadon			
36.	Peter Riley	Hillman Imp		998	Liverpool			
37.	Dave Abram	Chrysler Imp		998	Little Lever			
38.	Alex Boyle	Lassman B.L.Cooper S		984	London			
(Entrant: Team Castrol)								

**Class 5. — SPECIAL SALOON CARS 1,001 c.c. and over** Bogey — 53.18  
 Record: C. F. Cramer (B.L. Cooper S) 19/4/70 — 45.18

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
39.	Peter Davey	B.L. Cooper S		1330	Sheffield			
40.	Mike Greaves	B.L. Cooper S		1330	Dronfield			
41.	Colin Rennie-Fowler	D.A.F. 55 Alpine		1298	Pickering			
42.	David Walton	B.L. Mini Clubman		1293	Yarm			
(Entrant: R. Walton (Vehicle Body Repairs) Yarm)								
43.	Bob Bartram	Ford Escort TC		1558	Sutton Coldfield			
44.	Mike Newman	Vauxhall Viva GT		2300	Wycollar			
45.	Keith Holyoake	B.L. Motec Cooper S		1438	Brierley Hill			
46.	Norman Adams	B.L. Motec Cooper S		1438	Wolverhampton			
47.	Robin Yeomans	B.L. Cooper S		1390	Clifton-on-Teme			
48.	Richard White	Ford Escort		1598	Colne			
49.	Mike Beckett	Ford Anglia TC		1960	Sheffield			
50.	Dave Bray	Ford Yarbyspeed R/S		1990	Ringmer			
51.	Jim Thomson	Vauxhall Firenza		2500	Otley			
(Entrant: Guyson International)								

**Class 6a. — "T" TYPE M.G. 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
52.	Erik Benson	M.G. T.C.		1306	East Lothian			
53.	Chris Edwards	M.G. T.C.		1250	Barnet			
54.	Gerry Brown	M.G. T.C.		1306	Bushey Heath			
55.	Anthony Wood	M.G. T.C.		1466	Easington			

56.	Pete Cresswell	M.G. T.C.	1368	Sutton Coldfield
57.	Martin Ansell	M.G. T.C.	1250	Welwyn
58.	Nick Taylor	M.G. T.C.	1466	Sutton Coldfield
59.	Richard Green	M.G. T.C.	1350	Farnhill
60.	Alastair Naylor	M.G. T.C.	1350	Rawdon
61.	Mrs. Mary Clewley	M.G. T.C.	1500	Alcester
62.	Dave Clewley	M.G. T.C.	1500	Alcester

58.59  
53.24  
2.35

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

Record : B. Kenyon (Austin Healey Sprite) 24/9/72 — 47.16

Bogey — 55.16

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
63.	George Richards	Triumph Spitfire		1296	Woodlesford			
64.	Miss Sonia Barnes	M.G. Midget		1275	Wilpshire			
65.	Richard Hooper	M.G. Midget		1275	Bradford			
66.	Mike Gleave	Austin Healey Sprite		1275	Sheffield			
67.	Mick Merrills	Austin Healey Sprite		1275	Retford			
68.	Mrs. Pat Kenyon	Austin Healey Sprite		1275	Sheffield			
69.	Brian Kenyon	Austin Healey Sprite		1275	Sheffield			

49.83  
47.91  
1.92

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

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

Bogey — 53.26

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
70.	Richard Baldwin	Jensen Healey		1973	Keighley			
71.	Loll Ryan	Morgan Family Four		1600	York			
72.	Stuart Watts	Lotus Elan		1558	Haverfordwest			
73.	Henry Horrocks	T.V.R. Vixen		1600	Clitheroe			
74.	Dennis Liversidge	Lotus Elan		1558	Huddersfield			
75.	Ronald Craik	Lotus Elan		1558	Edinburgh			
76.	Guy Brooker	Lotus Elan		1558	Barnet			
77.	Robert Speak	Lotus Elan		1598	Blackburn			

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

Record : J. A. Bancroft (T.V.R. Tuscan) 27/6/71 — 44.94

Bogey — 52.94

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
78.	Malcolm Trehwhitt	M.G. C		2912	Bedale			
79.	Bill Holt, Jr.	Morgan Plus Eight		3528	Monmouth			

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

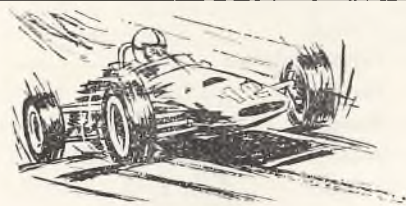
Record : C. G. Seaman (Biota Mk. 1C B.L.) 24/9/72 — 45.06

Bogey — 53.06

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
80.	Mrs. Diana MacMaster	Clan Crusader		998	Stourbridge			
81.	Des Richardson	Austin Healey Sprite		1293	Spondon			
82.	Richard Churchley	Austin Healey Sprite		1293	Solihull			
83.	Chris Seaman	M.G. Midget		1293	Dronfield			

50.54  
3.58  
44.96

Continued on page 18



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

THE FOLLOWING COMPETITORS HAVE ENTERED THE

**Class**

Car No.	Name	Car	Bogey Class	Best Time	Low Imp.	Prev. Marks	New Total		
3.	Michael MacDowel	Brabham BT36X Repco	17	46:47	—	34:31	—		
4.	Roy Lane	Manpower McClaren	17	46:47	6:52	50:70	—		
6.	Richard Thwaites	Eastern Carpets McLaren	17	46:47	5:77	51:71	—		
8.	Geoff Rollason	Lotus 69 FVA	16	48:90	—	31:22	—		
9.	Richard Shardlow	Brabham BT38 Cosworth	17	46:47	—	17:12	—		
12.	John Edmond	B.L. Cooper	1	58:31	—	19:21	—		
16.	Roy Greenwood	Rally Equipé Cooper	1	58:31	—	31:34	—		
17.	John Meredith	B.L. Cooper	1	58:31	7:12	58:17	—		
18.	Graham Brooks	Ford Escort	1	58:31	—	27:14	—		
19.	Mike Flather	Aldon Mini Cooper	1	58:31	9:70	69:66	—		
22.	Robert Smith	B.L. Cooper S	2	55:23	—	25:41	—		
25.	Mrs. Carol Davies	B.L. Cooper S	2	55:23	3:06	35:86	—		
26.	John Davies	B.L. Cooper S	2	55:23	6:26	53:60	—		
27.	Nicky Porter	B.L. Cooper S	2	55:23	6:85	54:82	—		
34.	Alan Cox	B.L. Cooper	4	54:26	4:41	39:73	—		
36.	Peter Riley	Hillman Imp	4	54:26	—	17:58	—		
37.	Dave Abram	Chrysler Imp	4	54:26	—	0:00	—		
38.	Alex Boyle	Lassman B.L. Cooper S	4	54:26	7:04	57:66	—		
42.	David Walton	B.L. Mini Clubman	5	53:18	—	0:00	—		
43.	Bob Bartram	Ford Escort TC	5	53:18	3:02	33:20	—		
45.	Keith Holyoake	B.L. Motec Cooper S	5	53:18	3:24	33:31	—		
46.	Noramn Adams	B.L. Motec Cooper S	5	53:18	5:48	49:20	—		
47.	Robin Yeomans	B.L. Cooper S	5	53:18	3:73	42:00	—		
48.	Richard White	Ford Escort	5	53:18	—	12:55	—		
49.	Mike Beckett	Ford Anglia TC	5	53:18	—	30:80	—		
50.	Dave Bray	Ford YarbyspeedR/S	5	53:18	—	39:73	—		
51.	Jim Thomson	Vauxhall Firenza	5	53:18	5:83	51:77	—		
68.	Mrs. Pat Kenyon	Austin Healey Sprite	6	55:16	49:33	5:33	0:11	39:11	44:33
69.	Bryan Kenyon	Austin Healey Sprite	6	55:16	47:91	7:25	5:31	55:70	57:64
71.	Loll Ryan	Morgan Family Four	7	53:26	—	5:56	—	—	—
74.	Dennis Liversidge	Lotus Elan	7	53:26	—	17:74	—	—	—
76.	Guy Brooker	Lotus Elan	7	53:26	—	3:80	38:14	—	—
77.	Robert Speak	Lotus Elan	7	53:26	—	7:25	62:98	—	—
79.	Bill Holt, Jr.	Morgan Plus Eight	8	52:94	—	2:04	30:64	—	—
80.	Mrs. Di MacMaster	Clan Crusader	9	53:06	—	—	14:68	—	—
82.	Richard Churchley	Austin Healey Sprite	9	53:06	—	—	15:85	—	—
83.	Chris Seaman	M.G. Midget	9	53:06	—	—	10:45	—	—
91.	John Walker	Jaguar "E" Type	10	52:56	—	—	9:21	—	—
95.	John Pascoe	Mallock U.2 8B Ford	11	52:49	—	0:11	22:12	—	—
96.	Jim Robinson	Mallock U.2 8B Ford	11	52:49	—	5:56	50:08	—	—
97.	Mervyn Bartram	Moss Tyres Special	11	52:49	—	—	11:46	—	—
98.	Joe Ward	Ward W.D.5 Ford	11	52:49	—	—	26:70	—	—
99.	George Whittingham	D.M.W. Ford	11	52:49	—	—	33:67	—	—
100.	Ian James	Mallock U.2 11 Holbay	11	52:49	—	3:58	47:38	—	—
101.	Jeremy Hunt	Mallock U.2 11 Holbay	11	52:49	—	3:44	46:11	—	—



# CLIMB CHAMPIONSHIP

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

## Runs



Car No.	Name	Car	Class	Bogey Time	Best Time	Imp.	Low Marks	Prev. Marks	New Total
103.	John Barratt	Theta 002 Ford	12	50:55			—	5:94	
105.	Terry Sims	Terrapin Mk. 5 B.L.	12	50:55			—	21:28	
107.	Robert Sunderland	Lola 212 FVA	13	50:35			4:87	53:20	
108.	Alister Douglas-Osborne	Mallock U.2 12 BDA	13	50:35			—	35:65	
109.	Bill Morris	Mallock U.2 11X FVA	13	50:35			2:10	48:30	
110.	David Morris	Mallock U.2 11X FVA	13	50:35			3:94	55:41	
111.	Richard Jones	Mallock U.2 11B BDA	13	50:35			6:16	61:84	
115.	Ian Curtis	Mallock U.2 11B B.M.W.	14	49:05			—	24:13	
116.	John Clelland	Chevron B.8 B.M.W.	14	49:05			—	18:27	
117.	Chippy Stross	Chevron B.19 FVC	14	49:05			—	23:99	
118.	Philip Scragg	Chevron B.19 B.M.W.	14	49:05			—	23:06	
120.	Geoff Deakin	Alexis 15/18 Ford	15	51:05			—	6:86	
122.	Sandy Hutcheon	Ginetta G.17 Chrysler	15	51:05			—	0:00	
123.	Bob Bingley	Titan Duckspeed Ford	15	51:05			—	0:00	
124.	Tim Collins	Vesey Ford Holbay	15	51:05			—	0:00	
126.	David Way	Brabham BT18 Holbay	15	51:05			3:50	39:08	
127.	Harvey McCaig	Vixen VB1 Chrysler	15	51:05			—	4:35	
128.	Richard Courtney	Vixen VB1 Chrysler	15	51:05			—	7:25	
130.	Andrew Squires	Brabham BT28 Cosworth	15	51:05			4:28	43:00	
131.	Paul Squires	Brabham BT28 Cosworth	15	51:05			4:76	40:23	
132.	Don Robinson	Lotus 69 Novamotor	15	51:05			4:36	41:41	
137.	David Franklin	Huntsman Vixen Imp	15	51:05			6:85	57:76	
138.	Geoff Dean	Lotus 18 Ford	16	48:90			—	0:00	
139.	Phillip Cheek	Lotus 18 Ford	16	48:90			—	0:00	
141.	Jock Gardner	Lotus 18/21	16	48:90			—	0:00	
142.	Roger Youdan	Cooper T.56 Ford	16	48:90			—	0:08	
143.	Peter Stahl	March 713M Sosworth	16	48:90			0:75	24:09	
145.	David Betts	Royale RP11 Vegatune	16	48:90			—	18:77	
146.	Peter Varley	Brabham BT21C Ford	16	48:90			—	14:00	
147.	Ken MacMaster	G.R.D. 272 Hart BDA	16	48:90			5:50	53:67	
148.	John Buck	Terrapin Mk. 1a Rover	17	46:17			—	0:00	
150.	Richard Evans	Crosslé 15F Rover	17	45:47			—	15:64	
151.	John Lambert	Leda L22 Chevrolet	17	46:47			—	4:31	
152.	Malcolm Dungforth	Saxon Hawk Special	17	46:47			—	9:65	
153.	John Cussins	Saxon Hawk Special	17	46:47			—	0:00	
154.	Tony Bancroft	McLaren M10B Chevrolet	17	46:47			—	30:48	
155.	John McCartney	B.R.M. P.153c	17	46:47			—	2:78	
156.	Chris Cramer	Grunhalle Lager Spl.	17	46:47			—	37:83	

Marks in the Championship are scored for the number of seconds, or fractions of seconds, by which a Competitor's best run beats the Bogey Time for his Class. The Bogey Time is derived by adding 8 seconds to the Class Records standing at the commencement of the season and there is a maximum of 10 points which can be gained in any one round. The best of seven scores from the thirteen qualifying rounds are counted.

**Class 10 — MODIFIED & LIMITED PRODUCTION SPORTS CARS 1,301 c.c. and over** Bogey — 52:56  
 Record : P. Bennett (Jaguar "E" Type) 24/9/72 — 44:56

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n	
84.	Brian Gilmore	Morgan Plus 4		2138	Stroud				
85.	Miss Janet Barnes	Morgan 4/4		1600	Uttoxeter	51.21			
86.	David Rutherford	Morgan 4/4		1600	Uttoxeter				
87.	John Berry	Morgan 4/4		1703	Nottingham				
88.	Tom McCallum	Jaguar XK 120		3781	Edinburgh				
89.	Mike Bonar	Lotus Elan T.C.		1650	Edinburgh				
	(Entrant: Team Castrol)								
90.	Haydn Spedding	Jaguar "E"Type		3781	Cawthorne		4:55		
91.	John Walker	Jaguar "E"Type		3781	Cawthorne				
92.	Phillip Bennett	Jaguar "E" Type		5950	Leeds	46.30			

**Class 11. — CLUBMANS SPORTS CARS up to 1,600 c.c.** Bogey — 52:49  
 Record : J. C. Hunt (Mallock U.2 11 Holbay) 9/9/73 — 43:55

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n	
93.	Bruce Whalley	Wardford Mk. 4		1600	Newcastle				
94.	Peter Whalley	Wardford Mk. 4		1600	Newcastle				
95.	John Pascoe	Mallock U.2 8B Cosworth		1594	Knowle				
	(Entrant: B.A.R.C. South Wales)								
96.	Jim Robinson	Mallock U.2 8b Ford		1595	Loughborough				
	(Entrant: Team Castrol)								
97.	Mervyn Bartram	Moss Tyres Special		1600	York				
98.	Joe Ward	Ward W.D.5 Ford		1598	Thornton Dale				
99.	George Whittingham	D.M.W. Ford		1594	Astley				
100.	Ian James	Mallock U.2 11 Holbay		1600	London				
101.	Jeremy Hunt	Mallock U.2 11 Holbay		1600	Southsea				
102.	Barry Joell	Tollbar U.2 11b Ford		1598	Sheffield				

**Class 12. — G.T. & SPORTS/RACING CARS up to 1,300 c.c.** Bogey — 50:55  
 Record : C. F. Cramer (Mallock U.2 B.L.) 24/9/72 — 42:55

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n	
103.	John Barratt	Theta 002 Ford		1300	Hazel Grove				
104.	Dennis Pegg	Lotus 11 Climax		1098	Sheffield				
105.	Terry Sims	Terrapin Mk. 5 B.L.		1293	Bushey Heath				
	(Entrant: R.A.F. M.S.A.)								
106.	Nigel Newton	Diva 10F Ford		1300	Eldwick				

**Class 13. — G.T. & SPORTS/RACING CARS 1,301 to 1,600 c.c.** Bogey — 50:35  
 Record : D. G. Morris (Mallock U.2 11X Ford) 9/9/73 — 41:06

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n	
107.	Robert Sunderland	Lola 212 FVA		1594	Oxenhope				
108.	Alister Douglas-Osborne	Mallock U.2 12 Hart BDA		1594	West Hagley				
109.	Bill Morris	Mallock U.2 11X FVA		1594	Haverfordwest				
	(Entrant: Team Castrol)								
110.	David Morris	Mallock U.2 11X FVA		1594	Haverfordwest				
	(Entrant: Team Castrol)								
111.	Richard Jones	Mallock U.2 11B Hart BDA		1600	S. Woodchester				
	(Entrant: Team Castrol)								

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

Bogey — 49-05

Record: J. A. Bancroft (Chevron B.19 B.M.W.) 24/9/72 — 41-05

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
112.	Maurice Starbuck	Chrysler Special		5916	Sheffield			
113.	George Tatham	Brabham BT17 Chev.		5343	Norton			
114.	Laurie Curtis	Mallock U.2 11B B.M.W.		1990	Bradford			
115.	Ian Curtis	Mallock U.2 11b B.M.W.		1990	Queensbury			
116.	John Cleland	Chevron B.8 B.M.W.		1990	Lanark			
(Entrant: Cleland Car Transporters)								
117.	Chippy Stross	Chevron B.19 FVC		1930	Leeds			
118.	Philip Scragg	Chevron B.19 B.M.W.		2985	Macclesfield			

**Class 15. — RACING CARS up to 1,100 c.c.**

Bogey — 51-05

Record: P. E. Voigt (Brabham BT15 Ford) 9/9/73 — 41-76

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
119.	Alan Nye	Cooper Mk. 4 Vincent		998	Stock			
120.	Geoff Deakin	Alexis 15/18 Ford		1098	Kirkswald			
121.	Mrs. Jane Beardsley	Mallock U.2 3FJ Ford		998	Ashover			
122.	Sandy Hutcheon	Ginetta G.17 Chrysler		998	Cheltenham			
123.	Bob Bingley	Titan Duckspeed Ford		1100	Sheffield			
(Entrant: Team Castrol)								
124.	Tim Collins	Vesey Ford Holbay		997	Solihull			
125.	Alan Panton	Vixen VB1 Chrysler		998	Scarborough			
126.	David Way	Brabham BT18 Holbay		998	Melksham			
127.	Harvey McCaig	Vixen VB1 Chrysler		998	Linwood			
128.	Richard Courtney	Vixen VB1 Chrysler		998	Paisley			
129.	Douglas Thomson	Ecosse Imp Chrysler		998	Edinburgh			
(Entrant: Thistle Metalics)								
130.	Andrew Squires	Brabham BT28 Cosworth		1000	Northampton			
131.	Paul Squires	Brabham BT28 Cosworth		1000	Northampton			
132.	Don Robinson	Lotus 69 Novamotor		999	Ellesmere Port			
133.	Ian Beardsley	Brabham BT15/18 Ford		1098	Ashover			
134.	John Crowson	Whitbread Terrapin B.L.		1096	Leeds			
135.	David Fyfe	Pink Mouse Ginetta G17 Imp		1069	Edinburgh			
136.	Alex Brown	Pink Mouse Ginetta G17 Imp		1069	Edinburgh			
137.	David Franklin	Huntsman Vixen Imp		998	Bristol			

**Class 16. — RACING CARS 1,101 to 1,600 c.c.**

Bogey — 48-90

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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
157.	David Hamer	L.B. Vauxhall		1600	Brighouse			
138.	Geoff Dean	Lotus 18 Ford		1500	Sutton Courtenay			
139.	Phillip Cheek	Lotus 18 Ford		1500	Sutton Courtenay			
140.	Tom Tannant	Lotus 20 Ford		1558	Wakefield			
141.	Jock Gardner	Lotus 18/21 Ford		1558	Denmead			
142.	Roger Youdan	Cooper T.56 Ford		1600	Solihull			
143.	Peter Stahl	March 713M Cosworth		1594	Solihull			
144.	Tony Lambert	Brabham BT30 Ford		1594	Ascot			
145.	David Betts	Royal RP11 Vegantune		1598	Huddersfield			
146.	Peter Varley	Brabham BT21C Ford		1594	Low Moor			
147.	Ken MacMaster	G.R.D. 272 Hart BDA		1594	Stourbridge			
10.	Geoff Rollason	Lotus 69 FVA		1594	Craven Arms			

Class 17. — RACING CARS 1,601 c.c. and over  
 Record : R. Thwaites (Packmail McLaren) 24/9/72 — 38.47

Bogey — 46.47

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
148.	John Buck	Terrapin Mk.1a Rover	.....	3528	Ossett	.....	.....	.....
149.	Alan Padgett	Brabham BT38 Ford BDA	.....	1850	Pocklington	.....	.....	.....
150.	Richard Evans (Entrant : Team Castrol)	Crosslé 15F Rover	.....	5000	Haverfordwest	.....	.....	.....
151.	John Lambert	Leda L.22 Chevrolet	.....	5000	York	.....	.....	.....
152.	Malcolm Dungworth	Saxon Hawk Special	.....	5000	Bamford	.....	.....	.....
153.	John Cussins	Saxon Hawk Special	.....	5000	London	.....	.....	.....
154.	Tony Bancroft (Entrant : Pennine Motor Group)	McLaren M10B Chevrolet	.....	5000	Oxenhope	.....	.....	.....
9.	Richard Shardlow	Brabham BT38 Cosworth	.....	1800	Baslow	.....	.....	.....
155.	John McCartney	B.R.M. P.153c	.....	2999	Horwich	.....	.....	.....
8.	Peter Voigt	B.R.M. P.153c	.....	2999	Haywards Heath	.....	.....	.....
156.	Chris Cramer	Grunhalle Lager Special	.....	1974	Stroud	.....	.....	.....
6.	Richard Thwaites	Eastern Carpets McLaren	.....	5800	Dewsbury	.....	.....	.....
4.	Roy Lane	Manpower McLaren	.....	5700	Warwick	.....	.....	.....
5.	Michael MacDowel	Brabham BT36X Repco ED	.....	5000	Godalming	.....	.....	.....

Class 18. — SPECIAL INVITATION CLASS FOR JOURNALISTS

Driver's Town	1st Run	2nd Run	Pos'n	Car	s/c	c.c.	Car No.	Driver
J1. Christopher Goffey "Autocar"	.....	.....	.....	B.M.W. 2002 Tii	.....	1991	London	.....
J2. Ian Gretton "Yorkshire Post"	.....	.....	.....	B.M.W. 2002 Tii	.....	1991	Leeds	.....
J3. Ian Wagstaff "Autosport"	.....	.....	.....	B.M.W. 2002 Tii	.....	1991	Enfield	.....
J4. Robert Whale "Birmingham Post"	.....	.....	.....	B.M.W. 2002 Tii	.....	1991	Solihull	.....
J5. Gordon Bruce "Motor"	.....	.....	.....	B.M.W. 2002 Tii	.....	1991	Brighton	.....
J6. Steve Cook "Telegraph & Argus"	.....	.....	.....	B.M.W. 2002 Tii	.....	1991	Bradford	.....
J7. Robin Boucher "Motoring News"	.....	.....	.....	B.M.W. 2002 Tii	.....	1991	Portishead	.....
J8. Barry Chambers B.B.C. Television	.....	.....	.....	B.M.W. 2002 Tii	.....	1991	Leeds	.....
J9. Ian Phillips "Motor Sport"	.....	.....	.....	B.M.W. 2002 Tii	.....	1991	London	.....
J10. Fred Game "Cars & Car Conversions"	.....	.....	.....	B.M.W. 2002 Tii	.....	1991	London	.....
J11. John Atkins "Team Castrol News"	.....	.....	.....	B.M.W. 2002 Tii	.....	1991	Swindon	.....

**Castrol keeps the pressure up**

## 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.	.....	.....	.....	.....	.....	.....

## THE "TOP FIVE" RUN OFF

F.T.D. Pos'n after class runs	No.	Name	1st Runs	2nd Runs	Position
5.	.....	.....	.....	.....	.....
4.	.....	.....	.....	.....	.....
3.	.....	.....	.....	.....	.....
2.	.....	.....	.....	.....	.....
1.	.....	.....	.....	.....	.....

All entrants in the Castrol/B.A.R.C. Hill Climb Championship are automatically eligible to qualify for the Castrol/B.A.R.C. Fastest Time of the Day Awards. At the end of the two Class Runs the five Championship Entrants who have recorded the five fastest times are given two additional "Top Five" Runs. Points for the Castrol/B.A.R.C. Fastest Time of the Day Awards are scored on the basis of 5, 4, 3, 2 & 1 for fastest down to fifth fastest times on these "Top Five" Runs. In addition any competitor who beats the course record standing at the commencement of the meeting is awarded an additional bonus point. Scores from the best seven performances out of a total of thirteen qualifying rounds can count for the Awards.



# Awards

The following six awards will be presented at the end of this meeting based upon times established at meetings on 22nd April, 20th May, 24th June, 22nd July, 9th September and 30th 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) ..... 38.52

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:*

R. Thwaites (Eastern Carpets McLaren) ..... 39.54

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:*

R. Speak (Lotus Elan) ..... 46.01

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. N. Porter (B.L. Cooper S) ..... 48.25

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:*

N. W. Pow (Jaguar "E" Type) ..... 46.17

To the competitor making the greatest improvement over the class records which were standing before April 22nd 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. M. R. Flather (B.L. Cooper S) ..... 47.23

Class 3. R. White (Ford Escort RS.1600) ..... 46.10

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. M. R. Flather (B.L. Cooper) ..... 1.36  
(New Record 48.95 24/6/73)

Class 2..... No Improvement

Class 3..... No Improvement

Class 4..... No Improvement

Class 5..... No Improvement

Thus the present leader in this competition is M. R. Flather with his B.L. Cooper.

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 ..... £5  
(subject to 7 entries in class)

For the third fastest time in each class ..... £3  
(subject to 12 entries in class)

In any Class with 17 or more entries there will be four awards — £15, £10, £5, and £3.

Where a Class is run without merging with three or less entries the First Class Award will be reduced to £5.

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 championship awards, the annual trophies, the four fastest time of the day awards, the Ladies award 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 "Top Five" 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 Mr. Mike Dixon, Advertising Manager of Burmah/Castrol Ltd.



Mike Flather — Castrol/B.A.R.C. Hill Climb Champion 1973 (D)

<b>Castrol</b>	<b>B.A.R.C</b>
<b>Hill-climb</b>	<b>championship</b>

Photography by Josephine Lee (A) John English (B)  
Bob Soper (C) and Haydn Speddon (D)

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 nowadays more hill climb events are organised by the Club than by any other organisation.

Directly after the War in 1947 the R.A.C. introduced 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 to date.

The venues remained the same for 1970, but in 1971 the Championship spread its wings when events which were organised by Clubs outside

Continued on page 24



Bob Speak — 2nd (A)



John Meredith — 4th (A)



David Franklin — 6th (A)

**CHAMPIONSHIP—continued**

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

Sadly 1972 also saw the demise of one of the most popular hills in the series, and scene of the final round of the Championship — Scarborough. The drivers liked the hill, we liked

the hill. Scarborough Corporation wanted us to go back again, but the R.A.C. with the Grand Prix Drivers' Association ringing in their ears felt that they could not issue a track licence unless a fantastic amount of Armco barrier was installed. This was not possible for three reasons, first Olivers Mount is primarily a public recreation area, secondly it is a motor cycle racing circuit — and motor cyclists hate Armco, lastly 1,400 yards of double Armco would be fantastically expensive and even if the first two objections could have been cleared, we could never have afforded it with only one meeting a year and most of the public getting in without paying anything at all.

Reluctantly then we said farewell to Olivers Mount as a Hill Climb

and moved the final round here to Harewood, a move which remains this year.

Normally it has been the practice for Castrol only to continue to support an event for three years, but at the end of 1971 they announced that they were so pleased with the Championship that their sponsorship would continue for 1972. Having broken with precedent they then confirmed their actions by increasing support yet again for 1973. At this stage it is only fitting that we pay a sincere tribute to Castrol for all their support of Motor Sport at Club level. This Championship is only one of the many different aspects of both two and four wheeled motor sport where Castrol "oil the wheels".



Brian Kenyon — 7th (A)



David Morris — 8th (A)



Ken MacMaster — 10th (A)





Robert Sunderland — 12th (A)



Jim Thomson — 13th (A)



Don Robinson — 25th (A)

Victor in the first Championship in 1968 was Jeff Goodliff of Littleborough with a very hot Mini. The following year Jeff produced the fantastic Mini-Sprint G.T. and repeated the dose whilst in 1970 he achieved a hat-trick with a very trim Lotus Elan. In 1971 Jim Thomson of Otley, Managing Director of Guyson Industrial Services got together with Bill Blydenstein and produced a highly potent Vauxhall Viva which took the Championship Crown. Last year the battle for the top was fantastically close with Chris Seaman and Brian Kenyon, friendly rivals from Sheffield slugging it out for the top position. In August, disaster overtook Chris when a runaway lorry loaded with bricks demolished

a garage, and Chris's car which was standing inside. Chris was fortunate that driver/constructor John Houghton offered to share his Biota with Chris for the remainder of the season. With one round lost to Brian Kenyon it looked as if Chris's new drive had come too late when disaster overtook Brian as well. At Cadwell Park his clutch disintegrated so the two came to the Harewood final on level terms.

Chris made the Championship safe with a storming run and a new class record and became the 1972 Champion. For 1973 he decided to re-build the wrecked Midget, a task which took much longer than he expected so today sees his third appearance in a Championship

round — in the final event of the series.

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".

Continued on page 26

## THE THREE TOP "F.T.D. AWARDS" CONTENDERS



Richard Thwaites (A)



Mike MacDowel (A)



Roy Lane (A)



1972 Champion — Chris Seaman (B)



Peter Voigt (A)



John Pascoe (B)

**CHAMPIONSHIP—continued**

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.

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 thirteen 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.

One criticism which could have been levelled at the Championship in the past was that, because of the ultra-competitive records in the faster racing car classes, the chances of a big single-seater car winning the series were slight.

For 1973 there has been an innovation which takes care of this possible objection, and at the same time, does much to provide an exciting climax to each meeting. All competitors who run in the Castrol/B.A.R.C. Hill Climb Championship are now eligible for a second competition — "The Castrol/B.A.R.C. F.T.D. Awards". This is a subsidiary set of awards determined by the fastest performances at each meeting irrespective of class or type of car. At the end of each round the five competitors who have recorded the five fastest times in the Class Runs are given two additional runs. Points are awarded on the basis of positions in these runs with 5 to the fastest down to 1 for the fifth fastest. In addition any of the competitors who break the course record standing at the commencement of the meeting



George Whittingham (A)



Alister Douglas-Osborne (A)



Chris Cramer (B)



**John McCartney (A)**

during these "Top Five" runs are given an extra "Bonus Mark". Like the main Championship marks can be claimed only on the best seven of the thirteen rounds.

Today is the final round of the thirteen which make up the 1973 series. The full programme was :-

- Apr 3 Loton Park
- Apr 8 Prescott
- Apr 22 Harewood
- Apr 29 Pontypool
- May 20 Gurston Down
- Jun 17 Pontypool
- Jun 24 Harewood
- July 1 Scammonden
- July 22 Gurston Down
- Aug 12 Loton Park
- Aug 26 Cadwell Park
- Sep 16 Pontypool
- Sep 30 Harewood

So much for the mechanics of the Championship. Now what are the actual rewards? Well, the winner of the "Castrol/B.A.R.C." gets the



**Richard Shardlow (A)**



**Graham Brooks (A)**

"Archie Frazer-Nash Trophy" for 12 months and £150 in cash. The following nine finishers all get a souvenir plaque and cash awards of £100, £75, £50, £40, £35, £30, £25, £20, £15 & £10 with the "Judy Andreason Trophy" and £20 to the best lady competitor.

In the "F.T.D. Awards" section the winner gets "The Castrol Trophy" and £100 cash. The second, third and fourth men get souvenir plaques and cash awards of £75, £50, and £25. In addition there is a special £10 award at each of the thirteen rounds for the Team Castrol member who scores the greatest number of points in the "Castrol/B.A.R.C." marking.

The 1972 Championship got under way at Loton Park with a bright, dry day and no less than eight people breaking their class records. Bob Speak with his Lotus Elan proved what many folk had sus-



**Alex Brown (A)**



**Tony Bancroft (A)**

pected for a long time, that Jeff Goodliff's 1970 Championship winning records in Class seven were overdue for attack by scoring 11-07. In similar vein Mike Flather, who only managed one run because of bent push rods, served notice that Class One was also overdue for attack. Sadly, rain set in as the day went on and the first "Top Five" run-off of the new F.T.D. Awards proved slower than the class times without fireworks.

Prescott a week later was also damp, but in this case all the time, although not as sticky as it had been in 1972. Flather and Speak kept up their strong challenge with new records, as did Brian Kenyon who was showing that his second place in 1972 was no 20/50 fluke. In the f.t.d. awards Nick Williamson made best performance albeit well out of reach of the hill record.

Continued on page 28



**Geoff Rollason (A)**



**Bob Prest (A)**

**CHAMPIONSHIP—continued**

Harewood on Easter Sunday reversed the pattern by starting dull and sticky and getting just a little better as the day wore on. Once again it was a Flather/Speak benefit although only the flying Flather managed to better his Class record.

A week later and Pontypool, and this time it did stay dry all day, but the conditions were not perfect, a verdict which could also apply to Gurston Down in May. At this stage in the Championship it had emerged that Mike Flather was definitely the man to beat, not that many people had a hope. Second man John Meredith was also in Class one but his five, round score, was  $13\frac{1}{2}$  marks lower than the Flather total. Bob Speak and Jim Thomson had missed rounds, but were well in contention on average. Even so the signs were that it was second place which was going to be in dispute by the end of the year.



**Joe Ward (A)**

In the f.t.d. awards Richard Thwaites and Roy Lane were neck and neck pulling away from third man Mike MacDowel with Chris Cramer providing the next strongest challenge.

Pontypool was also the scene for the Morris Bros. to launch their attack on the Championship. David indeed managed to snatch outright f.t.d. at the meeting from Peter Boshier-Jones on the class runs.

Harewood in June saw Flather, Meredith and Don Robinson completing seven scoring rounds with Mike's lead now up to  $17\frac{3}{4}$  marks. Once again the whole series looked fated with a wet day for practice and a sticky course for the start of the meeting. At this stage David Franklin from Bristol with the indecently fast Huntsman Vien Imp had moved into third spot with 1971 Champion Jim Thomson in hot pursuit.



**Philip Scragg (B)**

At last with Round 8 on the new hill at Scammonden on July 1st the weather repented and under a scorching sun the Championship "Circus" made hay of the course records. By this time some of the later starters in the series were beginning to climb up the table. In particular Richard Jones was with his twin-cam U.2 and had come right up to 7th which with similar spirited drives at Gurston and Loton shot him right up to 4th by mid-August.

Cadwell Park completed a series of four gloriously dry meetings. Unfortunately the penultimate round at Pontypool was wet again and most people did not improve their lowest scores. This brings us up to today when as you will see from the tables opposite, the battle for places 2—10 is well joined, but Mike Flather is the Champion.



**Mervyn Bartram (A)**



**Chippy Stross (A)**



**Peter Varley (B)**

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

**Positions at the Start of this Meeting**

1.	M. R. Flather (B.L. Cooper)	(7)	69-66
2.	R. Speak (Lotus Elan)	(7)	62-98
3.	R. Jones (Mallock U.2 11B Ford TC)	(7)	61-84
4.	J. Meredith (B.L. Cooper)	(7)	58-17
5.	D. T. Franklin (Huntsman Vixen Imp)	(7)	57-76
6.	A. P. Boyle (Lassman B.L. Cooper S)	(7)	57-66
7.	B. Kenyon (Austin Healey Sprite)	(7)	55-70
8.	D. T. Morris (Mallock U.2 11X FVA)	(7)	55-41
9.	R. N. Porter (B.L. Cooper S)	(7)	54-82
10.	K. MacMaster (G.R.D. 272 Hart BDA)	(7)	53-67
11.	J. E. Davies (B.L. Cooper S)	(7)	53-60
12.	R. Sunderland (Lola 212 FVA)	(7)	53-20
13.	J. F. Thomson (Vauxhall Firenza)	(7)	51-77
14.	R. Thwaites (Eastern Carpets McLaren)	(7)	51-71
15.	R. T. Lane (Manpower McLaren)	(7)	50-70
16.	J. S. Robinson (Mallock U.2 8B Ford)	(7)	50-08
17.	N. W. Adams (B.L. Cooper S)	(7)	49-20
18.	W. G. Morris (Mallock U.2 11X FVA)	(7)	48-30
19.	I. F. James (Mallock U.2 11 Ford)	(7)	47-38
20.	N. W. Pow (Jaguar "E" Type)	(7)	46-69
21.	J. C. Hunt (Mallock U.2 11 Ford)	(7)	46-11
22.	D. T. Hardman (Marque B.L. Clubman)	(7)	43-96
23.	A. Squires (Brabham BT28 Cosworth)	(7)	43-00
24.	R. Yeomans (B.L. Cooper S)	(7)	42-00
25.	D. C. Robinson (Lotus 69 Novamotor)	(7)	41-41
26.	P. Squires (Brabham BT28 Cosworth)	(7)	40-25
27.	S. Madge (Mallock U.2 6/8 Ford)	(7)	39-99
28.	D. N. Bray (Yarbspeed Ford Escort RS)	(6)	39-73
29.	A. Cox (B.L. Cooper)	(7)	39-73
30.	Mrs. P. Kenyon (Austin Healey Sprite)	(7)	39-11
31.	D. H. Way (Brabham BT18 Holbay)	(7)	39-08
32.	G. G. Brooker (Lotus Elan)	(7)	38-14
33.	C. F. Cramer (Grunhalla Lager Special)	(6)	37-83
34.	Mrs. C. Davies (B.L. Cooper S)	(7)	35-86
35.	R. B. Ward (Austin Healey Sprite)	(6)	35-73
36.	A. Douglas-Osborne (Mallock U.2 Ford)	(5)	35-63
37.	M. MacDowel (B'ham BT36X Repco ED)	(6)	34-31
38.	G. Whittingham (D.M.W. Ford)	(4)	33-67
39.	K. Holyoake (B.L. Cooper S)	(7)	33-31
40.	R. W. Bartram (Ford Escirt TC)	(7)	33-20
41.	R. D. Greenwood (Rally Equipe Cooper)	(5)	31-34
42.	G. G. Rollason (Lotus 69 FVA)	(6)	31-22
43.	M. Beckett (Ford Anglia TC)	(5)	30-80
44.	W. Holt, Jnr. (Morgan Plus 8)	(7)	30-64
45.	J. A. Bancroft (Pennine McLaren M10)	(5)	30-48
46.	G. L. Brooks (Ford Escort)	(3)	27-14
47.	J. Ward (Ward W.D.5 Ford)	(5)	26-70
48.	D. N. Chaney (Marque B.L. Clubman)	(5)	25-86
49.	R. Smith (B.L. Cooper S)	(6)	25-41
50.	I. F. Curtis (Mallock U.2 8X Ford)	(4)	24-13
51.	P. Stahl (March 713 Cosworth)	(7)	24-09
52.	L. S. Stross (Chevron B.8 FVC)	(6)	23-99
53.	J. D. Frampton (Terrapin Mk. 1F B.L.)	(5)	23-30
54.	E. P. Scragg (Chevron B.19 B.M.W.)	(5)	23-06
55.	C. Rogers (B.L. Cooper S)	(4)	23-01
56.	B. Wilson (Mallock U.2 6 Ford)	(4)	22-48
57.	R. J. Prest (Dulon LD4 Cosworth)	(4)	22-26
58.	J. F. Pascoe (Mini/U.2/etc.)	(7)	22-12
59.	B. Moyle (Mallock U.2 5/6 Ford)	(3)	21-39
60.	T. R. Sims (Terrapin Mk. 5 S/R B.L.)	(5)	21-28
61.	T. J. King (Horncastle Morris/Ford)	(5)	21-11
62.	D. Weyman (B.L. Mini)	(4)	19-51
63.	A. C. Brown (A.C. Cobra)	(3)	19-24
64.	J. M. Edmond (B.L. Cooper)	(3)	19-21
65.	J. E. Bury (M.G. Midget)	(3)	18-91

(Figure in brackets is number of events in which points scored)

**CASTROL/B.A.R.C. F.T.D. AWARD SERIES**

**Positions at the Start of this Meeting**

1.	R. Thwaites (Eastern Carpets McLaren)	(7)	35
2.	R. T. Lane (Manpower McLaren)	(7)	32
3.	M. MacDowel (B'ham BT36X Repco ED)	(5)	20
4.	Chris Cramer (Grunhalla Lager Special)	(6)	14
5.	Tony Bancroft (Pennine McLaren)	(4)	13
6.	Ken MacMaster (G.R.D. 272 Hart BDA)	(3)	8
7.	Richard Jones (Mallock U.2 11B Twin Cam)	(3)	7
8.	Geoff Rollason (Lotus 69 FVA)	(3)	6
9.	Peter Boshier-Jones (B'ham BT21 Buick)	(1)	5
	Sir Nick Williamson (Merlyn 212 DFV)	(1)	5
11.	Malcolm Dungworth (Saxon Hawk Spl.)	(1)	4
	Tony Griffiths (Brabham F1 Ford DFV)	(1)	4
13.	David Franklin (Huntsman Vixen Imp)	(2)	4
	David Morris (Mallock U.2 11X FVA)	(2)	4
	Richard Shardlow (B'ham BT38 Cosworth)	(2)	4
16.	Peter Varley (Brabham BT1C Ford)	(1)	3

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

**Highest 10 Scores at each Round to Date**

**1. Loton Park 1/4/73**

Speak 11-01, Flather 10-52, Thomson 9-40, Porter 8-82, MacMaster 8-42, Hardman 7-93, Kenyon 7-86, Adams 7-78, Pow 7-74, Meredith 7-64.

**2. Prescott 8/4/73**

Flather 9-55, Speak 8-98, Kenyon 8-68, Meredith 6-82, Porter 6-82, Brooker 6-18, P. Kenyon 5-74, A. D. Osborne 4-97, Rollason 4-85, Hardman 4-68.

**3. Harewood 22/4/73**

Flather 9-23, Speak 7-25, Thomson 7-15, Porter 6-98, Davies 6-77, Kenyon 6-59, Lane 6-26, Boyle 6-22, J. Robinson 5-64, Greenwood 5-44.

**4. Pontypool 30/4/73**

Flather 10-23, Meredith 8-83, A. D. Osborne 8-73, Thwaites 7-81, Boyl 7-71, Speak 7-70, Morris 7-67, Franklin 7-28, Rollason 7-22, James 6-97.

**5. Gurston 20/5/73**

Flather 10-12, Madge 7-49, Meredith 7-12, Boyle 7-04, Franklin 6-83, James 6-69, Adams 6-35, Brown 6-29, Elton 5-77, MacDowel 5-71.

**6. Pontypool 17/6/73**

Flather 9-70, Morris 9-01, James 8-92, Alexander 8-26, Franklyn 8-20, Ward 7-96, Boyle 7-81, Rollason 7-67, Porter 7-39, Davies 7-23.

**7. Harewood 24/6/73**

Flather 9-36, Evans 8-79, Franklin 8-47, Brooks 7-89, MacDowel 7-75, Whittingham 7-67, Boyle 7-34, Courtney 7-25, Greenwood 6-96, Edmond 6-88.

**8. Scammonden 1/7/73**

Stross 10-55, Bray 10-37, Adams 10-31, Franklin 10-07, Speak 10-06, Kenyon 9-95, Holyoake 9-75, Sunderland 9-48, Brooks 9-44, Boyle 9-39.

**9. Gurston 22/7/73**

Jones 10-26, Flather 9-96, D. Morris 9-36, Speak 9-05, James 9-00, Brown 8-79, Whittingham 8-33, B. Morris 7-58, Thwaites 7-41, Hunt 7-40.

**10. Loton Park 12/8/73**

Speak 13-36, Jones 12-37, Flather 11-85, Hunt 10-84, D. Morris, 10-80, Douglas-Osborne 10-65, Whittingham 10-51, Boyle 10-44, Brooks 9-81, Davies 9-63.

**11. Cadwell Park 26/8/73**

D. Morris 12-84, B. Morris 11-83, Flather 11-33, Sunderland 10-86, B. Kenyon 10-39, MacMaster 10-07, P. Kenyon 8-99, Thomson 8-60, Bray 8-49, James 8-44.

**12. Pontypool 16/9/73**

Meredith 7-25, B. Morris 6-35, Boyle 6-21, Hunt 6-18, Cox 6-06, Franklin 5-95, P. Kenyon 5-89, MacDowel 5-84, Sims 5-80, Thwaites 5-57.

# MEMBERSHIP APPLICATION FORM (6)

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"**

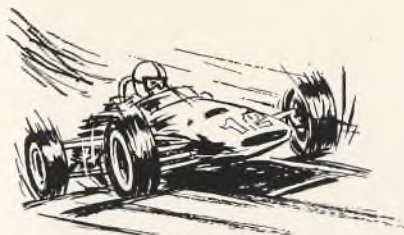
Please Note : Membership runs for 12 months from the end of the month in which election takes place.

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 Coombe, Mallory Park, Snetterton, 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 Speedclimb at Harewood is typical of the events promoted by the Yorkshire Centre and its realisation and success is proof of the keen spirit which exists within the Club. The meeting to day 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 "R.A.C. British Hill Climb Championship" whilst the B.A.R.C. has its own Hill Climb Championship sponsored by Castrol which in 1973 drew over 200 entries. The "Castrol/B.A.R.C." Championship has rounds at Loton Park, Prescott, Cadwell Park and Scammonden 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.

## 1974 HAREWOOD HILLCLIMB DATES

- 14 Apr. Andrews Bros./B.M.W. Spring National Hill Climb.
- 19 May Members' Practice Day.
- 2 June Shell Vintage & Novices' Hill Climb.
- 7 July Shell National R.A.C. Championship Speedclimb.
- 4 Aug. Shell Members Speedclimb.
- 18 Aug. Charity Soap Box Derby.
- 29 Sept. "Castrol Trophy" National Speedclimb.

## 1974 CROFT RACE MEETING DATES

- 24 Mar. Opening Race Meeting.
- 27 May Spring Bank Holiday Race Meeting.
- 11 Aug. Midsummer Race Meeting.
- 8 Sept. End of Season Race Meeting.

## REMAINING 1973 EVENTS

- 6 Oct. "Greenwood Cup" Production Trial.
- 1 Dec. Annual Dinner Dance.

---

# ★ DEWS ★

## GARAGES LIMITED

### VAUXHALL - BEDFORD

## MAIN DEALERS

### SPECIALISTS IN :

- HIGH PERFORMANCE ROAD ENGINES.
- SUPERCHARGED
- VAUXHALL RACING ENGINES.
- RACE PREPARED VAUXHALL ENGINES.

EUROSERVICE LUBRICATION  
BODY AND PAINT REPAIRS

HIGH QUALITY USED CARS  
Ask about our 12 months Warranty

**Northgate - Halifax**

TELEPHONE 62851 (PBX)

***Castrol***

**B·A·R·C**

**Hill-climb**

**championship**

