

SHELL SPEED CLIMB



Stockton Farm
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HAREWOOD HILL CLIMB

**INCORPORATING THE
R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP**

9 SEPTEMBER 1973

OFFICIAL PROGRAMME 10p



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The British Automobile Racing Club Ltd.

WELCOME YOU TO THE
THE SHELL SPEEDCLIMB

INCORPORATING :
THE R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP
THE WOKING MOTORS "LEADERS" HILL CLIMB CHAMPIONSHIP

R.A.C. National Permit RE/9125

Sunday, 9th 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.

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RAMBLINGS



Welcome to Harewood for what promises to be a very exciting day's sport. The entry list is packed with all the star names in British Speedclimbing, we have a wide selection of static displays and Children's attractions in the Hillside enclosure, our caterers are ready to serve your inner comfort and last, but by no means least, for the first time ever you are going to see some trailer caravans competing in a speed hill climb.

Why Caravan? you may ask. Well, Caravan enthusiasts have grown tired of people dismissing their mobile homes as lumbering lumps of unwieldiness which are fine when parked but terrible to tow along behind your car. Some years ago the Caravan Club started a Caravan Road Rally which has now grown into a very testing National event. At first criticism could be laid against the handling of the caravans, but as manufacturers have gained experience, standards have improved, until today the best trailer caravan outfits have impeccable road manners.

Similarly, the severity of the Caravan Rally increased to match the extra competitive ability of outfits and drivers until today it is a stern test of all aspects of controllability and durability of both van, car and crew.

Earlier this year Caravan enthusiasts, anxious to demonstrate the good road qualities of their outfits to a wider public, organised the first ever Caravan Race at Silverstone which was a great success. Naturally before this could be done, a great deal of backroom work was necessary by the Caravan Club and the R.A.C., the controlling body for motor sport, to draw up rules, safety regulations, etc. to make sure that Caravan sport is safe for everyone.

As regular visitors will know, at Harewood we are always on the lookout for something different for your entertainment, and it seemed a good idea to have a few caravan outfits at one of our events to see how they performed on a tortuous speedclimb.



Roy Lane and Mike MacDowel enjoy a joke.

(Josephine Lee)

By the standards of the cars taking part today, the caravans will be relatively slow. But we ask you to look at the caravan runs and compare them with the speeds you would expect to see a caravan towed on a twisty lane. We think you will agree that the modern caravan has a large margin of road-holding and controllability built in.

Now back to the hill climb, well, it was on the 8th of September 1963 that we held our first National hill climb at Harewood. On that occasion Peter Boshier-Jones from Cardiff shot up the 1090 yards in 46.72 seconds. This time was a good 5 seconds quicker than the best at our opening meeting a year earlier, but alongside Richard Thwaites' present record of 38.47 seconds it seems slow. Today the same Mr. Boshier-Jones driving a car which he would be the first to admit is not really competitive, can be expected to be around the 40 second mark and, if the weather is kind, Thwaites' record should be

looking a little sick by tonight.

In the R.A.C. British Hill Climb Championship, we welcome today the new Champion Mike MacDowel from Godalming. Although the Championship has another round still to go, Mike has such a commanding lead that he cannot be overtaken. Second place however is wide open and takes on added spice from the fact that the battle is between last year's Champ, the popular Baronet from Berkshire, Sir Nick Williamson, and the pride of the Heavy Woollen district, Richard Thwaites of Dewsbury.

Finally, we come to our sponsors, Shell, whose support has made this afternoon's meeting possible. It is very gratifying that a huge organisation like Shell feel it worth their while to support motor sport on a local basis and we, as enthusiasts would like to thank them, not only for their material support, but for their interest in and enthusiasm for all aspects of our organisation.

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The Other Attractions

Apart from the R.A.C. Championship Hill Climb, there will be a number of other special attractions this afternoon.

Caravan Hill Climb

Most of us only come in contact with caravans when we are trying to pass them on narrow winding roads and the idea of a trailer caravan being used in competition seems dubious to say the least. In fact the Caravan Club have a large and flourishing competition section and the annual Caravan Road Rally draws large and enthusiastic entries. This Rally has now become a real test of both caravan, towing car and crew with speed stages, manoeuvring tests, navigation and other ingredients.

Earlier this year there was a race for caravans held on an experimental basis at Silverstone which proved highly successful. Despite predictions of doom, the modern trailer caravan was demonstrated as a stable and durable vehicle and, quite obviously the lessons from making vans tow safely at bracing speeds must find their way into making normal road vans safer.

With the Silverstone success, we decided that it would be interesting to see how caravans would fare on a hill climb and, with the co-operation of The Caravan Club half-a-dozen competitive outfits will take part in this afternoon's meeting for their own awards. The Caravans will run at approximately 2-30 p.m. and 4-40 p.m.

Shell Shop

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

Punch & Judy Show

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

Gavioli Organ

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

Trade Display Area

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

Fairground

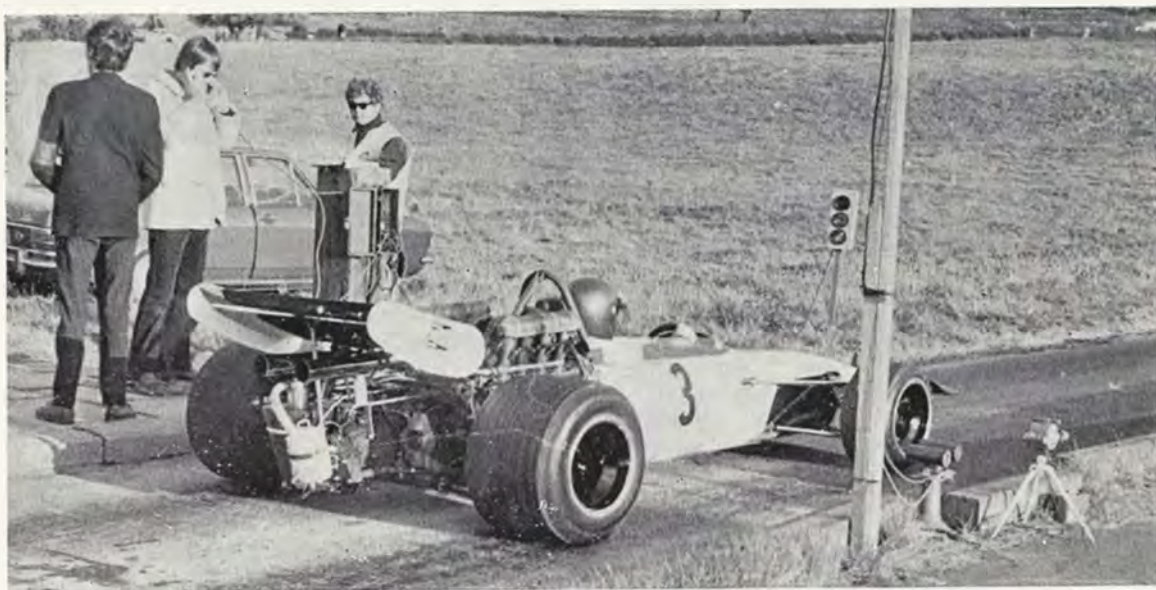
Messrs. Frank Lee & Sons of Drighlington have organised their children's fairground which includes swings, roundabouts and stalls for your pleasure.

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.



Mike MacDowel leaves the line at last September's "Championship" meeting when he made F.T.D.

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STEWARDS

Appointed by the R.A.C. C. G. A. Belton

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 J. Johnstone

Chief Observer A. J. Hodgetts

Deputy Chief Observer J. R. Hardcastle

Chief Marshal A. A. Pritchard

Medical Officers Dr. T. Dowell, Dr. A. K. Marsden,
Mr. K. Barker

Secretary of the Meeting J. M. English

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, J. M. Busfield

Display Area Control D. Easthope, D. A. Pizzey

Time Recorder Miss B. J. Marsden

Results Mrs. J. Frost

Troubleshooter M. J. Frost

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, F. A. R. Kewtoo

Observers :

R. Sagar, D. A. Walker, K. E. Craven, R. W. A. North,
G. H. Cass, D. B. Marsden, W. S. Edwards, P. J. C.
Griffin, T. M. Hartley, D. Staveley, M. J. G. Sewart,
J. R. Wass, H. Boulton, D. Spark, D. M. Dalrymple,
J. J. Burke.

Start, Flag, Fire and Spectator Marshals :

J. Aston, P. J. Brooks, C. M. Eagle, T. C. D. Smith,
A. Steel, W. Stevenson, P. J. Telford, C. F. Jones,
K. Clapperton, N. D. Jacques, J. R. North, H. A.
Pickard, Mrs. R. W. A. North, Mrs. G. H. Cass,
Mrs. C. Pickard, J. Edwards, T. Hainsworth, D.
Mainprize, Miss J. Newman, A. T. Nicholls, Mrs. A. T.
Nicholls, S. Thompson, R. Cowgill, F. Greenwood,
D. M. Smith, Mrs. J. Kerswell, J. M. Tyas, P. A. Lister,
R. A. Bateson, C. J. Campbell, J. A. Craven, K. Petch,
C. G. H. Kitching, B. D. Varley, P. Davison, A.
Henderson, R. H. Hirst, P. Smith, J. P. Wood, M.

Wood, P. Broxup, J. Craven, P. Mazey, J. Wood-
Mitchell, I. D. Morton, N. Hartley, H. M. Patterson,
N. Higgins, J. Higgins, M. E. Robinson, J. R. E. Steele.

Paddock Marshals :

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

Paddock Exit Gate :

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 :

D. Hardy & Bramham Scouts.

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Display Area Concessions Frank Lee

TIMETABLE FOR TODAY

9-45 a.m. Practice commences

11-15 a.m. Practice concludes

12-30 p.m. Meeting commences — 1st Class Runs
Classes 1, 2, 3, 4, 5, 6, 7, 9 & 12, 10, 11,
13, 14, 15a, 16, 17 & 18.

2-30 p.m. Five minutes Interval

2-40 p.m. Meeting continues — 2nd Class Runs
Classes 1, 2, 3, 4, 5, 14, 16, 17, 6, 7, 9 & 12,
10, 11, 13, 15a, 15 & 18.

4-40 p.m. "The Championship Runs"

5-10 p.m. Meeting concludes

5-20 p.m. Prizegiving in Paddock by Control Bus.

HOT CARS FROM HUNSLET

FAST VAUXHALLS

8 OUT OF 9 + 2 LAP RECORDS

That's Gerry Marshall's performance to date driving his Blydenstein Firenza. Last year he was winner of the Forward Trust Championship (Special Saloon Event) and it looks as if he's sewn it up again this year. Yet the car apart from a special cylinder head and fuel injection system has only carefully modified standard engine parts. WASS have a 23 Blydenstein available for tests. Ring Terry O'Hara on 39916.

D.T.V. SPORT DEALER

Reprinted from
"Motor"
5th December, 1972

Blydenstein

	Price £	Overall fuel mpg	30-50	50-70	70-90	In top s	In third 30-50	50-70 s
Firenza Sport SL 1554	22.0	6.3	6.9	9.4	4.4	5.2		
BMW 2002 Ti	2499	24.0	7.8	8.4	10.8	5.4	5.7	
Citroen SM*	5342	17.2	8.0	8.2	7.9	5.6	5.5	
Datsun 240Z*	2309	25.7	6.9	7.4	8.1	5.3	5.3	
Ford Capri 3000	1654	19.4	7.7	8.1	9.9	5.1	5.4	
Ford RS1600	1788	25.3	8.8	9.7	11.8	5.5	5.9	
Jensen-Healey	1959	21.0	7.7	8.3	9.6	5.6	5.7	
Rover 3500S	2207	19.3	8.1	8.3	10.2	5.3	5.9	
Triumph Stag	2570	20.9	7.6	7.7	10.0	5.1	5.7	

*4th gear not top



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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/9125.

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



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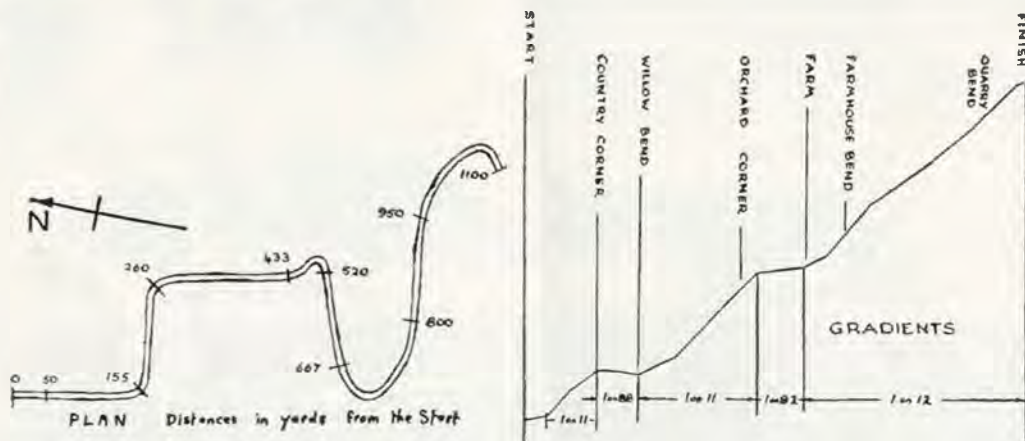
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HAREWOOD HILL CLIMB GRADIENT PROFILE





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, 6, 7, 9, 12, 10, 11, 13, 14, 15a, 15, 16, 17, 18.

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

★ After a Competition Number denotes a Reserve Entry.

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.	David Smith	B.L. Cooper		998	York			
12.	David Turner	B.L. Cooper		998	Leeds			
15.	David Taylor	B.L. Mini		996	Leeds			
14.	Roy Gibbs	Chrysler Impsport		875	Leeds			
15.	Roy Greenwood	Rally Equipe Cooper		998	Ramsbottom			
16.	Graham Brooks	Ford Escort		1100	Oswaldtwistle			
(Entrant: Thomas Motors Ltd.)								

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
17.	Malcolm White	Ford Escort Sport		1298	Leeds			
18.	Tim Wise	Ford Escort		1297	Menston-in-W'dale			
19.	Bobby Fryers	B.L. Mini		1275	Keighley			
20.	Keith Hardy	B.L. Cooper S		1275	Scarborough			
21.	Howard White	B.L. Rally & Speed Special		1328	Leeds			
22.	Nicky Porter	B.L. Cooper S		1328	West Auckland	45.71		1.19
23.	Mrs. Carol Davies	B.L. Cooper S		1328	Broadway	49.96		
24.	John Davies	B.L. Cooper S		1328	Broadway			

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
160.★	Victor Mills	Ford Capri 3000		2994	Littleborough			
162.★	John Heppenstall	B.M.W. 3.0 SI		2985	Elland			
25.	Melvyn Abson	Ford Capri GT		3000	Wakefield			
26.	Ian Howard	Ford Escort TC		1558	Sheffield			
27.	Peter Ormerod	Ford Escort		1598	Brighouse			
28.	Dick Mullis	Ford Cortina GT		2000	Tunbridge Wells			
(Entrant: Allard Motor Co. Ltd.)								

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

Bogey 54.26

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
156.★	Paul Ratcliffe	Rally Equipe B.L. S		985	Bury			
157.★	Ken Tomlinson	Rally Equipe B.L. S		985	Bury			
29.	David Lee	B.L. Cooper S		970	Thirsk			
30.	Martin Brockhouse	Riley Elf/Ford		997	Yeadon			
31.	Roger Batty	B.L. Mini		998	Harrogate			
32.	Peter Riley	Hillman Imp		998	Liverpool			
161.★	Alex Boyle	Lassman B.L. Cooper S		984	London			

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

Bogey — 53.18

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
33.	Mike Greaves	B.L. Cooper S		1330	Dronfield			
34.	Peter Davy	B.L. Cooper S		1330	Sheffield			
35.	Colin Rennie-Fowler	D.A.F. 55 Alpine		1298	Pickering			
36.	Bob Bartram	Ford Escort TC		1558	Sutton Coldfield			
37.	Jeffrey Booth	Ford Anglia		1500	East Ardsley			
38.	David Walton	B.L. Mini Clubman		1293	Yarm			
(Entrant: Ray Wilson Vehicle Body Repairs)								
39.	Mike Newman	Vauxhall Viva GT		2300	Wycollar			
40.	Jim Thomson	Vauxhall Firenza		2500	Otley			
41.	Mike Beckett	Ford Anglia		1960	Sheffield			

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
42.	George Richards	Triumph Spitfire 4		1296	Woodlesford		63.18	
45.	Miss Sonia Barnes	M.G. Midget		1275	Wilpshire		57.44	
44.	Mike Gleave	Austin Healey Sprite		1275	Sheffield		51.35	
45.	Richard Hooper	M.G. Midget		1275	Bradford			
46.	Mick Merrills	Austin Healey Sprite		1275	Retford		49.58	
47.	Bob Cartledge	M.G. Midget		1142	Dronfield			
48.	Mrs. Pat Kenyon	Austin Healey Sprite		1275	Sheffield		19.67	
49.	Brian Kenyon	Austin Healey Sprite		1275	Sheffield		48.31 48.35	

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
50.	Henry Horrocks	T.V.R. Vixen		1600	Clitheroe			
51.	Hugo Tippet	Datsun 2400Z		2400	Aylesbury			
52.	Richard Baldwin	Jensen Healey		1975	Keighley			
53.	Loll Ryan	Morgan Family Four		1600	York			
54.	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

NO ENTRIES RECEIVED IN THIS CLASS

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
Merged with

Bogey — 53.06

Class 12. — G.T. & SPORTS/RACING CARS up to 1,300 c.c.
Record : C. F. Cramer (Mallock U.2 B.L.) 24/9/72 — 42.55

Bogey — 50.55

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
55.	Joe Lees	Clan Crusader		998	Kingswinford			
56.	Mrs. Diana MacMaster	Clan Crusader		998	Stourbridge			
57.	John Bury	M.G. Midget		1293	Blackburn			
58.	Chris Seaman (Entrant : Team Castrol)	M.G. Midget		1293	Dronfield			
59.	Michael Hanson	Austin Healey Sprite		1293	Whalley			

Class 10 — MODIFIED & LIMITED PRODUCTION SPORTS CARS 1,301 c.c. and over
Record : P. Bennett (Jaguar "E" Type) 24/9/72 — 44.56

Bogey — 52.56

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
60.	Janet Barnes	Morgan 4/4 Ford		1600	Uttoxeter			
61.	David Rutherford	Morgan 4/4 Ford		1600	Uttoxeter			
62.	Mrs. Pam Hemmingway	Turner Mk. 3 Ford		1540	Berkhamsted			
63.	Steve Hemmingway	Turner Mk. 3 Ford		1540	Berkhamsted			
64.	Haydn Spedding	Jaguar "E" Type		3781	Cawthorne			
65.	John Walker	Jaguar "E" Type		3781	Cawthorne			
66.	Tony Luxton	A.C. Ace Triumph		2498	Coventry			
67.	John Berry	Morgan 4/4 Ford		1703	Nottingham			
68.	Nigel Pew	Jaguar "E" Type		4235	Bristol			

Class 11. — CLUBMANS SPORTS CARS up to 1,600 c.c.
Record : G. Whittingham (D.M.W. Ford) 25/6/72 — 44.49

Bogey — 52.49

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
69.	John Muirhead	Lotus Seven S.3 Ford		1600	Ripon			
70.	Peter Whalley	Wardford Mk. 4 Ford		1600	Newcastle			
71.	Bruce Whalley	Wardford Mk. 4 Ford		1600	Newcastle			
72.	John Pascoe	Mallock U.2 8B Ford		1594	Knowle			
73.	Peter Matthews	Mallock U.2 6B Ford		1600	Stourport-on-Severn			
74.	Laurie Curtis	Mallock U.2 8X Ford		1600	Bradford 2			
75.	Ian Curtis	Mallock U.2 8X Ford		1600	Queensbury			
76.	Joe Ward	Ward WD5 Ford		1598	Thornton Dale			
77.	Jim Robinson	Mallock U.2 8B Ford		1595	Loughborough			
78.	Mervyn Bartram (Entrant : Team Castrol)	Moss Tyres Special		1600	York			
79.	Stephen Madge	Mallock U.2 6/8 Ford		1594	Taunton			
80.	Jeremy Hunt	Mallock U.2 11 Holbay		1600	Southsea			
81.	Ian James	Mallock U.2 11 Holbay		1600	Westminster			

Class 13. — G.T. & SPORTS/RACING CARS 1,301 to 1,600 c.c.
Record : R. Jones (Mallock U.2 11B TC) 24/6/73 — 41.56

Bogey — 50.35

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
82.	Fred Whittaker	Mallock U.2 11 TC		1584	Burnley			
83.	John Stuart	Mallock U. 8B Ford		1598	Stourbridge			
84.	Robert Sunderland	Lola 212 FVA		1594	Oxenhope			
85.	Bill Morris (Entrant: Team Castrol)	Mallock U.2 11X FVA		1594	Haverfordwest			
86.	David Morris (Entrant: Team Castrol)	Mallock U.2 11X FVA		1594	Haverfordwest			
87.	Alister Douglas-Osborn	Mallock U.2 12 BDA		1554	West Hagley			
88.	Richard Jones	Mallock U.2 11B Hart		1600	S. Woodchester			

Class 14. — G.T. & SPORTS/RACING CARS 1,601 c.c. and over
Record : J. A. Bancroft (Chevron B.19 B.M.W.) 24/9/72 — 41.05

Bogey — 49.05

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
89.	Rivers Fletcher	Alvis Speed 25		3571	Kineton			
90.	Maurice Starbuck	Chrysler Special		5916	Sheffield			
91.	Chippy Stross	Chevron B.8 FVC		1790	Leeds			
92.	George Tatham	Brabham BT17 Chevrolet		5343	Norton			
93.	Philip Scragg	Chevron B.19 BMW		2985	Macclesfield			
94.	Reg. Phillips	Chevron B.19 Cosworth		1930	Tewksbury			

Class 15a. — RACING CARS up to 500 c.c.
Record : C. C. Myles (Cooper Mk. 9 Norton) 10/9/72 — 49.14

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
95.	Chris Sturgess	Tecno Triumph		490	Reading			
96.	Guy Murray	Tecno Triumph		490	Reading			
97.	Jim McClurg	Kieft J.A.P.		497	Houghton Regis			
98.	Paul Rhys	Cooper Mk. 1 Honda		500	Newcastle, Staffs			
99.	Jack Dillard	Cooper J.A.P. Mk. 6		500	Brierley Hill			
100.	Ron Warr	Cooper Mk. 5 Triumph		500	Redditch			
101.	Barry Oddy	Cooper Mk. 8 Norton		500	Alcester			
102.	Barry Brant	Cooper Mk. 10 Triumph		500	Sutton Coldfield			
103.	David Latham	Cooper Mk. 10 Triumph		500	Angmering			
104.	Rob Hilton	Cooper Mk. 10 Norton		500	Solihull			
105.	Richard White	Cooper Mk. 8 Velocette		500	Leicester			
106.	Gordon Bruce	F.M.S. Norton Z		500	Brighton			
107.	John Turner	Cooper Mk. 9 Norton		500	Stafford			
108.	Colin Myles	Cooper Mk. 9 Norton		500	Leighton Buzzard			

Class 15. — RACING CARS 501 to 1,100 c.c.
Bogey — 51-05
Record : D. T. Franklin (Huntsman Vixen Imp) 24/6/73 — 42-58

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
158.★	Mike Murphy	Lotus 22 Cosworth		997	Stafford			
159.★	Barry Pusey	Brabham BT21B Holbay		998	Grassington			
109.	Mrs. Jane Beardsley	Mallock U.2 FJ Ford		998	Ashover			
110.	Brian McKenzie	Elva FJ B.L.		1098	Turton			
111.	Jonathan Lawton	Elva FJ B.L.		1098	Entwistle			
112.	Alan Panton	Vixen VBI Chrysler		998	Scarborough			
115.	Bob Bingley	Titan Duckspeed Ford		1100	Sheffield			
(Entrant: Team Castrol)								
114.	Reginald Broome	Cooper T.72 B.L.		1000	Cheam			
115.	Tony Simpson	Terfran Spl. B.L.		1098	Bradford			
116.	Sandy Hutcheon	Ginetta G17B Chrysler		998	Cheltenham			
117.	Richard Farley	Brabham BT21B Cosworth		1000	Cheam			
118.	Alan Nye	Cooper Mk. 4 Vincent		998	Stock			
119.	John Crowson	Whitbread Terrapin		1096	Leeds			
120.	Graham Ashley Smith	Whitbread Terrapin		1088	Leeds			
121.	Allan Staniforth	Terrapin 1a N.S.U.		1087	Horsforth			
122.	Paul Squires	Brabham BT28 Cosworth		1000	Northampton			
123.	Andrew Squires	Brabham BT28 Cosworth		1000	Northampton			
124.	Bob Prest	Dulon LD4 Cosworth		997	Croxdale			
125.	Ian Beardsley	Brabham BT 15/18 Ford		1098	Ashover			
126.	Alex Brown	Ginetta Pink Mouse Imp		1068	Edinburgh			
127.	David Fyfe	Ginetta Pink Mouse Imp		1068	Edinburgh			
8.	Peter Voigt	Brabham BT15 Ford		1098	Haywards Heath			
(Entrant: Dr. R. Willoughby)								
129.	David Franklin	Huntsman Vixen Imp		998	Bristol			
130.	David Aukland	Lotus 69 Novamotor		999	St. Helens			
131.	Don Robinson	Lotus 69 Novamotor		999	Ellesmere Port			

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
132.	Tony Lambert	Brabham BT30 Ford TC		1594	Dorridge			
133.	John Kitchen	March 722 Ford		1596	St. Helens			
134.	Paul Mawson	Jomo Ford GT		1600	Hanley			
135.	Alan Goddard	Alexis Mk. 15 Ford		1598	Elsecar			
136.	Mrs. Agnes Mickel	Brabham BT35 Hart		1594	Glasgow			
137.	Gray Mickel	Brabham BT35 Hart		1594	Glasgow			
138.	Bob Snelson	Brabham BT2C3 Cosworth		1594	Dunfermline			
139.	Gordon Brooks	Brabham BT21C TC		1598	Rushden			
140.	David Betts	Royale RP11 Vegantune		1598	Netherton			
141.	David Hamer	L.B. Vauxhall		1600	Brighouse			
142.	Don Robinson	Chevron B.18 Ford		1598	Ellesmere Port			
143.	David Aukland	Chevron B.18 Ford		1598	St. Helens			
144.	Peter Varley	Brabham BT21C Ford		1594	Low Moor			
145.	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

Bogey — 46.47

Record : R. Thwaites (Packmail McLaren) 24/9/72 — 38.47

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
146.	John Buck	Terrapin V.8 Buick		3528	Ossett			
147.	Alan Padgett	Brabham BT38 BDA		1850	Pocklington			
148.	John McCartney	B.R.M. P.153		2999	Horwich			
149.	Peter Boshier-Jones	Brabham BT21/23C Buick		3500	Cardiff			
150.	John Cussins	Saxon Hawk Special		5000	London			
151.	Malcolm Dungworth	Saxon Hawk Special		5000	Bamford			
152.	David Good	Lyncar MS4 Cosworth DFV		2988	Maidenhead			
153.	John Lambert	Leda L.22 Chevrolet		5000	York			
154.	Tony Bancroft	McLaren M10B Chevrolet		5000	Oxenhope			
(Entrant: Pennine Motor Group)								
155.	Chris Cramer	Grunhalla Lager Special		1974	Stroud			
9.	Richard Shardlow	Brabham BT38 Cosworth		1800	Baslow			
5.	Tony Griffiths	B'ham BT33 C'worth DFV		2993	Hanbury			
(Entrant: Kidderminster Motors)								
4.	Roy Lane	Manpower McLaren		5700	Warwick			
3.	Michael MacDowel	Brabham BT36X Repco		5000	Godalming			
2.	David Hepworth	Guyson Sandblaster Spl.		5000	Brighouse			
1.	Sir Nick Williamson, Bt.	Marlyn Cosworth DFV		2988	Mortimer			
6.	Richard Thwaites	Eastern Carpts Stores McLaren		5800	Dewsbury			

Class 18 — TRAILER CARAVANS

Record : Not Yet Established.

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
1.	Dick Mullis	Ford Cortina GT / Bessacarr Modena Van	(s/c)	2000	Tunbridge Wells			
(Entrant: Allard Motor Co. Ltd.)								
2.	Colin Grewer	Volvo 131 / Bailey Mikado Van		2000	York			
(Entrant: H. C. Fawcett-Bailey Caravans, York)								
3.	John Heppenstall	B.M.W. 3-0 Si / Bessacarr Modena Van		2985	Elland			
(Entrant: Bessacarr Caravans)								
4.	Anthony Peatfield	Ford Capri 2500 / Bessacarr Milano Van		2499	Lymm			
5.	Mrs. Anne Hall	Rover 2000 / Bessacarr Modena Van		1995	Huddersfield			
6.	Harry Mellor	Volvo 146 / Bessacarr Modena Van		2978	Stoke			

Awards for the Caravan Class :

1st	"The Cara Cars" Trophy & £25
2nd	£15
3rd	£10

Officials for the Caravan Class :

Caravan Club Observer	A. J. Holberton
Caravan Club Scrutineer	F. Southall

R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP

The following competitors in today's meeting have entered for the 1973 R.A.C. British Hill Climb Championship.

Car No.	Name	Car	c.c.	Best Class Time	Pos'n
1.	Sir Nick Williamson, Bt.	Marlyn Cosworth DFV	3000		
2.	David Hepworth	Guyson Sandblaster Spl.	5000		
3.	Mike MacDowel	Brabham BT36X Repco	5000		
4.	Roy Lane	Manpower McLaren M14D	5700		
5.	Tony Griffiths	Brabham BT33 Cosworth DFV	3000		
6.	Richard Thwaites	Eastern Carpets McLaren	5800		
7.	Peter Voigt	Brabham BT15 Ford	1098		
9.	Richard Shardlow	Brabham BT38 Cosworth	1800		
10.	Geoff Rollason	Lotus 69 FVA	1594		
94.	Reg Phillips	Chevron B.19 FVC	1930		
136.	Mrs. Agnes Mickel	Brabham BT35 Hart	1594		
137.	Gray Mickel	Brabham BT35 Hart	1594		
144.	Peter Varley	Brabham BT21C Ford	1594		
145.	Ken MacMaster	G.R.D. 272 Hart BDA	1594		
148.	John McCartney	B.R.M. P.153 FI	2999		
149.	Peter Boshier-Jones	Brabham BT21/23C Buick	3500		
151.	Malcolm Dungworth	Saxon Hawk Special	5000		
152.	David Good	Lyncar MS4 Cosworth DFV	2988		
154.	Tony Bancroft	McLaren M10B Chevrolet	5000		
155.	Chris Cramer	Grunhalle Lager Special	1974		

CHAMPIONSHIP RUNS

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

THE WOKING MOTORS "LEADERS" CHAMPIONSHIP

The "Leaders Championship" sponsored by Messrs. Woking Motors is based upon the position in Class. So long as there are five, or more, entrants, the first in class scores 5 marks, 2nd 4, down to 1 mark for the 5th man. If there are less than five entrants, marks are reduced to 4 for 4 entrants and so on. In addition there is a bonus of 1 mark for any competitor who beats the record standing for his class at the start of the meeting.

The Championship is run in nine classes which are made up by combining some of the B.A.R.C. Classes used at Harewood. These are :-

Leaders Class	B.A.R.C. Class(es)	Leaders Class	B.A.R.C. Class(es)	Leaders Class	B.A.R.C. Class(es)
a	1, 2, 3, 4, 5,	d	11, 12 & 13	g	15
b	6 & 9	e	14	h	16
c	7, 8, & 10	f	15a	i	17

The following competitors to-day have entered the 1973 Woking Motors "Leaders" Championship.

No	Name	Car	Leaders Class	No. in Class	Record	Marks To-day
24.	John Davies	B.L. Cooper S	a	34	45.18	
56.	Mrs. Diana MacMaster	Clan Crusader	b	12	45.06	
62.	Pam Hemmingway	Turner Mk. 3 Ford	c	14	44.56	
63.	Steve Hemmingway	Turner Mk. 3 Ford	c	14	44.56	
68.	Nigel Pow	Jaguar "E" Type	c	14	44.56	
72.	John Pascoe	Mallock U.2 8B Ford	d	21	41.56	
73.	Peter Matthews	Mallock U.2 6B Ford	d	21	41.56	
79.	Stephen Madge	Mallock U.2 6/8 Ford	d	21	41.56	
80.	Jeremy Hunt	Mallock U.2 11 Holbay	d	21	41.56	
81.	Ian James	Mallock U.2 11 Holbay	d	21	41.56	
83.	John Stuart	Mallock U.2 8B Ford	d	21	41.56	
85.	Bill Morris	Mallock U.2 11X Ford	d	21	41.56	
86.	David Morris	Mallock U.2 11X Ford	d	21	41.56	
87.	Alistir Douglas Osborne	Mallock U.2 12 BDA	d	21	41.56	
88.	Richard Jones	Mallock U.2 11B Hart	d	21	41.56	
93.	Philip Scragg	Chevron B.19 B.M.W.	e	6	41.05	
99.	Jack Dillard	Cooper J.A.P. Mk. 6	f	14	49.14	
101.	Barry Oddy	Cooper Mk. 8 Norton	f	14	49.14	
102.	Barry Brant	Cooper Mk. 10 Triumph	f	14	49.14	
107.	John Turner	Cooper Mk. 9 Norton	f	14	49.14	
108.	Colin Myles	Cooper Mk. 9 Norton	f	14	49.14	
116.	Sandy Hutcheon	Ginetta G17B Chrysler	g	25	42.58	
122.	Paul Squires	Brabham BT28 Cosworth	g	25	42.58	
123.	Andrew Squires	Brabham BT28 Cosworth	g	25	42.58	
125.	Ian Beardsley	Brabham BT15/18 Ford	g	25	42.58	
126.	Alex Brown	Pink Mouse Ginetta Imp	g	25	42.58	
127.	David Fyfe	Pink Mouse Ginetta Imp	g	25	42.58	
129.	David Franklin	Huntsman Vixen Imp	g	25	42.58	
132.	Tony Lambert	Brabham BT30 Ford TC	h	15	40.90	
139.	Gordon Brooks	Brabham BT21C T/C	h	15	40.90	
161.	Alex Boyle	Lassman B.L. Cooper	a	34	45.18	



HAREWOOD RECORDS

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

Original Tar and Chipping surface.

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

Hill re-surfaced with Graded Tarmacadam.

8/9/63	P. Boshier-Jones (Lotus 22 Climax)	46.72
29/9/63	*G. Whitehead (Elva Mk. 7)	53.52
12/4/64	J. R. Walton (Walton Bristol)	49.39
24/5/64	A. E. Marsh (Marsh Special)	45.16
12/7/64	*I. C. Batty (Lotus Mk. 7)	50.75
13/9/64	P. Westbury (Ferguson P.99)	44.45
4/4/65	P. H. Meldrum (Lotus Allard Spl.)	46.02
9/5/65	P. H. Meldrum (Lotus Allard Spl.)	46.50
20/6/65	P. H. Meldrum (Lotus Allard Spl.)	44.90
18/7/65	*M. J. Smith (Mallock U2 Ford)	49.87
12/9/65	P. H. Meldrum (Lotus Allard Spl.)	49.27
1/5/66	P. H. Meldrum (Lotus Allard Spl.)	46.20
5/6/66	P. G. Lawson (Brabham Ford)	46.76
26/6/66	P. H. Meldrum (Lotus Allard Spl.)	45.99
24/7/66	*J. A. H. Lambert (Cooper Mk. 6 T'ph)	51.75
11/9/66	P. H. Meldrum (Lotus Allard Spl.)	45.99
26/11/66	P. Westbury (Felday 5)	60.84
2/4/67	P. G. Lawson (Brabham Ford)	49.14
30/4/67	B. Eccles (Brabham Oldsmobile)	44.46
25/6/67	B. Eccles (Brabham Oldsmobile)	45.16
23/7/67	*R. G. Winder (Elva Mk. 6)	50.73
10/9/67	A. E. Marsh (Marsh Buick)	42.94
7/4/68	P. G. Lawson (B.R.M. 4 W.D.)	45.57
28/4/68	P. G. Lawson (B.R.M. 4 W.D.)	43.65
16/6/68	P. G. Lawson (B.R.M. 4 W.D.)	42.86

Hill re-surfaced with non-skid Asphalt.

21/7/68	*D. R. Jackson (Lotus 23B Ford)	48.91
15/9/68	P. G. Lawson (B.R.M. 4 W.D.)	41.43
20/4/69	D. Hepworth (Hepworth Traco F.F.)	42.11
1/6/69	D. Hepworth (Hepworth Traco F.F.)	43.20
20/7/69	*C. J. Parker (Porsche 904)	48.96
10/8/69	J. Johnstone (Brabham Buick)	42.20
14/9/69	Sir N. Williamson (McLaren M.10A)	42.08
19/4/70	Sir N. Williamson (McLaren M.10A)	40.25

17/5/70	R. Thwaites (Brabham BT18 Buick)	43.12
28/6/70	D. Hepworth (Hepworth F.F.)	40.25
26/7/70	*A. Merrick (E.R.A. R1A)	51.18
13/9/70	D. Hepworth (Hepworth FF)	40.69
25/4/71	D. Hepworth (Hepworth FF)	42.76
23/5/71	J. A. H. Lambert (Cooper T.86)	49.45
27/6/71	D. Hepworth (Hepworth FF)	40.52
25/7/71	*E. N. Corner (E.R.A. R4D)	47.08
11/9/71	D. Hepworth (Hepworth F.F.)	40.10
12/9/71	R. T. Lane (McLaren M10B)	39.57
23/4/72	R. T. Lane (McLaren M14D)	40.57
21/5/72	D. R. Good (Martin BM8)	44.01
25/6/72	R. T. Lane (McLaren M14D)	39.68
23/7/72	*R. Scott-Moncrieff (Kincraft)	44.15
10/9/72	M. MacDowel (Brabham RT36X)	39.14
24/9/72	† R. Thwaites (Packmail McLaren)	38.47
22/4/75	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

† Denotes Record for Course

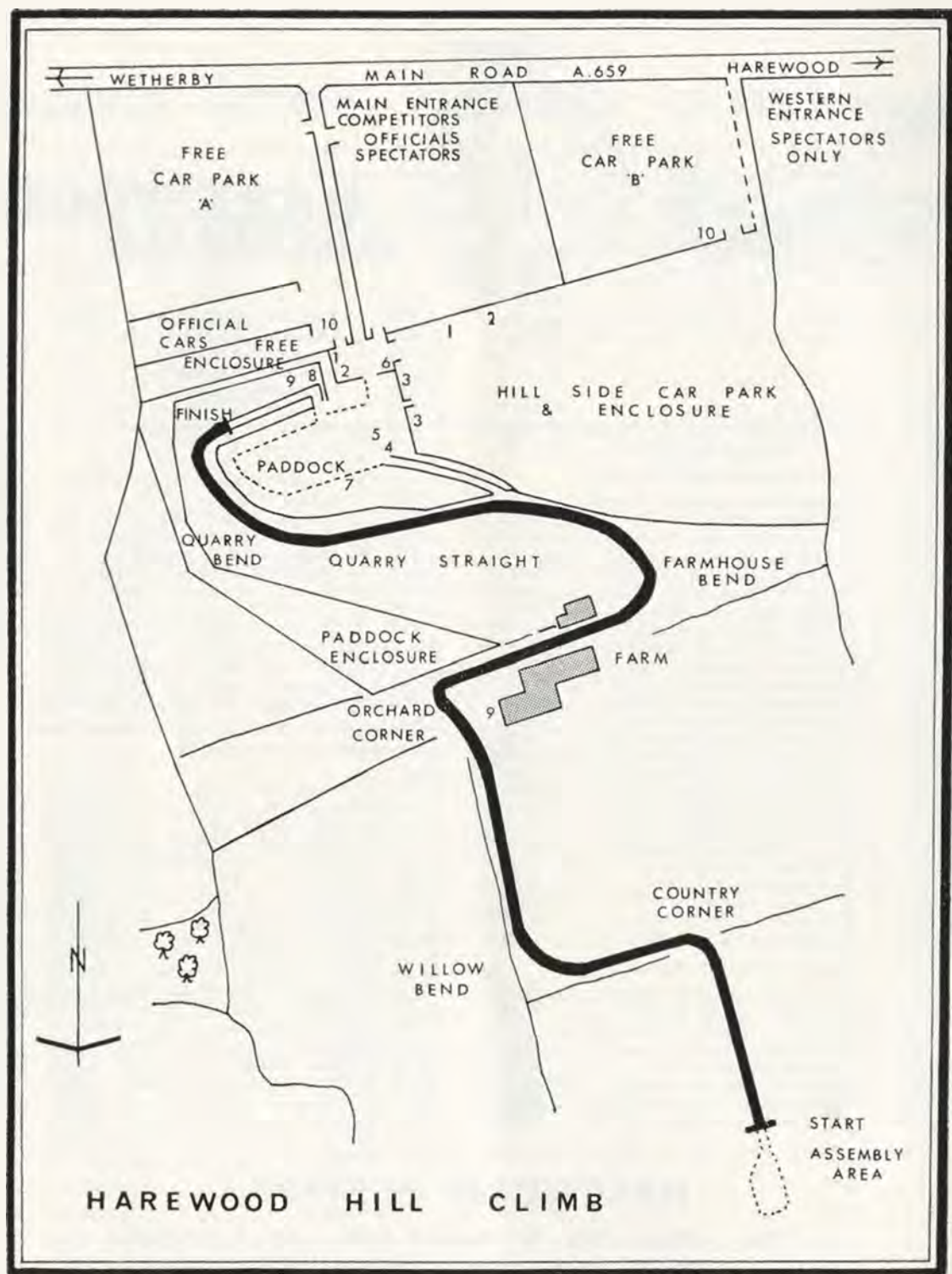
* Denotes Vintage and Novices Hill Climb.

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.	G. Whittingham (D.M.W. Ford)	25/6/72 44.49
12.	C. F. Cramer (Mallock 0.2 B.L.)	24/9/72 42.55
13.	R. Jones (Mallock U.2 T.C.)	24/6/73 41.56
14.	J. A. Bancroft (Chevron B.19 BMW)	24/9/72 41.05
15a.	C. C. Myles (Cooper Mk. 9)	10/9/72 49.14
15.	D. T. Franklin (Huntsman Vixen)	24/6/73 42.58
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.



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



Awards

The following six awards will be presented at the end of this season 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:

P. Bennett (Jaguar "E" Type) 46.98

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 "Double Twelve" Trophy and £60

For the second fastest time of the day £30

For the third fastest time of the day £20

For the fourth fastest time of the day £15

For the fastest time in each class £10

For the second fastest time in each class £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 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 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 Mr. Joe Broadhurst of Shell Marketing Ltd.

R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP 1947/1973

When Parliament freed motorists from the need to have a man with a red flag walking in front, they also banned cars racing, one with the other, on the open road in Britain. Man is by nature a competitive being and possession of a new toy like a motor car heightened this urge so the only other way out was to run cars singly up a length of road timing with a stop watch to see who was fastest.

The fascination of doing this on a flat road soon palled and it was not long before the pioneers set their steeds against gradients, preferably twisting and Hill Climbing, the oldest form of motor sport in Britain was born.

At first hill climbs were all held on public roads, locally at Sutton Bank, Greenhow Hill and Holme Moss but as long ago as 1908 Midland enthusiasts started to use a private road at Shelsley Walsh which, of course, continues to this day.

After the end of the first World War, enthusiasm was high and hill climbs multiplied until in 1922 the inevitable happened, at Aston Clinton a car ran out of road and clobbered a spectator. At this the axe of authority descended and put an end to competitive motoring on the highway and British Hill Climbing as we know it today on private roads was born.

In 1947 the R.A.C. introduced the British Hill Climb Championship and at that time, only five events were available for inclusion — Shelsley Walsh, Prescott, Bo'ness near Edinburgh, Bouley Bay in Jersey and Craigtantlet just outside Belfast. In 1949 Rest and be Thankful was added to the championship series and so the pattern remained until 1955 when Bo'ness had to be cancelled as the road was not available. It did not return until 1961.

Seeking to broaden the scope of the series, the R.A.C. decided to include two meetings each season at Shelsley Walsh and Prescott to give seven rounds in 1956 and in 1959 the number went up to ten with the addition of Westbrook Hay, Great Auclum and Stapleford, although in the latter case they were scraping the bottom of the barrel in their search for "hills" as this Essex venue only ascended about fifteen feet from start to finish.

Stapleford lasted only three years and Westbrook Hay a year longer but following the return of Bo'ness, Wiscombe Park in Devon was added to the list in 1962 then came a veritable avalanche with Loton Park, Barbon Manor and Dyrham Park near Bristol being included as well for 1963.



**Sir Nick Williamson — 1972 Champion
presently joint second.**

September 1964 saw the realisation of many hopes in this area when Harewood took its place on the Championship roll for the first time to be followed by Longleat in 1965 bringing the total qualifying rounds up to 15.

In 1966 the Marquis of Bath settled for lions and Longleat went out again to be followed by Bo'ness, turned into a housing estate and Dyrham Park, National Trustbound in 1967 compensated by the addition of the longest hill of the lot, the 3.6 miles of Tholt-y-Will in the Isle of Man in 1968.

For 1969 the Lothian Car Club, promoters of Bo'ness came back into the list with their new hill at Doune in Perthshire to make up a series of fourteen rounds. This was a varied and exciting set of hills which provided good competition and one of the most satisfactory Championship years. Unfortunately at the end of the first round at Loton Park the S.V.A.C. announced that owing to an extension of activity in grouse rearing the season was to be greatly cut down and they would not be promoting there again.

The start of the 1970 season brought news that the Lancashire Automobile Club had been unable to overcome the financial problems of Tholt-y-Will and this very popular Isle of Man hill was to be dropped out of the series leaving only twelve rounds. Even this shortened programme did not stand, "The Rest" was breaking up so badly that it was replaced by a second round at Doune. Then Bouley Bay was postponed until October because a dock strike prevented shipment of cars to the island.

In 1971 there were thirteen rounds, two each at Prescott, Shelsley and Doune and single rounds at Wiscombe, Barbon, Bouley Bay, Great Auclum, Craigantlet, Harewood and, for the first time, Gurston Down.

In 1972 Craigantlet was dropped on Government advice because of "The Troubles" in Ulster, but the series increased to 14 rounds with the return of Loton Park, now organised by John Dorsett and the Hagley Club and Pontypool Park. The latter addition gave the B.A.R.C. three rounds in the series.

Finally, this year the greatest number of rounds ever was planned. The return of Craigantlet and inclusion of the Guernsey Hill les Val des Terres taking the total up to 16. In fact only fourteen rounds will be included as Pontypool in July had to be cancelled because of a strike of Council employees and, although the meeting was held, no Championship entrants ventured across the sea to Craigantlet.

So much for the venues, now who is eligible to take part. Well, for many years there was no limit at all on the type of vehicle which could take part. If it complied with the Vehicle Regulations it could enter. More recently the series has been limited to Sports/Racing and Racing Cars only, but within those categories it is a glorious "free-for-all" with all kinds of different cars from Formula One machines to home brewed specials proving competitive.

When the Championship was first introduced scores were worked out by a series of rather involved "percentage improvement" calculations based upon class records and it was not until 1957 that the current idea of "Championship Runs" was introduced. In this the fastest ten Championship drivers in the ordinary class runs have a further two runs at the end of the meeting so they can fight out for points under equal road and weather conditions. These championship runs form an exciting climax to a meeting, particularly when the struggle for points becomes really fierce towards the end of the season.

The scoring pattern is simple. In the Championship runs marks are gained on the scale of 10 points to the winner down to 1 for the tenth man. Marks can only be counted for a set number of qualifying rounds.

For many years this stood at 8 events, but this year it has been put on a sliding scale based upon the number of events actually run. For 1973 the best nine scores are counted.

Another popular feature was a bonus point for any competitor who, during the Championship runs, broke the outright record for the hill which was standing before the meeting. This provided some very exciting competition at the end of the events, but for some reason best known to themselves, the R.A.C. decided to drop this bonus for 1973.

There have been twenty-six Champions to date, they are:-

R.A.C. British Hill Climb Championship

1947	Raymond Mays (ERA)
1948	Raymond Mays (ERA)
1949	Sydney Allard (Allard Steyr)
1950	Dennis Poore (Alfa Romeo)
1951	Ken Wharton (Cooper JAP)
1952	Ken Wharton (Cooper JAP)
1953	Ken Wharton (Cooper JAP and ERA)
1954	Ken Wharton (Cooper JAP and ERA)
1955	Tony Marsh (Cooper JAP)
1956	Tony Marsh (Cooper JAP)
1957	Tony Marsh (Cooper JAP)
1958	David Boshier Jones (Cooper JAP)
1959	David Boshier Jones (Cooper JAP)
1960	David Boshier Jones (Cooper JAP)
1961	David Good (Cooper JAP)
1962	Arthur Owen (Cooper Climax)
1963	Peter Westbury (Felday Daimler)
1964	Peter Westbury (Ferguson P99 Climax 4wd)
1965	Tony Marsh (Marsh Buick)
1966	Tony Marsh (Marsh Buick)
1967	Tony Marsh (Marsh Buick 4wd.)
1968	Peter Lawson (BRM P.67 4wd.)
1969	David Hepworth (H'worth Oldsmobile 4wd)
1970	Sir Nicholas Williamson McLaren M10A/B Chevrolet)
1971	David Hepworth (Guyson Sandblast Spe.) (Hepworth Chevrolet 4wd.)
1972	Sir Nicholas Williamson (March 712S Hart)

Continued on page 26



Chris Cramer — Lying 5th



Mike MacDowel — Leading the field



Roy Lane — He's 4th

HILL CLIMB CHAMPIONSHIP—continued

For the first twenty-one years the Championship was very much a Midland and Southern competition with South Wales and Jersey noises off but in 1968 and 1969 Yorkshire came into its own. Firstly Peter Lawson in the 4-wheel drive B.R.M. and then David Hepworth with his self constructed Hepworth FF. were the Champions. Peter moved on to circuit racing with notable success but later he announced his retirement from racing for business reasons.

David Hepworth still does some hill climbs, but he has now taken up long-distance and InterSerie Sports Car racing and has only scored at two rounds this year. Fortunately Richard Thwaites of Dewsbury has come up from campaigning Minis to currently lying second in the table and holding the Harewood Hill record in less than five years. Another local notability, or should it be notoriety, Tony Bancroft, once better known as "Spotty Smith" has also moved into the top class and is beginning to make his presence felt. Richard Shardlow also keeps the White Rose flying, although he does now reside in Derbyshire.

At the start of the 1969 season came the welcome announcement that Shell were to sponsor the championship, and their support both to competitors and organisers has done much to enhance the stature of the Championship. In particular their "Man on the Hills" Freddie Brown became a highly popular and respected figure, ever present, ever cheerful and ever helpful and courteous. Freddie's drive and enthusiasm helped

the Championship to move to new heights and it was fitting that at the end of the season the drivers made a presentation as a token of their respect and friendship.

Shell's sponsorship continued through 1970, when the subsidiary "Leaders" Championship was introduced and then, on a slightly reduced scale, to the end of 1972. During this period the status of the R.A.C. Hill Climb Championship was raised to its highest level ever with plenty of competitors in very exotic motor cars providing highly exciting and competitive sport.

Inevitably, commercial pressures being what they are, Shell announced withdrawal of their support for the series after 1972. This left a vacuum which the R.A.C. were unable to fill. Fortunately the prestige of the series and the spirit of the competitors and organisers has enabled it to survive, despite a lack of interest on the part of the controlling body and some highly dubious, and almost furtive, changes in the rules "in the interests of uniformity with other R.A.C. Championships.

The period when Shell supported the Championship typified the very best type of fusion between a big Commercial organisation and a purely amateur branch of motor sport. Shell came along, took a minority branch of the sport, raised it to its highest ever levels competitively, and socially, and left it stronger than before. And incidentally made many good friends in the process.

QUALIFYING EVENTS FOR THE 1973 R.A.C.

Qualifying Round No.	1.	2.	3.	4.	5.	6.	7.
Hill	Loton Park	Prescott	Wiscombe	Barbon	Shelsley	Doane	Pontypool
Organising Club	Hagley & D.	B.O.C.	WH&DCC	W.M.C.	10/6/73	17/6/73	15/7/73
Date of Event	23/4/73	6/5/73	13/5/73	19/5/73	M.A.C.	Lothian CC	BARC S.W
Length of Course (Yds.)	1475	1127	1000	890	1000	1564	850
Record Before Meeting	55.69	43.07	39.70	24.55	29.29	45.08	29.66
Held By	Hepworth	Lane	Lane	Hepworth	MacDowel	Williamson	Williamson
Car	Guysen	McLaren 10	McLaren 10	Guysen	B'ham BT36X	March 712	March 712
New Record	-----	-----	39.16	24.02	28.82	44.60	-----
Taken By	-----	-----	Thwaites	Williamson	Williamson	MacDowel	-----
Car	-----	-----	McLaren 10	Marlyn	Marlyn DFV	B'ham BT36X	-----
Weather	Wet	Drying	Dry	Dry	Dry	Dry	-----
Championship Placing	Williamson	Thwaites	Thwaites	Williamson	MacDowel	MacDowel	
Time and Marks	1 62.34 10	46.18 10	39.16 10	24.02 10	28.82 10	44.63 10	
	Hepworth	MacDowel	MacDowel	Thwaites	Williamson	Williamson	Cancelled
2 62.89 9	46.37 9	39.27 9	24.22 9	29.08 9	44.65 9		
	MacDowel	Hepworth	Lane	MacDowel	Thwaites	Lane	Owing
3 64.01 8	46.47 8	39.41 8	24.23 8	29.14 8	45.00 8		
	Griffiths	Lane	Williamson	Lane	Thwaites	Thwaites	To
4 64.14 7	46.60 7	39.50 7	24.34 7	29.53 7	45.10 7		
	Lane	Shardlow	Griffiths	Cramer	Cramer	Cramer	Strike
5 65.20 6	46.78 6	39.64 6	24.79 6	29.74 6	46.01 6		
	Cramer	McMaster	Cramer	Griffiths	Griffiths	Griffiths	Action
6 66.05 5	47.24 5	40.30 5	25.04 5	29.92 5	46.15 5		
	Rollason	Bosh-Jones	Good	Bosh-Jones	Bosh-Jones	Bancroft	By
7 66.35 4	47.72 4	41.05 4	25.70 4	30.45 4	48.15 4		
	Thwaites	Griffiths	Rollason	Good	McLaren		Council
8 66.87 3	48.12 3	41.33 3	26.03 3	30.79 3	48.23 3		
	MacMaster	Cramer	Harrison	Bancroft	Phillips		Employees
9 68.20 2	48.34 2	41.82 2	26.06 2	30.97 2	49.10 2		
	Good	Good	Good	Harrison	Mickel		
10 69.55	48.38 1	42.48 1	26.24 1	26.24 1	50.10 1		

We are fortunate indeed at Harewood that we can still count upon their support at a Regional level.

1973 opened with high hopes for another very exciting series. '72 Champion Nick Williamson had sold his 2 litre March 723 to Chris Cramer and opted for a Cosworth DFV Formula 1 engine in a Marlyn. David Good had a similar engine but in a Lyncar MS4 whilst Tony Griffiths had opted for a Brabham BT33 to house a similar "British Standard Rear End". Not to be outdone John McCartney had a P.153 B.R.M. Four current formula one cars into the field where Mike MacDowel, Roy Lane and Richard Thwaites were sticking with 5,000 c.c.s., or more.

No. 2 in the 1972 table David Hepworth was reputed to be creating a new Hepworth Sandblaster, but knowing how deeply David was getting involved with InterSerie racing most people did not expect to see this too early in the season. Of the cars which changed hands, John Cussins obtained the rolling chassis of Tony Griffiths Brabham BT35X for Malcolm Dungworth to drive, whilst Tony Bancroft had the ex Bill Wood McLaren M10B.

Richard Shardlow found that repairs to his M10B following his spectacular accident last September were a little too much and opted to share the Guyson Sandblaster Special with David Hepworth. This proved not to be a very fortunate choice as the Guyson suffered a series of mechanical setbacks which Heppy was too busy to rectify and Mr. Shardlow looked set for a season on the side-lines. Just in time for Bouley

Bay Richard bought a BDE engined 2 litre Brabham BT38 but, of course he has no chance of finishing very high in the table this year.

Full of hope the circus descended upon Loton Park on Easter Monday for the opener to the series. The track had been newly re-surfaced, but showers of rain which lasted all day put paid to any records. After the first round the marking table had a familiar look with Nick Williamson leading from David Hepworth and Mike MacDowel third, an exact repeat of the final 1972 result.

This was not to last however as a couple of weeks later the Championship moved to Prescott. Once again the meeting started with rain, but this time it did relent and the track was drying out for the Championship runs. Nick Williamson had a rather lurid slide in his second class run and did not manage to qualify for the Championship runs. In his absence the steadily improving Thwaites put up f.t.d. from MacDowel, Hepworth and Lane.

One feature of this year's Championship is the number of competitors who have obtained sponsorship from commercial organisations. Richard Thwaites now drives an "Eastern Carpet Stores McLaren", Roy Lane a "Manpower MacLaren", Chris Cramer is reflecting his ancestors with the "Grunhale Lager Special". Not surprisingly John Cussins is sponsoring Malcolm

Continued on page 28

BRITISH HILL CLIMB CHAMPIONSHIP

8.	9.	10.	11.	12.	13.	14.	15.	16.
Bouley Bay	Val des Terres	Gt. Auclum	Craigantlet	Shelsley	Gurston	Prescott	Harewood	Donne
26/7/73	28/7/73	4/8/73	11/8/73	19/8/73	27/8/73	2/9/73	9/9/73	23/9/73
JMC&LCC	GMC	H&BMC	U.A.C.	M.A.C.	BARC (SW)	B.O.C.	BARC (Y)	R.S.A.C.
1011	440	1833	1833	1000	1160	1127	1090	1564
43-15	18-34	56-16	56-16	28-82	30-94	43-07	38-47	44-60
Williamson	Griffiths	Nelson	Nelson	MacDowel	MacDowel	Lane	Thwaites	MacDowel
March 712	B'ham BT35X	Crossle	Crossle	B'ham BT36X	B'ham BT36X	McLaren M14	McLaren M10	B'ham BT36X
43-09	17-65	17-65	17-65	28-21	30-50	30-50	30-50	30-50
MacDowel	Cramer	Cramer	Cramer	MacDowel	MacDowel	MacDowel	MacDowel	MacDowel
B'ham BT36X	March 723	March 723	March 723	B'ham BT36X	B'ham BT36X	B'ham BT36X	B'ham BT36X	B'ham BT36X
Dry	Dull	Dry	Moist	Fine	Fine	Dry & Dusty	Dry & Dusty	Dry & Dusty
MacDowel	Cramer	Cramer	No	MacDowel	MacDowel	MacDowel	MacDowel	MacDowel
43-24	33-60	17-65	No	28-21	30-77	43-12	43-12	43-12
Cramer	Williamson	Good	Champ'ship	Thwaites	Thwaites	Lane	Lane	Lane
13-61	33-97	18-03	9	29-42	31-25	43-83	43-83	43-83
Lane	Lane	MacDowel	Entrants	Williamson	Williamson	Thwaites	Thwaites	Thwaites
13-74	34-04	18-05	8	28-84	31-28	43-90	43-90	43-90
Thwaites	Shardlow	Lane	Went	Griffiths	Bancroft	Williamson	Williamson	Williamson
43-86	34-56	18-15	7	28-86	32-51	43-91	43-91	43-91
Good	Griffiths	Griffiths	To	Lane	Cramer	Bosh-Jones	Bosh-Jones	Bosh-Jones
14-14	34-69	18-29	6	28-87	32-64	44-66	44-66	44-66
Bancroft	MacDowel	Thwaites	Ulster	Good	Bosh-Jones	Rollason	Rollason	Rollason
44-69	34-71	18-61	5	29-00	32-76	45-73	45-73	45-73
Griffiths	Good	Bosh-Jones	For	Cramer	Griffiths	Good	Good	Good
45-34	35-28	18-93	4	29-42	32-79	45-78	45-78	45-78
Shardlow	Bancroft	MacMaster	This	Bancroft	Good	MacMaster	MacMaster	MacMaster
45-36	35-58	19-34	3	29-82	33-35	46-09	46-09	46-09
Harrison	Guff	Bancroft	Meeting	Bosh-Jones	MacMaster	Griffiths	Griffiths	Griffiths
46-99	35-59	19-63	2	30-08	34-23	46-16	46-16	46-16
Ogier	Thwaites	Williamson		Shardlow	Harrison	Phillips	Phillips	Phillips
48-19	Fail	Fail	0	31-58	34-30	47-70	47-70	47-70

HILL CLIMB CHAMPIONSHIP—continued



Richard Thwaites — Joint second and holder of the Harewood record.

A week after Prescott it was Thwaites all the way at Wiscombe from MacDowel, Lane and Williamson although Nick had managed to set a new hill record in the Class runs. Although everyone was trying harder, the track was slower in the Run Off where Thwaites was 36 slower than the new record whilst, following another spin, Nick could only manage fourth place.

After two bits of nonsense in a row Nick was determined to put things to rights at Barbon where he headed Thwaites, MacDowel and Roy Lane, all four getting inside David Hepworth's old record. Not that records were doing anything for the Championship marking this year the R.A.C. having dropped the bonus mark which had been such a popular feature in previous years. Fortunately for the sake of the Championship, competition has become so tough at the top that everyone has to try much harder. Regretably however there have been cases where 10 points have been secured in the first Championship run and the second run has been a gentle tour up the hill rather than a blind for a new record and bonus point.

After four rounds Mike MacDowel was leading the Championship with 34 marks despite not having had a first place. Mike put this to rights at Shelsley with a storming new, sub 29 second record to put him four points ahead of second-placeman Richard Thwaites. Richard and Mike have remained in these positions ever since.

A week later came the long drag up to Scotland for the first Doune round. Once again, for the fourth

consecutive round, the hill record went pretty comprehensively. This time it was Mike MacDowel who took the honours although Williamson and Lane were both inside the old record and Thwaites only .02 away in fourth place. Not everyone went to Doune and "Smiler" Reg Phillips, Ian McLaren and Gray Mickel entered the marking table.

There was a month's lay off before the next round at Pontypool, and then it had to be cancelled as all the Council workmen went on strike and if the Club had opened up the park, all the other park-keepers in South Wales would have come out as well. As a result it was a competition of a hungry collection of hillclimbers who descended upon the Channel Islands for the next two rounds.

Bouley Bay was another MacDowel benefit although that fine driver Chris Cramer who had been around fifth or sixth all season moved up into second place on the day. Two days later the new Val des Terres hill in Guernsey became Cramer's first Championship round victory, a process he repeated a week later at Great Auclum. With these three fine results Chris moved up to equal third in the table.



David Hepworth — Champion in 1967 & 71

Dungworth's "Saxon Hawk Special", a continuation of last year's support from the West Riding motor group.

As has been mentioned earlier, no one took advantage of some cheap points in Ulster, so the next round was the second visit to the home of British hillclimbing, Shelsley Walsh on August 19th. Here Mike MacDowel served notice that he had only relinquished fastest time on a temporary basis trimming another 0.6 second off his June record bringing it down to 28.21. And this only a couple of years after David Hepworth broke the half-minute barrier for the first time.

It was MacDowel again at Gurston Down on Bank Holiday Monday and again last weekend at Prescott to bring his score up to 86 out of a possible maximum of 90. Mike now cannot be overtaken in the 1973 Championship, but the battle for second place is very keen. At the start of today's event Richard Thwaites and Nick Williamson are tying on 77 points. Both have a couple of 7's to discard, before they can improve their scores so it rests entirely upon their places in this afternoon's meeting and next weekend at Doune as to which will triumph. Fourth placed Roy Lane looks set to stay in that position, but if Cramer had a pair of outstanding results he might just oust Roy.

Yes, another splendid Championship providing some very exciting competition.

POSITIONS AT START OF THIS MEETING

R.A.C. British Hill Climb Championship

A B C

1. M. MacDowel (5.0 B'ham BT36X Repco)	12	8	86
2. R. Thwaites (5.8 McLaren M10B Chev)	11	7	77
Sir N. Williamson (3.0 Marlyn DFV)	9	7	77
4. R. T. Lane (5.7 McLaren M14B Chev.)	11	7	69
5. C. F. Cramer (2.0 March 7.3 Hart BDA)	11	5	63
6. A. B. Griffiths (3.0 Brabham BT33 DFV)	12	4	51
7. D. R. Good (3.0 Lyncar MS4 C'worth DFV)	11	1	39
8. P. Boshier-Jones (3.5 B'ham BT21C Buick)	7	—	29
9. J. A. Bancroft (5.0 McLaren M10B Chev.)	7	—	23
10. D. Hepworth (5.0 Guyson Sanblaster Spl.)	2	—	17
R. T. Shardlow (2.0 Brabham BT38 BDE*)	4	—	17
12. K. MacMaster (1.6 G.R.D.272 Hart BDA)	5	—	15
13. G. G. Rollason (1.6 Lotus 69 Hart FVA)	3	—	12
14. A. P. Harrison (1.6 Brabham BT35 BDA)	4	—	6
15. G. M. Dungworth (5.0 B'ham BT35X R'co)	1	—	3
I. McLaren (2.0 Brabham BT36 FVA)	1	—	3
R. W. Phillips (1.9 Chevron B19 BDA)	2	—	3
18. S. Cuff (5.0 Leda 212 Chevrolet)	1	—	2
19. R. G. Mickel (1.6 Brabham BT35 C'worth)	1	—	1
M. Ogier (1.0 Brabham BT28 MAE)	1	—	1

A = No. of event in which points scored.

B = Lowest Marks next to be discarded.

C = Marks for 9 events including Prescott 2/9/73

* = Also scored in Guyson Sandblaster Spl.)

The Woking Motors "Leaders" Hill Climb Championship

The "Leaders" Championship was the brainchild of Freddie Brown, Shell's popular man at the Meetings with the idea of emulating the success of the Castrol/ BARC handicap Championship. The competition differs from the R.A.C. Championship in that it is marked in classes. Originally 10 marks were awarded for winning a class down to 1 for tenth place in class. Unfortunately some classes are always thinly supported so for 1971 the marking was reduced to the top five in any class. In 1972 the R.A.C. proposed a set of 10 classes which were used for marking, although the fairness of the Championship was somewhat in question where the allocation of bonus points for beating non-standing records was concerned.

Despite these handicaps, the "Leaders" became a popular feature of R.A.C. rounds with some keen followers. Because the demands were more modest, a sponsor was found for the 1973 series in the shape of "Woking Motors". In the interests of rationalisation the R.A.C. amended the marking to 9, 6, 4, 3, 2 & 1 for the top six in class and dropped the bonus point for breaking the class record.

Unfortunately a Class marking Championship needs much more working out than the R.A.C. series and for most of 1973 "Who's Leading" would have been a better title than "Leaders" and no one has had much idea of the scores. As a result we cannot print much detail of the 1973 series except the scores before today's meeting which are given below.

POSITIONS AT START OF THIS MEETING

Woking Motors "Leaders" Championship

A B C

1. A. D. Osborne (Mallock U.2 12 BDA)	9	4	70
2. E. P. Scragg (Chevron B19 B.M.W.)	9	6	69
3. A. Brown (Ginetta G.17 Chrysler)	9	4	67
4. R. Jones (Mallock U.2 11B Hart)	8	—	47
5. N. Pow (Jaguar "E" Type)	7	—	45
6. C. C. Myles (Cooper Mk. 9 Norton)	8	—	43
7. A. P. Boyle (Lassman B.L. Cooper S)	5	—	42
8. D. T. Franklin (Hunstan Vixen Imp)	7	—	39
R. Willoughby (Brabham BT15 Ford)	5	—	39
10. J. D. Stuart (Mallock U.2 8B Ford)	9	2	38
B. Brant (Cooper Mk. 10 Triumph)	7	—	33
12. D. G. Morris (Mallock U.2 11X FVA)	5	—	39
13. D. Fyfe (Ginetta G.17 Chrysler)	9	1	35
14. J. Turner (Cooper Mk. 9 Norton)	6	—	33
15. M. Wyatt (Ginetta G.4 Ford)	7	—	29
16. R. W. Ward (Austin Healey Sprite)	3	—	27
17. J. Cleland (Chevron B.8 B.M.W.)	5	—	25
18. B. Oddy (Cooper Mk. 8 Norton)	5	—	17
19. W. Morris (Mallock U.2 11X FVA)	3	—	13
20. J. D. Frampton (Terrapin Mk. 1a B.L.)	3	—	13

A = No. of events in which points scored.

B = Lowest Marks next to be discarded.

C = Marks for 9 events including Prescott 2/9/73.

MEMBERSHIP APPLICATION FORM (5)

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 :

Entrance Fee (£1.00)

£ . p

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".



ABOUT THE B.A.R.C.



The British Automobile Racing Club is the largest club for sporting motorists in the country. Originally formed in 1912 as The Light Car & Cyclecar Club it changed its name in 1923 to The Junior Car Club and again in 1948 to the present title. The Club organises major motor race meetings at Thruxton, Croft, Cadwell Park, Silverstone, Oulton Park, Castle Combe, Mallory Park, Snetterton, Crystal Palace, Brands Hatch. In addition there are nine Centres spread about the country which organise local events.

The largest of these Centres is the Yorkshire Centre which promotes the hill climb here today. The Centre was formed in 1922 and now has over 1,100 members resident in the County. Each year a full programme of competitive and social events is arranged for members including Hill Climbs, Sprints, Race Meetings, Driving Tests, Trials, Treasure Hunts, Film Shows, Dances, Social Evenings and even Cricket and Golf Matches.

This Hill Climb at Stockton Farm is possibly the most ambitious venture the Centre has yet undertaken and its realisation and success is proof of the keen spirit which exists within the Club. The meeting today was conceived, organised and presented by voluntary helpers who do it purely for love of the sport. This same attitude can be found at all our other events

The B.A.R.C. is the Club for Hill Climb enthusiasts. The Yorkshire Centre run meetings at Harewood, the South Western Centre at Gurston Down and the South Wales Centre at Pontypool Park. All three of these venues have rounds in the "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 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

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.

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.

Some Other 1973 Events

- 1 May — Evening Production Car Trial.
- 13 May — "E. A. Denny" Production Car Trial.
- 29 May — Harewood Practice Evening.
- 2/3 June — Scarborough Week End Autotests.
- 15 July — Cadwell Park Race Meeting.
- 18 July — Annual Golf Competition.

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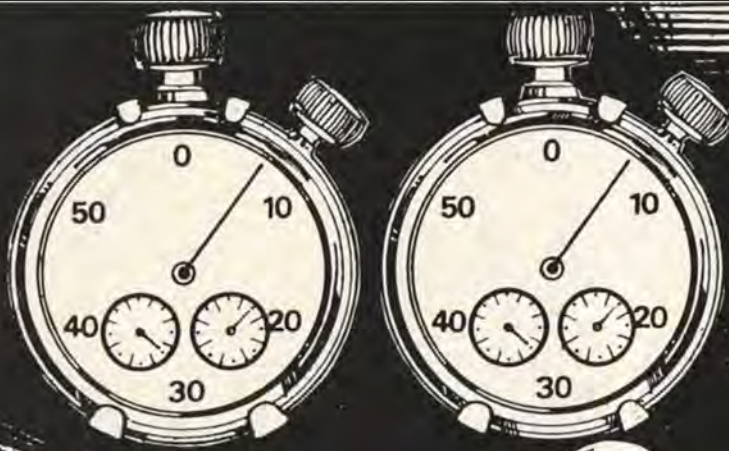
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