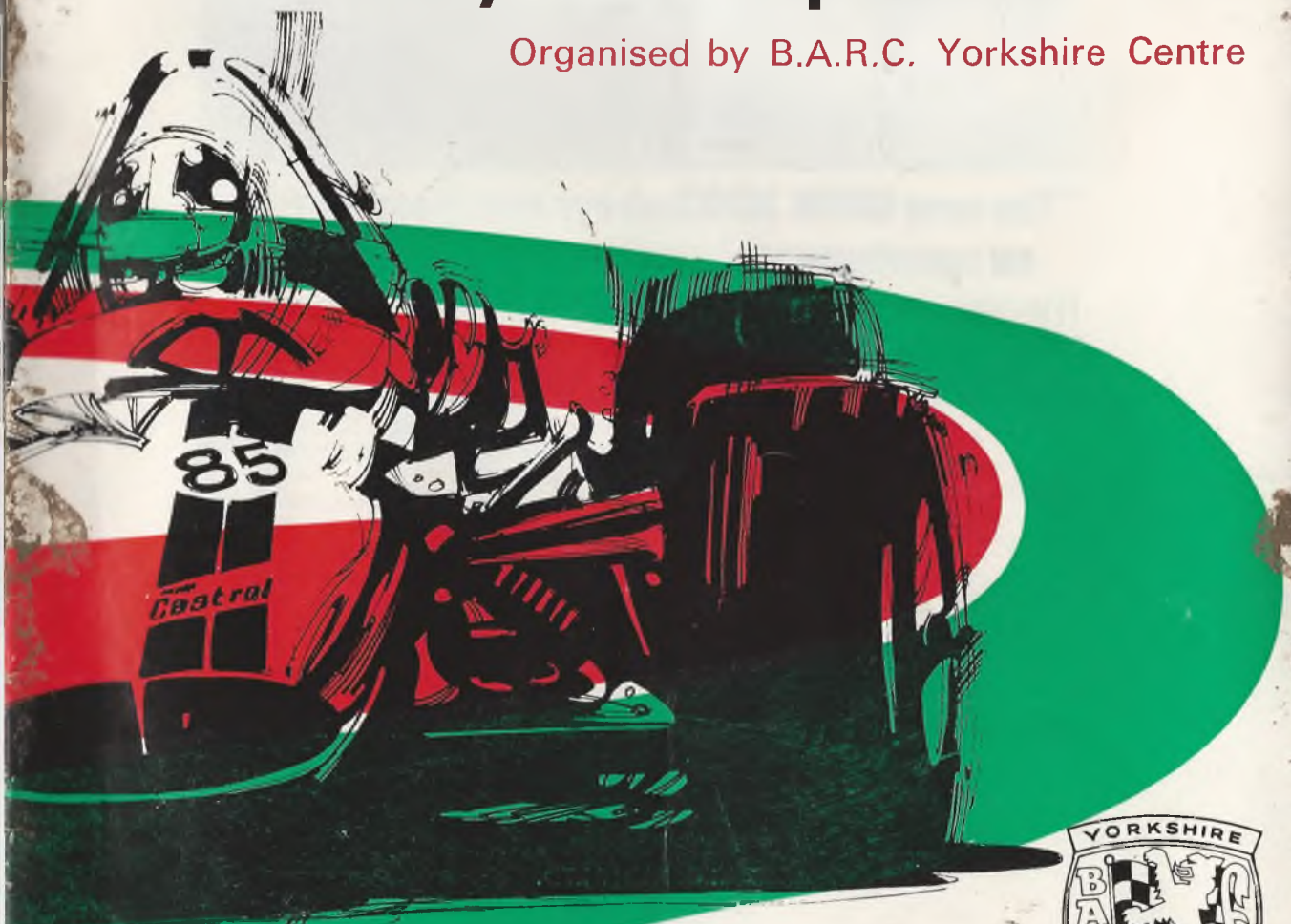
Castrol Trophy

SPEED HILL CLIMB

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

Sunday 29th September 1974

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



HAREWOOD SPEED CLIMB
STOCKTON FARM
HAREWOOD AVENUE, Nr. LEEDS

OFFICIAL PROGRAMME 10p

"The new BMW 2002 obeys every command as spontaneously as flexing a muscle!"

The new-look 41 mpg BMW 2002 Tii Sports Saloon

A fast, incredibly responsive 5-seater sports saloon that has resulted from BMW's advanced technology, and design.

☐ A smooth 147 bhp (SAE) 2-litre engine, precision-engineered for ultimate performance, economy, and reliability.

☐ Fuel injection for additional power (top speed 116 mph) and even greater economy; an amazing 41 mpg at 50 mph (Standard DIN test methods).

☐ Re-styled front and rear. Remodelled interior.

☐ BMW's superior all-wheel independent suspension.

☐ Dual-circuit brakes – radial tyres – wider track 5J wheels.

☐ Exclusive BMW safety design with 'impact absorbing' zones.

Call in or phone us today for a test drive in the BMW 2002 Tii or BMW 2002 (Carburettor Version). We'll be happy to show you what personal service *really* means.

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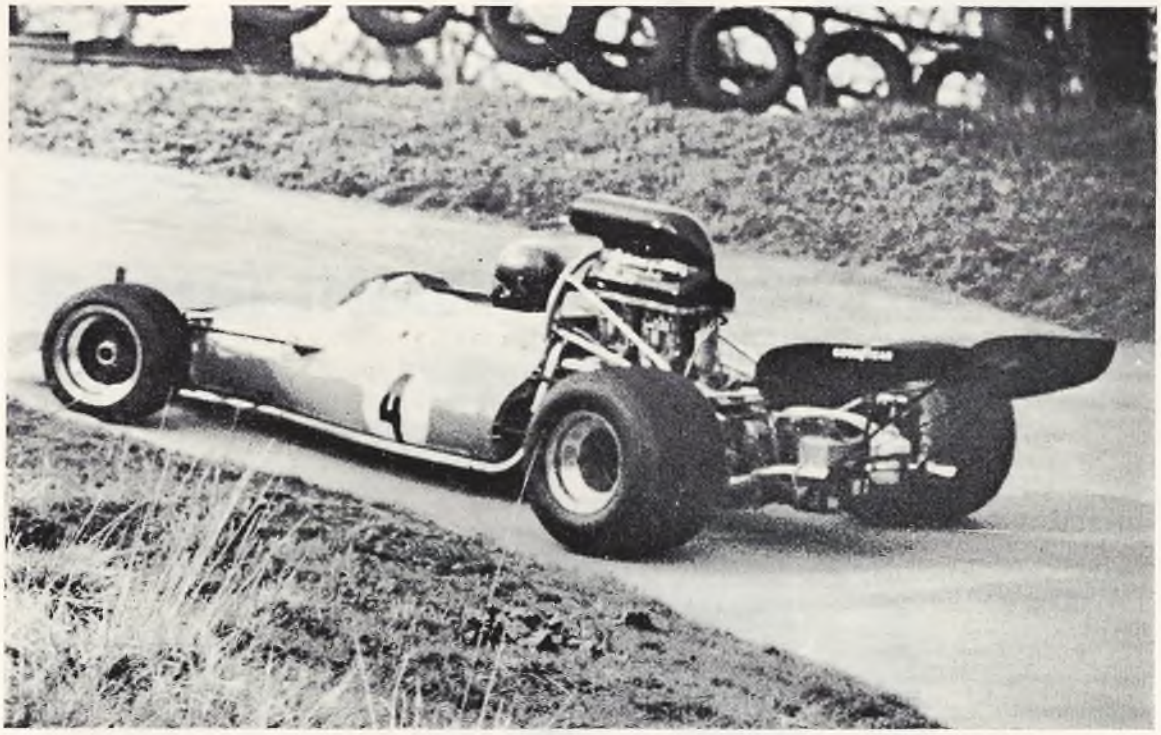


Roy Lane (McRae GM1 Chevrolet) currently sharing the lead in the Castrol/BARC F.T.D. Awards Series.

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/9874

Sunday, 29th September, 1974

Commence 12 noon

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.

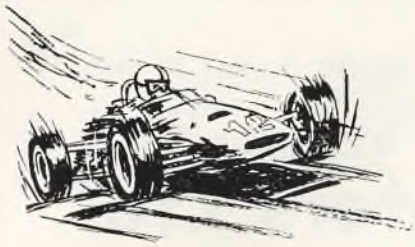
DOGS ARE NOT ALLOWED AT THE HILL CLIMB

Castrol gets results

Racing. Rallying. Hill climbing. Autocross. Drag racing. Wherever cars compete, Castrol gets results.

Castrol is the heart of a healthy engine. And the engine is the heart of the enthusiast's car. Use GTX and you not only lubricate your engine, you help cool it, clean it and protect it from corrosion and wear.

Put heart in your car with Castrol GTX.



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

RAMBLINGS

The Castrol/B.A.R.C. Hill Climb Championship is the only National Hill Climb Championship with full commercial sponsorship and today marks the end of the seventh running of that Championship. Despite its commercial support, the Championship is a Clubmans' affair with three sets of awards, the main Championship for the best performance on Handicap, the subsidiary F.T.D. awards for the fastest times irrespective of machinery and the Ladies competition. Whether the new sex discrimination laws will allow the latter to continue is of course problematical.

Today we welcome a new Champion, popular Peter Voigt from Sussex with his unique Voigt/Renwick Special, a light spaceframe 500 c.c. racing car with a Kojig flat four outboard motor. Peter will be a very popular Champion and we hope he has started a trend in construction of modern 500 c.c. racing cars.

In the f.t.d. awards things could not be closer. Roy Lane or Chris Cramer, Chris Cramer or Roy Lane, whoever beats the other today will be the winner. So far as the ladies prize is concerned this will go to either Diana MacMaster or Janet Rutherford.

One innovation you will notice today, is that the competitors do not have to run down the course to get to the start, we hope that use of the new access road will enable meetings to run more smoothly and will keep the action flowing.

Another innovation, Class 18 for Rally Cars. This is very kindly sponsored by the National Brakedown Recovery Club of Bradford and should provide a contrast in driving styles from the normal run of Speed Climb competitors. The Rally boys take a sideways round the corners line in contrast to the tidier style favoured by Hill Climbers, perhaps we will find out today which is the fastest.

That brings us on to another Harewood first. On Saturday morning 16th November, Stockton Farm will play host to a stage on the R.A.C. International Rally of Great Britain. This will be a unique stage in that you will be able to see 75% of the whole stage from one vantage point.

The stage will start at the Western entrance gate, the one nearest Harewood village, run to the top of the hillside car park, down the winding road used by spectators to get on the hillside and join the new start access road. The Rally cars will then sprint up the hill, over the finish, around "Harpic Corner" near the toilet blocks and finish half way down the main access road to Harewood Avenue.

To see Clark, Mikkola and the rest in action on this exciting stage promises to be one of the motor sporting thrills of 1974. So put the date in your diary and be along by 9-00 a.m. on 16th November for the first R.A.C. Rally stage at Harewood.

Finally, the spirit of the Castrol/B.A.R.C. Hill Climb Championship is typified in this poem from John Pascoe who has battled, without actual reward, for all seven of those years.

Song of a Thwarted Castrol/BARC Champion

For so long now, I've tried so hard
To win that major prize
To beat those dreaded bogey times,
That Wilson did devise.

At first with my old Cooper 'S',
My God, I thought, I'm quick,
But nearly always second place
To Mini Maestro Nick.

Next came the fleet Ginetta,
In Modsports, THE most 'mod',
When on the scene came Seaman
And won the lot — the sod!!

With Cramer gone to higher things,
U2 can win, thought I.
At Scammonden it all went bang,
I felt the end was nigh.

Then on to Clubmans, here I thought
I'd really stand a chance.
But now they've all got Holbays,
Again I'm in a trance.

My pennies spent on those four cars,
Now should I make it five?
Or should I face the awful truth? . . .
Perhaps I just can't drive!

But no, that's not the spirit
Of which racing men are made,
And though I may not win the game,
It's great just to have played.

So come, we'll soldier on once more,
Through blow ups and despair,
The goal — the victor's rostrum —
One day we might get there!!

John Pascoe.

THE OFFICIAL COURSE CAR USED BY THE CLERK OF THE COURSE AT THIS HILL CLIMB IS SUPPLIED BY :

Simon James Motors Ltd.

of RIMINGTON

Nr. SKIPTON

Quality *Performance*

Sponsors of the White Chevron raced by Richard Simms, and the Orange Ginetta raced by David Sugden.

We specialise in High Performance — Ferrari to Mini.

If we do not have your exact requirement in stock, please give us an opportunity to locate a suitable car for you within 24 hours. You would still be purchasing from us and would qualify for the renowned Simon James warranty.

We are often asked to sell cars on behalf of Customers, which we are very happy to do. Also, we can obtain a better price for your part-exchange by selling it for you. Our efforts to be helpful are appreciated by our customers, who return to us again and again.

If we can help you in any way, either buying or selling, please ask for John or Peter at Gisburn 5 3 5.

OFFICIALS OF THE MEETING

STEWARDS

Appointed by the R.A.C. ..... S. Saddington
Appointed by the B.A.R.C. ..... H. C. Mason, F. H. Crosby

OFFICIALS

Clerk of the Course ..... M. S. Wilson
Deputy Clerk of the Course ..... J. Johnstone
Chief Observer ..... J. R. Hardcastle
Deputy Chief Observer ..... L. G. Bentley
Chief Marshal ..... D. B. Marsden
Medical Officers ..... Dr. T. Dowell, Dr. A. K. Marsden, Dr. J. K. Armstrong
Secretary of the Meeting ..... Miss J. M. Walker
Chief Scrutineer ..... S. H. Hanson
Chief Timekeeper ..... D. R. Scatchard
Incident Officers ..... M. J. Frost, P. S. Adelman
Chief Paddock Marshal ..... B. N. Marsden
Deputy Paddock Marshal ..... M. H. Thornton
Chief Car Park & Admissions ..... D. N. Townsend
Deputy Car Park & Admissions ..... Mr.s J. H. Marsden
Car Park Control ..... M. H. Whaley, J. M. Busfield
General Liaison ..... D. Easthope
Time Recorder ..... Mrs. J. M. Scatchard
Results ..... Miss G. M. Nicholson, Miss J. S. Lee
Entries Secretary ..... Miss J. M. Walker
Competitor's Signing-on ..... Miss J. S. Lee
Chief Start Area Marshal ..... C. Hobson
Deputy Start Area Marshal ..... B. Watson
P.A. Commentary ..... E. Bowers-Booth, A. D. Roddis
Scrutineers ..... B. L. T. Bielby, D. G. Tarbet, P. W. Watson, D. F. Wood
Scrutineers Marshals ..... W. Hall, Mrs. S. H. Hanson, G. L. Thomson, U. P. Yours.

Observers :
A. Henderson, R. Sagar, M. M. English, R. W. A. North, G. F. D. Hewitt, A. A. Pritchard, D. Spark, S. Thompson, R. Cowgill, W. S. Edwards, A. T. Nicholls, J. R. Wass, M. J. C. Sewart, D. M. Gledhill, D. M. Dalrymple.

Start, Flag, Fire & Spectator Marshals :
P. J. Brooks, P. Broxup, I. Canavan, Mrs. K. Hobson, C. D. H. Kitching, P. Newby, J. Shaw, P. R. Telford, N. Hartley, K. Petch, R. A. Bateson, D. Mainprize, Mrs. J. Mainprize, G. Waddington, R. J. Beck, S. F. Fox, Mrs. J. Kerswell, C. F. Jojes, K. Clapperton, E. Clapperton, P. J. Maudslay, J. Hardy, T. Hainsworth, E. A. Dawson, N. Higgins, Mrs. J. Higgins, G. D. Horner, Mrs. J. Sewart, R. A. Scott, S. Hibbert, J. R. Norbury, J. Rawlings, K. Rawlings, J. Daughtry, K. W. Miller, P. J. F. Miller, D. A. Naylor, J. F. Wilton, J. M. Tyas, Mrs. J. M. Tyas.

Paddock Marshals :
D. K. Chippindale, N. Brooks, R. Edwards, D. J. Hancock, S. Picker, Miss C. Arriage.

Paddock Scoreboard :
Miss H. R. Dixon, Miss A. Astbury.

Admission & Car Parks :
B. Goddard & Party, G. Duxbury and Harewood Estate Party.

Programme Sales :
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. Metro Police (Chapeltown Division)
Road Signs ..... R.A.C. Yorkshire Area Office
Breakdown Wagon ..... Guiseley Garages Ltd.
Welding Service ..... The Pit Stop Ltd.
Course Car ..... Simon James Motors Ltd.
Radiotelephone Equipment ..... Pye Telecommunications Ltd.
Plant Service ..... Chippindale (Engineers) Ltd.
Display Area Concessions ..... Frank Lee

TIMETABLE FOR TODAY

9-30 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 & 18.
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 & 18.
4-30 p.m.	The Championship Runs.
5-15 p.m.	Meeting concludes.
5-30 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.

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or
The inability to obtain help for a Minor Breakdown

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ANNUAL SUBS £3·50 (PLUS INITIALLY A 50p ENROLEMENT FEE)
A.A./R.A.C. MEMBERS £2·70 (INC.) TRAILERS & CARAVANS £1·20)

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/9874.

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.

CROSTUNE

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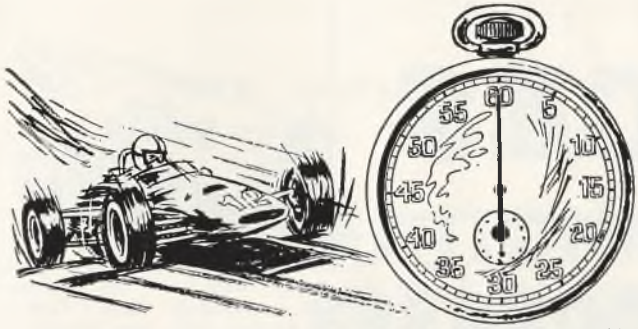


HAREWOOD RECORDS

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

Original Tar and Chipping surface.

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

Hill re-surfaced with Graded Tarmacadam.

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

Hill re-surfaced with non-skid Asphalt.

21/7/68	*D. R. Jackson (Lotus 23B Ford)	48.91
15/9/68	P. G. Lawson (B.R.M. 4 W.D.)	41.43
20/4/69	D. Hepworth (Hepworth Traco F.F.)	42.11
1/6/69	D. Hepworth (Hepworth Traco F.F.)	43.20
20/7/69	*C. J. Parker (Porsche 904)	48.96
10/8/69	J. Johnstone (Brabham Buick)	42.20
14/9/69	Sir N. Williamson (McLaren M.10A)	42.08
19/4/70	Sir N. Williamson (McLaren M.10A)	40.25
17/5/70	R. Thwaites (Brabham BT18 Buick)	43.12
28/6/70	D. Hepworth (Hepworth F.F.)	40.25
26/7/70	*A. Merrick (E.R.A. R1A)	51.18
13/9/70	D. Hepworth (Hepworth FF)	40.69
25/4/71	D. Hepworth (Hepworth FF)	42.76
23/5/71	J. A. H. Lambert (Cooper T.86)	49.45
27/6/71	D. Hepworth (Hepworth FF)	40·52
25/7/71	*E. N. Corner (E.R.A. R4D)	47.08
11/9/71	D. Hepworth (Hepworth F.F.)	40.10
12/9/71	R. T. Lane (McLaren M10B)	39.57
23/4/72	R. T. Lane (McLaren M14D)	40.57
21/5/72	D. R. Good (Martin BM8)	44.01
25/6/72	R. T. Lane (McLaren M14D)	39·68
23/7/72	*R. Scott-Moncrieff (Kincraft)	44.15
10/9/72	M. MacDowel (Brabham RT36X)	39.14
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
30/9/73	M. MacDowel (Brabham B.T. 36X)	39.50
14/4/74	C. F. Cramer ((March 74B Hart)	40·67
2/6/74	M. MacDowel (Brabham BT 36X)	39·23
7/7/74	M. MacDowel (Brabham BT 36X)	38·59
4/8/74	R. T. Lane (McRae GM1)	39.15

† 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)	4/8/74	47.85
2.	R. N. Porter (B.L. Cooper S)	7/7/74	47·06
3.	R. White (Ford RS1600)	23/4/72	46.10
4.	C. F. Cramer (B.L. Cooper S)	14/9/69	46.26
5.	J. F. Thomson (Vauxhall Firenza)	2/6/74	45·09
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)	14/4/74	44·21
11.	R. J. Prest (Mallock U.2 118)	4/8/74	43·49
12.	C. F. Cramer (Mallock 0.2 B.L.)	24/9/72	42.55
13.	D. G. Morris (M'lock U.2 11X PVA)	9/9/73	41.06
14.	J. A. Bancroft (Chevron B.19 BMW)	24/9/72	41.05
15a.	P. E. Voigt (Voigt/Renwick)	7/7/74	44·84
15.	P. E. Voigt (Brabham BT15 Ford)	9/9/73	41.76
16.	D. Thomson (GRD 272)	7/7/74	40·10
17.	R. Thwaites (Packmail McLaren)	24/9/72	38.47

NEXT MEETING

R.A.C. INTERNATIONAL RALLY

Special Stage here at at Harewood

SATURDAY, 16th NOVEMBER ——— COMMENCE 9-00 A.M.

PROGRAMME AND LIST OF ENTRIES

Commence 12-00 noon. 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, 15a, 15, 16, 17 & 18.
SECOND RUNS: Classes 1, 2, 3, 4, 5, 6a, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15a, 15, 16, 17 & 18.

CHAMPIONSHIP RUNS

PRESENTATION OF AWARDS

Class 1. — TOURING CARS up to 1,150 c.c. Bogey — 56·67
Record: M. R. Flather (Aldon B.L. Cooper) 4/8/74 — 47·85.

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
11.	David Turner	B.L. Cooper		998	Leeds			
12.	Terence Tattam	B.L. Cooper		998	Aylesbury			
13.	Mike Flather	Aldon B. L. Cooper		998	Droitwich			
	(Entrant: Team Aldon)							

Class 2. — TOURING CARS 1,151 to 1,500 c.c. Bogey —55 23
Record: R. N. Porter (B.L. Cooper S) 7/7/74 — 47·06

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
14.	Stuart Thompson	B.L. Cooper S		1310	Tadcaster			
15.	Dave Armstrong	B.L. Cooper S		1310	Tadcaster			
16.	Philip Walker	Fiat 128 Coupe		1290	Beverley			
17.	Howard White	B.L. Cooper S		1328	Leeds			
18.	Alun Morgan	B.L. Cooper S		1328	Llanelli			
19.	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
20.	Steve Lees	Ford Escort RS 2000		1993	Manchester			
21.	Jimmie Dewar	Ford Escort RS 2000		1993	Harrogate			
22.	John Williams	Ford Escort Mexico		1598	Bramhall			
23.	Bill Lord	Ford Escort RS 2000		1993	Morpeth			
24.	Melvyn Abson	Ford Capri GT		2994	Wakefield			
25.	Simon Clark	Ford Escort Mexico		1600	Leeds			
26.	Frank Browne	Ford Escort RS 1600		1558	Seaton			
27.	Stuart Browne	Ford Escort RS 1600		1558	Seaton			
28.	Gordon Bruce	Ford Escort Mexico		1601	Enfield			
	(Entrant: Toric Racing with Uren)							
29.	Allan Forrest	Ford Escort RS 2000		1993	Bradford			
30.	Peter Ormerod	Ford Escort RS 1600		1594	Brighouse			
	(Entrant: Team Super Visco)							

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
31.	Tony Lee	B.L. Mini		970	Thirsk			
32.	Roy Gibbs	Chrysler Imp		998	Leeds			
33.	Peter Riley	Chrysler Imp		998	Liverpool			
34.	Patrick Watts (Entrant : Watts Furnishers, Northampton)	B.L. Cooper		998	Farningham			
35.	Alan Cox (Entrant : John Brown Motors)	B.L. Cooper S		999	Churchdown			
36.	Alex Boyle (Entrant : Team Castrol)	Lassman B.L. Miglia Mini		998	London			

Class 5. — SPECIAL SALOON CARS 1,001 c.c. and over Bogey — 53·18

Record : J. F. Thomson (Vauxhall Firenza) 2/6/74 — 45·09

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
37.	Dave Ward	B.L. Cooper S		1302	Aylesbury			
38.	Antony Pownall	B.L. Cooper S		1293	Wilmslow			
39.	Mike Greaves	B.L. Cooper S		1330	Sheffield			
40.	Ron Hand	Ford Anglia		1760	Birmingham			
41.	Patrick Walker	B.L. Cooper S		1275	Leamington Spa			
42.	Roger Walker	B.L. Cooper S		1275	Leamington Spa			
43.	Peter Davy	Ford Anglia		1930	Sheffield			
44.	Mike Beckett	Ford Anglia		1930	Sheffield			
45.	Wayne Wainwright (Entrant : Commercial Electrical (Bham) Ltd.)	Ford Capri V8		3500	Birmingham			3
46.	Basil Wainwright (Entrant : Commercial Electrical (Bham) Ltd.)	Ford Capri V8		3500	Birmingham			
47.	Mike Newman (Entrant : Holden & Hartley (Burnley) Ltd.)	Vauxhall Viva GT		2300	Blackburn			1
48.	Jim Thomson (Entrant : Guyson International)	Vauxhall Firenza		2500	Otley			2

Class 6a — M.G. "T" TYPE CARS up to 1,500 c.c.

Record : D. Cleweley (M.G. T.C.) 25/7/71 — 58·86

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
49.	Dave Rouse	M.G. "Y" Type		1250	Halstead			
50.	John Brearley	M.G. T.C.		1250	Sheffield			
51.	Anthony Shaw	M.G. T.C.		1250	Ely			
52.	Richard Green	M.G. T.C.		1250	Keighley			
53.	Erik Benson	M.G. T.C.		1466	Haddington			
54.	Alastir Naylor	M.G. T.C.		1320	Leeds			
55.	Mark Clewley	M.G. T.C.		1350	Alcester			
56.	Dave Clewley	M.G. T.C.		1350	Alcester			

Class 6. — "MARQUE" SPORTS CARS up to 1,300 c.c. Bogey — 55·16

Record : B. Kenyon (Austin Healey Sprite) 24/9/72 — 47·16

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
57.	Derek Goodall	Austin Healey Sprite		1275	Leeds			
58.	David Montague	Austin Healey Sprite		1275	Leeds			
59.	Mick Merrialls	Austin Healey Sprite		1275	Retford			
60.	Mike Gleave	Austin Healey Sprite		1275	Sheffield			

Class 7. — "MARQUE" SPORTS CARS 1,301 to 2,600 c.c. Bogey — 53·26

Record : J. W. Goodliff (Lotus Elan) 28/6/70 — 45·26

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
61.	George Richards	M.G. B		1796	Leeds			
62.	David Birch	Morgan 4/4		1594	Hyde			
63.	Mike Robson	Morgan Plus Four		2138	Oldham			
64.	Graham Powell	Morgan Plus Four		2138	Cheadle			
65.	Loll Ryan	Morgan Family Four		1600	York			
66.	Alan Smith	Morgan 4/4		1760	Bolton			
67.	Richard Baldwin	Lotus Elan		1600	Keighley			
68.	Stuart Watts	Lotus Elan		1594	Haverfordwest			
69.	Ronnie Craik	Lotus Elan Sprint		1558	Edinburgh			
70.	Mike Bonar (Entrant : Team Castrol)	Lotus Elan		1594	Edinburgh			
71.	Guy Brooker (Entrant : Lindholme Motor Sports Club)	Lotus Elan		1594	Barnet			

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

Record : J. A. Bancroft (T.V.R. Tuscan) 27/6/71 — 44·94

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
72.	Sonia Barnes	T.V.R. 3000 M		3000	Wilpshire			
73.	Mike Tointon	T.V.R. 3000 M		2994	Skipton			
74.	Norman Lewtas	M.G. Costello B		3528	Sheffield			
75.	Phil Fay	Morgan Plus 8		3528	Wirral			
76.	Malcolm Trewhitt	M.G. C		2912	Bedale			

Class 9. — MODIFIED & LIMITED PRODUCTION SPORTS CARS up to 1,300 c.c. Bogey — 53·06

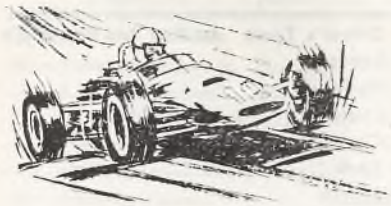
Record : C. G. Seaman (Biota Mk. 1C B.L.) 24/9/72 — 45·06

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
77.	David Smith	Austin Healey Sprite		1293	Belmont			
78.	Tony Griffin	Cox GTM		1275	Birmingham			
79.	Joe Lees	Clan Crusader		998	Wall Heath			
80.	Diana MacMaster	Clan Crusader		998	Stourbridge			
81.	Ted Woolley (Entrant : Accessories Automotive)	M.G. Midget		1138	Sheffield			
82.	Hugh Colman	M.G. Midget Mk. 3		1293	Sutton Coldfield			
83.	Phil Bennett	Austin Healey Sprite		1293	Leeds			
84.	Peter Davey	Austin Healey Sprite		1293	Harrogate			
85.	Robert Speak	Austin Healey Sprite		1293	Blackburn			
86.	John Bury	Austin Healey Sprite		1293	Blackburn			
87.	Russ Ward (Entrant : John Brown Motors Ltd.)	Aldon Healey Sprite		1293	Cheltenham			
88.	Chris Seaman (Entrant : Team Castrol)	M.G. Midget		1293	Sheffield			

Class 10 — MODIFIED & LIMITED PRODUCTION SPORTS CARS 1,301 c.c. and over Bogey — 52·56

Record : P. Bennett (Jaguar "E" Type) 14/4/74 — 44.21.

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
89.	Janet Rutherford (Entrant : Team Castrol)	Morgan 4/4		1702	Hale			
90.	David Rutherford	Morgan 4/4		1702	Hale			
91.	Jim Gathercole	Turner Mk ii Ford		1575	Lichfield			
92.	Paul Wilson	Lotus Elan		1600	York			



CASTROL/B.A.R.C. HILL

THE FOLOWING COMPETITORS HAVE ENTERED T

Class

Car No.	Name	Car	Class	Bogey Time	Best Time	Imp.	Low Marks	Prev. Marks	Final Total
1.	Mike MacDowel	Brabham BT36 Repco ED	17	46·47			—	12·09	
4.	Roy Lane	McRae GM1 Chevrolet	17	46·47			5·80	50·81	
5.	Chris Cramer	Grunhalle Lager March	17	46·47			6·50	48·36	
9.	Tony Bancroft	McLaren M10B Chevrolet	17	46·47			—	27·83	
10.	Richard Shardlow	Chevron B25 Smith	17	46·47			—	2·60	
12.	Terence Tattam	B.L. Cooper	1	56·67			—	27·60	
13.	Mike Flather	Aldon B.L. Cooper	1	56·67			8·82	66·45	
18.	Alun Morgan	B.L. Cooper S	2	55·23			3·60	35·94	
19.	Nicky Porter	B.L. Cooper S	2	55·23			7·96	59·60	
22.	John Williams	Ford Escort Mexico	3	54·10			—	0·00	
25.	Simon Clark	Ford Escort Mexico	3	54·10			—	4·24	
26.	Frank Browne	Ford Escort RS 1600	3	54·10			2·23	30·39	
27.	Stuart Browne	Ford Escort RS 1600	3	54·10			5·26	46·18	
32.	Roy Gibbs	Chrysler Imp	4	54·26			—	4·84	
33.	Peter Riley	Chrysler Imp	4	54·26			—	19·72	
34.	Patrick Watts	B.L. Cooper	4	54·26			5·04	43·77	
35.	Alan Cox	B.L. Cooper S	4	54·26			7·20	54·40	
38.	Antony Pownall	B.L. Cooper S	5	53·18			—	31·21	
39.	Mike Greaves	B.L. Cooper S	5	53·18			—	3·45	
40.	Ron Hand	Ford Anglia	5	53·18			—	9·92	
41.	Patrick Walker	B.L. Cooper S	5	53·18			2·97	37·91	
42.	Roger Walker	B.L. Cooper S	5	53·18			—	33·26	
43.	Peter Davy	Ford Anglia	5	53·18			—	5·03	
48.	Jim Thomson	Vauxhall Firenza	5	53·18			6·15	56·28	
59.	Mick Merrils	Austin Healey Sprite	6	55·16			—	24·91	
60.	Mike Gleave	Austin Healey Sprite	6	55·16			—	31·66	
65.	Loll Ryan	Morgan Family Four	7	53·26			—	1·56	
67.	Richard Baldwin	Lotus Elan	7	53·26			—	18·63	
68.	Stuart Watts	Lotus Elan	7	53·26			—	17·98	
71.	Guy Brooker	Lotus Elan	7	53·26			5·59	49·26	
80.	Diana MacMaster	Clan Crusader	9	53·06			—	16·40	
82.	Hugh Colman	M.G. Midget	9	53·06			3·30	35·95	
83.	Phil Bennett	Austin Healey Sprite	9	53·06			—	8·35	
86.	John Bury	M.G. Midget	9	53·06			—	20·29	
87.	Russ Ward	Austin Healey Sprite	9	53·06			7·01	58·47	
88.	Chris Seaman	M.G. Midget	9	53·06			—	35·04	
89.	Janet Rutherford	Morgan 4/4	10	52·56			—	12·75	
94.	Charles Wardle	Lotus Seven S3 Ford	11	51·55			—	5·63	
97.	John Pascoe	Mallock U.2 8B Ford	11	51·55			—	16·56	
99.	Jim Robinson	Mallock U.2 8B Ford	11	51·55			3·87	38·56	
101.	George Whittingham	D.M.W. Mk. 2 Ford	11	51·55			4·97	45·35	
102.	Mervyn Bartram	Moss Tyres Special	11	51·55			6·05	48·68	
103.	Joe Ward	Ward W.D.5 Ford	11	51·55			—	34·84	

CLIMB CHAMPIONSHIP

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

Runs

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

Car No.	Name	Car	Class	Bogey Time	Best Time	Imp.	Low Marks	Prev. Marks	Final Total
104.	Jeremy Hunt	Mallock U.2 11 Ford	11	51·55			—	32·97	
110.	Terry Sims	Terrapin Mk. 5 S/R B.L.	12	50·55			5·42	54·00	
111.	John Barrett	Theta 002 Ford	12	50·55			6·68	55·43	
113.	Douglas Pound	Mallock U.2 8B Cosworth	13	49·06			—	8·93	
114.	Martyn Griffiths	Mallock U.2 8B Cosworth	13	49·06			—	31·12	
119.	Laurie Curtis	Mallock U.2 11B B.M.W.	14	49·05			—	7·57	
120.	Ian Curtis	Mallock U.2 11B B.M.W.	14	49·05			—	29·75	
121.	Chippy Stross	Chevron B.19 FVC	14	49·05			—	13·22	
122.	Philip Scragg	Chevron B.19 B.M.W.	14	49·05			—	26·27	
125.	Peter Voigt	Voigt Renwick Special	15a	56·85			10·00	70·00	
127.	Tim Collins	Vesey Ford Holbay	15	49·76			—	3·05	
130.	Jerry Sturman	Vixen VB1 Chrysler	15	49·76			—	9·07	
136.	David Way	Ensign LN1 Holbay	15	49·76			3·31	36·41	
138.	Jonathan Lawton	Jovis B.L.	15	49·76			—	5·79	
139.	David Gould	Terrapin Mk. 1G B.L.	15	49·76			—	15·81	
141.	Don Robinson	Lotus 69 Novamotor	15	49·76			—	22·44	
142.	Richard Courtney	Vixen VB1 Chrysler	15	49·76			—	8·56	
143.	Sandy Hutcheon	Ginetta G.17 Chrysler	15	49·76			—	22·69	
145.	John Crowson	Rawlings Chaser Terrapin	15	49·76			—	24·91	
146.	Alan Richards	Gryphon 3AR Ford	15	49·76			—	10·47	
148.	Ken Davies	Royale RP11A Vegantune	16	48·90			—	14·28	
149.	Mike Allan	Brabham BT35 BDA	16	48·90			—	12·87	
152.	Jim Campbell	John Young Brabham BDA	16	48·90			—	6·85	
155.	David Betts	Royale RP11A Vegantune	16	48·90			—	27·62	
156.	Bill Morris	Ensign LN1 FVA	16	48·90			—	27·62	
157.	David Morris	Ensign LN1 FVA	16	48·90			—	37·65	
158.	Richard Jones	Surtees TS10 Hart	16	48·90			3·57	45·21	
160.	Ken MacMaster	G.R.D. 272 Hart BDA	16	48·90			—	26·29	
161.	Robert Sunderland	Brabham BT35X FVA	16	48·90			—	35·75	
162.	Peter Kaye	Brabham BT35X FVA	16	48·90			—	26·48	
165.	John Buck	Terrapin V8 Rover	17	46·47			—	2·46	
166.	John McCartney	B.R.M. P.180	17	46·47			—	4·18	
167.	Geoff Rollason	Brabham BT37 DFV	17	46·47			—	11·47	
168.	John Lambert	Leda 22 Chevrolet	17	46·47			—	4·79	
169.	Nigel Pow	Brabham BT21/23C Buick	17	46·47			2·14	32·61	
170.	Roger Willoughby	Tech Craft Buick	17	46·47			—	3·64	
171.	Alister Douglas-Osborne	Temple Row Brabham BDG	17	46·47			4·14	38·26	
174.	Malcolm Dungworth	Brabham BT35X Repco	17	46·47			—	18·47	

Marks in the Championship are scored for the number of seconds, or fraction 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 of 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 11. — CLUBMANS SPORTS CARS up to 1,600 c.c. Bogey — 51·55

Record : R. J. Prest (Mallock U.2 11B Ford) 4/8/74 — 43·49.

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
93.	Gordon Pepper	Mallock U.2 6 Ford		1600	Keighley			
94.	Charles Wardle	Lotus Seven S.3 Ford		1598	Notingham			
95.	Alan Futers	Mallock U.2 6 Ford		1600	York			
96.	Nigel Jones	Mallock U.2 8B Ford		1594	Abergavenny			
	(Entrant : B.A.R.C. — (South Wales)							
97.	John Pascoe	Mallock U.2 8B Ford		1594	Knowle			
	(Entrant : B.A.R.C. — (South Wales)							
98.	Anthony Boshier-Jones	Mallock U.2 11B Ford		1598	Newport, Gwent			
99.	Jim Robinson	Mallock U.2 8B Ford		1594	Loughbborough			
	(Entrant : Team Castrol)							
100.	Peter Matthews	Mallock U.2 6B Ford		1598	Stourport			
101.	George Whittingham	D.M.W. Mk. 2 Ford		1594	Astley			
102.	Mervyn Bartram	Moss Tyres Special		1600	York			
103.	Joe Ward	Ward W.D.5 Ford		1598	Thornton Dale			
104.	Jeremy Hunt	Mallock U.2 11 Ford		1600	Chichester			
105.	Bob Prest	Mallock U.2 11B Ford		1600	Croxdale			

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
106.	Dennis Pegg	Mistron F.1300		1200	Sheffield			
107.	Gilbert Grennall	Mallock U.2 11B Ford		1293	Melton Mowbray			
108.	Roger Simpson	Marog-Ford		1298	Lutterworth			
109.	Bunny Kyd	F.J.B. Mk. 2 Ford		1300	Sutton Coldfield			
110.	Terry Sims	Terrapin Mk. 5 SR B.L.		1293	Bushey Heath			
	(Entrant : R.A.F.M.S.A.)							
111.	John Barratt	Theta 002 Ford		1300	Hazel Grove			
	(Entrant : Team Castrol)							

Class 13. — G.T. & SPORTS/RACING CARS 1,301 to 1,600 c.c. Bogey — 49·06

Record : D. G. Morris (Mallock U.2 11X FVA) 9/9/73 — 41·06

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
112.	Tom Turnbull	Ginetta G.12 Ford		1600	Burnley			
113.	Douglas Pound	Mallock U.2 8B Cosworth		1558	Kidderminster			
114.	Martyn Griffiths	Mallock U.2 8B Cosworth		1558	Bewdley			

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
115.	Maurice Starbuck	Chrysler Special		6276	Sheffield			
116.	Brian Newby	Crossle Chevrolet		5000	Selby			
117.	Mike Thomas	Paola Ford		1650	Salisbury			
118.	George Tatham	McLaren M12C Chevrolet		7200	Malton			
119.	Laurie Curtis	Mallock U.2 11B B.M.W.		1997	Bradford			
120.	Ian Curtis	Mallock U.2 11B B.M.W.		1997	Queensbury			
121.	Chippy Stross	Chevron B.19 FVC		1930	Leeds			
122.	Philip Scragg	Chevron B.19 B.M.W.		2985	Macclesfield			

Class 15a. — RACING CARS up to 500 c.c. Bogey — 56·85

Record : P. E. Voigt (Voigt/Renwick Special) 7/7/74 — 44·84

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
123.	Jenifer Harlock	Cooper/Norton Mk. 10		500	Littlehampton			
124.	David Latham	Cooper/Norton Mk. 10		500	Angmering			
125.	Peter Voigt	Voigt Renwick Special		500	Haywards Heath			

CLASS 15. — RACING CARS 501 to 1,100 c.c. Bogey — 49·76

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
126.	Eryl Davies	Cooper T75 Cosworth		997	Watford			
127.	Tim Collins	Vesey Ford Holbay		997	Solihull			
128.	Martin Ingall	Cooper T65 B.L.		1098	Tonbridge			
129.	John Ingall	Cooper T65 B.L.		1098	Etchingham			
130.	Jerry Sturman	Vixen VB1 Chrysler		998	Ruislip			
131.	Peter Speakman	J.W.4 Triumph		650	Edinburgh			
132.	Christopher Dawson	Brabham BT15 Ford		1098	Pershore			
	(Entrant: Buckingham Bawden Trailers Ltd.)							
133.	David Lee	Brabham BT15 Ford		1098	Kington			
	(Entrant: Buckingham Bawden Trailers Ltd.)							
134.	Barrie Pusey	Brabham BT 21B Holbay		998	Grassington			
135.	Alan Panton	Vixen VB1 Chrysler		998	Scarborough			
136.	David Way	Ensign LN1 Holbay		1098	Melksham			
137.	John Baker-Courtney	Jevis B.L.		1098	Blackburn			
	(Entrant: Farnworth Tachographs Ltd.)							
138.	Jonathan Lawton	Jevis B.L.		1098	Entwhistle			
	(Entrant: Farnworth Tachographs Ltd.)							
139.	David Gould	Terrapin Mk. 1G B.L.		1071	Newbury			
	(Entrant: Basingstoke C.C.)							
140.	Allan Staniforth	Terrapin Mk. 7 B.L.		1098	Leeds			
141.	Don Robinson	Lotus 69 Novamotor		999	Ellesmere Port			
	(Entrant: Team Castrol)							
142.	Richard Courtney	Vixen VB1 Imp		998	Paisley			
143.	Sandy Hutcheon	Ginetta G.17 Chrysler		998	Cheltenham			
144.	Graham Ashley-Smith	Rawlings Chaser T'pin B.L.		1098	Leeds			
	(Entrant: R. White & Sons Ltd.)							
145.	John Crowson	Rawlings Chaser T'pin B.L.		1098	Leeds			
	(Entrant: R. White & Sons Ltd.)							
146.	Alan Richards	Gryphon 3AR Ford		1048	Cheltenham			

Class 16. — RACING CARS 1,101 to 1,600 c.c. Bogey — 48·90

Record: D. Thomson (G.R.D. 273 BDA) 7/7/74 — 40·10

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
147.	Roger Youdan	Cooper 56 Ford		1600	Earlswood			
148.	Ken Davies	Royale RP11A Vegantune		1598	Gower			
149.	Mike Allan	Brabham BT35 B.D.A.		1600	Halifax			
150.	Anthony Taylor	Lotus 69 TC		1600	Rishton			
151.	Tom McCallum	Interscan Lotus 51 TC		1599	Edinburgh			
152.	Jim Campbell	John Young Brabham BDA		1600	Bellshill			
153.	Alan Thomson	Chevron B.17 Holbay		1600	Edinburgh			
154.	Rob Turnbull	Brabham BT35 BDA		1600	Sutton Coldfield			
155.	David Betts	Royale RP11 FB Vegantune		1598	Huddersfield			
156.	Bill Morris	Ensign LN1 FVA		1594	Haverfordwest			
157.	David Morris	Ensign LN1 FVA		1594	Haverfordwest			
158.	Richard Jones	Surtees TS10 Hart		1600	Attleborough			
159.	Laurie Hardman	G.R.D. 272 Hart BDA		1594	S. Woodchester			
160.	Ken MacMaster	G.R.D. 272 Hart BDA		1594	Stourbridge			
161.	Robert Sunderland	Brabham BT35X FVA		1595	Keighley			
162.	Peter Kaye	Brabham BT35X FVA		1595	Wetherby			
163.	Douglas Thomson	G.R.D. 273 BDA		1600	Edinburgh			
	(Entrant: Thistle Metallics Ltd.)							

Class 17. — RACING CARS 1,601 c.c. and over Bogey — 46·47

Record : R. Thwaites (Packmail McLaren M10) 24/9/72 — 38·47

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
164.	Guy Smith	Frazer Nash Alvis		3500	Matlock			
165.	John Buck	Terrapin V8 Rover		3528	Ossett			
166.	John McCartney	B.R.M. P.180		2999	Bolton			
167.	Geoff Rollason	Brabham BT37 DFV		2993	Clungerford			
168.	John Lambert	Leda 22 Chevrolet		5000	York			
169.	Nigel Pow	Brabham BT21/23C Buick		3500	Bristol			
170.	Roger Willoughby	Tech Craft Buick		3500	Sulmanstead			
171.	Alister Douglas-Osborne	Temple Row B'ham BDG		1974	West Hagley			
172.	Alex Brown	Palliser WD4 Repco		4200	Edinburgh			
173.	David Fyfe	Palliser WD4 Repco		4200	Edinburgh			
174.	Malcolm Dungworth (Entrant : Waring & Gillow Ltd.)	Brabham BT35X Repco		5000	Sheffield			
175.	John Cussins (Entrant : Waring & Gillow Ltd.)	Brabham BT35X Repco		5000	London			
10.	Richard Shardlow	Chevron B.25 Smith		1930	Baslow			
9.	Tony Bancroft	McLaren M10B Chevrolet		5800	Keighley			
5.	Chris Cramer	Grunhalle Lager March 74B		2000	Stroud			
4.	Roy Lane	McRae G.M.1 Chevrolet		5000	Warwick			
1.	Mike MacDowel	Brabham BT36X Repco ED		5000	Godalming			

Class 18. — RALLY CARS (By Invitation)

Record : Not yet established.

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
R1.	Ron Beswick	Chrysler Imp PI		998	Liverpool			
R2.	George Beever	Ford Escort RS		1937	Huddersfield			
R3.	Colin Grewer (Entrant : Gladstone Garage)	Opel Ascona		1900	York			
R4.	Tony Drummond (Entrant : Chevin Wine Co., Ltd.)	Ford Escort RS		1930	York			
R5.	Jack Tordoff	Porsche Carrera		3000	Rawdon			

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 14th April, 2nd June, 7th July, 4th August and 29th 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) 38.59

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:
J. A. Bancroft (McLaren M10 B Chev.) 39.61

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:
G. C. Brooker (Lotus Elan) 47.42

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) 47.06

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) 44.21

To the competitor making the greatest improvement over the class records which were standing before April 14th Meeting running in the Touring Car Classes 1 to 5 inclusive —
"The Total Trophy" and Replica.

These records were:

Class 1. *M. R. Flather (Aldon Cooper)* 48.67
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 recorded improvement in these classes up to the start of today's meeting are:-

Class 1. *M. R. Flather (B.L. Cooper)* 0.82
(*New Record:* 47.85 4/8/74)
Class 2. *R. N. Porter (B.L. Cooper S)* 0.17
(*New Record:* 47.06 7/7/74)
Class 3. ..... *No Improvement*
Class 4. ..... *No Improvement*
Class 5. *J. E. Thomson (Vauxhall Firenza)* 0.09
(*New Record* 45.09 2/6/74)

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 "Montague Burton" 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 £6
(subject to 6 entries in class)

For the third fastest time in each class £4
(subject to 10 entries in class)

In any class with 16 or more entries there will be four awards — £15, £10, £6, £4.

Where a Class is run without merging with three or less entries the First Class Award will be reduced to £6.

For the best performance by a Lady Competitor £6
(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.

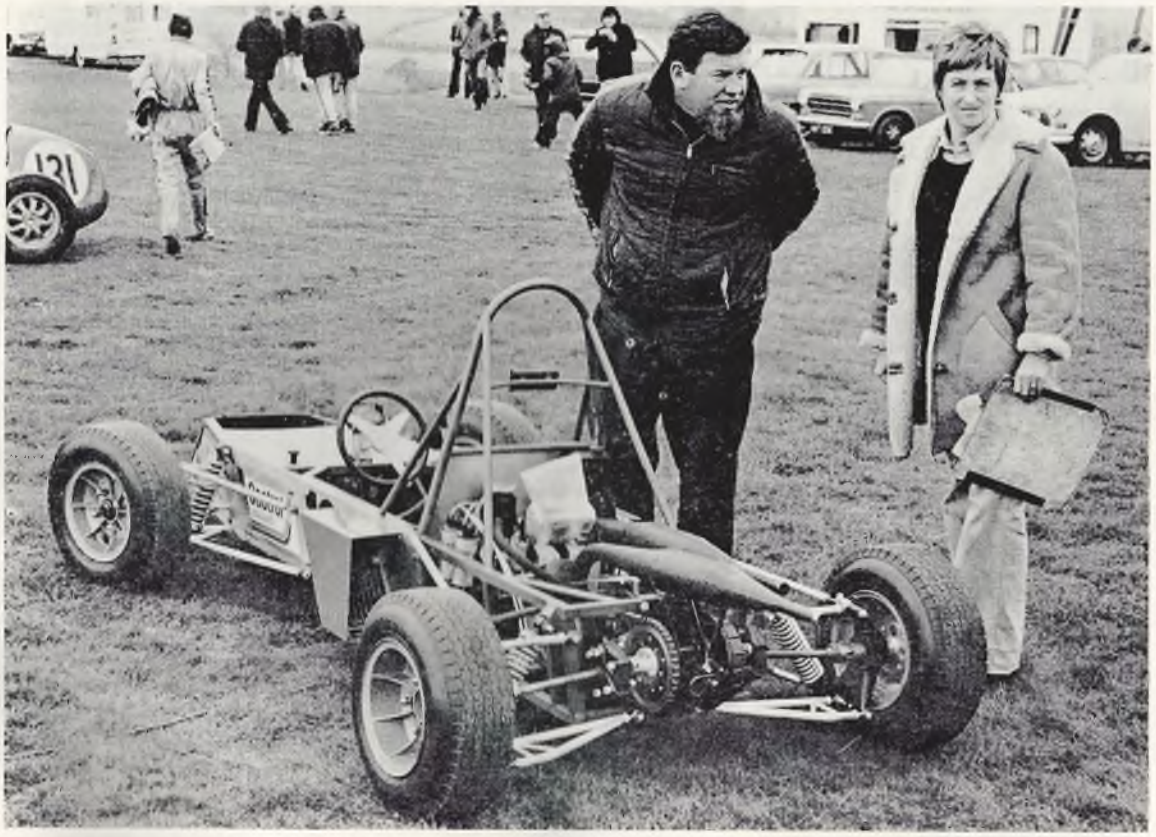
PRESENTATION OF AWARDS

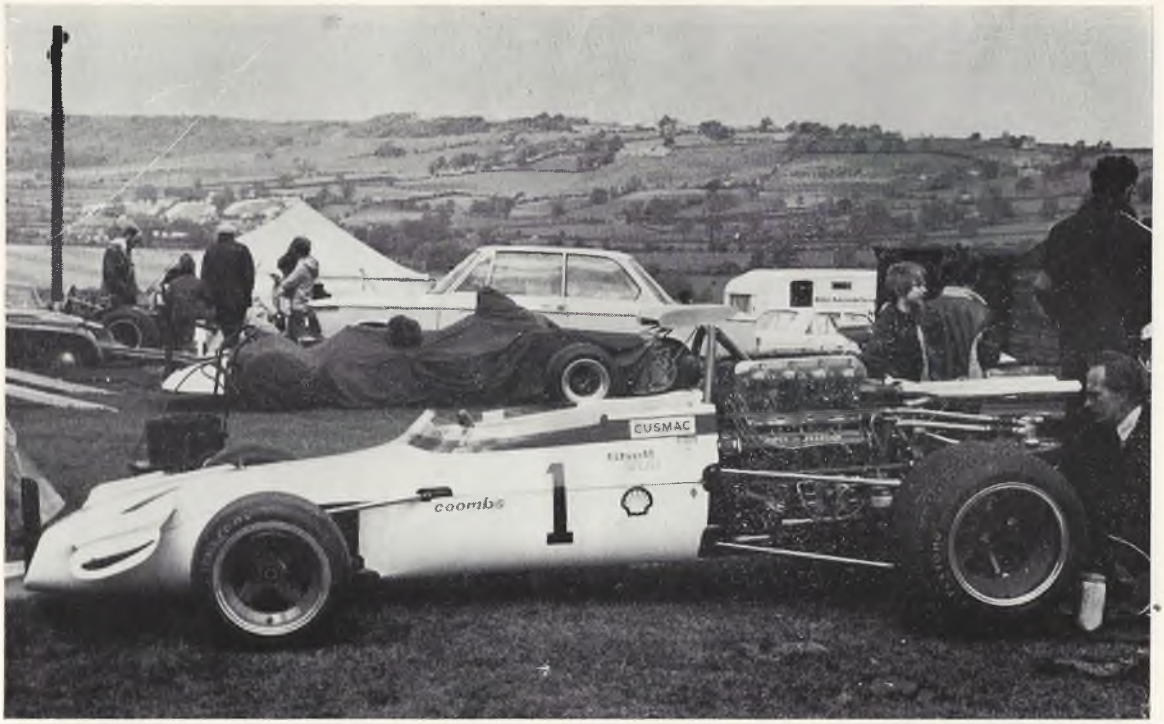
The four fastest time of the day awards, the Ladies award, the fastest in class awards, the six annual trophies and the Castrol/BARC hill climb championship awards will be presented outside the Control Bus in the Paddock at the conclusion of the meeting.

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 Mrs. Paddy Dixon, wife of Mr. Mike Dixon, Castrol's advertising manager.

Peter Voigt's amazing championship winning 500 c.c Voigt/Renwick Special seen at its first Harewood appearance both at speed and at rest. (Pictures : Tony Hodgetts)





Mike MacDowel's immaculate BT36X Brabham Repco in which he has taken the 1974 R.A.C. British Hill Climb Championship. (Photo: Tony Hodgetts)

Alfa Romeo!

Alfa Romeo. Two words of Italian that mean motoring style, performance, comfort and pleasure. And that conjure up motor racing achievements of yesteryear.

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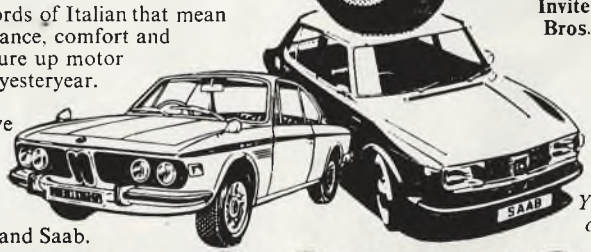

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Castrol B·A·R·C Hill-climb championship

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.

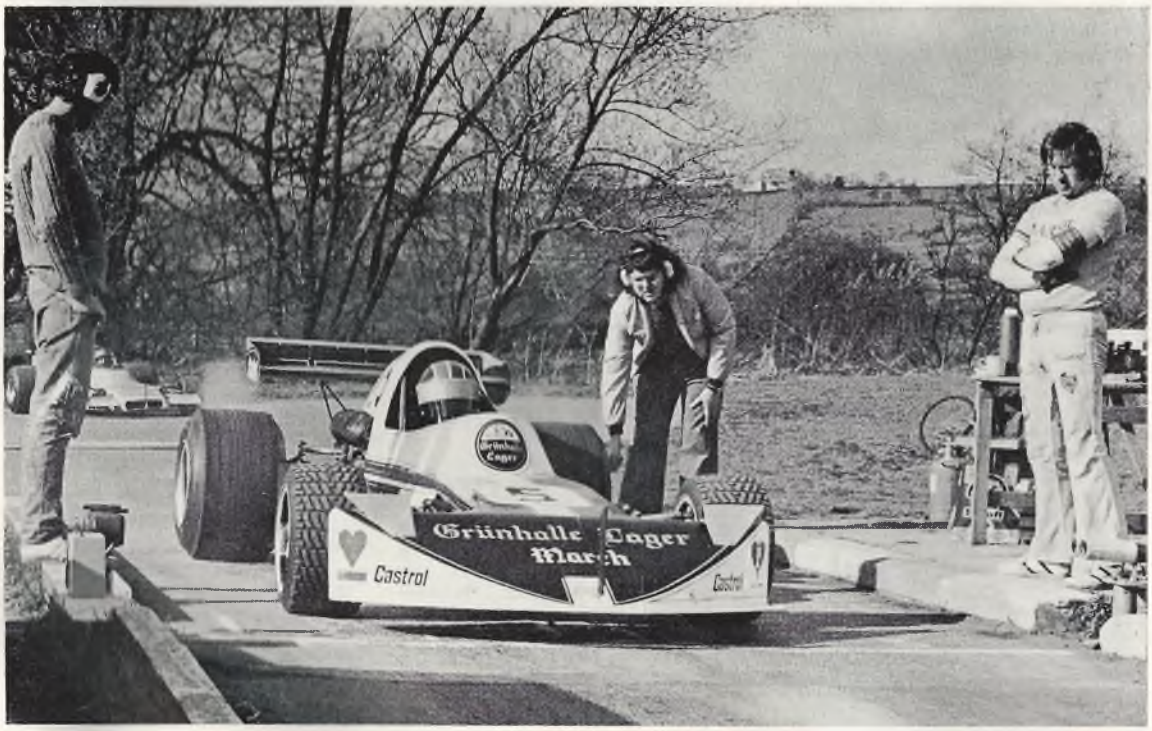
For an internal Club Championship, the series got a very good press. So much indeed that Burmah Castrol Ltd. generously agreed to give it their sponsorship for 1969. Their support was in typical Castrol style, divided between financial assistance, encouragement and publicity and at once raised the scope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

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



Chris Cramer, tying for the lead in the F.T.D. awards series with Roy Lane.
(Photo : Tony Hodgetts)

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 just was not possible, either financially or from an amenity point of view so, reluctantly, we said farewell to Olivers Mount, as a Hill Climb venue and moved the final round here to Harewood.

In 1974 it has been possible to arrange for a round at Wiscombe once again with the Bristol and Bath Centre in charge, at the time of writing this is scheduled again for next year, but there is a question mark hanging over this popular South Devon venue at present.

Normally Castrol only support an event or championship for a maximum of three years, so we regard it as a great tribute to the Championship that they have been our sponsors for six years. It is only fitting that we pay tribute to the way they have supported Motor Sport at all levels through the years. This Championship is only one manifestation of their activities which embrace two and four wheels, wings and water.

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.

1973 was Spridget year with Chris Seaman of Sheffield slugging it out with Brian Kenyon, his near neighbour and verbal sparring partner. Chris finally triumphed after the near disaster of having his car written off whilst parked in a garage.

Last year the winning car was a Mini once again, but this time the beautifully prepared Aldon tuned and supercharged model of Mike Flather. Mike cleaned up Class 1, set new and high records and walked away with the title. This year he has put up a good fight and holds an unbeatable second place in the same car.

Whilst on personalities, we must mention Nicky Porter who has now been competing in the same Cooper S for no less than 10 years. He is the only man to do all seven Championships in the same car — and he has never been out of the top few places. What a fantastic achievement.

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

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

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

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.

Last year there was 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 irrespctive 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 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.

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 "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.

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

(Positions at the Start of this Meeting)

1.	P. E. Voigt (Voigt/Renwick Special	(7)	70·00
2.	M. R. Flather (Aldon B.L. Cooper)	(7)	66·45
3.	David Franklin (Huntsman Ensign)	(7)	61·31
4.	Nick Porter (B.L. Cooper S)	(7)	59·60
5.	Russ Ward (Aldon Healey Sprite)	(7)	58·47
6.	Jim Thomson (Vauxhall Firenza)	(7)	56·28
7.	John Barrett (Theta 002 Ford)	(7)	55·43
8.	Alan Cox (B.L. Cooper S)	(7)	54·40
9.	Terry Sims (Terrapin Mk. 5 S/R B.L.)	(7)	54·00
10.	Roy Lane (McRae GM1 Chevrolet)	(7)	50·81
11.	Guy Brooker (Lotus Elan)	(7)	49·26
12.	Mervyn Bartram (Moss Tyres Special)	(7)	48·68
13.	Chris Cramer (Grunhalle March)	(7)	48·36
14.	Stuart Browne (Escort RS 1600)	(7)	46·18
15.	George Whittingham (DMW Mk.2 Ford)	(7)	45·35
16.	Richard Jones (Surtees TS10 Hart)	(7)	45·21
17.	Richard Fry (B.L. Cooper S)	(7)	44·48
18.	Patrick Watts (B.L. Cooper)	(7)	43·77
19.	Terry Smith (Huntsman Vixen Imp)	(7)	40·56
20.	Jim Robinson (Mallock U.2 8B Ford)	(7)	38·56
21.	Alister Douglas-Osborne (Brabham)	(7)	38·26
22.	Patrick Walker (B.L. Cooper S)	(7)	37·91
23.	David Morris (Ensign LN1 Cosworth)	(6)	37·65
24.	David Way (Ensign 77 Holbay)	(7)	36·41
25.	Hugh Colman (M.G. Midget)	(7)	35·95
26.	Alun Morgan (B.L. Cooper S)	(7)	35·94
27.	Robert Sunderland (Brabham BT35)	(6)	35·75
28.	Des Weyman (B.L. Cooper S)	(7)	35·38
29.	Chris Seaman (M.G. Midget)	(5)	35·04
30.	Joe Ward (Ward WD5 Ford)	(6)	34·84
31.	Roger Walker (B.L. Cooper S)	(6)	33·26
32.	Jeremy Hunt (Mallock U.2 11)	(5)	32·97
33.	Nigel Pow (Brabham BT21/23C Buick)	(7)	32·61
34.	Colin Rogers (Carlow B.L. Mini)	(5)	32·45
35.	Mike Gleave (Austin Healey Sprite)	(5)	31·66
36.	Don Hardman (Marque B.L. Company)	(5)	31·30
37.	Antony Pownall (B.L. Cooper S)	(6)	31·21
38.	Martyn Griffiths (Mallock U.2 T.C.)	(6)	31·12
39.	Tony Southall (Mallock U.2 11B BRM)	(6)	30·80
40.	Frank Browne (Ford Escort RS)	(7)	30·39
41.	Ian Curtis (Mallock U.2 11B BMW)	(5)	29·75
42.	Roger Walding (B.L. Mini)	(7)	29·26
43.	Tony Browne (A.C. Cobra Ford)	(4)	28·49
44.	Tony Bancroft (McLaren M10B Chev)	(5)	27·83
45.	Bill Lancashire (M.G. Midget)	(6)	27·71
46.	Bill Morris (Ensign LN1 Cosworth)	(6)	27·62
47.	Terence Tattam (B.L. Cooper)	(6)	27·60
48.	Dave Chaney (Marque B.L. Clubman)	(6)	27·60
49.	Peter Kaye (Brabham BT35X Ford)	(4)	26·48
50.	Stephen Madge (Mallock U.2 6/8)	(5)	26·39
51.	Ken MacMaster (GRD 272 Hart BDA)	(4)	26·29
52.	Philip Scragg (Chevron B19 BMW)	(4)	26·27
53.	Tim Williams (Mallock U.2 8B Ford)	(6)	25·70
54.	John Crowson (Rawlings Terrapin)	(4)	24·91
	Mick Merrills (Austin Healey Sprite)	(4)	24·91
56.	Sandy Hutcheon (Ginetta G17 Imp)	(6)	22·69
57.	Allan Humphries (Ford Escort)	(4)	22·64
58.	Don Robinson (Lotus 69 Novamotor)	(5)	22·44
59.	John Bury (M.G. Midget)	(3)	20·29
60.	Roy Greenwood (B.L. Cooper)	(3)	20·14
61.	Peter Riley (Chrysler Imp)	(4)	19·72
62.	Adrian Gilbert (B.L. Cooper S)	(3)	18·68
63.	Richard Baldwin (Lotus Elan)	(4)	18·63
64.	Malcolm Dungworth (Brabham BT35X)	(3)	18·47
65.	John Frampton (Terrapin Mk. 1F B.L.)	(5)	18·05

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

CASTROL/B.A.R.C. F.T.D. AWARDS SERIES

(Positions at the Start of this Meeting)

1.	Chris Cramer (Grunhalle March)	(7)	32
	Roy Lane (McRae GM1 Chevrolet)	(7)	32

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

Highest 10 Scores at each Round to date.

1. Prescott 31/3/74
Flather 8·83, Porter 8·08, Cox 7·25, Lloyd 7·01, Ward 7·01, Fry 6·78, Barrett 6·77, Hardman 6·66, Bartram 6·50, Watts 5·70.

2. Harewood 14/4/74
Flather 8·58, Bennett 8·35, Porter 8·06, Rogers 6·72, Cox 6·52, Riley 6·45, Greenwood 6·14, Bartram 6·05, Merrills 5·99, Hand 5·96.

3. Wiscombe 21/4/74
Sims 10·29, Porter 10·22, Flather 10·01, Voigt 9·93, Ward 9·08, Cox 8·97, Franklin 8·84, Brooker 8·82, Fry 8·62, S. Browne 8·36.

4. Pontypool 28/4/74
Porter 7·90, Flather 6·95, Cox 6·26, Griffiths 6·06, Franklin 5·81, Cramer 5·80, Rogers 5·46, Williams 5·18, Voigt 5·08, Colman 4·89.

5. Gurston Down 12/5/74
Voigt 10·16, Flather 9·69, T. Brown 8·08, Ward 7·97, Franklin 7·95, S. Browne 7·89, Cox 7·64, Rogers 7·13, Hunt 6·65, MacDowel 6·51.

6. Loton Park 23/6/74
Voigt 12·64, Flather 10·59, Franklin 9·77, Thomson 9·71, Ward 9·42, Porter 9·13, Scragg 8·91, Seaman 8·18, Cox 7·70, Whitingham 7·46.

7. Scammonden 30/6/74
Voigt 10·54, Ward 10·59, Bartram 10·09, Franklin 9·71, Barrett 9·66, Whittingham 9·43, Bury 8·81, Robinson 8·80, Jones 8·70, Franklin 8·78.

8. Gurston Down 21/7/74
Voigt 11·57, Flather 9·31, Barrett 8·64, Franklin 8·61, Sims 8·10, T. Brown 7·94, Cox 7·92, Morris 7·85, S. Browne 7·81, Jones 7·42.

9. Harewood 4/8/74
Voigt 11·39, Flather 8·82, Thomson 7·82, Porter 7·76, Hunt 7·63, Lane 7·32, Kaye 7·28, Sims 7·23, Jones 7·15, Ward 7·16.

10. Cadwell Park 25/8/74
Voigt 13·72, Brooker 10·43, Thomson 9·15, Kaye 8·64, Flather 8·48, Chaney 8·26, Barrett 8·07, Franklin 8·04, Hardman 8·00, Dungworth 7·93.

11. Loton Park 8/9/74
Voigt 11·72, Flather 9·80, Franklin 9·42, Ward 9·02, Thomson 8·86, Cramer 8·75, Barrett 8·40, Lane 8·06, Porter 8·01, MacMaster 7·85.

12. Pontypool 15/9/74
Franklin 6·44, Cramer 6·29, Porter 6·29, Flather 5·84, P. Walker, 5·77, Lane 5·68, Barrett 5·62, Sims 5·42, Robinson 5·37, Wilson 5·30.

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 Speedclimb here today. The Centre was formed in 1922 and now has over 1,000 members resident in the County. Each year a full programme of competitive and social events is arranged for members including Speedclimbs, 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 Speedclimb 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, Wiscombe, 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 Speedclimb 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 35 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 Speedclimb 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

1975 CROFT RACE MEETING DATES

16 Mar.	Opening Meeting.
26 May	Spring Bank Holiday Meeting.
22 Jun.	Championship Meeting.
10 Aug.	Midsummer Meeting.
7 Sept.	End of Season Meeting.

1975 HAREWOOD SPEEDCLIMB DATES

20 Apr.	Spring National Meeting.
18 May	Member' Practice Day.
1 Jun.	Vintage & Novices' Meeting.
6 July	R.A.C. Championship Meeting.
3 Aug.	Members' Summer Meeting.
28 Sept.	B.A.R.C. Championship Final.

★ DEWS ★

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MEMBERSHIP APPLICATION FORM (10)

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

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

(Please use Block Capitals)

Surname : ..... Full Christian Names : .....

.....

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

.....

(If joining as Joint Member)

Address .....

.....

Telephone No. ..... Profession or Occupation .....

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

Other Clubs (if any) .....

I enclose remittance for the following :

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

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

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

Signature .....

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

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

CUT HERE

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