Castrol /B.E.N.

CHARITY SPEEDCLIMB

IN AID OF THE MOTOR TRADE BENEVOLENT FUND

Sunday 2nd June 1974

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

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STOCKTON FARM
HAREWOOD AVENUE, Nr. LEEDS

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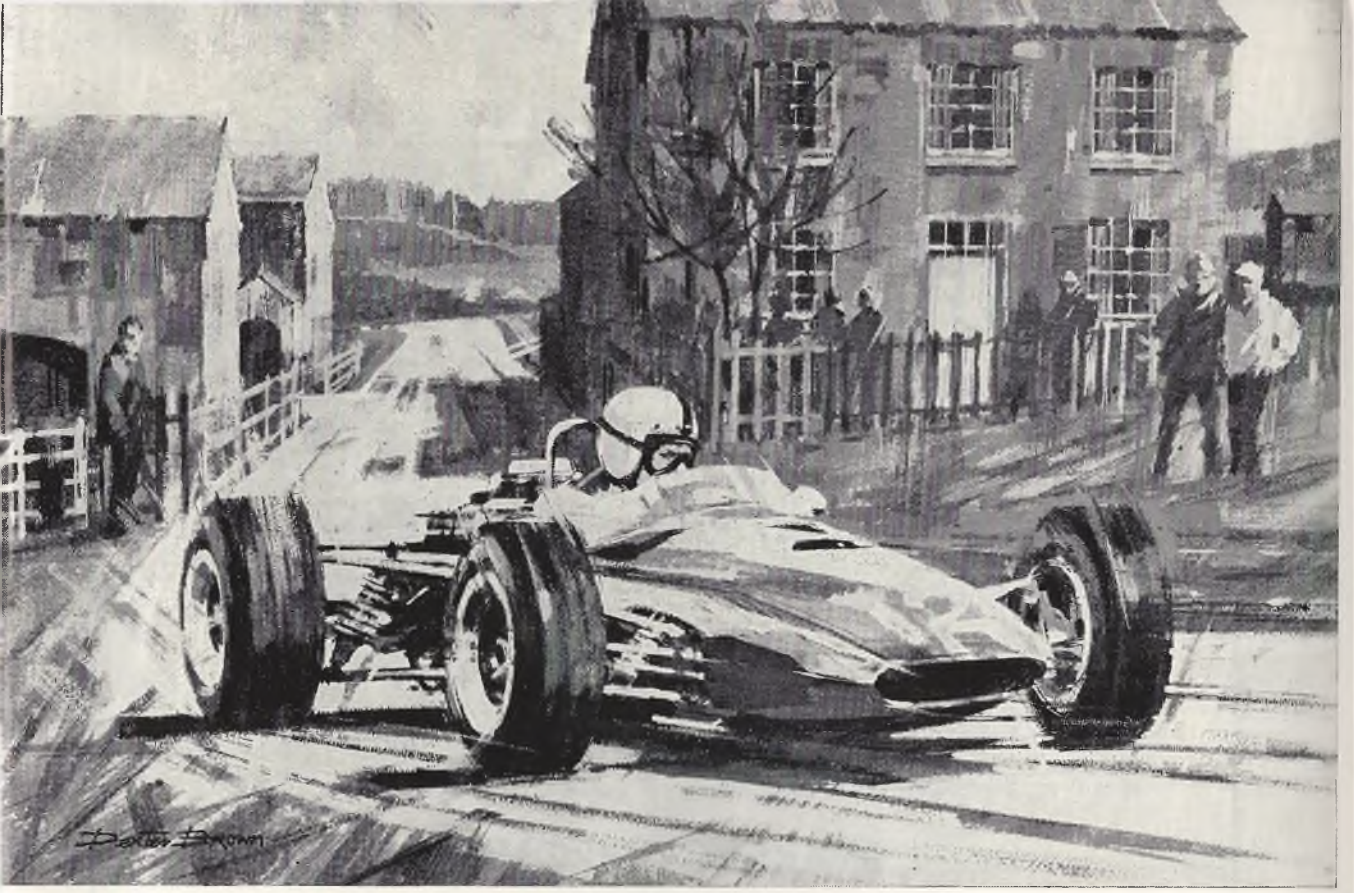

THE YORKSHIRE CENTRE OF

The British Automobile Racing Club Ltd.

WELCOME YOU TO THE

CASTROL/B.E.N. CHARITY SPEEDCLIMB

R.A.C. Permit RS/9662

Sunday, 2nd June, 1974

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

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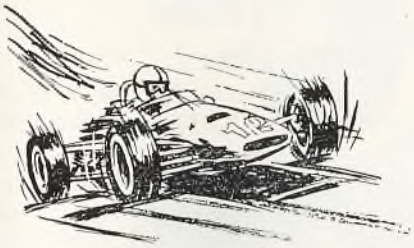


RAMBLINGS

BIRCH HILL — BEN's holiday convalescent home at Norham, Northumberland.

Welcome to Stockton Farm, Harewood for this afternoon's Speedclimb event. We think we have laid on an interesting afternoon of sport and other attractions, now we are keeping our fingers well and truly crossed in the hope that the man who rules the weather will play his part in making this a memorable and successful afternoon.

Why "Castrol/BEN" you may ask. Well, Castrol who are well known for their support of all good things in the world of motoring, as well as being purveyors of exceedingly good oils, have always taken a special interest in Speed Hill Climbing.

This year Mr. Toby Butterworth, Managing Director of Burmah Oil Co., Ltd., the parent Company of Castrol is National President of the Motor and Cycle Trades Benevolent Fund. When he consulted his staff about a suitable event for Castrol to sponsor as a fund-raising effort for BEN, we were delighted when, spurning big time motor racing, their choice fell upon a Harewood Hill Climb. This is typical of the way that Castrol have always supported motor sport at Club level as well as in the higher echelons.

The Motor Trade has always been very good to those of its members who fell into need, or ill health, and BEN does an enormous amount of good work bringing happiness and assisting the return to health of their less fortunate brothers and sisters.

All this looked like a very happy reason for a good afternoon of sport and we are delighted to say that a goodly body of competitors in exciting machinery have come along to take part and provide your entertainment today.

Castrol have another thing to celebrate, this year it is exactly 75 years since Mr. C. C. Wakefield set up in business as a supplier of oils and oil products. Right from the start Charles Cheers, later Lord, Wakefield, was noted for the way that he supported all kinds of ventures which involved the use of oil. One of his main interests was in supporting Records and Record attempts on land, sea and air. In the past Britain gained immense prestige from the world records on land, sea and in the air which were only made possible by support from Castrol.

Even today Burmah Castrol find time in the midst of the complex commercial pressures of the times to continue this support. In addition to all kinds of motor, water and flying support, you will find them assisting railway preservation societies, model flying clubs and even more off-beat activities.

For those of us on the receiving end of this support, the nicest thing is that what must be, to them, a calculated commercial transaction, is carried out in the friendliest and most helpful of spirits. One gets the impression that the people at Castrol are just as keen and interested in the event they are supporting as the enthusiasts who benefit from that support.

Many of you here today will be attending a Speedclimb for the very first time. Your first reaction may be to wonder what anyone can see in cars running singly up a twisting bit of road. What drives a man to spend up to many thousands of pounds on an exotic piece of racing machinery and then to trail this all over the country just for the pleasure of less than five minutes actual driving at any one venue.

The answer is close to what motivates a runner to train for hours a day to run in 100 metre dash races. A single, well judged run up a hill climb course demands ability, fitness and absolute concentration if split seconds are to be stolen from other competitors. And then the interval between the runs allows for comradeship to develop with their fellow competitors.

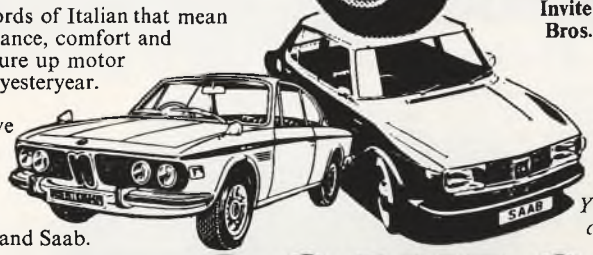
Yes, a Speedclimb is truly a great amateur sport and we venture to suggest that if you stay till the end of the afternoon when the "Top Ten" runs take place, you will find that it can be a very exciting spectator sport as well.

Enjoy yourselves—and give generously to BEN.

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.

Now Andrews Bros. have added the Alfa Romeo range to two other outstanding products of European motor engineering flair: BMW and Saab.



Invite yourself along to Andrews Bros. soon to investigate and test drive their European community of cars.

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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 ..... A. J. Hodgetts
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 ..... J. M. English
Incident Officer ..... M. J. Frost
Chief Scrutineer ..... S. H. Hanson
Chief Timekeeper ..... D. R. Scatchard
P.A. Commentary ..... E. B. Booth, A. D. Roddis

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Welding Service ..... The Pit Stop Ltd.
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Plant Service ..... Chippindale (Engineers) Ltd.
Display Area Concessions ..... Frank Lee

TIMETABLE FOR TODAY

9-45 a.m.	Practice commences
1-00 p.m.	Practice concludes — Lunch Interval
2-15 p.m.	Meeting commences — First Runs
2-10 p.m.	Punch & Judy in Hillside Park
3-20 p.m.	Punch & Judy in Hillside Park
3-30 p.m.	Model Aircraft Display
3-45 p.m.	Meeting continues — Second Runs
4-30 p.m.	Punch & Judy in Hillside Park
5-00 p.m.	The "Top Ten" Run Off
5-15 p.m.	Presentation of Awards

The

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1899–1974

On 19th March, 1899, Victoria was Queen Empress, Salisbury was Prime Minister. The start of the Boer War was still some seven months in the future. A bare handful of mechanically powered vehicles were spluttering their uneasy ways about the primitive and dusty roads of Britain. Man had still almost five years to wait before taking his first tentative venture into the air. Virtually the only ways in which he could then travel the world were by steamship, by rail, or with the aid of the horse.

Just 75 short years ago! It seems incredible now. For in those 15 years, man's capacity for swift, safe and efficient travel has advanced further than in all the rest of time.

The one essential cause of this revolution has been the internal combustion engine, a relatively simple yet remarkably efficient device which has given man a mobility undreamt of by his forefathers. But this engine could never have existed had it not been for oil—to fuel it and to lubricate it.

On 19th March, 1899, a man named Charles Cheers Wakefield founded an oil company. Ten years later, he introduced a new lubricant which was to play so large a part in the story of transport in the years which followed, and which was to pioneer many of the technical advances in lubrication since that day. He gave the oil the name of Castrol. Its history is the history of motoring. And the history of motoring is the history of Castrol.

One way in which Castrol is commemorating this very special year in its history is by the sponsorship of to-day's meeting at Harewood in aid of the Motor and Cycle Trades Benevolent Fund.

BEN

"A SPECIAL KIND OF FRIENDSHIP"

In so many ways BEN—The Motor & Cycle Trades Benevolent Fund—offers a special kind of friendship to people in need who have worked in the motor, cycle, agricultural engineering and allied trades—and to their families:

by regular grants to hundreds of men, women and children living at home

by advice and help in all sorts of problems

by providing special aids and equipment for the disabled

by private nursing care for the handicapped and disabled

by residence, holiday and convalesence in one of the Fund's two homes

BEN'S two homes—Lynwood near Ascot and Birch Hill in Northumberland—really are "home" for the 140 former trade folk who live there. Lynwood with modern physiotherapy and occupational therapy units specialises in the care of the disabled, whilst Birch Hill is an excellent holiday/convalescent centre for those who need recuperation after rest.

In 1974, BEN faces the difficult task of increasing its income to keep pace with inflationary trends, which, in turn, could adversely affect the degree of help available for those in need.

That is why BEN is deeply grateful to Castrol, the Yorkshire Centre of the BARC, its own local supporters and YOU, the spectator, for attending this Charity Hill Climb at Harewood today.

THE YORKSHIRE CENTRE OF THE BRITISH AUTOMOBILE RACING CLUB IS PROUD TO BE ASSOCIATED WITH CASTROL IN THE PROMOTION OF THIS CHARITY SPEEDCLIMB IN AID OF BEN

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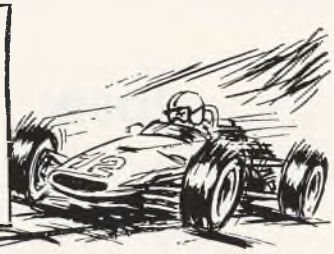

JURISDICTION

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/9662.

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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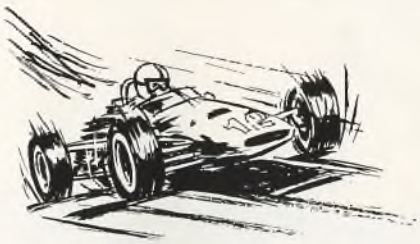

In addition to the Speedclimb, the local BEN Centres and the BARC have arranged some other attractions. These are:

Flying Display

At approx. 3.30 p.m. the Bradford Radio Aero Modelling Club will give a brief, five minutes, display of radio-controlled model aircraft flying near Farmhouse Bend. This will serve as a trailer for their main display, lasting about 45 minutes which will be in the rear of the Hillside Car Park.

During this display all kinds of radio controlled models will be demonstrated. This display can be recommended as being both interesting and exciting.

BEN Tent

The BEN tent in the Hillside Display Area will be manned by officials of the Motor & Cycle Trades Benevolent Fund. During the afternoon they will be selling tickets for a grand prize raffle.

The BEN officials will be delighted to answer any questions about the fund and the good work it carries out on behalf of those members of the motor and cycle trades who fall on evil times.

Castrol Tent

Castrol have a small tent in the display area where a most interesting miniature racing car is on show. In addition, they are selling Team Castrol "Gear"—Rally Jackets, Caps, Bags, Badges, etc.

Donkey Rides

Children in search of a slower, and to some minds less comfortable, means of travel, may like to try riding on a donkey. It's all in a good cause.

Trade Display Area

Behind the main catering tent you will find a display area where there are various tents and vehicles with items of motoring and general interest. These stalls include a BARC Programme and Insignia stall, a boutique with all the "gear", special tuning equipment for your car, a display of in-car entertainment equipment and software, a rust-proofing display, RAC mobile office, etc. There will also be a number of displays of interesting cars. Firms who are assisting BEN by exhibiting in this area include Car Radio Services of Otley, Lookers of Bradford Ltd, Magnetic Motors Ltd, and Ziebart Ltd.

The Other Attractions

Punch & Judy Show

At 2.00 p.m., 3.10 p.m., and 4.20 p.m. Mr. Stan Leo of Leeds will present his Punch & Judy Show in the Hillside Car Park. After each performance Mr. Leo delights his audience with magical feats.

Gavioli Organ

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

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 addtion to the main tent in the Paddock and Enclosures, there are various stalls with all kinds of snacks and liquid refreshments.

Toilets

In additions to the main toilets near the Paddock entrance there are "Traveloo" mobile Ladies and Gents toilets at the rear of the Hillside Car Park near the display of cars and in the Paddock.

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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:
C. F. Cramer (March 74B Hart) 40.67

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:
G. M. Dungworth (Brabham BT35X Repco) 41.15

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. Baldwin (Lotus Elan S.4)..... 48.13

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) 47.17

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)* 0.58
(*New Records:* 48.09 14/4/74)
Class 2. *R. N. Porter (B.L. Cooper S)* 0.06
(*New Record:* 47.17 14/4/74)
Class 3. ..... *No Improvement*
Class 4. ..... *No Improvement*
Class 5. ..... *No Improvement*

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

The Awards to be won today are :-

For the fastest time of the day :
The Castrol Trophy and £50
For the second fastest time of the day £25
For the third fastest time of the day £15
For the fastest time of the day in Classes A-H —
The Castrol Trophy and £25
For the second fastest time of the day in Classes A-H £15
For the fastest time in each class £6
For the second fastest time in each class £4
For the third fastest time in each class £2

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

For the best performance of a Lady Competitor —
Ladies Award ..... Value £4.

(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 five fastest time of the day awards and the fastest in each class awards will be presented outside the Control Bus in the Paddock at the conclusion of the Meeting.

The presentation will be made by Mr. H. S. (Toby) Butterworth, M.B.E., M.C., T.D., Managing Director of Burmah Oil Ltd., and President of B.E.N.

Most Garages couldn't care less about high performance

If you own a high performance car, or intend to buy one, you know what we mean. Most garages don't even like talking about high performance, let alone delivering it. Then there's Tate Rallye Sport, who live and breathe high performance. In the machines they sell.

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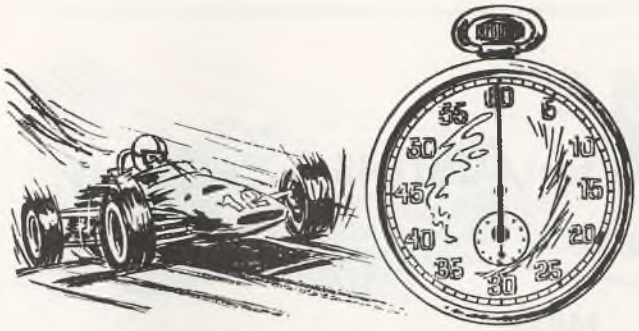

HAREWOOD RECORDS

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

Original Tar and Chipping surface.

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

Hill re-surfaced with Graded Tarmacadam.

8/9/63	P. Boshier-Jones (Lotus 22 Climax)	46.72
29/9/63	*G. Whitehead (Elva Mk. 7)	53.52
12/4/64	J. R. Walton (Walton Bristol)	49.39
24/5/64	A. E. Marsh (Marsh Special)	45.16
12/7/64	*I. C. Batty (Lotus Mk. 7)	50.75
13/9/64	P. Westbury (Ferguson P.99)	44.45
4/4/65	P. H. Meldrum (Lotus Allard Spl.)	46.02
9/5/65	P. H. Meldrum (Lotus Allard Spl.)	46.50
20/6/65	P. H. Meldrum (Lotus Allard Spl.)	44.90
18/7/65	*M. J. Smith (Mallock 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

† 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)	14/4/74	48·09
2.	R. N. Porter (B.L. Cooper S)	14/4/74	47·17
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)	14/4/74	44·21
11.	J. Hunt (Mallock U.2 11 Holbay)	9/0/73	43.53
12.	C. F. Cramer (Mallock 0.2 B.L.)	24/9/72	42.55
13.	D. G. Morris (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.	C. C. Myles (Cooper Mk. 9 Norton)	9/9/73	48.85
15.	P. E. Voigt (Brabham BT15 Ford)	9/9/73	41.76
16.	G. C. Rollason (Lotus 69)	10/9/72	40.90
17.	R. Thwaites (Packmail McLaren)	24/9/72	38.47

NEXT MEETING

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PROGRAMME AND LIST OF ENTRIES

Commence 2.15 p.m. Each car to have two class ascents, the better time to count for all Class Awards.

ORDER OF ASCENT

FIRST RUNS: Classes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17. A, B, C, D, E, F & G.

SECOND RUNS: Classes 1. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17. A, B, C, D, E, F & G.

THE "TOP TEN" RUN OFF

PRESENTATION OF AWARDS

★ After a Competition Number denotes a Reserve Entry.

Class 1. — TOURING CARS up to 1,150 c.c. Bogey — 56·67

Record: M. R. Flather (Aldon B.L. Cooper) 14/4/74 — 48·09.

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	Roy Gibbs (Entrant: Tassy's Hair Team)	Chrysler Imp		905	Leeds			
13	Roy Greenwood (Entrant: Rally Equipe, Bury)	Rally Equipe B. L. Cooper		988	Ramsbottom			
14	Graham Brooks (Entrant: Team Castrol)	Datsun Cherry 100A		988	Accrington			

Class 2. — TOURING CARS 1,151 to 1,500 c.c. Bogey —55·23

Record: R. N. Porter (B.L. Cooper) 14/4/74 — 47.17.

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
15	Chris Moore	Ford Escort GT		1297	Selby			
16	Dave Hanley	B.L. Cooper S		1303	Tadcaster			
17	David Armstrong	B.L. Cooper S		1303	Tadcaster			
18	Nicky Porter	B.L. Cooper S		1328	W. 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
144★	Michael Olliver	Ford Capri		1598	Garforth			
19	David Rowe	Peerless GT		1991	Halifax			
20	Roger Peace	Ford Escort TC		1558	Pontefract			
21	Jack Taylor	Vauxhall Firenza SL		2279	Dalton			
22	Bob Bingley	Ford Escort Mexico		1599	Sheffield			
23	Eric Craven	Ford Escort RS 1600		1600	Bridlington			
24	Nigel Newton	Pontiac GTO		6545	Harrogate			
25	Melvyn Abson	Ford Capri GT		3000	Wakefield			
26	Bill Lord	Ford Escort RS 2000		1993	N'c'le-on-T			
27	Eric Schofield	Ford Escort Mexico		1599	Pontefract			
28	Simon Clark	Ford Escort Mexico		1599	Leeds			
29	Alan Forrest	Ford Escort RS 2000		1993	Bradford			

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

Merged with

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

Record : C. F. Cramer (B.L. Cooper S) 19/4/70 — 45·18

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
30	Anthony Lee	B.L. Cooper		999	Thirsk			
31	Paul Nethercoat	B.L. Mini		1130	Halifax			
32	James Conway	B.L. Mini		1130	Halifax			
33	Peter Wray	Ford Escort RS 1790		1790	Harrogate			
34	Mike Greaves	B.L. Cooper S		1330	Dronfield			
35	Peter Davy	B.L. Cooper S		1330	Sheffield			
36	Mike Newman (Entrant : Holden & Hartley (Burnley) Ltd.)	Vauxhall Viva GT		2300	Blackburn			
37	Gerald Clark	B.L. Cooper S		1328	Easingwold			
38	Jim Thomson (Entrant : Guyson International)	Vauxhall Firenza		2500	Timble			

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
39	David Gardner	M.G. Midget		1275	Ossett			
40	Malcolm White	M.G. Midget		1275	Leeds			
41	Mike Gleeve	Austin Healey Sprite		1275	Sheffield			
42	Mick Merrills	Austin Healey Sprite		1293	Retford			

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
141*	Dave Marshall	Jowett Jupiter		1486	Leeds			
43	Loll Ryan	Morgan Family Four		1600	York			
44	Bill Mantovani	Triumph TR5 PI		2498	Coventry			
45	Mike Bonar (Entrant : Team Castrol)	Lotus Elan		1600	Edinburgh			
46	Ronnie Craik	Lotus Elan Sprint		1558	Edinburgh			

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
145★	Fred Lobnitz	Austin Healey 3000		2996	Stewarton			
47	Mike Tointon	T.V.R. 3000M		2994	Skipton			
48	Malcolm Trewhitt	M.G.C.		2912	Bedale			
49	Michael Wilkinson	Jaguar "E" Type		5781	Leeds			

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
50	David Kennedy	Fairthorpe Electron Minor		947	Keighley			
51	Mrs. Diana MacMaster	Clan Crusader		998	Stourbridge			
52	Michael Hanson	Austin Healey Sprite		1293	Whalley			
53	John Bury	M.G. Midget		1293	Blackburn			
54	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
142*	Phil Bennett	Jaguar "E" Type		3781	Leeds			
55	Paul Wilson	Lotus Elan		1600	York			
56	John Walker	Jaguar "E" Type		3781	Barnsley			
57	Brian Newby	Jaguar "E" Type		3800	Sh rb'rn-in-E			

Class 11. — CLUBMANS SPORTS CARS up to 1,600 c.c. Bogey — 51·55

Record : J. C. Hunt (Mallock U.2 11 Holbay) 9/9/73 — 43·55

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
143★	Barry Joel (Entrant : George Cooper (Lubricants) Ltd.)	Mallock U.2 11B Ford		1598	Sheffield			
58	Charles Wardle	Lotus Seven S 3		1598	Nottingham			
59	Gordon Pepper	Mallock U.2 6 Ford		1600	Keighley			
60	Laurie Curtis	Mallock U.2 8X Ford		1600	Bradford			
61	John Muirhead	Mallock U.2 8B/11 Ford		1600	Ripon			
62	Ron Ward	Ward WD.5 Ford		1598	Thornton D.			
63	Bob Prest	Mallock U.2 11B Ford		1600	Croxdale			
64	Mervyn Bartram	Moss Tyres Special		1600	York			

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
65	Redvers Arnold	Centaur Mk. 14 Ford		1300	Midd'bro			
66	Denis Pegg	Lotus II Climax		1098	Sheffield			

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 Ford) 9/9/73 — 41·06)

No entries received in this class

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
146★	John Cleland	Chevron B23		2000	Lanark			
67	David Naylor	Lotus Seven S.4 TC		1650	Leeds			
68	George Tatham	McLaren M12C Chevrolet		7200	Malton			
69	Ian Curtis	Mallock U.2 11B B.M.W.		1990	Queensb'ry			
70	Fred Cliffe	B.R.M. Can Am		7200	Sh rb'rn-in-E			
71	Philip Scragg	Chevron B.19 B.M.W.		2999	Macclesfield			

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

Record : C. C. Myles (Cooper Mk. 9 Norton) 9/9/73 — 48.85.

No entries received in this class.

Class 15. — RACING CARS up 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
72	Geoff Deakin	Alexis 18/23 Ford		1098	Kirkoswald			
73	Tony Yeomans	Terrapin Mk. 1a N.S.U.		1085	Leeds			
74	Barrie Pusey	Brabham BT21 Holbay		1000	Grassington			
75	John Farley	Brabham BT21B Holbay		1000	Cheam			
76	Stanley Hutcheon	Ginetta G.17 Chrysler		998	Cheltenham			
77	Alan Panton	Vixen V.B.1 Chrysler		998	Scarbro'			
78	Chris Bush	Vixen V.B.4 Chrysler		998	Castleton			
79	Richard Courtney	Vixen V.B.1 Chrysler		998	Paisley			
80	Graham Ashley Smith (Entrant : R. White & Sons Ltd.)	Rawlings Chaser Terrapin		1088	Leeds			
81	John Crowson (Entrant : R. White & Sons Ltd.)	Rawlings Chaser Terrapin		1088	Leeds			

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
82	Tom Tannant	Lotus 23 Ford		1558	Wakefield			
83	Richard Lester	Lola T.100 F.2 T.C.		1598	Yoxall			
84	Paul Mawson	Jomo Ex F3 Ford		1600	Hanley			
85	Alan Goddard	Alexis T15 T.C.		1558	Elsecar			
86	Philip Marfleet	Alexis M15 T.C.		1558	Barnsley			
87	Mike Allan	Brabham BT35 Ford		1600	Halifax			
88	Robert Sunderland	Brabham BT35X FVA		1595	Oxenhope			
89	Doug. Thompson (Entrant : Thistle Metallics)	G.R.D. 273 BDA		1600	Edinburgh			
90	Richard Jones	Surtees TS10 Hart		1600	S. Woodch'r			
91	David Betts	Royale RP11 FB Vegantune		1598	Huddersfield			
92	Ken MacMaster	G.R.D. 272 Hart		1594	Stourbridge			

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
93	John Reeve	Sirocco F1 Spl Triumph		2998	Ruskington			
94	David Fyfe	Palliser WDF4 Repco		4200	Edinburgh			
95	Alex Brown	Palliser WDF4 Repco		4200	Edinburgh			
96	Reg Phillips	Chevron B.25 Ford		1991	Tewkesbury			
97	John Lambert	Leda 22 Chevrolet		5000	York			
98	Alister Douglas Osborne	Temple Row Special		1974	W. Hagley			
99	Geoff Rollason	Brabham BT37 Cosworth		2993	Craven Arms			
10	Richard Shardlow	Chevron B.25 Smith		1930	Baslow			
9	Tony Bancroft Entrant: Compton Edwards Ltd.)	McLaren M.10B Chevrolet		5800	Oxenhope			
5	Chris Cramer	Grunhalle Lager Spel		2000	Stroud			
4	Roy Lane	McRae GM.1 Chevrolet		5000	Warwick			
1	Michael MacDowel	Brabham BT36X Repco		5000	Godalming			

Class A — **VINTAGE TOURING CARS**

Record : T. Whittaker (Chrysler 72) 23/7/72 — 68.40

Merged with

Class B — VINTAGE & P.V.T. SPORTS CARS up to 1,100 c.c.

Record: Vin—R. G. Winder (Austin Ulster) 20/7/69 — 61.57.
PVT—J. M. Shaw (Fiat Balilla) 20/7/68 — 51.87.

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
104	Michael Hirst	Alvis 12/50		1595	Bakewell			
105	Martin Shaw	(P) Fiat Ballilla 5088		1089	Sheffield			

Class C — VINTAGE & P.V.T. SPORTS CARS 1,101 to 1,500 c.c.

Record : Vin—J. V. Skirrow (Frazer Nash) 21/7/68 — 60.66.
PVT—R. J. Clark (H.R.G.) 21/7/68 — 57·07.

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
111	Jack McEwan	(P) Riley Sprite		1496	Bakewell			
112	Brian Naylor	(P) Lagonda Rapier		1104	York			
113	Geoff Winder	(V) Bugatti Type 13		1496	Guiseley			

Class D — VINTAGE & P.V.T. SPORTS CARS 1,501 c.c. and over.

Record: Vin—J. E. Barraclough (Bentley 3/4½) 20/9/69 — 54.41.
PVT—M. S. Oddie (B.M.W. 328) 21/7/68 — 56.36.

Merged with

Class G — MISCELLANEOUS PRE-WAR CARS

Car No.	Driver		Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
116	Gerald Clark	(P)	Alvis/Riley Special		2700	Easingwold			
117	John Cameron	(P)	Alvis/Riley Special		2700	Alne			
118	Richard Fox	(P)	Lagonda LG45		4453	Sheffield			
119	Frank Robinson	(P)	Alvis Firebird		1842	Manchester			
120	Guy Smith	(P)	Frazer Nash/BMW 328		1971	Darley Dale			
135	Colin Cooper		M.G. J2 Special		939	Rochdale			

Class E — VINTAGE & HISTORIC RACING CARS up to 1,500 c.c.

Record: Vin—M. T. Joseland (Frazer Nash Spl) 23/7/72 — 52.46
His—A. J. Merrick (E.R.A. R.1.A) 25/7/71 — 49.54.

Merged with

Class F — VINTAGE & HISTORIC RACING CARS, 1,501 c.c. and over.

Record: Vin—H. F. Moffatt (Bugatti T.35) 21/7/68 — 51.26.
His—E. N. Corner (E.R.A. R.4.D) 27/7/71 — 47.08.

Car No.	Driver		Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
124	Ronald Shapley	(H)	Cooper J.A.P. Mk. 10		1100	Leeds			
129	Ron Footitt	(V)	AC/GN 1925 Spl		1991	Kidderminster			
130	Tony Brooke	(V)	Vauxhall Villiers TT SK		2996	Harrogate			
131	Guy Smith	(H)	Frazer Nash/Alvis		3500	Darley Dale			

THE "TOP TEN" RUN OFF

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

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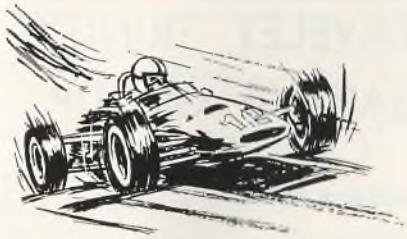

ABOUT THE B.A.R.C.

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

The largest of these Centres is the Yorkshire Centre which promotes the hill climb here today. The Centre was formed in 1922 and now has over 1,000 members resident in the County. Each year a full programme of competitive and social events is arranged for members including Hill Climbs, Sprints, Race Meetings, Driving Tests, Trials, Treasure Hunts, Film Shows, Dances, Social Evenings and even Cricket and Golf Matches.

This Speedclimb at Harewood is typical of the events promoted by the Yorkshire Centre and its realisation and success is proof of the keen spirit which exists within the Club. The meeting to day was conceived, organised and presented by voluntary helpers who do it purely for love of the sport. This same attitude can be found at all our other events.

The B.A.R.C. is the Club for Hill Climb enthusiasts. The Yorkshire Centre run meetings at Harewood, the South Western Centre at Gurston Down and the South Wales Centre at Pontypool Park. All three of these venues have rounds in the "R.A.C. British Hill Climb Championship" whilst the B.A.R.C. has its own Hill Climb Championship sponsored by Castrol which in 1973 drew over 200 entries. The "Castrol/B.A.R.C." Championship has rounds at Loton, 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 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 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 Hill Climb Practice Night, Autocross, Production Car Trial, Driving Tests, etc. and our winter programme of social events, quizzes, talks and film shows.

Membership of the B.A.R.C. costs £4 per year with an entry fee of £1 and to be registered with the Yorkshire Centre costs an additional £1 per year. Details of membership can be obtained from the B.A.R.C. Yorkshire Office, 6, Sidney Street, Vicar Lane, Leeds LS2 7JB. Tel. Leeds 38972.

1974 HAREWOOD HILLCLIMB DATES

14 Apr.	Andrews Bros./Alfa Romeo Spring National Hill Climb.
18 May	Mintex Dales Rally, Special Stage.
19 May	Members' Practice Day.
2 June	Castrol/B.E.N. Charity Speedclimb.
7 July	Shell National R.A.C. Championship Speedclimb.
4 Aug.	Members Speedclimb.
18 Aug.	Charity Soap Box Derby.
29 Sept.	"Castrol Trophy" National Speedclimb.

1974 CROFT RACE MEETING DATES

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

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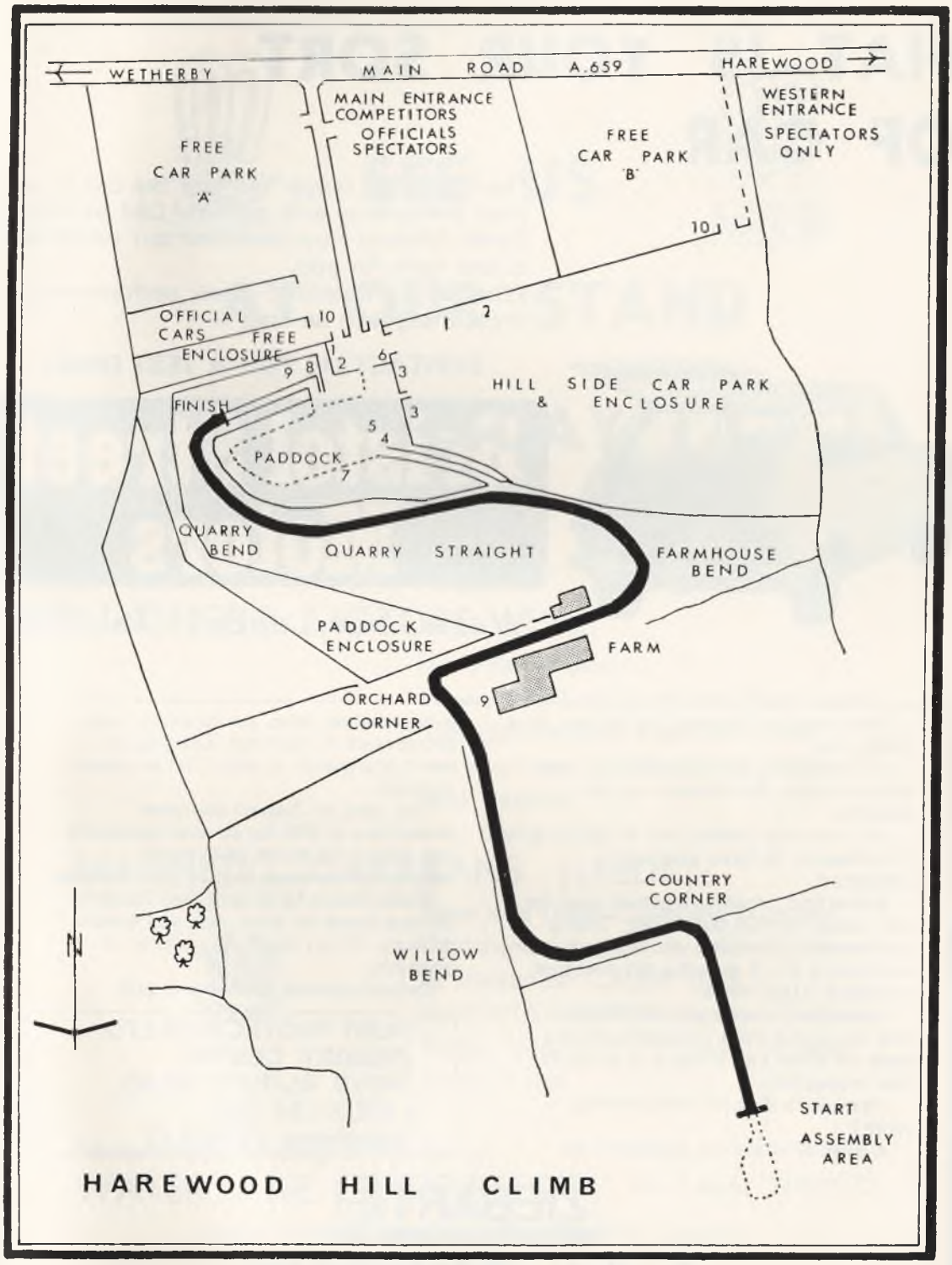

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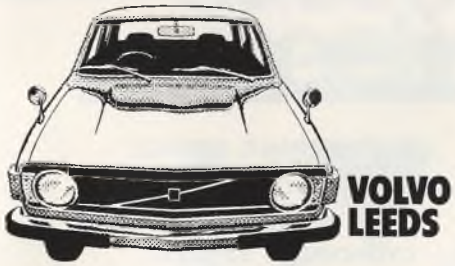

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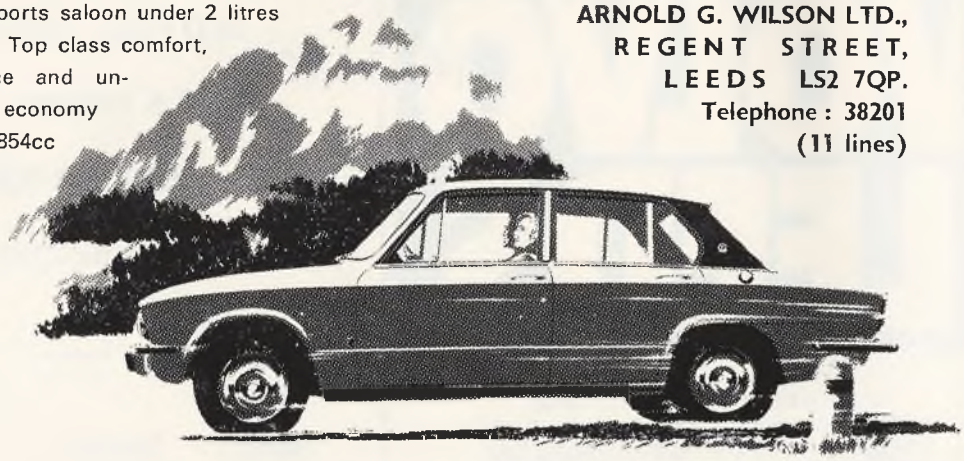

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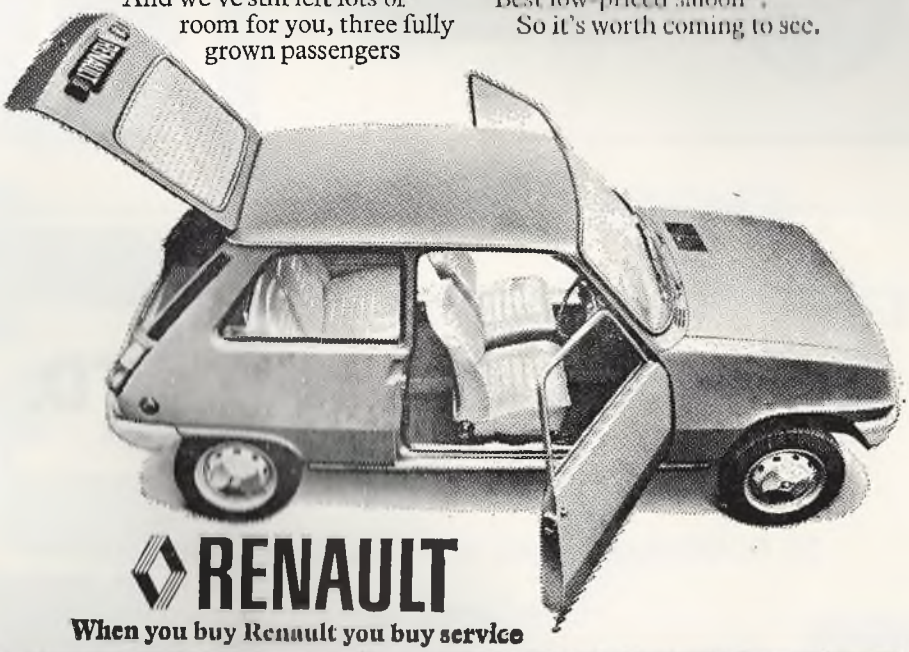

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