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Shell Super Oil

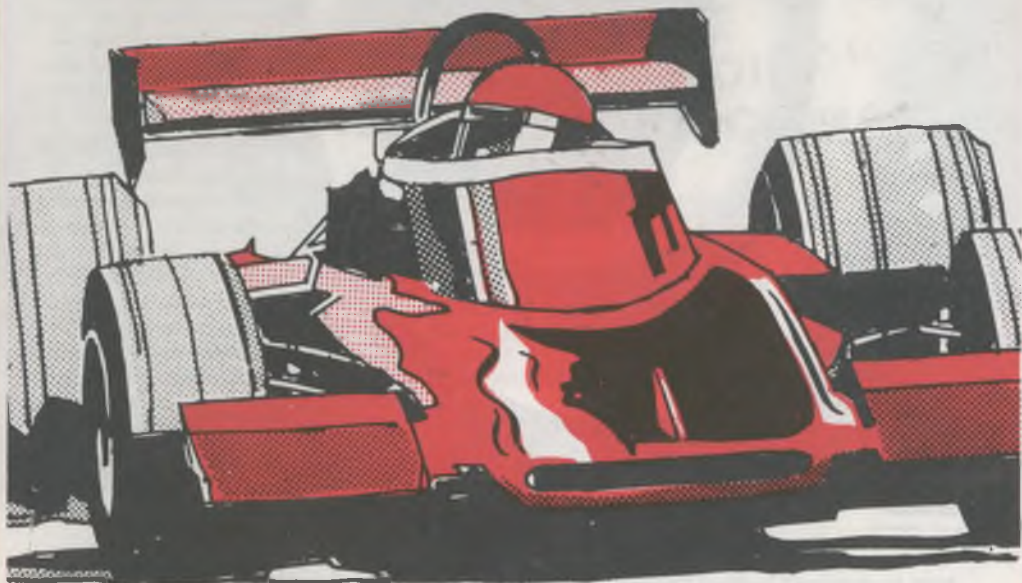
HAREWOOD WEEKEND

SATURDAY 6th JUNE

**THE SHELL NOVICES &
"ONE MAKE" SPEEDCLIMB**

SUNDAY 7th JUNE

**THE SHELL SUPER OIL
CHAMPIONSHIP SPEEDCLIMB**



OFFICIAL PROGRAMME 30p

For conditions of admission, see inside.

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HAREWOOD WEEKEND

SATURDAY 6th JUNE
THE SHELL NOVICES &
"ONE MAKE" SPEEDCLIMB
(See page 46 onwards)

SUNDAY 7th JUNE
THE SHELL SUPER OIL
CHAMPIONSHIP SPEEDCLIMB

INCORPORATING ROUNDS OF
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THE DUTTON-FORSHAW/LONGTON SPRINT AND HILL CLIMB CHAMPIONSHIP

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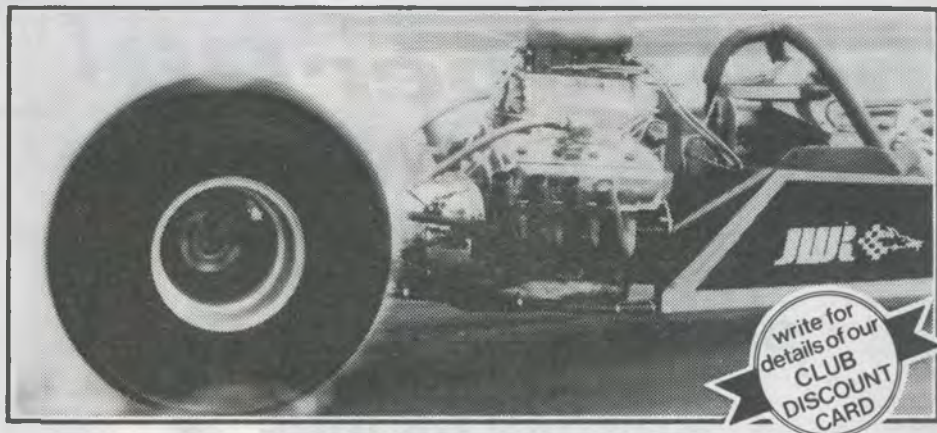
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HILLCLIMB NOTES

Welcome to Stockton Farm, Harewood for what to us is a new departure, for the first time we are running two entirely individual events on the same week-end.

Saturday sees an event which is confined to "Novices" and members of some "One-Make" car clubs. Our definition of a Novice is not the usual motor sporting one of someone who has never won an award, we stipulate that the event is open to any competitor who has not won a 1st. in class or higher award in a sprint or hill climb in the previous three years. This opens the event to the people who compete regularly but without winning as well as those just wanting to get a start in Hill Climbs, then there are the drivers who

used to compete, often with great success in earlier years, but who have for whatever their reasons, not entered for some years. Then we have the people who have managed to con one of our regular competitors to lend them a car so they can have a go. A typical example is Tim Smith who normally does the results and championship scores, but who, this afternoon is driving John Forean's ex Barter Mk.7 Imp Davrian. On Sunday John will be driving it again so he is likely to be looking tense in the paddock during Saturday's event.

Then there are the enthusiasts who get together in clubs dedicated to one make, or type of car and classes A to I have a selection of these all enjoying themselves together.

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AS A SMALL EFFORT TO



Continued from Page 11

during Sunday afternoon. Full details of this are on Page 15. The cars will make a splendid show and we do advise you to take a walk over and have a look some time between 10.30a.m. & 4.00p.m. The winning cars will make a parade run up and down the course between the first and second class runs.

Some of you may have seen in our pre-event publicity that there was to be a small steam passenger carrying rsilway in the Hillside Car Park. Sadly Ron Drake who was organising this has had to cry off at the last moment, but he has promised to have it at one of the later events this season.

At our first meeting of the season on 18th, April some keen photographer left a lens in a black leather case in the Paddock which was found and handed in at the end of the meeting when everyone had gone. We have been putting this out in our communications to competitors and officials and no one has claimed it so far so it must belong to a spectator. If you lost a lens for a 35m.m. SLR on Easter Sunday will you please come along to the Control Cabin in the Paddock and give a brief identification so we can hand it back to you safely again. By the way, we can always use some photographs of cars and drivers in our programmes, what about

it you keen photographers. Contact Mike Wilson who's address is on page 25, but please, you will be doing it for love, just as we all do, we can not pay reproduction rights.

On page 5 of this programme you may have seen a list of Sponsors. These are firms who have been kind enough to back our sport with advertisements in the programmes and other help. Like so many sporting activities, we are a non-profit making club and with the costs of everything today, we could not function at all without the valuable help of our sponsors. We thank them most sincerely.

There is however one sponsor whom we do have to single out for special mention - SHELL. Not only are they backing our exciting Shell Super Oil Harewood Hill Climb Championship, but they are sponsoring this weekend's two meetings as well. In these days when one hears a lot of the facelessness of big business it is most refreshing to find one of the very biggest of all who, from their choice, support what is really our least important (from a serious competitive point of view only) event of the year - The Novices. Shell's attitude is that they should encourage new entrants to the sport and we thank them most sincerely for all their efforts which enable us to continue.

You will find details of the Saturday time table and list of entries, awards, etc. from page 46 onwards in this programme.

Sunday is given over to sterner stuff, the event is a full scale Championship meeting in which there are rounds of our own Shell Super Oil Harewood Hill Climb Championship and of the Longton & District Motor Club's Dutton-Forshaw/Longton Sprint & Hill Climb Championship. Details of these two Championships can be found on pages 21, 29 & 44 with positions before this meeting.

Because these are both one-day events we do have to get through the Practice runs in the morning and can not start the timed competition until 2.15p.m. which means that, unlike our National events when we practice on the Saturday and start at 11.00a.m., on both of this week-end's events it will be getting quite late when we finish. We estimate 5.30 on Saturday and 6.15 on Sunday, but this is at the mercy of the weather, and the number

of off-course excursions which we have to sort out. We hope you can stay till the end on Sunday as the meeting concludes with the Top Ten run-off counting for points for the Shell Super Oil Harewood F.T.D. Awards Series. In this the ten fastest drivers of the afternoon have a further couple of runs to try and improve their previous performances and they get Championship marks based on their position in these final runs. This is when things really do get fast and furious and it will be a shame if you have to go home before it happens.

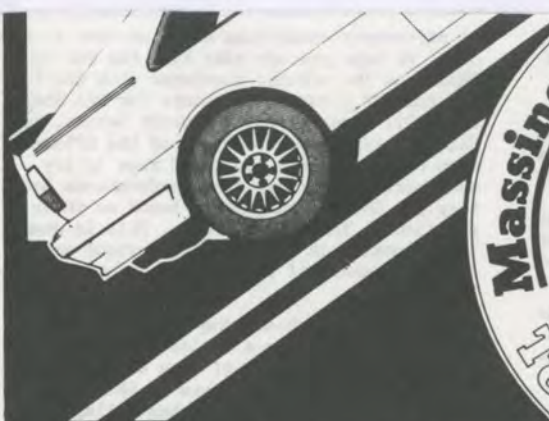
During this week-end the members of the MG Car Club are holding a social get-together at Stockton Farm and some of them will be taking part in special M.G. Classes on Saturday. They also have a Disco in Collingham Village Hall on Saturday night and, in conjunction with the well known Baildon firm of M.G. "T" Type restoration specialists, they are holding a Concours d' Elegance in the hillside car park

Continued on Page 13

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CONCORS D' ELEGANCE



The average person who has a motor car falls into two categories, they either regard them as a necessary aid to mobility and reward the car with abuse and neglect, or they have a life long love affair devoting time and much effort to keeping their vehicles in tip-top condition.

This love, which can be seen in action in a housing estate on a Sunday morning when the weekly "washing the car" ritual is at it's peak spawns pockets with specialist interests, one of the most rewarding of which is to take an old, neglected bolide and with the expenditure of much time and effort, not to mention hard cash, bring it back to a state far better than it ever was when it was new.

One such man, Alastair Naylor is one of our members and in his case the love affair has gone so far as to become his bread and butter as well. Alastair is the proprietor of Naylor Brothers who operate at the bottom of Hollings Hill at Baildon and who are Britain's, if not the world's leading specialists in the restoration of just one range of models from one very much loved, and now sadly defunct, manufacturer M.G. Yes Naylor Brothers are the M.G. "T" type specialists who have a team of experts and real old-style craftsmen who lovingly strip a tatty

"T" type down to the last nut and bolt, then re-build in, usually with a completely new wooden body frame and lots of other self-made components into what is a collectors item.

It is not suprising that with such a background Naylor Brothers sponsor a concours d' elegance where like minded enthusiasts can bring along their own examples of well kept motor cars of all kinds and have them judged in various classes for codition, etc.

This Sunday the cars for the Concours will assemble in the hillside car park from 10.30 with the judging around lunch time. There are prizes for the best cars in each class & a handsome Rose Bowl for the overall best car in the show. All presented by Naylor Brothers.

We do advise that during the meeting you make time to wander over and browse around these beautiful examples of just how a car should be kept, or restored. You will be able to see the various winners in motion between the first and second Class Runs when they make a parade around the course, but they are well worthy of much closer study.

By the way, the picture above shows Alastair Naylor with his pride and joy, a Sunbeam Tiger and two of what many consider the most good looking M.G. ever - the T.F.



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Awards

AWARDS TO BE PRESENTED AT THIS MEETING

Fastest Time of the Day..... £60
 Second Fastest Time of the Day..... £40
 Third Fastest Time of the Day..... £30
 Fourth Fastest Time of the Day..... £20

Fastest Time in each Class..... £17
 Second Fastest Time in each Class..... £13
 Subject to 6 or more entries in class

Third Fastest Time in each Class..... £10
 Subject to 10 or more entries in class

Where a class is run with 16 or more entries there will be four awards in that class:

1st. £20, 2nd. £17, 3rd. £13, 4th. £10

If a class is run without merging with three or fewer entries, the award for fastest time in class will be reduced to..... £13

To any competitor who holds a new record for their class at the conclusion of the meeting
 A Harewood Class Record Plaque

Competitors may opt to receive a souvenir award to the same value in lieu of the cash awards listed above.

AWARDS TO BE PRESENTED AT THE END OF SEASON

The Yorkshire Post Trophy

Presented to the competitor making the fastest time of the whole season

The Jack Farrar Trophy

Presented to the competitor making the fastest time of the season being a member of the B.A.R.C. Yorkshire Centre resident in or working in the County of Yorkshire

The Arnold Burton Trophy

Presented to the competitor running in classes 11 to 14 inclusive who is a member of the B.A.R.C. Yorkshire Centre and who over the season scores the most marks on the Bogey Time Improvement scoring system

The Richard Sutherland Trophy

Presented to the competitor running in classes 6 to 10 inclusive who is a member of the B.A.R.C. Yorkshire Centre resident in or working in the County of Yorkshire and who over the season scores the most marks on the Bogey Time Improvement scoring system

The Appleyard Group Trophy

Presented to the competitor running in classes 6 to 8 inclusive who records the fastest time of the season in those classes

The Wallace Arnold Trophy

Presented to the competitor running in classes 1 to 3 inclusive who records the fastest time of the season in those classes

The Total Trophy

Presented to the competitor running in classes 1 to 5 inclusive who over the year shows the greatest improvement over the record standing for their class at the start of the season

The Scrutineers' Trophy

Presented at the discretion of the R.A.C. Scrutineers to the competitor who in their opinion regularly presents the best turned out car for scrutineering

The John Bindloss Trophy

Presented at the discretion of the BARC Harewood Committee to the new competitor who has, in their opinion, shown the greatest promise in speedclimbing, or to the established competitor who, not having been a regular winner, shows the greatest improvement in the season

All references to "The County of Yorkshire" above refer to the true County of the Three Ridings as it was before the carve-up of Local Government reorganisation

CURRENT LEADERS FOR THESE TROPHIES

Yorkshire Post Trophy

James Thomson..... 38.89

Jack Farrar Trophy

James Thomson..... 38.89

Arnold Burton Trophy

Simon Curtis..... 6.70

Richard Sutherland Trophy

Paul Tankard..... 6.32

Appleyard Group Trophy

John Gornall..... 47.80

Wallace Arnold Trophy

Kevin Tate..... 46.96

Total Trophy

Kevin Tate..... -1.47

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Shell Super Oil Harewood Hillclimb Championship

Today, in any field of sporting endeavour, it is the age of the specialist. When we in the motor club circles get together to talk things over it is not long before the senior members of the group get to reminiscing - Wasn't it great in the old days when you could compete in all kinds of event, trials, rallies, hill-climbs, even races and then drive to work in the same car for the rest of the week? Well yes, in retrospect we had good times and it was fun, but we feel that today in hill climbing, although the scene has changed completely there is something of the same kind of fun. Granted, if you look around the paddock this afternoon you will find that truly standard road cars are a rarity, indeed most competitors have a vehicle which is entirely dedicated to competition and which comes to and from the events on a trailer. But this is not as daft as it seems, if you drive to an event at the other end of the country and blow up your engine you are faced with a problem in getting home. Then again, suppose everyone was in bog-standard road cars, well with the current cost of transport people would soon find it an over-rated and expensive pastime repairing the ravages. Not to mention the complete boredom for the spectators.

No, specialisation has come to stay - and it is not all bad. If you get a competitive car, prepare it well and drive it without hitting anything you will find that unless you are very unlucky it is not going to involve you in too much expense through the season. And, if you are reasonably successful, at the end of the year you may well find it worth more on the open market than when you bought it - car you say that about your standard car?

By now you will be wondering just what this has to do with the Shell Super Oil Harewood Hill Climb Championship, well the answer is simple, we as organisers of the Harewood events are doing our own little bit of specialisation and sharpening up the competition by introducing the first ever one club, one venue full scale commercial Hill Climb Championship and what is more, in Shell U.K. Oil we have found a Company who recognise the merit of the idea and have been prepared to back it with hard cash support.

In the post-war years there was the R.A.C. British Hill Climb Championship which was very competitive indeed and provided superlative sport, but for a very select few. In 1968 the BARC Centres got together to promote Britain's first ever Hill Climb Championship which was aimed at all kinds of cars and drivers, and with sufficient sponsorship to make it attractive. The idea took off like wildfire and was quickly copied by the sponsors of the R.A.C. Championship - no less than Shell again who introduced a handicap section into the R.A.C. series. The success of these competitions brought lots of new entrants into the sport - Chris Cramer, the current Harewood Hill record holder, not to mention being reigning British Hill Climb Champion started in the Castrol/BARC (as it then was) in a Mini. It is true to say that these country wide championships raised the level of competition, gave competitors something to aim at and, as a result raised the general standards of Hill Climbing across the board.

Today the Hill Climb scene is almost a growth area. Unlike Club Racing where ever increasing costs and general attitudes are leading to a law of diminishing returns, or Rallying, so strong but almost pricing itself out of the enthusiasts reach, the hill climb scene is well and truly healthy. Into this we pitch the new Shell Super Oil Harewood Hill Climb Championship. A top level competition with, by hill climb standards, an enormous prize fund - but all aimed at the members of one Centre of One Club and Competing on one Hill - Harewood. Not a good thing, you may say. The dreaded spread of commercialism, nonsense, by splitting the prize money into no less than 36 parcels of varying size large numbers of competitors have something to aim at. Just look at today's programme and the number of competitors with an "*" after their name which shows they are chasing points in this Championship. Look around the paddock, see how friendly the competitors are with each other, the good-natured bather and gamesmanship, the fact that both Sunday's event forexperts and Saturday's event for "Novices" and new entrants to the sport are more than completely sold out with quite a lot of people turned away. No, the injection of support from Shell is demonstrably for the greater good of the sport and we owe them a debt of gratitude.

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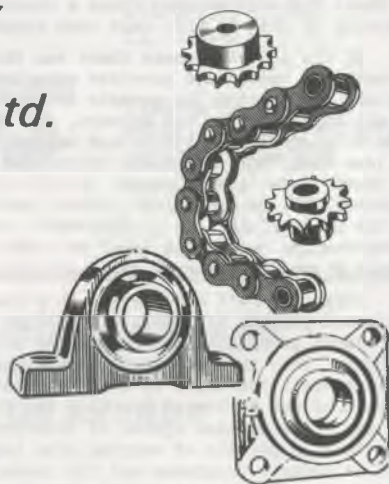
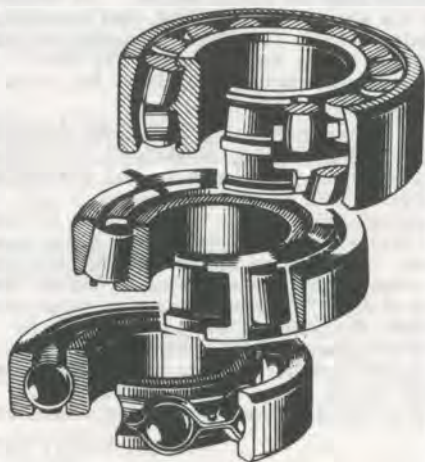
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Shell Super Oil Harewood Hillclimb Championship

Continued from Page 21.

So what is it that's so wonderful, well the Championship is a handicap event for all kinds of cars who each compete against a "Bogey Time" for their respective classes. You will see the bogey time in the heading of each class in the programme and drivers score marks based upon the number of seconds by which they beat their own "Bogey". There are lots of fine details which, if you are interested you can read all about by going into the control cabin in the Paddock and asking for a set of the rules. There is also a "Fastest Time of the Day" section which is set out and explained in full detail on page 44. The main thing is that, from the drivers point of view there is something to aim for. There is obviously pleasure and kudos for the star who will win 1st. prize and pick up £500, but the lesser competitor who just manages to get into the top thirty and wins only £10 feels involved also. Today's meeting is a coming together of lots of club hillclimb competitors drawn here today to have a go for The Shell Harewood Championship, and, of course also the Dutton-Forshaw/Longton Championship.

Once again, our very sincere thanks to Shell U.K.Oil in general, to John Thobald and Terry Rundle in their Leeds Office who pushed for this sponsorship, to Keith Collow and Tony Holden in Shell's marble hall down in the Strand in London who found the money. The result is evident in the depth of enthusiasm and support this has brought about.

Now, a listing of the leading scorers after the first round on Easter Sunday, the ones who have an "*" after their names are also here again today to renew the battle.

Pos	Name and Car		Hometown	Marks
1	Josh Sadler* (Porsche 911).....	Class 10	Amersham, Bucks....	7.61
2	Simon Curtis (Curtiswool U.2 20C Nelson).....	Class 11	East Morton.....	6.70
3	Kevin Tate* (Ford Escort RS).....	Class 3	Barnsley.....	6.53
4	John Casey* (Leyland Cooper S).....	Class 2	Burnley.....	6.42
5	Paul Tankard* (T.V.R.Tuscan).....	Class 10	Lightcliffe.....	6.32
6	Tony Bridge* (Davrian Hillman Imp).....	Class 4	Burnley.....	6.03
7	James Thomson* (Pilbeam M.P.40K Hart).....	Class 17	Otley.....	5.94
8	Richard Jackson* (Opel Ascona 400).....	Class 3	Shadwell.....	5.85
9	Tony Bancroft* (Porsche Carrera 911).....	Class 10	Ilkley.....	5.77
10	Pete Nicholson* (Leyland Mini Clubman).....	Class 2	Leicester.....	5.63
11	Tony Baines* (Hillman Imp Sport).....	Class 1	Kirkburton.....	5.55
12	Jim Campbell* (Fi-Fab Modus M.4 Hart BDA).....	Class 16	Bothwell, Lanark....	5.50
13	Derek Bridge* (Davrian Hillman Imp).....	Class 4	Burnley.....	5.49
14	Roy T.Lane* (March 802/812 Hart).....	Class 17	Warwick.....	5.45
15	Mervyn Bartram* (Mallock U.2 20/23 Bar Engine).....	Class 11	York.....	5.38
16	Bill Wood* (Mallock U.2 BDA).....	Class 13	Edinburgh.....	5.17
17	Tom McMillan* (Fi-Fab Modus M.4 Hart BDA).....	Class 16	Glenrothes.....	5.08
18	David Garnett* (Pilbeam M.P.43 Hart).....	Class 14	Boroughbridge.....	4.94
19	Stuart Jones (Ford Escort RS).....	Class 3	Barnsley.....	4.88
=	Brian Walker* (Skoda Coupe BDA).....	Class 5	Longridge, Lancs....	4.88
21	Jim Thomson (Vauxhall Chevette HS).....	Class 5	Otley, W.Yorks....	4.78
22	John Foran* (Davrian 7a Hartwell).....	Class 9	Lightcliffe.....	4.76
23	Nigel Garland (Porsche 911).....	Class 10	Maidenhead.....	4.64
24	Richard Wood* (Leyland Cooper S).....	Class 2	Otley.....	4.47
25	Chris Seaman* (Freedom Brabham B.T.30 FVA).....	Class 16	Sheffield.....	4.45
26	Malcolm Dungworth* (Pilbeam M.P.22-036 DFV).....	Class 17	Sheffield.....	4.40
27	Alex Graham* (Mallock U.2 20 Twin Cam).....	Class 13	Wishaw, Lanark....	4.33
=	Alan Harper* (Mallock U.2 20/23 Bar Engine).....	Class 11	Wetherby.....	4.33
29	Mike Kerr* (Vauxhall Chevette HS).....	Class 3	Mkt. Weighton.....	4.04
30	Des Richardson* (Lotus Elan).....	Class 7	Spondon, Derby....	4.01
31	George Swinbourne* (Ford Escort RS).....	Class 3	Shaw, Oldham.....	3.99
32	Joe Ward* (Ward W.D.6M Ford).....	Class 11	Pickering.....	3.83
33	David Kennedy* (Mallock U.2 17B Ford).....	Class 11	Stanbury, Keighley	3.71
34	Neil Turner* (Leyland Cooper S).....	Class 2	Bramhope.....	3.70
35	Mike Robson* (Morgan Plus Eight).....	Class 8	Royton, Lancs....	3.62
36	Redvers Arnold* (Mallock U.2 14 Ford).....	Class 11	Marton, Cleveland.	3.46
37	Palmer Hewardine* (Ford Mustang).....	Class 3	Huddersfield.....	3.31
38	Dave Allen* (Hillman Imp).....	Class 1	Belper, Derbys....	3.26
39	John Barratt* (Joysel M.N.01 Hart).....	Class 16	Garstang, Lancs...	3.17
40	Michael Radigan* (Mallock U.2 20 Ford).....	Class 11	Ormesby, Cleveland.	3.03

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NOTICES



JURISDICTION

This meeting is governed by the General Regulations of the R.A.C. Motor Sports Association Ltd., (Incorporating the provisions of the International Sporting Code of the F.I.S.A., the Supplementary Regulations issued for the event, The Harewood Regulations Booklet 1980, the leaflet B.A.R.C. Speed Event Classes 1981 and any written instructions the B.A.R.C. Yorkshire Centre may issue for the event.

MOTOR RACING IS DANGEROUS

Spectators attending at this track 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 this meeting, including the owners of the land and the drivers & owners of the vehicles and passengers of the vehicles are absolved from all liability arising out of accidents causing damage or personal injury to spectators or ticket holders.

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 & every effort is made to adhere to the printed programme. The Club however cannot accept responsibility for the failure of any driver, or car, to appear.

Although every endeavour is made to avoid inaccuracies in the descriptions of competing cars the Club accepts no responsibility for any that may occur.

LOST AND FOUND PROPERTY

Spectators who find articles are asked to hand these in to the Clerk of the Course's Office in the Portakabin in the Paddock. Any people who have lost anything in the grounds should also apply at the Portakabin.

MESSAGES

The Club wish to stress that announcements to assist spectators cannot be made over the course P.A. system except in cases of genuine emergency.

REFRESHMENTS

Refreshment services are operating in the Hill Side Car Park to supply hot and cold drinks, snacks, hot dogs, bacon sandwiches, etc. There is a licensed bar open from 11.00 a.m. to 6.30p.m. Ice Cream is also on sale.

LITTER

Will spectators please try to assist the Club by not dropping litter, but by putting it into the containers provided. For large items there is a skip near the refreshment tent.

ANIMALS

In the interests of safety, dogs are not admitted to the course or enclosures. If you have brought a dog with you, it must be secured in your car in the outer car park.

ACKNOWLEDGEMENTS

The British Automobile Racing Club Ltd., Yorkshire Centre wish to express their most grateful thanks to Mr. Arnold Burton for making Stockton Farm available for this event to day. We must also thank Mr. Burton's farm manager, John Burch for putting up with the disruption caused by our events with such enthusiasm and good grace.

We also wish to thank the West Yorkshire Police and the R.A.C. for their assistance with traffic arrangements. The members of the Medical Officers Group (Yorkshire), the St. John Ambulance Brigade and the Northern Race & Rally Rescue Marshals Club for emergency services, Garritt's (Caterers) Ltd., for provision of refreshment services, members of the B.A.R.C. and B.M.R.M.C. for help in the staffing of the course and everyone else who is working to make the event a success.

B.A.R.C. YORKSHIRE CENTRE

All enquiries about B.A.R.C. Membership

M. Gibson - Hon. Secretary
5, Woodlands Drive, Harrogate,
North Yorkshire HG2 7AY.

All enquiries about the Harewood Hill Climb

M.S. Wilson - Clerk of the Course
The Highlands, Scotchman Lane,
Morley, Leeds LS27 0NY.

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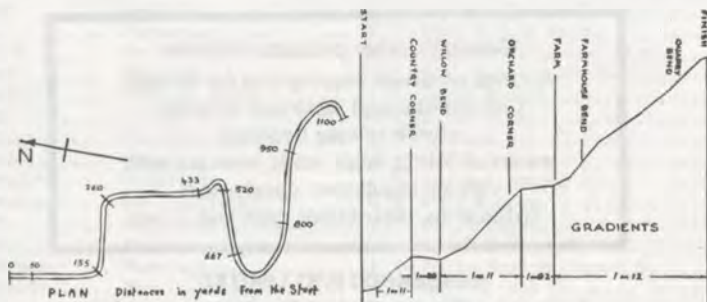
SPEED TABLE

The table below will enable you to relate competitor's times for the climb with their average speed for the 1090 yards of the course. To get these average speeds into perspective, remember that times are taken from a standing start and that some of the corners are very slow. As an example, when Peter Kaye set the course record to 38.18 secs on 13th. May 1979, this was an average speed of 58.39m.p.h., but he was timed through the speed trap on Quarry Straight at just over 107m.p.h.

If anyone wants to get really precise, if they divide a constant of 2229.5454 by their time in seconds and hundredths, it will give their exact average speed.

Time m. s.	Ave speed	Time m. s.	Ave speed	Time m. s.	Ave speed	Time m. s.	Ave speed	Time m. s.	Ave speed
37.00	60.26	41.00	54.38	45.00	49.54	49.00	45.50	53.00	42.07
37.20	59.93	41.20	54.11	45.20	49.33	49.20	45.31	53.20	41.91
37.40	59.61	41.40	53.85	45.40	49.11	49.40	45.13	53.40	41.75
37.60	59.30	41.60	53.59	45.60	48.89	49.60	44.95	53.60	41.59
37.80	58.98	41.80	53.34	45.80	48.68	49.80	44.77	53.80	41.44
38.00	58.67	42.00	53.08	46.00	48.47	50.00	44.59	54.00	41.29
38.20	58.36	42.20	52.83	46.20	48.26	50.20	44.41	54.20	41.13
38.40	58.06	42.40	53.08	46.40	48.05	50.40	44.24	54.40	40.98
38.60	57.76	42.60	52.34	46.60	47.84	50.60	44.06	54.60	40.83
38.80	57.46	42.80	52.09	46.80	47.64	50.80	43.89	54.80	40.68
39.00	57.17	43.00	51.85	47.00	47.44	51.00	43.72	55.00	40.54
39.20	56.88	43.20	51.61	47.20	47.24	51.20	43.54	55.20	40.39
39.40	56.59	43.40	51.37	47.40	47.04	51.40	43.38	55.40	40.24
39.60	56.30	43.60	51.14	47.60	46.84	51.60	43.21	55.60	40.10
39.80	56.02	43.80	50.90	47.80	46.64	51.80	43.04	55.80	39.96
40.00	55.74	44.00	50.67	48.00	46.45	52.00	42.87	56.00	39.81
40.20	55.46	44.20	50.44	48.20	46.26	52.20	42.71	56.20	39.67
40.40	55.19	44.40	50.21	48.40	46.06	52.40	42.55	56.40	39.53
40.60	54.91	44.60	49.99	48.60	45.87	52.60	42.39	56.60	39.39
40.80	54.64	44.80	49.77	48.80	45.69	52.80	42.23	56.80	39.25

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DUTTON-FORSHAW / LONGTON

Sprint and Hillclimb Championship

This afternoon is the third round of the 1981 Dutton-Forshaw/Longton Sprint & Hill Climb Championship organised by the Longton & District Motor Club. It is also the fourth year in which Sponsorship for the series has come from the DUTTON-FORSHAW group who are one of the country's leading dealers in Leyland Cars and who, through their subsidiary company Jack Barclay of London are the world's largest supplier of Bentley and Rolls Royce Cars.

Actually, this should have been the fourth round, but like many other events, the round it had been planned to hold at Oulton Park on April 25th. was snowed off. so that before this afternoon's event there have only been two scoring rounds.

The Championship started some six years ago and has become the most popular Sprint and Hill Climb Championship in the North of England with rounds at Oulton Park, Scammonden, Albemarle (Nr. Newcastle), Blackpool, in the Isle of Man and, of course, two rounds here at Harewood. The series operates on what is virtually a carbon copy of our own "Guyson BARC Hill Climb Championship using the same B.A.R.C. Speed Event Classes and marking on a Bogey Time improvement system. The only difference is that Longton add 18 seconds to the records standing at the start of the season which means that if there is a very low scoring meeting, people still gain marks, although when the surplus rounds are discarded so that a competitor's best seven scores are totalled for the awards, it comes down to the same thing. They also use arbitrary records in some cases e.g. they have their own Bogey Time record for Class 1 here at Harewood.

The series for 1981 scheduled ten rounds - 4 hill climbs and 6 sprints and looks like being as popular as ever. All the leading Northern Club Competitors have registered and are in with a chance of some of the almost £2000 prize money to be distributed, in 12 pieces, at the end of the season.

The leading positions before the start of this afternoon's meeting are:-

Pos	Driver	Hometown	Car	Marks
1	Tony Baines*	Huddersfield	1.0 Imp Sport	33.00
2	John Gornall*	Blackpool	1.3 M.G. Midget	31.95
3	Derek Bridge*	Burnley	1.0 Davrian Imp.	31.09
4	Tony Bridge*	Burnley	1.0 Davrian Imp.	31.06
5	Brian Walker*	Longridge	2.2 Skoda Coupe RS	31.00
6	Dave Pickstone*	Radcliffe	1.3 M.G. Midget	30.47
7	George Swinbourne*	Shaw, Oldham	1.6 Escort RS	30.09
8	Geoff Sykes*	Huddersfield	1.3 Leyland Cooper S	29.84
9	John Foran*	Lightcliffe	1.2 Davrian 7a Hartwell	29.58
10	Bobby Fryers*	Keighley	1.3 Mini Cooper S	29.37
11	John Gill*	Huddersfield	1.0 Leyland Cooper	28.98
12	David Gornall*	Blackpool	1.3 M.G. Midget	28.81
13	David Kennedy*	Keighley	1.6 Mallock U.2 17b Ford	28.71
14	Alan Harper*	Wetherby	1.7 Mallock U.2 20/23 Bar Engine	28.20
15	Mervyn Bartram	York	1.7 Mallock U.2 20/23 Bar Engine	28.10
16	Neil Turner*	Bramhope	1.3 Leyland Cooper S	27.76
17	Joe Ward*	Pickering	1.7 Ward W.D.6M Ford	27.59
18	David Sturdy*	Bradford	1.0 Sunbeam Stiletto Imp.	26.78
19	Keith Gowers*	Blackpool	0.7 T.I. Monopin Honda	26.67
20	Graham Oates*	Formby, Lancs	1.6 Lotus Europa	26.51
21	Des Richardson*	Derby	1.6 Lotus Elan	26.10
22	Michael Radigan*	Middlesborough	1.7 Mallock U.2 20 Ford	25.54
23	Richard Wood*	Otley	1.3 Leyland Cooper S	25.39
24	Ronnie Gerrard*	Holmfirth	1.3 Leyland Cooper S	25.09
25	Palmer Hewardine*	Huddersfield	4.7 Ford Mustang	24.83
26	Rick Price*	Harrogate	1.3 M.G. Midget	24.69
27	Phil Prince	Parbold, Wigan	4.7 T.V.R. Tuscan	24.54
28	William Richmond*	Warrington	1.3 Rally Equipe Cooper S	23.07
29	Redvers Arnold*	Middlesborough	1.6 Mallock U.2 14	23.47
30	Bob Prest*	Croxdale, Durham	1.6 Mallock U.2 20 Prest BDA	23.04

* = Entered here today

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HAREWOOD RECORDS

This is our 20th. year here at Harewood & by September there will have been a hundred meetings. F.T.D. at all these meetings were

16/9/62	A.Lanfranchi (Elva Mk6).....	*51.61
21/4/63	C.K.W.Schellenburg(Lister)....	*49.79
9/6/63	A.G.Wood (Cooper Monaco)....	51.85
8/9/63	P.Bosh-Jones (Lotus 22).....	*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)....	46.02
9/5/65	P.H.Meldrum (Lotus Allard)....	46.50
20/6/65	P.H.Meldrum (Lotus Allard)....	44.90
18/7/65	M.J.Smith (Mallock U.2 Ford) ..	49.87
12/9/65	P.H.Meldrum (Lotus Allard)....	49.27
1/5/66	P.H.Meldrum (Lotus Allard)....	46.20
5/6/66	P.G.Lawson (Brabham Ford)....	46.76
26/6/66	P.H.Meldrum (Lotus Allard)....	45.99
24/7/66	J.A.H.Lambert (Cooper Mk.6) ..	51.75
11/9/66	P.H.Meldrum (Lotus Allard)....	45.99
26/11/66	P.Westbury (Felday 5 BRM)....	60.84
2/4/67	P.G.Lawson (Brabham Ford)....	49.14
30/4/67	B.Eccles (Brabham Olds).....	44.46
25/6/67	B.Eccles (Brabham Olds).....	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. 4WD).....	45.57
28/4/68	P.G.Lawson (B.R.M. 4WD).....	43.65
16/6/68	P.G.Lawson (B.R.M. 4WD).....	*42.86
21/7/68	D.R.Jackson (Lotus 23B Ford) ..	48.91
15/9/68	P.G.Lawson (B.R.M. 4WD).....	*41.43
20/4/69	D.Hepworth (Hepworth FF)....	42.11
1/6/69	D.Hepworth (Hepworth FF)....	43.20
20/7/69	C.J.Parker (Porsche 904).....	48.96
10/8/69	J.Johnstone (Brabham Buick) ..	42.20
14/9/69	N.Williamson (McLaren M10A) ..	42.08
19/4/70	N.Williamson (McLaren M10A) ..	*40.25
17/5/70	R.Thwaites (Brabham Buick)....	43.12
28/6/70	D.Hepworth (Hepworth FF)....	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.Cornier (E.R.A. R4D).....	47.08
11/9/71	D.Hepworth (Hepworth FF)....	*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).....	39.66
23/7/72	R.Scott-Moncreif (Kincraft) ..	44.15
10/9/72	M.McDowel (Brabham BT36X)....	*39.14
24/9/72	R.Thwaites (McLaren M10A)....	*38.47
22/4/73	R.T.Lane (McLaren M14DF1)....	45.21
20/5/73	R.T.Lane (McLaren M14 DF1) ..	42.66
24/6/73	M.McDowel (Brabham BT36X) ..	38.52
22/7/73	A.Mountain (Leda Chevrolet) ..	44.70
9/9/73	R.T.Lane (McLaren M14 DF1) ..	38.81
30/9/73	M.McDowel (Brabham BT36X) ..	39.50
14/4/74	C.F.Cramer (March 74B Hart) ..	40.67
2/6/74	M.McDowel (Brabham BT36 X) ..	39.23
7/7/74	M.McDowel (Brabham BT36X) ..	38.59
4/8/74	R.T.Lane (McRae GM1).....	39.15
29/4/74	M.McDowel (Brabham BT36 X) ..	41.14
20/4/75	R.T.Lane (Fenny GM1 Chev)....	41.04
1/6/75	P.A.Mawson (Jomo Lotus).....	46.37
6/7/75	R.T.Lane (McRae GM1).....	39.06
3/8/75	R.T.Lane (McRae GM1).....	38.89
28/9/75	R.T.Lane (McRae GM1).....	39.96
18/4/76	R.T.Lane (McRae GM1).....	40.25
30/5/76	B.Pitt (Paola Ford).....	50.75
4/7/76	R.T.Lane (McRae GM1).....	38.72
1/8/76	R.T.Lane (McRae G.M.1).....	38.72
26/9/76	A.D.Osborn (Pilbeam R22 DFV) ..	39.59
9/4/77	A.D.Osborn (Pilbeam R22 DFV) ..	40.42
10/4/77	R.T.Lane (March 741 DFV)....	46.26
15/5/77	M.D.Griffiths (March 74P)....	38.82
19/6/77	J.Johnstone (Brabham BT18) ..	42.51
31/7/77	R.T.Lane (March 741 DFV)....	*38.41
25/9/77	R.T.Lane (March 741 DFV)....	41.45
9/4/78	C.F.Cramer (March 76a Ford) ..	38.75
14/5/78	D.T.Franklin (March 722 BMW) ..	42.38
25/6/78	S.Curtis (Mallock U.2 17B)....	45.89
30/7/78	R.T.Lane (March 741 DFV)....	42.78
17/9/78	C.F.Cramer (March 76A Ford) ..	*38.39
15/4/79	J.Johnstone (Brabham BT30) ..	41.01
13/5/79	F.P.Kaye (Pilbeam MP31 DFV) ..	*38.18
24/6/79	J.Foran (B.L.Cooper S).....	51.76
29/7/79	C.F.Cramer (March 782 Hart) ..	38.23
16/9/79	C.F.Cramer (March 782 Hart) ..	*38.04
13/4/80	M.D.Griffiths (Pilbeam MP40) ..	*37.79
1/6/80	C.F.Cramer (March 782 Hart) ..	*37.46
20/7/80	F.P.Kaye (Pilbeam MP22 DFV) ..	39.48
31/8/80	R.T.Lane (March 79 DFV)....	37.85
21/9/80	M.D.Griffiths (Pilbeam MP40) ..	37.48
19/4/81	J.R.F.Thomson (Pilbeam MP40K) ..	38.89
6/6/81		
7/6/81		
12/7/81		
23/8/81		
27/9/81		



7 JUN 1981

Each entry to have two Class Ascents the better time to count for all Class Awards

ORDER OF ASCENT

1st. Runs: Classes 1, 2, 3, 4, 5a, 5, 6; 7, 8, 9, 10, 11, 13, 14, 15, 16 & 17

2nd. Runs: Classes 1, 2, 3, 4, 5a, 5, 11, 13, 14, 15, 16, 17, 6, 7, 8, 9 & 10

Run Offs : The Shell Super Oil Harewood Hill Climb Championship "Top Ten"

In the list of entries * after a driver's name indicates a member of the BARC Yorkshire Centre eligible to score points in the Shell Super Oil Harewood Hill Climb Championship and + after a driver's name indicates a registered entrant in the Dutton-Forshaw/Longton Sprint and Hill Climb Championship

Class 1 - TOURING CARS - Up to 1,150c.c.

Record: M.R.Fletcher (Aldon B.L. Cooper) 4/8/74 - 47.85

Bogey 55.85

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
11	David Sturdy**	Talbot L.C.W. Stilletto	998	Bradford 4	_____	_____
12	Chris Moore**	Leyland Mini Cooper	998	Selby	_____	_____
14a	Mary Gill+	Leyland Mini Clubman	998	New Mill, Hudds	_____	_____
14	John Gill+	Leyland Mini Clubman	998	New Mill, Hudds	_____	_____
15	Tony Baines**	Hillman Imp Sport	998	Kirkburton	_____	_____
16a	Dave Allen**	Hillman Imp	998	Belper, Derbys	_____	_____
	Entrant: Terminal System Services, Belper					
16	Graham Thompson**	Hillman Imp	998	Belper, Derbys	_____	_____
	Entrant: Terminal System Services, Belper					

Class 2 - TOURING CARS - 1,151 to 1,500c.c.

Record: R.N.Porter (B.L. Cooper S) 7/7/74 - 47.06

Bogey 55.06

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
18	Henry Crowther*	Alfa Romeo Alfasud 1.5 T.I.	1489	Slaithwaite	_____	_____
19a	Chris Newill*	Leyland Cooper S	1275	Leeds 8	_____	_____
	Entrant: M.S.J. Motorspares, Bramley					
19	Andy Campbell*	Leyland Cooper S	1275	Bramley, Leeds	_____	_____
	Entrant: M.S.J. Motorspares, Bramley					
20a	Phil Brooks*	Leyland Mini G.T.	1293	Leeds 17	_____	_____
	Entrant: M.S.J. Motorspares, Bramley					
20	Mike Jennings*	Leyland Mini G.T.	1293	Bramley, Leeds	_____	_____
	Entrant: M.S.J. Motorspares, Bramley					
21	Richard Gledhill*	Leyland Cooper S	1293	Stanningley	_____	_____
22	William Pearson+	Leyland Cooper S	1275	Holmfirth	_____	_____
23	Ken Overend*	Leyland Cooper S	1070	Gledhow, Leeds	_____	_____
24	Neil Turner**	Leyland Cooper S	1328	Bramhope	_____	_____
25	Bobby Fryers*	Leyland Cooper S	1310	Keighley	_____	_____
26a	Geoff Palmer*	Leyland Cooper S	1310	Otley	_____	_____
26	Richard Wood**	Leyland Cooper S	1310	Otley	_____	_____
27	Geoff Sykes+	Leyland Cooper S	1275	Shelley, W.Y.	_____	_____
	Entrant: R.J.Spence Construction Ltd., Bradford					
28	Pete Nicholson*	Leyland Mini Clubman	1328	Leicester	_____	_____
29	John Casey**	Leyland Cooper S	1328	Fence, Burnley	_____	_____

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Class 3 - TOURING CARS - 1,501c.c. and over
Record: K.Tate (Ford Escort RS) 19/7/78 - 45.49

Bogey 53.49

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
31	Steve Broxup*	Ford Capri 3000	2999	Beeston, Leeds	_____	_____
32	Norman Lewtas*	Ford Escort RS2000	1993	Curbar, Shefld	_____	_____
33	Colin Elstrop**	Triumph Vitesse	1998	Consett	_____	_____
34	Shaun Taylor*	Ford Capri 3000	3100	Foulridge, Lancs	_____	_____
35	Nicholas Vandervell*	Gilbern Invader 111	3100	London SW10	_____	_____
36	Chris Beer*	Maxda R.X.3 Rotary	2600	Blackpool	_____	_____
37	Nigel Ellis*	Gilbern Invader 11	3100	London N.6	_____	_____
	Entrant: Pricket & Ellis, Highgate					
38	Philip Featherman*	Vauxhall Chevette HS	2300	Baildon	_____	_____
39	Robert Sloan**	Ford Capri 3000	3000	Kirkburton	_____	_____
	Entrant: Woodvale Motor Co., Ltd., Kirkburton					
40	Jeff Varley*	Ford Escort	1600	Nelson, Lancs	_____	_____
41	George Cook**	Ford RS2000 Panda	1993	Swinton, Mcr	_____	_____
	Entrant: Lancs & Ches C.C./H.J.Quick Ltd., Manchester					
42	Jim Johnstone*	Volkswagen Golf GTI	1588	Bardsey	_____	_____
43	Palmer Hewardine**	Ford Mustang	4700	Huddersfield	_____	_____
	Entrant: Greenside Service Station, Huddersfield					
44	Mike Kerr*	Vauxhall Chevette	2300	Mkt. Weighton	_____	_____
45	George Swinbourne**	Ford Escort RS	1600	Shaw, Oldham	_____	_____
46	Richard Jackson*	Opel Ascona 400	2400	Shadwell	_____	_____
	Entrant: Nidd Vale Motors/Shell/Centaur Clothes/Ziebart					
47	Kevin Tate*	Ford Escort RS	1600	Barnsley	_____	_____

Class 4 - SPECIAL SALOON CARS - Up to 1,000c.c.
Record: K.R.Knott (Chrysler F. & K. Imp) 13/4/80 - 44.79

Bogey 52.79

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
49	Ken Dawson*	Leyland Cooper S	999	Netherton	_____	_____
50	Barrie Forbes**	Leyland Cooper S	999	Chester-le-St.	_____	_____
51a	Andy Williams**	Austin A.35 Talbot	998	Greasby, Wirral	_____	_____
	Entrant: Richmond Restaurant, Liverpool					
51	Alex Williams**	Austin A.35 Talbot	998	Upton, Wirral	_____	_____
	Entrant: Richmond Restaurant, Liverpool					
52a	Derek Bridge**	Davrian Imp Larton	998	Burnley	_____	_____
	Entrant: Lancs. & Ches. C.C./H.J.Quick Ltd., Manchester					
52	Tony Bridge**	Davrian Imp Larton	998	Burnley	_____	_____

Class 5a - SPECIAL SALOON CARS - 1,001 to 1,300c.c.
Record: L.C.Barter (Davrian Hartwell Imp) 21/9/80 - 43.22

Bogey 51.22

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
54	Allen Craven**	Morris Minor	1293	Wibsey, Bfd.	_____	_____
55	Rodney Dodson*	Leyland Cooper S	1300	Almondbury	_____	_____
56a	Mike Waters*	Leyland Mini Clubman	1293	Mirfield	_____	_____
56	Geoff Tiffany*	Leyland Mini Clubman	1293	Fitzwilliam	_____	_____
57	Ron Gerrard*	Leyland Cooper S	1295	Holmfirth	_____	_____
58	William Richmond*	Leyland Rally Equipe Mini	1300	Golbourne	_____	_____
	Entrant: Rally Equipe, Bury					
59	Don Bewick**	Leyland Cooper S	1300	Chester-le-St.	_____	_____

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Class 5 - SPECIAL SALOON CARS - 1,301c.c. and over Bogey 50.50
Record: J.R.F.Thomson (Vauxhall Chevette HS)

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
61	John Mason	Ford Escort RS	2000	Longridge, Lancs	_____	_____
	Entrant: Dalgetty Spillers/B.K.W.Racing, Ribchester					
62	Chris Fishwick*	Leyland Gladstone Mini	1430	Acomb, York	_____	_____
63	Garry Birley*	Princess Mazda Chevy RX3	5000	Huddersfield	_____	_____
64	Brian Walker**	Skoda Coupe BDA	2200	Longridge, Lancs	_____	_____
	Entrant: Dalgetty Spillers/B.K.W.Racing, Ribchester					

Class 6 - "MARQUE" SPORTS CARS - Up to 1,300c.c. Bogey 55.16
Record: B.Kenyon (Austin Healey Sprite) 24/9/72 - 47.16

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
67	Rick Price**	M.G. Midget	1293	Harrogate	_____	_____
68	David Gornall+	M.G. Midget	1275	Blackpool	_____	_____
69	Dave Pickstone+	M.G. Midget	1293	Radcliffe, Mcr	_____	_____
	Entrant: Lancs. & Ches.C.C./H.J.Quick Ltd., Manchester					
70	John Gornall+	M.G.Midget	1275	Blackpool	_____	_____

Class 7 - "MARQUE" SPORTS CARS - 1,301 to 2,600c.c. Bogey 53.25
Record: J.W.Goodliff (Lotus Elan) 28/6/70 - 45.25

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
72	Pam Ackroyd*	M.G.B. GT	1800	Drub, Cleckheaton	_____	_____
73	Roger Reynolds*	Triumph T.R.7	1998	Wilmslow, Ches	_____	_____
74	Tony Bridgen*	Morgan Four Four	1598	Worcester	_____	_____
	Entrant: Strachan - Your Kind of Bedroom, Leeds					
75	Ronnie Craik*	Lotus Elan Sprint	1594	Edinburgh 3	_____	_____
76	Brian Lee*	Lotus Elan	1558	Leeds 14	_____	_____
77	Ron Birkett**	Lotus Elan	1600	Southwell, Notts	_____	_____
78	Rod Stanniland*	Lotus Elan	1558	Sutton cum Lound	_____	_____
79	Chris Hill*	Datsun 260Z 2+2	1595	Holmsfield	_____	_____
80a	Fionna Robinson*	Lotus Elan	1558	Farnley, Leeds	_____	_____
80	Frank Robinson*	Lotus Elan	1558	Farnley, Leeds	_____	_____
81	John Lowe*	Porsche 911S	2341	Holmsfield	_____	_____
82	Graham Oates**	Lotus Europa	1594	Formby, Lancs	_____	_____
	Entrant: Lancs. & Ches.C.C./H.J.Quick Ltd., Manchester					
83	Des Richardson**	Lotus Europa	1600	Spondon, Derby	_____	_____
	Entrant: Lancs. & Ches.C.C./H.J.Quick Ltd., Manchester					

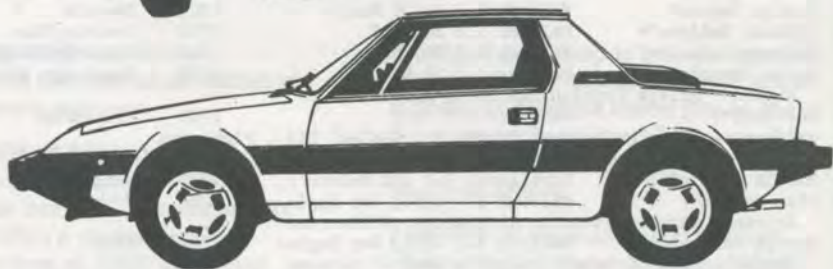
Class 8 - "MARQUE" SPORTS CARS - 2,601c.c. and over Bogey 52.94
Record: J.A.Bancroft (T.V.R. Tuscan) 28/6/70 - 44.94

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
85	Alastair Cobb*	Porsche 924 Turbo	2777	Sheffield	_____	_____
86	Graham Brierley*	Morgan Plus 8	3528	Barrowford	_____	_____
87	Fred Campbell	Morgan Plus 8	3528	Harescombe, Glos	_____	_____
88	Mike Robson*	Morgan Plus 8	3528	Royton, Lancs	_____	_____

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Class 9 - G.T. and MODIFIED SPORTS CARS - Up to 1,300c.c. Bogey 50.36
Record: L.C.Barter (Davrian 7 Hartwell) 16/9/79 - 42.36

Merged with

Class 10 - G.T. and MODIFIED SPORTS CARS - 1,301c.c. and over Bogey 51.21
Record: J.Sadler (Porsche 911) 16/9/79 - 43.21

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
90	John Foran**	(9) Davrian 7a Hartwell S	1200	Lightcliffe		
91	Brian Passant	(10) Lotus Seven 111	1599	Whaley Bridge		
92	Haydn Spedding*	(10) Jaguar "E" Type	4235	Cawthorn		
93	Tony Bancroft*	(10) Porsche Carrera 911 Muldoon	2808	Burley Woodhead		
94	Paul Tankard*	(10) T.V.R.Tuscan Ford	4727	Lighcliffe		
95	Josh Sadler*	(10) Porsche 911	3506	Amersham		

Class 11 - CLUBMANS SPORTS CARS - Up to 1,700c.c. Bogey 48.99
Record: N.Bridge (Mallock U.2 20B Holbay) 21/9/80 - 40.99

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
97	Michael Umbrich*	Mallock U.2 16 Ford	1600	Norton Malton		
98a	Andrew Melvin*	C.T.C. Ford	1600	Roundhay		
98	Ian King*	C.T.C. Ford	1600	Copmanthorpe		
99	Gordon Pepper*	Mallock U.2 11/16 Ford	1700	Haworth		
100	Michael Radigan**	Mallock U.2 20 Ford	1700	Ormesby, Mbro		
101	Redvers Arnold**	Mallock U.2 14 Ford	1600	Middlesborough		
102	David Kennedy**	Mallock U.2 17 Holbay	1598	Stanbury, W.Y.		
	Entrant: Rileys Furnishings Ltd., Huddersfield					
103	Joe Ward**	Ward W.D.6.M Ford	1700	Pickering		
	Entrant: Motor Refinisher Supply Co., (Sales) Ltd., Pickering					
104a	Laurie Curtis**	Curtiswool U.2 20C Nelson	1700	East Morton		
104	Martin Curtis**	Curtiswool U.2 20C Nelson	1700	Keighley		
105a	Alan Harper**	Mallock U.2 20/23 Bar Engin	1700	Wetherby		
	Entrant: Harwood Domestic Appliances, Gildersome					
105	Mervyn Bartram**	Mallock U.2 20/23 Bar Engine	1700	York		
	Entrant: Harwood Domestic Appliances, Gildersome					

Class 13 - SPORTS RACING & CLUBMANS CHASSIS CARS - 1,301 to 1,600c.c. Bogey 48.54
Record: M.Bolsover (Mallock U.2 18 BDA) 16/9/79 - 40.54

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
107	Paul Bason*	Myers Special Ford BDA	1597	Lichfield		
108	Bob Prest**	Altec Eng Mallock U.2 20B BDA	1598	Croxdale, Dham		
109	Alex Graham*	Mallock U.2 20 Twin Cam	1600	Newmains, Wishaw		
110	Jim Robinson*	Mallock U.2 21 BDA	1598	Costock, Leics		
111	Bill Wood*	Mallock U.2 BDA	1600	Edinburgh 4		

Class 14 - SPORTS RACING & CLUBMANS CHASSIS CARS - 1,601c.c. and over Bogey 47.05
Record: R.Jones (Mallock U.2 BDG) 21/9/80 - 39.05

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
113	George Tatham*	McLaren M.12C Chevrolet	7200	Norton, Malton		
114a	Peter Harper**	Harper Sports BDx	2130	Sheffield		
114	Ray Harper**	Harper Sports BDx	2130	Sheffield		
115	David Garnett*	Pilbeam M.P.43 Hart	2200	Boroughbridge		
	Entrant: Bearings (Non-Lube) Ltd., Knaresborough					

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Class 15a - RACING CARS - Up to 500c.c.

Bogey 52.84

Record: P.E.Voigt (Voigt Renwick Special) 7/7/74 - 44.84

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
No entries received in this class						

Class 15 - RACING CARS - 501 to 1,100c.c.

Bogey 49.63

Record: D.G.Gould (Terrapin 1G BDA) 17/9/78 - 41.63

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
117	Derek Sharman	Terrapin Mk.1a Leyland	1098	Wollaston, Ntants	_____	_____
	Entrant: Emmetts Solar Heating, Kettering					
118	John Beeden**	Terrapin Mk.1c Leyland	1098	Wellingborough	_____	_____
119	Paul Bennison*	Vixen V.B.5 Shannon Imp	998	Sheffield	_____	_____
	Entrant: Photoco, Sheffield					
120	Martin Haley*	Terrapin Mk.1a Leyland	1071	Gomersal	_____	_____
	Entrant: R.T.Haley & Co., Ltd., Hunsworth					
121	Allan Staniforth*	Terrapin Mk.7b Talbot/Leyland	1034	Pateley Bridge	_____	_____
122	Richard Homer*	Ginetta G.17b Imp	1094	Sutton Coldfld	_____	_____
123	John Corbyn**	Saracen S.F.79S Langford BDA	1098	Wellingborough	_____	_____
	Entrant: John Corbyn Motors, Wellingborough					
124	Keith Gowers*	Monopin 11 Honda	732	Blackpool	_____	_____
	Entrant: T.I.Cheswick Silencers Ltd., Marton					

Class 16 - RACING CARS - 1,101 to 1,600c.c.

Bogey 47.10

Record: M.Bolsover (March 77/8/2 BDA) 21/9/80 - 39.10

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
126	Andrew Florentine**	Chevron Monoposto Ford	1600	Richmond N.Y.	_____	_____
127	Les Sharp**	Lotus 51B Ford	1600	Wrenthorpe	_____	_____
128	Martin Brookhouse**	Ralt R.T.1 Ford	1600	Yeadon	_____	_____
129	Mark Cummings*	Palliser W.D.H.2 Ford	1600	Gateshead	_____	_____
130	Tom Tannent*	Chevron N.E.R.	1600	Stanley, Wkfld	_____	_____
131	Dennis Aldred*	Chevron B.38 Ford	1600	Farnworth, Lances	_____	_____
132	Les Edmunds	G.R.D. 273 Holbay	1598	Biggleswade	_____	_____
133a	Derek Goodall**	Ensign L.N.F.3 BDA	1599	Meanwood, Leeds	_____	_____
	Entrant: D.A.C. Design & Construction, Bradford					
133	David Montague**	Ensign L.N.F.3 BDA	1599	Ilkley	_____	_____
	Entrant: D.A.C. Design & Construction, Bradford					
134	Brian Frazer*	Boss Hogg Argo Smith	1598	Glasgow	_____	_____
135	Peter Varley*	Ensign L.N.74M BDA	1598	Silkstone	_____	_____
	Entrant: Glossop Superalloys, Glossop					
136	Andy Smith*	March Austin Turbo 722	1596	Bromsgrove	_____	_____
137a	Alan Newton**	Joyssel M.N.01 Hart	1600	Rishton, Lances	_____	_____
	Entrant: Joyssel Household Textiles, Waterfoot					
137	John Barratt*	Joyssel M.N.01 Hary	1600	Garstang, Lances	_____	_____
	Entrant: Joyssel Household Textiles, Waterfoot					
138	Chris Seaman**	Freedom Brabham B.T.30 FVA	1594	Sheffield	_____	_____
139a	Tom McMillan*	Fi-Fab Modus M.4 Hart BDA	1600	Glenrothes	_____	_____
	Entrant: Fife Fabrications Ltd., Glenrothes					
139	Jim Campbell*	Fi-Fab Modus M.4 Hart BDA	1600	Bothwell, Lanark	_____	_____
	Entrant: Fife Fabrications Ltd., Glenrothes					

139/139a - B/W 40

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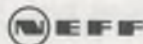
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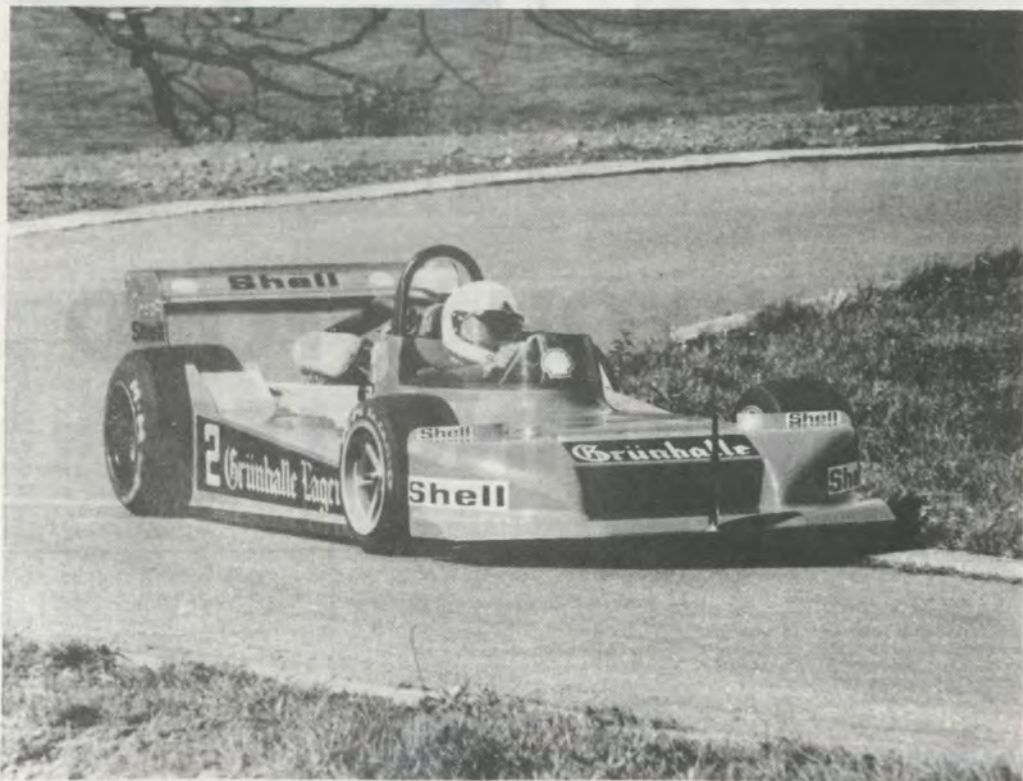
Class 17 - RACING CARS - 1,601c.c. and over

Bogey 45.46

Record: C.F.Cramer (March 782 Hart) 1/6/80 - 37.46

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
141	Bill Lord*	Chevron B.42 Hutchison/Hart	1996	Dunfermline	_____	_____
142	James Thomson*	Pilbeam M.P.40K Hart	2500	Timble, Otley	_____	_____
	Entrant: Guyson International Ltd., Otley					
10	Norrie Galbraith*	Chevron B.48S B.M.W.	2300	Lanark	_____	_____
	Entrant: Clydesdale Retreads Ltd., Lanark					
9	Malcolm Dungworth*	Pilbeam M.P. 22-036 DFV	3300	Sheffield	_____	_____
	Entrant: Waring & Gillow Racing, Sheffield					
6	Alister Douglas-Osborn*	Pilbeam M.P. 47 DFV	3600	West Hagley	_____	_____
	Entrant: Waring & Gillow Racing, Sheffield					
3	Roy T.Lane*	March 802/812 Hart	2500	Warwick	_____	_____
	Entrant: Steel King, Warwick					

B/W for Roy



Chris Cramer setting the current hill record of 37.46 at our meeting in June last year. Chris is just one of the host of stars who have already entered for our next meeting on 12th. July 1981. We hope you can come along to see them. Photograph by Frank Hall

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After both Class Runs have been completed, the 10 eligible Drivers who have recorded the ten fastest times in those Class runs are given the opportunity of making two special Championship Runs. Each of these two runs is made in reverse order with the competitor who qualified most slowly running first and the fastest qualifier last. Points are scored for the HAREWOOD F.T.D. AWARDS on the basis of 10, 9, 8, 7, 6, 5, 4, 3, 2 & 1 for finishing in 1st. to 10th. places in the Championship runs. There is also 1 Bonus Point for any competitor who on the Championship Runs beats the course record which was standing at the commencement of the meeting.

The procedure is that as soon as class 17 have completed their second runs, a list of Top Ten qualifiers will be exhibited at the Scoreboard and in Paddock Office and given out on the Paddock P.A. If any competitor does not come forward when the 1st. Championship Run is called, they will be considered not to be taking the runs, but they will be allocated points, below those gained by all competitors who start the Championship Runs and, if more than one driver is involved, based upon their qualifying positions.

Record Before Meeting 37.46

THE SHELL SUPER OIL HAREWOOD F.T.D. AWARDS RUN-OFF

On Class Runs		No.	Driver	1st. Run	2nd. Run	Posn	Champ Marks	New Total
Best Time	Posn							
.....	10	.....	.....	.....	.....	.....	.....	.....
.....	9	.....	.....	.....	.....	.....	.....	.....
.....	8	.....	.....	.....	.....	.....	.....	.....
.....	7	.....	.....	.....	.....	.....	.....	.....
.....	6	.....	.....	.....	.....	.....	.....	.....
.....	5	.....	.....	.....	.....	.....	.....	.....
.....	4	.....	.....	.....	.....	.....	.....	.....
.....	3	.....	.....	.....	.....	.....	.....	.....
.....	2	.....	.....	.....	.....	.....	.....	.....
.....	1	.....	.....	.....	.....	.....	.....	.....

POSITIONS BEFORE THE START OF TODAY'S MEETING

1 James Thomson(Pilbeam M.P.40K Hart).....	10	6 Tom McMillan(Modus M.4 Hart BDA).....	5
2 Roy T.Lane(March 812 Hart).....	9	7 Simon Curtis(Mallock U.2 20C Nelson).....	4
3 Malcolm Dungworth(Pilbeam MP22-036 DFV).....	8	8 Chris Seaman(Brabham B.T.30 FVA).....	3
4 David Garnett(Pilbeam MP.43 Hart).....	7	9 John Barratt(Joycel M.N.01 Hart).....	2
5 Jim Campbell(Modus M.4 Hart BDA).....	6	10 Bill Wood(Mallock U.2 BDA).....	1

Results in the best 4, out of the 5 in total, events count towards the final awards which are:- 1st. The Wilson Trophy & £400, 2nd. £250, 3rd. £150, 4th. £100, 5th. £50 and 6th. £25



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HAREWOOD NOVICES' & "ONE-MAKE" MEETING

6 JUN 1981

R.A.C. Restricted Permit No.RS/0606/6

Awards

The awards to be presented at this afternoon's meeting are:-

Fastest Time of the Day.....	£60
Second Fastest Time of the Day.....	£40
Third Fastest Time of the Day.....	£30
Fourth Fastest Time of the Day.....	£20
Fastest Time in Each Class.....	£17
Second Fastest Time in Each Class.....	£13
Subject to 6 or more entries in class	
Third Fastest Time in each Class.....	£10
Subject to 10 or more entries in class	

Where a class is run without merging with three or fewer entries the award for fastest time in class will be reduced to..... £13

To any competitor who holds a new record for their class at the conclusion of the meeting

A Harewood Class Record Plaque

Note: This does not apply to new classes for which there is no record standing before the start of the meeting.

TIMETABLE FOR TODAY

10.00a.m.....	Practice Runs
1.15p.m.....	Lunch Interval
2.15p.m.....	First Class Runs
1,2,3,4,5a,6,7,8,9,10,11,13,14,15,16, Then A,B,C,D,E,F,G,H & I In Order	
3.45p.m.....	Second Class Runs
1,2,3,4,5a,6,7,8,9,10,11,13,14,15,16, Then A,B,C,D,E,F,G,H & I In Order	
5.30p.m. (Approx).....	Meeting Concludes

Please Note - There is no formal prizegiving after this meeting, but any award winners on the Saturday meeting who are present on Sunday 7th. June will be presented with their awards for Saturday at the Prizegiving on the Sunday.

All Award winners can opt to receive a souvenir award to the same value as the cash awards so long as they make this known to the Secretary of the Meeting

OUR NEXT EVENT AT HAREWOOD:-

SUNDAY 12th. JULY 1981 (with Practice on Saturday 11th. July)

NATIONAL SPEEDCLIMB - R.A.C.Permit RS/1107/3 - START at 11a.m.

INCLUDING ROUNDS OF THE FOLLOWING CHAMPIONSHIPS

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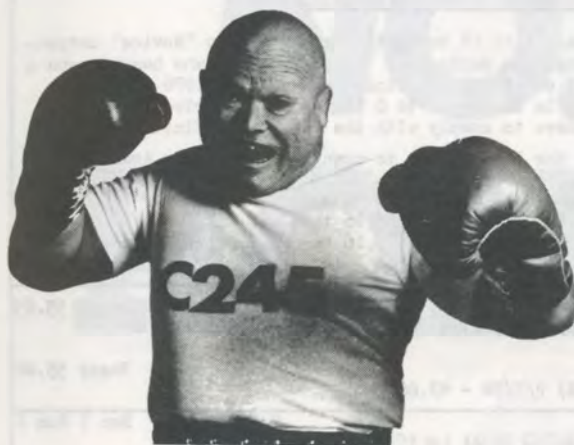


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PROGRAMME AND LIST OF ENTRIES

6 JUN 1981

THE SHELL NOVICES AND ONE-MAKE SPEEDCLIMB

In the listings below, all cars in classes 1 to 16 inclusive are driven by "Novice" competitors which, for the purposes of this meeting, are defined as "Any competitor who has not won a first-in-class, or higher, award in a Sprint or Hill Climb since 1st. January 1978 up to the date of entering today's meeting". The cars in classes A to G inclusive are driven by members of invited "One Make" clubs but who do not have to comply with the "Novice" definition above.

Each driver makes two Class Ascents the better time to count for all Class Awards

ORDER OF ASCENT

1st. Runs: Classes 1,2,3,4,5a,6,7,8,9,10,11,13,14,15,16 then A,B,C,D,E,F & G

2nd. Runs: Classes 1,2,3,4,5a,6,7,8,9,10,11,13,14,15,16 then A,B,C,D,E,F & G

Class 1 - TOURING CARS - Up to 1,150c.c. Bogey 55.85

Record: M.R.Flather (Aldon Leyland Cooper) 4/8/74 - 47.85

Merged with

Class 2 - TOURING CARS - 1,151 to 1,500c.c. Bogey 55.06

Record: R.N.Porter (B.L.Cooper S) 7/7/74 - 47.06

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
11	David Sturdy	(1) Talbot L.C.W.Stillette	998	Bradford 4	_____	_____
14	Phil Brooks	(2) Leyland Mini 1275 G.T.	1275	Leeds 17	_____	_____
	Entrant: M.S.J.Motorspares, Bramley					
15a	Chris Newill	(2) Leyland Mini 1275 G.T.	1275	Leeds 8	_____	_____
	Entrant: M.S.J. Motorspares, Bramley					
15	Andy Campbell	(2) Leyland Mini 1275 G.T.	1275	Leeds 13	_____	_____
	Entrant: M.S.J. Motorspares, Bramley					
16	Henry Crowther	(2) Alfa Romeo Alfasud 1.5 T.I.	1489	Slaithwaite	_____	_____
17	Richard Gledhill	(2) Leyland Cooper S	1293	Stanningley	_____	_____
18	Neil Turner	(2) Leyland Cooper S	1328	Bramhope	_____	_____
19a	Geoff Palmer	(2) Leyland Cooper S	1310	Otley	_____	_____
19	Richard Wood	(2) Leyland Cooper S	1310	Otley	_____	_____

Class 3 - TOURING CARS - 1,501c.c. and over

Record: K.Tate (Ford Escort RS) 17/9/78 - 45.49

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
21	Alistair Ferguson	Fiat 124 Sport Coupe	1756	Clifton, York	_____	_____
22	Paul Simpson	Vauxhall Chevette	2300	Leconfield	_____	_____
23	Jeff Varley	Ford Escort	1600	Nelson	_____	_____
24	Steve Broxup	Ford Capri 3000	2999	Beeston, Leeds	_____	_____
25	Mike Kerr	Vauxhall Chevette	2300	Mkt.Weighton	_____	_____

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Class 4 - SPECIAL SALOON CARS - Up to 1,000c.c.

Record: K.R.Knott (Chrysler F&K Imp) 13/3/80 - 44.79

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
27	Barrie Forbes	Leyland Cooper S	999	Chester-le-St.	_____	_____
28a	Andy Williams	Austin A.35 Talbot	998	Greasby, Wirral	_____	_____
	Entrant: Richmond Restaurant, Liverpool					
28	Alex Williams	Austin A.35 Talbot	998	Upton, Wirral	_____	_____
	Entrant: Richmond Restaurant, Liverpool					

Class 5a - SPECIAL SALOON CARS - 1,001 to 1,300c.c.

Record: L.C.Barter (Davrian Hartwell Imp) 21/9/80 - 43.22

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
30a	Lynn Craven	Morris Minor	1293	Wibsey, Bfd.	_____	_____
30	Allen Craven	Morris Minor	1293	Wibsey, Bfd.	_____	_____
31	Gordon Thompson	Leyland Cooper S	1293	Harrogate	_____	_____
32a	Mike Waters	Leyland Mini Clubman	1293	Mirfield	_____	_____
32	Geoff Tiffany	Leyland Mini Clubman	1293	Fitzwilliam	_____	_____

Class 6 - "MARQUE" SPORTS CARS - Up to 1,300c.c.

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

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
34	Chris Hartley	Austin Healey Sprite	1293	Rowsley, Derbys	_____	_____
35	Bob Mason	M.G. Midget	1098	Kippax	_____	_____

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

Record: J.W.Goodliff (Lotus Elan) 28/6/70 - 45.25

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
38	Peter Speakman	Alfa Romeo Duetto	1750	Broughton in F.	_____	_____
39	Brian Elstropp	Triumph G.T.6	1998	Consett, Dham.	_____	_____
40	Brian Lee	Lotus Elan	1558	Leeds 14	_____	_____
41	Chris Hill	Datsun 260Z	2595	Holmsfield	_____	_____
42	Graham Powell	Lotus Elan plus Two	1558	Gatley, Ches.	_____	_____
43	Roger Reynolds	Triumph T.R.7	1998	Wilmslow, Ches.	_____	_____
44	Rod Stanniland	Lotus Elan	1558	Sutton cum Lound	_____	_____
45a	Fionna Robinson	Lotus Elan	1558	Farnley, Leeds	_____	_____
45	Frank Robinson	Lotus Elan	1558	Farnley, Leeds	_____	_____
46	John Lowe	Porsche 911S	2341	Holmsfield	_____	_____

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

Record: J.A.Bancroft (T.V.R.Tuscan) 28/6/70 - 44.94

Merged with

Bogey 52.94

Class 9 - G.T. and MODIFIED SPORTS CARS - Up to 1,300c.c.

Record: L.C.Barter (Davrian 7 Hartwell) 16/9/79 - 42.36

Bogey 50.36

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
48	Alastair Cobb	(8) Porsche 924 Turbo	1988	Sheffield	_____	_____
49	Graham Brierley	(8) Morgan Plus 8	3528	Barrowford	_____	_____
50	Tim Smith	(9) Davrian 7a Hartwell	1200	Baildon	_____	_____

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Class 10 - G.T. and MODIFIED SPORTS CARS - 1,301c.c. and over
Record: J.Sadler (Porsche 911) 16/9/79 - 43.21

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
53	Dave Fenton	M.G. Midget	1310	Selby	_____	_____
54	Brian Passant	Lotus Seven Mk.3	1599	Stockport	_____	_____
55	Allan Forrest	Lotus Seven	1599	Halifax	_____	_____
56	Paul Tankard	T.V.R. Tuscan	4727	Lightcliffe	_____	_____

Class 11 - CLUBMANS SPORTS CARS - Up to 1,700c.c.
Record: N.Bridge (Mallock U.2 Holbay) 21/9/80 - 40.99

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
57	Michael Umbrich	Mallock U.2 16 Ford	1600	Norton, Malton	_____	_____
58a	David Richards	Mallock U.2 14 Ford	1598	Horsforth	_____	_____
58	David Harland	Mallock U.2 14 Ford	1598	Rawdon	_____	_____
59	Wynford Lear	Mallock U.2 11B Ford	1600	Keighley	_____	_____
60	Redvers Arnold	Mallock U.2 14 Ford	1600	Middlesborough	_____	_____

Class 13 - SPORTS RACING & CLUBMANS CHASSIS CARS - 1,301 to 1,600c.c.
Record: M.Bolsover (Mallock U.2 18 BDA) 16/9/79
Bogey 48.54

Merged with
Class 14 - SPORTS RACING & CLUBMANS CHASSIS CARS - 1,601c.c. and over
Bogey 47.05

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
61	Max Brown	(13) Marlin Sports	1600	Pontefract	_____	_____
62	Neil Bennett	(14) Batten Special Ford	3622	Pontefract	_____	_____

Class 15 - RACING CARS - 501 to 1,100c.c.
Record: D.G.Gould (Terrapin Mk.1G BDA) 17/9/78 - 41.63

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
64	Derek Sharman	Terrapin Mk1. Leyland	1098	Wollaston	_____	_____
	Entrant: Emmetts Solar Heating, Kettering					
65a	Stephen Sharp	Terrapin Mk4 SWK Leyland	1071	Adel, Leeds	_____	_____
65	Dale Kitching	Terrapin Mk4 SWK Leyland	1071	Alwoodley	_____	_____
66	Colin (Tommo) Thompson	Terrapin Mk1a Leyland	1071	Gomersal	_____	_____
	Entrant: R.T.Haley & Co., Ltd., Hunsworth					
67	John Beeden	Terrapin Mk1C Leyland	1098	Wellingborough	_____	_____
68	Paul Bennison	Vixen V.B.5 Shannon Imp	998	Sheffield 17	_____	_____
	Entrant: Photoco, Sheffield					

Class 16 - RACING CARS - 1,101 to 1,600c.c.
Record: M.Bolsover (March 77/8/2 BDA) 21/9/80 - 39.10

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
70	Andrew Florentine	Chevron Monoposto Ford	1600	Richmond N.Y.	_____	_____
71	Mark Cummings	Palliser WDH.2 Ford	1600	Gateshead	_____	_____
72a	Derek Goodall	Ensign L.N.F.3 BDA	1599	Meanwood	_____	_____
	Entrant: D.A.C. Design & Construction, Bradford					
72	David Montague	Ensign L.N.F.3 BDA	1599	Ilkley	_____	_____
	Entrant: D.A.C. Design & Construction, Bradford					

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Class A - M.G.Car Club - STANDARD MIDGETS

Record: To be established

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
74	Craig Barnsley	M.G.Midget	1493	Bawtry, S.Yks.	_____	_____
75	Cei Tuxill	M.G.Midget	1275	Rotherham	_____	_____
76	Richard Croft	M.G.Midget	1275	Roberttown	_____	_____
77	Steve Cooper	M.G.Midget	1275	Dronfield	_____	_____
78	Jeremy Cocker	M.G.Midget	1275	Salé, Ches.	_____	_____
79	Rick Price	M.G.Midget	1293	Harrogate	_____	_____

Class B - M.G.Car Club - STANDARD MGA & MGB

Record: To be established

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
81	Merv Sherlock	M.G.A.	1600	Stafford	_____	_____
82	Peter Chowne	M.G.B.	1798	Boston, Lincs	_____	_____

Class C - M.G.Car Club - TRIPLE M and "T" Types

Record: D.Clewley (M.G. T.C.) 25/7/71 - 50.86

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
83	Mike Hibberd	M.G. P.A.	847	East Leake	_____	_____
84	Ronnie Feather	M.G. T.C.	1250	Sutton in Crav.	_____	_____
85	Alastair Naylor	M.G. T.F.	1500	Rawdon	_____	_____

Class D - M.G.Car Club - MODIFIED CARS

Record: To be established

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
87	Nigel Middlehurst	M.G. Midget	1275	Retford	_____	_____
	Entrant: Canada Dry	- Rawlings, Worksop				
88	Colin Cooper	M.G.B. Special	1800	Frodsiam, Ches	_____	_____
89	Eddie Falkous	Ginetta G.4 Cosworth	1500	Yarm	_____	_____
90	Ken Overend	Leyland Cooper S	1070	Gledhow, Leeds	_____	_____

Class E - TRIUMPH SPORTS SIX CARS

Record: J.M.Griffiths (Triumph Vitesse 2) 20/7/80 - 52.73

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
91	Andy Jones	Triumph Vitesse	1998	Coventry	_____	_____
92	Colin Elstrop	Triumph Vitesse	1998	Consett	_____	_____
93	Paul Lucas	Triumph Spitfire	1147	Aylesbury	_____	_____
94	John Griffiths	Triumph Vitesse 2	1998	Newton Abbot	_____	_____

Class F - A.C. CARS

Record: To be established

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
96	David Hescroff	A.C. 3000ME	2994	Wareham, Dorset	_____	_____
97a	Tony Morpeth	A.C. 3000ME	3000	Milton Keynes	_____	_____
97	Chris Browning	A.C. 3000ME	3000	Sandbach, Ches	_____	_____

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Class G - GILBERN CARS

Record: N.Ellis (Gilbern Invader 2) 20/7/80 - 55.25

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
99	Owen Williams	Gilbern Invader 1	3000	Reading	_____	_____
100	Nigel Summerhayes	Gilbern Invader 111	2994	Southall, Mx	_____	_____
101	Nick Minett-Smith	Gilbern Invader 111	2994	Longlevens, Glos	_____	_____
	Entrant: N.C.D. Videoplay, Fairford					
102	Paul Scott	Gilbern 1800 G.T.	1798	Cambridge	_____	_____
103	Ian Hazel	Gilbern Invader 111	2994	Sutton Coldfld	_____	_____
	Entrant: Streetly Motor Club					
104	Nigel Ellis	Gilbern Invader 11	3100	Highgate, London	_____	_____
	Entrant: Prickett & Ellis, London N.6					
105	Nicholas Vandervell	Gilbern Invader 111	3100	London S.W.10	_____	_____

Class H - MORGAN SPORTS CARS - Up to 1,800c.c.

Record: M.Dearnley (Morgan 4/4) 1/6/80 - 49.63

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
107	David Birch	Morgan Four Four	1600	Hyde, Ches	_____	_____
108	Tony Bridgen	Morgan Four Four	1598	Worcester	_____	_____
	Entrant: Strachan - Your Kind of Bedroom, Leeds					
109a	Mary Oliver	Morgan 4/4	1599	Durham	_____	_____
109	Tony Oliver	Morgan 4/4	1599	Durham	_____	_____
110	Barry Iles	Morgan 4/4	1598	Cheltenham	_____	_____
111	Martin Wyatt	Morgan 4/4	1498	Droitwich	_____	_____

Class I - MORGAN SPORTS CARS - 1,801c.c. and over

Record: P.Garland (Morgan Plus Eight) 21/9/80 - 47.07

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
114	Pat Kennett	Morgan Plus 4	2088	Higham, Derbys	_____	_____
115	David Haith	Morgan Plus 8	3528	Grimsby	_____	_____
116	David Taylor	Morgan Plus 8	3528	Birkenhead	_____	_____
117	Brian Leigh-Bramwell	Morgan Plus 8	3528	Horwich	_____	_____
118	Mike Hall	Morgan Plus 8	3528	Romsley, W.Mids	_____	_____
119	Fred Campbell	Morgan Plus 8	3500	Harescombe Glos	_____	_____
120	Mike Robson	Morgan Plus 8	3528	Oldham	_____	_____

We hope that you have enjoyed the Speedclimbs this week-end and that you will join us again on July 12th. for our National Meeting which counts for the R.A.C. British Hill Climb Championship, The R.A.C. Haynes Leaders Championship, The R.A.C. Hill Climb Award of Merit and, of course, is the third round of the exciting Shell Super Oil Harewood Hill Climb Championship.

This is probably the most important event at Harewood of the season and is a chance to see all the top aces in all classes of British Hill Climbing in action.

Remember - Sunday 12th. July commencing at 11.00a.m. for a real feast of hill climbing.



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ABOUT THE B.A.R.C.



The British Automobile Racing Club was first formed back in 1912 as "The Light Car and Cyclecar Club". In 1922 with the demise of the cyclecar, the name was changed to The Junior Car Club, and, as before, the events organised by the club were limited to cars of up to 1,500c.c. until the mid-twenties when the limit was dropped.

The Yorkshire Centre of the J.C.C. was formed in Leeds in 1922 and right from the start ran Speed Hill Climbs on the open road up Greenhow Hill at Pateley Bridge. These very enjoyable, and slightly hairy, events continued until there was an incident at a hill climb in the South of England where a spectating M.P. was struck by a competing car and, not surprisingly, the axe of authority put an end to timed competitions on the public highway.

Still further back, the Brooklands Racing Circuit was built near Weybridge in Surrey and opened in 1907. The Brooklands Automobile Racing Club was formed to organise events on the famous concrete oval.

Between the two world wars both the B.A.R.C. and the J.C.C. made their name with motor racing at Brooklands. In particular the J.C.C., now free of the restricting 1500 c.c. limit earned a name for exciting and innovative ideas on new ways to exploit the bumpy banked oval. Meantime the Yorkshire Centre, in common with the Club's other Centres, no longer able to organise speed events on the open road, developed it's local membership with a programme of all kinds of Rallies, Trials, Autotests, Treasure Hunts, Gymkhanas and a strong social calendar.

During world war two Brooklands was taken over by the government for aircraft production and when it became obvious that the chance of the concrete saucer ever being used for racing again was slim, the B.A.R.C. was absorbed into the J.C.C.

Directly after the war, the club was back in the field getting the States of Jersey to pass legislation to allow racing on their roads and assisting the Duke of Richmond and Gordon to develop Goodwood Airfield as it's home circuit.

In this period, the name "Junior Car Club" was proving to be something of a liability in negotiations with possible sponsors and landowners and in the late 40's the club changed it's name to the present "British

Automobile Racing Club". This perpetuated the initials of the old Brooklands Club, and at the same time reflected the scope and depth of experience behind the Club's programme.

Today the Club is the largest motor race promoting club in Britain and has it's own home circuit at Thruxton in Hampshire, where the Club's offices are located. The Club also runs motor racing at Brands Hatch, Cadwell Park, Lydden Hill, Mallory Park, Oulton Park, Silverstone and Snetterton. In the Yorkshire Centre we used to run racing at Croft Autodrome, but this has come to an end with the impending closure of this popular north-eastern venue and our competition activities now major on the speedclimb here at Stockton Farm - one of the very best hill climb venues in the country. We also have a programme of social events including a regular monthly Club Night, a number of Dinners, Dances, Film Shows and non-speed events which include Autotests, Gymkhanas, Production Car Trials, etc.

To back up the Harewood events we run our own local championship, The Shell Super Oil Harewood Hill Climb Championship which with the support of our very good friends Shell U.K. Oil offers a glittering prize fund. We also do the "leg work" on the H.Q. organised "Guyson/B.A.R.C. Hill Climb Championship" which, for the seventh successive year is being sponsored by the Otley firm of Guyson International Ltd.

Membership of the B.A.R.C. is open to all interested and has various grades. The basic subscription is £10 which covers the Club as a whole, but without the right to take part in Race Meetings or Speed Events. We would expect all new members in the Area would want to register with the Yorkshire Centre which costs an additional £3 per year and gives the right to be part of our local activities, take part in all the Club's and Centres Sprints, Hill Climbs and other events and those organised by other clubs to which the B.A.R.C. is invited. For an additional £1.50 joint membership for husbands and wives is added. In all cases, membership runs for 12 months from the date of election and not just to December 31st. as in many other clubs.

But if you want to assist us here at Harewood you do not have to be a Club member, just call in at the Control Kabin in the Pad-dock and ask for a Marshalling Availability Form to be sent to you.

MEMBERSHIP APPLICATION FORM

To:-

The Secretary, B.A.R.C. Thruxton Motor Racing Circuit, Andover, Hants.

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. (Home) (Business)

Nationality Date

I enclose remittance for the following:

	£	p
Entrance Fee	(£2.00)	.
Annual Subscription	(£10.00)	.
(Covers membership, "BARC News" etc.)		
Yorkshire Centre Annual Registration Fee	(£3.00)	.
(Covers all Local Centre activities,)		
Joint Membership (Wife/Husband)	(£1.50)	.
TOTAL	£	.

Cheques should be crossed and made payable to "B.A.R.C", or a direct debit form can be supplied on request

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

Signature

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

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

ABOUT THE
SHELL SUPER



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