

# SHELL SPEED CLIMB



Stockton Farm  
Harewood Avenue  
Nr. Leeds

## HAREWOOD HILL CLIMB

**12 SEPTEMBER 1971**

**OFFICIAL PROGRAMME 10p**



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WELCOME YOU TO

# **THE SHELL SPEEDCLIMB**

INCORPORATING :

THE SHELL/R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP  
THE SHELL "LEADERS" HILL CLIMB CHAMPIONSHIP

R.A.C. National Permit RS/7515

**SUNDAY, 12th SEPTEMBER, 1971**

COMMENCE 12-30 P.M.

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

by kind permission of Arnold Burton, Esq.

## **WARNING TO THE PUBLIC**

Motor racing is dangerous and persons attending this meeting do so entirely at their own risk.

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles, are absolved from all liability arising out of accidents, howsoever caused, resulting in damage and/or personal injury.

**DOGS ARE NOT ALLOWED AT THE HILL CLIMB.**

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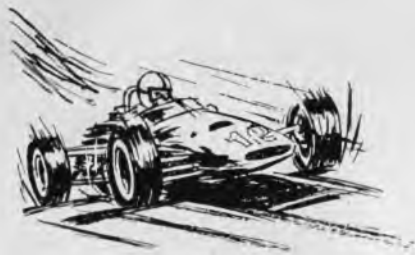


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## RAMBLINGS



Welcome to Harewood for our major meeting of the season which promises to give a really feast of hill climbing together with plenty of other attractions to keep the families happy.

Today is the penultimate round of the Shell/R.A.C. British Hill Climb Championship and the Shell Leaders' Championship but, in fact, both series are already decided and we welcome the two new champions here to Harewood this afternoon.

David Hepworth, the Brighthouse flyer, managed to notch up sufficient points at Prescott last Sunday to assure him of his second Championship crown even if he did not run at all. He is however desperately keen to claim the Harewood record so you can rest assured that he will be trying really hard this afternoon.

In the Shell Leaders' series that extrovert character "Spotty" Smith is in the same position as David Hepworth so we have Yorkshiremen top of the tree in both these Shell Championships. The other major Hill Climb Championship, the "Castrol/B.A.R.C." series is not yet decided, but it looks pretty certain that a B.A.R.C. Yorkshire Centre member is going to win this one too which confirms the pre-eminence of this part of the world in the current hill climb scene.

Despite this bit of local breast-beating, however, 1971 has actually been a vintage year for competition

in the Shell/R.A.C. British Hill Climb series with more really competitive cars and drivers more evenly matched than almost ever before. Last year's Champion, Sir Nick Williamson, surely one of the most popular characters ever on the hills, has always been in contention and had lady luck smiled just a little more on occasion he would have pushed David even harder.

To many of you, this afternoon will be your first visit to Harewood. We imagine you will have been drawn here not so much by the attractions of the sport we have to offer as by your children's desire to get a closer look at their T.V. hero Dr. Who. We hope that the afternoon's sport will be to your liking and that you may be impelled to come here again in the future, but we have tried to fit in some other attractions as well.

In the Hillside Car Park there are various trade displays of motor accessories and so on as well as a number of other entertainments, swings, Gavioli Organ, stalls and at 2-00 p.m. and 3-00 p.m. the ever popular "Punch & Judy" presented by Stan Leo.

Finally, we have to thank Shell for their continued support of this facet of motor sport. With their interest and sponsorship Hill Climbing is in a more healthy state than ever before.



*Richard Thwaites from Dewsbury with his Packmail McLaren. Lying 6th in his second year in the Shell/R.A.C. British Hill Climb Championship.*

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#### INTERESTED ?

Then visit us any Tuesday evening between 7-30 and 9-30 p.m. See us in action and discuss any queries you may have. We require volunteers for the Royal Corps of Transport to drive our motor-cycles, Land Rovers, 4 and 10 ton vehicles. We also have a supporting Workshop in which volunteer members of the Royal Electrical and Mechanical Engineers may become vehicle mechanics, recovery mechanics, welders and storemen.

### Come and see our display in the Hillside Car Park this afternoon !



To the younger members of our audience here today Jon Pertwee must be best known as "Dr. Who" although most Dads and Mums will think of C.P.O. Pertwee. In fact he has packed an awful lot of living into his past years as the following biographical notes by Ian Farrell will show.

Jon was always closely connected with the theatre. With his father Roland a distinguished novelist and playwright, his brother Michael a well-known playwright and scriptwriter and many of his family in the theatre, it was inevitable that Jon should choose it as a career.

Educated at Sherbourne and Frensham Heights, he later studied at R.A.D.A. On leaving he joined the Art League of Service travelling theatre and later toured the country in Rep.

Shortly before the war he went into commercial radio with Radio Luxembourg but still found time to play in "To Kill The Cat" before volunteering for service.

As an A.B. and later as a Commissioned Officer R.N.V.R. he spent the war in the Royal Navy. He escaped being lost in the Hood disaster through a fortuitous transfer to another vessel only hours before Hood left port for the last time.

He finished his naval career in the Broadcasting Service with Eric Barker on a programme called "Mediterranean Merry Go Round" which after the war became a famous B.B.C. Radio series under the shortened title "Merry Go Round".

Since then Jon has made numerous films and starred in a host of radio shows, his most famous being "The Navy Lark" which is now in its twelfth year and is

# Dr. WHO

heard by over 100 million listeners, all over the world, each week.

He is no stranger to the West End and Broadway having starred in "A Funny Thing Happened To Me On The Way To The Forum" and "There's a Girl in My Soup".

Perhaps Jon's greatest success, which takes him into millions of homes every week in Britain, Australia, Canada and many other countries is the B.B.C. Science Fiction classic "Dr. Who" which has made him one of T.V.'s most popular characters.

Jon is very much a "Dr. Who" in real life too. He is an adventurer and a sportsman. In his younger days he raced cars, now he goes in for racing Power Boats and Hydroplanes. He is also a keen archer. On a number of occasions he has represented Britain in Power Boat Races.

His latest adventure only concluded on Friday when he returned to Britain to come to Harewood today — Jon spent his summer holiday diving for sunken treasure in the Mediterranean.

Next Wednesday Jon starts filming on a new "Dr. Who" series to be transmitted in the Autumn.

At about 3-30 p.m. this afternoon, Jon will appear in a car chase with "The Master" and "Unit" will not be far away. After "The Master" has been put out of harm's way Jon will have a few words to say from the scaffold tower in the Paddock by the control bus and he will then sign autographs in a tent in the Hill-side Car Park Display arena. At the end of the meeting he will present the awards to the successful competitors.

We have to thank John Bosomworth of Skipton for providing the cars used in the chase and also the Officer Commanding 27 (Yorkshire) Sqdn., Royal Corps of Transport (V), Churchill Barracks, Leeds for acting as "Unit" and providing a static display in the paddock.

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R. N. Eason-Gibson  
Appointed by the B.A.R.C. .... E. D. Clark,  
H. C. Mason, B. W. Moss

## OFFICIALS

Clerk of the Course ..... M. S. Wilson  
Deputy Clerks of the Course ..... J. M. Holroyd,  
J. Johnstone  
Chief Marshal ..... J. M. English  
Chief Observer ..... A. J. Hodgetts  
Deputy Chief Observer ..... J. R. Hardcastle  
Chief Medical Officer ..... Dr. J. Clegg  
Chief Scrutineer ..... S. H. Hanson  
Chief Timekeeper ..... D. R. Scatchard  
Chief Paddock Marshal ..... A. A. Pritchard  
Deputy Paddock Marshal ..... R. G. Hooper  
Chief Car Park & Admissions ..... D. N. Townsend  
Deputy Admission Marshal ..... D. J. C. Pick  
Chief Traffic Marshal ..... D. Easthope  
Deputy Traffic Marshals ..... M. J. Frost, A. G. M. Kellett,  
R. F. Chesterman  
Chief Spectator Marshal ..... J. F. Hind  
Deputy Spectator Marshal ..... J. T. Simons  
Time Recorder ..... Miss S. Thornton-Haigh  
Junior Members' Liaison ..... D. K. Chippindale  
General Liaison ..... J. M. Busfield, B. E. D. Stead  
"Dr. Who" Liaison ..... R. Soper, R. A. Riall  
Secretary of the Meeting ..... Miss L. A. Thornton  
Chief Start Area Marshal ..... J. M. Broadhead  
Deputy Start Area Marshal ..... B. Watson  
P. A. Commentary ..... E. Bowers-Booth, A. D. Roddis  
Incident Officer ..... P. Ashford  
Chief Prog. Sales Marshal ..... Mrs. R. F. Chesterman  
Medical Officers ..... Dr. F. T. de Dombal,  
Dr. P. M. Smith-Moorhouse, Mr. W. Higginbottom  
Scrutineers ..... B. L. T. Bielby, J. H. Allison, T. M. Wood,  
P. W. Watson  
Scrutineers Marshals ..... W. Hall, I. N. Certit,  
G. L. Thompson

## Observers :

R. W. A. North, N. W. Porteus, S. Thompson, R. Cowgill, J. R. Wass, J. J. Burke, W. R. Varley, M.M. English, G. J. Matthews, R. Sagar, D. Spark, D. M. Gledhill, G. S. Gerrard.  
Start, Flag, Fire, Track & Spectator Marshals :  
J. Aston, R. J. Beck, R. Jackson, A. Steel, W. Stephenson, P. Telford, I. K. Terry, V. P. A. Hanson, G. H. Cass, R. S. Elmitt, J. R. North, Mrs. J. North, Mrs. J. Porteus, J. R. Coupe, A. S. Duckworth, A. Hill, N. J. Hertzog, C. Hobson, A. K. Skinner, B. Blackburn, H. Mellor, H. A. Pickard, P. Simms, I. Fishburn, R. A. Bateson, T. R. A. Hainsworth, J. M. Tyas, Mrs. J. M. Tyas, D. Jupp, H. Boulton, J. S. Allen, R. Jackson, R. J. Matthews, T. Woods, R. Pollitt, D. J. Speet, D. B. Baugh, D. M. Dalrymple, G. Gaunt, J. Wood, M. S. Jennings, P. S. Marshall, J. S. Dresser, A. Henderson, D. B. Marsden, J. Wood Mitchell.  
Paddock Marshals :  
Miss J. S. Lee, B. N. Marsden, P. H. Jones, Miss J. Jones.

## Junior Members :

C. Doughty, J. Firth, A. Joy, K. Rawlins, J. Rawling, R. Sayner, I. Senior, C. Gatenby.  
Paddock Entrance Gate :  
R. F. Chesterman, Miss J. S. Lee.  
Paddock Exit Gate :  
W. Howarth and C. Wharton.  
Admission & Car Parks :  
B. Goddard & Party, G. Duxbury and Harewood Estate Party, Guiseley Garages Party.  
Programme Sales :  
A. Heap, Mrs. A. Heap, D. Hardy & Bramham Scouts.  
Results ..... Mrs. M. E. V. Holroyd  
Paddock Scoreboard ..... Miss C. Varley & Party  
The Organisers would like to express their thanks to the British Motor Racing Marshals Club (N.E. Region) for their assistance in staffing this meeting.

## SERVICES

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Mercedes Course Cars by ..... Charles Sidney Ltd.  
Gavioli Organ ..... W. Cole, Lawnswood  
Punch & Judy Show ..... S. Leo, Oakwood  
Roundabouts. Swings ..... Frank Lee & Sons Huddersfield

# TIMETABLE FOR TODAY

9-45 a.m. Practice Runs commence.  
11-15 a.m. Practice Runs conclude  
— Lunch Interval.  
12-30 p.m. Meeting commences — Class Runs  
3-30 p.m. Interval of 15 minutes —  
"Dr. Who" Comes to Harewood.  
3-45 p.m. Meeting continues — Class Runs  
5-00 p.m. The "Championship" Run Offs.  
5-20 p.m. Meeting concludes.  
5-30 p.m. Presentation of Awards —  
by Jon Pertwee.

# GO WIN ON GOODYEAR

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# NOTICES



## JURISDICTION

This Meeting is held under the General Competition Rules of the Royal Automobile Club, the Standing Supplementary Regulations of the R.A.C. and the Additional Supplementary Regulations and Instructions of the Yorkshire Centre of the British Automobile Racing Club Ltd., under R.R.C. Permit No. RS/7515.

## 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 cases 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, Appleyard of Bradford Ltd. for the loan of the breakdown vehicle, 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.

## COMING EVENTS

Our remaining events for 1971 are :-

Sunday 19 Sep. — "Stone Trough Trial" (Grassington).  
Sunday 26 Sep. — "Scarborough National Hill Climb"  
Sunday 17th Oct. — Croft Race Meeting  
Sunday 31 Oct. — "Greenwood Cup" Prod. Car Trial  
Saturday 4 Dec. — Annual Dinner Dance

Next year's Harewood Hill Climb Dates are :-

Sunday 23 Apr. — "Spring National" Meeting  
Sunday 21 May — "Members" Meeting  
Sunday 25 Jun. — "Montague Burton" National Meeting  
Sunday 23 Jul. — "Vintage and Novices" Meeting  
Sunday 10 Sept. — "Championship" Meeting

Other Club speed events in 1971 are :-

Croft Race Meetings  
Sunday 7 May — "Opening Meeting"  
Sunday 28 May — "Spring Bank Holiday" Meeting  
Saturday 8 Jul. — "International" Meeting  
Sunday 6 Aug. — "Championships" Meeting  
Sunday 22 Oct. — "End of Season" Meeting  
Cadwell Park Race Meeting  
Sunday 16 Jul. — "International" Meeting

## WHEN DEPARTING

When leaving Stockton Farm at the end of the meeting will all traffic for Leeds and the South please turn to the LEFT along the main road following the R.A.C. direction signs via Collingham and the A.58 to Leeds so as to minimise the congestion in Harewood village.

Traffic for Otley, Harrogate and the North should turn RIGHT into the main road from the gates.

On your way home, please drive with care and great consideration through towns and villages en route.

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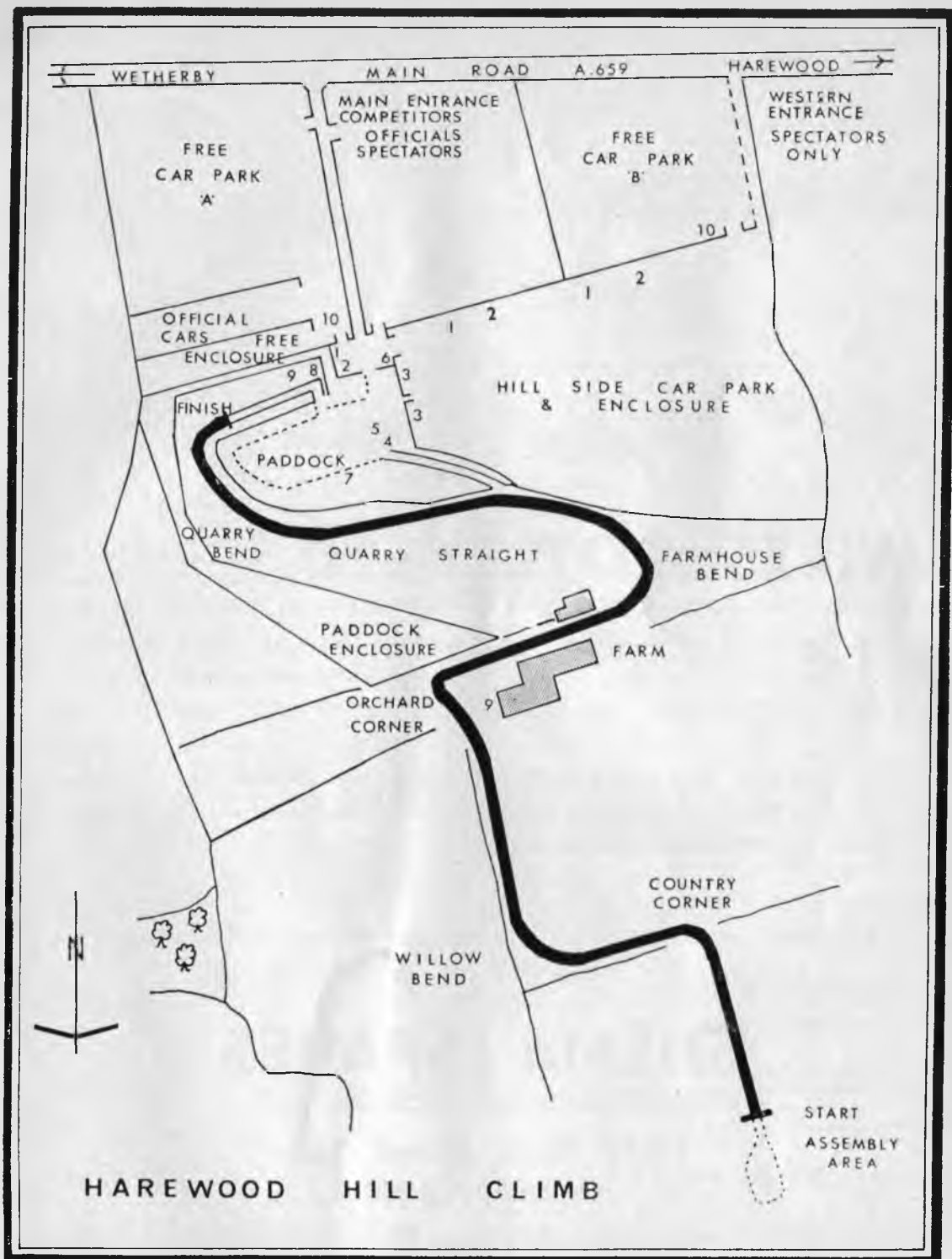
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# Awards

The following five awards will be presented at the end of this season based upon times established at meetings on 25th April, 23rd May, 27th June, 25th July and 12th 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:

D. Hepworth (Hepworth FF) ..... 40.82

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:

D. Hepworth (Hepworth FF) ..... 40.82

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:

S. M. Smith (I.V.R. Tuscan) ..... 44.94

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:

J. F. Thomson (Vauxhall Viva GT) ..... 47.95

To the competitor making the greatest improvement over the class records which were standing before April 25th Meeting running in the Touring Car Classes 1 to 5 inclusive —

"The Total Trophy" and Replica

These records were:

Class 1. E. Stansfield (B.L. Cooper) ..... 51.09

Class 2. R. White (Ford Cortina G.T.) ..... 49.20

Class 3. N. Porter (B.L. Cooper S) ..... 47.78

Class 4. C. F. Cramer (B.L. Cooper S) ..... 46.26

Class 5. C. F. Cramer (B.L. Cooper S) ..... 45.18

The greatest improvement recorded in these classes up to the start of to-day's meeting are:-

Class 1. R. Speak (Ford Escort) ..... 2.70  
(New Record) 48.39 27/6/71

Class 2. J. F. Thomson (Viva G.T.) ..... 1.25  
(New Record) 47.95 27/6/71

Class 3. .... No Improvement

Class 4. .... No Improvement

Class 5. .... No Improvement

The present eluder of the competition is R. W. Speak in his Ford Escort.

The Awards to be won today are:-

For the fastest time of the day —

The "Double Twelve" Trophy and £60.

For the second fastest time of the day — £30.

For the third fastest time of the day — £20.

For the fourth fastest time of the day — £15.

For the fastest time in each class — £10.

For the second fastest time in each class — £4.

(Subject to 7 entries in class)

For the third fastest time in each class — £2.

(Subject to 12 entries in class)

For the best performance of a Lady Competitor —

Ladies Award ..... Value £5.

(decided upon a percentage basis of Class f.t.d. and subject to three lady entrants or being in fastest 20% in class).

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

To any competitor holding a new record for his class at the conclusion of the meeting —

A Harewood Class Record Plaque

Any award winner may opt to receive a trophy or souvenir in place of cash.

## PRESENTATION OF AWARDS

The four fastest time of the day awards, the ten "Shell Speedclimb" awards, the fastest in each class awards and five Annual Trophies will be presented outside the Control Bus in the Paddock at the conclusion of the meeting.

The presentation will commence about ten minutes after the final Championship Runs are completed and this will be a good opportunity for you to meet and pay tribute to the Competitors who have provided your sport this afternoon.

The Awards will be presented by Jon Pertwee (Dr. Who).

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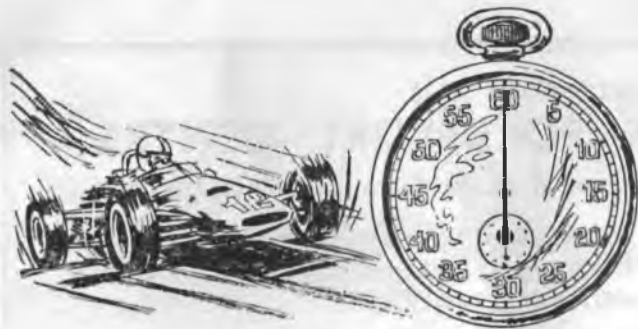
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# HAREWOOD RECORDS

Forty-four 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

† Denotes Record for Course (Shared)

\* Denotes Vintage and Novices Hill Climb.

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

Class		
1.	R. Speak (Ford Escort)	27/6/71 48.39
2.	J. F. Thomson (Vauxhall Viva GT)	27/6/71 47.95
3.	N. Porter (B.L. Cooper S)	28/6/70 47.78
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
6.	C. G. Seaman (M.G. Midget)	27/6/71 49.04
7.	J. W. Goodliff (Lotus Elan)	28/6/70 45.26
8.	S. M. Smith (T.V.R. Tuscan)	27/6/71 44.94
9.	J. C. Northcroft (M.G. Midget)	14/9/69 47.82
10.	R. B. Stross (Lotus Elan)	17/5/70 46.43
11.	J. W. Goodliff (Minisprint GT)	14/9/69 47.08
12.	F. K. Aston (Landar R7)	27/6/71 45.34
13.	M. Bartram (Chevron B.2)	13/9/70 45.93
14.	D. G. Morris (Mallock U.2 TC)	13/9/70 45.18
15.	P. G. Lawson (Chevron B.8 BMW)	14/9/69 42.55
16.	P. E. Voigt (Ginetta G17)	28/6/70 43.50
17.	N. S. Elton (Brabham BT.21C)	13/9/70 43.48
18.	(Sir N. Williamson (McLaren M.10A)	19/4/70 40.25
	{D. Hepworth (Hepworth F.F.)	25/6/70 40.25

## VINTAGE RECORDS

A	R. Medley (Humber Tourer)	20/7/69 71.95
B	Vin R. G. Winder (Austin Ulster)	20/7/69 61.57
B	PVT J. M. Shaw (Fiat Bailla)	20/7/69 58.17
C	Vin J. V. Skirrow (Frazer Nash)	21/7/68 60.66
C	PVT R. J. Clark (H.R.G.)	21/7/68 57.07
D1	Vin G. R. Footit (A.C./G.N. Spl.)	21/7/68 52.43
D1	PVT M. S. Oddie (F.N./B.M.W.328)	21/7/68 56.36
D2	Vin J. E. Barraclough (Bentley 3/4)	20/7/69 54.41
D2	PVT W. R. Alexander (Lag'da M.45)	20/7/69 57.09
E	Vin M. T. Joseland (Frazer Nash)	21/7/68 55.82
E	PVT D. N. Kergon (E.R.A. "B")	21/7/68 50.65
F	Vin H. F. Moffatt (Bugatti T.35)	21/7/68 51.26
F	PVT G. Smith (F.Nash/Alvis)	20/7/69 50.10

## HAREWOOD POSTERS

IF YOU WOULD LIKE TO RECEIVE AND DISPLAY POSTERS FOR HAREWOOD HILL CLIMB EVENTS PLEASE CONTACT B.A.R.C., 6 SIDNEY STREET, VICAR LANE, LEEDS 2.

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# PROGRAMME AND LIST OF ENTRIES

Commence 12-30 p.m. Each car to have two class ascents the better time to count for all class awards.

## ORDER OF ASCENT

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

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

## THE CHAMPIONSHIP RUNS

### PRESENTATION OF AWARDS BY JON PERTWEE

★ After a Competition Number denotes a Reserve Entry.

#### Class 1. — TOURING CARS up to 1300 c.c.

Record: R. Speak (Ford Escort) 27/6/71 — 48.39

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
1.	Phil Bennett	B.L. Cooper		998	Leeds			
2.	Andrew Jeffery	B.L. 1300 GT		1275	Leeds			
3.	John Edmond	B.L. Mini		998	Scarborough			
4.	Paul Adelman	B.L. Mini		1030	Leeds			
5.	Keith Hardy	B.L. Cooper		998	Scarborough			
6.	Ian Hardy	B.L. Mini		998	Leeds			
7.	Graham Brooks	Ford Escort GT		1300	Oswaldtwistle			
8.	Robert Speak	Ford Escort		1300	Blackburn			

#### Class 2. — TOURING CARS 1,301 c.c. and over

Record: J. F. Thomson (Vauxhall Viva GT) 27/6/71 — 47.95

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
9.	Richard White	Ford Escort Mexico		1598	Coine			
10.	Jim Tohmson	Vauxhall Viva GT		1975	Otley			
(Entrant: W. B. Blydenstein)								

#### Class 3. — TOURING CARS SPECIAL SERIES

Record: R. N. Porter (B.L. Cooper S) 28/6/70 — 47.78

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
139.★	Ian Beardsley	Ford Escort TC		1558	Ashover			
11.	Barry Spinks	B.L. Cooper S		1328	Leeds			
12.	Howard White	B.L. Cooper S		1328	Leeds			
13.	Roy Greenwood	B.L. Cooper S		1071	Ramsbottom			
14.	Norman Lewtas	Ford Escort TC		1558	Grindleford			
15.	Gordon Chippindale	B.L. Mini Clubman		1275	Rawdon			
16.	John Pascoe	B.L. Cooper S		1328	Blackwood, Mon.			
17.	Clive Harrison	B.L. Cooper S		1328	Darlington			
18.	Mike Flather	B.L. Cooper S		1293	Droitwich			
19.	Nicky Porter	B.L. Cooper S		1328	W. Auckland			

**Class 4. — SPECIAL SALOON CARS up to 1,000 c.c.**

Record: C. F. Cramer (B.L. Cooper S) 14/9/69 — 46.26

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
22.	Colin White	B.L. Mini		848	Penrith			
23.	Ralph Winder	B.L. Mini		949	Ashbourne			
24.	Phil Gill	B.L. Mini		999	Derby			
25.	Peter Beadman	B.L. Cooper S		999	Coalville			
26.	Alex Boyle	B.L. Cooper S		999	London			
27.	Gordon Brookes	B.L. Mini		999	Godalming			

**Class 5. — SPECIAL SALOON CARS 1,001 c.c. and over**

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
136.★	Nigel Garland	B.L. Cooper S		1293	Worcester			
20.	Morris Carhart	Ford Anglia		1500	Keighley			
21.	John Carhart	Ford Anglia		1500	Keighley			
28.	Christopher Sutcliffe	Ford Anglia Daimler		2500	Todmorden			
29.	John Casey	B.L. Cooper S		1275	Mereclough			
30.	Paul Beal	Wolseley Hornet		1301	Hull			
31.	Mike Beckett	Ford Anglia TC		1760	Sheffield			
32.	John Davies	B.L. Cooper S		1293	Broadway			
33.	Edward Spencer	B.L. Cooper S		1330	Leeds			
34.	Miss Gigi Lewin	B.L. Cooper S		1293	Bishop Auckland			

(Entrant: Nicholas Porter)

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

Record: C. G. Seaman (M.G. Midget) 27/6/71 — 49.04

Merged with

**Class 9. — "MODSPORTS" SPORTS CARS up to 1,300 c.c.**

Record: J. C. Northcroft (M.G. Midget) 14/9/69 — 47.82

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
35.	Brian McKenzie	Austin Healey Sprite		1098	Entwistle			
36.	Jonathan Lawton	Austin Healey Sprite		1098	Entwistle			
37.	Ian Scott	Austin Healey Sprite		1275	Ilkley			
38.	Bob Cartledge	M.G. Midget		1098	Dronfield			
39.	Peter Davey	Austin Healey Sprite		995	Harrogate			
40.	Miss Pat Hopkinson	Austin Healey Sprite		1275	Sheffield			
41.	Chris Seaman	M.G. Midget		1293	Sheffield			

(Entrant: Towmaster Towing Equipment)

42.	John Bury	M.G. Midget		1300	Blackburn			
43.	Peter Hargrave	Austin Healey Sprite		1144	Scarborough			

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

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
44.	Mike Bonar	Lotus Elan		1558	Edinburgh			
44.	Loll Ryan	Morgan Family Four		1598	York			
46.	Nick Lewtas	M.G. B		1798	Grindleford			
47.	Charles Dracup	T.V.R. Vixen		1598	Bradford			
48.	John Ashcroft	Lotus Elan		1600	Whalley			
49.	Richard Shardlow	Porsche 911S		2200	Sheffield			

Class 8. — "MARQUE" SPORTS CARS 2,601 c.c. and over  
 Record: S. M. Smith (T.V.R. Tuscan) 27/6/71 — 44.94  
 Merged with

Class 10. — "MODSPORTS" SPORTS CARS 1,301 c.c. and over  
 Record: R. B. Stross (Lotus Elan) 17/5/70 — 46.43

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
137.★	John Walker	Jaguar "E" Type		3781	Cawthorne			
52.	Steve Hemmingway	Turner Mk. 3 Ford		1540	Berkhamstead			
51.	Mrs. Pam Hemmingway	Turner Mk. 3 Ford		1504	Berkhamstead			
53.	Graham Lynch	Lotus Elan		1594	Sheffield			
54.	Tony Luxton	A.C. Ace		1298	Coventry			
55.	Fred Cliffe	Jaguar "E" Type		4235	Selby			
50.	Spotty Smith	T.V.R. Tuscan		4727	Jump, Barnsley			

Class 11. — G.T. CARS up to 1,300 c.c.  
 Record: J. W. Goodliff (Minisprint GT) 14/9/69 — 47.08

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
56.	Roger Brown	B.L. Minisprint		1293	Burnley			
57.	Mike Thomas	Paola GT B.L.		1275	Salisbury			
58.	Jim Bunney	Marcos Mini B.L.		1293	Guisley			
59.	Tim Hayton	Marcos Mini B.L.		1275	Guisborough			

Class 12. — SPORTS/RACING CARS up to 1,300 c.c.  
 Record: F. K. Aston (Landar R7 BL) 27/6/71 — 45.34

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
60.	Dennis Pegg	Lotus 11 Climax		1098	Sheffield			
61.	John Barratt	Merlyn Mk. 6 Ford		1300	Hazel Grove			
62.	Sandy Hutcheon	Landar R7 B.L.		1275	Cheltenham			

Class 13. — CLUBMANS SPORTS CARS up to 1,600 c.c.  
 Record: M. Bartram (Moss Chevron B2) 13/9/70 — 45.93

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
140.★	Mrs. Maggie Charwick	Mallock U.2 Ford		999	Sheffield			
63.	Scott Robinson	Mallock U.2 Ford		1598	Loughborough			
64.	Jim Robinson	Mallock U.2 Ford		1598	Loughborough			
65.	Ian Curtis	Mallock U.2 B.L.		999	Bradford			
66.	Geoffrey Deakin	Mallock U.2 B.L.		998	Kirkoswald			
67.	Steve Butterworth	Lotus 7 Ford		1498	Derby			
68.	Peter Matthews	Mallock U.2 Ford		1598	Kidderminster			
69.	Joe Ward	Ward Ford Mk. 4		1598	Thornton Dale			
70.	Mervyn Bartram	Moss Chevron B.2 Ford		1600	York			
71.	Richard Jones	Mallock U.2 Ford		1556	Birmingham			

**Class 14. — G.T. & SPORTS/RACING CARS 1,301 to 1,600 c.c.**

Record: D. G. Morris (Mallock U.2 TC) 13/9/70 — 45.18

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n	
72.	Bill Morris	Mallock U.2 TC		1594	Haverfordwest				
73.	David Morris	Mallock U.2 TC		1594	Haverfordwest				
74.	Richard Evans	Mallock U.2 TC		1594	Haverfordwest				
75.	Tony Lambert	Ginetta G.4 Ford		1594	Solihull				
76.	Trevor Smith	Daren Gp. 7 FVA		1598	Stanley				
77.	Chris Cramer	Terrapin Mk. 5 S/R B.L.		1328	Stroud				
78.	Jeff Hill	Mallock U.2 TC		1594	Bristol				
	(Entrant: Temple Meads Motors Ltd.)								
79.	John Stuart	Mallock U.2 TC		1594	Stourbridge				

**Class 15. — G.T. & SPORTS/RACING CARS 1,601 c.c. and over**

Record: P. G. Lawson (Chevron B.8 BMW) 14/9/69 — 42.55

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
138.★	Tony Harrison	McLaren M12C Chev		7200	Birmingham			
80.	Brian Alexander	Ginetta G.16 Olds.		3500	Stroud			
81.	Spotty Smith	Ford GT40		4727	Jump. Barnsley			
82.	George Tatham	Brabham BT17 Chev		5343	Norton			
83.	Chippy Stross	Chevron B.8 BMW		1998	Leeds			
84.	Jim Thomson	Chevron B.8 BMW		1998	Otley			
85.	Reg Phillips	Chevron B.19 Cosworth		1790	Sheffield			
86.	Philip Scragg	Lola 212S Traco		4500	Macclesfield			

**Class 16a. — RACING CARS up to 500 c.c.**

Record: Not yet established

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
87.	Bob Dover	Cooper Mk. 7 Triumph		500	Oxford			
88.	Geoffrey Dean	Cooper Mk. 7 Triumph		500	Oxford			
90.	Colin Myles	Cooper Mk. 9 Norton		500	Hemel Hempstead			
91.	Barry Oddy	Cooper Mk. 8 Norton		500	Alcester			
92.	John Turner	Cooper Mk. 9 Norton		500	Stafford			
93.	Barry Bryant	Cooper Mk. 10 Triumph		500	Sutton Coldfield			

**Class 16. — RACING CARS 501 to 1,100 c.c.**

Record: P. E. Voigt (Ginetta G17) 28/6/70 — 43.50

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
94.	Alan Wrench	A.W.1 Triumph		650	Lincoln			
95.	Leslie Stone	Cooper Mk. 7 Imp		998	Basingstoke			
96.	Alan Richards	Gryphon Mk. 3 Ford		1098	Cheltenham			
97.	Donald Gray	Cooper T.82 Ford		1000	Rotherham			
98.	John Buck	Terrapin Mk. 1A B.L.		1088	Leeds			
99.	Alex Brown	Ginetta G.17 Imp		998	Edinburgh			
100.	Graham Ashley Smith	Terrapin Mk. 1A B.L.		1088	Leeds			
101.	George Valente	Mamba Mk. 1 B.L.		999	Scarborough			
102.	Mike Allan	Ecosse Imp		998	Halifax			
103.	Allan Staniforth	Terrapin Mk. 1 B.L.		1088	Horsforth			
104.	Roger Willoughby	Brabham BT15 Ford		1098	Sulhamstead			
105.	Peter Voigt	Ginetta Imp G.17B		998	Haywards Heath			

**Class 17. — RACING CARS 1,101 to 1,600 c.c.**

Record: N. S. Elton (Brabham BT21C) 13/9/70 — 43.48

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
106.	Mrs. Terry Dunn	Brabham BT18 Ford		1498	Chippenham			
107.	John Berry	Brabham BT15 Ford		1600	Nottingham			
108.	Collin Barrow	Brabham BT21C Ford		1600	Crowthorne			
109.	Ian Smillie	Lotus 22/23 Ford		1600	Glasgow			
110.	Peter Varley	Brabham BT21C Ford		1600	Ambergate			
111.	John McCartney	Techcraft BRM		1596	Horwich			
112.	Bob Prest	Dulon LD4		1600	Croxdale			
113.	David Hamer	L.B. Vauxhall		1598	Brighouse			
114.	Howard Wilkinson	Lotus 61M Ford		1598	Huddersfield			
115.	Ted Dzeirek	Lola T55 Ford		1600	Edinburgh			
116.	Mike Hawley	Brabham BT35 Ford		1600	Warwick			

**Class 18. — RACING CARS 1,601 c.c. and over**

Record: Sir N. Williamson (McLaren M10a/b) 19/4/70 — 40.25

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
117.	Sir Nick Williamson (Entrant: David Hepworth)	Guyson Sandblast Special		5000	Mortimer			
118.	Richard Chichester	H.W.M. Jaguar		3781	Colyton			
119.	Charles Lambton	H.W.M. Jaguar		3781	Mortimer			
120.	Mrs. Agnes Mickel	Techcraft Buick		3500	Glasgow			
121.	Gray Mickel	Techcraft Buick		3500	Glasgow			
122.	Guy Smith	Frazer Nash Alvis		3500	Matlock			
123.	Malcolm Dungworth	Harris Chevrolet		5000	Bamford			
124.	Tony Bradwell	Brabham Quatro Olds.		4500	Solihull			
125.	David Fyfe	Brabham BT30X		3700	Edinburgh			
126.	Jack Maurice	Palliser GM		4200	Newcastle			
127.	John Lambert	Cooper T.86 Ford		4727	York			
128.	Malcolm Eaves	Brabham BT21C Buick		3500	Birmingham			
129.	Bob Rose	McLaren M10B Chev		5300	Tanworth-in-Arden			
130.	Richard Thwaites	Packmail McLaren		4998	Dewsbury			
131.	Tony Griffiths	Brabham BT35X Repco		5000	Droitwich			
132.	Michael McDowell	Palliser WDA/4 Repco		4250	Godalming			
133.	Roy Lane	McLaren M10B Chev		5500	Warwick			
134.	Sir Nick Williamson	Brabham BT35X FVC		1780	Mortimer			
135.	David Hepworth	Guyson Sandblast Special		5000	Brighouse			



# R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP

The following competitors in todays meeting have entered for the Shell/RAC British Hill Climb Championship.

Car No.	Name	Car	c.c.	Best Class Time	Pos'n
82.	George Tatham	Brabham BT17 Chev	5343		
105.	Peter Voigt	Ginetta G.17 Imp	998		
116.	Mike Hawley	Brabham BT35 Ford	1600		
120.	Mrs. Agnes Mickel	Techcraft Buick	3500		
121.	Gray Mickel	Techcraft Buick	3500		
123.	Malcolm Dungworth	Harris Chevrolet	5000		
125.	David Fyfe	Brabham BT30X	3700		
126.	Jack Maurice	Palliser G.M.	4200		
128.	Malcolm Eaves	Brabham BT21C Buick	3500		
129.	Bob Rose	McLaren M.10B Chev	5300		
130.	Richard Thwaites	Packmail McLaren	4998		
131.	Tony Griffiths	Brabham BT35X Repco	5000		
132.	Michael McDowell	Palliser WDA/4 Repco	4250		
133.	Roy Lane	McLaren M10B Chev	5500		
134.	Sir Nick Williamson	Brabham BT35X FVC	1780		
135.	David Hepworth	Guyson Sandblast Spl.	5000		
138.	Tony Harrison	McLaren M.12C Chev	7200		

## CHAMPIONSHIP RUNS

Pos'n on Class Runs	Car No.	Driver	1st Run	2nd Run	Pos'n
10	133	ROY LANE		39.578	
9	132			39.74	
8	135				
7					
6					
5					
4					
3					
2					
1					

Course Record at commencement of meeting — 40.25 seconds.



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## R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP

By KEN HAMMERTON

This meeting today is the penultimate round in the Shell/RAC British Hill Climb Championship which was first contested in 1947 (although the Shell sponsorship only dates back to 1969). Over the years a fairly small band of enthusiasts — mainly the ones equipped with cars capable of making the fastest climbs at the various meetings — have competed with various sets of rules in contests ranging from 5 rounds to 15 in an effort to gain this highly prized title.

There are 13 rounds in the current competition and all entrants are required to make an official entry for the contest with the RAC in London. At each qualifying round all the competitors in the various classes make their 2 timed ascents of the hill, and then at the close of the meeting the 10 Championship entrants — or all the entrants if less than 10 are taking part — who have made the fastest times in the class runs are grouped together into the special Championship class to make 2 further ascents, with the slowest of the qualifiers starting first and the fastest last. When this class has been run points are awarded on the basis of 10 to the winner, 9 for 2nd place down to 1 for 10th place, whilst each driver who improves on the absolute

course record which was standing at the beginning of the meeting in question scores 1 bonus point. No matter how many rounds a contestant may score in, only his best 8 markings are allowed in the final analysis.

Men like David Hepworth, Tony Griffiths, Roy Lane and Mike MacDowel who contest every round put in a fair amount of travelling with qualifying events in Devon (Wiscombe), Wiltshire (Gurston Down), Gloucestershire (2 Prescotts), Berkshire (Great Auclum), Worcestershire (2 Shelsley Walshes), Westmorland (Barbon), Perthshire (2 Dounes), our own meeting in Yorkshire as well as 2 sea trips to Jersey (Bouley Bay) and Ulster (Craigantlet).

There are 3 tables on pages 28, 29 & 30, the first showing the leading positions over the years in the competition, the second showing the past positions of the 1971 entrants, and the third details the performances round by round so far this year.

Continued on page 28

## HILL CLIMB CHAMPIONSHIP—cont.

Let us look a little closer at Table 1. Potentially 72 different names could appear in this list but in fact only 26 do so, and only one further name could be included this year — that of Tony Griffiths. (These opening paragraphs are being written after round 9 of the 1971 series — Craigtlet — with 4 more to go, and Griffiths is in second place). This branch of motor sport must have a strong fascination as a number of drivers have hung about at the top for quite lengthy periods:-

Tony Marsh .....	11	"mentions"
Michael Christie .....	7	"
Ken Wharton .....	5	"
Sydney Allard .....	5	"
Dennis Poore .....	5	"

The name of Boshier Jones appears 6 times, but this is divided 3 apiece by David (3 times winner) and younger brother Peter (1 third and 2 seconds). Also appearing 3 times are David Good and Sir Nicholas Williamson — in both cases improving in the classic manner from 3rd to 2nd to overall winner. The first 24 years only produced 11 different Champions.

It would be impossible to comment, even briefly, on all the names in the table but we can look at 4 with one thing in common, and then 3 others. Peter Lawson, Tony Marsh, Peter Westbury, and David Good, are all ex-Champions — and I would like to think, all possible future Champions. Earlier this season Peter Lawson, the first Yorkshireman to win the title, stated that when he was no longer the holder of any Championship hill records then perhaps there would be some point in coming back.

Memo to Peter Lawson: You no longer hold any of the Championship hill records, Roy Lane polished off the last at Prescott in May!

Tony Marsh drifted from the hill climb scene in 1968 — Lawson's success year — after 14 years of being a contender. A close analysis of the seasons 1961, 1962 and 1963 will reveal how easily we could have been writing about a 9 times Champion, however soon after his retirement Marsh commented that as hill climbing was not necessarily the sport of only the young men then perhaps one day the pendulum would swing back for the hat trick (of hat tricks), ie. 1975, 1976 and 1977.

Peter Westbury gained his 2 Championships in significant motor cars. 1963 was the first time in recent years that a lightweight V.8 had been used so effectively and his efforts with the Daimler powered Felday convinced and converted many. In 1964 he reverted to 4 pots, but resorted to 4 wheel drive with the famous Ferguson P.99 car which had previously raced in Formula 1 in the hands of Stirling Moss. Although both both Peter Boshier Jones and Tony Marsh performed brilliantly as effective opposition it was the Ferguson, and Westbury, at the top of the table at the end of the season. Peter would probably have done the 1965 season in the 4 wheel drive BRM (the car used by Peter Lawson in 1968) but it was still owned by the works and not available for more than the odd outing and demonstration climb. Now an accepted and respected international racing driver, Peter has on more than one occasion indicated that one day before he retires from the sport he would like to make it a hill climb hat trick.

David Good, one of the star turns in the 1970 series, (his frame is being used by Richard Thwaites this year, and his engine by Roy Lane), is stationed on the Continent for a couple of years for business purposes. He has a hill climb history as extensive and exciting as that of Tony Marsh, but has said absolutely nothing about future hill climb plans. However, once he returns to these shores, and reclaims his Chairman-

TABLE 1.

## TOP 3 - 1947 to 1970

FIRST	SECOND	THIRD
1947. Raymond Mays	George Abecassis	Sydney Allard
1948. Raymond Mays	Dennis Poore	Sydney Allard
1949. Sydney Allard	Dennis Poore	Stirling Moss
1950. Dennis Poore	Sydney Allard	
	Ken Wharton	
1951. Ken Wharton	Dennis Poore	Sydney Allard
1952. Ken Wharton	Dennis Poore	Michael Christie
1953. Ken Wharton	Michael Christie	Hon. Edward Greenall
1954. Ken Wharton	Michael Christie	Les Leston
1955. Tony Marsh	Ken Wharton	Michael Christie
1956. Tony Marsh	Michael Christie	Ken Wharton
1957. Tony Marsh	Michael Christie	"Dick" Henderson
1958. David Boshier Jones	Michael Christie	David Good
1959. David Boshier Jones	David Good	Tony Marsh
1960. David Boshier Jones	Arthur Owen	David Good
1961. David Good	Arthur Owen	Tony Marsh
		Mike Hatton
1962. Arthur Owen	Ray Fielding	Tony Marsh
1963. Peter Westbury	Tony Marsh	Peter Boshier Jones
1964. Peter Westbury	Peter Boshier Jones	Tony Marsh
1965. Tony Marsh	Peter Boshier Jones	Peter Meldrum
1966. Tony Marsh	Peter Meldrum	Bryan Eccles
1967. Tony Marsh	Bryan Eccles	Mike Hawley
1968. Peter Lawson	Martin Brain	Sir Nicholas Williamson
1969. David Hepworth	Sir Nicholas Williamson	
	Roy Lane	
1970. Sir Nicholas Williamson	David Hepworth	Mike MacDowel

TABLE 2.

## 1971 ENTRANTS - Past Positions

	70	69	68	67	66	65	64	63
Mrs. Agnes Mickel .....	16=	16	27=		19	8		8=
Gray Mickel .....	16=	14		26=	22=		7	15=
Tony Griffiths .....	5	8	6	12	7	5	4=	11=
Peter Meldrum .....	14=		24		2	3	8	
David Hepworth .....	2	1	7	11	29=	17=		
Mike Hawley .....				3	4	10=		
Spencer Elton .....	11	14=	18=		21			
Malcolm Eaves .....					19=	24=		
Sir Nicholas Williamson .....	1	2=	3	7				
Roy Lane .....	7	2=	4=	17=				
Bob Rose .....	9	23=	20=					
Johny Williamson .....			20=					
Mike MacDowel .....	3	5						
Bob Jennings .....	12	10						
Richard Thwaites .....	8							
Tony Harrison .....	20							
Peter Voigt .....	13							

(N.B. In tables 1 and 2, because of lack of uniformity in the rules over the years all positions below 1st are regarded as drawn when the same number of eligible marks are scored, e.g. in 1970 Roy Lane was 2nd Sir Nicholas Williamson 3rd as far as the prizes were concerned but as they scored the same number of points they are marked 2=).

ship of the Bugatti Owners Club (Prescott) it is difficult to imagine how he will be able to restrain himself from purchasing a championship class machine.

The present hill climb "crowd" are a splendid bunch, and I hope that they will all line up again next year, but the scene will be the finer if and when, any or all, the above join us again.

The "other 3" I would like to mention are Ken Wharton, Mike Christie and Ray Fielding. Ken Wharton was only 40 when he was killed, early in 1957, whilst driving a Ferrari sports car in New Zealand. I am quite certain that had he lived he would have been competing here today — probably not as a Championship contender but more likely providing very

effective competition to his fellow "old timers" Phil Scragg and Reg Phillips in the Shell Leaders. He was the complete motor sportsman, outstanding in all fields from driving tests and mud plugging trials to the BRM team via international rallies and of course the hill climb and sprint scene. For the 1956 Bouley Bay meeting he flew from Bari (Italy) after a Ferrari engagement, competed — making his 7th successive FTD on the hill, then departed in great haste to take his place in the Jaguar team at Le Mans 2 days later. Considering that there is no profit from hill climb participation, Ken Wharton must be regarded as one of the greatest of all hill climb exponents and enthusiasts.

Continued on page 30



Sir Nick Williamson, holder of the hill record and 1970 Champion.

## HILL CLIMB CHAMPIONSHIP—cont.

Michael Christie competed regularly in hill climbs for at least 5 years before appearing in the Top 3. Of all men, with 5 seconds and 2 thirds, he surely deserved to be the Champion at least once? He appeared in hill climbing at a stage when points were awarded in the fastest 10 positions achieved during the normal running of a meeting (the special Championship class did not come until 1957), so that if you had a big enough van then the more cars you took along you could not only attempt to win but also push the opposition back by finishing high up with your back-up machines. Christie was fortunate in that he not only had his own machine but from time to time used the cars of enthusiasts like industrialist Peter Bell, and the famous Rob Walker (he even hill climbed the car with which Moss won the 1958 Argentine G.P.), and on at least one occasion he finished 1st, 2nd and 3rd in a Championship round — but still finished as runner-up at the end of the year.

Ray Fielding was seldom seen at meetings other than the actual Championship rounds, but when you consider that this ex-Midlander lived way up in Forres — near Inverness — his enthusiasm for the sport was considerable, a round trip to Wiscombe was a long way by any standards. Ray's big year could have been 1962 when he bought a BRM — probably the wrong one, but nevertheless he always enjoyed his sport and now competes in vintage events with a pre-war Maserati. However, his retirement from the Championship hill climb scene was not the end of his involvement in the sport for he was very deeply involved in the layout of the magnificent venture at Doune — a

splendid way of putting something back into a sport which has given so much personal pleasure.

We must leave Table 1 and its characters and look at Table 2 — the current batch of Championship entrants. One should not read too much into some of the lowest placings, many are due to perhaps only making the occasional appearance. (This year, for instance, 3 Guernsey drivers and 1 from Jersey registered as entrants, but only 1 — Peter Meldrum — has scored points and none have appeared in mainland events). On the other hand the higher placings are a true reflection of both ability to drive effectively and also to choose suitable machinery for the job in hand.

Gray and Agnes Mickel head the table as they competed in the 1962 Championship, but gained no points. Prior to 1966 only the best 6 drivers in the Championship class gained points, even though 10 were permitted to run and the Mickels suffered as a result. They are typical of many entrants. They have never expected to win the title outright, but have on many occasions put up very competitive times, and always enjoy themselves. In 1969 they offered their car on 2 occasions to Mike MacDowel when his own was damaged so that he could claim vital points whilst they stood by and watched, and were genuinely delighted when Mike achieved times completely out of their range.

Tony Griffiths has competed in more Championship events than any other 1971 entrant, indeed this meeting will be his 91st. His first Championship meeting was Shelsley Walsh in August 1963 using the ex-Phil Scragg BRM (the car which Ray Fielding should have bought —

## QUALIFYING EVENTS FOR THE 1971 SHELL

Qualifying Round No.	1.	2.	3.	4.	5.	6.
Hill ... ..	Prescott	Wiscombe	Barbon	Shelsley	Doune	Bouley Bay
Organising Club ...	B.O.C.	WH&DCC	W.M.C.	M.A.C.	Lothian CC	JMC&LCC
Date of Event ...	2/5/71	16/5/71	22/5/71	13/6/71	20/6/71	22/7/71
Length of Course (Yds.)	1127	1000	890	1000	1564	1011
Record Before Meeting	46.01	40.88	26.00	30.94	47.35	45.26
Held By ... ..	Lawson	Hepworth	Good	Hepworth	McDowell	Marsh
Car ... ..	B.R.M. FF.	Hepworth	McLaren	Hepworth	Brabham	Marsh
New Record ... ..	42.51	40.57	24.55	29.92	—	44.06
Taken By ... ..	Lane	Williamson	Hepworth	Hepworth	—	Hepworth
Weather ... ..	Fine	Fine	Fine	Fine	Damp	Damp
Championship Placing	Lane	Williamson	Hepworth	Hepworth	McDowell	Hepworth
Time and Marks	1 45.21	11 40.57	11 24.55	11 29.92	11 50.52	10 44.06
	McDowell	McDowell	Griffiths	Griffiths	Williamson	Williamson
	2 45.55	10 41.13	9 25.44	10 30.08	10 51.41	9 45.46
	Hepworth	Hepworth	Lane	Williamson	Hepworth	Lane
	3 45.67	9 41.37	8 25.61	9 30.26	9 52.09	8 46.64
	Griffiths	Lane	Thwaites	Lane	Griffiths	Griffiths
	4 46.15	7 41.41	7 25.94	8 30.84	7 52.27	7 46.81
	Rose	Harrison	Rose	McDowell	Thwaites	McDowell
	5 47.04	6 43.36	6 26.77	6 30.86	6 53.46	6 47.06
	Eaves	Thwaites	Eaves	Thwaites	Lane	Thwaites
	6 47.30	5 43.47	5 26.85	5 31.11	5 54.30	5 48.19
	Thwaites	Eaves	Harrison	Rose	Eaves	Hawley
	7 47.35	4 43.87	4 27.23	4 31.45	4 56.51	4 48.24
	Harrison	Williamson J.	Maurice	Eaves	Jennings	Meldrum
	8 48.91	3 44.74	3 28.57	3 31.85	3 57.60	3 48.93
	Williamson J.	Maurice	Dungworth	Harrison	Mickel G.	Cuff
	9 49.00	2 44.85	2 28.65	2 33.03	2 59.40	2 50.57
	Aston	—	—	Elton	Mickel A.	Harrison
	10 50.74	1 —	—	33.12	1 59.91	1 51.21

and would probably have won the 1962 contest). He competed very regularly with this car up to the end of 1965, when it was due to be replaced by a V.8 powered Brabham. Brabhams delivery dates were rather lengthy, so Peter Westbury was commissioned to produce a Ford powered car — result the short wheel base Felday 6. Since the Felday Tony has always used Brabhams — a twin cam 21A, and FVC 30, and the current 35X Repco — surely one of the most fabulous cars ever hill climbed. In 1969 he shared the late Martin Brain's 2 Coopers, both ex-G.P. machines, one powered by 3 litres of BRM and the other by 7.2 litres of Chrysler (Johny Williamson's 1971 car).

Prior to his Championship campaigning Tony graduated via an M.G.A., Healey 3000, Jaguar E type and a single seater Lotus, an 1100 c.c. 18. His cars always absolutely immaculate, and this year Tony is driving with more "fire" than ever before.

Like the Mickels, Tony's "long service" makes him an interesting person to chat to and all 3 are still very enthusiastic about hill climbing with a very pleasant absence of harping back to the "good old days" which one sometimes gets. They have developed with the hill climb scene over the past decade and still find it a challenge and satisfying sport.

The man of the moment is undoubtedly David Hepworth with his famous hill climb car now climbing effectively under the name of the Guyson Sandblast Special (what a headache for the researchers of the Golden Jubilee Year — 1996!) When this car is eventually retired as a serious contender for the Championship I am certain that a careful analysis of

its career will reveal it to be one of the all time greats — but more of that when the time comes, it's quite a way off yet! The Hepworth Championship saga began in 1965 with a pair of real "hairy" motors — both Chevrolet powered — an old G.P. Cooper and an Austin Healey 3000. The ideas, plans and sheer enthusiasm which are so evident today in David were already there then, but few — and certainly not the writer — would have thought that within 5 years he would be very firmly entrenched as the man to try to beat.

Again it is impossible to mention in detail but a few, however even a casual glance at Table 2 must bring forth the very pleasant acknowledgement of the fact the sport is in a very healthy state judging by the number of first time entrants. These people have all competed on the hills in past years, but never before in this contest. There are 2 or 3 others who have not scored points who could be added to the list which means that there are more new recruits joining the Championship circus than there are in the ranks of those withdrawing.

Yorkshireman Malcolm Dungworth's first Championship sorties were in Peter Scott Walter's Brabham Buick (a car previously used by Roy Lane and Jimmy Johnstone) although he has now acquired a rather rare beast, the Harris Chevrolet which was originally built as a circuit racing car. However, once Malcolm gets used to the car and possibly spends many hours in the coming winter "setting it up" for the hills, then here could be an effort to watch.

Continued on page 32

## /R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP

7.	8.	9.	10.	11.	12.	13.
Gt. Auclum	Shelsley	Craigantlet	Gurston	Prescott	Harewood	Doune
H. & B.M.C.	M.A.C.	Ulster A.C.	BARC (SW)	B.O.C.	BARC (Y)	R.S.A.C.
31/7/71	15/8/71	21/8/71	30/8/71	5/9/71	12/9/71	17/9/71
440	1000	1833	1160	1127	1090	1564
18.50	29.92	56.41	32.32	45.21	40.25	47.35
Lane	Hepworth	Nelson	Hepworth	Lane	Williamson	McDowell
Techcraft	Hepworth	Crosslé	Hepworth	McLaren	McLaren	Brabham
18.36	29.64	56.16	—	44.62	—	—
Williamson	Hepworth	Nelson	—	Lane	—	—
Fine	Moist	Fine	Wet	Fine	—	—
Williamson	Hepworth	Griffiths	Hepworth	Lane	—	—
18.36	29.64	56.38	35.05	44.62	—	—
Hepworth	McDowell	McDowell	Williamson	Hepworth	—	—
18.37	30.38	57.02	36.47	44.64	—	—
Lane	Lane	Williamson	McDowell	Williamson	—	—
18.62	30.43	57.06	36.64	44.89	—	—
Griffiths	Griffiths	Harrison	Thwaites	McDowell	—	—
18.67	30.43	62.64	36.84	45.06	—	—
McDowell	Williamson	Mickell G.	Griffiths	Thwaites	—	—
18.79	31.22	64.20	37.06	45.42	—	—
Hawley	Rose	Mickell A.	Hawley	Griffiths	—	—
18.95	31.31	65.28	38.02	45.55	—	—
Thwaites	Thwaites	—	Harrison	Hawley	—	—
19.07	31.49	—	38.63	45.98	—	—
Voigt	Hawley	—	Rose	Rose	—	—
19.61	31.54	—	38.83	46.31	—	—
Elton	Eaves	—	Voigt	Eaves	—	—
19.69	33.61	—	38.99	48.04	—	—
Eaves	Elton	—	Elton	—	—	—
20.08	34.21	—	40.40	—	—	—

## HILL CLIMB CHAMPIONSHIP—cont.

Jack Maurice, Stephen Cuff and more recently David Fyfe have, like Dungworth, all entered this contest on cars with a distinguished hill climb history. Jack Maurice's car was the 1967 Championship winner, the Marsh Special but this car was badly damaged (at Harewood, of all places) and Jack's new car, a Palliser with the engine and gearbox from the Marsh — but only 2 wheel drive, is very definitely one to watch. Stephen Cuff's Swift Ford started life as a Cooper Ford but Bristol Garage owner Ian Swift built it up after a nasty accident at Dyrham Park some years ago into a very effective device — although it must be admitted that it is now getting rather long in the tooth. David Fyfe's car was previously (in 1969 and 1970) campaigned by Bob Jennings and Mike MacDowel with a 2 litre pure racing Climax engine. The Climax unit has returned from whence it came and last winter Roy Lane fitted the car with its present Buick motor for Bob Jennings who has now decided that he wants a change from single seaters and so David has a very well put together car which could certainly take him places once he gets used to it.

With appologies to the great majority, past and present, deserving of a mention let us look at the present Championship series.

Right from the word go it was obvious that the main contenders in 1971 would be David Hepworth, Tony Griffiths, Roy Lane, Sir Nicholas Williamson and Mike MacDowel (the last 4 all with brand new cars). Let us see how it worked out:

### Round 1. Prescott

Prescott is the "home ground" of the Bugattie and Ferrari Owners Clubs, and the hill on which the most RAC Championship events have been run. The leading quintet have all had at least 1 unfortunate outing this season, Sir Nick taking the first turn. He made the 2nd fastest ascent of the class runs only to have his potent little Brabham sidelined in the Championship runs with a broken driveshaft. David Hepworth was the fastest of the "qualifiers" but in the run-off had to give best to Ray Lane and Mike MacDowel but all 3 gained a bonus point. Frank Aston scored his first ever Championship point.

### Round 2. Wiscombe.

At Wiscombe, the pleasant Devonshire hill which sees far fewer meetings on its slopes than a few years ago, brought a new record and sweet recompense for the Prescott incident for Sir Nick, even though his driveshafts were still creating problems. It was Tony Griffiths turn to miss the run off, again after an excellent class run — the trouble in his case being a broken camshaft drive. Jack Maurice scored his first ever Championship points. There were fewer entrants than at Prescott — 12 against 19 — and indeed only 9 runners in the run-off. Martyn Griffiths could have had a run as 12th fastest qualifier — Tony Griffiths and Stephen Cuff retired — but maybe he packed up to go home. Roy Lane lost his overall lead to Mike MacDowel.

### Round 3. Barbon.

Only 10 contestants came to Barbon, so qualification was not necessary. This was Mike MacDowel's unlucky meeting, a broken wishbone in the rear suspension being the culprit this time. Sir Nick was not at the meeting. Record breaking was the order of the day

with no fewer than 4 bonus points — Hepworth, Griffiths, Lane and Thwaites being awarded and David Hepworth headed the table overall at the end of the day. This time it was the turn of Malcolm Dungworth to score his first ever points.

### Round 4. Shelsey Walsh.

Dating back to 1905, Shelsley is the grandad of all the hills (followed by Craigantlet, 1925 and Prescott 1938 — all the rest are of post-war origin). There were 2 main questions on the agenda — could Tony Griffiths (the Midland A.C. Chairman) score his first ever Championship FTD at his "home" hill, and would the "30 second" barrier be broken at last? Griffiths was 2nd fastest, oh so close at 30.08 sec., but David Hepworth actually did it with a resounding 29.92 secs. This was 36 years after the "40 second" barrier was broken — by Raymond Mays in his ERA.

### Round 5. Doune.

For the first time this season a wet meeting prevented bonus scores. In its brief history the June Doune has always been dry and the September meeting wet, so perhaps the final round next Sunday will be fine and produce a new record. Mike MacDowel won his 3rd consecutive Championship Doune, and this was his first overall win with the Palliser. As at Barbon there was no need to qualify as only 10 entrants attended. Overall David Hepworth was still firmly in command, Roy Lane was still 2nd, Tony Griffiths and Mike MacDowel were swapping places and Sir Nick slowly catching up. Richard Thwaites, not only at Doune but elsewhere was just behind the leaders along with Malcolm Eaves who was back on the hills after a 3 year break and thoroughly enjoying himself in the self prepared Brabham Buick.

### Round 6. Bouley Bay.

Twelve contestants travelled over to Jersey for the Bouley Bay round which is traditionally held on a Thursday, early closing day. The record for the steep, twisting hill dated way back to 1967 when Tony Marsh recorded 45.26 secs. David Hepworth simply walked away with the event and his record breaking ascent placed him 1.40 sec. ahead of Sir Nick, the runner-up — the largest 1—2 margin of the season. This event also saw a most welcome return to Championship hill climbing by Mike Hawley after a 3 year break. He is "playing himself back into the game" this season, but I feel sure that in any pre-season appraisal for 1972 he will have to be regarded as a serious contender. A glance at the Harewood Records page in this programme will reveal that a certain Peter Meldrum did a lot of winning here in 1965/6 — indeed he made 7 FTD's in 7 consecutive appearances. He is now a Jersey resident and has made no mainland appearances this year, but picked up his customary few points on his home ground with his highly individual 4 wheel drive device.

### Round 7. Great Auclum.

This Berkshire hill is by far the shortest in the schedule of events, running to only 440 yards which means that a close competition is more or less guaranteed and one cannot get much closer than the 0.01 sec. which separated Sir Nick and David Hepworth (in Sir Nick's favour) at the end of the day. This result put Sir Nick ahead of both Griffiths and MacDowel for the first time in the overall results.



**Round 8. Shelsley Walsh.**

Back again to Shelsley, and again the star of the meeting was David Hepworth, he proceeded to get below the 30 sec. barrier on both his Championship runs and each time well below his own record of 29.92 secs., his times being 29.64 and 29.69 secs. He surely deserved 2 bonus points for this! One of the mechanical surprises of the meeting was that the 3 litre Repco unit in the MacDowel Palliser had "grown" to a very useful 4.2 litres, indeed the 2nd place in the run-off must have been ample reward for the hard work of the previous fortnight. With all the big 5 litre brass about Sir Nick did well to snatch 5th place on this sheer "power" hill which enabled Mike MacDowel to slip past him in the overall standings although Sir Nick still had an event in hand on him.

**Round 9. Craigtlet.**

Last year Ulsterman Brian Nelson, a circuit racer and not a hill climb championship contender, beat all the Shell/RAC lads. Your scribe was most anxious to get the results on the day the meeting was held so he phoned the sports desk of the Belfast Newsletter and the only early "gen" he could get was that "An Ulster driver has beaten all the English drivers again". Indeed Nelson had achieved a new record. The most happy man of the meeting must have been Tony Griffiths who won his first ever run-off with a time which also beat the standing record. With the old maxim of success breeding success let us hope that Tony is poised for his long overdue overall FTD at a Championship meeting. It was a miserable day for both David Hepworth and Roy Lane. David crashed in practice and Roy, who was a very last minute entrant, offered to share his car with David. However, a broken drive shaft with Roy at the wheel meant that neither driver got any points. Nelson was fortunate that a new rule had been inserted into the Championship format this year permitting a driver who was fastest after the class runs but not a Championship entrant to run with the Shell/RAC boys and try to maintain his overall advantage, but not affecting the scoring issue. It was on these additional runs that Nelson made his fastest climb!

**Round 10. Guston Down.**

Gurston Down, the pride of the B.A.R.C. South Western Centre was included in the Championship for the first time this year on August Bank Holiday Monday. All the "Circus" were there striving for points but very unfortunately, just as the up to 1,600 c.c. Racing Cars were in their first Class Run it started to rain heavily and the track stayed wet right through the second class runs. As a result Roy Lane did not even manage to qualify for the top ten Championship runs.

David Hepworth who had had a most hectic week since his crash at Craigtlet was the hero of the

day. David started stripping down his damaged car on the boat back from Belfast, worked on it almost night and day during the week, took f.t.d. at the new Cadwell Hill Climb on the Sunday and then drove down to Gurston, much the worse for wear. However, he demonstrated his, and the Hepworth's ability on slippery surfaces to dominate the Championship Runs finishing 1.4 seconds ahead of Sir Nick and 1 point better off almost to clinch the 1971 title.

**Round 11. Prescott.**

Prescott has not always been the happiest of hunting grounds for either David Hepworth nor Sir Nick Williamson, the two people most in contention for the title and this year proved to be no exception. The meeting was run off in perfect weather conditions but Roy Lane managed to lead David and Nick home. Mind you all three of them as well as Mike McDowell got below the existing record of 45.21, which was set by Roy Lane in May, so no one could be accused of hanging about.

Drama was introduced in the first Championship run when the "Belting Bart" lost it at Ettore's Bend and spun, fortunately without damage. Poor Malcolm Dungworth was not so fortunate, breaking an upright during practice and tearing off the rear suspension on the Harris. As a result David Hepworth now can not be overtaken and must win his second Shell/R.A.C. British Hill Climb Championship title.

**Positions at Start of this Meeting**

	A	B	C
1. D. Hepworth (5.0 Guyson Sandblast Spl.)	8	9	83
2. Sir N. Williamson (1.8 Brabham BT35)	8	8	75
3. R. T. Lane (5.5 McLaren M.10B)	8	7	69
4. M. McDowell (4.2 PalliserWDA4)	8	6	69
5. A. B. Griffiths (5.0 Brabham BT35)	8	7	66
6. R. Thwaites (5.0 McLaren M.10B)	8	4	46
7. R. Rose (5.0 McLaren M10B)	6	—	27
8. A. Harrison (7.0 McLaren M.12)	7	—	27
9. M. J. Eaves (3.5 Brabham BT21C)	8	1	26
10. M. J. Hawley (1.6 Brabham (BT35)	5	—	21
11. R. G. Mickel (3.5 Techcraft)	2	—	8
12. Mrs. A. Mickel (3.5 Techcraft)	2	—	6
13. J. T. Williamson (7.0 Cooper T81B)	2	—	5
J. Maurice (4.2 Marsh)	2	—	5
P. E. Voigt (1.0 Ginetta G.17)	2	—	5
N. S. Elton (1.6 Brabham BT21C)	4	—	5
17. R. D. Jennings (3.5 Brabham BT30X)	1	—	3
P. H. Meldrum (1.8 P.R.2)	1	—	3
19. S. Cuff (4.7 Swift Ford)	1	—	2
G. M. Dungworth (3.5 Brabham BT14/21)	1	—	2
21. F. K. Aston (1.3 Landar R.7)	1	—	1

A=No. of events in which points scored.

B=Lowest Mark next to be discarded.

C= Marks for 8 Events including Prescott 5/9/71.

**OUR NEXT EVENT —**

**Olivers Mount, Scarborough**

**CASTROL TROPHY HILL CLIMB**

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## THE LEADERS CHAMPIONSHIP

The Shell/R.A.C. British Hill Climb Championship is for the outright fastest competitor up the hills in any type of car and, in consequence, is confined to those few competitors with ultra fast machinery, normally in the large single-seater class.

Seeking to cater for the ordinary club enthusiast with a more conventional type of car Shell introduced in 1970 the "Shell Leaders" Championship which is based upon the same qualifying hills as the major Championships but which seeks to equate performances between the different types of cars.

The plot is simple, competitors run in the classes arranged for each individual meeting and gain points depending upon their position in the class. The fastest in class gets five marks down to one mark for the fifth fastest. Any competitors who break the class record get an extra bonus mark. Like the Shell/R.A.C. marks can only be claimed from eight of the thirteen rounds so all the current leaders have to drop marks before they can claim scores this afternoon.

"Spotty" Smith has already reached a position where he can not be beaten but Roger Willoughby could draw level, or even overtake Chris Cramer for second spot this afternoon.

### Positions at the Start of this Meeting

#### THE SHELL LEADERS' HILL CLIMB CHAMPIONSHIP

	A	B
1. Spotty Smith (No. 50 Class 8) .....	5	44
2. Chris Cramer (No. 77 Class 14) .....	4	38
3. Roger Willoughby (No. 104 Class 16) .....	2	36
4. Reg Phillips (No. 85 Class 15) .....	3	34
5. John Davies (No. 32 Class 5) .....	—	28
6. Steve Riley (Not Here) .....	—	23
7. Tony Lambert (No. 75 Class 14) .....	2	23
8. Ian Smillie (No. 109 Class 17) .....	—	21
9. Tom Elton (Not Here) .....	—	20
10. Gordon Davies (Not Here) .....	—	19
Colin Myles (No. 90 Class 16a) .....	—	19
Brian Alexander (No. 80 Class 15) .....	—	19

- A. Lowest Mark to be discarded before scoring today.
- B. Marks for 8 events including Prescott 5/9/71.

Other competitors in the "Leaders" here today -  
 139 Ian Beardsley, 26 Alex Boyle, 106 Mrs. Terry Dunn,  
 18 Mike Flather, 78 Jeff Hill, 62 Sandy Hutcheon, 111  
 John McCartney, 16 John Pascoe, 86 Phil Scragg,  
 79 John Stuart.



"Spotty" Smith with his "Shell Leader's" T.V.R. and his road going? G.T.40.



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

THE FOLLOWING COMPETITORS HAVE EN

**Class**

No.	Name	Car	Class	Marks	Bogey	1st Run	2nd Run	Low Imp.	New Score	Total
7.	Graham Brooks	Ford Escort GT	1	35.88	59.09				—	
8.	Robert Speak	Ford Escort	1	52.52	59.89				7.50	
9.	Richard White	Ford Escort Mexico	2	53.39	57.20				4.57	
10.	Jim Thomson	Vauxhall Viva GT	2	63.24	57.20				7.84	
16.	John Pascoe	B. L. Cooper S	3	46.61	55.78				5.50	
17.	Clive Harrison	B.L. Cooper S	3	24.94	55.78				—	
18.	Mike Flather	B.L. Cooper S	3	50.01	55.78				6.34	
19.	Nicky Porter	B.L. Cooper S	3	56.66	55.78				7.06	
29.	Alex Boyle	B.L. Cooper S	4	42.59	54.26				5.47	
27.	Gordon Brookes	B.L. Mini	4	27.80	54.26				—	
31.	Mike Beckett	Ford Anglia T.C.	5	18.47	53.18				—	
32.	John Davies	B.L. Cooper S	5	28.45	53.18				—	
33.	Ed Spencer	B.L. Cooper S	5	34.99	53.18				3.77	
36.	Jonathan Lawton	Austin Healey Sprite	6	2.20	57.46				—	
38.	Bob Cartledge	M.G. Midget	6	27.49	57.46				2.12	
39.	Peter Davey	Austin Healey Sprite	6	8.19	57.46				—	
40.	Miss Pat Hopkinson	Austin Healey Sprite	6	34.12	57.46				—	
41.	Chris Seaman	M.G. Midget	6	60.84	57.46				7.72	
45.	Loll Ryan	Morgan Family Four	7	1.78	53.26				—	
50.	Spotty Smith	T.V.R. Tuscan	8	56.50	54.20				6.47	
55.	Fred Cliffe	Jaguar "E" Type	10	7.36	54.43				—	
57.	Mike Thomas	Paola GT B.L.	11	18.56	55.08				—	
59.	Tim Hayton	Mini Marcos B.L.	11	10.45	55.08				—	
61.	John Barratt	Merlyn Mk. 6 Ford	12	32.88	53.45				1.64	
62.	Sandy Hutcheon	Landar R.7 B.L.	12	7.81	53.45				—	
63.	Scott Robinson	Mallock U.2 Ford	13	36.76	53.93				3.81	
64.	Jim Robinson	Mallock U.2 Ford	13	48.58	53.93				3.85	
69.	Joe Ward	Ward Ford Mk. 4	13	14.12	53.93				—	
70.	Mervyn Bartram	Moss Chevron B2 Ford	13	56.01	53.93				5.58	
71.	Richard Jones	Mallock U.2 Ford	13	58.11	53.93				5.06	
72.	Bill Morris	Mallock U.2 TC	14	22.93	53.18				—	
73.	David Morris	Mallock U.2 TC	14	39.62	53.18				—	
74.	Richard Evans	Mallock U.2 TC	14	30.44	53.18				1.41	
75.	Tony Lambert	Ginetta G.4 Ford	14	28.53	53.18				1.05	
76.	Trevor Smith	Daren Gp. 7 FVA	14	54.64	53.18				7.16	
77.	Chris Cramer	Terrapin Mk. 5 S/R B.L.	14	50.73	53.18				5.25	
78.	Jeff Hill	Mallock U.2 TC	14	23.57	53.18				—	
80.	Brian Alexander	Ginetta G.16 Olds.	15	22.89	50.55				—	
82.	George Tatham	Brabham BT17 Chev	15	8.45	50.55				—	
83.	Chippy Stross	Chevron B.8 BMW	15	16.55	50.55				—	
84.	Jim Thomson	Chevron B.8 BMW	15	16.90	50.55				—	
89.	Bob Bingley	T.V.R. 1800S	7	4.40	53.26				—	
95.	Leslie Stone	Cooper Mk. 7 Imp	16	4.32	51.50				—	
101.	George Valente	Mamba Mk. 1 B.L.	16	3.35	51.50				—	

# CLIMB CHAMPIONSHIP

RED THE SATURDAY AFTERNOON EVENT

Runs



No.	Name	Car	Class	Mark	1st Bogey Run	2nd Run	Low Imp. Score	New Total
102.	Mike Allan	Ecosse Imp	16	29.93	51.50		2.87	
103.	Allan Staniforth	Terrapin Min Mk 1 B.L.	16	16.56	51.50			
105.	Peter Voigt	Ginetta G.17 Imp	16	46.55	51.50			
108.	Colin Barrow	Brabham BT21C Ford	17	9.08	51.48			
110.	Peter Varley	Brabham BT21C Ford	17	23.50	51.48			
130.	Richard Thwaites	Packmail McLaren	18	46.16	48.25		1.97	
135.	David Hepworth	Guyson Sandblast Spl	18	49.12	48.25			
137.	John Walker	Jaguar "E" Type	10	12.32	54.43			
139.	Mrs. Maggie Chadwick	Ford Escort TC	3	0.00	55.78			
140.	Ian Beardsley	Mallock U.2 Ford	13	0.61	53.93			
141.	Mrs. Jacky Jackson	B.L. Cooper	1	1.90	59.09			
142.	Alex Jackson	B.L. Cooper	1	18.86	59.05			
143.	Richard Jackson	Sunbeam Rally Imp	3	0.00	55.78			
144.	Ian Harper	B.L. Cooper S	3	7.13	55.78			
145.	John Hawley	M.G. Midget	6	25.43	57.46			
146.	Frank Aston	Landar R.7 B.L.	12	51.14	53.45		3.68	
147.	John Meredith	B.L. Cooper	1	36.59	59.09			

Low Mark indicates that a competitor has completed 7 or more rounds and has to deduct his lowest score shown from his previous total marks when adding points scored today.

## CHAMPIONSHIP TOP TEN

Champ. Pos'n	After Class	No. Runs	Name	Bogey Time	1st Run	2nd Run	Improvem't
10.							
9.							
8.							
7.							
6.							
5.							
4.							
3.							
2.							
1.							



# ABOUT THE B.A.R.C.



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

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

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

The B.A.R.C. is fast becoming the National Hill Climb Club with meetings at Harewood and Scarborough organised by the Yorkshire Centre. At Gurston Down run by the South-Western Centre, Pontypool Park under the wing of the South Wales Centre and Firle where the South Eastern Centre play host. In 1968 the Club organised a Hill Climb Championship which was so successful in its first year that Castrol Ltd., became a sponsor in 1969 and they are continuing in 1972.

In addition to the full programme of events organised by the Yorkshire Centre, members can compete in all main club events offering over 40 race meetings this season and all competitions run by the other centres. The B.A.R.C. are also invited to take part in most of the worth-while events run by other clubs. This year this means over 150 B.A.R.C. events and 300 invitation events.

In addition we have the usual "Club Night" mid-week events which include a Harewood Hill Climb Practice Night, Autocross, Production Car Trial, Driving Tests, etc. and our winter programme of social events, quizzes, talks and film shows.

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

Dates for our remaining 1971 Speed Events are :-  
Sun. 26 Sep. — Scarborough National Hill Climb  
Sun. 17 Oct. — Croft Race Meeting

Dates for our 1972 Speed Events are :-  
Sun. 23 Apr. — Harewood "Spring National" Hill Climb  
Sun. 7 May — Croft Race Meeting  
Sun. 21 May — Harewood "Members" Hill Climb  
Sun. 28 May — Croft Race Meeting  
Sun. 25 Jun. — Harewood "Montague Burton" Hill Climb  
Sat. 8 Jul. — Croft International Race Meeting  
Sun. 16 Jul. — Cadwell International Race Meeting  
Sun. 23 Jul. — Harewood Vintage & Novices' Meeting  
Sun. 6 Aug. — Croft Race Meeting  
Sun. 10 Sep. — Harewood "Championship" Hill Climb  
Sun. 24 Sep. — Scarborough National Hill Climb  
Sun. 22 Oct. — Croft Race Meeting

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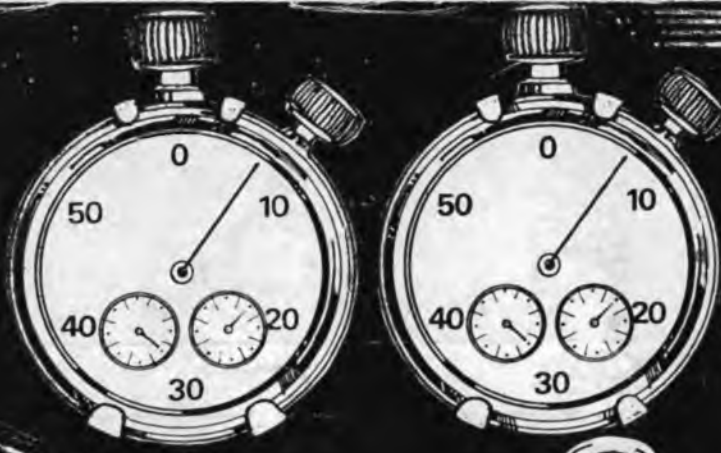


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