

HAREWOOD

HILL CLIMB

STOCKTON FARM

HAREWOOD AVENUE

Nr. LEEDS

OFFICIAL PROGRAMME

10p

MONTAGUE BURTON TROPHY

27 JUNE 1971

Castrol B.A.R.C

Hill-climb

championship



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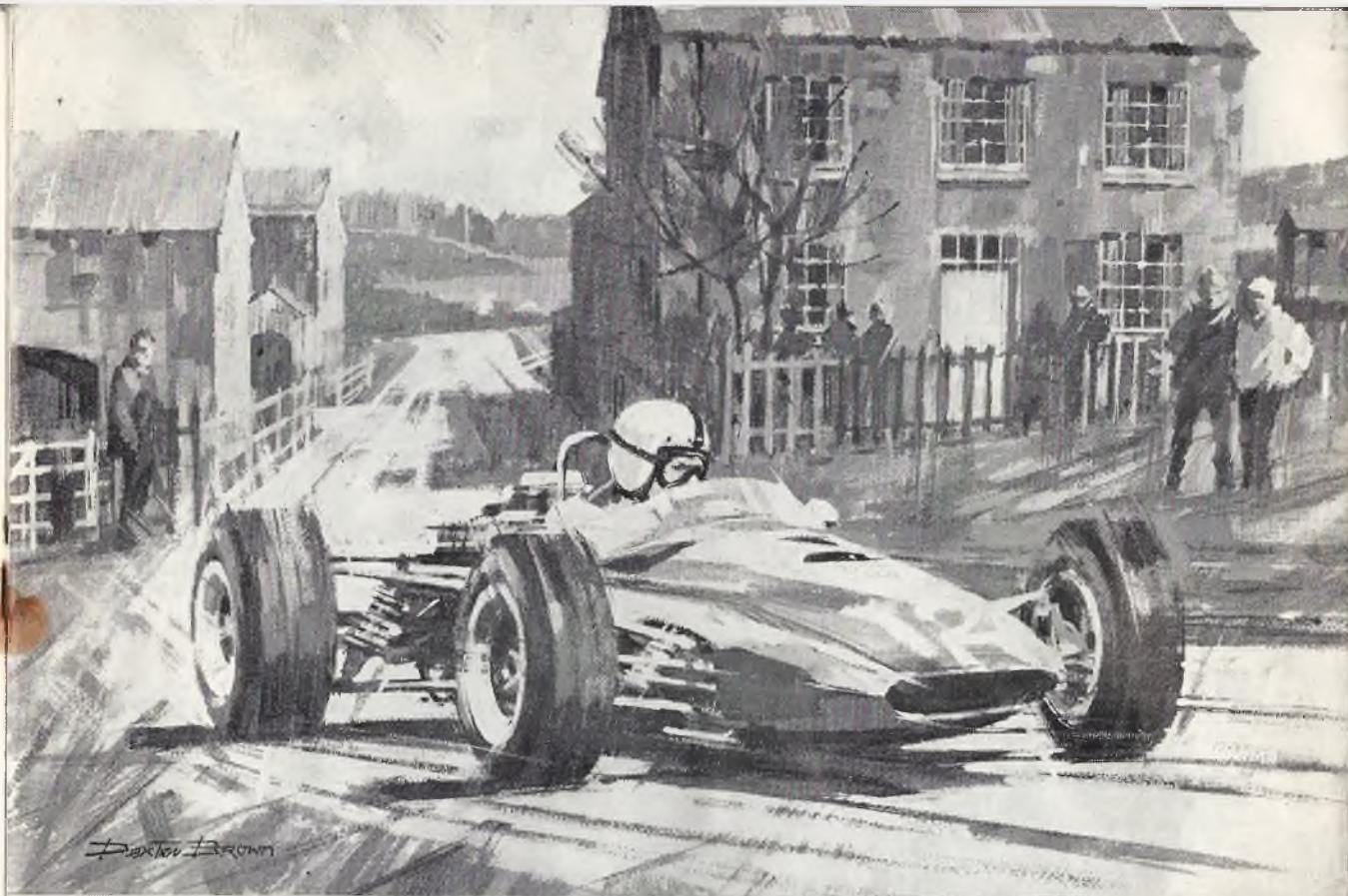
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The British Automobile Racing Club Ltd.

WELCOME YOU TO

**THE MONTAGUE BURTON TROPHY
NATIONAL HILL CLIMB**

INCORPORATING THE
SIXTH ROUND OF THE CASTROL/B.A.R.C. HILL CLIMB CHAMPIONSHIP

R.A.C. Permit No. RS/7135

SUNDAY 27th JUNE 1971

HELD AT STOCKTON FARM, HAREWOOD, LEEDS

by kind permission of Arnold Burton, Esq.

WARNING TO THE PUBLIC

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

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

DOGS ARE NOT ALLOWED AT THE HILL CLIMB.

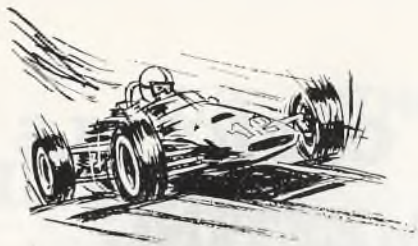
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RAMBLINGS

We welcome you to the Harewood Hill Climb this afternoon and hope that after the dismal June we have had to date that the weather is kind.

Many of you will have been to Harewood before, but today we expect that there will be a goodly number of you who are paying your first visit, attracted by the displays and exhibitions other than the Hill Climb itself.

If you are new to hill climbing you may well ask what is it that attracts one hundred and thirty five competitors to descend upon a Wharfedale farm from all over the country just to drive up a narrow twisting hill road for about 100 seconds. It is not like motor racing where the plot is obvious to everyone, to pass the bloke in front and keep in front until the flag falls, there is not big money to be won, nor fame and fortune, you pay dearly for your sport, travel up to 400 miles with an expensively prepared motor car and get three or four practice runs and a couple of timed runs — so why do they do it?

A parallel can be drawn in the dedicated bunch of athletes who rise at ungodly hours each morning and train for long periods each day to take part in 100 yard dashes, months of effort all over in under 10 seconds. Something of the same spirit pervades the Hill Climb competitors.

When you sit on the hillside and watch a car coming up the hill it does not look particularly fast or exciting but if you were in the driving seat, and really trying, you would find a different story. In a competition like this where everyone is on his own trying to beat the clock every little bit of those forty plus seconds from top to bottom is vitally important. The start must be just right, the car must be placed to an inch for every kink in the course, each gear change must be perfectly timed. The top drivers say that a record breaking, or near record breaking climb of a forty second hill is more exhausting than a twenty lap race.



The "Montague Burton Trophy" to be won by the fastest driver this afternoon.

So there you have the competitive satisfaction, but there is another, equally important aspect. Hill Climbing is still a truly amateur branch of motor sport. In this day and age when amateur is almost a dirty word in some circles — we will say that out loud again — Hill Climbing is still a truly amateur branch of motor sport. As a result, Hill Climbers are a nice bunch of blokes, and girls. At every meeting there are examples typified in someone who is leading in a Championship, lending his car to his greatest rival who has broken his own mount.

Cars for the hill climb are grouped into classes to provide fairly even sport within each class. Some of the classes are made up of near standard road cars, others are for more highly modified vehicles whilst other people have opted for out and out competition vehicles. Hill Climbing is still the happy hunting ground of the Special Builder, the man who puts his own car together from a collection of bits. They may only drive for less than five minutes at a meeting but goodness only knows how many hours they spend lovingly preparing and modifying their cars, trying to knock off another elusive 0.1 of a second to beat their great rival.

The meeting starts off calmly, everyone gets two Class Runs up the hill electronically timed in hundredths of a second. The tempo hots up during the second runs and later at the end of the afternoon the fastest people get their chance for supreme effort in the Championship and Top Ten run offs.

This afternoon is a round of the Castrol/B.A.R.C. Hill Climb Championship. This is based on a series of eleven events throughout the season and is fully described later in the programme. Sufficient to say that the spirit of competition and friendship built up in this particular competition is reward enough for the effort put in.

That is what Hill Climbing is about for the converted and the dedicated. If you are neither, we hope you have an enjoyable afternoon and find our other attractions to your liking.





OFFICIALS OF THE MEETING

STEWARDS

Appointed by the R.A.C. Ed. Harris
 Appointed by the B.A.R.C. A. J. Burton, E. D. Clark,
 H. M. Sinclair

OFFICIALS

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 Deputy Clerks of the Course J. M. Holroyd,
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 Chief Observer A. J. Hodgetts
 Deputy Chief Observer J. R. Hardcastle
 Chief Medical Officer Dr. J. Clegg
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 Deputy Paddock Marshal R. G. Hooper
 Chief Car Park & Admissions D. N. Townsend
 Deputy Admission Marshal D. J. C. Pick
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 I Pokard, G. L. Thompson
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 Porteus, A. A. Pritchard, D. B. Marsden, M. M. English,
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 D. M. Dalrymple.
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 B. N. Marsden, A. Steel, P. R. Telford, G. T. Brady,

G. R. Coupe, P. S. Marshall, R. S. Elmitt, J. T. Simons,
 J. R. North, Mrs. J. E. North, Mrs. J. Porteus, E.
 Blackburn, A. S. Duckworth, E. G. B. Knights, D. J. B.
 Speet, R. Cowgill, F. Glynn, P. Simms, H. Boulton,
 G. Gaunt, M. S. Jennings, R. Pollitt, G. P. Turner,
 D. B. Baugh, C. Gatenby, A. Hill, J. M. Tyas, Mrs. J. M.
 Tyas, J. C. Wood, I. Hill, R. Jackson, H. Mellor, D. A.
 Naylor, A. I. Parkin, R. V. Smith.

Paddock Marshals :

J. M. Stavely, Miss J. Jones, P. H. Jones.

Junior Members :

C. Doughty, A. Joy, J. Rawlings, K. Rawlings, R.
 Sayner, I. Senior.

Paddock Entrance Gate :

R. F. Chesterman, Miss J. S. Lee.

Admission & Car Parks :

B. Goddard & Party, G. Duxbury and Harewood
 Estate Party.

Programme Sales :

Mrs. M. Chesterman, D. Hardy & Bramham Scouts,
 M. Peterson & Girls from Samantha Promotions.

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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THE OTHER ATTRACTIONS

The "Montague Burton Trophy" Meeting is our annual Summer National meeting where, in addition to the mass of hill climb cars and drivers, we try to provide attractions for the rest of the family.

This afternoon we have got together quite a collection of extra attractions and sideshows, some of which will hold up the hill climb whilst others are going on all the time. These attractions are varied and described below.

Aerobatic Display

This afternoon you are going to be entertained by one of the most astonishing veterans of the aviation world, 70 year old Squadron Leader Neville Browning. S/Ldr. Browning is perhaps better known as "The Flying Farmer" and started his long and distinguished flying career during World War One.

He holds one of the first commercial pilot's licences issued in Britain when his aircraft was a war surplus Sopwith which he bought for the magnificent sum of £5. In the barnstorming days of the twenties Neville Browning took part in flying "Circus" and displays all over the Country and he was for a time an instructor at the Hearts and Essex Aero Club at Stapleford.

This afternoon he will be flying his 8 year old Czech-built Zlynn, a training aircraft much beloved of the aerobatic fraternity. His favourite manoeuvre is flying upside down and this afternoon you are going to have a treat as from the top of the hill it is almost certain that you will be able to look down upon the underside of his aircraft.

S/Ldr. Browning operates a large farm in Essex and once when asked why he liked flying upside down, he replied, that he liked it better because he could see the crops in the middle of the fields clearly.

He will take off from Sherburn and will be over Harewood for his display around 2-45 p.m. During his performance the Commentary will be given by S/Ldr. J. Cole from R.A.F. Church Fenton.

Sailplane Aerobatics

Around 4-00 p.m. flying of a different sort will steal the limelight when Chris Riddell, one of the most experienced sailplane pilots in this part of the country comes over to treat us to a completely silent display. Chris's own sailplane is currently more for long distance endurance flying and is not licensed for some of the more exciting aerobatic manoeuvres so he hopes to be in a borrowed, fully-aerobatic craft. Even if something goes wrong and he has to use his own, less suitable machine we can promise you a new experience in aviation displays.

Chris is towed off from Rufforth near York and will drop his tow over Harewood at around 2,000 feet. At the end of the display he will land in the field beyond the start and later when he is towed back up the course you will have a chance to give him a big clap.

Punch & Judy Shows

Ever popular with young and old alike, the traditional Punch & Judy show will be staged three times during the afternoon in a quiet section of the Hillside Car Park. Our Punch & Judy man is Mr. Stan Leo of Leeds, a very accomplished P. & J. performer but equally versatile in Magic with which he rounds off each performance.

Gavioli Organ

Another popular feature are the magnificent restored "Feast Organs" and "Street Organs". Mr. William Cole of Lawnswood has restored a splendid example of the Gavioli Organ and will be playing selections through the afternoon in the Hillside Enclosure.

Concours d' Elegance

At around 1-00 p.m. a splendid collection of Veteran Vintage and Post Vintage Thoroughbred Cars and some Historic Commercial Vehicles will assemble in a roped-off enclosure behind the main Catering Tent. At 3-45 p.m. these vehicles will be judged in classes and later in the afternoon some of them will be making a trip down and back up the hill again before the Championship Run Off.

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 — 1st Class Runs.
- 1-30 p.m. Gavioli Organ Concerts commence in Hillside Car Park.
- 2-00 p.m. Punch & Judy Show in Hillside Car Park.
- 2-30 p.m. Second Class Runs commence.
- 2-45 p.m. Aerobatic Display by Neville Browning "The Flying Farmer".
- 2-55 p.m. Second Class Runs continue.
- 3-15 p.m. Punch & Judy Show in Hillside Car Park.
- 3-45 p.m. Judging of Vehicle Concours d' Elegance.
- 4-00 p.m. Sailplane Aerobatics by Chris Riddell.
- 4-15 p.m. Second Class Runs continue.
- 4-30 p.m. Punch & Judy Show in Hillside Car Park.
- 4-40 p.m. Parade of Concours cars up the hill.
- 4-45 p.m. The "Top Ten" & Championship Runs.
- 5-15 p.m. Presentation of Awards in Paddock.

(1-MINUTE FROM M.1)

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NOTICES



JURISDICTION

This Meeting is held under the General Competition Rules of the Royal Automobile Club, the Standing Supplementary Regulations of the R.A.C. and the Additional Supplementary Regulations and Instructions of the Yorkshire Centre of the British Automobile Racing Club Ltd., under R.A.C. Permit No. RS/7135.

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

Details of B.A.R.C. Yorkshire Speed Events for the 1971 Season are:-

Harewood Hill Climb

Sunday 25 Apr — "Spring National" Speedclimb.
(Qualifying Round "Castrol/B.A.R.C." Hill Climb Championship).

Sunday 23 May — "Members" Speedclimb.

Sunday 27 Jun — "Montague Burton" Speedclimb.
(Qualifying Round "Castrol/B.A.R.C." Hill Climb Championship).

Sunday 25 Jul — "Vintage & Novices" Speedclimb.

Sunday 12 Sep — "Championship" Speedclimb.

Qualifying Round "Shell/R.A.C." Hill Climb Championship).

Scarborough Hill Climb

Sunday 26 Sep — "Castrol Trophy" Speedclimb.

Croft Race Meetings

Sunday 9 May — "Spring" Meeting.

Sunday 30 May — "Spring Bank Holiday" Meeting.

Saturday 10 Jul — "Guards Trophy" International.

Sunday 8 Aug — "Championship" Meeting.

Sunday 17 Oct — "End of Season" 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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AT ...

David James of Shipley



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

ORDER OF ASCENT

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

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

THE CASTROL/B.A.R.C. CHAMPIONSHIP RUNS

THE "TOP TEN" RUN-OFF

PRESENTATION OF AWARDS

★ After a competition number denotes a reserve entry.

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

Bogey — 59.09

Record : R. Speak (Ford Escort) 25/4/71 — 50.68

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
1.	Mrs. Jacky Jackson	B.L. Mini		998	Leeds			
2.	Alex Jackson	B.L. Mini		998	Leeds			
3.	Paul Adelman	B.L. Mini		1030	Leeds			
4.	Dave Abram	Sunbeam Imp Sport		900	Bolton			
5.	Keith Hardy	B.L. Cooper		998	Scarborough			
6.	Peter Dolan	B.L. Cooper		997	Beverley			
7.	Ian Hardy	B.L. Mini		998	Leeds			
8.	Graham Brooks	Ford Escort G.T.		1300	Oswaldtwistle			
9.	Robert Speak	Ford Escort		1298	Sabden			

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

Bogey — 57.20

Record : J. F. Thomson (Vauxhall Viva GT) 25/4/71 — 48.60

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
10.	Malcolm Rogerson	Ford Cortina 1600E		1600	Leeds			
11.	Tom Tannant	Ford Cortina G.T.		1540	Stanley			
12.	Richard White	Ford Mexico		1598	Colne			
13.	Jim Thomson	Vauxhall Viva GT		1975	Timble			

Entrant : W. B. Blydenstein

Class 3. — TOURING CARS SPECIAL SERIES

Bogey — 55.78

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
129.★	Peter Ormerod	Ford Escort TC		1558	Honley			
14.	Barry Spinks	B.L. Cooper S		1328	Leeds			
15.	Howard White	B.L. Cooper S		1328	Leeds			
16.	David Whitham	B.L. Cooper S		1275	Sheffield			
17.	Norman Lewtas	Ford Escort TC		1558	Grindleford			
18.	Francis Ferris	Ford Escort TC		1594	Cardiff			
19.	Bobby Fryers	B.L. Cooper S		1275	Keighley			
20.	Richard Jackson	Sunbeam Rally Imp		998	Leeds			
21.	Alex Boyle	B.L. Cooper S		1071	London			
22.	John Pascoe	B.L. Cooper S		1328	Blackwood, Mon.			
23.	Andrew Frost	B.L. Cooper S		1275	Scarborough			
24.	Gordon Chippindale	B.L. Mini Clubman		1275	Rawdon			
25.	Clive Harrison	B.L. Cooper S		1328	Darlington			
26.	Mike Flather	B.L. Cooper S		1293	Droitwich			
27.	Nicky Porter	B.L. Cooper S		1328	W. Auckland			

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

Bogey 54.26

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
28.	Brian Frank	B.L. Cooper		998	Harrogate			
29.	Brian Bettridge	B.L. Cooper		998	Harrogate			
30.	Stuart Sutcliffe	B.L. Mini		998	Keighley			
31.	Phil Gill	B.L. Mini		999	Derby			
32.	Peter Beadman	B.L. Mini		999	Coalville			

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

Bogey — 53.18

Record: C. F. Cramer (B.L. Cooper S) 19/4/70 — 45.18

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
33.	Morris Carhart	Ford Anglia		1500	Keighley			
34.	John Carhart	Ford Anglia		1500	Keighley			
35.	John Bradley	B.L. Mini		1098	Silkstone			
36.	Mike Beckett	Ford Anglia TC		1760	Sheffield			
37.	Nigel Garland	B.L. Cooper S		1293	Spetchley			
38.	Edward Spencer	B.L. Cooper S		1330	Leeds			
39.	John Davies	B.L. Cooper S		1293	Broadway			

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

Bogey — 57.46

Record : C. G. Seaman (M.G. Midget) 13/9/70 — 49.46

Merged with

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

Bogey 55.82

Record : J. C. Northcroft (M.G. Midget) 17/8/69 — 47.82

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
130.★	Alastair Naylor	M.G. T.C.		1250	Burley-in-Wfdl			
123.★	Russell Earnshaw	M.G. Midget		1098	Huddersfield			
40.	John Baker-Courtney	M.G. Midget		1098	Blackburn			
41.	Jonathan Lawton	Austin Healey Sprite		1098	Entwistle			
42.	Dennis Liversidge	Triumph Spitfire		1296	Huddersfield			
43.	Ian Scott	Austin Healey Sprite		1275	Ilkley			
44.	Mick Merrills	Austin Healey Sprite		1275	Retford			
45.	Bob Cartledge	M.G. Midget	s/c	1098	Dronfield			
46.	Miss Pat Hopkinson	Austin Healey Sprite		1275	Sheffield			
47.	Chris Seaman	M.G. Midget		1293	Sheffield			
Entrant: Towmaster Towing Equipment								
48.	John Bury	M.G. Midget		1300	Blackburn			
49.	Donald McWhannell	M.G. Midget		1293	Southampton			

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

Bogey — 53.26

Record : J. W. Goodliff (Lotus Elan) 28/6/70 — 45.26

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
128.★	Richard Shardlow	Porsche 911S		2200	Sheffield			
50.	Loll Ryan	Morgan Family Four		1558	York			
51.	Tony Simpson	Triumph T.R.5		2498	Rawdon			
52.	Bill Waterhouse	Lotus Elan SE		1558	Shipley			
53.	John Ashcroft	Lotus Elan		1600	Whalley			

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

Bogey — 54.20

Record : S. M. Smith (T.V.R. Tuscan) 19/4/70 — 46.20

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
122.★	Jack Lord	Sunbeam Tiger		4342	Great Harwood			
54.	Phil Bennett	Jaguar "E" Type		4235	Leeds			
55.	Spotty Smith	T.V.R. Tuscan		4727	Jump, Barnsley			

Class 10. — "MODSPORTS" CARS 1,301 c.c. and over

Bogey — 54.43

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
125.★	Mrs. Trisha Green	M.G. Midget/Ford	s/c	1600	Coulsdon, Sy.			
56.	David Walker	Jaguar "E" Type		3781	Leeds			
57.	John Walker	Jaguar "E" Type		3781	Cawthorne			
58.	Fred Cliffe	Jaguar "E" Type		4235	Selby			
59.	Chippy Stross	Lotus Elan		1598	Leeds			

Class 11. — G.T. CARS up to 1,300 c.c.

Bogey — 55-08

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
126.★	Warren Booth	Rallyspeed Sprint B.L.		1293	Blackpool			
124.★	Mike Thomas	Paola G.T. BL		1275	Salisbury			
60.	Bob Bingley	Diva 10 F Ford		1098	Sheffield			
61.	Mrs. Maggie Chadwick	Diva 10 F Ford		1098	Sheffield			
62.	Steven Roberts	Mini Marcos BL		1293	Old Sodbury			
63.	Stewart May	Davrian Imp GT		998	Trowbridge			
64.	Jim Bunney	Mini Marcos BL		1293	Guiseley			
65.	Tim Hayton	Mini Marcos BL	s/c	1275	Guisborough			

Class 12. — SPORTS/RACING CARS up to 1,300 c.c.

Bogey — 53-45

Record: P. E. Voigt (D.R.W. Imp) 14/9/69 — 45-45

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
66.	Dennis Pegg	Lotus 11 Climax		1098	Sheffield			
67.	John Barratt	Merlyn Mk. 6B		1300	Hazel Grove			
68.	Don Robinson	Landar R6/7 BL		1293	Ellesmere Port			
69.	Frank Aston	Landar R7 BL		1293	Shrewsbury			

Class 13. — CLUBMANS SPORTS CARS up to 1,600 c.c.

Bogey — 53-93

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
70.	Scott Robinson	Mallock U2 Ford		1595	Loughborough			
71.	Jim Robinson	Mallock U2 Ford		1595	Loughborough			
72.	Hugh Denholme	Lotus 7 Ford		1598	Middlesbrough			
73.	John Kitchen	Lotus 7 Ford		1598	St. Helens			
74.	Peter Matthews	Mallock U2 Ford		1598	Kidderminster			
75.	Tom Smith	Lotus 7 Ford		1594	Newcastle			
76.	Bob Moorhouse	Lotus 7 Ford		1600	Leeds			
77.	Joe Ward	Wardford Mk. 4		1598	Thornton Dale			
78.	Richard Jones	Mallock U2 Ford		1556	Birmingham			
79.	Mervyn Bartram	Moss Chevron B2		1600	York			

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

Bogey — 53-18

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
80.	Bill Morris	Mallock U2 TC Ford		1594	Haverfordwest			
81.	David Morris	Mallock U2 TC Ford		1594	Haverfordwest			
82.	Peter Varley	Ginetta G.12 Ford		1594	Ambergate			
83.	Ted Dzierzek	Lola T.55 Ford		1600	Edinburgh			
84.	John Stuart	Mallock U2 TC Ford		1594	Stourbridge			
85.	Richard Evans	Mallock U2 TC Ford		1598	Haverfordwest			
86.	Trevor Smith	Lotus 47 FVA		1599	Stanley, Dhm.			
87.	Chris Cramer	Terrapin Mk. 5 S/R BL		1328	Stroud			

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

Bogey — 50:55

Record: P. G. Lawson (Chevron B.8 B.M.W.) 14/9/69 — 42:55

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
133.★	Mrs. Maggie Blankstone	Ford GT40		4727	Wolverhampton			
132.★	Peter Blankstone	Ford GT40		4727	Wolverhampton			
88.	Alan Padgett	Bentley Mk. 6		4928	Pocklington			
89.	John Kirkup	Walton Bristol		1971	Durham			
90.	Spotty Smith	Ford GT40		4727	Jump, Barnsley			
91.	George Tatham	Brabham BT17 Chev		5383	Norton			
92.	Brian Alexander	Ginetta G16 Olds.		3500	Stroud			
93.	Jim Thomson	Chevron B8 BMW		1996	Timble			

Class 16. — RACING CARS up to 1,100 c.c.

Bogey — 51:50

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
134.★	Martin Davis	Cooper T67 Ford		1098	Leeds			
131.★	Harold Tibbenham	T. & F. Monoposto Imp	s/c	875	Outwood			
127.★	Alan Wrench	A.W.I Spl. Triumph		650	Lincoln			
94.	John Batt	Rapier		1086	Sheffield			
95.	Mike Brookes	Auto Tune Sprint BL		1098	Nottingham			
96.	Ken Hartshorne	Cooper T67 BL		1098	Ilkley			
97.	Norman Greenhalgh	Cooper F.J. BL		1098	Bolton			
98.	Richard Moncrieff	Brittanica Tojeiro Ford		997	Spofforth			
99.	Alan Panton	Vixen F4 Triumph		998	Scarborough			
100.	Leslie Stone	Cooper Mk. 7 Imp		998	Basingstoke			
101.	John Buck	Terrapin Mk. 1a BL		1098	Leeds			
102.	John Noble	Vixen VB4 Imp		875	Hathersage			
103.	Graham Ashley-Smith	Terrapin Mk. 1a BL		1088	Leeds			
104.	Mike Allan	Ecosse Imp		998	Halifax			
105.	Allan Staniforth	Terrapin Min Mk. 1 BL	s/c	1088	Horsforth			
106.	John Croft	Mamba Mk. 3 BL		1098	Guiseley			
107.	Peter Voigt	Ginetta G17B Imp		998	Haywards Heath			

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

Bogey — 51:48

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
121.★	Peter Ripley	Lotus 41C Rippletune		1598	Huddersfield			
108.	Alan Smith	Lola T62 Ford		1558	Blackburn			
109.	John Wallwork	Lola T62 Ford		1558	Blackburn			
110.	Paul Hargreaves	Lotus 31 Ford		1599	Halifax			
111.	Howard Wilkinson	Lotus 61M Ford		1598	Huddersfield			
112.	David Hamer	L.B. Vauxhall		1598	Brighouse			
113.	John McCartney	Techcraft B.R.M.		1596	Horwich			
114.	Bob Prest	Dulon LD4		1600	Croxdale			

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

Bogey — 48:25

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
115.	Peter Scott-Walker	Brabham BT14/21 Buick		3500	Grindleford			
116.	Malcolm Dungworth	Brabham BT14/21 Buick		3500	Barford			
117.	Jack Maurice	Marsh Spl. Buick		4200	Newcastle			
118.	John Lambert	Cooper T86 Ford		4727	York			
119.	Richard Thwaites	Packmail McLaren Chev.		4998	Dewsbury			
120.	David Hepworth	Hepworth FF Olds.		5000	Brighouse			



CASTROL/B.A.R.C. HILL

THE FOLLOWING COMPETITORS HAVE ENTERED T

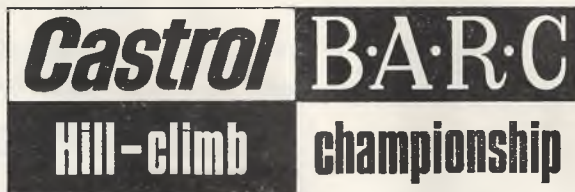
Class

Car No.	Name	Car	Class	Bogey Time	Best Time	Imp.	Prev. Marks	New Tot'l Events
1.	Mrs. Jacky Jackson	B.L. Mini	1	59.09	1.49		0.41	1.90 1
2.	Alex Jackson	B.L. Mini	1	59.09			13.84	3
4.	Dave Abram	Sunbeam Imp Sport	1	59.09			0.00	-
5.	Keith Hardy	B.L. Cooper	1	59.09			8.95	2
6.	Peter Dolan	B.L. Cooper	1	59.09			2.18	1
8.	Graham Brooks	Ford Escort GT	1	59.09			20.60	3
9.	Robert Speak	Ford Escort	1	59.09			33.84	4
12.	Richard White	Ford Mexico	2	57.20			20.12	4
13.	Jim Thomson	Vauxhall Viva GT	2	57.20			26.63	3
14.	Barry Spinks	B.L. Cooper S	3	55.78			2.33	1
15.	Howard White	B.L. Cooper S	3	55.78			2.84	1
18.	Francis Ferris	Ford Escort TC	3	55.78			2.81	2
19.	Bobby Fryers	B.L. Cooper S	3	55.78			1.93	1
20.	Richard Jackson	Sunbeam Rally Imp	3	55.78			0.00	-
21.	Alex Boyle	B.L. Cooper S	3	55.78			27.72	5
22.	John Pascoe	B.L. Cooper S	3	55.78			21.71	4
25.	Clive Harrison	B.L. Cooper S	3	55.78			11.92	2
26.	Mike Flather	B.L. Cooper S	3	55.78			30.54	4
27.	Nicky Porter	B.L. Cooper S	3	55.78			32.82	4
31.	Phil Gill	B.L. Mini	4	54.26			2.54	2
32.	Peter Beadman	B.L. Mini	4	54.26			11.45	3
36.	Mike Beckett	Ford Anglia T.C.	5	53.18			8.58	2
38.	Edward Spencer	B.L. Cooper S	5	53.18			18.57	4
39.	John Davies	B.L. Cooper S	5	53.18			17.12	3
41.	Jonathan Lawton	Austin Healey Sprite	6	57.46			0.00	-
45.	Bob Cartledge	M.G. Midget	6	57.46			11.51	4
46.	Miss Pat Hopkinson	Austin Healey Sprite	6	57.46			8.82	14.85 2
47.	Chris Seaman	M.G. Midget	6	57.46			35.42	4
49.	Donald McWhannell	M.G. Midget	9	55.82			1.30	2
50.	Loll Ryan	Morgan Family Four	7	53.26			0.00	-
55.	Spotty Smith	T.V.R. Tuscan	8	54.20			27.56	4
57.	John Walker	Jaguar "E" Type	10	54.43			0.77	1
58.	Fred Cliffe	Jaguar "E" Type	10	54.43			0.00	-
59.	Chippy Stross	Lotus Elan	10	54.43			8.53	2
60.	Bob Bingley	Diva 10F Ford	11	55.08			2.41	1
61.	Mrs. Maggie Chadwick	Diva 10F Ford	11	55.08			0.00	-

CLIMB CHAMPIONSHIP

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

Runs



Car No.	Name	Car	Bogey Best		Imp.	Prev. Marks	New Tot'l Events
			Class Time	Time			
62.	Steven Roberts	Mini Marcos B.L.	11	55-08		0-71	1
63.	Stewart May	Davrian Imp GT	11	55-08		0-00	-
64.	Tim Hayton	Mini Marcos B.L.	11	55-08		4-22	1
67.	John Barratt	Merlyn Mk. 6 Ford	12	53-45		12-65	3
68.	Don Robinson	Landar R6/7 B.L.	12	53-45		0-00	-
69.	Frank Aston	Landar R7 B.L.	12	53-45		33-67	5
70.	Scott Robinson	Mallock U.2 Ford	13	53-93		16-45	3
71.	Jim Robinson	Mallock U.2 Ford	13	53-93		27-83	4
75.	Tom Smith	Lotus 7 Ford	13	53-93		0-80	1
78.	Richard Jones	Mallock U.2 Ford	13	53-93		37-19	5
79.	Mervyn Bartram	Moss Chevron B.2	13	53-93		37-58	5
80.	Bill Morris	Mallock U.2 TC Ford	14	53-18		0-94	2
81.	David Morris	Mallock U.2 TC Ford	14	53-18		15-46	3
82.	Peter Varley	Ginetta G.12 Ford	14	53-18		7-29	2
85.	Richard Evans	Mallock U.2 TC Ford	14	53-18		13-22	4
86.	Trevor Smith	Lotus 47 FVA	14	53-18		33-73	5
87.	Chris Cramer	Terrapin Mk. 5 S/R	14	53-18		36-00	5
90.	Spotty Smith	Ford GT40	15	50-55		27-56	4
91.	George Tatham	Brabham BT17 Chev	15	50-55		0-00	-
92.	Brian Alexander	Ginetta G.16 Olds	15	50-55		11-35	3
93.	Jim Thomson	Chevron B.8 BMW	15	50-55		12-29	3
96.	Ken Hartshorne	Cooper T.76 B.L.	16	51-50		0-00	-
100.	Leslie Stone	Coper Mk. 7 Imp	16	51-50		3-07	1
101.	John Buck	Terrapin Mk. 1a B.L.	16	51-50		0-00	-
103.	Graham Ashley-Smith	Terrapin Mk. 1a B.L.	16	51-50		0-00	-
104.	Mike Allan	Ecossé Imp	16	51-50		13-83	3
105.	Allan Staniforth	Terrapin-Min Mk. 1 B.L.	16	51-50		5-91	2
107.	Peter Voigt	Ginetta G.17 Imp	16	51-50		14-50	2
110.	Paul Hargreaves	Lotus 31 Ford	17	51-48		0-00	-
113.	John McCartney	Techcraft BRM	17	51-48		3-56	2
114.	Bob Prest	Dulon LD4 Ford	17	51-48		3-30	1
119.	Richard Thwaites	Packmail McLaren Chev	18	48-25		15-37	3
120.	David Hepworth	Hepworth FF Olds	18	48-25		13-25	2
121.	Peter Ripley	Lotus 41C Ford	17	51-48		9-05	3
124.	Mike Thomas	Paola GT B.L.	11	55-08		6-99	2
125.	Mrs. Trisha Green	M.G. Midget/Ford	10	54-43		3-25	5.25 2

THE "TOP TEN" RUN OFF

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

CHAMPIONSHIP TOP TEN

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

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SPORTS MEETINGS IN THE NORTH.

Castrol B.A.R.C.

Hill-climb championship

1971

R.A.C. Permit CH/1083

The B.A.R.C. Hill Climb Championship was organised for the first time in 1968 and proved to be a great and immediate success with Competitors. Unlike the R.A.C. British Hill Climb Championship, this Club event is open to all kinds of cars on a "Class Bogey Time" basis and, as such, encourages the normal club member to enter.

Perhaps the immediate effects of the Championship was to strengthen club spirit as local members who had not competed outside their immediate home area were moved to journey to the other end of the land to take part in the qualifying rounds. The boys from the South discovered that their Northern cousins did not still dress in woad whilst the ruff, bluff types from up here soon found that there were some nice friendly folk in the South as well.

During the first year the Championship was financed and prize money provided from Club and Centre funds. Even with a modest scale of awards over seventy people took part in the series.

So successful was the first year that in 1968 the Castrol Company recognised the value of the Championship and provided support and sponsorship which enabled the scope and stature of the competition to increase enormously.

The "Castrol/B.A.R.C. Hill Climb Championship" as it came to be known was an even greater success in 1969 with some 130 entries taking part for the vastly increased prize money. Castrol were well satisfied with the popularity of the Championship, which gained a good deal of editorial publicity and once again they are supporting this competition in 1971. At this point we would like to pay tribute to their kind and generous support of motor sport at Club level of which this Championship is only one aspect.

The rounds of the Championship for 1971 are spread about the Country fairly widely as can be seen from the list below :-

Date	Venue	Promoters
April 4	Pontypool	South Wales Centre
April 12	Loton Park	Hagley & D.L.C.C.
April 25	Harewood	Yorkshire Centre
May 9	Loton Park	Hagley & D.L.C.C.
May 23	Gurston Down	South West Centre
June 27	Harewood	Yorkshire Centre
July 25	Gurston Down	South West Centre
Aug. 1	Pontypool	South Wales Centre
Aug. 29	Cadwell Park	E. Midlands Centre
Sept. 19	Scammonden	Huddersfield M.C.
Sept. 26	Scarborough	Yorkshire Centre

Unlike the Shell/R.A.C. British Hill Climb Championship which is a "fastest to the top irrespective" blind, our Championship is run on a Class Bogey Time Improvement basis so that all cars can have some chance. This does have the disadvantage of making the marking a little mathematical and not as easy to grasp as the "Shell/R.A.C." affair. At the same time it is the spread of competition around the different classes which this mathematical penalty allows which has been the strong point of the "Castrol/B.A.R.C." series and have made it a popular and strongly supported Championship rather than just a pale shadow of its senior brother.

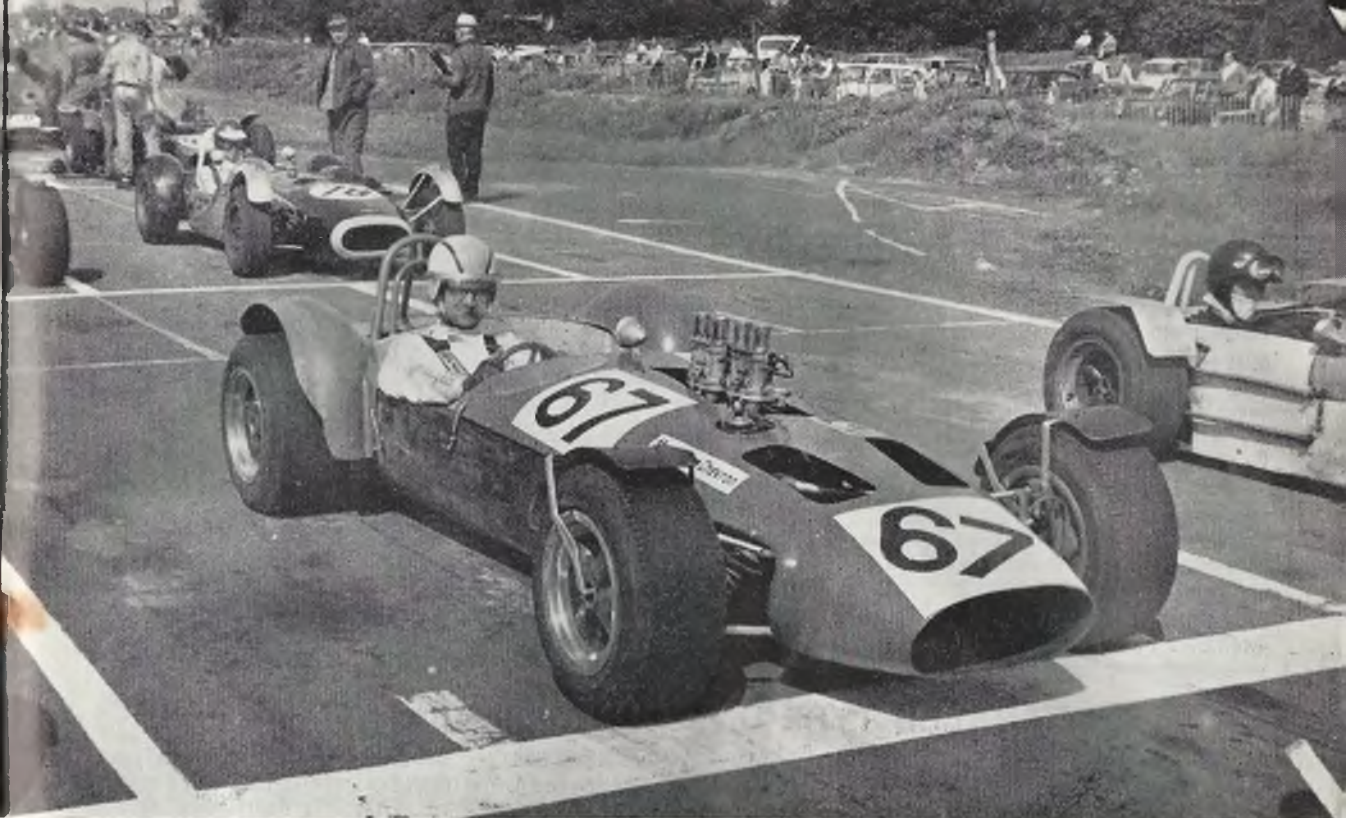
The scoring system for the Championship has always been on a Class Improvement basis and in the three years of the competition has been evolved to a fairly straightforward system. The 18 classes used at all the Championship events are taken as a basis and for each of these classes a "Bogey Time" is established. This "Bogey Time" is normally based upon the Class Record standing at the start of this season although in some cases where different classes have been used in the past it has been necessary to reconstruct "Class Records" on a graphical basis.

To this class record a straight eight seconds is added and the result is the Class "Bogey Time" used for the whole of the 1971 series.

Competitors in the Championship score .01 of a mark for each .01 of a second by which their best time in the two Class Runs at each qualifying meeting beats their Class Bogey Time. In addition, at the end of each meeting, the ten competitors who have gained the most marks during these Class Runs take part in a special run-off.

Any competitor who manages to beat his previous marks gained for the Class Runs on this run-off takes the new, higher score in place of his earlier score. Those who do not manage to improve retain their Class Run scores. This run-off provides an exciting feature at the end of the meeting for both spectators and competitors alike.

There are two limitations built in to the scoring system to even out the Competition. Firstly, marks can only be claimed from a maximum of seven of the rounds of the Championship. This makes it possible for a round, or rounds, to be missed without losing all chance of doing well. Secondly, there is an absolute maximum of ten marks which can be gained at any one meeting by any one competitor so that if there is a particularly low Bogey Time for any class at any hill a competitor cannot get a runaway advantage over his fellows.



Mervyn Bartram of York is leading the Championship in his Moss Chevron B.2

So much for the complications of the Championship, now, what about the rewards? Well there are awards for the top ten drivers in the series, the winner collecting £100 and the "Archie Frazer Nash" Trophy £40, £35, £30, £25, £20, £15 and £10. In addition the with the second to tenth placemen getting £75, 50, highest placed Lady Competitor gets £20 and the "Fast Lady" trophy to hold for a year. On top of this all eleven award winners get a handsome "Castrol" souvenir plaque.

The 1971 Championship has drawn the highest ever total of entries divided amongst all types of cars. In its early years the Championship did tend to look a little like a Mini benefit but as the series has evolved, so the bogey times have evened out and now almost any kind of car is in with a chance of doing well.

Up to today five rounds of the Championship have taken place, two at Loton Park and one each at Gurston Down, Pontypool and here at Harewood. At first Chris Seaman of Sheffield went into the lead, a position he kept for the first four rounds then, like one or two others, he was not able to get an entry at Loton Park and Mervyn Bartram of York took over top spot. Mervyn is just 0.39 marks ahead of second man, Richard Jones of Birmingham and both are in the same class so their positions today will be easy to follow. So long as Mervyn manages to beat Richard, or is not defeated by 0.40 second or more he will stay in front of Richard.

Both of them will have to watch out for Chris Cramer the third place man. Chris has just completed a two seater version of the Terrapin using the fuel injected BVRT prepared Mini power unit which has propelled his highly successful Class Five Cooper S.

In the Cooper Chris holds the Class Five record at 45.18 and it is reasonable to suppose that the new two seater should be quicker than the Mini. In Class 12 Chris is attacking a record of 45.45, slightly slower than his Mini time whilst Mervyn and Richard are both up against Mervyn's own record of last September.

Mind you, with only the best seven events to count other people who have only done four or less events have to be considered. On average Chris Seaman, Robert Speak and Nicky Porter with four events and Jim Thomson with three are all ahead of the leading trio. None of these people can take over the lead today, but when they have all completed seven rounds the story could be different.

Posn.	Name, Car & No.	of Events	Class	Marks
1.	Mervyn Bartram (Chevron B2)	5	13	37.58
2.	Richard Jones (Mallock U2)	5	13	37.19
3.	Chris Cramer (Cooper/Terrapin)	5	5/12	36.00
4.	Chris Seaman (M.G. Midget)	4	6	35.42
5.	Robert Speak (Ford Escort)	4	1	33.84
6.	Trevor Smith (Lotus 47 FVA)	5	14	33.73
7.	Frank Aston (Landar R7 BL)	5	12	33.67
8.	Nicky Porter (BL Cooper S)	4	3	32.82
9.	Mike Flather (BL Cooper S)	4	3	30.54
10.	Jim Robinson (Mallock U2 Ford)	4	13	27.83
11.	Alex Boyle (BL Cooper S)	5	5	27.72
12.	Spotty Smith (T.V.R. Tuscan)	4	8	27.56
13.	Jim Thomson (Vauxhall Viva GT)	3	2	26.63
14.	John Meredith (BL Mini)	4	1	25.56
15.	John Pascoe (BL Cooper S)	4	3	21.71
16.	Tony Lambert (Ginetta G4 Ford)	4	14	21.25
17.	Graham Brooks (Ford Escort GT)	3	1	20.60
18.	Richard White (Ford Cortina GT)	4	2	20.12
19.	Edward Spencer (B.L. Cooper S)	4	5	18.57
20.	John Hawley (M.G. Midget)	4	6	17.48

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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.

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.

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.

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.

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)	0.41
	(New Record 50.68 25/4/71)	
Class 2.	J. F. Thomson (Viva G.T.)	0.60
	(New Record 48.60 25/4/71)	
Class 3.		No Improvement
Class 4.		No Improvement
Class 5.		No Improvement

The present leader of the competition is J. F. Thomson with his Vauxhall Viva G.T.

The Awards to be won today are:-

For the fastest time of the day:	
"The Montague Burton Trophy and	£60
For the second fastest time of the day	£30
For the third fastest time of the day	£20
For the fourth fastest time of the day	£15
For the fastest time in each class	£10
For the second fastest time in each class	£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.

Our Next Event - Something Different ! VINTAGE AND NOVICES HILL CLIMB

START 2-15 P.M. _____ SUNDAY, 25th JULY, 1971

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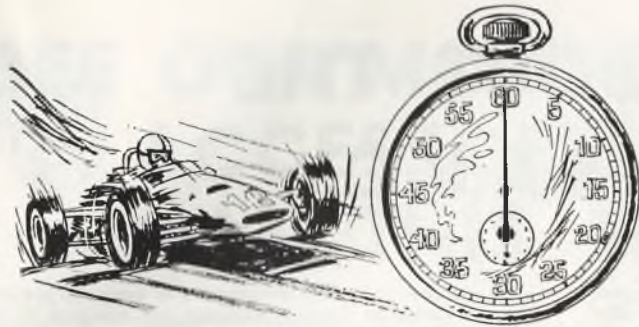
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HAREWOOD RECORDS

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

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

† Denotes Record for Course (Shared)

* Denotes Vintage and Novices Hill Climb.

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

Class

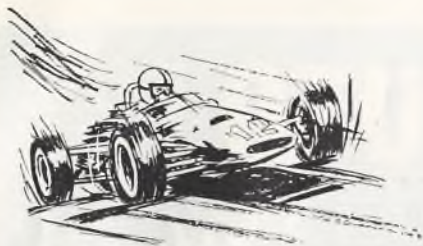
1.	R. Speak (Ford Escort)	25/4/71	50.68
2.	J. F. Thomson (Vauxhall Viva GT)	25/4/71	48.60
3.	N. Porter (B.L. Cooper S)	28/6/70	47.78
4.	C. F. Cramer (B.L. Cooper S)	14/9/69	46.26
5.	C. F. Cramer (B.L. Cooper S)	19/4/70	45.18
6.	C. G. Seaman (M.G. Midget)	13/9/70	49.46
7.	J. W. Goodliff (Lotus Elan)	28/6/70	45.26
8.	S. M. Smith (T.V.R. Tuscan)	19/4/70	46.20
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.	P. E. Voigt (D.R.W. Imp)	14/9/69	45.45
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 Balilla)	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 3/4½)	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.



ABOUT THE B.A.R.C.



The British Automobile Racing Club is the largest club for sporting motorists in the country. Originally formed in 1912 as The Light Car & Cyclecar Club it changed its name in 1923 to The Junior Car Club and again in 1948 to the present title. The Club organises major motor race meetings at Thruxton, Croft, Cadwell Park, Silverstone, Oulton Park, Castle Coombe, Mallory Park, Snetterton, 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 1970 and they are continuing in 1971.

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 1971 Speed Events are:-

- Fri 9 Apr — Cadwell Park Race Meeting.
- Sun 25 Apr — Harewood "Spring National" Meeting.
- Sun 9 May — Croft Race Meeting.
- Sun 23 May — Harewood "Members" Meeting.
- Sun 30 May — Croft Race Meeting.
- Sun 27 Jun — Harewood "Montague Burton" Meeting.
- Sat 10 Jul — Croft International Race Meeting.
- Sun 18 Jul — Cadwell Park Race Meeting.
- Sun 25 Jul — Harewood "Vintage & Novice" Meeting.
- Sun 8 Aug — Croft "Championships" Race Meeting.
- Sun 12 Sep — Harewood "Championships" Meeting.
- Sun 26 Sep — Scarborough National Hill Climb.
- Sun 17 Oct — Croft Race Meeting.

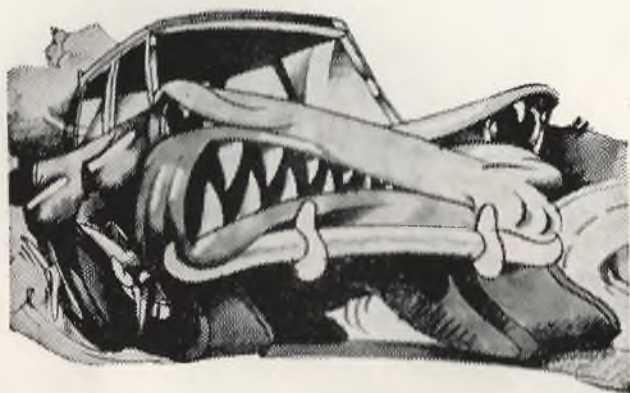
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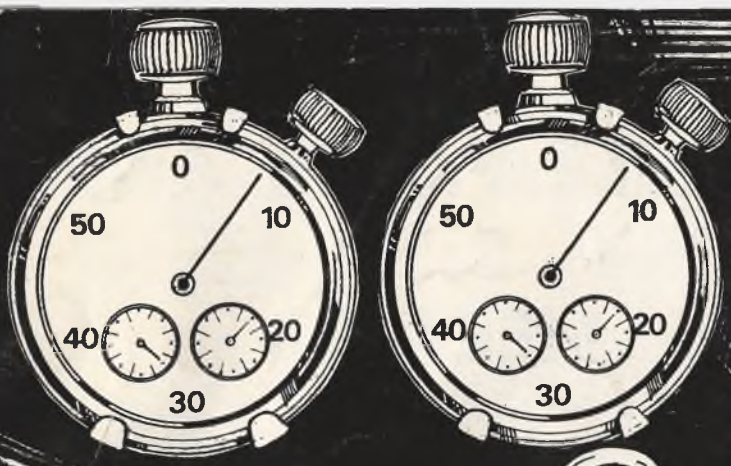
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