HAREWOOD

HILL CLIMB

STOCKTON FARM
HAREWOOD AVENUE
Nr. LEEDS

OFFICIAL PROGRAMME

15p

SPRING NATIONAL MEETING

23 APRIL 1972

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

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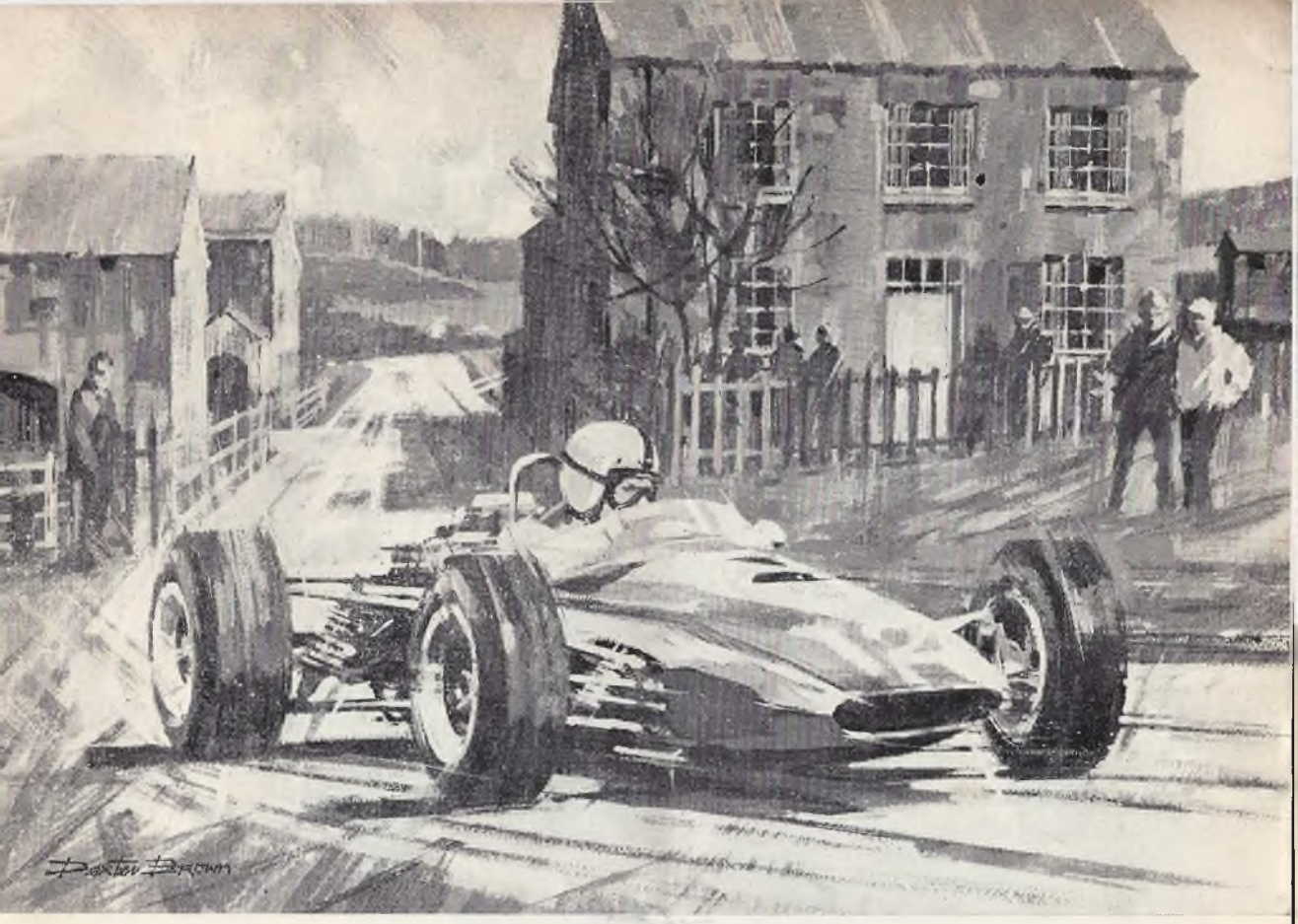

THE YORKSHIRE CENTRE OF

The British Automobile Racing Club Ltd.

WELCOME YOU TO

THE
Spring National Hill Climb

INCORPORATING THE

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

R.A.C. National Permit No. RS/7953

SUNDAY 23rd APRIL 1972

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, howsover caused, resulting in damage and/or personal injury.

DOGS ARE NOT ALLOWED AT THE HILL CLIMB.

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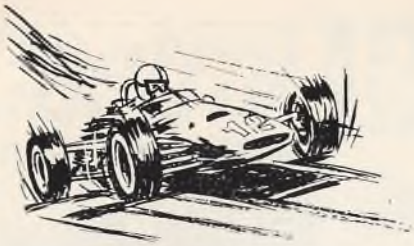

RAMBLINGS

Today sees the start of the eleventh year of our Hill Climbs here at Stockton Farm. In the years following our first, quite small event back in September 1962, something over 5,000 entries have been received for the 45 meetings which have been held and Harewood has moved from a small Club event to one of the most important fixtures on the British Hill Climbing calendar.

This year has, however, a more special significance for the B.A.R.C. Yorkshire Centre as it was on 17th March 1922 that the Centre was born, as an offshoot of the then ten years old "Junior Car Club" at a meeting at the Hotel Metropole in Leeds.

1972 is therefore the Diamond Jubilee year of the B.A.R.C., the Golden Jubilee year of the Yorkshire Centre and, as a bonus, the September 10th Meeting this year will be the 50th Harewood Hill Climb.

Within the club we are celebrating this multiple Jubilee with a variety of commemorative events, both competitive and social. So far as Harewood is concerned, the "Montague Burton Trophy" on June 25th will be our Jubilee event with special attractions, flying displays, exhibitions and so on whilst for the 50th Meeting in September we are organising another gala event with, following his terrific success last September, a return visit of Jon Pertwee as "Dr. Who".

On a more domestic level, the first speed event the Yorkshire Centre organised was a speed hill climb up Greenhow Hill at Pateley Bridge on July 22nd 1922 (In the days when this sort of thing was allowed on the public roads!). To mark this we are having a "Jubilee Carnival BARC-B-Queue" in a Marquee here at Stockton Farm on Friday 21st July. On Saturday the 22nd we will stage a small display of cars of the type which ran in that first event on the showground at Pateley followed by a ceremonial run up the hill when

Josephine Lee, one of our regular helpers who will be working the Paddock Scoreboard this afternoon.

we hope to have at least two of the people who took part in the original event present. Finally, on Sunday 23rd July it is our annual "Vintage & Novices' Hill Climb" here when we shall have an extra display of cars from the twenties taking part.

Moving on now from competition on closed tracks to safety on the roads, many of you may have seen a demonstration of a remarkable new power rescue tool for extricating people from crashed motor vehicles on the T.V. "Tomorrow's World" programme recently. This tool, the Hurst "Jaws of Life" power rescue tool is handled in Britain by Guyson Industrial Equipment Ltd. of Otley who's Managing Director Jim Thomson is one of our Competitors this afternoon.

The equipment will be on display in the Hill Side Car Park and at intervals through the afternoon it will be demonstrated on some actual crashed cars showing how easily even the most badly crushed body can be opened up to extricate the occupants in an emergency. This will be the first ever public demonstration in Britain of this new rescue tool.

Oh, by the way, there is a Hill Climb as well with a top class entry of over 135 cars, we hope you enjoy it.

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Castrol B·A·R·C Hill-climb championship 1972

R.A.C. Permit CH/1083

With several of the Centres of the B.A.R.C. running Hill Climbs it was a natural step for them to get together in 1968 to promote a hill climb Championship. Unlike the R.A.C. "British Hill Climb Championship" this was introduced as a form of Handicap event so that all kinds of cars could compete on an equal basis with the idea of encouraging the normal Club member to enter.

In the first year the Championship was on a modest scale with the awards being found from Club funds but even so over seventy different members took part in the series. From a Club point of view, the immediate effect was to strengthen Club Spirit as local members who had previously not competed outside their own local areas were moved to journey to the other ends of the land to take part in the qualifying events. Indeed Brian Preston travelled all the way from St. Ives in Corwall to every one of the 10 qualifying rounds.

Although this was purely an internal Club Championship, its fame had spread so that Burmah/Castrol agreed to give the series their sponsorship for 1969. Their generous support, both in financial terms, but even more valuably, in help and encouragement, 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 competitors taking part in the series for the vastly increased awards. At the final in Scarborough Ken Shurey, Castrol's director of Publicity and Public Relations announced that the Company was well pleased with their sponsorship which was to continue in 1970.

With the experience of the first two years to draw on, slight improvements were made to the marking system for 1970 and both Castrol and the B.A.R.C. were "Sincerely Flattered" to see another Oil Company try to jump on the bandwaggon with a Hill Climb Championship on a class basis.

For 1971 events outside the B.A.R.C. were brought into the series when Loton Park run by the Hagley & District Club joined the qualifying rounds whilst, for the first time, there was a hill climb on the exciting Cadwell Park racing circuit, and a first class event it turned out to be too. For this third year of Castrol

Continued on page 9

Jim Thomson winning the 1971 Castrol/B.A.R.C. Hill Climb Championship at Olivers Mount, Scarborough, in the very smart Blydenstein Vauxhall Viva G.T. last September.

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CASTROL/BARC CHAMPIONSHIP—cont.

Jeff Goodliff, Champion 1968, 1969 & 1970.

support there were just over 150 B.A.R.C. members registered as Championship entrants and the motoring press at last woke up to the fact that there were now two National Hill Climb Championship events.

Normally Burmah Castrol only support an event for three years to avoid establishing a precedent, but at the conclusion of the 1971 season Mike Dixon, head of Castrol's publicity announced that they were breaking with tradition and would again give their support to the series for 1972. At this point we would like to say a sincere thank you to Burmah Castrol for their kind and generous support of mtor sport at Club level of which this, our championship, is only one aspect.

The 1972 Championship is fought out over 12 Hill Climbs run in different parts of the country.

Date		Venue	Promoters
April	3	Loton Park	Hagley & D.L.C.C.
April	9	Prescott	Bugatti Owners C.
April	16	Pontypool	South Wales Centre
April	23	Harewood	Yorkshire Centre
May	21	Gurston Down	South West Centre
June	18	Pontypool	South Wales Centre
June	25	Harewood	Yorkshire Centre
July	2	Loton Park	Hagley & D.L.C.C.
July	23	Gurston Down	South West Centre
August	13	Loton Park	Hagley & D.L.C.C.
August	27	Cadwell Park	Sheffield & Hallamshire M.C.
Sept.	24	Scarborough	Yorkshire Centre

To enable all kinds of cars to have a chance in the Championship, the marking is in a Class "Bogey Time" improvement basis. This does have the disadvantage that the marking is rather mathematical and not too easy to grasp. At the same time it is the spread of even competition around the seventeen different classes which this complication allows which has been the strong point of the "Castrol/B.A.R.C." series and which have made it a popular and well supported Championship and not just a pale shadow of the long established R.A.C. British Hill Climb Championship.

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.

Continued on page 11

Jim Thomson, Champion 1971.

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Tel: Otley 3952.

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Wetherby.
Tel: Wetherby 2427.

Worthway, Keighley.
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Pat Hopkinson, Winner of the Ladies Trophy in the 1971 Championship — a real "Fast Lady" and currently second.

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.

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 with the second to tenth placemen getting £75, £50, £40, £35, £30, £25, £20, £15 and £10. In addition the 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.

Three rounds have been held at Loton, Prescott and Pontypool before this afternoon's meeting and with over 180 entrants spread right through the classes the 1972 Championship looks like being the best ever.

Positions at the Start of this Meeting

1.	B. Kenyon (Austin Healey Sprite)	(3)	23·63
2.	Miss P. Hopkinson (A/H Sprite)	(3)	22·22
3.	R. N. Porter (B.L. Cooper S)	(3)	22·06
4.	B. J. Meredith (B.L. Cooper)	(3)	17·00
5.	R. Thwaites (McLaren M10B Chevrolet)	(3)	16·92
6.	C. G. Seaman (M.G. Midget)	(2)	16·08
7.	A. P. Boyle (B.L. Cooper S)	(3)	15·33
8.	J. F. Pascoe (B.L. Cooper S)	(3)	15·32
9.	G. G. Whittingham (D.M.W. Ford)	(2)	15·04
10.	R. White (Ford Escort RS1600)	(2)	13·18
11.	R. T. Shardlow (Porsche 911S)	(2)	13·03
12.	J. S. Robinson (Mallock U.2 Ford)	(3)	12·54
13.	R. Ward (M.G. Midget)	(3)	12·32
14.	M. R. Flather (B.L. Cooper S)	(2)	12·23
15.	R. Jones (Mallock U.2 Ford)	(3)	11·18
16.	J. E. Davies (B. L. Cooper S)	(3)	11·14
17.	M. Bartram (Moss Chevron B2 Ford)	(3)	11·06
18.	Ed Spencer (B.L. Cooper S)	(2)	10·75
19.	D. T. Franklin (Huntsman Vixen Imp)	(2)	10·44
20.	R. Cartledge (M.G. Midget)	(2)	10·16
21.	M. C. Lewis (Mallock U.F.3 T/C)	(2)	10·13
22.	M. J. Hawley (Brabham BT35 Ford)	(2)	10·06
23.	K. McMaster (Ginetta G17B Imp)	(2)	9·93
24.	J. F. Thomson (Vauxhall Firenza)	(3)	9·18
25.	A. B. Griffiths (Brabham BT35X Repco)	(2)	9·15

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

The redoubtable "Spotty Smith" has been a regular contender in the Castrol/B.A.R.C. Championship.

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/7953.

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-C0 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

Harewood Hill Climbs

21 May 1972 — Shell "Members' Speedclimb".
25 June 1972 — "The Montague Burton Trophy" Meeting. (Yorkshire Centre Golden Jubilee Event).
23 July 1972 — "Shell Vintage & Novices' Hill Climb"
10 Sept. 1972 — "Shell Championship Speed Climb". (The 50th Harewood Hill Climb event).

Race Meetings

7 May 1972 — Croft — "Championships Race Meeting".
28 May 1972 — Croft — "Spring Bank Holiday" Meeting.
16 July 1972 — Cadwell — "Europe Cup" Race Meeting.
6 Aug. 1972 — Croft — "Midsummer Race Meeting,,.

Scarborough Hill Climb

24 Sept. 1972 — "Castrol Trophy" Hill Climb. Final of Castrol/BARC Hill Climb Championship.

Social Events

3 June 1972 — "Scarborough Dance" at Prince of Wales Hotel.
16 June 1972 — "Summer Dance" at Linton Village Hall.
21 July 1972 — "Jubilee Carnival" "BARC-Bee-Cue". Here at Stockton Farm.

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.

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, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 & 17.

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

INTERVAL OF TEN MINUTES

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 1,150 c.c. Bogey — 57·54

Record: J. W. Goodliff (B.L. Cooper) 10/9/67 — 50·31

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
11.	John Edmond	B.L. Cooper		998	Scarborough			
12.	Harvey Kay	Simca 1000 Special		1118	Bury			
13.	Andy Jeffery	B.L. Mini Clubman		998	Leeds			
14.	Roy Greenwood	B.L. Cooper		998	Ramsbottom			
15.	Keith Hardy	B.L. Cooper		998	Scarborough			
16.	Ian Hardy	B.L. Mini		998	Leeds			
17.	Graham Brooks	Ford Escort		1100	Oswaldtwistle			

Class 2. — TOURING CARS 1,151 to 1,500 c.c. Bogey — 55·51

Record: R. N. Porter (B.L. Cooper S) 12/9/71 — 47·51

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
18.	Howard White	B.L. Cooper S		1310	Leeds			
19.	Brian Beadle	Ford Escort Sport		1298	Scarborough			
20.	Ian Richardson	B.L. Cooper S		1275	Warminglid			
21.	John Casey	B.L. Cooper S		1328	Mereclough			
22.	Gordon Chippindale	B.L. Mini Clubman		1275	Rawdon			
23.	Mike Flather	B.L. Cooper S	s/c	1293	Droitwich			
24.	Nicky Porter	B.L. Cooper S		1328	W. Auckland			

Class 3. — TOURING CARS 1,501 c.c. and over Bogey — 54·59

Record : J. F. Thomson (Vauxhall Viva GT) 11/9/71 — 46·59

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
25.	Malcolm Sandbach	Ford Capri 3000		3000	Harrogate			
26.	Sharookh Ardeshir	Ford Capri 3000		3000	Harrogate			
27.	John Reeve	Bond Equipe		1558	Ruskington			
28.	Norman Lewtas	Ford Escort TC		1558	Grindleford			
29.	Richard Jackson	Ford Escort TC		1558	Leeds			
30.	Bob Bingley	Ford Escort Mexico		1600	Sheffield			
31.	Richard White	Ford Escort RS1600		1601	Colne			

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
32.	Paul Ratcliffe	B.L. Mini		985	Bury			
33.	Ken Tomilnson	B.L. Mini		985	Bury			
34.	Norman Adams	B.L. Cooper S		999	Wolverhampton			
35.	Keith Holyoake	B.L. Cooper S		999	Brierley Hill			
36.	Peter Riley	Hillman Imp		998	Liverpool			
37.	Mike Chenery	B.L. Mini		970	Petworth			
38.	Richard Fry	B.L. Cooper S		999	Bath			
39.	Phil Gill	B.L. Mini		999	Derby			
40.	Peter Beadman	B.L. Cooper S		999	Coalville			
41.	Dave Abram	Sunbeam Imp Sport		998	Bolton			
42.	Alex Boyle Entrant : Lorrie Lassman	B.L. Cooper S		984	London			

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

Record : C. F. Cramer (B.L. Cooper S) 10/4/70 — 45·18

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
43.	Paul Beal	Wolseley Hornet		1300	Hull			
44.	Gregory Andrew	B.L. Cooper S		1275	Colne			
45.	Mike Beckett	Ford Anglia TC		1960	Sheffield			
46.	Geoff Fielding	B.L. Cooper S		1425	Liverpool			
47.	Nigel Hargreaves	Hillman Imp/Rover		3528	Cononley			
48.	John Carhart	Ford Anglia TC		1498	Keighley			
49.	Mike Newman	Vauxhall Viva GT		1975	Blackburn			
50.	Tony Street	B.L. Mini		1425	Wellesbourne			
51.	Ed Spencer	B.L. Mini		1330	Leeds			
52.	John Davies	B.L. Cooper S		1293	Broadway			
53.	Jim Thomson Entrant : Guyson Sandblast	Vauxhall Firenza		2500	Otely			

Class 6. — "MARQUE" SPORTS CARS up to 1,300 c.c. Bogey — 56·61

Record : C. G. Seaman (M.G. Midget) 11/9/71— 48·61

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
142.★	Mrs. Maggie Chadwick	M.G. Midget		1275	Sheffield			
54.	Mike Gleave	Austin Healey Sprite		1293	Sheffield			
55.	Peter Davey	Austin Healey Sprite		995	Harrogate			
56.	Bob Cartledge	M.G. Midget		1142	Dronfield			
57.	Miss Pat Hopkinson	Austin Healey Sprite		1275	Sheffield			
58.	Brian Kenyon	Austin Healey Sprite		1275	Sheffield			

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

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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
59.	Loll Ryan	Morgan Family Four		1600	York			
60.	Eric Craven	Lotus Elan Plus 2		1600	Bridlington			
61.	Tony Simpson	Triumph T.R.5a		2498	Bradford			
62.	Charles Dracup	T.V.R. Vixen S2		1598	Keighley			
63.	John Ashcroft	Lotus Elan		1600	Whalley			
64.	Richard Shardlow	Porsche 911S		2400	Baslow			

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

Record : S. M. Smith (T.V.R. Tuscan) 27/6/71 — 44·94

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
143.★	Henry Thirsk	Marcos Ford GT		3000	Pocklington			
65.	Lowell Smith	Sunbeam Tiger		4200	Harrogate			
66.	Jim Johnstone	Sunbeam Tiger		4261	Collingham			
67.	Jim Thomson	Jaguar "E" Type		5300	Otley			

Class 9. — MODIFIED & LIMITED PRODUCTION SPORTS CARS up to 1,300 c.c. Bogey — 55·82

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
68.	Richard Green	M.G. T.C.		1500	Keighley			
69.	Mike Taylor	M.G. Midget		1298	Swillington			
70.	John Houghton	Biota Mk. 1 B.L.		1250	Harworth			
71.	Philip Reynolds	Austin Healey Sprite		1143	Sheffield			
72.	Gordon Harrold	Austin Healey Sprite		1143	Sheffield			
73.	John Pascoe	Ginetta Longman G.4		1098	Blackwood			
74.	John Bury	M.G. Midget		1275	Blackburn			
75.	Tim Hayton	Mini Marcos B.L.		1275	Guisborough			
76.	Chris Seaman	M.G. Midget		1293	Dronfield			

Class 10. — MODIFIED & LIMITED PRODUCTION SPORTS CARS 1,301 c.c. and over Bogey — 53·72

Record : F. N. Cliffe (Jaguar "E" Type) 11/9/71 — 45·72

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
144.★	Graham Cooper	M.G. Midget		1570	Sedgley			
77.	Steve Mills	M.G. B		1900	Rochdale			
78.	David Ham	M.G. B		1900	Rochdale			
79.	David Walker	Jaguar "E" Type		3781	Leeds			
80.	John Walker	Jaguar "E" Type		3781	Cawthorne			
	Entrant : Service Garage (Barnsley) Ltd.							
81.	Phil Bennett	Jaguar "E" Type		3781	Leeds			

Class 11. — CLUBMANS SPORTS CARS up to 1,600 c.c. Bogey — 52·58

Record : R. H. Jones (Mallock U.2 Ford) 12/9/71 — 44·58

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
145.★	Joe Ward	Wardford Mk. 4		1600	Thornton Dale			
82.	Laurie Curtis	Mallock U.2 Ford		1585	Bradford			
83.	Ian Curtis	Mallock U.2 Ford		1585	Bradford			
84.	Bill Hull	Mallock U.2 Ford		997	Barrow-in-F.			
85.	Guy Woodward	Lotus Seven Ford		1498	Bath			
86.	Steve Butterworth	Lotus Seven Ford		1498	Derby			
87.	Scott Robinson	Mallock U.2 Ford		1595	Loughborough			
88.	Jim Robinson	Mallock U.2 Ford		1595	Loughborough			
89.	Mervyn Bartram	Moss Chevron B.2 Ford		1600	York			
90.	George Whittingham	D.M.W. Ford		1594	Astley			
91.	Richard Jones	Mallock U.2 Ford		1600	Birmingham			

Class 12. — G.T. & SPORTS/RACING CARS up to 1,300 c.c. Bogey — 53·34

Record : F. K. Aston (Landar R.7 B.L.) 27/6/71

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
92.	Terry Simms	Terrapin Mk. 5 B.L.		1275	Cranwell			
93.	Don Turner	Coldwell G.T. B.L.		1120	Sheffield			
94.	Sandy Hutcheon	Landar R.7 B.L.		1275	Cheltenham			
95.	Chris Cramer	Mallock U.2 B.L.		1293	Stroud			

Class 13. — G.T. & SPORTS/RACING CARS 1,301 to 1,600 c.c. Bogey — 50·35

Record : T. Smith (Daren Mk. 11 Cosworth) 12/9/71 — 42·35

Merged with

Class 14. — 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
96.	Trevor Smith Entrant : Morrison Road Garage Ltd.	Daren Mk. 11 Cosworth		1598	Stanley			
97.	Alan Padgett	Bentley Mk. 6 B.M.W.		4928	Pocklington			
98.	Peter Scott Walter	Chevron B.8 B.M.W.		1998	Grindleford			
99.	Steve Simpson	Chevron B.8 B.M.W.		1998	Curbar			
100.	Malcolm Smith	Mallock U.2 B.M.W.		1997	Malvern			
101.	George Tatham	Brabham BT17 Chevrolet		5343	Malton			
102.	Robert Sunderland	Ford G.T.40		5600	Oxenhope			
103.	Spotty Smith	Ford G.T.40		5600	Jump			
104.	David Good	Martin BM8 F.V.C.		1800	Maidenhead			
105.	Reg Phillips	Chevron B.19 Cosworth		1790	Sheffield			
106.	Philip Scragg	Lola 21 2Ford		1800	Macclesfield			

Class 15. — RACING CARS up to 1,100 c.c. Bogey — 51·05

Record : P. E. Voigt (Ginetta G.17 Imp) 12/9/71 — 43·05

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
146.★	Ted Gledhill	Tefra B.L.		1100	Pudsey			
147.★	Frank Goode	Tefra B.L.		1100	Pudsey			
107.	Andrew Squires	Brabham BT15 Cosworth		1000	Northampton			
108.	Paul Squires	Brabham BT15 Cosworth		1000	Northampton			
109.	Richard Courtney	Vixen VB1 Chrysler		998	Paisley			
110.	Harvey McCaig	Vixen VB1 Chrysler		998	Linwood			
111.	Brian MacKenzie	Elva B.L.		996	Bolton			
112.	Jonathan Lawton	Elva B.L.		996	Entwistle			
113.	Leslie Stone	Cooper Mk. 7 Chrysler		875	Basingstoke			
114.	Alan Panton	Vixen VB1 Chrysler		998	Scarborough			
115.	John Noble	Vixen VB4 Chrysler		998	Hathersage			
116.	Donald Gray	Cooper T.82 Cosworth		1000	Rotherham			
117.	John Buck	Terrapin Mk. 1a B.L.		1088	Leeds			
118.	Martin Davis	Cooper T.76 Cosworth		1098	Knottingley			
119.	Don Robinson	Lotus 69 Novamotor		999	Ellesmere Port			
120.	Geoff Deakin	Alexis Mk.14/15 Ford	s/c	1098	Kirkoswald			
121.	George Valente	Mamba Mk. 1 B.L.		999	Scarborough			
122.	Tim Collins	Vesey Ford Holbay		997	Solihull			
123.	John Croft	Mamba Mk. 3 B.L.		1098	Guiseley			
124.	Allan Staniforth	Terrapin Mk. 1 B.L.	s/c	1098	Horsforth			
125.	Graham Ashley Smith	Terrapin Mk. 1 B.L.	s/c	1098	Leeds			
126.	Bob Prest	Dulon LD4 Cosworth		997	Croxdale			

Class 16. — RACING CARS 1,01 to 1,600 c.c. Bogey — 49·71

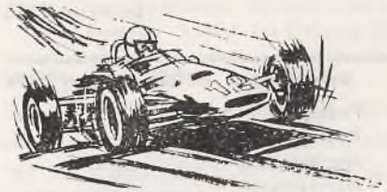
Record : M. J. Hawley (Brabham BT35 Ford) 12/9/71 — 41·71

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
127.	Bob Dover	Lotus 18 Ford		1500	Oxford			
128.	Phil Cheek	Lotus 18 Ford		1500	Oxford			
129.	John Briggs	Brabham BT15 Ford		1480	Blackburn			
130.	Dave Baumforth	Alexis Mk. 11 Ford		1598	Littleborough			
131.	Paul Hargreaves	Lotus 31 Ford		1598	Halifax			
132.	Mrs. Agnes Mickel	Brabham BT35 Ford		1588	Glasgow			
133.	Gray Mickel	Brabham BT35 Ford		1588	Glasgow			
134.	John McCartney	Techcraft B.R.M.		1596	Horwich			
135.	Peter Varley	Brabham BT21C		1600	Bradford			
136.	David Hamer	L.B. Vauxhall		1598	Brighouse			

Class 17. — RACING CARS 1,601 c.c. and over Bogey — 47·57

Record : R. T. Lane (McLaren M10B Chevrolet) 12/9/71 — 39·57

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
137.	Malcolm Dungworth	Harris Traco Chevrolet		5000	Bamford			
138.	David Fyfe	Brabham BT30X Buick		3700	Edinburgh			
139.	Alex Brown	Brabham BT30X Buick		3700	Edinburgh			
140.	Richard Shardlow	McLaren M10B Chevrolet		5500	Baslow			
141.	John Lambert	Leda 22 Ford		4727	York			
3.	Michael MacDowel	Brabham BT36X Repco		5000	Godalming			
6.	Richard Thwaites	McLaren M10B Chevrolet		4993	Dewsbury			
1.	David Hepworth	Hepworth FF		5000	Brighouse			
4.	Roy Lane	McLaren M14D Chevrolet		5700	Warwick			



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

THE FOLLOWING COMPETITORS HAVE ENTERED THE CASTROL/B.A.R.C. HILL CLIMB CHAMPIONSHIP

Class Runs

Car No.	Name	Car	c.c.	Class	Bogey Time	Best Time	Imp.	Prev. Marks	New Total
1.	David Hepworth	Hepworth FF	5000	17	47·57			0·00	
3.	Michael MacDowel	Brabham BT36X Repco	5000	17	47·57			1·27	
4.	Roy Lane	McLaren M14D Chevrolet	5700	17	47·57			0·00	
6.	Richard Thwaites	McLaren M10B Chevrolet	4993	17	47·57			16·92	
11.	John Edmond	B.L. Cooper	998	1	57·54			0·00	
14.	Roy Greenwood	B.L. Cooper	998	1	57·54			0·00	
17.	Graham Brooks	Ford Escort	1100	1	57·54			4·53	
19.	Brian Beadle	Ford Escort Sport	1298	2	55·51			0.00	
20.	Ian Richardson	B.L. Cooper S	1275	2	55·51			0.00	
23.	Mike Falther	B.L. Cooper S	1293	2	55·51			12·23	
24.	Nicky Porter	B.L. Cooper S	1328	2	55·51			22·06	
27.	John Reeve	Bond Equipe	1558	3	54·59			2·90	
29.	Richard Jackson	Ford Escort TC	1598	3	54·59			0·00	
30.	Bob Bingley	Ford Escort Mexico	1600	3	54·59			0·00	
31.	Richard White	Ford Escort RS1600	1601	3	54·59			13·18	
34.	Norman Adams	B.L. Cooper S	999	4	54·26			4·67	
35.	Keith Holyoake	B.L. Cooper S	999	4	54·26			0·00	
36.	Peter Riley	Hillman Imp	998	4	54·26			1·30	
37.	Mike Chenery	B.L. Mini	970	4	54·26			5·15	
38.	Richard Fry	B.L. Cooper S	999	4	54·26			0·00	
39.	Phil Gill	B.L. Mini	999	4	54·26			0·00	
40.	Peter Beadman	B.L. Cooper S	999	4	54·26			3·67	
41.	Dave Abram	Sunbeam Imp Sport	998	4	54·26			7·73	
42.	Alex Boyle	B.L. Cooper S	984	4	54·26			15·33	
45.	Mike Beckett	Ford Anglia TC	1960	5	53·18			0·00	
46.	Geoff Fielding	B.L. Cooper S	1425	5	53·18			0·00	
50.	Tony Street	B.L. Mini	1425	5	53·18			7·57	
51.	Ed Spencer	B.L. Cooper S	1330	5	53·18			10·75	
52.	John Davies	B.L. Cooper S	1293	5	53·18			11·14	
*53.	Jim Thomson	Vauxhall Firenza	2500	5	53·18			9·18	
55.	Peter Davey	Austin Healey Sprite	995	6	56·61			0·00	
56.	Bob Cartledge	M.G. Midget	1142	6	56·61			10·16	
57.	Miss Pat Hopkinson	Austin Healey Sprite	1275	6	56·61			22·22	
58.	Brian Kenyon	Austin Healey Sprite	1275	6	56·61			23·63	
59.	Loll Ryan	Morgan Family Four	1600	7	53·26			1·27	
60.	Eric Craven	Lotus Elan Plus 2	1600	7	53·26			0·00	
*64.	Richard Shardlow	Porsche 911S	2400	7	53·26			13·03	
*67.	Jim Thomson	Jaguar "E" Type	5300	8	52·94			9·18	
70.	John Houghton	Biota Mk. 1 B.L.	1250	9	55·82			4·36	
71.	Philip Reynolds	Austin Healey Sprite	1143	9	55·82			7·78	
72.	Gordon Harrold	Austin Healey Sprite	1143	9	55·82			6·37	
73.	John Pascoe	Ginetta Longman G.4	1098	9	55·82			15·32	
74.	John Bury	M.G. Midget	1275	9	55·82			0·00	
75.	Tim Hayton	Mini Marcos B.L.	1275	9	55·82			0·00	
76.	Chris Seaman	M.G. Midget	1293	9	55·82			16·08	

* Denotes driver who has entered two cars and must nominate the one to score points before start of meeting

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

Car No.	Name	Car	c.c.	Class	Bogey Time	Best Time	Imp.	Prev. Marks	New Total
79.	David Walker	Jaguar "E" Type	3781	10	53·72			0·00	
80.	John Walker	Jaguar "E" Type	3781	10	53·72			0·00	
83.	Ian Curtis	Mallock U.2 Ford	1585	11	52·58			0·00	
85.	Guy Woodward	Lotus Seven Ford	1498	11	52·58			0·00	
86.	Steve Butterworth	Lotus Seven Ford	1498	11	52·58			0·00	
87.	Scott Robinson	Mallock U.2 Ford	1595	11	52·58			5·94	
88.	Jim Robinson	Mallock U.2 Ford	1595	11	52·58			12·54	
89.	Mervyn Bartram	Moss Chevron B.2 Ford	1600	11	52·58			11·06	
90.	George Whittingham	Mallock U.2 Ford	1600	11	52·58			15·04	
91.	Richard Jones	Mallock U.2 Ford	1600	11	52·58			11·18	
92.	Terry Simms	Terrapin Mk. 5 B.L.	1275	12	53·34			0·00	
93.	Don Turner	Coldwell G.T. B.L.	1120	12	53·34			0·00	
94.	Sandy Hutcheon	Landar R.7 B.L.	1275	12	53·34			0·00	
95.	Chris Cramer	Mallock U.2 B.L.	1293	12	53·34			7·80	
96.	Trevor Smith	Daren Mk. 11 Cosworth	1598	13	50·35			0·00	
98.	Peter Scott Walter	Chevron B.8 BMW	1998	14	50·55			1·23	
99.	Steve Simpson	Chevron B.8 BMW	1998	14	50·55			0·48	
103.	Spotty Smith	Ford G.T. 40	5600	14	50·55			5·50	
104.	David Good	Martin BM8 FVC	1800	14	50·55			8·55	
105.	Reg Phillips	Chevron B.19 Cosworth	1790	14	50·55			1·83	
106.	Philip Scragg	Lola 212 Ford	1800	14	50·55			4·61	
107.	Andrew Squires	Brabham BT15 Cosworth	1000	15	51·05			0·00	
108.	Paul Squires	Brabham BT15 Cosworth	1000	15	51·05			0·00	
109.	Richard Courtney	Vixen VB1 Chrysler	998	15	51·05			0·00	
110.	Harvey McCaig	Vixen VB1 Chrysler	998	15	51·05			0·00	
112.	Jonathan Lawton	Elva B.L.	996	15	51·05			0·00	
113.	Leslie Stone	Cooper Mk. 7 Chrysler	875	15	51·05			0·00	
117.	John Buck	Terrapin Mk. 1a B.L.	1088	15	51·05			0·00	
119.	Don Robinson	Lotus 69 Novamotor	999	15	51·05			0·00	
120.	Geoff Deakin	Alexis Mk. 14/15 Ford	1098	15	51·05			0·00	
121.	George Valente	Mamba Mk. 1 B.L.	999	15	51·05			2·72	
122.	Tim Collins	Vesey Ford Holbay	997	15	51·05			0·00	
124.	Allan Staniforth	Terrapin Mk. 1 B.L.	1088	15	51·05			4·89	
125.	Graham Ashley Smith	Terrapin Mk. 1a B.L.	1088	15	51·05			0·00	
126.	Bob Prest	Dulon LD4 Cosworth	997	15	51·05			0·00	
128.	Phil Cheek	Lotus 18 Ford	1500	16	49·71			0·00	
131.	Paul Hargreaves	Lotus 31 Ford	1598	16	49·71			0·00	
134.	John McCartney	Techcraft B.R.M.	1596	16	49·71			0·75	
135.	Peter Varley	Brabham BT21C Ford	1600	16	49·71			4·71	
136.	David Hamer	L.B. Vauxhall	1598	16	49·71			0·00	
*140.	Richard Shardlow	McLaren M10B Chevrolet	5500	17	47·57			13·03	
142.	Mrs. Maggie Chadwick	M.G. Midget	1275	6	56·61			0·00	
144.	Graham Cooper	M.G. Midget	1510	9	53·72			6·48	
145.	Joe Ward	Wardford Mk. 4	1600	11	52·58			2·05	

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.						

Awards

The following five awards will be presented at the eid of this season based upon times established at meetings on 23rd April, 21st May, 25th June, 23rd July and 10th 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 who records the fastest time of the season driving a Production Model Jaguar (including 'C' and 'D' Types) —
"The Guyson Sandblast 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. *J. W. Goodliffe* (*B.L. Cooper*) 50.31
Class 2. *R. N. Porter* (*B.L. Coope*) 47.51
Class 3. *J. F. Thomson* (*Vauxhall Viva GT*) ... 46.59
Class 4. ..... *No Improvement*
Class 5. ..... *No Improvement*

The Awards to be won today are :-

For the fastest time of the day — £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 major awards will be presented to the winning drivers outside the control bus about ten minutes after the conclusion of the final "Championship" runs. This will be a good opportunity to see and pay tribute to the successful contenders.

OUR NEXT EVENT AT HAREWOOD —

SUNDAY 21st MAY 1972

"SHELL MEMBERS' MEETING"

COMMENCE 2-15 P.M. — A PACKED AFTERNOON OF SPORT

ENQUIRIES TO B.A.R.C. YORKSHIRE OFFICE, 6 SIDNEY STREET, VICAR LANE, LEEDS LS2 7JB

ON SHOW TODAY AT HAREWOOD
(IN THE HILLSIDE CAR PARK)

THE NEW

"SARCON SCARAB"

Yorkshire's Own Kit Sports Car

Full details from : F. H. "BING" CROSBY
during this meeting.

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SIZERS COURT, HENSHAW LANE,
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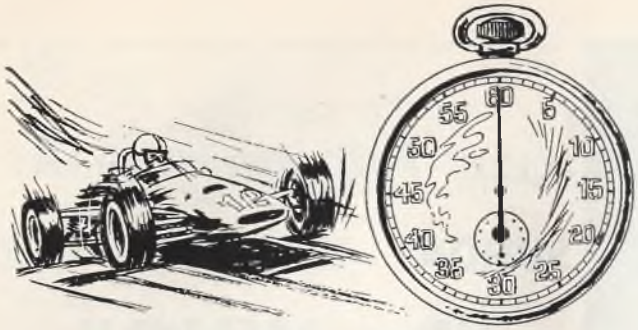

HAREWOOD RECORDS

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

Original Tar and Chipping surface.

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

Hill re-surfaced with Graded Tarmacadam.

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

Hill re-surfaced with non-skid Asphalt.

21/7/68	*D. R. Jackson (Lotus 23B Ford)	48.91
15/9/68	P. G. Lawson (B.R.M. 4 W.D.)	41.43
20/4/69	D. Hepworth (Hepworth Traco F.F.)	42.11
1/6/69	D. Hepworth (Hepworth Traco F.F.)	43.20
20/7/69	*C. J. Parker (Porsche 904)	48.96
10/8/69	J. Johnstone (Brabham Buick)	42.20
14/9/69	Sir N. Williamson (McLaren M.10A)	42.08
19/4/70	Sir N. Williamson (McLaren M.10A)	40.25
17/5/70	R. Thwaites (Brabham BT18 Buick)	43.12
28/6/70	D. Hepworth (Hepworth F.F.)	40.25
26/7/70	*A. Merrick (E.R.A. R1A)	51.18
13/9/70	D. Hepworth (Hepworth FF)	40.69
25/4/71	D. Hepworth (Hepworth FF)	42.76
23/5/71	J. A. H. Lambert (Cooper T.86)	49.45
27/6/71	D. Hepworth (Hepworth FF)	40·52
25/7/71	E. N. Corner (E.R.A. R4D)	47.08
11/9/71	D. Hepworth (Hepworth F.F.)	40.10
12/9/71	R. T. Lane (McLaren M10B)	39.57

† Denotes Record for Course
*** Denotes Vintage and Novices Hill Climb.**

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

Class			
1.	J. W. Goodliffe (B.L. Cooper)	10/9/67	50.31
2.	R. N. Porter (B.L. Cooper S)	12/9/71	47.51
3.	J. F. Thomson (Vauxhall Viva GT)	11/9/71	46.59
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)	11/9/71	48.61
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.	F. N. Cliffe (Jaguar 'E' Type)	11/9/71	45.72
11.	R. H. Jones (Mallock U2 Ford)	12/9/71	44.58
12.	F. K. Aston (Landar R7)	27/6/71	45.34
13.	T. Smith (Daren GP7 F.V.A.)	12/9/71	42.35
14.	P. G. Lawson (Chevron B.8 BMW)	14/9/69	42.55
15.	P. E. Voigt (Ginetta G17 Imp)	12/9/69	43.05
16.	M. J. Hawley (Brabham BT35)	12/9/69	41.71
17.	R. T. Lane (McLaren M10B)	12/9/71	39.57

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.

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Appointed by the B.A.R.C. ..... E. D. Clark.
H. C. Mason, H. M. Sinclair

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Deputy Clerk of Course and Chief Observer :
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Chief Marshal ..... J. M. English
Deputy Chief Observer ..... J. R. Hardcastle
Chief Medical Officer ..... Dr. J. Clegg
Chief Scrutineer ..... S. H. Hanson
Chief Timekeeper ..... D. R. Scatchard
Chief Paddock Marshals ..... D. K. Chippindale,
Capt. G. K. Rothwell
Deputy Paddock Marshal ..... R. G. Hooper
Chief Car Park & Admissions ..... D. N. Townsend
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Time Recorder ..... Miss B. J. Marsden
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Mr. W. Higginbottom
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D. C. Fotherby
Scrutineers Marshals ..... G. L. Thompson,
F. Artincharley

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Paddock Marshals :
Dr. W. Chippindale, M. Thorpe, J. Firth, M. Thornton, J. G. Weatherill.

Paddock Entrance Gate :
R. F. Chesterman.

Paddock Exit Gate :
W. Howarth and B. N. Marsdon.

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. P. Thorpe
Paddock Scoreboard ..... Miss J. S. Lee

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 and the Northern Race and Rally Rescue Marshals Club for provision of Incident vehicle.

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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
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.

Hammerton on Hills

THE R.A.C. HILL CLIMB CHAMPIONSHIP

Who'll finish FIRST . . .

In the TOP THREE . . .

In the TOP TEN ?

By KEN HAMMERTON

From a championship point of view the main emphasis here today is obviously the many battles to gain good good markings in the CASTROL/BARC Championship. However, when I submit an offering for the Spring National Harewood meeting Mike Wilson very kindly allows me to preview the forthcoming R.A.C. Championship which is decided on a "fastest to the top irrespective" basis for racing and sports racing cars of any capacity as opposed to the class-based system we are going to enjoy today. It is appropriate that we should do this because, as usual, this meeting affords the last competitive opportunity for trying out car and driver before the opening round of the R.A.C. Championship which is at Loton Park, near Shrewsbury, next Sunday.

Before looking forward to the 1972 season, speculating on the outcome of what promises to be a very "open" contest, I think it might be interesting to look back a little. A glance at the overall top ten places over the past ten years (1962—1971) reveals that out of a potential 100 names there are only 40, whilst those filling the more illustrious top three places number only 14 from a potential 30. I suppose that these figures could be made to prove any number of things, but basically the message is that the top hill climbers — like all other hill climbers — enjoy their sport sufficiently to stick at it for a few seasons.

The 40 drivers are listed in Tables A and B, the figures in brackets denote the overall final placing in the 1971 series. Of the 40 I expect 20 to compete in speed events during 1972, 13 of them as entrants for the National Championship (David Hepworth, Sir Nick Williamson, Mike MacDowel, Roy Lane, Mike Hawley, Peter Boshier-Jones, Tony Griffiths, Richard Thwaites, Tony Harrison, Ian Swift, Gray and Agnes Mickel, and Bob Rose). David Good, Phil Scragg and Reg Phillips will probably battle out the Shell Leaders (as well as the CASTROL/BARC) in their similarly powered sports racers — possibly Peter Blankstone as well in his GT40. This leaves Ray Fielding who now races a vintage Maserati whilst Jimmy Johnstone should be seen on the local hills. Finally there is Peter Westbury, a former Harewood record holder, who now races successfully in Formula 2, was linked with BRM last season, and who will race a British entered Ferrari at Le Mans in June.

Sir Nick Williamson. Champion in 1970 and runner-up last year. Unfortunately can not be with us this afternoon.

And the other 20 ? Tico Martini, who really shook things up in 1962 with his "illegal" kart-based device is now a successful "legal" racing car constructor whilst Mac Daghorn is a vital part of the Peter Westbury racing set up. Josh Randles, John Pringle, John Macklin, Bryan Brown, Ray Terry, Geoff Rollason, Ian McLaughlin, and Bob Jennings are just retired from the sport in various parts of the United Kingdom with Arthur Owen (Japan) and Bryan Eccles (South Africa) a little further flung.

Patsy Burt retains an active interest in the sport as the "fieldworker" — the link between the competitor — for the Shell organisation. Patsy has the distinction of being the highest ever placed lady competitor in the National Championship — finishing fourth overall in 1959. She also won the first ever RAC Sprint Championship in 1970. John Cussins is also actively interested as part owner of the cars of Mike MacDowel and Peter Voigt. Following a particularly nasty accident at Prescott in 1970 John decided to retire from driving but retained his interest in this very tangible manner. In similar vein John Butterworth has "turned entrant" although not on the hills, his current activities are in F5000 circuit racing.

Peter Lawson, Tony Marsh and Malcolm Eaves. None of these three will be seen on the hills in single seaters this season, but it is quite likely that all may be seen in very potent machinery in the future. Local man Peter Lawson was the very popular 1968 Champion and one feels that at some future date he will certainly have another go. Malcolm Eaves has sold his last year's mount to Peter Boshier-Jones. He may be seen having the occasional hill climb outing in his new Porsche road car, but is quite adamant that he will be back in a potent racing car ere long. Tony Marsh — Hill Climb Champion in 1955-6-7 and 1965-6-7. Will he want to make it 1975-6-7 ? Time alone will tell, but if he does, then there should be some sort of a stirring from next year for the necessary limbering up

And what of the man who made seven consecutive FTD's at Harewood — Peter Meldrum ? He has spent the last few seasons soldiering on with a highly original but not very effective 4-wheel drive device. He is now a Jersey resident which makes regular hill climbing that much more difficult. It would be nice to see him back regularly with something both conventional and competitive.

The final name is Martin Brain — a great character who was unfortunately killed whilst circuit racing at Silverstone driving a Cooper BRM in 1970.

1972 prospects

By the time the series gets under way between 40 and 50 drivers will have registered with the RAC as entrants. At each of the qualifying rounds only the 10 fastest entrants are permitted to take part in the special Championship class — like the "Top Ten" run off here today. Each qualifier is allowed two additional runs with marks being scored on the basis of 10 for the winner down to 1 for tenth place, whilst each driver who improves on the outright hill record standing at the commencement of the meeting in question gains 1 bonus point.

The quality of the 1972 entry is such that it will be quite an achievement to get into the points run off. On paper at this early stage I would reckon that 8 drivers should have semi- permanent places in the run offs — David Hepworth, Nick Williamson, Mike MacDowel, Peter Voigt, Richard Thwaites, Tony Griffiths, Roy Lane and Mike Hawley. I would anticipate that all these entrants should, in some order or other, figure in the final overall top ten places.

David Hepworth, pride of Brighouse is actually quite nice looking, in a rugged sort of way. You would never guess from this Harewood paddock shot.

Before looking at any other competitor let us look more closely at this group of eight. David andl Nick are both intent on gaining the title AGAIN. Last year I said that with a well prepared and well driven machine David should make it. Despite winter-long murmurings that he might "change the oil and polish it up a bit" the 4-wheel drive Hepworth Special will take some beating, and I am certain that a third hill climb title will give David every bit as much pleasure as his other two. My comments on his 1972 prospects are thus precisely the same as in 1971 !

Nick has the disadvantage (? ? ?) of an entirely new car. March Engineering have made a tremendous impact on the general racing secene, but Nick will be the first really serious effort of the marque on the hills. His BDA powered 712 model will be closely watched.

Have they any serious rivals for the title ? **At least** two ! I stress **at least** for this does not mean **only two-!** The two which immediately leap to mind are Roy Lane and Mike MacDowel. Both are entered here today, both will still be "learing to drive" their new cars, and if it is possible I feel that these two will be even more

Continued on page 28

HAMMERTON ON HILLS—continued

determined that David and Nick to finish on top by the end of the year. Where does this leave the other four? To date, Richard Thwaites has had only 5 1972 outings. His results: FTD at Castle Howard, FTD at Woodvale, FTD at Loton, FTD at Prescott and FTD at Pontypool. He has yet to race some of his real opposition, but he obviously has a well sorted car and is driving to win. I may be under-estimating him when I say that he **could** fiinish in the first three, but third place in 1972 company would be a tremendous result.

One of my top four candidates for the title himself rates Peter Voigt's chances of success very highly. Peter, a regular conductor of Imp powered cars for the past few years will be in the Palliser which Mike MacDowel drove last year — although Mike has taken **his** Repco engine for use in his new Brabham and Peter uses a similar unit. Definitely an effort to be closely watched.

I anticipate being taken to task by Mike Hawley for placing his name in this top bracket. But I remember his antics in 1966 and 1967. "Ah, yes Ken, but this lot weren't around with these cars . . .". Nevertheless, it would not surprise me if Mike made at least a couple of FTD's at Championship events.

And Tony Griffiths? Tony has never finished in the top three. I feel that he could seriously aim to rectify this. Like Richard Thwaites I may be under-estimating him.

Four possible winners? Eight with a chance to finish in the top three? The potential for 1972 is so great that I rank the season as "open" as that.

Having got the top brass out of the way things become really difficult. Names like Richard Shardlow, Peter Boshier-Jones, Jack Maurice, Bob Rose, Tony Harrison and Iain McLaren spring to mind. Quite a crowded top ten?

Richard Shardlow has Roy Lane's 1971 car. This is his first attempt at a full hill climb season, although he is very much at home on the circuits. He could be **the** surprise of the season.

After a four year lay off Peter Boshier-Jones has a potent hill climb car again — the ex-Malcolm Eaves Brabham Buick. The preparation of this car has been hampered by illness but it should be ready to go within a few weeks. He used to do quite fantastic things with a little out of date supercharged Lotus 22 some years ago. He is coming back on to a scene very different from the one he left, but by the end of the year it wouldn't surprise me if he had accumulated quite a few points.

It is impossible to mention every entrant, but the following few thoughts occur to me:

Is Bob Rose too old to drive his McLaren effectively? (See "Autosport" adverts).

Will Tony Harrison's sports racing McLaren sport new lightweight bodywork so he can see where he is going?

Will Jack Maurice get the old Tony Marsh Buick engine to push his Palliser along as quickly as he would like?

Will Edinburgh driver Iain McLaren manage sufficient rounds in his ex-Nick Williamson Brabham FVC to make his presence felt?

How will the F5000 Leda of Stephen Cuff fare?

Will we see Ian Swift in the TechCraft Buick?

Will Terry Smith do many rounds in the big Cooper Chrysler?

Will Gray and Agnes manage some points in this, their 21st year of motor sport?

And so we could go on.

The National Championship. Who'll fiinish first . . . in the top three . . . in the top ten? We may get some pointers today.

David Good was last at Harewood with his "Ski McLaren" in September 1970. Today David is in his Martin Sports/Racer in Class 14 whilst Richard Thwaites from Dewsbury will be driving the McLaren which he campaigned with notable success all last year and started the 1972 season in great style with five f.t.d. awards on the trot

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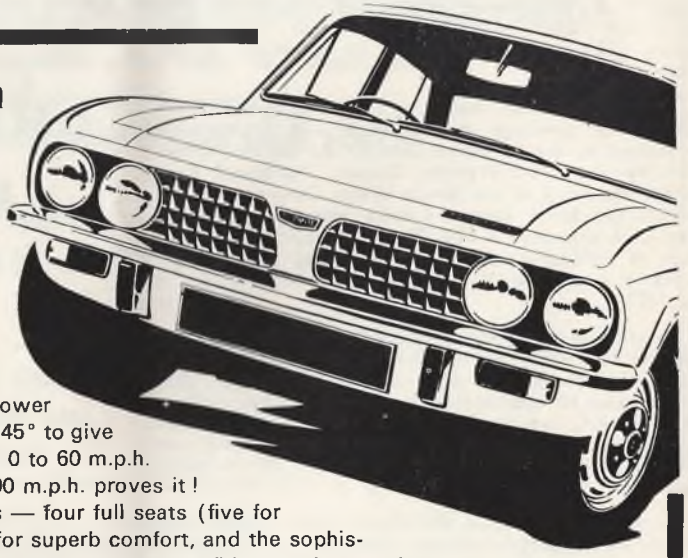

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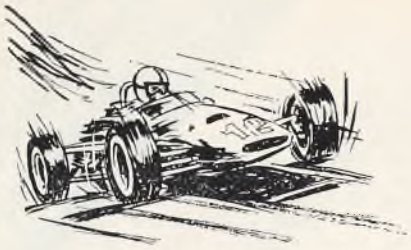

ABOUT THE B.A.R.C.

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

Some of our remaining 1972 Events

2 May — Evening Autotest Event.
7 May — Race Meeting at Croft Autodrome.
14 May — "E. Denny" Production Car Trial.
21 May — Shell "Members' Hill Climb" Harewood.
28 May — Race Meeting at Croft Autodrome.
30 May — Members' Practice Evening at Harewood.

3/4 Jun— "Scarborough Week End" Autotests.
25 Jun — "Montague Burton" National Hillclimb.

4 July — Evening Event near Leeds.
16 July — Race Meeting at Cadwell Park.
21 July — Jubilee Carnival "BARC-Bee-Cue".
23 July — "Vintage & Novices' Hill Climb".

1 Aug — Evening Production Car Trial, Barnsley.
6 Aug — Race Meeting at Croft Autodrome.

5 Sept — "Bird's Event" Ladies Autotests.
10 Sept — Shell "CChampionship Speedclimb".
17 Sept — "Stone Trough" Sporting Car Trial.
24 Sept — "Castrol Trophy" Hill Climb, Scarborough.

29 Oct — "Greenwood Cup" Production Car Trial.

18 Nov — "Jubilee Ball" at Queens Hotel, Leeds.

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GROWTH OF THE INDEPENDENT ORDER OF FORESTERS 20 YEAR PATTERN

Year	Membership	Insurance in Force	Assets
1950	157,000	£61,000,800	£17,600,400
1960	379,686	£291,627,600	£37,536,000
1970	892,633	£1,509,004,444	£116,470,496
1971	1,047,073	£1,768,273,165	£134,476,968

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Our Local Membership Committee Representatives can be located at :-

LEEDS - MANCHESTER - LIVERPOOL - SUNDERLAND - HUDDERSFIELD - HULL
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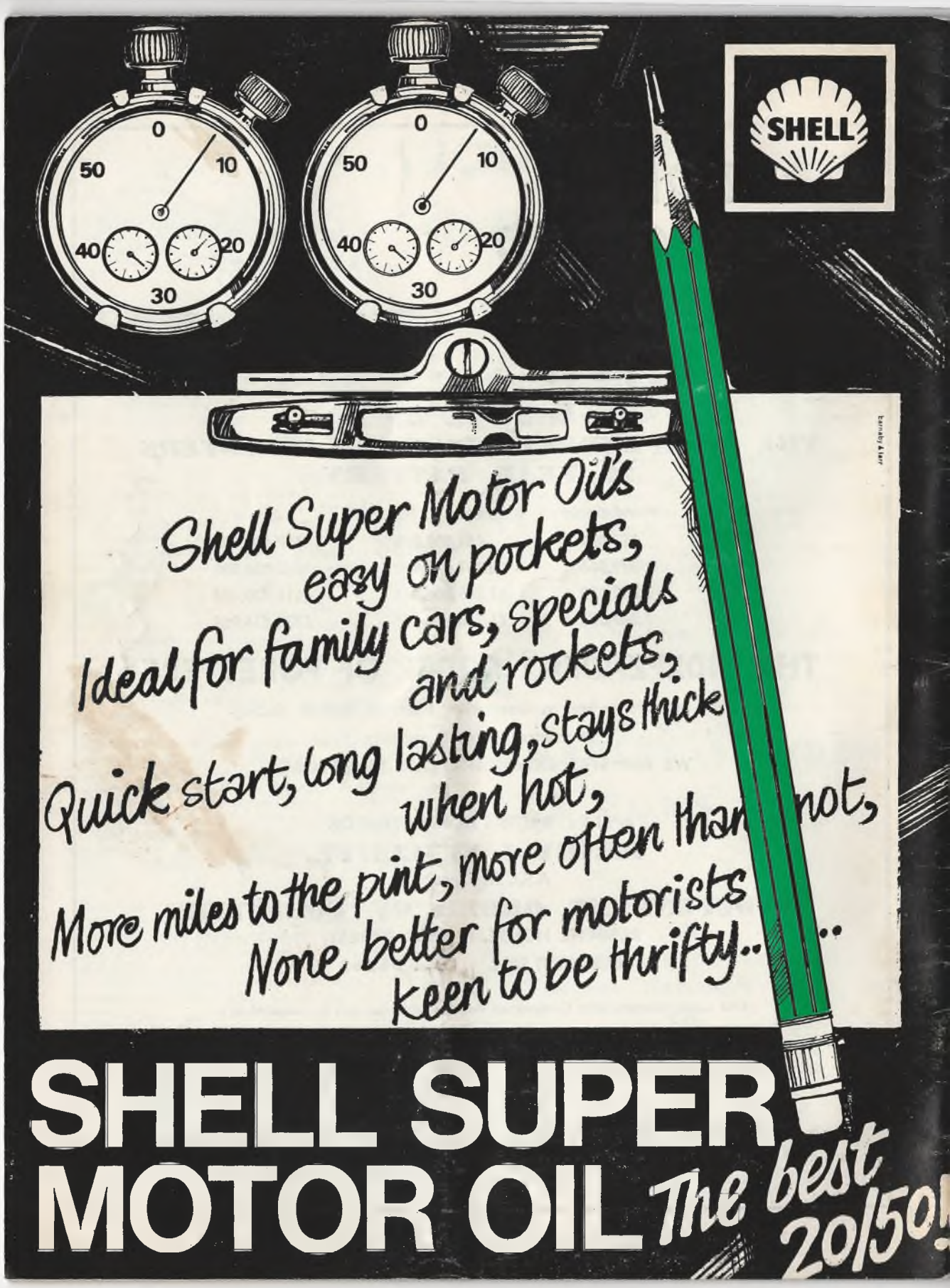
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