

# SHELL SPEED CLIMB



Stockton Farm  
Harewood Avenue  
Nr. Leeds

## HAREWOOD HILL CLIMB

*INCORPORATING THE  
R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP*

7th JULY 1974

OFFICIAL PROGRAMME 10p



**EFFERVESCENT**

**AND REVIVIFYING**

# Rawlings & Chasers &



BY APPOINTMENT TO HER MAJESTY THE QUEEN  
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it's fetching the Rawlings.



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Whiskey, Gin and Russian Spirit are all the better for a little *Rawlings*

Rawlings Imperial Ginger Ale, Indian Tonic Water and Bitter Lemon can be obtained from the most exclusive Gentlemen's clubs, at the best Public Houses and Off Licences; and at First Class Hotels.



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MIKE MacDOWEL — R.A.C. BRITISH HILL CLIMB CHAMPION 1973

THE YORKSHIRE CENTRE OF  
**The British Automobile Racing Club Ltd.**  
WELCOME YOU TO THE  
**THE SHELL SPEEDCLIMB**

INCORPORATING :  
THE R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP  
THE WOKING MOTORS LTD., R.A.C. NATIONAL "LEADERS" CHAMPIONSHIP  
R.A.C. National Permit RS/9739

**Sunday, 7th July, 1974**

Commence 12-30 p.m.

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

by kind permission of Arnold Burton, Esq.

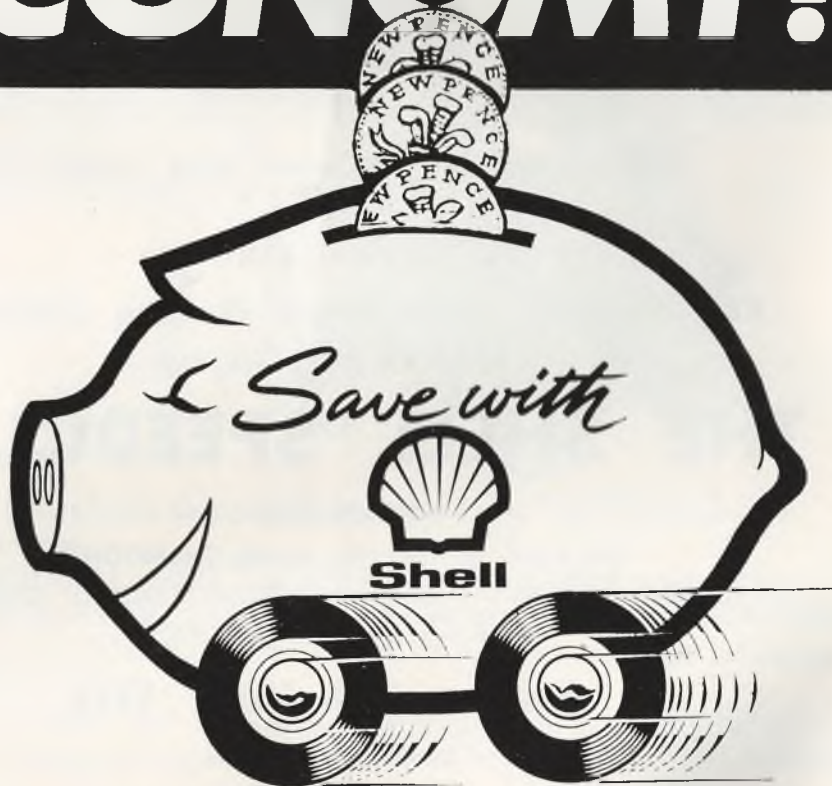
**WARNING TO THE PUBLIC**

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

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

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

# save with **SHELL** **ECONOMY!**



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Come and collect all the benefits  
at your local Shell Station.



# RAMBLINGS



Welcome to Harewood for what promises to be a very exciting day's sport. The entry list is packed with all the star names in British Speedclimbing, the cars and the standard of competition are much more exciting than for many years and, if the weather is kind, records should tumble like ninepins.

Usually our round of the R.A.C.'s National Hill Climb Championship has been in September when the series was almost over and often the new Champion has been decided before our meeting. Today we are running the seventh round of the sixteen round series. Of these the best ten scores of each competitor count for marking and yet we feel justified in sticking our necks right out and making a prophecy that Mike MacDowel from Guildford in Surrey will be the 1974 Champion just as he was in 1973.

Mike has already made fastest time of the day at our two earlier Harewood events, and has scored fifty-nine out of a possible sixty points in the R.A.C. Championship. Both he and his car are in such tremendous form that it will be a cruel twist of fate indeed if he falters today and in the next two rounds.

In the subsidiary championship, the R.A.C. National "Leaders" Championship which is sponsored by Messrs. Woking Motors Ltd. the position is by no means as clear cut. Martyn Griffiths is in the lead with his Cosworth powered Mk. 8 Mallock U.2 but several people can give him a good run and it is likely to be some time before this Championship shows a definite potential winner. Not that we don't expect Martyn to be a very strong contender.

Full details of the two Championships, Marking, current scores and brief histories will be found on pages 17, 18 and 22-25 of this programme.

One of the rather sad features today is that the past Champions, and near Champions, who hail from our own Broad Acres are mostly absent. Peter Lawson from Knaresborough was the first Northern type to win the series in 1968. The next season he elected to change to racing and soon retired. In 1969 David Hepworth from Brighouse took over Peter's crown. In 1970 he was runner-up and again took top spot in 1971. David now

devotes his time to running large, hairy sports cars in European International Racing and, although he has re-built his four-wheel drive Championship-winning car, his promised return to the hills is constantly being postponed.

Ever sadder, the local lad who did look to be championship material, the hirsute Richard Thwaites from Dewsbury, has hung up his hill climbing helmet and gone historic sports car racing as he "Finds it less competitive".

Not that Yorkshire is without its representatives in this Year's Championship. Indeed John Cussins, born in Leeds although now domiciled in London, who first tried hill-climbing here at Harewood is making a return to the sport and lying 6th despite missing a couple of rounds to date. Similarly Richard Shardlow from Sheffield holds seventh place with his 2 litre Smith engined B.25 Chevron. On top of this Tony Bancroft, who once re-joined in the doubtful racing name of "Spotty" Smith and Malcolm Dungworth, who shares the Brabham BT35X with John Cussins have both scored points.

So much for the Competitors. Now to our sponsors. For a number of years Shell have very generously supported this, and other meetings

here at Harewood and we welcome them here yet again. It is particularly pleasing that they are still associated with our event as we all know the difficult times both past and present in the motor industry.

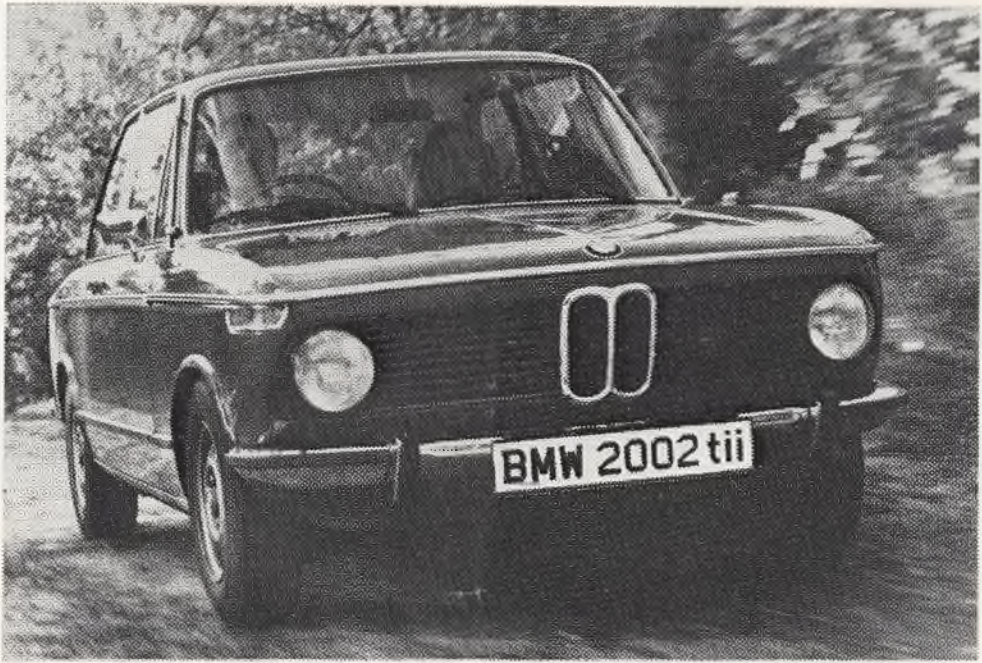
We have said before that we have always been pleased that a big and very professional outfit like Shell have been good enough to support Speedclimbing, surely a true Amateur sport if ever there was one, but it is not only that, it is the nice way they do it.

Finally, what is still to come at Harewood? Well on 4th August we have a round of the Castrol/ BARC Hill Climb Championship. On 18th August, in conjunction with the British Heart Foundation we are running a downhill "Soap Box Derby" and on September 30th the speedclimbing season ends with the Grand Final of the Castrol/ BARC Hill Climb Championship. There is also a possibility that there will be a stage on the RAC Rally in November to wind up the year, but more of that later.



Roy Lane and Mike MacDowel enjoy a joke.

(Josephine Lee)



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**The new-look 41 mpg BMW 2002 Tii Sports Saloon**

A fast, incredibly responsive 5-seater sports saloon that has resulted from BMW's advanced technology, and design.

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CROSS GARAGE  
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# OFFICIALS OF THE MEETING

## STEWARDS

Appointed by the R.A.C. .... N. C. Richmond  
Appointed by the B.A.R.C. .... H. C. Mason, F. H. Crosby  
R. L. Haley

## OFFICIALS

Clerk of the Course ..... M. S. Wilson  
Deputy Clerk of the Course ..... J. Johnstone  
Chief Observer ..... J. R. Hardcastle  
Deputy Chief Observer ..... L. G. Bentley  
Chief Marshal ..... D. B. Marsden  
Medical Officers ..... Dr. T. Dowell, Dr. J. K. Armstrong  
Secretary of the Meeting ..... J. M. English  
Chief Scrutineer ..... S. H. Hanson  
Chief Timekeeper ..... D. R. Scatchard  
Trouble Shooter ..... M. J. Prest  
Deputy Trouble Shooter ..... P. S. Adelman  
Chief Paddock Marshal ..... R. G. Hooper  
Deputy Paddock Marshal ..... B. N. Marsden  
Chief Car Park & Admissions ..... D. N. Townsend  
Deputy Car Park and Admissions ..... T. C. D. Smith  
Car Park Control ..... M. H. Whaley, J. M. Busfield  
General Liaison ..... D. Easthope  
Time Recorder ..... Mrs. J. M. Scatchard  
Results ..... Miss G. M. Nicholson, Miss J. S. Lee  
Entries Secretary ..... Miss J. M. Walker  
Competitor's Signing-on ..... Miss J. S. Lee  
Chief Start Area Marshal ..... C. Hobson  
Deputy Start Area Marshal ..... B. Watson  
P.A. Commentary ..... E. Bowers-Booth, R. Boucher,  
A. D. Roddis  
Scrutineers ..... B. L. T. Bielby, D. C. Fotherby, D. G.  
Tarbet, P. W. Watson, D. F. Wood  
Scrutineers Marshals ..... B. L. T. Bielby, G. L. Thomson,  
P. U. Bicyayres

## Observers :

A. Henderson, R. A. Bateson, R. W. A. North, G. H. Cass, W. S. Edwards, A. T. Nicholls, D. Staveley, J. M. Sewart, D. Spark,, D. Walker, J. R. Wass, A. A. Pritchard, D. M. Gledhill, D. M. Dalrymple.

## Start, Flag, Fire and Spectator Marshals :

P. J. Aston, P. J. Brooks, P. Broxup, Mrs. C. Hobson, C. D. H. Kitching, P. R. Telford, A. J. Sandford, I. D. Morton, J. R. North, Mrs. J. E. North, K. Petch, Mrs. G. H. Cass, J. Cooper, N. Higgins, Mrs. N. Higgins, R. A. Laycock, Mrs. M. Mullin, R. A. Scott, C. F. Jones, Mrs. J. Sewart, N. Hartley, E. L. Thompson, N. Carter, I. Canavan, I. A. Cavanagh, P. J. Maudsley, J. F. Wilton, R. Edwards, S. Picker, E. A. Dawson, J. R. Norbury, C. F. MacDermot, D. K. Chippindale, J. Daughtry, M. M. English, S. E. Fox, J. Hardy, K. W. Miller, P. J. F. Miller, J. H. Wood, P. Newby, J. H. Wood-Mitchell, D. A. Naylor, G. Waddington.

## Paddock Marshals :

G. Brodrick, R. Brodrick, N. Brooks.

Paddock Exit Gate : ..... J. Edwards

Paddock Scoreboard :

Miss H. R. Dixon, Miss A. Astbury.

Admission & Car Parks :

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

Programme Sales :

D. Hardy & Bramham Scouts.

## SERVICES

First Aid ..... St. John Ambulance Brigade (Wetherby Div.)  
Public Address ..... Fairbank Harding Ltd.  
Groundsman ..... T. Cooper  
Car Parks ..... Bert Goddard  
Catering ..... Garritt's (Caterers) Ltd.  
Licensed Bar ..... Garritt's (Caterers) Ltd.  
Tentage ..... T. G. & T. S. Pepper  
Police ..... W.Y. Police (Tadcaster Division)  
Road Signs ..... R.A.C. Yorkshire Area Office  
Breakdown Wagon ..... Guiseley Garages Ltd.  
Welding Service ..... The Pit Stop Ltd.  
Course Car ..... Simon James Motors Ltd.  
Radiotelephone Equipment .....  
Pye Telecommunications Ltd.  
Plant Service ..... Chippindale (Engineers) Ltd.  
Display Area Concessions ..... Frank Lee

# TIMETABLE FOR TODAY

9-45 a.m. Practice commences.  
11-15 a.m. Practice concludes.  
12-30 p.m. Meeting commences — 1st Class Runs  
Classes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12,  
13, 14, 15a, 15, 16 & 17.  
2-30 p.m. Five minutes interval.  
2-40 p.m. Meeting continues — 2nd Class Runs  
Classes 1, 2, 3, 4, 5, 16, 17, 6, 7, 8, 9, 10,  
11, 12, 13, 14, 15a, 15.  
4-40 p.m. "The Championship Runs".  
5-10 p.m. Meeting concludes.  
5-20 p.m. Prizegiving in Paddock by Control Bus.

THE OFFICIAL COURSE CAR USED BY THE CLERK OF THE COURSE AT THIS  
HILL CLIMB IS SUPPLIED BY :

**Simon James Motors Ltd.**  
**of RIMINGTON**  
**Nr. SKIPTON**



Sponsors of the White Chevron raced by Richard Simms,  
and the Orange Ginetta raced by David Sugden.

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We specialise in High Performance — Ferrari to Mini.

If we do not have your exact requirement in stock, please give us an opportunity to locate a suitable car for you within 24 hours. You would still be purchasing from us and would qualify for the renowned Simon James warranty.

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We are often asked to sell cars on behalf of Customers, which we are very happy to do. Also, we can obtain a better price for your part-exchange by selling it for you. Our efforts to be helpful are appreciated by our customers, who return to us again and again.

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If we can help you in any way, either buying or selling, please ask for John or Peter at Gisburn 535.



# 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/9739.

## MOTOR RACING IS DANGEROUS

You are present at this Meeting entirely at your own risk and it is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the Meeting, including the owners of the land and the drivers and owners of the vehicles, are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

## PROGRAMME

All literary matter in this Programme, including the list of competitors and their racing numbers, is copyright.

The Club accepts entries and drivers' nominations in good faith and every effort is made to adhere to the printed programme. The Club, however, cannot accept responsibility for the failure of any car or driver to appear.

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

The Club reserves the right to postpone, abandon, or cancel the meeting or any part thereof.

## LOST AND FOUND PROPERTY

Spectators who find articles are asked to return them to the Clerk of the Course's office in the Bus in the Paddock, where those who have lost anything should also apply.

## MESSAGES

The organisers wish to stress that announcements to assist spectators cannot be made over the course loudspeaker system except in case of genuine emergency.

## REFRESHMENTS

Refreshment Services for snacks, hot meals, hot drinks, etc. is provided in both the Paddock & Hill Side Enclosure. There are licensed bars open from 11-00 a.m. to 7-00 p.m. in both enclosures.

Ice Cream is on sale in all enclosures.

## ACKNOWLEDGEMENTS

The British Automobile Racing Club, Yorkshire Centre wish to express their most grateful thanks to Mr. Arnold Burton for making Stockton Farm available for this event to day. They also wish to thank, in no especial order, The West Yorkshire Police, Bert Goddard, The Harewood Estate and the R.A.C. Yorkshire Area Office for their help with the parking and traffic admission arrangements, the Medical Officers and the St. John Ambulance Brigade (Wetherby Division) for the first aid cover, Garritts (Caterers) Ltd. for the catering and bar services. The British

Motor Racing Marshals Club, The Appleyard Group Ltd. for the Breakdown Vehicles. The Northern Race & Rally Rescue Marshals Club, Fairbank Harding Ltd., T. G. Pepper Ltd., our printers F. Youngman Ltd., and last, but by no means least, all club members and friends who have worked and are working to make this meeting a success.

## LITTER

Will all spectators please try to assist the Club by not dropping litter, but by putting it in the containers provided.

## ANIMALS

In the interests of safety, dogs are not admitted to the course or enclosures. If you have brought a dog with you, please see that it is secured in your car.

## WHEN DEPARTING

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

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

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

## CROSTUNE

### THE PERFORMANCE SPECIALISTS

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Enquiries to Bill Crosland

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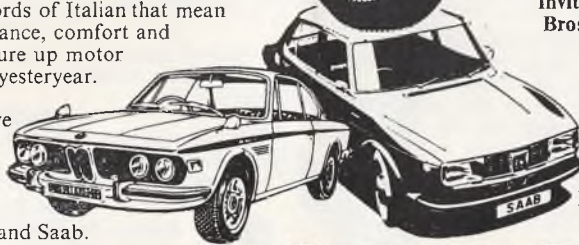
# Alfa Romeo!



Alfa Romeo. Two words of Italian that mean motoring style, performance, comfort and pleasure. And that conjure up motor racing achievements of yesteryear.

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

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

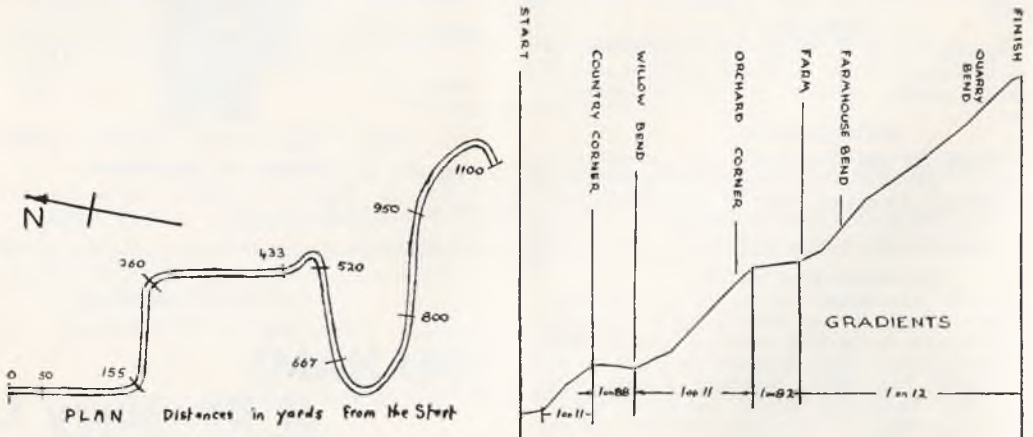


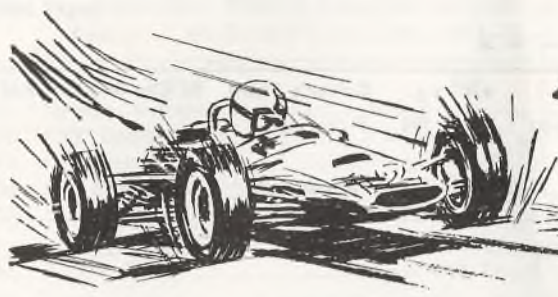
*You're bound to find just the car you've been looking for.*



Oak Lane, Bradford. Telephone: 48080.

## HAREWOOD HILL CLIMB GRADIENT PROFILE





# 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, 15a, 15, 16 & 17.

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

## CHAMPIONSHIP RUNS

## PRESENTATION OF AWARDS

★ After a Competition Number denotes a Reserve Entry.

\* After a Name denotes Eligible for Ladies Award.

### Class 1. — TOURING CARS up to 1,150 c.c.

Bogey — 56.67

Record: M. R. Flather (Aldon B.L. Cooper) 14/4/74 — 48.09.

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
11.	Terence Tattam	B.L. Cooper		998	Aylesbury			
12.	Juliet Johnstone*	Sunbeam Impsport		998	Gullane			
14.	Roy Gibbs	Chrysler Imp		905	Leeds			
	(Entrant: Tassy's Hair Team)							
15.	Roy Greenwood	Rally Equipe Cooper B.L.		998	Ramsbottom			
	(Entrant: Rally Equipe (Bury))							

### Class 2. — TOURING CARS 1,151 to 1,500 c.c.

Bogey — 55.23

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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
16.	Philip Walker	Fiat 128 Coupe		1290	Beverley			
18.	Bobby Fryers	B.L. Cooper S		1275	Keighley			
19.	Dave Armstrong	B.L. Cooper S		1303	Tadcaster			
20.	Nicky Porter	B.L. Cooper S		1328	West Auckland			

### Class 3. — TOURING CARS 1,501 c.c. and over

Bogey — 54.10

Record: R. White (Ford RS1600) 23/4/72 — 46.10

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
21.	Pauline Churchill*	Ford Escort Mexico		1599	Glasshoughton			
22.	Eric Schofield	Ford Escort Mexico		1599	Pontefract			
23.	Melvyn Abson	Ford Capri G.T.		2994	Carlton			
24.	Jonathan Solk	Chrysler Hunter GLS		1725	Leeds			
25.	Jack Taylor	Vauxhall Firenza 1800SL		2279	Huddersfield			
26.	Bill Lord	Ford Escort RS2000		1993	Morpeth			
27.	Simon Clark	Ford Escort Mexico		1600	Leeds			
28.	Hugh Chalmers	Chrysler Avenger GT		1600	Edinburgh			
29.	Brian Walker	Ford Capri		2997	Littleborough			
	(Entrant: G.R.V. Developments)							
30.	Tim Brooke	Ford Escort RS1600		1598	Brighouse			
31.	Peter Ormerod	Ford Escort RS1600		1598	Brighouse			
32.	Allan Forrest	Ford Escort RS2000		1993	Low Moor			

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

Bogey 54.26

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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
33.	Colin Rennie Fowler (Entrant: Stubbs of Leeds Ltd.)	Stubbs DAF 55 Coupe		998	Pickering			
34.	Kenneth Knott	Chrysler Imp		998	Nottingham			
35.	Derek Gray	B.L. Cooper S		999	Malvern Link			
36.	Don Hardman (Entrant: Marque Cars Racing, Leicester)	Marque B.L. Clubman		999	Leicester			
37.	Peter Riley	Chrysler Imp		998	Liverpool			
38.	Alan Cox (Entrant: John Brown (Motors) Ltd.)	B.L. Cooper S		999	Churchdown			

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

Bogey — 53.18

Record: J. F. Thomson (Vauxhall Firenza) 2/6/74 — 45.09

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
40.	Harvey Kay	B.L. Cooper S		1120	Bury			
41.	Mike Greaves	B.L. Cooper S		1330	Dronfield			
42.	Peter Davy	B.L. Cooper S		1330	Sheffield			
43.	Mike Newman (Entrant: Holden & Hartley (Burnley) Ltd.)	Vauxhall Viva GT		2300	Blackburn			
44.	Jim Thomson (Entrant: Guyson International Ltd.)	Vauxhall Firenza Sport		2500	Otley			

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

Bogey — 55.16

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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
45.	David Montague	Austin Healey Sprite		1275	Leeds			
46.	Derek Goodall	Austin Healey Sprite		1275	Leeds			
47.	Sonia Barnes*	M.G. Midget		1275	Wilpshire			
48.	Anthony Harwood	Triumph Spitfire		1296	Blackburn			
49.	Mike Gleave	Austin Healey Sprite		1275	Sheffield			
50.	Mick Merrills	Austin Healey Sprite		1293	Retford			

**Class 7. — "MARQUE" SPORTS CARS 1,301 to 2,600 c.c.**  
 Record: J. W. Goodliff (Lotus Elan) 28/6/70 — 45.26

Bogey — 53.26

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
51.	George Richards	M.G. B		1796	Leeds			
52.	Joan Dobbs*	Datsun 240Z		2393	Carrickfergus			
53.	Loll Ryan	Morgan Family Four		1600	York			
54.	Bill Mantovani	Triumph TR5 PI		2498	Coventry			
55.	Guy Brooker	Lotus Elan		1594	Barnet			
	(Entrant: Lindholme Motor Sports Club)							
56.	Ronnie Craik	Lotus Elan Sprint		1558	Edinburgh			

**Class 8. — "MARQUE" SPORTS CARS 2,601 c.c. and over**  
 Record: J. A. Bancroft (T.V.R. Tuscan) 27/6/71 — 44.94

Bogey — 52.94

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
58.	Tim Smith	Sunbeam Tiger		4731	Leeds			
59.	Norman Lewtas	M.G. Costello B		3528	Sheffield			
60.	Mike Tointon	T.V.R. 3000M		2994	Skipton			
61.	Fred Lobnitz	Austin Healey 3000		2912	Stewarton			
62.	Philip Fay	Morgan Plus 8		2528	Thingwall			
63.	Henry Horrocks	T.V.R. 3000M		2994	Clitheroe			
64.	Malcolm Trehwitt	M.G. C		2912	Bedale			

**Class 9. — MODIFIED & LIMITED PRODUCTION SPORTS CARS up to 1,300 c.c.**  
 Record: C. G. Seaman (Biota Mk. 1C B.L.) 24/9/72 — 45.06

Bogey — 53.06

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
65.	Angie Hall*	M.G. Midget		1285	Langport			
	(Entrant: Haynes Workshop Manuals)							
66.	John Hall	M.G. Midget		1285	Langport			
	(Entrant: Haynes Workshop Manuals)							
67.	Diana MacMaster*	Clan Crusader		998	Stourbridge			
68.	Peter Davey	Austin Healey Sprite		1293	Harrrogate			
69.	Norman Galbraith	Ginetta G.15		998	Lanark			
	(Entrant: Team Castrol)							
70.	Chris Seaman	M.G. Midget		1293	Dronfield			
71.	Michael Hanson	Austin Healey Sprite		1293	Whalley			
72.	John Bury	M.G. Midget		1293	Blackburn			
73.	Russ Ward	Aldon Healey Sprite		1293	Cheltenham			
	(Entrant: John Brown (Motors) Ltd.)							

**Class 10 — MODIFIED & LIMITED PRODUCTION SPORTS CARS 1,301 c.c. and over**  
 Record: P. Bennett (Jaguar "E" Type) 14/4/74 — 44.21.

Bogey — 52.56

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
74.	Paul Wilson	Lotus Elan		1600	York			
75.	John Walker	Jaguar "E" Type		3781	Cawthorne			
76.	Fred Cliffe	Jaguar "E" Type		3781	Sherburn			

**Class 11. — CLUBMANS SPORTS CARS up to 1,600 c.c.**

Bogey — 51.55

Record : J. C. Hunt (Mallock U.2 11 Holbay) 9/9/73 — 43.55

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
77.	Laurie Curtis	Mallock U.2 8 Ford		1600	Bradford			
78.	Gordon Pepper	Mallock U.2 8 Ford		1600	Keighley			
79.	Charles Dracup	Mallock U.2 11B Ford		1598	Haworth			
80.	John Pascoe	Mallock U.2 8B Ford		1594	Knowle, Warks.			
(Entrant : B.A.R.C. South Wales Centre)								
81.	Peter Matthews	Mallock U.2 6B Ford		1598	Stourport on 7			
82.	Mervyn Bartram	Moss Tyres Spl. Ford		1600	York			
83.	Bob Prest	Mallock U.2 11B Ford		1600	Croxdale			
84.	Joe Ward	Ward W.D.5 Ford		1498	Thornton Dale			
85.	George Whittingham	D.M.W. Ford		1594	Astley			

**Class 12. — G.T. & SPORTS/RACING CARS up to 1,300 c.c.**

Bogey — 50.55

Record : C. F. Cramer (Mallock U.2 B.L.) 24/9/72 — 42.55

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
161.★	Dennis Pegg	Mistron F.1300 Cosworth		1200	Sheffield			
86.	David Kennedy	Fairthorpe Electron Minor		1293	Keighley			
87.	Roger Simpson	Marcos Ford		1298	Lutterworth			
88.	Redvers Arnold	Centaur Mk.14 Ford		1300	Middlesbrough			
89.	John Barrett	Theta 002 Ford		1300	Hazel Grove			
90.	Terry Sims	Terrapin Mk.5 SR B.L.		1293	Bushey Heath			

**Class 13. — G.T. & SPORTS/RACING CARS 1,301 to 1,600 c.c.**

Bogey — 49.06

Record : D. G. Morris (Mallock U.2 11X Ford) 9/9/73 — 41.06

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
91.	Douglas Pound	Mallock U.2 Cosworth		1558	Kidderminster			
92.	Tom Turnbull	Ginetta G.12 Ford		1600	Burnley			
93.	Mike Chapman	Elva 7S BDA		1598	Blackburn			
94.	Mike Utley	Elva 7S BDA		1598	Preston			
95.	Martyn Griffiths	Mallock U.2 8B Cosworth		1558	Bewdley			

**Class 14. — G.T. & SPORTS/RACING CARS 1,601 c.c. and over**

Bogey — 49.05

Record : J. A. Bancroft (Chevron B.19 B.M.W.) 24/9/72 — 41.05

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
162.★	John Stuart	Mallock U.2 15 Cosworth		1845	Stourbridge			
96.	Maurice Starbuck	Chrysler Special		6276	Sheffield			
97.	John Kirkup	Walton Jakaranda		3000	Durham			
98.	George Tatham	McLaren M12C Chevrolet		7200	Malton			
99.	Noel Le Tissier	Merlyn B.R.M.		1998	Guernsey			
100.	Brian Newby	Crosslé Chevrolet		5000	Sherburn			
101.	Chippy Stross	Chevron B.19 FVC Smith		1903	Leeds			
102.	Ian Curtis	Mallock U.2 11B B.M.W.		1990	Bradford			
103.	John Cleland	Chevron B.23 FVC		1930	Lanark			
104.	Philip Scragg	Chevron B.19 B.M.W.		2985	Macclesfield			

Class 15a. — RACING CARS up to 500 c.c.

Bogey — 56.85

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

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
105.	Ron Warr	Cooper Mk.5 Triumph		500	Redditch			
106.	Paul Schroeder	Cooper Mk.8 Norton		500	Studley			
107.	Barry Oddy	Cooper Mk.8 Norton		500	Alcester			
108.	Jack Dillard	Cooper J.A.P.		500	Pensnett			
109.	Tim Cameron	Joe Potts Special J.A.P.		497	Malvern			
110.	Richard White	F.M.S. J.A.P.		500	Leicester			
111.	Gordon Bruce	Cooper Mk.8 Norton		500	Enfield			
112.	Barry Brant	Cooper Mk. 10 Triumph		498	Birmingham			
113.	Chris Sturgess	Tecno 4 K.500 Triumph		490	Caversham			
114.	Guy Murray	Tecno 4 K.500 Triumph		490	Caversham			
115.	Peter Voigt	Voigt Renwick Special Konig		500	Haywards Heath			

CLASS 15. — RACING CARS 501 to 1,100 c.c.

Bogey — 49.76

Record : P. E. Voigt (Brabham BT15 Ford) 9/9/73 — 41.76

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
116.	Jonathan Lawton (Entrant: Farnworth Tachographs Ltd.)	Jovis B.L.		1098	Bolton			
117.	John Baker-Courtney (Entrant: Farnworth Tachographs Ltd.)	Jovis B.L.		1098	Bolton			
118.	Judith Davies*	Cooper 75 Cosworth		997	Watford			
119.	Eryl Davies	Cooper 75 Cosworth		997	Watford			
120.	Geoff Deakin	Alexis 18/23 Ford		1098	Penrith			
121.	Jerry Sturman	Vixen VB1 Chrysler		998	Ruislip			
122.	Alan Panton	Vixen VB1 Chrysler		998	Scarborough			
123.	Reginald Broome	Cooper T.72 B.L.		1000	Cheam			
124.	John Farley	Brabham BT21 Holbay		1000	Cheam			
125.	Sandy Hutcheon	Ginetta G.17 Chrysler		998	Cheltenham			
126.	Ken Ayers	Lotus 35 Cosworth		997	Penn			
127.	Alan Staniforth	Terrapin Mk.7 B.L.		1098	Leeds			
128.	David Way	Ensign LN1 Holboy		1098	Melksham			
129.	Alan Richards	Gryphon 3AR Ford		1048	Prestbury			
130.	Richard Courtney	Vixen VB1 Chrysler		998	Paisley			
131.	Don Robinson	Lotus 69 Novamotor		999	Ellesmere Port			
159.★	Graham-Ashley Smith (Entrant: R. White & Sons Ltd.)	Rawlings Chaser Terrapin		1098	Leeds			
160.★	John Crowson (Entrant: R. White & Sons Ltd.)	Rawlings Chaser Terrapin		1098	Leeds			

**Class 16. — RACING CARS 1,101 to 1,600 c.c.**

Bogey — 48·90

Record : G. C. Rollason (Lotus 69 Ford) 10/9/72 — 40·90

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n
163.★	Eddie Simpson	Nike Ford		1600	Rochdale			
158.★	Tom McCallum	Interscan Lotus 51 Ford		1600	Edinburgh			
132.	Roger Youdan	Cooper 86 Ford		1600	Earlswood			
133.	Bob Sunderland	Brabham BT35X FVA		1595	Keighley			
134.	Rob Turnbull	Brabham BT35 BDA		1600	Sutton Coldfield			
135.	Jim Campbell	John Young B'ham BT35 Hart		1600	Bellshill			
136.	David Aukland	Chevron B.18 FVA		1594	St. Helens			
137.	Alan Thomson	Chevron B.17 Holbay		1600	Edinburgh			
138.	Leslie Hardman	G.R.D. 272 Hart		1598	Attleborough			
139.	John Kitchen	March 722 BDA		1598	St. Helens			
140.	Bob Snelson	Hawke Atlantic Holbay		1594	Dunfermline			
141.	Ted Dziek	Hawke Atlantic Holbay		1594	Kirkliston			
142.	Mike Allan	Brabham BT35 Ford		1600	Halifax			
143.	Richard Jones	Surtees TS10 Hart		1600	S. Woodchester			
144.	Ken MacMaster	G.R.D. 272 Hart		1594	Stourbridge			
145.	David Franklin	Huntsman Ensign Ford		1592	Portbury			
146.	Doug Thomson	G.R.D. 273 BDA		1600	Edinburgh			

(Entrant: Thistle Metalics Ltd.)

**Class 17. — RACING CARS 1,601 c.c. and over**

Bogey — 46·47

Record : R. Thwaites (Packmail McLaren) 24/9/72 — 38·47

Car No.	Driver	Car	s/c	c.c.	Driver's Town	1st Run	2nd Run	Pos'n	
147.	John McCartney	Cooper 79 Climax		2490	Horwich				
148.	John Buck	Terrapin V8 Rover		3328	Ossett				
149.	Reg Phillips	Chevron B.27 Smith		1974	Tewksbury				
150.	Maurice Ogier	March 713M BDA		1930	Guernsey				
151.	Nigel Pow	Brabham BT21/23C Buick		3500	Bristol				
152.	David Fyfe	Palliser WD4 Repco		4200	Edinburgh				
153.	Alex Brown	Palliser WD4 Repco		4200	Edinburgh				
154.	Geoff Rollason	Brabham BT37 DFV		2993	Craven Arms				
155.	Alister Douglas-Osborne	Temple Row Brabham BDG		1974	West Hagley				
156.	Malcolm Dungworth	Brabham BT35X Repco		5000	Sheffield				
	(Entrant: Waring & Gillow Racing)								
157.	John Cussins	Brabham BT35X Repco		5000	London N.6				
	(Entrant: Waring & Gillow Racing)								
10.	Richard Shardlow	Chevron B.25 Smith		1930	Baslow				
9.	Tony Bancroft	McLaren M.10B Chevrolet		5800	Oxenhope				
	(Entrant: Compton Edwards Ltd.)								
7.	David Good	S.G.T. Lyncar MS DFV		3000	Maidenhead				
	(Entrant: S.G.T. Racing)								
6.	Tony Griffiths	Brabham BT35 DFV		3000	Hanbury				
5.	Chris Cramer	Grunhalle Lager March 74B		2000	Streud				
4.	Roy Lane	McRae GMI Chevrolet		5000	Warwick				
2.	Sir Nick Williamson	Marlyn 712.S DFV		2993	Reading				
	(Entrant: S.G.T. Racing)								
1.	Mike MacDowel	B'ham BT36X Repco ED		5000	Godalming				



# R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP

The following competitors in today's meeting have entered for the 1974 R.A.C. British Hill Climb Championship.

Car No.	Name	Car	c.c.	Prev.	Best	Pos.
				Marks	Class Time	
1.	Mike MacDowel	Brabham BT36X Repco ED	5000	59		
2.	Sir Nick Williamson	Marlyn 712S DFV	2933	37		
4.	Roy Lane	McRae GM1 Chevrolet	5000	44		
5.	Chris Cramer	Grunhalle Lager March 74B	2000	34		
6.	Tony Griffiths	Brabham BT35 DFV	3000	16		
7.	David Good	S.G.T. Lyncar MS4 DFV	3000	28		
9.	Tony Bancroft	McLaren M10B Chevrolet	5800	7		
10.	Richard Shardlow	Chevron B.25 Smith	1930	21		
98.	George Tatham	McLaren M12C Chevrolet	7200	0		
116.	Jonathan Lawton	Jovis B.L.	1098	0		
142.	Mike Allan	Brabham BT35 Ford	1600	0		
144.	Ken MacMaster	G.R.D. 272 Hart	1594	1		
145.	David Franklin	Huntsman Ensign Ford	1592	13		
146.	Doug Thomson	G.R.D. 273 BDA	1600	5		
147.	John McCartney	Cooper 79 Climax	2490	0		
149.	Reg Phillips	Chevron B.29 Smith	1974	7		
150.	Maurice Ogier	March 713H BDA	1930	0		
151.	Nigel Pow	Brabham BT21/23C Buick	3500	1		
152.	David Fyfe	Palliser WD4 Repco	4200	2		
153.	Alex Brown	Palliser WD4 Repco	4200	0		
154.	Geoff Rollason	Brabham BT37 DFV	2993	3		
155.	Alister Douglas-Osborne	Temple Row Brabham GDG	1974	19		
156.	Malcolm Dungworth	Brabham BT35X Repco	5000	5		
157.	John Cussins	Brabham BT35X Repco	5000	25		

## CHAMPIONSHIP RUNS

Pos'n on Class	Runs	Car No.	Driver	1st Run	2nd Run	Champ. Points	New Total
10							
9							
8							
7							
6							
5							
4							
3							
2							
1							

# THE WOKING MOTORS LTD., R.A.C. NATIONAL "LEADERS" CHAMPIONSHIP

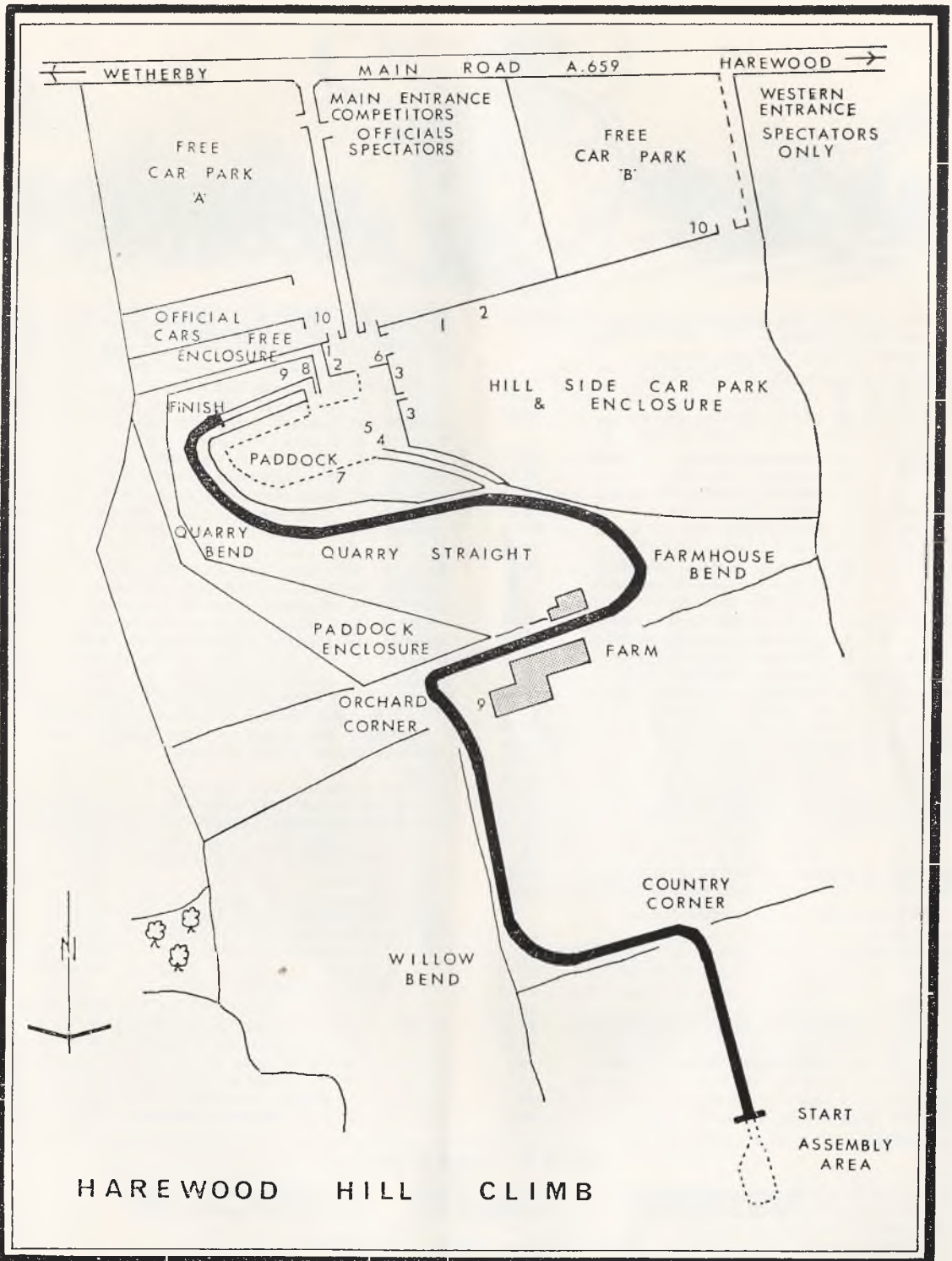
The R.A.C. National "Leaders" Championship sponsored by Messrs. Woking Motors Ltd. is based upon position in Class. In each round scoring in class is based upon the scale. 1st 9 marks, 2nd 6, 3rd 4, 4th 3, 5th 2 and 6th 1 mark. If there are 5 starters in a class the fifth man gets 2 marks. Where less than five starters marking is 9, 6 & 4 for 1st to 3rd in a class of four, 6 & 4 marks for 1st & 2nd in a class of three and 4 marks for 1st in a class of two. There are 16 qualifying rounds scheduled with each Competitor able to claim his best ten scores for overall placing.

The Championship is run in nine classes which are made up by combining some of the B.A.R.C. Classes used at Harewood today. The "Leaders" Classes are :-

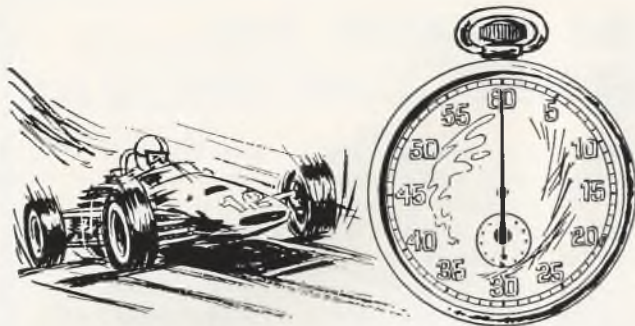
Leaders Class	B.A.R.C. Class(es)	Leaders Class	B.A.R.C. Class(es)	Leaders Class	B.A.R.C. Class(es)
a	1, 2, 3, 4, 5,	d	11, 12 & 13	g	15
b	6 & 9	e	14	h	16
c	7, 8, & 10	f	15a	i	17

The following competitors to-day have entered the 1974 Woking Motors Ltd., R.A.C. National "Leaders" Championship.

No.	Name	Car	Leaders		Prev. Marks	Marks To-day	New Total
			Class	No. in Class			
28.	Hugh Chalmers	Chrysler Avenger GT	a	33	3		
38.	Alan Cox	B.L. Cooper S	a	33	37		
57.	Mike Bonar	Lotus Elan	c	17	9		
66.	John Hall	M.G. Midget	b	15	0		
67.	Diana MacMaster	Clan Crusader	b	15	14		
69.	Norman Galbraith	Ginetta G.15	b	15	14		
73.	Russ Ward	Aldon Healey Sprite	b	15	40		
81.	Peter Matthews	Mallock U.2 6B Ford	d	19	5		
89.	John Barrett	Theta 002 Ford	d	19	12		
91.	Douglas Pound	Mallock U.2 Cosworth	d	19	10		
95.	Martyn Griffiths	Mallock U.2 Cosworth	d	19	49		
103.	John Cleland	Chevron B.23 FVC	e	10	22		
104.	Philip Scragg	Chevron B.19 B.M.W.	e	10	19		
107.	Barry Oddy	Cooper Mk. 8 Norton	f	11	25		
108.	Jack Dillard	Cooper J.A.P.	f	11	4		
112.	Barry Brant	Cooper Mk. 10 Triumph	f	11	6		
114.	Guy Murray	Tecno 4 K.500 Triumph	f	11	0		
115.	Peter Voigt	Voigt Renwick Special	f	11	27		
125.	Sandy Hutcheon	Ginetta G.17 Chrysler	g	18	18		
126.	Ken Ayers	Lotus 34 Cosworth	g	18	6		
127.	David Way	Ensign LN1 Holbay	g	18	14		
129.	Alan Richards	Gryphon 3AR Ford	g	18	13		
143.	Richard Jones	Surtees TS10 Hart	h	16	27		
158.	Tom McCallum	Interscan Lotus 51 Ford	h	16	11		
162.	John Stuart	Mallock U.2 15 Cosworth	e	10	15		



1. Gent's Toilets; 2. Ladies Toilets; 3. Refreshments & Bars; 4. Paddock Marshal; 5. Score Board;  
 6. Programme Sales; 7. Clerk of the Course, Secretary of the Meeting, Timekeepers; 8. Ambulance & Breakdown;  
 9. Scrutineers; 10. Spectator Ticket Sales.



# HAREWOOD RECORDS

Sixty 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 U2 Ford)	49.87
12/9/65	P. H. Meldrum (Lotus Allard Spl.)	49.27
1/5/66	P. H. Meldrum (Lotus Allard Spl.)	46.20
5/6/66	P. G. Lawson (Brabham Ford)	46.76
26/6/66	P. H. Meldrum (Lotus Allard Spl.)	45.99
24/7/66	*J. A. H. Lambert (Cooper Mk. 6 T'ph)	51.75
11/9/66	P. H. Meldrum (Lotus Allard Spl.)	45.99
26/11/66	P. Westbury (Felday 5)	60.84
2/4/67	P. G. Lawson (Brabham Ford)	49.14
30/4/67	B. Eccles (Brabham Oldsmobile)	44.46
25/6/67	B. Eccles (Brabham Oldsmobile)	45.16
23/7/67	*R. G. Winder (Elva Mk. 6)	50.73
10/9/67	A. E. Marsh (Marsh Buick)	42.94
7/4/68	P. G. Lawson (B.R.M. 4 W.D.)	45.57
28/4/68	P. G. Lawson (B.R.M. 4 W.D.)	43.65
16/6/68	P. G. Lawson (B.R.M. 4 W.D.)	42.86

Hill re-surfaced with non-skid Asphalt.

21/7/68	*D. R. Jackson (Lotus 23B Ford)	48.91
15/9/68	P. G. Lawson (B.R.M. 4 W.D.)	41.43
20/4/69	D. Hepworth (Hepworth Traco F.F.)	42.11
1/6/69	D. Hepworth (Hepworth Traco F.F.)	43.20
20/7/69	*C. J. Parker (Porsche 904)	48.96
10/8/69	J. Johnstone (Brabham Buick)	42.20
14/9/69	Sir N. Williamson (McLaren M.10A)	42.08
19/4/70	Sir N. Williamson (McLaren M.10A)	40.25
17/5/70	R. Thwaites (Brabham BT18 Buick)	43.12
28/6/70	D. Hepworth (Hepworth F.F.)	40.25
26/7/70	*A. Merrick (E.R.A. R1A)	51.18

13/9/70	D. Hepworth (Hepworth FF)	40.69
25/4/71	D. Hepworth (Hepworth FF)	42.76
23/5/71	J. A. H. Lambert (Cooper T.86)	49.45
27/6/71	D. Hepworth (Hepworth FF)	40.52
25/7/71	*E. N. Corner (E.R.A. R4D)	47.08
11/9/71	D. Hepworth (Hepworth F.F.)	40.10
12/9/71	R. T. Lane (McLaren M10B)	39.57
23/4/72	R. T. Lane (McLaren M14D)	40.57
21/5/72	D. R. Good (Martin BM8)	44.01
25/6/72	R. T. Lane (McLaren M14D)	39.68
23/7/72	*R. Scott-Moncrieff (Kincraft)	44.15
10/9/72	M. MacDowel (Brabham RT36X)	39.14
24/9/72	†R. Thwaites (Packmail McLaren)	38.47
22/4/73	R. T. Lane (McLaren M14 DF1)	45.21
20/5/73	R. T. Lane (McLaren M14 DF1)	42.66
24/6/73	M. MacDowel (Brabham B.T.36X)	38.52
22/7/73	*A. Mountain (Leda 22 Chevrolet)	44.70
9/9/73	R. T. Lane (McLaren M14 DF1)	38.81
30/9/73	M. MacDowel (Brabham B.T. 36X)	39.50
14/4/74	C. F. Cramer ((March 74B Hart)	40.67
2/6/74	M. MacDowel (Brabham BT 36X)	39.23

† Denotes Record for Course  
 \* Denotes Vintage and Novices Hill Climb.  
 Harewood Hill Climb — Class Records Standing at Commencement of this meeting.

Class

1.	M. R. Flather (B.L. Cooper)	14/4/74	48.09
2.	R. N. Porter (B.L. Cooper S)	14/4/74	47.17
3.	R. White (Ford RS1600)	23/4/72	46.10
4.	C. F. Cramer (B.L. Cooper S)	14/9/69	46.26
5.	J. F. Thomson (Vauxhall Firenza)	2/6/74	45.09
6a.	D. Clewley (M.G. T.C.)	25/7/71	50.86
6.	B. Kenyon (A. H. Sprite)	24/9/72	47.16
7.	J. W. Goodliff (Lotus Elan)	28/6/70	45.26
8.	J. A. Bancroft (T.V.R. Tuscan)	27/6/71	44.94
9.	C. G. Seaman (Biota Mk. 1C)	24/9/72	45.06
10.	P. Bennett (Jaguar "E" Type)	14/4/74	44.21
11.	J. Hunt (Mallock U.2 11 Holbay)	9/0/73	43.53
12.	C. F. Cramer (Mallock 0.2 B.L.)	24/9/72	42.55
13.	D. G. Morris (Mallock U.2 11X PVA)	9/9/73	41.06
14.	J. A. Bancroft (Chevron B.19 BMW)	24/9/72	41.05
15a.	C. C. Myles (Cooper Mk. 9 Norton)	9/9/73	48.85
15.	P. E. Voigt (Brabham BT15 Ford)	9/9/73	41.76
16.	G. C. Rollason (Lotus 69)	10/9/72	40.90
17.	R. Thwaites (Packmail McLaren)	24/9/72	38.47

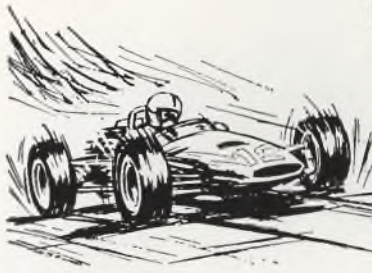
**NEXT MEETING**

**MEMBERS' SUMMER SPEEDCLIMB**

**Sunday, 4th August**

**9th ROUND OF CASTROL/B.A.R.C. HILL CLIMB CHAMPIONSHIP**

**START 2-15 P.M.**



# Awards

The following six awards will be presented at the end of this meeting based upon times established at meetings on 14th April, 2nd June, 7th July, 4th August and 29th September.

To the competitor who records the fastest time of the season irrespective of class —

"The Yorkshire Post Trophy" and Replica.

*Fastest time to date:*

M. MacDowel (Brabham BT36X Repco) ..... 39.23

To the B.A.R.C. member resident within the County of Yorkshire who records the fastest time of the season irrespective of class —

"The Jack Farrar Trophy" and Replica.

*Fastest time to date:*

R. T. Shardlow (Chevron B25 Smith) ..... 40.92

To the competitor who records the fastest time of the season driving a "Marque" Sports Car running in classes 6 to 8 inclusive —

"The Appleyard Group Trophy" and Replica.

*Fastest time to date:*

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

To the competitor who records the fastest time of the season driving a Touring Car running in classes 1 to 3 inclusive —

"The Wallace Arnold Trophy" and Replica.

*Fastest time to date:*

R. N. Porter (B.L. Cooper S) ..... 47.17

To the competitor who records the fastest time of the season driving a Production Model Jaguar (including 'C' and 'D' Types) —

"The Guyson Sandblast Trophy" and Replica.

*Fastest time to date:*

P. Bennett (Jaguar "E" Type) ..... 44.21

To the competitor making the greatest improvement over the class records which were standing before April 14th Meeting running in the Touring Car Classes 1 to 5 inclusive —

"The Total Trophy" and Replica.

These records were:

Class 1. M. R. Flather (Aldon Cooper) ..... 48.67

Class 2. M. R. Flather (B.L. Cooper S) ..... 47.23

Class 3. R. White (Ford Escort RS.1600) ..... 46.10

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

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

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

Class 1. M. R. Flather (B.L. Cooper) ..... 0.58

(New Records: 48.09 14/4/74)

Class 2. R. N. Porter (B.L. Cooper S) ..... 0.06

(New Record: 47.17 14/4/74)

Class 3. .... No Improvement

Class 4. .... No Improvement

Class 5. J. E. Thomson (Vauxhall Firenza) ..... 0.09

(New Record 45.09 2/6/74)

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

The Awards to be won today are:-

For the fastest time of the day:

The "Double Twelve" Trophy and £60

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

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

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

For the fastest time in each class ..... £10

For the second fastest time in each class ..... £6  
(subject to 6 entries in class)

For the third fastest time in each class ..... £4  
(subject to 10 entries in class)

In any class with 16 or more entries there will be four awards — £15, £10, £5 and £3.

Where a Class is run without merging with three or less entries the First Class Award will be reduced to £6.

For the best performance of a Lady Competitor £6  
(decided upon a percentage basis of Class f.t.d. and subject to three lady entrants or being in fastest 20% in class).

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

A Harewood Class Record Plaque.

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

## PRESENTATION OF AWARDS

The four fastest time of the day awards, the Ladies award and the fastest in each class awards will be presented outside the Control Bus in the Paddock at the conclusion of the meeting.

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

The Awards will be presented by Mr. Joe Broadhurst of Shell Marketing Ltd.

# R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP 1947 / 1973

The R.A.C. British Hill Climb Championship is now in its twenty-eighth year and, both in numbers and quality, the standard of competition is higher than it has ever been before. Speed Hill Climbs are a popular part of the motor sporting scene in many areas, but how did it all start?

When Parliament freed motorists from the need to have a man with a red flag walking in front, they also banned cars racing, one with the other, on the open road in Britain. Man is by nature a competitive being and possession of a new toy like a motor car heightened this urge so the only other way out was to run cars singly up a length of road timing with a stop watch to see who was fastest.

The fascination of doing this on a flat road soon palled and it was not long before the pioneers set their steeds against gradients, preferably twisting and Hill Climbing, the oldest form of motor sport in Britain was born.

At first hill climbs were all held on public roads, locally at Sutton Bank, Greenhow Hill and Holme Moss but as long ago as 1908 Midland enthusiasts started to use a private road at Shelsley Walsh which, of course, continues to this day.

After the end of the first World War, enthusiasm was high and hill climbs multiplied until in 1922 the inevitable happened, at Aston Clinton a car ran out of road and clobbered a spectator. At this the axe of authority descended and put an end to competitive motoring on the highway and British Hill Climbing as we know it today on private roads was born.

In 1947 the R.A.C. introduced the British Hill Climb Championship and at that time, only five events were available for inclusion — Shelsley Walsh, Prescott, Bo'ness near Edinburgh, Bouley Bay in Jersey and Craigantlet just outside Belfast. In 1949 Rest and Be Thankful was added to the championship series and so the pattern remained until 1955 when Bo'ness had to be cancelled as the road was not available. It did not return until 1961.

Seeking to broaden the scope of the series, the R.A.C. decided to include two meetings each season at Shelsley Walsh and Prescott to give seven rounds in 1956 and in 1959 the number went up to ten with the addition of Westbrook Hay, Great Auclum and Stapleford, although in the latter case they were scraping the bottom of the barrel in their search for "hills" as this Essex venue only ascended about fifteen feet from start to finish.

Stapleford lasted only three years and Westbrook Hay a year longer but following the return of Bo'ness, Wiscombe Park in Devon was added to the list in 1962 then came a veritable avalanche with Loton Park, Barbon Manor and Dyrham Park near Bristol being included as well for 1963.

September 1964 saw the realisation of many hopes in this area when Harewood took its place on the Championship roll for the first time to be followed



Sir Nick Williamson — 1972 Champion  
presently third

by Longleat in 1965 bringing the total qualifying rounds up to 15.

In 1966 the Marquis of Bath settled for lions and Longleat went out again to be followed by Bo'ness, turned into a housing estate and Dyrham Park, National Trustbound in 1967 compensated by the addition of the longest hill of the lot, the 3.6 miles of Tholt-y-Will in the Isle of Man in 1968.

For 1969 the Lothian Car Club, promoters of Bo'ness came back into the list with their new hill at Doune in Perthshire to make up a series of fourteen rounds. This was a varied and exciting set of hills which provided good competition and one of the most satisfactory Championship years. Unfortunately at the end of the first round at Loton Park the S.V.A.C. announced that owing to an extension of activity in grouse rearing the season was to be greatly cut down and they would not be promoting there again.

The start of the 1970 season brought news that the Lancashire Automobile Club had been unable to overcome the financial problems of Tholt-y-Will and this very popular Isle of Man hill was to be dropped out of the series leaving only twelve rounds. Even this shortened programme did not stand, "The Rest" was breaking up so badly that it was replaced by a second round at Doune. Then Bouley Bay was postponed until October because a dock strike prevented shipment of cars to the island.

In 1971 there were thirteen rounds, two each at Prescott, Shelsley and Doune and single rounds at Wiscombe, Barbon, Bouley Bay, Great Auclum, Craigantlet, Harewood and, for the first time Gurston Down.

In 1972 Craigantlet was dropped on Government advice because of "The Troubles" in Ulster, but the series increased to 14 rounds with the return of Loton Park, now organised by John Dorsett and the Hagley Club and Pontypool Park. The latter addition gave the B.A.R.C. three rounds in the series.

Last year the greatest number of rounds ever was planned. The return of Craigantlet and the inclusion of the Guernsey hill Les Val des Terres brought the total up to 16 rounds. In fact only fourteen rounds were included in the results as Pontypool was called off for, would you believe, a strike of Council workers who controlled the gates to the Public Park where the course is located, whilst no mainland competitors ventured over to Ulster.

Again this year the same 16 rounds are listed. The dates are :-

Apr 15 — Loton Park	Hagley & D.L.C.C.
May 5 — Prescott	Bugatti Owners Club
May 19 — Wiscombe Park	W. Hants & Dorset M.C.
Jun 1 — Barbon Manor	Westmorland M.C.
Jun 9 — Shelsley Walsh	Midland Auto Club
Jun 23 — Doune	Lothian Car Club
July 7 — Harewood	B.A.R.C. (Yorkshire)
July 14 — Pontypool Park	B.A.R.C. (S. Wales)
July 25 — Bouley Bay	Jersey M.C. & L.C.C.
July 27 — Les Val Des Terres	Guernsey M.C. & C.C.
Aug 10 — Great Auclum	Hants & Berks M.C.
Aug 18 — Shelsley Walsh	Midland Auto Club
Aug 26 — Guston Down	B.A.R.C. (S. Western)
Sep 1 — Prescott	Bugatti Owners Club
Sep 14 — Craigantlet	Ulster Auto Club
Sep 22 — Doune	Lothian Car Club

So much for the venues, now who is eligible to take part. Well, for many years there was no limit at all on the type of vehicle which could take part. If it complied with the Vehicle Regulations it could enter. More recently the series has been limited to Sports/Racing and Racing Cars only, but within those

categories it is a glorious "free-for-all" with all kinds of different cars from Formula One machines to home brewed specials proving competitive.

When the Championship was first introduced scores were worked out by a series of rather involved "percentage improvement" calculations based upon class records and it was not until 1957 that the current idea of "Championship Runs" was introduced. In this the fastest ten Championship drivers in the ordinary class runs have a further two runs at the end of the meeting so they can fight out for points under equal road and weather conditions. These championship runs form an exciting climax to a meeting, particularly when the struggle for points becomes really fierce towards the end of the season.

The scoring pattern is simple. In the Championship runs marks are gained on the scale of 10 points to the winner down to 1 for the tenth man. Marks can only be counted for a set number of qualifying rounds. For many years this stood at 8 events, but in 1971 it was put on a sliding scale based upon the number of events actually run.

Another popular feature was a bonus point for any competitor who, during the Championship runs, broke the outright record for the hill which was standing before the meeting. This provided some very exciting competition at the end of the events, but for some reason best known to themselves, the R.A.C. decided to drop this bonus for 1973.

At the start of the 1969 season came the welcome announcement that Shell were to sponsor the championship, and their support both to competitors and organisers has done much to enhance the stature of the Championship. In particular their "Man on the Hills" Freddie Brown became a highly popular and respected figure, ever present, ever cheerful and ever helpful and courteous. Freddie's drive and enthusiasm helped the Championship to move to new heights and it was fitting that at the end of the season the drivers made a presentation as a token of their respect and friendship.

Continued on page 24



Chris Cramer — Lying 4th



Mike MacDowel — Leading the field



Roy Lane — He's 2nd

## HILL CLIMB CHAMPIONSHIP—continued

Shell's sponsorship continued through 1970, when the subsidiary "Leaders" Championship was introduced and then, on a slightly reduced scale, to the end of 1972. During this period the status of the R.A.C. Hill Climb Championship was raised to its highest level ever with plenty of competitors in very exotic motor cars providing highly exciting and competitive sport.

Inevitably, commercial pressures being what they are, Shell announced withdrawal of their support for the series after 1972. This left a vacuum which the R.A.C. were unable to fill. Fortunately the prestige of the series and the spirit of the competitors and organisers has enabled it to survive, despite an apparent lack of interest on the part of the controlling body.

The period when Shell supported the Championship typified the very best type of fusion between a big Commercial organisation and a purely amateur branch of motor sport. Shell came along, took a minority branch of the sport, raised it to its highest ever levels competitively, and socially, and left it stronger than before. And incidentally made many good friends in the process.

We are fortunate indeed at Harewood that we can still count upon their support at a Regional level.

There have been twenty-seven Champions to date they are :-

1947	Raymond Mays (ERA)
1948	Raymond Mays (ERA)
1949	Sydney Allard (Allard Steyr)
1950	Dennis Poore (Alfa Romeo)
1951	Ken Wharton (Cooper JAP)
1952	Ken Wharton (Cooper JAP)
1953	Ken Wharton (Cooper JAP and ERA)
1954	Ken Wharton (Cooper JAP and ERA)
1955	Tony Marsh (Cooper JAP)
1956	Tony Marsh (Cooper JAP)
1957	Tony Marsh (Cooper JAP)
1958	David Boshier Jones (Cooper JAP)
1959	David Boshier Jones (Cooper JAP)
1960	David Boshier Jones (Cooper JAP)
1961	David Good (Cooper JAP)
1962	Arthur Owen (Cooper Climax)
1963	Peter Westbury (Felday Daimler)
1964	Peter Westbury (Ferguson P99 Climax 4wd)
1965	Tony Marsh (Marsh Buick)
1966	Tony Marsh (Marsh Buick)
1967	Tony Marsh (Marsh Buick 4wd.)
1968	Peter Lawson (BRM P.67 4wd.)
1969	David Hepworth (H'worth Oldsmobile 4wd)
1970	Sir Nicholas Williamson (McLaren M10A/B)
1971	David Hepworth (Guyson Sandblast Spl.)
1972	Sir Nicholas Williamson (March 712S Hart)
1973	Mike MacDowel (Brabham BT36 Repco)

## Qualifying Events to date in RAC British Hill Climb Championship

Qualifying Round No.	1.	2.	3	4.	5.	6.	7.
Hill ... ..	Loton Park	Prescott	Wiscombe	Barbon	Shelsley	Doone	Harewood
Organising Club ...	Hagley & D.	B.O.C.	WH&DCC	W.M.C.	M.A.C.	Lothian CC	BARC Yorks
Date of Event ... ..	18/4/74	5/5/74	19/5/74	1/6/74	9/6/74	21/6/74	7/7/74
Length of Course (Yds.)	1475	1127	1000	890	1000	1400	1090
Record Before Meeting	53:51	43:07	38:75	24:02	28:21	—	38:47
Held By ... ..	MacDowel	Lane	Williamson	Williamson	MacDowel	—	Thwaites
Car ... ..	Brabham 36	McLaren 14	Marlyn	Marlyn	Brabham 36	—	McLaren 10
New Record ... ..	53:51	—	38:69	—	—	40:67	—
Taken By ... ..	MacDowel	—	MacDowel	—	—	MacDowel	—
Car ... ..	Brabham 36	—	Brabham 36	—	—	Brabham 36	—
Weather ... ..	Fine	Cold	Fine	Wet	Fine/Wet	Fine	—
<b>Championship Placing</b>	MacDowel	Williamson	MacDowel	MacDowel	MacDowel	MacDowel	—
<b>Time and Marks</b>	1 53:51 10	44:45 10	38:69 10	26:94 10	32:18 10	40:67 10	10
	Lane	MacDowel	Williamson	Cramer	Williamson	Cramer	—
<b>2</b> 54:65 9	44:94 9	38:80 9	27:17 9	32:38 9	40:68 9	—	9
	Griffiths	Cussins	Lane	Cramer	D-Osborne	—	—
<b>3</b> 55:53 8	45:53 8	39:65 8	27:47 8	32:85 8	41:50 8	—	8
	Good	Good	Cussins	Lane	Lane	—	—
<b>4</b> 55:98 7	45:81 7	39:79 7	27:71 7	33:26 7	41:67 7	—	7
	Franklin	Shardlow	Good	Williamson	D-Osborne	Shardlow	—
<b>5</b> 56:32 6	45:96 6	39:85 6	28:45 6	33:40 6	41:73 6	—	6
	Cussins	Lane	Shardlow	Cussins	Griffiths	Thomson	—
<b>6</b> 56:49 5	46:11 5	39:92 5	28:62 5	33:75 5	41:91 5	—	5
	Cramer	Franklin	Cramer	Good	Shardlow	Good	—
<b>7</b> 56:69 4	46:66 4	40:20 4	29:00 4	33:96 4	43:60 4	—	4
	Williamson	Dungworth	D-Osborne	Griffiths	Franklin	Phillips	—
<b>8</b> 56:70 3	47:02 3	41:06 3	29:16 3	34:09 3	43:62 3	—	3
	D-Osborne	Phillips	Rollason	Dungworth	Phillips	Fyfe	—
<b>9</b> 57:52 2	47:23 2	41:15 2	29:39 2	34:14 2	43:64 2	—	2
	MacMaster	Rollason	Morris	Pow	Williamson	—	—
<b>10</b> Fail 0	47:23 1	42:22 1	29:39 1	35:57 1	Fail 0	—	1



Although only six rounds of the 1974 series have been completed, Mike MacDowel, the 1973 Champion, has built up a most formidable lead. Driving his beautifully prepared Brabham BT36X with 5000 c.c. Repco E.D. engine Mike has collected no less than 59 points out of a possible maximum of 60. He has already made fastest time of the day at two events at Harewood this year so he must start today as an odds on favourite to strengthen his challenge for the 1974 title.

Mike's closest rival, Roy Lane, has not had a good season so far. Unlike Mike who has retained his 1973 car for a second year. Roy started the series with a brand new McRae. This car shows terrific potential but has needed quite a lot of sorting out and, to cap it all, just as it was beginning to motor, Roy went and broke his arm whilst loading his transporter. When you consider that most of his rounds have been driven with one arm in plaster, Roy is obviously going to fly when he has full use of his limbs again.

Making his first visit to Harewood this year is Nick Williamson. The "Belting" Baronet was Champion in 1970 and 72 and runner-up in 1971 and 73. Always a popular figure at Harewood, Nick has a couple of very poor scores to discard later and will obviously climb up the marking table.

Currently best of the local talent is John Cussins, son of the redoubtable Manny, who has emerged from retirement a couple of years ago to creep up to sixth place from the first four rounds before dashing off on holiday. Today he will be trying to improve his position on the hill where he first started.

#### POSITIONS AT START OF THIS MEETING

##### R.A.C. British Hill Climb Championship

	A	B
1. Mike MacDowel (Brabham BT36 Repco ED)	6	59
2. Roy Lane (McRae G.M.I Chevrolet)	6	44
3. Sir Nick Williamson (Marlyn 712S DFV)	5	37
4. Chris Cramer (Grunhalle March 74B Hart)	5	34
5. David Good (Lyncar MS.4 DFV)	5	28
6. John Cussins (Brabham BT35X Repco)	4	25
7. Richard Shardlow (Chevron B.25 BDE)	4	21
8. Alister Douglas-Osborne (B'ham BT38 BDA)	4	19
9. Tony Griffiths (Brabham BT33 DFV)	3	16
10. David Franklin (Huntsman Ensign LNF323)	3	13
11. Tony Bancroft (McLaren M.10B Chevrolet)	1	7
12. Reg Phillips (Chevron B.25 FVC)	3	7
13. Doug Thomson (GRD 273 BDA)	1	5
14. Malcolm Dungworth (Brabham BT35X)	2	5
15. Geoff Rollason (Brabham BT37 DFV)	2	3
16. David Fyfe (Palliser WDF4 Repco)	1	2
17. Ken MacMaster (G.R.D. 272 BDA)	1	1
David Morris (Ensign L.N.F.1 BDA)	1	1
Nigel Pow (Brabham BT21/23C Buick)	1	1

A = Number of Events in which points scored.

B = Total Score to date.

## The Woking Motors Ltd., R.A.C. National "Leaders" Hill Climb Championship

In the second year of Shell's sponsorship of the R.A.C. British Hill Climb Championship their popular Man at the Meetings, Freddie Brown introduced the "Leaders" Championship as a complement to the all-out, fastest up, of the main Championship which would be simple to understand, and yet would be open to being won by any type of car by marking on position in classes rather than overall fastest times.

The marking system has undergone several revisions but the "Leaders" has now settled down into a very popular event with some 57 entries for this year. Of these, 25 are here today including all the highest placed competitors.

Marking in the Championship is based upon position in class. If there are five, or more, starters in a class, 5, 4, 3, 2 & 1 points are awarded to 1st down to 6th place. With four starters this reduced to 3, 2 & 1, if three starters 2 & 1, whilst with only two starters in a class the winner gets 2 marks.

The 16 events making up the R.A.C. Championship also count for the "Leaders" and competitors can claim marks for their best ten performances out of the sixteen qualifying rounds.

Last year Woking Motors Ltd. took over sponsorship of this Championship and they have continued their support in 1974. Because the system of marking is somewhat complicated a regular scorekeeper is kept busy computing the results. Robin Boucher, well-known scribe on matters concerning Hill Climbing is performing this task which helps the competitors to know exactly how they are placed in the series.

#### POSITION AT THE START OF THIS MEETING

##### Woking Motors "Leaders" Championship

1. Martyn Griffiths (Mallock U.2 8B Cosworth)	49
2. Russ Ward (Aldon Healey Sprite)	40
3. Alan Cox (B.L. Cooper S)	37
4. Peter Voigt (Voigt/Renwick Special Konig)	27
Richard Jones (Surtees TS10 Hart)	27
6. Barry Oddy (Cooper Mk. 8 Norton)	25
7. John Cleland (Chevron B.23 FVC)	22
8. Phil Scragg (Chevron B.19 B.M.W.)	19
9. Sandy Hutcheon (Ginetta G.17 Chrysler)	18
10. Richard Brown (Martin BM.8 BDA)	15
John Stuart (Mallock U.2 15 BDA)	15
David Way (Ensign LN Holbay)	15
13. Diana MacMaster (Clan Crusader)	14
Norman Galbraith (Ginetta G.15)	14
15. Alan Richards (Gryphon 3AR Ford)	13
16. Steve Hemmingway (Turner)	12
John Barrett (Theta 002 Ford)	12
18. Rowland Hand (Ford T/C Anglia)	11
Derek Lloyd (Landar R.7 B.L.)	11
Tom McCallum (Lotus 51 Ford)	11
21. Douglas Pound (Mallock U.2 Cosworth)	10
22. John Turner (Cooper Mk. 6 Norton)	9
Mike Bonar (Lotus Elan)	9

# MEMBERSHIP APPLICATION FORM (7)

To :-

The Secretary, B.A.R.C. Yorkshire Office, 6 Sidney Street, Vicar Lane, Leeds LS2 7JB.

I desire to be nominated for election by the Council as a Member of the British Automobile Racing Club Ltd., and, if elected, I undertake to abide by the Memorandum and Articles of Association and Rules of the Company.

(Please use Block Capitals)

Surname : ..... Full Christian Names : .....

Mr., Mrs., Miss or Title ..... Wife's Christian Names : .....

(If joining as Joint Member)

Address .....

Telephone No. .... Profession or Occupation.....

Nationality..... Age (if under 21)..... Date.....

Other Clubs (if any) .....

I enclose remittance for the following :

	£	p
Entrance Fee ..... (£1.00)	.	00
Annual Subscription ..... (£4.00) (Covers membership, "BARC News" Monthly, etc.)	4	00
Yorkshire Centre Annual Registration Fee ..... (£1.00) (Covers all Local Centre activities, monthly issues of "Yorkshire Centre Circular", etc.)	1	00
H.Q. Race Meeting Regulations Mailing List Fee (£1.00) (Covers monthly despatch of Regulations to Race Meetings throughout Britain)	1	00
Joint Membership (Wife) ..... (£0.50)	0	50

TOTAL £ .....

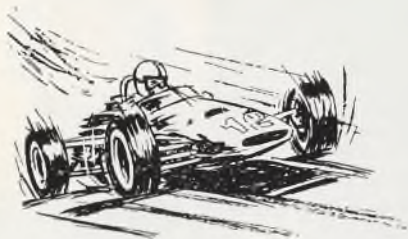
**Cheques should be crossed and made payable to "B.A.R.C"**

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

Signature.....

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

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



# ABOUT THE B.A.R.C.



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

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

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

The B.A.R.C. is the Club for Hill Climb enthusiasts. The Yorkshire Centre run meetings at Harewood, the South Western Centre at Gurston Down and the South Wales Centre at Pontypool Park. All three of these venues have rounds in the "R.A.C. British Hill Climb Championship" whilst the B.A.R.C. has its own Hill Climb Championship sponsored by Castrol which in 1973 drew over 200 entries. The "Castrol/B.A.R.C." Championship has rounds at Loton, Wiscombe, Prescott, Cadwell Park and Scammonden as well as Harewood, Gurston and Pontypool. In addition, B.A.R.C. members are invited to just about every other hill climb organised in Britain.

In addition to the full programme of events organised by the Yorkshire Centre, members can compete in all main club events offering over 35 race meetings this season and all competitions run by the other centres. The B.A.R.C. are also invited to take part in most of the worth-while events run by other clubs. This year this means over 150 B.A.R.C. events and 300 invitation events.

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

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

## 1974 HAREWOOD HILLCLIMB DATES

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

## 1974 CROFT RACE MEETING DATES

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

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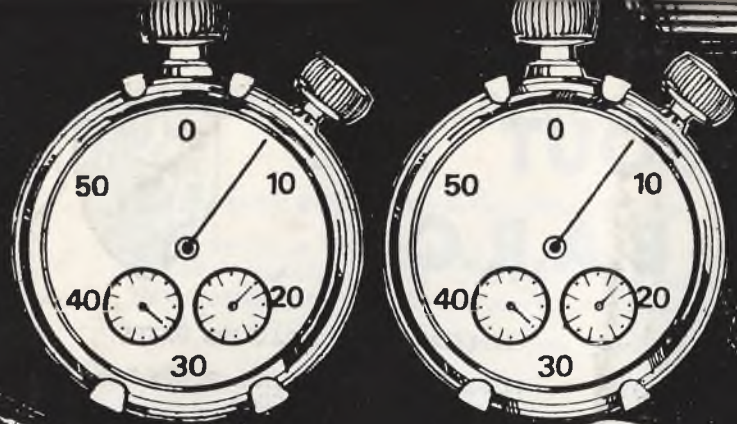
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