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11-00 AM**



**OFFICIAL
PROGRAMME
20p**

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***GUYSON* CHAMPIONSHIP**

Harewood

**SPEED
HILL CLIMB**



B.A.R.C. HILL CLIMB CHAMPIONSHIP MEETING

14TH-15TH APRIL 1979

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CHAMPIONSHIP 1979**



This meeting is governed by the General Competition Rules of
the Royal Automobile Club incorporating the provisions of the
F.I.A. International Sporting Code

R.A.C. National Permit RS/1504/5

HELD AT STOCKTON FARM, HAREWOOD, LEEDS
by kind permission of Arnold Burton. Esq

PUBLIC WARNING

MOTOR SPORT IS DANGEROUS

Spectators attending at this track do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles and passengers of the vehicles are absolved from all liability arising out of accidents causing damage or personal injury to spectators or ticket holders

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Ramblings



Welcome to Stockton Farm, Harewood for the start of our eighteenth season of hill climbing. We have just come through one of the worst winters for many years, very certainly the worst since we have been at Stockton Farm and, at the moment when pen is being put to paper for these notes, it looks as if you could well be reading this in a cloudburst, having earlier tried to park in a bog. We hope not, but in any case you have shown your faith in us by being here, we hope you will be rewarded with a good afternoon's sport.

To those of you who have not been here before, we would say that speed hill climbing is the second oldest form of motor sport. Back in the days of the first horseless carriages, as soon as one or two were gathered together in one place the urge to see which would go fastest was irresistible. As the "roads" of the day were only narrow tracks it was not possible to race side-by-side so they ran one at a time using a stopwatch. Very soon a flat course became no problem so our pioneers aimed their cars up hills, and our sport was born.

From 1904, when the "Red Flag" act was repealed Hill Climbs were run on the open road, with the assistance of the Police to keep non-competitor's out of the way. Indeed, the B.A.R.C. Yorkshire Centre who present today's event cut their teeth on events of this kind up Greenhow Hill at Patley Bridge in 1922. Then, of course, some fool running in a hill climb at Hartly Witney in Surrey was unfortunate enough to collide with a car belonging to a member of the Mother of Parliaments and, surprise, surprise - the whole lot was very quickly declared illegal.

Sad though we are not to be able to run today's sophisticated Speed Climb cars up hills like Holme Moss, Sutton Bank and Garrowby, all of which have been used in the past, we have to realise the rightness of this decision - hence Stockton Farm.

The first off-road Speed Climbs go back to 1904 as well when a group of Midlands enthusiasts arranged to use a farm road at Shelsley Walsh in Worcestershire. This venue still continues as the Mecca of British Speed Climbing. Whilst we can not claim their traditions, in the seventeen years we have been running here at Harewood we can claim to have carved out a small local niche.

Speed Climbing is strictly an amateur sport, no one can make money at it, in fact you might wonder what it is that makes competitors spend, in many cases, large amounts of hard earned cash on very sophisticated machinery. Lavish hours of work on getting everything into tip top condition. Travel the length of the land to different events and then be rewarded with some 3 minutes of motoring in anger over a whole week-end.

I suppose that the nearest analogy is the athlete who gets up at 4.30a.m. for months on end getting every muscle into trim for a 100 metre dash which is all over in a ridiculously few seconds. On a Speed Climb you are on your own, nothing less than 110% effort for the 40, or so seconds will suffice, every move must be absolutely perfect and the mental concentration required is such that top line competitors admit that one run takes more out of them than a twenty five lap race. On a circuit tactics come into play and you only go fast enough to keep, or finish, in front. On a speed climb only the driver, and the relentless electronic timer, know how a run is going.

Of course, for you, the spectators, there is not the stimulus of seeing cars side-by-side, battling for position. But we hope that by getting the times to you quickly you will appreciate that, within the various classes, the battle for fastest time, and the gamesmanship to do the other bloke down, are quite as stirring as you would see on any circuit.

Continued on Page 6

RAMBLINGS continued

Today's meeting consists of some 120 cars split into 18 classes. There are two "Class Runs", one before lunch and one after, and the class awards are based upon the best times recorded in these runs. Then there are the major, fastest time of the day awards which go to the four quickest runs put up all day.

In addition we have rounds of two Championships. Our own "Guyson/BAHC Speed Climb Championship and the "Dutton Forshaw" Sprint Hill Climb Championship. The "Guyson/BAHC is now established as the premier, country wide, competitor's Championship. It is run in two sections, the main event which gives a balanced opportunity to any type of car and the Guyson/BAHC F.T.D. rounds where the fastest up the hill in any car comes out on top. Full rules for both sections of the Championship are on pages 39 and 40 of this programme but, briefly, at each of the rounds competitor's score marks based upon the amount by which they beat a class "Bogey Time".

The "Bogey Times" are based upon the Class Records at the start of the season with an uplift of 8 seconds, thus a driver who equals a class record scores 8 marks, and so on. So long as the weather permits fast times, the ten drivers who have scored most marks during the day get two more runs to see if they can improve any more. Also at the end of the meeting there is the F.T.D. "Top Eight" run off when the fastest 8 competitors of the day get two more runs and score marks based on their placings in this run off. A table showing championship entrants and their "Bogey Times" is printed on pages 22/23 whilst the two run-offs can be followed on page 29.

Today is the second round of the 1979 Guyson/BAHC Championship, the first was held under regatta like conditions at Prescott, near Cheltenham, last Sunday. The current leader of the Championship is Josh Saddler, who can be found in Porsche No.102 in Class 10. Mind you Josh's lead is slender - he was the only man to get within his bogey time at Prescott and then only to score 0.17 mark so you could say that, effectively, the series starts here at Harewood today.

In the F.T.D. series, it is the positions in the final run off which count for marks so, no matter how wet there are scores. For reasons to be explained next, none of the "Top Eight" from Prescott are here this afternoon so, again, this afternoon's winner will share the lead with Roy Lane who notched up 8 marks at Prescott.

The "Dutton Forshaw" series is run at a number of Northern venues by the Longton & District Motor Club and attracts a very strong following from Northern drivers. The plan is the same as the Guyson/BAHC except that 20 seconds are added to Class Records so, no matter how bad the weather everyone scores some marks. In fact as both championships allow for discarding the lowest scores, in an average season, this difference is only cosmetic, but it does give some encouragement on a poor day.


Now, Harewood regulars will be wondering why none of the usual "Top Eight" runners are here. Well the R.A.C. British Motor Sports Council, who are our lords and masters in the sport run their RAC British Hill Climb Championship which is the "open", and most prestigious championship and the second round takes place tomorrow, Easter Monday at Loton Park near Shrewsbury. This year Loton's Easter Monday date has dropped on the same week-end as our long established second week-end in April. When this has happened in the past Loton Park have given competitors from Harewood the chance to practice on Monday and so, to do both of the events. This year the leading folk entered Loton hoping to be allowed the facility. Unfortunately local difficulties caused the Hagley Club to rule that there would be no Monday practice and, as an RAC Round takes precedence over another National Speed Climb, we had to give way.

Having said that, we think we can promise you some very keen competition in all the classes, except perhaps Class 17 and, in particular, our tip for f.t.d. would be Jim Johnstone from Bardsey who holds the Class 16 record in his Brabham BT.30 1.6 litre car, only a second and a bit slower than Chris Cramer's overall course record.

Now, our sponsors, Bearings (Non Lube) Ltd. of Hoston Spa have taken over support of the event, with great assistance from Martyn Griffiths of Severn Advertising Ltd. in Bradford. David Garnett on B.N.L. has given most generously of his time, money and enthusiasm to publicise and make the event a success. We acknowledge David's great efforts and enthusiasm and wish him well in his beautiful Chevron B.19 B.M.W. in class 14.

Another of our supporters is Jim Thomson of Guyson International. Jim will be found in class 5 sharing the Guyson Chevette with son James. Mind you youth beat age at an event last year so Jim is relegated to running first in the shared car team.

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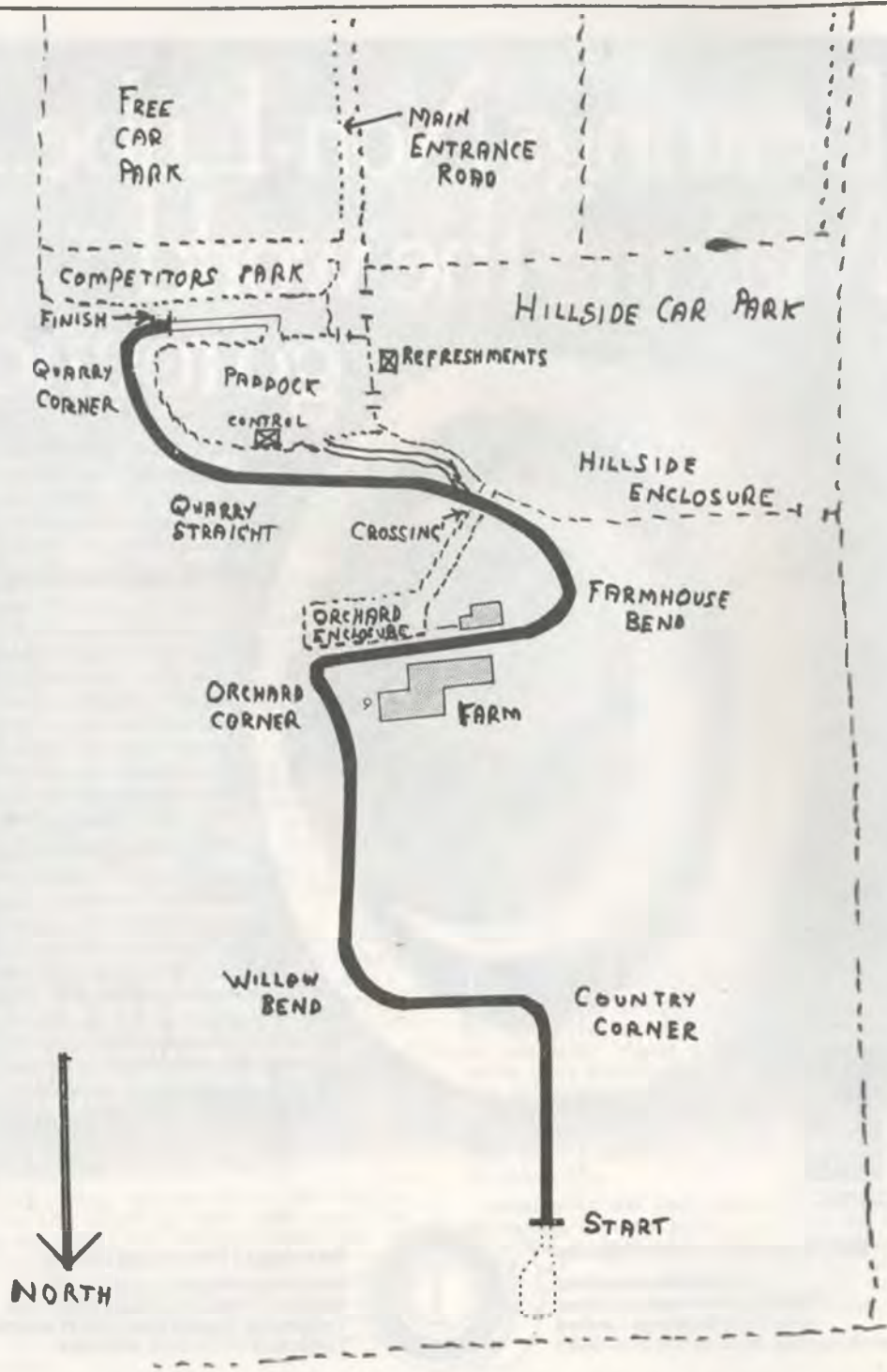
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Appointed by the B.A.R.C..... F.H.Crosby
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TIMETABLE FOR TODAY

9.30a.m..... Practice Runs
11.00a.m..... First Class Runs
Classes 1,2,3,4,5a,5,6,7,8,9,
10,11,12,13,14,15,16 & 17
1.00p.m..... Lunch Interval
2.00p.m..... Second Class Runs
Classes 1,2,3,4,5a,5,6,7,8,9,
10,11,12,13,14,15,16 & 17
4.15p.m..... The Championship Runs
The "Top Ten"
The "F.t.d. Top Eight"
5.00p.m..... Meeting Concludes
5.15p.m..... Prizeving at Refreshment Tent
Awards Presented by Mrs.D.M.Garnett
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HAREWOOD-CLIMBING INTO '79

by CHRIS MASON

Northern Correspondent AUTOSPORT

Welcome to Harewood and, more specifically, to Stockton Farm for the first BARC Yorkshire Centre Speed Climb of what promises to be a memorable season. Our steep and sinuous course, long considered to be one of the most challenging in the country for the practitioners of the specialised art of speed hill climbing, has reverberated to the roar of racing engines since 1962 (thanks to the generosity of our landowner Mr. Arnold Burton). Since then it is undeniable that there have been peaks and troughs in the quality of the events held here - to say nothing of the weather in which they have been held - but the prospects for 1979 are really good.

By the time you read these notes you should be agog with anticipation for the second round of the Guyson/BARC Speed Climb Championship. This is our National championship, run on a class improvement basis to be fair to drivers of all types of car, and now entering it's 13th. year. We are also happy to remind you that this is the fifth year that Jim Thomson's organisation, Guyson International Ltd. of Otley (and nowadays also the US of A), have provided us with generous sponsorship for the Championship, although to be really precise, one year's backing came from Euroblast, their Skipton-based subsidiary company. These purveyors of industrial blast cleaning equipment make it possible for us to offer a championship prize fund worth a formidable £4,000, including the prizes for the subsidiary FTD Awards series which is a "scratch" competition for really fast racing machinery. Whoever wins this year's "Guyson/BARC" stands to take home a Guyson Beadblast GBX 6/1 Metal Cleaning Centre, worth £1,500 and £500 in cash to cover buying everyone a celebratory round of drinks!

We are in the happy position of having each of our five Harewood meetings sponsored individually this year, in addition to our championship sponsorship, and today we welcome Bearings (Non Lube) Limited of Boston Spa. The title of this concern is pretty self-explanatory, but you may not be aware that the MD, as with Guyson's Jim Thomson, is one of our successful regular competitors, David Garnett.

For those of you who have not attended Harewood (or indeed any other hill climb) before, we hope that you will enjoy seeing the widest feasible variety of competition cars, competing in their own classes, and with their drivers striving to climb in the shortest possible time, and will want to come again. Each of our meetings has an individual character of its own, and the dates are listed on page 42.

Those of you who have been before may notice that one or two changes have occurred over the Winter. The replacement of the old Race Control Bus by the splendid Portakabin is covered elsewhere, but there is good news for all those who have seen competitors disappear behind the trees at Orchard, never to reappear and have been driven near crazy with frustration at not being able to see what happened from the vantage point of the Hillside Enclosure. The venturesome few of you who made the trek round Quarry Corner and down to Orchard - it only felt like walking halfway to Collingham - will know what an exciting view can be had down there. Well, now it's easy for you all. A crossing point is open today for the first time, close to the Paddock Exit road junction with the Hill Climb course, and whenever there is a lull in the action you will be able to cross for the short cut down to Orchard.

Printing schedules make these notes something of a crystal ball-gazing exercise where today's sport is concerned, as this was written before the Guyson/BARC series opened last Sunday at Prescott, and before the implications of our near date clash with tomorrow's second round of the R.A.C. British Hill Climb Championship at Loton Park manifest themselves in the entry for the large capacity racing class. We can guarantee that the contenders for the Guyson/BARC title, not to mention the Longton & District Motor Club's popular "Dutton Forshaw" northern series for which this meeting also counts, will all be present and, hopefully, correct. And remember, if you enjoy today's close competition, come back on 13th. May and you will be certain to see the fabulous

Continued on Page 14



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Chris Mason - Continued


RAC Championship "circus" of superb single-seaters - Roy Lane's six-wheeled March, Martyn Griffith's new Formula 2 Pilbeam, the Formula 1 DFV powered Pilbeams of Harrogate's Peter Kaye, and Alistair Douglas Osborn, "Baldie" Franklin's latest F.2 March, etc., etc. - fighting for supremacy. These cars, battling for fractional advantage on what amounts to an English country lane are really something.

Today, the spotlight is firmly on our national championship. Will you see the early signs of the nascent supremacy of a new usurper of Dorset watercress grower

Charles Barter's title. The affable Charlie has won the last three championships in succession (among many other awards), and devastated everyone again last year in a new Davrian Imp, which he will campaign again this year. In 1978 his nearest rival was brother Robert in the same hard-worked car. (Thinks. Four Beadblasters on a watercress farm just smacks of gross hoarding!).

If you are reading this in Spring sunshine, and not amid one of the more unsavoury vagaries of our climate, we are certain you'll be back for more later in the year. That's confidence.

Chris Mason.



THE LORD MAYOR OF YORK'S FLOOD RELIEF FUND

After days of incessant rain, on Friday, 29th December the swollen River Ouse met unusually high tides and rose a frightening 15ft. 10ins. above its normal level in the centre of York. The Rivers Foss and Derwent, the Ouse's main tributaries, and numerous small becks, all backed up from the expanding Ouse. The result was widespread flooding for hundreds of families in and around York.

Suddenly, over 600 households in the lowest areas of York were inundated and suffered serious damage to their houses, furnishings and personal effects in the worst flooding experienced in the area for over 30 years.

Many of those affected were the least able to afford this loss. The elderly, those with low incomes, and least able to afford adequate insurance cover, in particular, have suffered.

The Lord Mayor of York has launched a community Appeal to raise £250,000 to help alleviate the misery and hardship of hundreds who have no other immediate recourse for help.

Please give generously to help our fellow citizens before York's Floods become just another memory to all except those who have suffered the losses and distress

York, ancient, historic, handsome capital of our County and cradle of much of our National heritage has suffered cruelly this winter. Collectors will be circulating in the paddock and enclosures during this afternoon's meeting. Please give generously

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ORDER OF ASCENT

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

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

Championship Runs: The Guyson/B.A.R.C. "Top Ten" & F.T.D. "Top Eight" Run-Offs

Class 1 - TOURING CARS up to 1,150c.c. Bogey - 55.85
Record: M.R.Flather (Aldon Leyland Cooper) 4/8/74 - 47.85

No.	Name	Car	c.c.	Hometown
11	Tom McCubbin	Chrysler Imp	875	Glasgow
12	Pat Burgess	Leyland Cooper	998	Holmfirth
14a	David Allen	Leyland Cooper	998	Chellaston, Derby
14	Graham Thompson	Leyland Cooper	998	Chellaston, Derby
15	Chris Moore	Leyland Cooper	998	Selby
16	Bobby Fryers	Leyland Cooper	998	Bradley, Keighley

Class 2 - TOURING CARS 1,151 to 1,500c.c. Bogey - 55.06
Record: R.N.Porter (Leyland Cooper S) 7/7/74 - 47.06

No.	Name	Car	c.c.	Hometown
19a	Richard Wood	Leyland Cooper S	1293	Bramhope, Leeds
	Entrant: W.Wright (Leeds) Ltd., Churwell			
19	Neil Turner	Leyland Cooper S	1293	Bramhope, Leeds
	Entrant: W.Wright (Leeds) Ltd., Churwell			
20	William Pearson	Leyland Cooper S	1275	Holmfirth
21	John Foran	Leyland Cooper S	1328	Lightcliffe

Class 3 - TOURING CARS 1,501c.c. and over Bogey - 53.49
Record: K.Tate (Ford Escort RS) 17/9/78 - 45.49

No.	Name	Car	c.c.	Hometown
25a	Geoffrey Kay	Vauxhall Viva GT	2000	Almondbury, Hudds.
25	Rodney Dodson	Vauxhall Viva GT	2000	Almondbury, Hudds
26	John Burnell	Ford Escort TC	1558	Leeds 11
27	Robert Ladley	Ford Escort TC	1558	Market Weighton
28	John Harris	Triumph Dolomite Sprint	1998	East Boldon
29	Dave Pickstone	Ford Escort RS	1600	Radcliffe, Lances
30	Peter Lewis	Ford Escort Mexico	1600	Nelson, Lances
31	Ian Crammond	Ford Escort RS2000	1993	London SW.13
	Entrant: Davidson Pearce Advertising, London SW.31			
32	Garry Birley	Ford Escort	2000	Highburton
33	Fred Gornall	Mazda RX.2 Rotary	2400	Hambleton, Fylde
34	Palmer Hewardine	Ford LEP Mustang	4700	Huddersfield
	Entrant: LEP Transport, Manchester			
35a	Stuart Jones	Ford Escort RS	1600	Barnsley
35	Kevin Tate	Ford Escort RS	1600	Barnsley

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Class 4 - SPECIAL SALOON CARS up to 1,000c.c. **Bogey - 53.21**
Record: L.A.Barter (Chrysler Hartwell Imp) 31/7/77 - 45.21

No.	Name	Car	c.c.	Hometown
39	John Haley	Leyland Cooper	999	Clifton, Brighouse
40	Roger Shuttleworth	Leyland Mini	991	Higherford, Nelson
41	Ken Dawson	Leyland Mini	999	Netherton, Hudds.
42	William Richmond	Leyland Mini	1000	Golbourne, Lincs
	Entrant: Rally Equipe, Bury			
43	Ken Knott	Chrysler F.& K. Imp	998	Redhill, Notts
44	John Jordan	Chrysler Hartwell Imp	998	New Milton

Class 5a - SPECIAL SALOON CARS 1,001 to 1,300c.c. **Bogey - 53.12**
Record: J.Meredith (Leyland Cooper S) 1/8/76 - 45.12

No.	Name	Car	c.c.	Hometown
48a	Andrew Carswell	Leyland Cooper S	1293	Killinghall, Hgte
48	Rick Price	Leyland Cooper S	1293	Killinghall, Hgte
49	Geoff Sykes	Leyland Cooper	1293	Shelley, Hudds
50	Michael Kerr	Leyland Cooper S	1293	Market Weighton
	Entrant: Parish of Hull Ltd., Hull			
51	Bob Claxton	Broadspeed Ford Escort	1300	Birstwith, Hgte
52	Tony Baines	Leyland Mini	1293	Kirkburton, Hudds
53a	Derek Bridge	Leyland Mini	1293	Cliviger, Burnley
53	John Casey	Leyland Mini	1293	Cliviger, Burnley

Class 5 - SPECIAL SALOON CARS 1,301c.c. and over **Bogey - 51.83**
Record: T.Drummond (Ford Escort RS1800) 17/9/79 - 43.83

No.	Name	Car	c.c.	Hometown
57	Geoffrey Kershaw	Ford Anglia Turbo	1932	Nettleham, Lincs
58	Graham Hick	Ford Escort 11	1600	Burnholme, York
59	Chris Maule	Leyland Cooper S	1400	Bedale, N.Yorks
60	Brian Walker	Ford Escort Turbo	2800	Longridge, Lincs
	Entrant: Dalgety Crossfields/Ehrwig Racing			
61a	Jim Thomson	Vauxhall Chevette HS	2300	Timble, Otley
	Entrant: Guyson International Ltd., Otley			
61	James Thomson Jnr.	Vauxhall Chevette HS	2300	Timble, Otley
	Entrant: Guyson International Ltd., Otley			
62	Tony Drummond	Ford Escort RS	1995	Stockton on Forest

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

No.	Name	Car	c.c.	Hometown
66	Nigel Channon	Clan Crusader	875	Newcastle-on-Tyne
67	Paul Adelman	M.G.Midget	1275	Scarcroft, Leeds
68	Angus Exley	Austin Healey Sprite	995	Upperthong, Hudds
69a	David Gornall	M.G. Midget	1275	Hambleton, Fylde
69	John Gornall	M.G.Midget	1275	Hambleton, Fylde
70	Des Richardson	M.G.Midget	1275	Spondon, Derby

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

Bogey - 53.25

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

No.	Name	Car	c.c.	Hometown
74	Roger Reynolds	Triumph T.R.7	1998	Wilmslow, Ches
75	Richard Casswell	Morgan Four Four	1600	Sleaford, Lincs
76	Deryck Wright	Morgan Four Four	1600	Burnley, Lancs
77a	Margaret Robson	Morgan Plus Four SS	2138	Royton, Lancs
77	Mike Robson	Morgan Plus Four SS	2138	Royton, Lancs
78	Graham Oates	Lotus Europa	1600	Formby, Lancs
79	Brian Frazer	Lotus Elan S.3	1594	Glasgow
80	Martin Dixon	Ginetta G.21 Chrysler	1725	Calverley, Yorks
81a	Tony Bridgen	Morgan Four Four	1598	Stairfoot, Barnsley
	Entrant: Strachan - Your Kind of Bedroom, Leeds			
81	Granville Martin	Morgan Four Four	1590	Mapplewell, Barnsley
	Entrant: Strachan - Your Kind of Bedroom, Leeds			
82	Alan Clennell	Lotus Elan	1570	Long Itchington
83	Tony Marshall	Lotus Elan S.4 SE	1558	Robin Hood, Wkfld
	Entrant: Halfway Garage/Phoenix Autos, Robin Hood			

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

Bogey - 52.94

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

No.	Name	Car	c.c.	Hometown
87	Phil Prince	T.V.R. Tuscan	4700	Partold, Lancs
88	Steven Smith	Ford G.T.40	4727	Horsforth, Leeds
89	Russell Johnston	Porsche 911 Targa	2994	Bridge of Weir

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

Bogey - 51.41

Record: L.C.Barter (Davrian 7 Hartwell) 17/9/78 - 43.41

No.	Name	Car	c.c.	Hometown
93	John Mawdsley	Mini Marcos Leyland	1300	Heswall, Wirral
	Entrant: Midshires Building Society, Birkenhead			
94a	Nick Crowther	M.G. Shabro Midget	1098	Hipperholme, Hx
	Entrant: Shabro Machine Tool Co., Ltd., Huddersfield			
94	John Taylor	M.G. Shabro Midget	1098	Rochdale, Lancs
	Entrant: Shabro Machine Tool Co., Ltd., Huddersfield			
95	Chris Seaman	M.G. Freedom Midget	1293	Dronfield, Sheff
	Entrant: Freedom Lubricants, Sheffield			
96	Charles Barter	Davrian 7 Hartwell	1130	Waddock, Dorset
	Entrant: Golden Springs Watercress, Dorchester			

Class 10 - G.T. and MODIFIED SPORTS CARS 1,301c.c. and over

Bogey - 51.81

Record: N.F.Robinson (Jaguar "E" Type) 31/7/77 - 43.81

No.	Name	Car	c.c.	Hometown
99	Haydn Spedding	Jaguar "E" Type	4235	Cawthorne, Bnslly
100	Steve Holden	Triumph G.T.6	1998	Blackpool, Lancs
101	Nick Lambert	Lotus Seven S.11	1600	Brixham, Devon
102	Josh Saddler	Porsche 911	2808	Amersham, Bucks
103	Tony Bancroft	Porsche Carrera RS	2808	Burley Woodhead

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No.	Name	Car	Cl	Bogey	Best Time	Imp	Prev Marks	New Total
15	Chris Moore.....	Leyland Cooper.....	1	55.85	0.00
28	John Harris.....	Triumph Dolomite Sprint...	3	53.49	.....	.....	0.00	.....
31	Ian Crammond.....	Ford Escort RS 2000.....	3	53.49	.....	.....	0.00	.....
35a	Stuart Jones.....	Ford Escort RS.....	3	53.49	.....	.....	0.00	.....
+35	Kevin Tate.....	Ford Escort RS.....	3	53.49	.....	.....	0.00	.....
43	Ken Knott.....	Chrysler F.& K. Imp.....	4	53.21	.....	.....	0.00	.....
44	John Jordan.....	Chrysler Hartwell Imp.....	4	53.21	.....	.....	0.00	.....
52	Tony Baines.....	Leyland Mini.....	5a	53.12	.....	.....	0.00	.....
53a	Derek Bridge.....	Leyland Mini.....	5a	53.12	.....	.....	0.00	.....
60	Brian Walker.....	Ford Escort Turbo.....	5	51.83	.....	.....	0.00	.....
+61a	Jim Thomson.....	Vauxhall Chevette HS.....	5	51.83	.....	.....	0.00	.....
61	James Thomson Jnr..	Vauxhall Chevette HS.....	5	51.83	.....	.....	0.00	.....
66	Nigel Channon.....	Clan Crusader.....	6	55.16	.....	.....	0.00	.....
70	Des Richardson.....	M.G.Midget.....	6	55.16	.....	.....	0.00	.....
79	Brian Frazer.....	Lotus Elan S.3.....	7	53.25	.....	.....	0.00	.....
81a	Tony Bridgen.....	Morgan Four Four.....	7	53.25	.....	.....	0.00	.....
81	Granville Martin...	Morgan Four Four.....	7	53.25	.....	.....	0.00	.....
-82	Alan Clennell.....	Lotus Elan.....	7	53.25	.....	.....	0.00	.....
89	Russell Johnston...	Porsche 911 Targa.....	8	52.94	.....	.....	0.00	.....
+95	Chris Seaman.....	M.G.Freedom Midget.....	9	51.41	.....	.....	0.00	.....
+96	Charles Barter.....	Davrian 7 Hartwell.....	9	51.41	.....	.....	0.00	.....
+101	Nick Lambert.....	Lotus Seven S.11.....	10	51.81	.....	.....	0.00	.....
+102	Josh Saddler.....	Porsche 911.....	10	51.81	.....	.....	0.17	.....
103	Tony Bancroft.....	Porsche Carrera RS.....	10	51.81	.....	.....	0.00	.....
111a	Simon Curtis.....	Mallock U.2 17B Holbay....	11	49.72	.....	.....	0.00	.....
111	Martin Curtis.....	Mallock U.2 17B Holbay....	11	49.72	.....	.....	0.00	.....
112	Gordon Pepper.....	Mallock U.2 Ford.....	11	49.72	.....	.....	0.00	.....
113	John Pascoe.....	Gryphon 675A Holbay.....	11	49.72	.....	.....	0.00	.....
115	Joe Ward.....	Ward WD6.M Holbay.....	11	49.72	.....	.....	0.00	.....
120	Nick Bridge.....	Mallock U.2 18C BDA.....	12	50.55	.....	.....	0.00	.....
+122	George Swinbourne..	Landar Leyland.....	12	50.55	.....	.....	0.00	.....

No.	Name	Car	Cl	Bogey	Best Time	Imp	Prev Marks	New Total
128a	Charles Wardle.....	Mallock U.2 18BW Ford BDA.	13	49.06	.....	.....	0.00	.....
128	Jim Robinson.....	Mallock U.2 18BW Ford BDA.	13	46.09	.....	.....	0.00	.....
+129	Bob Prest.....	Altec Mallock 20B Prest BDA	13	46.09	.....	.....	0.00	.....
+130	Ian Curtis.....	Mallock U.2 18C BDA.....	13	46.09	.....	.....	0.00	.....
134a	Peter Harper.....	Harper Twincam Ford.....	14	49.05	.....	.....	0.00	.....
134	Ray Harper.....	Harper Twincam Ford.....	14	49.05	.....	.....	0.00	.....
135	David Garnett.....	Chevron B.19 BMW Alpina...	14	49.05	.....	.....	0.00	.....
141a	Glynn Chamberlain..	Jamun T3.C Ford.....	15	49.63	.....	.....	0.00	.....
141	Roger Simpson.....	Jamun T3.C Ford.....	15	49.63	.....	.....	0.00	.....
145	John Corbyn.....	Terrapin 1G BDA.....	15	49.63	.....	.....	0.00	.....
146a	John Bevan.....	Anson SA.1 Cosworth BDJ...	15	49.63	.....	.....	0.00	.....
146	Eryl Davies.....	Anson SA.1 Cosworth BDJ...	15	49.63	.....	.....	0.00	.....
152	John Wilson.....	Lotus Soixante Neuf.....	16	47.76	.....	.....	0.00	.....
154a	Michael Phillips...	Phillips Nike Twin Cam....	16	47.76	.....	.....	0.00	.....
154	Francis Phillips...	Phillips Nike Twin Cam....	16	47.76	.....	.....	0.00	.....
156	John Farley.....	Ray Ford.....	16	47.76	.....	.....	0.00	.....
-157	Alan Newton.....	Huron F.A. Cosworth FVA...	16	47.76	.....	.....	0.00	.....
-158	Jim Johnstone.....	Brabham BT.30 FVA.....	16	47.76	.....	.....	0.00	.....
-162	Norrie Galbraith...	March 742/772 Ford.....	17	46.39	.....	.....	0.00	.....

Marks in the Championship are scored for the number of seconds, or fractions of seconds, by which a Competitor's best run beats the "Bogey Time" for his Class. The Bogey Time is derived by adding 8 seconds to the Class Records standing at the start of the season. There is a maximum of 10 points (i.e. beating the record by two seconds) which can be gained in any one round

THE GUYSON/B.A.R.C. F.T.D. AWARDS

Marks scored in First Round at Prescott

Roy Lane.....	8
Peter Kaye.....	7
Martyn Griffiths.....	6
Chris Cramer.....	5
Mike MacDowell.....	4
Rob Turnbull.....	3
Malcolm Dungworth.....	2
Martin Bolsover.....	1

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Class 11 - CLUBMANS SPORTS CARS up to 1,700c.c.

Bogey - 49.72

Record: I.A.Curtis (Mallock U.2 18BW Davron) 17/9/78 - 41.72

No.	Name	Car	c.c.	Hometown
107a	Nick Riley	Mallock U.2 16BW Ford	1598	Holmfirth, Hudds
107	John Riley	Mallock U.2 16BW Ford	1598	Holmfirth, Hudds
108	Michael Radigan	Centaur 14 Ford	1600	Middlesborough
109	Alan Harper	Mallock U.2 16 Ford	1600	Wetherby, Yorks
110	James Bickerstaff	Mallock U.2 14 Ford	1600	Fulwood, Preston
111a	Simon Curtis	Mallock U.2 17B Holbay	1600	East Morton
111	Martin Curtis	Mallock U.2 17B Holbay	1600	East Morton
112	Gordon Pepper	Mallock U.2 20 Ford	1700	Rastrick, Yorks
113	John Pascoe	Gryphon 675A Holbay	1600	Pontllanfraith
114	Mervyn Bartram	Mallock U.2 20BM Bar Engine	1700	York
115	Joe Ward	Ward WD.6M Holbay	1598	Pickering, Yorks

Class 12 - SPORTS RACING AND CLUBMANS CHASSIS CARS up to 1,300c.c.

Bogey - 50.55

Record: C.F.Cramer: Mallock U.2 Leyland) 24/9/72 - 42.55

No.	Name	Car	c.c.	Hometown
119	Richard Branson	H.C.S. Special Leyland	1275	Bardsey, Leeds
120	Nick Bridge	Mallock U.2 18C BDA	1300	Burnley, Lancs
	Entrant: Lancs & Ches.	C.C./H.J.Quick		
121	David Kennedy	Mallock U.2 12 Ford	1300	Stanbury, Yorks
122	George Swinbourne	Landar R.6 Leyland	1300	Shaw, Lancs

Class 13 - SPORTS RACING AND CLUBMANS CHASSIS CARS 1,301 to 1,600c.c.

Bogey - 49.06

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

No.	Name	Car	c.c.	Hometown
126	Dennis Aldred	Arbath Ford	1600	Farnworth, Lancs
127	Steve Lees	Crossle Ford	1600	Sale, Cheshire
	Entrant: Lancs & Ches.	C.C./H. & J.Quick		
128a	Charles Wardle	Mallock U.2 18BW Ford BDA	1600	Woodborough, Notts
128	Jim Robinson	Mallock U.2 18BW Ford Bda	1600	Costock, Leics
129	Bob Prest	Altec Mallock 20B Prest BDA	1598	Croxdale, Durham
130	Ian Curtis	Mallock U.2 18C BDA	1600	Cullingworth, Yorks

Class 14 - SPORTS RACING AND CLUBMANS CHASSIS CARS 1,601c.c. and over

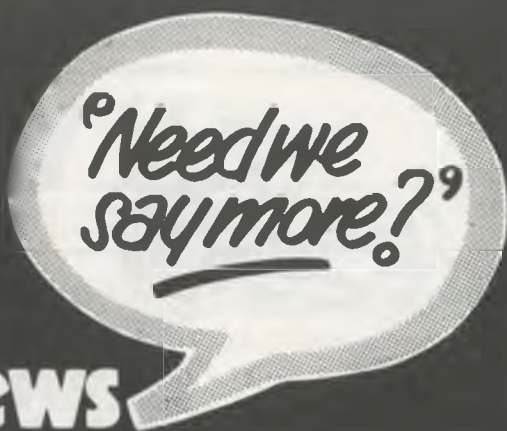
Bogey - 49.05

Record: J.A.Bancroft (Chevron F.19 BMW Alpina) 24/9/72 - 41.05

No.	Name	Car	c.c.	Hometown
134a	Peter Harper	Harper Twincam Ford	1760	Sheffield
134	Ray Harper	Harper Twincam Ford	1760	Sheffield
135	David Garnett	Chevron B.19 BMW Alpina)	3000	Marton cum Grafton



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

Bogey - 49.63

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

No.	Name	Car	c.c.	Hometown
139a	Stephen Sharp	Terrapin 4 Leyland	998	Adel, Leeds
	Entrant: Transflash McGregor (Bradford) Ltd.			
139	Dale Kitching	Terrapin 4 Leyland	998	Moortown, Leeds
	Entrant: Transflash McGregor (Bradford) Ltd.			
140	John Aldred	Terrapin 10F Ford	1100	Haulgh, Bolton
141a	Glynn Chamberlain	Jamun T.3C Ford	1089	Glen Parva, Leics
141	Roger Simpson	Jamun T.3C Ford	1089	Lutterworth, Leics
142	John Wilkinson	Raffo Leyland	1071	Sherburn in Elmet
143	John Buck	Terrapin 8 Honda	750	Ossett, Yorks
144	Allen Staniforth	Terrapin 7B Chrysler	998	Patley Bridge
145	John Corbyn	Terrapin 1G BDA	1098	Wellingborough
	Entrant: Rachel Crock Pictures, Irthlingborough			
146a	John Bevan	Anson SA.1 Cosworth BDJ	1098	London S.W.7
146	Eryl Davies	Anson SA.1 Cosworth BDJ	1098	London SW.14
	Entrant: Submex Ltd., London SW.7			

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

Bogey - 47.76

Record: J.Johnstone (Brabham BT.30 FVA) 17/9/78 - 39.76

No.	Name	Car	c.c.	Hometown
150	Tom Tannant	Lotus 69 Cosworth BDM	1600	Stanley, Wakefield
151	Larry Hughes	Ensign F.2 Newton FVA	1600	Prestbury, Ches
152	John Wilson	Lotus 69 Twin Cam	1600	Weston, Hitchin
153a	David Montague	March 718 Lotus	1594	Ilkley, Yorks
153	Derek Goodall	March 718 Lotus	1594	Alwoodley, Leeds
154a	Michael Phillips	Phillips Nike Twin Cam	1600	Monmouth
154	Francis Phillips	Phillips Nike Twin Cam	1600	Monmouth
155	Peter Riley	March 722 Ford	1600	Liverpool
156	John Farley	Ray Ford	1600	Cheam, Surrey
157	Alan Newton	Huron F.A. Cosworth FVA	1600	Rishton, Lancs
158	Jim Johnstone	Brabham BT.30 FVA	1598	Bardsey, Leeds
	Entrant: Johnstone Insulation, Thorpe Arch			

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

Bogey - 46.39

Record: C.F.Cramer (Grunhalls Lager March 76A Ford) 17/9/78 - 38.39

No.	Name	Car	c.c.	Hometown
161	Dave Hartley	Brabham BT.18 Buick	3500	Solihull, Warks
162	Norrie Galbraith	March 742/772 Ford	1970	Lanark
	Entrant: Clydesdale Retreads, Wishaw			

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Practice 9.30a.m.

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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.						

THE "TOP EIGHT" RUN OFF

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

All entrants in classes 11 - 17 in the Guyson/B.A.R.C. Speed Climb Championship are eligible to take part in the Guyson/B.A.R.C. F.T.D. Awards Series. At the end of the two Class Runs, the eight Championship entrants who have recorded the eight fastest times in Classes 11 - 17 are given two additional "Top Eight" runs. Points for Guyson/B.A.R.C. F.T.D. Awards Series are scored on the basis of 8, 7, 6, 5, 4, 3, 2 & 1 for fastest down to eighth fastest times on these "Top Eight" Runs. In addition, any competitor who beats the course record standing at the commencement of the meeting is awarded an additional bonus point.

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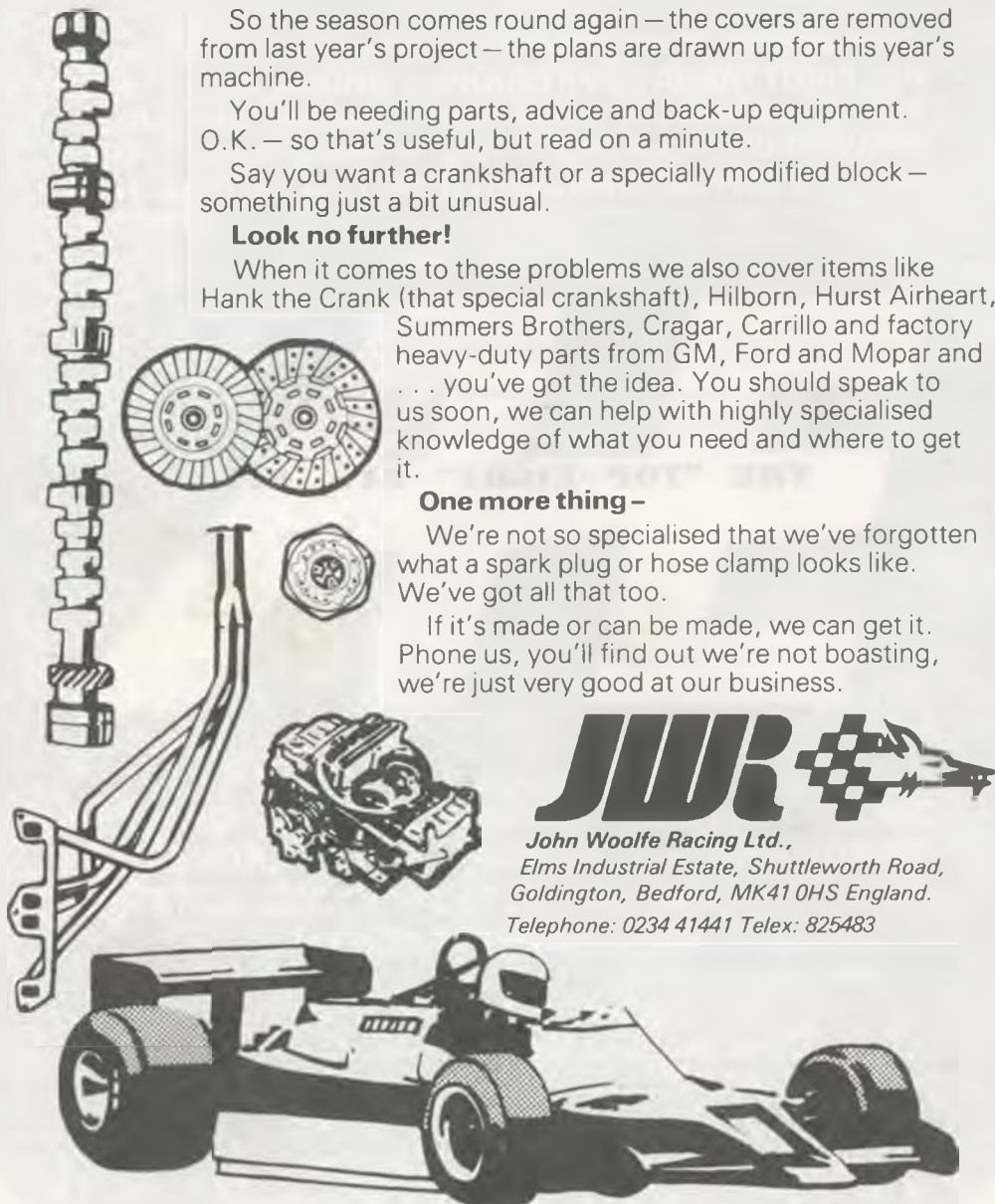
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THE HAREWOOD SCENE

Stockton Farm is a working Dairy Farm and cows being what they are, our Speed Climb installations tend to suffer from the effects of cloven hoofs, bovine inquisitiveness and, even, just the very natural tendency of a cow to regard anything which projects from the ground as something to be leant against, or used as a scratcher.

The attentions of Arnold Burton's dairy herd mean that things very quick look second hand. Then again, the by-product of cattle grazing and chewing the cud can not be said to enhance the environment, especially not underfoot. Fortunately at this opening meeting of the season the herd have been confined in the farm area for the winter so you can share the hill climb scene without too much cow presence.

Just to stem the tide means that in a voluntary club like ours there is a deal of "make do and mend" to be undertaken to keep the course viable. This winter we have had an even more monumental task. Since 1963 a feature of the Harewood skyline has been the One & a half decker ex Airport bus used as a control centre. Like many of our members, this has grown older and less beautiful until we came to realise that if we did not replace it soon we would have nothing left but a pile of rust.

When you consider that it has rained at virtually every meeting for the past two years, you can imagine the state of our finances last summer when the decision had to be made. Thanks to the good work of Tim Smith we located a second hand Portakabin at Ulverston which we could obtain on very favourable terms - if you take it away you can have it! For this we are more than grateful to Glaxo Laboratories Ltd., the donors.

Now a 31 foot x 10 foot building is not the easiest thing to move, and not from the fringes of the Lake District to West Yorkshire. Thanks to the good offices of one of our members with a transport firm the Kabin found it's way to York where some 1" layer of nicotine was scrubbed from the inside and some first aid repair work carried out.

Then, the great day, a low loader brought our prize to Stockton Farm where, with the aid of a large crane it was dropped into position where you see it today.

The crane for this operation was very kindly provided by John Foran on Elliott Equipment, Elland and we have to thank John very much indeed for his assistance in this step. John is a very keen type who competes in Class 2 (No.21 today) & in the past he has been a regular Harewood marshal. Part of his bitter experience of standing on a wet hillside has rubbed off in John's very kind gesture in donating a couple of fibreglass igloos to act as marshals protection at the Start & on Quarry Corner. "Chippy" Stross has also presented one of these structures and, as soon as we can afford some more we hope to have one on every marshal's post.

Back to the Kabin, well, if you give something like this away, you do not do so because it is the first flush of youth and "our" Kabin had more than it's share of rotting wood. Thanks to some valuable help from members in donating timber and the sterling work of a small band of volunteers including Tim Smith, Chris Thompson, Simon Clark, Paul Adelman, Richard Hardcastle and others the Kabin has been repaired and fitted out inside to make a first class control centre with Competitor's Office, Control, Timekeepers, Results and Commentator all under one roof.

Whilst installing the Kabin it has been possible to shift the fence in front of the new building to make a new spectator vantage point and, by necessity, the underground cable system has had to be revised and some new main cables laid.

The Snow has hindered our efforts so not everything will be fully complete for today, but we think Harewood regulars will agree that it is a big step in the right direction. Many thanks to everyone who has helped.

To publicise today's meeting David Garnett arranged to have five racing cars on display in main shopping centres in Leeds, Bradford, Harrogate, Wakefield & Knaresborough last Saturday. There is also a display of exotic cars - A Ferrari Boxer and a 308 GT.4 by courtesy of Huddersfield Garages Ltd., a Porsche 924 Racer and a road going 924 plus a 911 SC by arrangement with J.C.T.600 and sundry others. These will be down near the new enclosure at Orchard Corner - if the ground dries up, or in the hillside car park if still wet. Finally, there is a small fairground in the hillside car park.

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NOTICES



JURISDICTION

This meeting is held under the General Competition Rules & Standing Supplementary Regulations of the Royal Automobile Club and the Additional Supplementary Regulations, Speed Event Classes leaflet and the Instructions of the Yorkshire Centre of the British Automobile Racing Club Ltd.

MOTOR RACING IS DANGEROUS

It is a condition of admission that all persons having any connection with the promotion &/or organisation &/or conduct of the meeting, including the owners of the land and the drivers & owners of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury (whether fatal or otherwise) however caused to spectators or ticket holders.

PROGRAMME

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

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

Although every endeavour is made to avoid inaccuracies in the 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 take them to the Clerk of the Course's office in the Control Bus in the Paddock, where those who have lost anything should also apply.

MESSAGES

The Club 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 are operating in both the Paddock and Hill Side Enclosure to supply hot & cold drinks, snacks, hot dogs, bacon sandwiches, etc. There are licensed bars open from 11am to 6.30pm in both enclosures.

Ice Cream is on sale.

LITTER

Will 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, it must be secured in your car in the outer car park.

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 today. They also wish to thank, in no special order, the West Yorks police, Bert Goddard and his team and the R.A.C. Yorkshire Area Office for their help with parking & traffic admission arrangements, the Medical Officers and the members of the St. John Ambulance Brigade, (Wetherby & Leeds City) Divisions for the first-aid cover. Garritt's (Caterers) Ltd. for the catering and bar services. The Northern Race and Rally Rescue Marshals' Club for the Rescue Vehicle. The British Motor Racing Marshals' Club and the members of the B.A.R.C. for staffing the course. T. G. & T.S. Pepper for provision of tents, Fairbank Harding Ltd. for the P.A. equipment and all our friends & members who have worked and are working to make this meeting a success.

B.A.R.C. YORKSHIRE CENTRE

The Club has an office in Leeds where any queries about our events, membership information, etc. can be dealt with. The address is:-

B.A.R.C. Yorkshire Office,
6, Sidney Street, Vicar Lane,
Leeds LS2 7JB. Tel (0532) 38972



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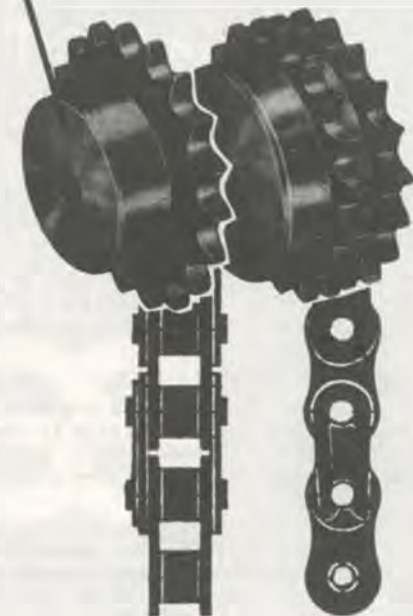
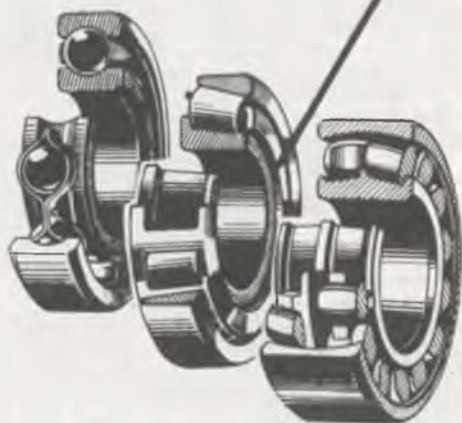


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THE BEST BARGAIN YOU'LL GET THIS AFTERNOON

We invite you to estimate the fastest time which will be recorded by a competitor in today's Speed Climb. Put your estimated time on the form below, with your name & address and hand it in to the Control Kabin in the Paddock or to the S.G.M. Racewear Shop Tent in the Hillside Car Park by 3.15p.m.

The winners will be announced at the Prizegiving in the Refreshment Tent after the meeting at approximately 5.15 p.m. If you win and can not stay we will contact you so long as you put your name and address on the form.

PRIZES:

1. A Bottle of Whiskey
2. A Bottle of Sherry
3. A Ride Up the Course at our
next Meeting on 13th. May

Please complete this form and hand it in to the Control Kabin in the Paddock or to the S.G.M. Racing Gear shop in the Hillside Car Park by 3.15p.m.

Name _____

Address _____

I estimate that the fastest time which will be recorded in this afternoon's meeting is

F.T.D. . Seconds

Please fill in to 2 places of decimals.

For your guidance, the course record in 38.39 secs. whilst the fastest time which has been recorded by a competitor running this afternoon is Jim Johnstone's 39.76 in class 16. When wet times could be up to 48/50 seconds.

PORSCHE IN YORKSHIRE

924 — THE NEW GENERATION

The new 924 — an example of Porsche's new generation of highly bred sports cars based on a tradition second to none. With its smooth, unobtrusive styling, the 924 displays the same engineering integrity, attention to detail and first-class finish that has always characterised this German marque.

At 5800 rpm the superb 1984cc 4-cylinder engine produces 125bhp. The 5-speed gearbox together with the 50/50 weight distribution provides relaxed high-speed cruising, a high standard of road holding, responsive and progressive handling and steering — even at 110mph! Petrol consumption too is quite surprising — up to 36mpg can be obtained, mainly due to the "low drag" coefficient. The short-throw stubby gear lever falls ideally to hand, and clutch, brake and throttle pedals are light in action.

Internally, the 924 scores too. The two rear seats can accommodate two large children, or small adults, in reasonable comfort and the counterbalanced tailgate opens to reveal generous carpeted luggage compartment.

Porsche cars have always been worth a second look and the 924 is no exception.

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JCT600

THE PORSCHE CENTRE
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Leeds LS19 7BZ
Tel: (0532)
502231/508454





Awards

AWARDS TO BE PRESENTED AT THIS MEETING

Fastest Time of the Day..... £100
 Second Fastest Time of the Day..... £50
 Third Fastest Time of the Day..... £30
 Fourth Fastest Time of the Day..... £20

Fastest Time in each class..... £18

Second fastest time in each class... £15
 Subject to 6 or more entries in class

Third fastest time in each class.... £12
 Subject to 10 or more entries in class

If a class has 16 or more entries there will be four awards in that class:

1st. £20, 2nd. £18, 3rd. £15, 4th. £12

If a class is run without merging with 3 or fewer entries, the award for fastest time in class will be reduced to.... £15

Best performance by a Lady..... £15
 (Subject to three lady competitors, and decided by percentage of class f.t.d.)

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

AWARDS TO BE PRESENTED AT END OF SEASON

The Yorkshire Post Trophy

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

Fastest Time to Date:

The Jack Farrar Trophy

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

Fastest Time to Date:

The Arnold Burton Trophy

Presented to the competitor running in Classes 11 to 14 inclusive and who is a member of the B.A.R.C. Yorkshire Centre scoring over the season the most marks on the "Guyson/BARC" marking system.

Highest Score to date:

The Richard Letherland Trophy

Presented to the competitor running in Classes 6 to 10 inclusive being a member of the B.A.R.C. Yorkshire Centre resident in, or working in, Yorkshire scoring the most marks over the season on the "Guyson B.A.R.C." Championship marking system.

Highest Score to Date:

The Appleyard Group Trophy

Presented to the competitor running in Classes 6 to 8 inclusive who records the fastest time of the season.

Fastest Time to Date:

The Wallace Arnold Trophy

Presented to the competitor running in Classes 1 to 3 inclusive who records the fastest time of the season.

Fastest Time to Date:

The Total Trophy

Presented to the competitor running in Classes 1 to 5 inclusive & who breaks the class record standing at the start of the season by the greatest margin.

Greatest Improvement to Date:

The Scrutineers Trophy

Presented at the discretion of the RAC Scrutineers to the competitor whom they consider regularly to present the best turned-out car for scrutineering.

The John Bindloss Trophy

Presented at the discretion of the BANC Yorkshire Centre Committee to the competitor who, in their first year in speed hill climbing, has displayed the greatest promise.

For the purpose of awards, the meaning of Yorkshire is the County before Local Government reorganisation.

All these trophies will be tenable for 11 months from presentation and must then be returned to the Club.

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REGULATIONS

1. This Championship for drivers will be open to all Registered Centre Members of the British Automobile Racing Club. R.A.C. Permit No. CH/1624 has been issued.

2. The following events form the qualifying rounds for the 1979 Championship:-

1979	Venue	Promoters
Apr 8	Prescott	Bugatti Owners Club
Apr 15	Harewood	BARC Yorkshire Centre
Apr 22	Doune	Lothian Car Club
Apr 29	Wiscombe	Woolbridge Motor Club
May 20	Gurston Down	BARC South Western Centre
May 27	Scammonden	Huddersfield Motor Club
Jun 3	Pontypool	BARC South Wales Centre
Jul 1	Loton Park	Hagley & District L.C.C.
Jul 8	Shelsley Walsh	Midland Auto Club
Jul 22	Gurston Down	BARC South Western Centre
Jul 29	Harewood	BARC Yorkshire Centre
Aug 19	Loton Park	Hagley & District L.C.C.
Sep 16	Harewood	BARC Yorkshire Centre

3. The Registration Fee for the Championship is £3.50. Competitors must complete the Official Entry Form and lodge this with the Championship Organiser - M.S.Wilson, 'The Highlands', Scotchman Lane, Morley, Leeds LS27 0NY before the first qualifying round in which they intend to take part, or be handed to the Championship Marker at the meeting, before the commencement of the timed runs.

To be eligible for marking in the Championship all competing vehicles must carry Championship Decals as laid down in the Advertising Rules issued by the R.A.C. under S.S.R. P.34.

4. Each qualifying meeting will be run under its own A.S.R.s, and Championship entrants will be bound by these A.S.R.s, the General Competition Rules of the Royal Automobile Club and these Championship Regulations. Whilst the promoters of each qualifying meeting will do all they can to admit Championship contenders, entry into the Championship does not automatically guarantee an entry into qualifying rounds and it will be the responsibility of individual competitors to enter each round in good time.

5. Competitors in the individual qualifying meetings will take part in their appropriate class for the awards offered for that meeting. The Championship marking will be superimposed on the Class Runs at the qualifying meetings and, apart from the special Championship Runs outlined in Para 9 below, only the two Class Runs per meeting will count for marking.

6. For the purposes of Championship Marking, vehicles will be divided into the following Classes:-

Touring Cars

- Class 1 - Touring Cars up to 1,150 c.c.
- Class 2 - Touring Cars 1,151 to 1,500 c.c.
- Class 3 - Touring Cars 1,501 c.c. and over.
- Class 4 - Special Saloon Cars up to 1,000 c.c.
- Class 5a - Special Saloon Cars 1,001 to 1,300 c.c.
- Class 5 - Special Saloon Cars 1,301 c.c. and over.

Production Sports Cars

- Class 6 - "Marque" Sports Cars up to 1,300 c.c.
- Class 7 - "Marque" Sports Cars 1,301 to 2,600 c.c.
- Class 8 - "Marque" Sports Cars 2,601 c.c. and over.
- Class 9 - G.T. & Modified Sports Cars up to 1,300 c.c.
- Class 10 - G.T. & Modified Sports Cars 1,301 c.c. & over.

Competition Sports Cars

- Class 11 - Clubmans' Sports Cars up to 1,700 c.c.
- Class 12 - Sports/Racing & Clubmans Chassis cars up to 1,300 c.c.
- Class 13 - Sports/Racing & Clubmans Chassis cars 1,301 to 1,600 c.c.
- Class 14 - Sports/Racing & Clubmans Chassis cars 1,601 c.c. and over.

Racing Cars

- Class 15a - Racing Cars up to 500 c.c.
- Class 15 - Racing Cars 501 to 1,100 c.c.
- Class 16 - Racing Cars 1,101 to 1,600 c.c.
- Class 17 - Racing Cars 1,601 c.c. and over.

Fuller details of these classes with definitions, lists of eligible vehicles, etc., are contained in the leaflet 'B.A.R.C. Speed Event Classes - 1979'. A copy of this leaflet is sent out with every copy of these Regulations. Additional copies may be obtained from the Championship Organiser or the Secretary of the Meeting for each qualifying meeting. Most of the Meetings in the Championship Series will use these classes for their Class Runs, but in some cases there may be merging or sub-divisions of classes for the purposes of the awards for the meeting.

All vehicles must be fitted with timing struts as laid down in R.A.C. Vehicle Regulations (C4(e)). A Vertical Face will not be accepted for Championship timing.

7. Bogey Times have been computed for each Championship Class at each venue. Bogey Times are derived by taking the fastest time recorded in each Class up to the of the 1978 season and adding 8 seconds. In the case of newer venues where there have not been competitive runs in certain classes the Bogey Times for these classes have been computed mathematically. Bogey Times are expressed to 0.1 second and will remain unchanged as published throughout the 1979 Championship series.

Bogey Times for the 1979 Championship are published as Appendix 'A' to these Regulations.

8. Championship Marks will be gained at each qualifying meeting at the rate of .01 mark for each 0.1 second by which a driver beats Bogey Time for his Championship Class. This is subject to a maximum limit of 10 marks which can be gained at any one meeting. Where a driver does not beat the Bogey Time for his class no marks will be gained.

9. At the end of each qualifying meeting, the ten competitors who have gained the highest marks in the Championship on the Class Runs at that meeting will be allowed two additional 'Championship Runs' to see if they can improve upon their previous times. If an improvement is recorded, this marking will count in place of their class run marking. If no improvement is made, the class run marking will count.

Names and numbers of the ten competitors for the 'Championship Runs' will be exhibited at the Paddock Office and announced on the P.A. System as soon as possible after the completion of the Class Runs. Any competitor whose car has not been brought forward for the Championship Runs within 10 minutes of the first exhibition and announcement of the ten names and numbers will be deemed not to be making the Championship Runs.

If for the above, or for any other reason, a competitor qualifying for the Championship Run does not make these runs, his place will be taken by the next highest competitor on the Class Runs who has not qualified for the Championship Runs so that ten competitors actually start the first Championship Run. If a competitor does not take the second Championship Run his place will not be filled.

If a competitor qualifying for the Championship Runs also qualifies for the 'Top Eight' Guyson/B.A.R.C. F.T.D. Awards Run-Off (See below), that competitor will run in the 'Top-Eight' F.T.D. Awards runs and the next highest placed competitor after the Class Runs will become eligible for the 'Championship Runs' and 'Top Eight' F.T.D. Awards Runs' will be eligible to improve on their previous class run marking.

If the weather is sufficiently bad that no eligible competitor has a chance of improving upon their Class Run time, or if the meeting is running very late, the organisers may cancel the 'Top Ten' Championship Runs. If these runs should not take place, or not be completed, marks in the Championship will be awarded on class run times only.

Championship Regulations - Continued

10. Marks gained in any eight of the qualifying events will count towards the Championship scoring. If any of the listed rounds shall not take place, the number to count will be reduced as laid down in the R.A.C. General Prescriptions Applicable to Championships i.e.

- For 12 or 13 events organised - best 8 results count.
- For 9 to 11 events organised - best 7 results count.
- For 5 to 8 events organised - best 5 results count.

11. Only one marking per event can count and where a competitor is driving more than one car in a meeting, he must nominate to the promoters before the commencement of the Class Runs the car with which he proposes to claim Championship Marks.

12. In the event of a tie this will be determined in favour of the competitor who has scored his total points in the fewest number of qualifying rounds (including discarded rounds) and, if the tie still remains, in favour of the competitor gaining the most marks in the Final Round of the series. In the event of a tie for admission to the Championship Runs at any meeting, the aggregate of the two class runs will be used to decide the tie.

13. The awards for the Championship will be:-

1st Competitor:

'The Archie Frazer Nash Trophy'
(To be held for 12 months)

£500 cash award and souvenir award
and a Guyson Beadblast GBX 6/1 Metal Cleaning
Centre installation worth £1500.

2nd Competitor:

£300 cash award and souvenir award.

3rd Competitor:

£200 cash award and souvenir award.

4th Competitor:

£150 cash award and souvenir award.

5th Competitor:

£100 cash award and souvenir award.

6th Competitor:

£75 cash award and souvenir award.

7th Competitor:

£60 cash award and souvenir award.

8th Competitor:

£50 cash award and souvenir award.

9th Competitor:

£40 cash award and souvenir award.

10th Competitor:

£30 cash award and souvenir award.

Highest Lady Competitor:

'The Judy Andricason Trophy'

(To be held for 12 months)

£25 cash award and souvenir award.

(Only awarded if not in top eight places).

14. Marking Records for the Championship will be maintained by the Championship Organiser - M.S. Wilson, 'The Highlands', Scotchman Lane, Morley, Leeds LS27 0NY. Tel: Morley (0532) 533722. Periodic bulletins of intermediate marking will be posted to all entrants in the Championship. Positions will also be published in 'B.A.R.C. News' and the technical motoring press.

THE GUYSON/B.A.R.C. F.T.D. AWARDS

1. All entrants in Classes 11 - 17 inclusive in the Guyson/B.A.R.C. Speed Climb Championship are automatically eligible to take part in a second competition known as 'The Guyson/B.A.R.C. F.T.D. Awards Series'.

2. Marks will be awarded on performances in these 'Top Eight' runs on the scale 8, 7, 4, 3, 2 & 1 marks to the Competitors in 1st, 2nd, 3rd, 4th, 5th, 6th, 7th & 8th positions in the 'Top Eight' runs. In addition any competitor who during the 'Top Eight' runs breaks the course record standing at the commencement for the meeting will be awarded 1 additional bonus point. So long as the 'Top Ten' runs are taken, 'Top Eight' runs will also count for Guyson/B.A.R.C. Championship marks.

Only under most exceptional circumstances will the 'Top Eight' runs be cancelled, or not completed. If one 'Top Eight' run is completed marking will be based upon times in that run. If the 'Top Eight' is cancelled, or abandoned before 1 run has been completed, F.T.D. Awards marks will be based upon qualifying times in the Class Runs.

3. The relevant sections of Paragraphs 9, 10, 11 & 12 of the Regulations for the Guyson/B.A.R.C. Hill Climb Championship (above) will apply to the Guyson/B.A.R.C. F.T.D. Award Series.

4. At a qualifying round where the meeting f.t.d. awards are decided on the Championship and 'Top Eight' runs, if a competitor who has not entered the Championship is in a position which would give him one of the meeting f.t.d. awards after the Class Runs, that competitor shall be given two additional runs, concurrent with the 'Top Eight' runs, to defend his meeting award. Any such runs will be ignored for the purpose of marking the Guyson/B.A.R.C. F.T.D. Awards.

5. The awards for the Guyson/B.A.R.C. F.T.D. Awards Series will be:

1st Competitor:

'The Guyson Sandblast Trophy'

(To be held for 12 months)

£350 cash award and souvenir award.

2nd Competitor:

£250 cash award and souvenir award.

3rd Competitor:

£150 cash award and souvenir award.

4th Competitor:

£100 cash award and souvenir award.

5th Competitor:

£50 cash award and souvenir award.

These awards are additional to the Guyson/B.A.R.C. Hill Climb Championship Awards and a competitor may win one award in each competition.

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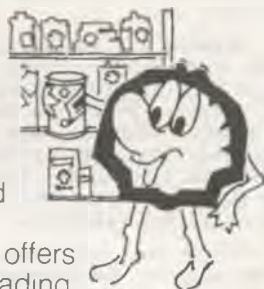


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ABOUT THE B.A.R.C.



The British Automobile Racing Club was first formed back in 1912 as "The Light Car and Cyclecar Club". In 1922 the name was changed to "Junior Car Club" and for a number of years the Club's events were limited to cars of up to 1500c.c. This was dropped in the mid-twenties.

The Yorkshire Centre was founded in Leeds in 1922 and in it's early days ran Speed Hill Climbs on the open road up Greenhow Hill at Patley Bridge until the axe of authority put an end to such competitions.

Back in 1907 the Brooklands Racing track was built near Weybridge in Surrey and the Brooklands Automobile Racing Club was formed to run events at the famous concrete oval.

Between the two wars, both Clubs made their names running motor races, but the J.C.C. in particular, got a reputation for exciting events in the motor sport calendar. Meantime, the Yorkshire Centre, in common with the Club's other Centres, developed local membership with a programme of Road Events, Rallies, Trials and a strong Social calendar.

During World War two, Brooklands was taken over by the Government and the J.C.C. amalgamated with the Brooklands Automobile Racing Club. After the war the old club name of "Junior Car Club" had become a bit of a liability so the combined clubs became the British Automobile Racing Club which perpetuated the initials of the old Brooklands Club and, at the same time, reflected the scope and depth of experience behind the Club's programme.

Today the Club is the largest motor racing club in Britain with it's own home circuit at Thruxton in Hampshire. The club also runs motor racing at Silverstone, Brands Hatch, Mallory Park, Donington Park, Oulton Park, Cadwell Park, Snetterton, Brands Hatch and Lydden Hill. In the Yorkshire Centre we run the Hill Climbs here at Stockton Farm, Harewood and our race meetings at Croft Autodrome. We also have a programme of social events, a few road events of the social type and our Scarborough Week-End which is a Championship Autotest event at the end of the season.

The Yorkshire Centre maintains a small office in Leeds from where the Centre's programme is administered as well as the Guyson/BARC Speed Climb Championship and our share in the North of England Club Racing Championships which we run jointly with the "Ottingham Sports Car Club.

Membership of the B.A.R.C. is in various grades. The basic full membership fee is £6.00 per year which covers the Club as a whole, but without the right to take part in Race Meetings and Speed Events. Registration with the Yorkshire Centre costs an additional £2.00 per year and gives the right to take part in these events as well as full participation in the Centre's events.

There is also a limited form of Membership - Centre Associate - which for a fee of £3.50 per year covering the period Jan to December makes the holder a member of the Yorkshire Centre but not of the main club. This covers participation in all Centre events other than competing in Hill Climbs and Race Meetings. A form for this type of membership is printed opposite.

Should you be interested in assisting the Centre as a voluntary official, either at Harewood, or Croft, we will be pleased to send you a marshalling availability form. Enquire at the Control Kabin in the Paddock, or contact our Staff Secretary, Jan Walker at the Yorkshire Office. The address is on the Associate Membership Form.

HAREWOOD SPEEDCLIMBS - 1979

Sunday 15th. April..... National Meeting
Sunday 13th. May..... National Meeting
Sunday 24th. June..... Car & M/C Meeting
Sunday 29th. July..... Summer Meeting
Sunday 16th. September. National Meeting

CROFT RACE MEETINGS - 1979

Sunday 25th. March..... Spring Meeting
Sunday 27th. May Spring Bank Hol. Meeting
Sunday 5th. August..... Summer Meeting
Sunday 22nd. September.... Final Meeting

ASSOCIATE APPLICATION

I hereby apply to be elected as an Associate of the Yorkshire Centre of the British Automobile Racing Club Limited and if elected I undertake to abide by the Centre Association Rules as laid down by the Club's Council.

SURNAME

MR/MRS/MISS

FULL CHRISTIAN NAMES

FULL ADDRESS

.....

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DATE

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Helping to keep things moving smoothly all round the world with their high quality ranges of self-lubricating bearings.

Bearings Non-Lube export successfully to over 30 countries, keeping things turning and rolling in a multitude of industries, with components for filing cabinets, poultry lines and a wide range of conveyor systems – to mention just a few.

B.N.L. also manufacture a special range of stainless steel bearings, designed for use in particularly corrosive atmospheres – and a policy of free designs and samples to cope with clients' specific problems means that they really are 'problem solvers' to their customers.



THE QUEEN'S AWARD FOR
EXPORT ACHIEVEMENT 1978

BNL Holdings Limited Group

**BNL Holdings Limited
Bearings (Non-Lube) Limited
Wire Race Bearings Limited
Inter-American Bearing Corp. (U.S.A.)**



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