

# Harewood

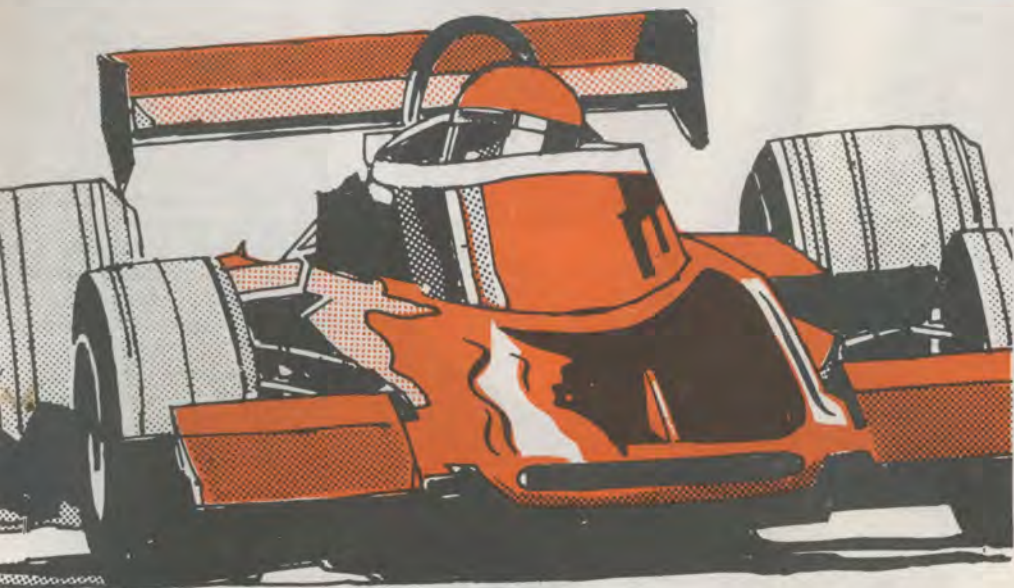
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# TIMETABLE FOR TODAY

9.30a.m..... Practice Runs  
11.00a.m..... First Class Runs  
Classes 4 & 5a, 5, 9, 10,  
11, 13, 14, 15, 16 & 17  
1.00p.m. (Approx)..... Lunch Interval  
2.00p.m..... Second Class Runs  
Classes 4 & 5a, 5, 16, 17,  
9, 10, 11, 13, 14 & 15  
4.00p.m.(Approx)....The Championship Run Off  
The R.A.C. "Top Ten" First Run  
The R.A.C. "Top Ten" Second Run  
5.00p.m.(Approx)..... Meeting Concludes  
5.15p.m.(Approx)..... Prizegiving  
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# Ramblings



In some respects, the handsome subject of Frank Hall's picture above is what today's meeting is all about - Will he?, or Won't he?

For those who don't know we had better explain that young James Thomson, from Otley, is currently the hottest property on the Hill Climb circus, but he is up against some very wily campaigners and a good deal of good-natured gamesmanship which can have an effect upon the result.

Young James burst upon the hill climb scene in earnest in 1979 when in the very potent Vauxhall Chevette, run in the trim of the family business - Guyson International of Otley, he all but won the Guyson/BARC Championship and set records in Class 5 all over the country. In 1980 he did almost as well and such was his natural ability that proud daddy - Jim, indulged in a good deal

of haggling and at the end of the season bought Martyn Griffith's Pilbeam MP.40 which boasted the first ever 2.5 litre Hart engine. One of the most potent cars on the hill climb circus.

Older heads wagged, what would such a raw youth do in such a car. They had not long to wait for the answer - at an end-of-season sprint at Curborough young James sat in the car for the first time and showed them all the way home.

During the winter ace preparation specialist Peter Kaye brought a touch of order into what had never been Guyson's strong point and produced a beautifully turned out car.

Right from the start, James showed that he was not going to have a slow, getting-to-know how session and started collecting F.T.D. awards at the Midlands Championship Loton. At his first RAC round at Wiscombe he was a tentative third, but a week later at Easter he celebrated with F.T.D. at Harewood on the Sunday and then on Easter Monday became the youngest driver ever to win an RAC Championship event at Loton Park.

But then he seemed to slip a little. Still getting F.T.D. at non-RAC Championship events he was showing slight signs of nerves, or was it the good natured ribbing of Roy Lane, Dave Elliott, etc. that was getting to him? 3rd. at Prescott, 2nd. at Barbon, Trying too hard and a "Fail" at Shelsley leaving a trail of written-off nose cones.

Then the road back, 3rd. at Fintray three weeks ago and a brilliant second RAC win at Doune a week later. Which brings us to today. James is determined to repeat his two F.T.D.'s at our April and June meetings and score his third RAC series win on his home hill. And the opposition, who are really here in force - Series leader Alister Douglas Osborn, Roy Lane, the "King" of Harewood, Chris Cramer, the quiet Harewood record holder, not to mention all the other top runners are equally determined to see that this young upstart is put firmly in his place.

So, the stage is set for a really titanic struggle in the R.A.C. Championship today. One that must appeal to the chauvenistic Yorkshire crowd, can their local hero do it? Well, time will tell, but there is no doubt that the signs are all there for one of the very best meetings at Harewood yet.

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Continued from Page 9

But, of course, as many competitors would rush to point out, the struggle for top ten points in the R.A.C. Championship is not all that this afternoon's meeting is all about. The competitors in all the classes from Minis upwards feel just as keenly, and get as much of a kick out of it as the glamour-types in the big racing cars. And the two subsidiary R.A.C. Championships - The Haynes Leaders and the Award of Merit are equally keenly fought.

Mind you, as explained on pages 50 to 56, to a lot of local Harewood types, the R.A.C. Championship is just something which interferes with their own pursuit of Harewood's home Championship - The Shell Super Oil series which is now really beginning to show it's potential. Just look at how many of the competitors have an "\*" after their name to show that they are members of the Yorkshire Centre and eligible for the Championship.

Between looking at all the mouth watering machinery in the paddock, we would suggest that you also go into the hillside car park where the Ford Sidevalve Owners Club are having a Rally & Concours. Here you will find proud owners from Wales, the Midlands, Ross-on-Wye, the North East and so on with 1943 to 1960 Ford models plus a few interlopers such as a Jowett Javelin all looking their very best. If you want to know more about this Club, please contact Bob Chester-

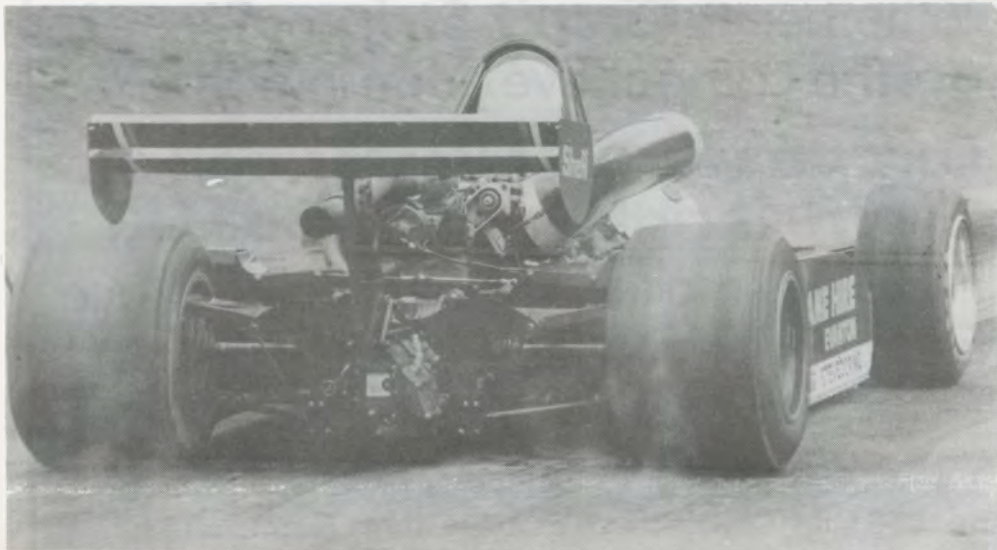
man care of the control cabin for details.

Then you will also find in the Hillside Car Park a mouth watering display of the fabulous Audi range, starring the Quattro, a true wolf in sheep's clothing if ever there was one. This display is put on by Massingberd Ltd., of Harrogate who are one of only 6 Quattro dealers in the U.K. and who work from the Scottish Border down to the Midlands.

There are also stalls selling Anoraks, C.B. accessories and the usual catering and bar facilities.

One problem, our purveyors of mobile bogs to supplement the rather spartan site loo facilities have gone out of business and we have been trying to find a new, fairly local firm with no success. If anyone can put us on to a good, reliable and not to exorbitant firm, please do let us know, you will find a couple of addresses on Page 29.

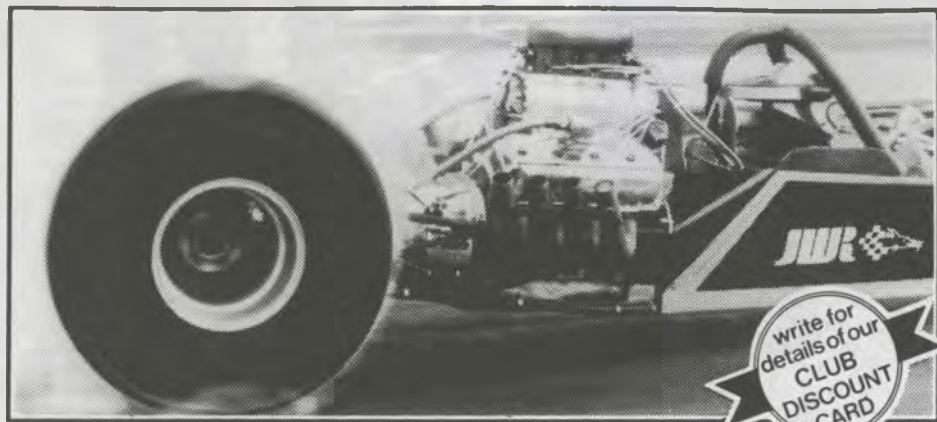
By the way, we are a purely voluntary non-profit making club and we do depend upon the help of lots of willing volunteers to put on these meetings. If you think that you might like to get more involved than just coming to watch, we will be delighted to welcome you. Go to the small Cabin in the Paddock and see the Chief Marshal, or enquire at the main Control Kabin. Have a nice day!!



So far as Harewood Hill Record holder Chris Cramer is concerned, this is the view of the new Toleman TG280H which he hopes James Thomson will see today. Frank Hall took the picture at the Barbon R.A.C. round on May 16th.



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# BRITISH HILL CLIMB CHAMPIONSHIP



In the British Hill Climb scene today there are a number of Championships, the country-wide Guyson/BARC, the regional Midlands and Longton series, our own Harewood Shell Super Oil and the Scottish Championship. But there is one series which does stand above all the others, the R.A.C. British Hill Climb Championship.

Unlike some of the other series, there is no money in winning the R.A.C., only the honour of holding No.1 on your car for the following season. But it does have a strong hold over hillslimmers and the annual visit of the R.A.C. "Circus" to Stockton Farm is one of our high-spots. The plan is simple, any kind of one, or two, seat racing car can enter and all you have to do is to be quickets. Engine size, etc. do not matter, just get to the top more rapidly than the other fellow.

As there are only a select few competitors who can aspire to greatness, the R.A.C. has spawned a couple of offspring, the Haynes Leaders, a handicap affair for different types of cars in classes and the "Award of Merit" a kind of consolation prize, Frankly we do not feel that we will be too wrong to say that the two subsidiary series do not reach the heights

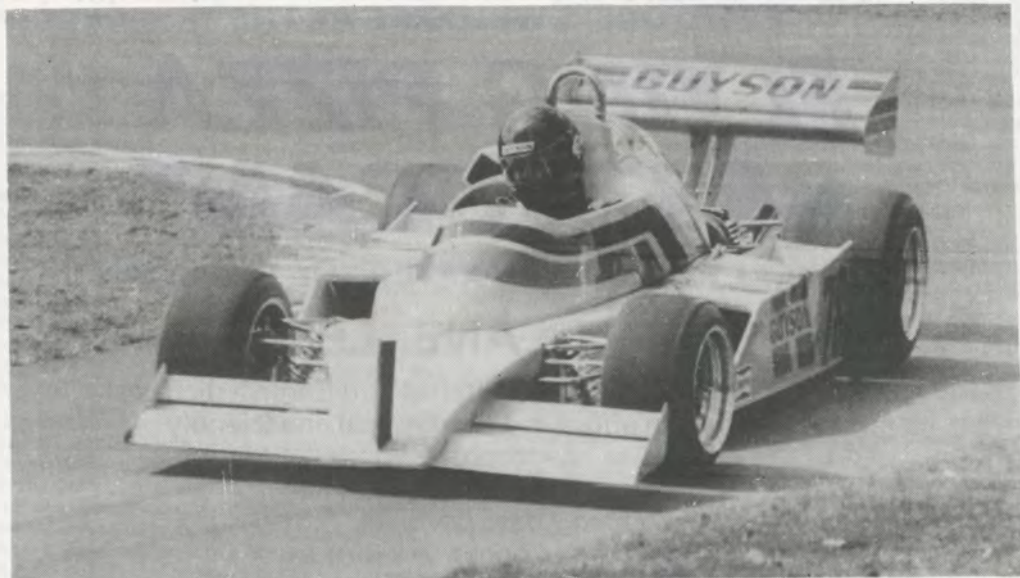
of the main Championship, but they do give some worth-while support and the whole package represents just about the most exciting day of hill climb sport around.

Now let's see what has been going on up to now this season, starting with Round 1 at the beautiful Wiscombe Park on April 12th. Well, James Thompson was fastest after the class runs, but wasn't able to fend off the others in the run off and finished third, still this was better than Chris Cramer who was not in the qualifying ten with handling problems on the Toleman. The Top Ten positions and marks were

Dave Harris(Pilbeam MP50).....	38.29	10
Alister D-Osborn(Pilbeam MP47).....	38.57	9
James Thomson(Pilbeam MP40K).....	38.65	8
Roy T.Lane(March 812).....	39.26	7
Martyn Griffiths(Pilbeam MP42).....	39.67	6
David Franklin(March 782).....	39.69	5
Martin Bolsover(Pilbeam MP51).....	40.26	4
Max Harvey(March 792).....	40.67	3
Graham Priaulx(Tiga SC80 Sports)...	40.75	2
Malcolm Dungworth(Pilbeam MP22-03G)	41.19	1

In the Leaders John Meredith, Jim Thomson, Charles Wardle and Russ Ward all scored a 9 mark maximum to start the series.


Continued on Page 15




Harewood's favourite son, James Thompson in the Pilbeam MP40K. Will he manage to win a third consecutive f.t.d. this afternoon? Photograph by Frank Hall at Barbon.

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# **BRITISH HILL CLIMB** **RAC CHAMPIONSHIP**

Continued from Page 13

Eight days later came Easter Monday and the second round at Loton Park. Harewood was the day before, but most of the serious R.A.C. contenders went to practice at Loton and only James Thomson, Roy Lane and Malcolm Dungworth did the "double". On Sunday's practice at Loton Dave Harris had been quickest, following on from his Wiscombe success, but the single run which was all the Harewood trio got on Monday morning was sufficient to put Thompson out front, a position he held at the end of the two class runs as well. The unfortunate Roy Lane just missed qualifying for the run-off, but he was in good company, Chris Cramer, still sorting the Toleman was with him as second reserve.

In the run-off James Thomson entered the record books as the youngest driver ever to win a "Top Ten" for the R.A.C. Championship, and also became the second ever driver to beat 50 seconds for the Loton Climb, Martyn Griffiths had done it in the same car in 1980.

James Thomson(Pilbeam MP40K).....	49.85	10
Alister D-Osborn(Pilbeam MP47).....	50.53	9
Dave Harris(Pilbeam MP50).....	50.81	8
Richard Jones(Mallock U.2).....	51.30	7
Ted Williams(Pilbeam MP41).....	51.83	6
Martyn Griffiths(Pilbeam MP46).....	51.95	5
David Franklin(March 782).....	51.95	4
Martin Bolsover(Pilbeam MP51).....	51.96	3
Jimmy Jack(March 782).....	52.58	2
Max Harvey(March 792).....	52.94	1

In the Leaders, both John Meredith & Chas

Wardle both managed maximum scores to give them a joint lead with 18. Russ Ward and Alan Cox sharing third with 15 each.

May 3rd. saw the Championship at Prescott with Dave Harris, James Thomson and Alister Douglas Osborn all sharing the lead with 18 points. In the class runs A.D.O. was out in front with Roy Lane showing a return to form second and Martyn Griffiths third. For the run off it was a wet track which faced the first runs, but on the second the road dried out and following a titanic struggle, Big Al stayed out front, Roy remained second, but Thomson pushed his way through to third.

Alister D-Osborn(Pilbeam MP47).....	46.80	10
Roy T.Lane(March 802/812).....	47.11	9
James Thomson(Pilbeam MP40K).....	47.31	8
Chris Cramer(Toleman TG280).....	48.22	7
Ted Williams(Pilbeam MP41).....	48.86	6
Dave Harris(Pilbeam MP50).....	49.09	5
Martin Bolsover(Pilbeam MP51).....	49.10	4
Martyn Griffiths(Pilbeam MP46).....	49.89	3
David Franklin(March 782).....	49.99	2
Godfrey Crompton(March 802).....	51.35	1

At last Chris Cramer, the 1980 Champion and the Harewood course record holder was getting to grips with the Toleman's handling problem. Also notable is the fact that Martin Bolsover had been in all the run-offs to date with a 1600c.c. car!

John Meredith kept up his winning ways and opened up a clear lead of three points from Charles Wardle and Russ Ward in the Leaders, whilst Alister Douglas-Osborn's victory had given him a clear two point lead in the RAC table, a position from which he has dictated things ever since.

Each year around the end of May the Westmorland Club run an R.A.C. round on the very bumpy road at Barbon Manor. Because it is a once-a-year affair there is no advantage from local knowledge and it was with an air of expectancy that the circus gather there on May 16th. On the first run-off Thomson had a narrow lead from A.D.O., but the Hagley expert put everything he knew into his second run for a new hill record, and a time young James could not quite better.

Alister D-Osborn(Pilbeam MP47).....	21.75	10
James Thomson(Pilbeam MP40K).....	21.84	9
Chris Cramer(Toleman TG280).....	21.98	8
Dave Harris(Pilbeam MP50).....	22.46	7
Roy T.Lane(March 802/812).....	22.92	6
Malcolm Dungworth(Pilbeam MP22)....	23.03	5
Martyn Griffiths(Pilbeam MP46G)....	23.12	4
Martin Bolsover(Pilbeam MP51).....	23.58	3
Norrie Galbraith(Chevron B.48S)....	23.73	2
Max Harvey(March 792).....	23.49	1

John Meredith once again collected his nine points for a Leaders class win and stayed way out in front, although Barrowgill Angus now moved up to second, just reward for someone who makes the long journey from John O'Groats week after week for the meetings.

Round five saw the contenders heading for the spiritual home of British Hill Climbing, Shelsley Walsh in Worcs where the Midland AC have been running hill climbs since 1907. This very fast 1000 yard course is a real "Power" hill which sorts the men from the boys and everyone wondered how young master James would get on. In the class runs he looked impressive, but on the first run-off he got it all wrong and revolved at the Lower Ess with damage to the nose cone. On the second run he came to a halt near the top with a suspension derangement which resulted from his earlier efforts and no marks. Meantime Alister Douglas-Osborn who had looked a winner from the start went further ahead, taking almost a second from the now really on-form Cramer, and a second is a long time at Shelsley.

Continued on Page 17



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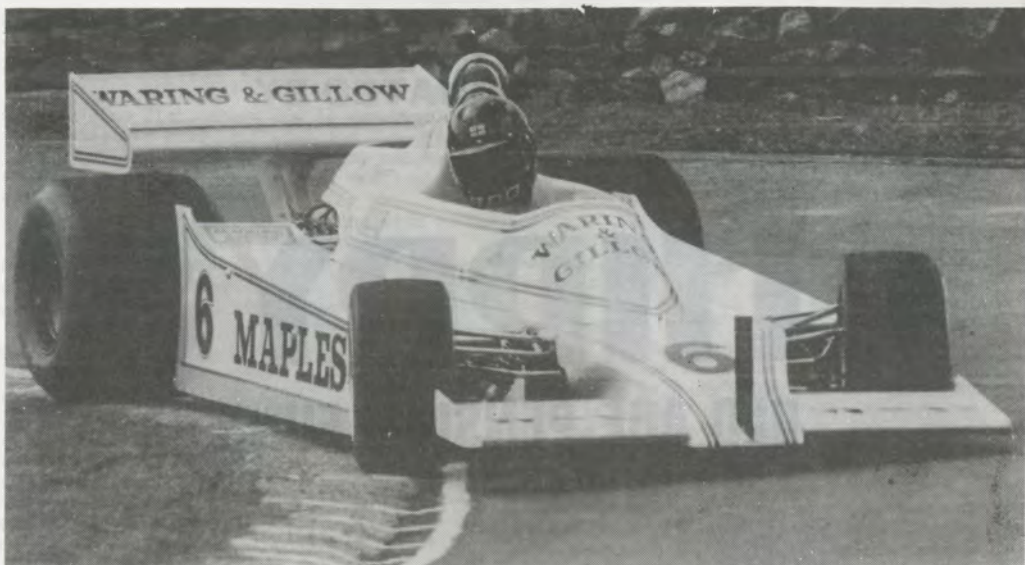
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Really in form and leading the Championship is Hagley's favourite son - Alister Douglas-Osborn although he had a set back when the stretched engine of his Pilbeam blew at Fintray. Frank Hall took the picture on the top bend at Barbon in May

Alister D-Osborn (Pilbeam MP47).....	27.30	10
Chris Cramer (Toleman TG280).....	28.01	9
Ted Williams (Pilbeam MP41).....	28.09	8
David Franklin (March 782).....	28.40	7
Martyn Griffith (Pilbeam MP46).....	28.71	6
Richard Fry (Pilbeam MP41).....	28.79	5
Roy T. Lane (March 802/812).....	28.82	4
Dave Harris (Pilbeam MP50).....	28.84	3
Malcolm Dungworth (Pilbeam MP22)....	29.50	2
James Thomson (Pilbeam MP40K).....	Fail	0

Shelsley's power demands meant that Martin Bolsover's run of top-ten qualifications came to an end, indeed, despite going well, in the 1600c.c. class he had to give it best to the amazing pair Andy Smith and Rob Oldaker who have developed their turbocharged Austin Allegro engined March 722 to an amazing level. John Meredith slipped a bit allowing Barrowgill Angus to get within 4 points, but retained his lead in the Leaders.

Now it was North of the border for a couple of Scottish meetings on consecutive week-ends the first at Fintray on the fringes of Aberdeen on June 14th. All the leading contenders were there, although some of the supporting cast did not make the long journey so the way was open for a little local intrusion into the normally closed-shop of the run off. In

the event, the pride of Fife pair Jim Campbell and Tom McMillan had slightly thistle coloured faces as a delighted "Boss Hog" Brian Frazer managed to snatch the final qualification place. In practice A.D.O. had a severe mischief in the stretched DFV and had to share Malcolm Dungworth's MP22 with only 3.3 litres in the event.

In the class runs James Thomson showed that he was none the worse for his Shelsley debacle and set up an f.t.d. which was not bettered later. But in the run-off there were signs that he was trying a little too hard and both Chris Cramer and Roy Lane beat him. This was Chris's first win in his new Toleman and all is now well in the Hill Climb world again.

Chris Cramer (Toleman TG281).....	27.62	10
Roy T. Lane (March 802/812).....	27.81	9
James Thomson (Pilbeam MP40K).....	27.96	8
Alister D-Osborn (Pilbeam MP22).....	28.17	7
Martyn Griffiths (Pilbeam MP46).....	28.18	6
Jimmy Jack (Toleman TG280).....	28.41	5
Martin Bolsover (Pilbeam MP51).....	28.83	4
Malcolm Dungworth (Pilbeam MP22)....	28.94	3
Max Harvey (March 792).....	29.56	2
Brian Frazer (Argo JMX).....	29.83	1

For once Barrowgill Angus was not the most travelled driver, perhaps Max Harvey from Falmouth had that honour, it did not deter



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# BRITISH HILL CLIMB RAC CHAMPIONSHIP

Continued from Page 17

Barrowgill, nor John Meredith who maintained station at the head of the Leaders table, both with another nine points.

So to the most recent round at Carse Hill, Doune on June 21st, where Big Al was running his own Pilbeam MP47, but with the 3,3 DFV from Malcolm Dungworth's older MP22 and the Scottish champion Jimmy Jack was still sharing Chris Cramer's Toleman. After the class runs Chris Cramer was leading with James Thomson second and A.D.O. and Dave Harris third and fourth. In the run-off James showed that he had mastered the war-of-nerve and came out in front with a new hill record.

James Thomson(Pilbeam MP40K).....	39.70	10
Chris Cramer(Toleman TG280).....	40.00	9
Martyn Griffiths(Pilbeam MP46).....	40.88	8
Alister D-Osborn(Pilbeam MP47).....	40.90	7
Dave Harris(Pilbeam MP50).....	41.03	6
Roy T.Lane(March 802/812).....	42.38	5
Martin Bolsover(Pilbeam MP51).....	42.48	4
Jimmy Jack(Toleman TG280).....	42.75	3
Max Harvey(March 792).....	43.27	2
Norrie Galbraith(Chevron B48S).....	43.72	1

Meantime John Meredith and Barrowgill Angus were, yes, you guessed it, getting nine points each in the Leaders and have a really commanding lead.

You will notice that in this survey we have not mentioned the Award of Merit. Well as you

may guess, as this series is for the best drivers who do not hold one of the top-ten numbers from 1980, it is very much a one-horse race with James Thomson so far in front that Martin Bolsover and Max Harvey can just wave to him.

Full details of all the scores in all the three R.A.C. Championships are given on the next page followed by individual marking pages for each series. We think that the story of the series to date gives all the signs that this could be a really memorable meeting. Alister Douglas-Osborn is the man on top, but will he have his big engine back, if he does will it be as good as before. Roy Lane has more F.T.D.s at Harewood than anyone else, will he spring a surprise. Chris Cramer is on form and holds the current Harewood record, then there is young James who is obviously now right in the groove and has already defeated Roy and Big Al here this year, and you can not discount Dave Harris and Martin Griffiths. Yes it could be a really titanic struggle.

Frankly we can not see anyone beating John Meredith and Barrowgill Angus in their classes, but one or two of the other Leaders front runners may have to go at bit.

Finally, Class 16, Martin Bolsover must be the favourite, but Harewood is another favourite spot for the amazing pair from Bromsgrove with their Turbo Allegro March and "Boss Hog" has tasted blood as well.

Continued on Page 21



Unlike most of the top men on the Hills, Stroud Architect Chris Cramer has gone for a Toleman TG280 with a 2.5 litre Hart engine. Photo by Frank Hall at Barbon.

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# RAC BRITISH HILL CLIMB CHAMPIONSHIP

## Positions before today's Meeting

1	Alistair D.Osborn(Pilbeam MP47 & 22)...	62
2	James Thomson(Pilbeam MP40K).....	53
3	Chris Cramer(Toleman TG280H).....	43
4	Roy T.Lane(March 812).....	40
5	Dave Harris(Pilbeam MP50).....	39
6	Martyn Griffiths(Pilbeam MP46).....	38
7	Martin Bolsover(Pilbeam MP51).....	22
8	Ted Williams(Pilbeam MP41).....	20
9	David Franklin(March 782).....	18
10	Malcolm Dungworth(Pilbeam MP22-03)....	11
11	Jimmy Jack(March 782/Toleman TG280H)...	10
12	Max Harvey(March 792).....	9
13	Richard Jones(Mallock U.2).....	7
14	Richard Fry(Pilbeam MP41).....	5
15	Norman Galbraith(Chevron B48S).....	3
16	Graham Priaulx(Tiga SC80).....	1
=	Brian Frazer(Boss Hog Argo JM1X).....	1

# RAC HILL CLIMB AWARD OF MERIT

## Positions before today's Meeting

1	James Thomson(Pilbeam MP40K).....	69
2	Martin Bolsover(Pilbeam MP51).....	50
3	Max Harvey(March 792).....	49
4	Jimmy Jack(March 782).....	33
5	Ted Williams(Pilbeam MP41).....	24
6	Richard Jones(Mallock U.2).....	16
7	David Gould(Gould Terrapin 80/3).....	12
=	Andy Smith(March 722 Austin).....	12
=	Brian Frazer(Bos Hog Argo JM1X).....	12
10	Barrowgill Angus(Davrian Stiletto)...	10
11	Roger Willoughby(March 712).....	9
=	Richard Fry(Pilbeam MP41).....	9
=	Jim Campbell(Modus M.4).....	9
14	David Garnett(Pilbeam MP43).....	8
15	Graham Priaulx(Tiga SC80).....	7
=	John Meredith(Maguire Hartwell Imp)...	7
17	Tom McMillan(Modus M4).....	6
=	Charles Wardle(Mallock U.2 21).....	6
19	Alan Richards(March 772P).....	5
=	Ken Ayers(March 796).....	5
21	Terry Smith(March 761).....	4
=	Josh Sadler(Porsche 911).....	4
=	Tom Hughes(March 742).....	4
24	Roland Jones(Porsche Carrera).....	3
=	David Morris(DEM80-001).....	3
26	Peter Blankstone(Mallock U.2 20).....	2
=	Chris Dowson(Brabham BT36X).....	2
28	Paul Williams(March 762).....	1
=	Bob Oldaker(March 722 Austin).....	1
=	Alan Payne(Cougar R.T.1).....	1
=	Bill Lord(Chevron B.42).....	1
=	Jim Robinson(Mallock U.2 21).....	1

# RAC HAYNES LEADERS CHAMPIONSHIP

## Positions before today's Meeting

1	John Meredith(Maguire Hartwell Imp)...	58
2	Barrowgill Angus(Davrian Stiletto)...	54
3	Charles Wardle(Mallock U.2 21).....	39
4	Russ Ward(March 733).....	33
5	Jim Robinson(Mallock U.2 21).....	28
6	John Corbyn(Saracen S.F.79S).....	27
=	Josh Sadler(Porsche 911).....	27
8	Jim Thomson(Vauxhall Chevette HS)...	25
9	Roland Jones(Porsche Carrera).....	21
10	Peter Blankstone(Mallock U.2 20).....	18
=	Alan Cox(Harrison K.H.4).....	18
12	Charles Barter(Solo Imp).....	16
=	Tony Bancroft(Porsche Carrera RS)....	16
14	Andy Simm(Morgan Four Four).....	13
=	Tim King(M.C.Midge).....	13
=	David Harries(Maguire Mini).....	13
=	Tony Tewson(Talbot Imp).....	13
18	Brian Walker(Skoda Coupe).....	12
=	Ian Sargent(Clan Crusader).....	12
=	David Watson(Davrian Mk.6).....	12
=	Dave Parr(Ford Escort).....	12
22	Mervyn Brake(Hillman Imp).....	10
=	Jerry Sturman(Harrison K.H.4).....	10
=	David Morris(DEM 80-001).....	10
25	Maggie Blankstone(Mallock U.2 20)....	9
26	Tony Howell(Maguire Mini).....	8
=	John Tibbenham(Cooper).....	8
=	Brian Windle(Mallock U.2 16).....	8
=	Christopher Lawrence(MGB GT V8).....	8
30	Joy Rainey(Murrain Mk.2).....	7
31	Richard Lester(R.H.L.March).....	6
=	Tom Hart(March F.3).....	6
=	Rowland Hand(Chrysler Stiletto).....	6
=	Nigel Garland(Porsche Carrera).....	6
35	Tony Lambert(Mallock U.2 20).....	5
=	John Davies(Chevron B.9).....	5
37	Adrian Hopkins(Chevron B.15).....	4
=	Chris Anderson(Mallock U.2 11/14)....	4
=	John Pascoe(Gryphon C.75A).....	4
=	Simon Curtis(Mallock U.2 20).....	4
41	David Render(Lola T.460).....	3
=	Richard Naylor(Talbot Imp).....	3
=	Bob Dayson(Turner).....	3
=	Malcolm Orme(Leyland Mini).....	3
45	Max Seivewright(Mallock U.2 16).....	2
=	Colin Myles(March 743).....	2
=	Ian Crammond(Mallock U.2 21/23).....	2
=	Richard Homer(Ginetta G.17).....	2
49	Alan Lloyd(Mallock U.2 18CW).....	1

Marking Charts for all three Championships are published in this programme:

R.A.C. British Hill Climb Championship..Pg44  
 R.A.C. Haynes Leaders Championship.....Pg46  
 R.A.C. Hill Climb Award of Merit.....Pg48

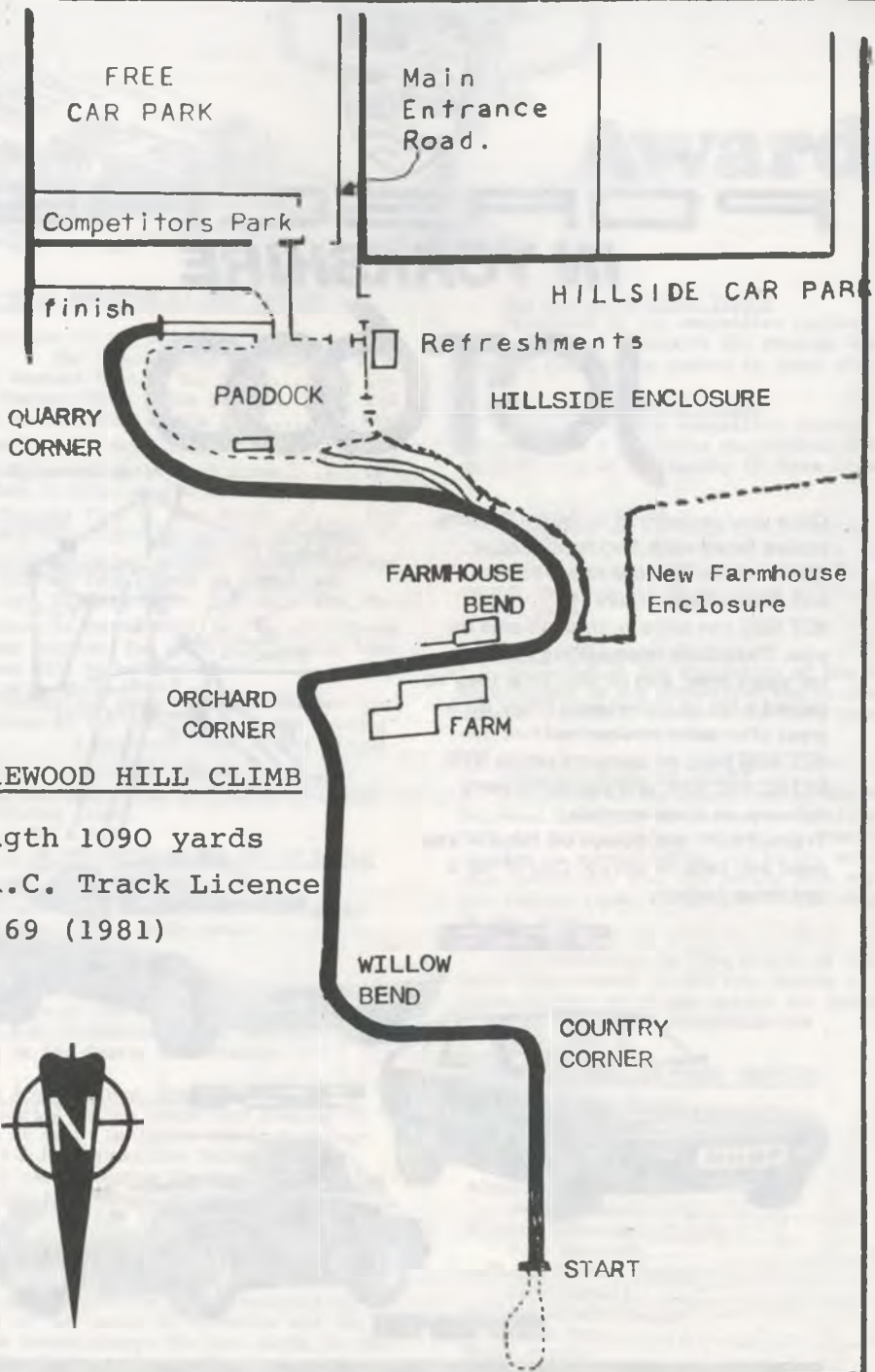
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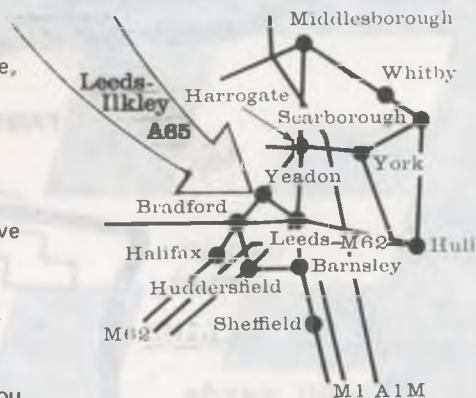
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# Awards

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 Third Fastest Time of the Day..... £30  
 Fourth Fastest Time of the Day..... £20  
 Fastest Time in each Class..... £20  
 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  
 Where a class is run with 16 or more entries  
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 1st. £25, 2nd. £20, 3rd. £15, 4th. £12  
 If a class is run without merging with three  
 or fewer entries, the award for fastest time  
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To any competitor who holds a new record for  
 their class at the conclusion of the meeting  
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Competitors may opt to receive a souvenir  
 award to the same value in lieu of the cash  
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## AWARDS TO BE PRESENTED AT THE END OF SEASON

### The Yorkshire Post Trophy

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

### 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 the County of Yorkshire

### The Arnold Burton Trophy

Presented to the competitor running in  
 classes 11 to 14 inclusive who is a member  
 of the B.A.R.C. Yorkshire Centre and who  
 over the season scores the most marks on the  
 Bogey Time Improvement scoring system

### The Richard Sutherland Trophy

Presented to the competitor running in  
 classes 6 to 10 inclusive who is a member of  
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 working in the County of Yorkshire and who  
 over the season scores the most marks on the  
 Bogey Time Improvement scoring system

### The Appleyard Group Trophy

Presented to the competitor running in  
 classes 6 to 8 inclusive who records the  
 fastest time of the season in those classes

### The Wallace Arnold Trophy

Presented to the competitor running in  
 classes 1 to 3 inclusive who records the  
 fastest time of the season in those classes

### The Total Trophy

Presented to the competitor running in  
 classes 1 to 5 inclusive who over the year  
 shows the greatest improvement over the  
 record standing for their class at the start  
 of the season

### The Scrutineers' Trophy

Presented at the discretion of the R.A.C.  
 Scrutineers to the competitor who in their  
 opinion regularly presents the best turned  
 out car for scrutineering

### The John Bindloss Trophy

Presented at the discretion of the BARC  
 Harewood Committee to the new competitor who  
 has, in their opinion, shown the greatest  
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 shed competitor who, not having been a regu-  
 lar winner, shows the greatest improvement  
 in the season

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 Three Ridings as it was before the carve-up  
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## CURRENT LEADERS FOR THESE TROPHIES

<u>Yorkshire Post Trophy</u>	
James Thompson.....	37.65
<u>Jack Farrar Trophy</u>	
James Thompson.....	37.65
<u>Arnold Burton Trophy</u>	
David Garnett.....	12.18
<u>Richard Sutherland Trophy</u>	
Tony Bancroft.....	12.35
<u>Appleyard Group Trophy</u>	
John Gornall.....	47.80
<u>Wallace Arnold Trophy</u>	
Kevin Tate.....	46.96
<u>Total Trophy</u>	
Tony Bridge.....	-0.13

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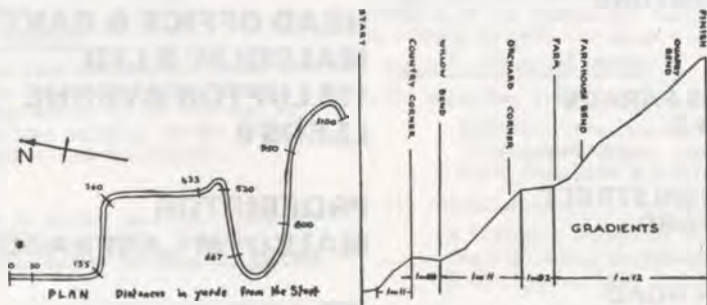
# SPEED TABLE

The table below will enable you to relate competitor's times for the climb with their average speed for the 1090 yards of the course. To get these average speeds into perspective, remember that times are taken from a standing start and that some of the corners are very slow. As an example, when Peter Kaye set the course record to 38.18 secs on 13th. May 1979, this was an average speed of 58.39m.p.h., but he was timed through the speed trap on Quarry Straight at just over 107m.p.h.

If anyone wants to get really precise, if they divide a constant of 2229.5454 by their time in seconds and hundredths, it will give their exact average speed.

Time m. s.	Ave speed	Time m. s.	Ave speed	Time m. s.	Ave speed	Time m. s.	Ave speed	Time m. s.	Ave speed
37.00	60.26	41.00	54.38	45.00	49.54	49.00	45.50	53.00	42.07
37.20	59.93	41.20	54.11	45.20	49.33	49.20	45.31	53.20	41.91
37.40	59.61	41.40	53.85	45.40	49.11	49.40	45.13	53.40	41.75
37.60	59.30	41.60	53.59	45.60	48.89	49.60	44.95	53.60	41.59
37.80	58.98	41.80	53.34	45.80	48.68	49.80	44.77	53.80	41.44
38.00	58.67	42.00	53.08	46.00	48.47	50.00	44.59	54.00	41.29
38.20	58.36	42.20	52.83	46.20	48.26	50.20	44.41	54.20	41.13
38.40	58.06	42.40	53.08	46.40	48.05	50.40	44.24	54.40	40.98
38.60	57.76	42.60	52.34	46.60	47.84	50.60	44.06	54.60	40.83
38.80	57.46	42.80	52.09	46.80	47.64	50.80	43.89	54.80	40.68
39.00	57.17	43.00	51.85	47.00	47.44	51.00	43.72	55.00	40.54
39.20	56.88	43.20	51.61	47.20	47.24	51.20	43.54	55.20	40.39
39.40	56.59	43.40	51.37	47.40	47.04	51.40	43.38	55.40	40.24
39.60	56.30	43.60	51.14	47.60	46.84	51.60	43.21	55.60	40.10
39.80	56.02	43.80	50.90	47.80	46.64	51.80	43.04	55.80	39.96
40.00	55.74	44.00	50.67	48.00	46.45	52.00	42.87	56.00	39.81
40.20	55.46	44.20	50.44	48.20	46.26	52.20	42.71	56.20	39.67
40.40	55.19	44.40	50.21	48.40	46.06	52.40	42.55	56.40	39.53
40.60	54.91	44.60	49.99	48.60	45.87	52.60	42.39	56.60	39.39
40.80	54.64	44.80	49.77	48.80	45.69	52.80	42.23	56.80	39.25

## HAREWOOD HILL CLIMB GRADIENT PROFILE



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This meeting is governed by the General Regulations of the R.A.C. Motor Sports Association Ltd., (Incorporating the provisions of the International Sporting Code of the F.I.S.A., the Supplementary Regulations issued for the event, The Harewood Regulations Booklet 1980, the leaflet B.A.R.C. Speed Event Classes 1981 and any written instructions the B.A.R.C. Yorkshire Centre may issue for the event.

## MOTOR RACING 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 this meeting, including the owners of the land and the drivers & 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.

## 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 & 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 descriptions of competing cars the Club accepts no responsibility for any that may occur.

## LOST AND FOUND PROPERTY

Spectators who find articles are asked to hand these in to the Clerk of the Course's Office in the Portakabin in the Paddock. Any people who have lost anything in the grounds should also apply at the Portakabin.

## MESSAGES

The Club wish to stress that announcements to assist spectators cannot be made over the course P.A. system except in cases of genuine emergency.

## REFRESHMENTS

Refreshment services are operating in the Hill Side Car Park to supply hot and cold drinks, snacks, hot dogs, bacon sandwiches, etc. There is a licensed bar open from 11.00 a.m. to 6.30p.m. Ice Cream is also on sale.

## LITTER

Will spectators please try to assist the Club by not dropping litter, but by putting it into the containers provided. For large items there is a skip near the refreshment tent.

## 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 Ltd., Yorkshire Centre wish to express their most grateful thanks to Mr. Arnold Burton for making Stockton Farm available for this event to day. We must also thank Mr. Burton's farm manager, John Burch for putting up with the disruption caused by our events with such enthusiasm and good grace.

We also wish to thank the West Yorkshire Police and the R.A.C. for their assistance with traffic arrangements. The members of the Medical Officers Group (Yorkshire), the St. John Ambulance Brigade and the Northern Race & Rally Rescue Marshals Club for emergency services, Garritt's (Caterers) Ltd., for provision of refreshment services, members of the B.A.R.C. and B.M.R.M.C. for help in the staffing of the course and everyone else who is working to make the event a success.

## B.A.R.C. YORKSHIRE CENTRE

All enquiries about B.A.R.C. Membership

K.Gibson - Hon. Secretary  
5, Woodlands Drive, Harrogate,  
North Yorkshire HG2 7AY.

All enquiries about the Harewood Hill Climb

M.S.Wilson - Clerk of the Course  
The Highlands, Scotchman Lane,  
Morley, Leeds LS27 0NY.





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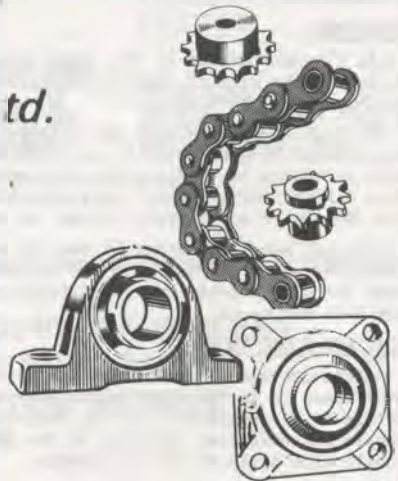
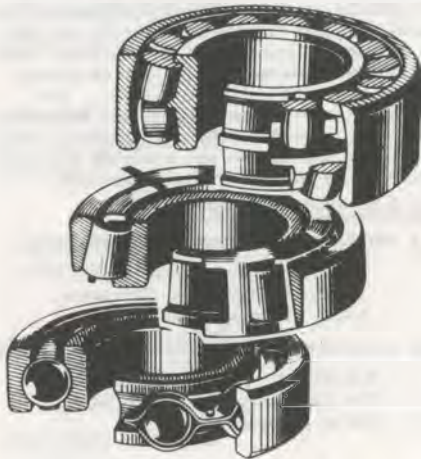
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# HAREWOOD RECORDS

This is our 20th. year here at Harewood & by September there will have been a hundred meetings. F.T.D. at all these meetings were

16/9/62	A.Lanfranchi (Elva Mk6).....*	51.61	25/6/72	R.T.Lane (McLaren M14D).....	39.68
21/4/63	C.K.W.Schellenburg(Lister)..	*49.79	23/7/72	R.Scott-Moncreif (Kincraft) .	44.15
9/6/63	A.G.Wood (Cooper Monaco)....	51.85	10/9/72	M.McDowel (Brabham BT36X)...*	39.14
8/9/63	P.Bosh-Jones (Lotus 22).....*	46.72	24/9/72	R.Thwaites (McLaren M10A)....*	38.47
29/9/63	G.Whitehead (Elva Mk.7).....	53.52	22/4/73	R.T.Lane (McLaren M14DF1)....	45.21
12/4/64	J.R.Walton (Walton Bristol) .	49.39	20/5/73	R.T.Lane (McLaren M14 DFI)..	42.66
24/5/64	A.E.Marsh (Marsh Special)...*	45.16	24/6/73	M.McDowel (Brabham BT36X)..	38.52
12/7/64	I.C.Batty (Lotus Mk.7).....	50.75	22/7/73	A.Mountain (Leda Chevrolet) .	44.70
13/9/64	P.Westbury (Ferguson P.99)..*	44.45	9/9/73	R.T.Lane (McLaren M14 DFI)..	38.81
4/4/65	P.H.Meldrum (Lotus Allard)..	46.02	30/9/73	M.McDowel (Brabham BT36X)..	39.50
9/5/65	P.H.Meldrum (Lotus Allard)..	46.50	14/4/74	C.F.Cramer (March 74B Hart) .	40.67
20/6/65	P.H.Meldrum (Lotus Allard)..	44.90	2/6/74	M.McDowel (Brabham BT36 X) .	39.23
18/7/65	M.J.Smith (Mallock U.2 Ford) .	49.87	7/7/74	M.McDowel (Brabham BT36X)..	38.59
12/9/65	P.H.Meldrum (Lotus Allard)..	49.27	4/8/74	R.T.Lane (McRae GM1) . . . . .	39.15
1/5/66	P.H.Meldrum (Lotus Allard)..	46.20	29/4/74	M.McDowel (Brabham BT36 X) .	41.14
5/6/66	P.G.Lawson (Brabham Ford) . .	46.76	20/4/75	R.T.Lane (Fenny GM1 Chev)....	41.04
26/6/66	P.H.Meldrum (Lotus Allard)..	45.99	1/6/75	P.A.Mawson (Jomo Lotus).....	46.37
24/7/66	J.A.H.Lambert (Cooper Mk.6) .	51.75	6/7/75	R.T.Lane (McRae GM1).....	39.06
11/9/66	P.H.Meldrum (Lotus Allard)..	45.99	3/8/75	R.T.Lane (McRae GM1).....	38.89
26/1/66	P.Westbury (Felday 5 BRM)....	60.84	28/9/75	R.T.Lane (McRae GM1).....	39.96
2/4/67	P.G.Lawson (Brabham Ford) . .	49.14	18/4/76	R.T.Lane (McRae GM1).....	40.25
30/4/67	B.Eccles (Brabham Olds).....	44.46	30/5/76	B.Pitt (Paola Ford).....	50.75
25/6/67	B.Eccles (Brabham Olds).....	45.16	4/7/76	R.T.Lane (McRae GM1).....	38.72
23/7/67	R.G.Winder (Elva Mk.6).....	50.73	1/8/76	R.T.Lane (McRae G.M.1).....	38.72
10/9/67	A.E.Marsh (Marsh Buick).....*	42.94	26/9/76	A.D.Osborn (Pilbeam R22 DFV) .	39.59
7/4/68	P.G.Lawson (B.R.M. 4WD).....	45.57	9/4/77	R.T.Lane (Pilbeam R22 DFV) .	40.42
28/4/68	P.G.Lawson (B.R.M. 4WD).....	43.65	10/4/77	R.T.Lane (March 741 DFV)....	46.26
16/6/68	P.G.Lawson (B.R.M. 4WD).....*	42.86	15/5/77	M.D.Griffiths (March 74P)....	38.82
21/7/68	D.R.Jackson (Lotus 23B Ford) .	48.91	19/6/77	F.Johnstone (Brabham BT18) . .	42.51
15/9/68	P.G.Lawson (B.R.M. 4WD).....*	41.43	31/7/77	R.T.Lane (March 741 DFV)....*	38.41
20/4/69	D.Hepworth (Hepworth FF)....	42.11	25/9/77	R.T.Lane (March 741 DFV)....	41.45
1/6/69	D.Hepworth (Hepworth FF)....	43.20	9/4/78	C.F.Cramer (March 76a Ford) .	38.75
20/7/69	C.J.Parker (Porsche 904)....	48.96	14/5/78	D.T.Franklin (March 722 BMW) .	42.38
10/8/69	J.Johnstone (Brabham Buick) .	42.20	25/6/78	S.Curtis (Mallock U.2 17B)..	45.89
14/9/69	N.Williams (McLaren M10A) .	42.08	30/7/78	R.T.Lane (March 741 DFV)....	42.78
19/4/70	N.Williams (McLaren M10A) .*	40.25	17/9/78	C.F.Cramer (March 76A Ford) .*	38.39
17/5/70	R.Thwaites (Brabham Buick) .	43.12	15/4/79	J.Johnstone (Brabham BT30) . .	41.01
28/6/70	D.Hepworth (Hepworth FF)....	40.25	13/5/79	F.P.Kaye (Pilbeam MP31 DFV) .*	38.18
26/7/70	A.Merrick (E.R.A. R1A).....	51.18	24/6/79	J.Foran (B.L.Cooper S).....	51.76
13/9/70	D.Hepworth (Hepworth FF)....	40.69	29/7/79	C.F.Cramer (March 782 Hart) .	38.23
25/4/71	D.Hepworth (Hepworth FF)....	42.76	16/9/79	C.F.Cramer (March 782 Hart) .*	38.04
23/5/71	J.A.H.Lambert (Cooper T.86) .	49.45	13/4/80	M.D.Griffiths (Pilbeam MP40) .*	37.79
27/6/71	D.Hepworth (Hepworth FF)....	40.52	1/6/80	C.F.Cramer (March 782 Hart) .*	37.46
25/7/71	E.N.Cornor (E.R.A. R4D).....	47.08	20/7/80	F.P.Kaye (Pilbeam MP22 DFV) .	39.48
11/9/71	D.Hepworth (Hepworth FF)....	40.10	31/8/80	R.T.Lane (March 79 DFV).....	37.85
12/9/71	R.T.Lane (McLaren M10B).....*	39.57	21/9/80	M.D.Griffiths (Pilbeam MP40) .	37.48
23/4/72	R.T.Lane (McLaren M14D).....	40.57	19/4/81	J.R.F.Thomson (Pilbeam MP40K) .	38.89
21/5/72	D.R.Good (Martin BMS).....	44.01	6/6/81	P.Tankard (T.V.R.Tuscan)....	45.49
			7/6/81	J.R.F.Thomson (Pilbeam MP40K) .	37.65
			12/7/81		
			23/8/81		
			27/9/81		



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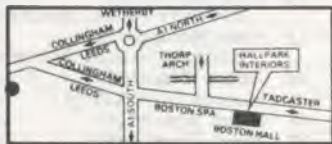
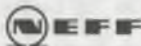
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# PROGRAMME AND LIST OF ENTRIES

12 JUL 1981

Each entry to have two Class Ascents the better time to count for all Class Awards

## ORDER OF ASCENT

1st Class Runs Classes 4 & 5a, 5, 9, 10, 11, 13, 14, 15, 16 & 17  
2nd Class Runs Classes 4 & 5a, 5, 16, 17, 9, 10, 11, 13, 14 & 15  
Championship Runs The R.A.C. British Championship "Top Ten"

Because of the requirements of the R.A.C. Haynes Leaders Championship, today's meeting is not run with all the usual classes, but rather with the R.A.C. set of classes which are identified by letters as A, B, C, D, E, F, G, H, I & J. These classes correspond exactly to certain of our Harewood classes and in the programme below both the R.A.C. Class Letter and the B.A.R.C. Class Number are given in the headings.

Next year the R.A.C. will introduce a class for Clubmans Sports Cars (Class 11) and have given their permission for us to run such a class today. As yet there is no provision in the Leaders Championship for this class so results in this class will have to be incorporated in classes 13 and 14 to calculate Leaders Marks. Details of the class into which each entrant in Class 11 is to be incorporated are given in brackets after their name.

Similarly, a number of our regular Harewood entrants who do not wish to miss the meeting but who are denied the chance to run in their regular classes (Classes 1, 2, 3, 6, 7 & 8) because we are not allowed to run these today have entered in their appropriate R.A.C. Class. In these cases the normal B.A.R.C. Class is shown in brackets behind their name.

Finally, "\*" after a drivers name indicates that the competitor is a member of the BARC Yorkshire Centre and eligible to score marks in the Shell Super Oil Harewood Hill Climb Championship. Full details of the Championship are given on pages 50 to 56

Classes 4 & 5a (A) - SPECIAL SALOON CARS - Up to 1,300c.c.  
 Record: L.C.Barter (Davrian Hartwell Imp) 21/9/80 - 43.22

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
22a	Chris Newill*(2)	Leyland Cooper S	1275	Roundhay, Leeds	_____	_____
	Entrant: M.S.J. Motorspares, Bramley					
22	Andy Campbell*(2)	Leyland Cooper S	1275	Bramley, Leeds	_____	_____
	Entrant: M.S.J. Motorspares, Bramley					
23a	Phil Brooks*(2)	Leyland Mini 1275 GT	1293	Moortown, Leeds	_____	_____
	Entrant: M.S.J. Motorspares, Bramley					
23	Mike Jennings*(2)	Leyland Mini 1275 GT	1293	Bramley, Leeds	_____	_____
	Entrant: M.S.J. Motorspares, Bramley					
24	Jeremy Pogson*(2)	Leyland Mini 1275 GT	1293	Bramhope, Leeds	_____	_____
25	Richard Gledhill*(2)	Leyland Cooper S	1293	Pudsey, Leeds	_____	_____
26	Gerry Rayner*(4)	Leyland Cooper S	999	Baldon, W.Yks	_____	_____
27	Barrie Forbes*(4)	Leyland Cooper S	999	Chester-le-St.	_____	_____
28	Gordon Thompson*(5a)	Leyland Cooper S	1293	Harrogate, N.Yks	_____	_____
30a	Lynn Craven*(5a)	Morris Minor	1293	Wibsey, Bradford	_____	_____
30	Allen Craven*(5a)	Morris Minor	1293	Wibsey Bradford	_____	_____
31	Mike Waters*(5a)	Leyland Mini Clubman	1293	Mirfield, W.Yks	_____	_____
32	Mervyn Brake (4)	Hillman Hartwell Imp	998	Dorchester	_____	_____
33	Don Bewick*(5a)	Leyland Cooper S	1300	Newcastle-on-T	_____	_____
34a	Derek Bridge*(4)	Davrian Imp Larton	998	Burnley, Lancs	_____	_____
	Entrant: Lancs & Ches C.C./H.J.QuickLtd., Manchester					
34	Tony Bridge*(4)	Davrian Imp Larton	998	Burnley, Lancs	_____	_____
	Entrant: Lancs & Ches C.C./H.J.Quick Ltd., Manchester					
35	John Meredith (5a)	Maguire Hartwell Imp	1200	Leighton Buzzd	_____	_____
	Entrant: Marshall & Fraser Racing Team, Aylesbury					

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Class 5 (B) - SPECIAL SALOON CARS - 1,301c.c. and over  
 Record: J.R.F.Thomson (Vauxhall Chevette HS) 16/9/79 - 42.50

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
37	Bob Claxton*(5)	Vauxhall Firenza	2500	Harrogate, N.Yks	_____	_____
38	Nicholas Vandervell*(3)	Gilbern Invader 111	3100	London SW.10	_____	_____
39	Nigel Ellis*(3)	Gilbern Invader 11	3100	London N.6	_____	_____
40	Simon Clark*(3)	Ford Capri 3000	2999	Scarcroft, Leeds	_____	_____
	Entrant: Design & Fittings Ltd., Etherby					
41a	Warwick Howlett*(3)	Ford Capri 3000	3000	Guiseley, Leeds	_____	_____
41	Steve Broxup*(3)	Ford Capri 3000	3000	Beeston, Leeds	_____	_____
42	Philip Featherman*(3)	Vauxhall Chevette HS	2300	Baildon, W.Yks	_____	_____
43	Neil Turner*(2)	Leyland Cooper S	1310	Bramhope, Leeds	_____	_____
44a	Geoff Palmer*(2)	Leyland Cooper S	1310	Otley, W.Yorks	_____	_____
44	Richard Wood*(2)	Leyland Cooper S	1310	Otley, W.Yorks	_____	_____
45	George Cook*(3)	Ford Escort RS Panda	1993	Swinton, Mcr.	_____	_____
	Entrant: Lancs & Ches C.C./H.J.Quick Ltd., Manchester					
46	Jim Johnstone*(3)	Volkswagen Golf G.T.I.	1558	Bardsey, Leeds	_____	_____
47	Mike Kerr*(3)	Vauxhall Chevette HS	2300	Mkt. Weighton	_____	_____
48	Pete Nicholson*(2)	Leyland Mini Clubman	1328	Leicester	_____	_____
49	John Casey*(2)	Leyland Cooper S	1328	Fence, Burnley	_____	_____
50	Richard Jackson*(3)	Opel Ascona 400	2400	Shadwell, Leeds	_____	_____
	Entrant: Nidd Vale Motors/Shell Super Oil/Cetaur Clothes/Bowmaker					
51	Dave Parr (5)	Ford Escort RS	1998	Wombourne, Staffs	_____	_____
52	Tony Drummond (5)	Opel Ascona 3	2000	York	_____	_____
	Entrant: Plasmor Motor Sport, York					
53	Brian Walker*(5)	Skoda Coupe BDA	2200	Longridge, Lancs	_____	_____
	Entrant: Dalgety Spillers/B.K.W.Racing, Ribchester					
54	Ron Hand*(5)	Chrysler Stiletto BDG	1996	Birmingham	_____	_____
55	Jim Thomson*(5)	Vauxhall Chevette HS	2300	Timble, W.Yks	_____	_____
	Entrant: Guyson International Ltd., Otley					
56	Barrowgill Angus (5)	Davrian Stiletto B.M.W.	2000	Thurso, Scotland	_____	_____
	Entrant: Jack Crane Hire, Evanton					

Class 9 (C) - G.T. and MODIFIED SPORTS CARS - Up to 1,300c.c.  
 Record: L.C.Barter (Davrian 7 Hartwell) 16/9/79 - 42.36

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
57	Stephen Wright*(6)	Triumph Spitfire 3	1296	Moortown, Leeds	_____	_____
58	Rick Price*(6)	M.G. Midget	1293	Harrogate, N.Yks	_____	_____
59	Bob Mason*(9)	M.G. Midget	1098	Kippax, Leeds	_____	_____
60	David Watson (9)	Davrian Mk.6 Imp	1300	Berkhamsted	_____	_____
61	John Foran*(9)	Davrian Mk.7a Hartwell	1200	Halifax, W.Yks	_____	_____
	Entrant: Longton & District M.C. Blackburn					
62	Ian Sargent (9)	Glan Crusader	998	Cheltenham, Glos	_____	_____
	Entrant: Patterson Dental Supplies					

Class 10 (D) - G.T. and MODIFIED SPORTS CARS - 1,301c.c. and over  
 Record: J.Sadler (Porsche 911) 16/9/79 - 43.21

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
65	Roger Reynolds*(7)	Triumph T.R.7	1998	Wilmslow, Ches	_____	_____
66	Chris Hill*(7)	Datsun 2602 2+2	2595	Holmsfield, Derby	_____	_____
67	Alastair Cobb*(8)	Porsche 924 Turbo	2778	Dronfield, Derbys	_____	_____
68	Graham Brierley*(8)	Morgan Plus Eight	3528	Nelson, Lancs	_____	_____
69	Haydn Spedding*(10)	Jaguar "E" Type	4235	Cawthorne, S.Yks	_____	_____
70	Andy Simm (10)	Morgan Four Four	1700	Wedmore, Som	_____	_____
71	John Lowe*(7)	Porsche 911S	2341	Holmsfield, Derbys	_____	_____
72	Rod Wadham (10)	Porsche Carrera	2749	Liss, Hants	_____	_____
73	Bob Dayson (10)	Turner Mk.11 Ford	1585	Rugeley, Staffs	_____	_____
74	Paul Tankard*(10)	T.V.R. Tuscan Ford	4727	Halifax, W.Yks	_____	_____
75	Tony Bancroft*(10)	Porsche Carrera RS	2808	Burley Woodhead	_____	_____
76	Josh Sadler*(10)	Porsche 911	3506	Amersham, Bucks	_____	_____

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

Record: N.Bridge (Mallock U.2 20B Holbay) - 21/9/80 - 40.99

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
79	Wynford Lear*(E)	Mallock U.2 11B Ford	1600	Keighley, W.Yks	_____	_____
80a	Andy Melvin*(E)	C.T.G. Clubmans Ford	1600	Roundhay Leeds	_____	_____
80	Ian King*(E)	C.T.G. Clubmans Ford	1600	Copmanthorpe, Yk	_____	_____
81	Michael Radigan*(F)	Mallock U.2 20 Ford	1700	Middlesborough	_____	_____
82	Redvers Arnold*(E)	Mallock U.2 14 Ford	1600	Middlesborough	_____	_____
83	Joe Ward*(F)	Ward W.D.6M Ford	1600	Pickering, N.Yks	_____	_____
	Entrant: Motor Refinisher Supply Co. (Sales) Ltd., Pickering					
84	David Kennedy*(E)	Mallock U.2 17B Holbay	1598	Keighley, W.Yks	_____	_____
85a	Alan Harper*(F)	Mallock U.2 20/23 Bar Engine	1700	Wetherby, W.Yks	_____	_____
	Entrant: Harwood Domestic Appliances Ltd., Gildersome					
85	Mervyn Bartram*(F)	Mallock U.2 20/23 Bar Engine	1700	York	_____	_____
	Entrant: Harwood Domestic Appliances Ltd., Gildersome					
86a	Martin Curtis*(F)	Curtiswool U.2 20C Nelson	1700	Keighley, W.Yks	_____	_____
86	Simon Curtis*(F)	Curtiswool U.2 20C Nelson	1700	E.Morton, W.Yks	_____	_____

Class 13 (E) - SPORTS RACING & CLUBMANS CHASSIS CARS - 1,301 to 1,600c.c.

Record: M.Bolsover (Mallock U.2 18 BDA) 16/9/79 - 40.54

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
89	Alex Graham*	Mallock U.2 20 Twin-Cam	1600	Newmains, Wishaw	_____	_____
90a	Max Seivewright	Mallock U.2 18 B.D.A.	1594	Malvern, Worcs	_____	_____
90	Brian Windle	Mallock U.2 18 B.D.A.	1594	Malvern, Worcs	_____	_____
91	Bob Prest*	Altec Eng Mallock U.2 20 B.D.A.	1598	Croxdale, Durham	_____	_____
92	Paul Bason*	Myers Special B.D.A.	1597	Lichfield, Staffs	_____	_____
93	Bill Wood*	Mallock U.2 B.D.A.	1600	Edinburgh	_____	_____
94a	Jim Robinson*	Mallock U.2 21 Hart B.D.A.	1598	Costock, Leics	_____	_____
94	Charles Wardle*	Mallock U.2 21 Hart B.D.A.	1598	Stockport, Ches	_____	_____

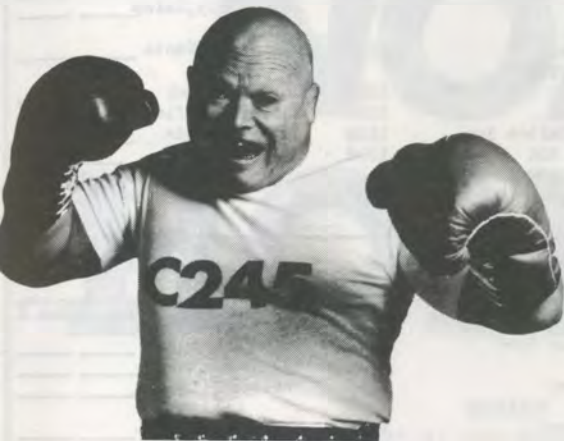
Class 14 (F) - SPORTS RACING & CLUBMANS CHASSIS CARS - 1,601c.c. and over

Record: R.Jones (Mallock U.2 BDG) 21/9/80 - 39.05

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
97	Neil Bennett*	Batten Special Ford	3622	Pontefract, W.Yks	_____	_____
98	George Tatham*	McLaren M.12C Chevrolet	7200	Norton, N.Yks	_____	_____
99a	Peter Harper*	Harper Sports BDG Cosworth	2130	Sheffield, S.Yks	_____	_____
99	Ray Harper*	Harper Sports BDG Cosworth	2130	Sheffield, S.Yks	_____	_____
100	Mark Williams	Mallock U.2 Hart	3200	Bristol, Avon	_____	_____
101a	Maggie Blankstone	Mallock U.2 20 Hart	2000	Wolverhampton	_____	_____
	Entrant: Worfield Garage, Bridgenorth					
101	Peter Blankstone	Mallock U.2 20 Hart	2000	Wolverhampton	_____	_____
	Entrant: Worfield Garage, Bridgenorth					
102	Graham Priaulx	Tiga SC.80 Sports Nelson	2000	Guernsey, C.I.	_____	_____
103	David Garnett*	Pilbeam M.P.40 Hart	2200	Borobridge, York	_____	_____
	Entrant: Bearings (Non-Lube) Ltd., Knaresborough					



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Class 15 (H) - RACING CARS - 501 to 1,100c.c.  
Record: D.G.Gould (Terrapin 1G BDA) 17/9/78 - 41.63

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
105a	John Mottershaw*	Vixen V.B.5 Shannon Imp	998	Chesterfield	_____	_____
	Entrant: Photoco Snapshops, Sheffield					
105	Paul Bennison*	Vixen V.B.5 Shannon Imp	998	Sheffield, S.Yks	_____	_____
	Entrant: Photoco Snapshops, Sheffield					
106	John McCartney*	Chevron B.9 Cosworth	998	Horwich, Lancs	_____	_____
107a	Steve Sharp*	Terrapin Mk.4 SWK Leyland	1071	Adel, Leeds	_____	_____
107	Dale Kitching*	Terrapin Mk.4 SWK Leyland	1071	Alwoodley, Leeds	_____	_____
108	John Beeden*	Terrapin Mk.1C Leyland	1098	Wellingborough	_____	_____
109	Martin Haley*	Terrapin Mk.1a Leyland	1071	Cleckheaton, WYks	_____	_____
110	Paul Byrne-Price*	Elva F.J. Ford	1100	Shrewsbury, Salop	_____	_____
	Entrant: Tony Cookson, Condover					
111	Derek Sharman*	Terrapin Mk.1 Leyland	1098	Wollaston, Nants	_____	_____
	Entrant: Emmetts Solar Heating, Kettering					
112	Colin Myles	March 743 Hart	1098	Holmes Chapel	_____	_____
114	Richard Homer*	Ginetta G.17B Imp	1094	Sutton Coldfield	_____	_____
115	Jerry Sturman	Harrison K.H.4 Talbot Imp	1100	Ruislip, Midx	_____	_____
116	John Corbyn*	Saracen S.F.79S BDA	1098	Wellingborough	_____	_____
	Entrant: John Corbyn Motors, Wellingborough					

Class 16 (I) - RACING CARS - 1,101 to 1,600c.c.  
Record: M.Bolsover (March 77/8/2 BDA) 21/9/80 - 39.10

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
119	Andrew Florentine*	Chevron Monoposto Ford	1600	Richmond, N.Yks	_____	_____
120	Les Sharp*	Lotus 51B Ford	1600	Wakefield, W.Yks	_____	_____
121a	Derek Goodall*	Ensign L.N.F3 Ford	1599	Meanwood, Leeds	_____	_____
	Entrant: D.A.C. Design & Construction, Bradford					
121	David Montague*	Ensign L.N.F3 Ford	1599	Ilkley, W.Yks	_____	_____
	Entrant: D.A.C. Design & Construction, Bradford					
122	John Crowson*	Speedprint March 743 Holbay	1600	Horsforth, Leeds	_____	_____
123	Peter Varley*	Ensign L.N.74M Pee-Vee BDA	1598	Silkstone, S.Yks	_____	_____
	Entrant: Glossop Superalloys, Glossop					
124	Tom Hughes*	March 742 Cosworth FVA	1600	Stanley, Durham	_____	_____
125	Chris Seaman*	Brabham B.T.30 "Freedom" FVA	1594	Sheffield, S.Yks	_____	_____
126a	Allan Newton*	Joysel M.N.01 Hart	1600	Rishton, Lancs	_____	_____
	Entrant: Joysel Household Textiles, Waterfoot					
126	John Barratt*	Joysel M.N.01 Hart	1600	Garstang, Lancs	_____	_____
	Entrant: Joysel Household Textiles, Waterfoot					
127	David Gould*	Gould Terrapin 80/3 Langford	1570	Newbury, Berks	_____	_____
128	Brian Frazer*	Boss Hog Argo JM1X Smith	1598	Glasgow	_____	_____
129a	Andy Smith*	March 722 Austin Turbo	1596	Bromsgrove, Worcs	_____	_____
129	Rob Oldaker*	March 722 Austin Turbo	1596	Bromsgrove, Worcs	_____	_____
130a	Tom McMillan*	Fi-Fab Modus M.4 Hart BDA	1598	Glenrothes, Fife	_____	_____
	Entrant: Fife Fabrications Ltd., Glenrothes					
130	Jim Campbell*	Fi-Fab Modus M.4 Hart BDA	1598	Bothwell, Lanark	_____	_____
	Entrant: Fife Fabrications Ltd., Glenrothes					
131	Martin Bolsover*	Pilbeam M.P.51 BDA	1600	Chaddesley Gbet	_____	_____

Our Next Event at Harewood

Sunday 23rd. August 1981

MONTAGUE BURTON TROPHY MEETING

SHELL SUPER OIL HAREWOOD  
CHAMPIONSHIP

GUYSON/BARC HILLCLIMB  
CHAMPIONSHIP

Practice from 9.30a.m.

Commence 2.15p.m.

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Class 17 (J) - RACING CARS - 1,601c.c. and over  
 Record: C.F.Cramer (March 782 Hart) 1/6/80 - 37.46

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
20	Ken Ayers	March 79S DFV	2993	Reading, Berks	_____	_____
19	Noel le Tissier	Chevron B.30 Ford GA	3400	Guernsey C.I.	_____	_____
18	Alan Richards	March 722P B.M.W.	1991	Cheltenham,Glos	_____	_____
	Entrant: Cheltenham Cameras, Cheltenham					
17	Alan Payne	Cougar R.T.1 Rover	3528	Birmingham	_____	_____
16	Roger Philpot*	March 782 Hart	2200	Aberdeen	_____	_____
	Entrant: Team Five Steps/Severn Advertising, Kidderminster					
15	Max Harvey	March 792 Hart 420R	2500	Falmouth,Cnwall	_____	_____
14a	Richard Fry	Pilbeam M.P.40 Hart 420R	2500	Bath, Avon	_____	_____
	Entrant: Equipe Recardo/Eduardo, Avon					
14	Ted Williams	Pilbeam M.P.40 Hart 420R	2500	Bristol, Avon	_____	_____
	Entrant: Equipe Recardo/Eduardo, Avon					
12	Jimmy Jack*	March 782/79B Hart	2500	Invergordon	_____	_____
	Entrant: Jack Crane Hire, Evanton					
11	James Thomson*	Pilbeam M.P.40K Hart 420R	2500	Timble, W.Yks	_____	_____
	Entrant: Guyson International Ltd., Otley					
10	Norrie Galbraith*	Chevron B.48S B.M.W.	2300	Lanark, Scotland	_____	_____
	Entrant: Clydesdale Retreads, Lanark					
9	Malcolm Dungworth*	Pilbeam M.P.22-03G DFV	3300	Sheffield,S.Yks	_____	_____
	Entrant: Waring & Gillow Racing, Sheffield					
8	Godfrey Crompton*	March 802 Hart 420R	2500	Tenbury Wells	_____	_____
	Entrant: Douglas & Gavin Racing, Stourport-on-Severn					
7	David Franklin	March 782 B.M.W.	2290	Portishead, Avon	_____	_____
	Entrant: Wendy Wools, Guiseley					
6	Alister Douglas-Osborn*	Pilbeam M.P.47 DFV	3600	West Hagley,W.Mil	_____	_____
	Entrant: Waring & Gillow Racing, Sheffield					
5	Dave Harris	Pilbeam M.P.50 Hart 420R	2500	Bristol, Avon	_____	_____
	Entrant: Haynes Publishing Group					
3	Roy T.Lane*	March 802/812 Hart	2500	Warwick	_____	_____
	Entrant: Steel King, Warwick					
2	Martyn Griffiths*	Pilbeam M.P.46G Hart425H	2500	Bewdley, Worcs	_____	_____
	Entrant: Team Five Steps/Severn Advertising, Kidderminster					
1	Chris Cramer	Toleman T.G.280H Hart 425R	2460	Stroud, Glos	_____	_____

COMPLETE LIST OF HAREWOOD RECORDS BEFORE START OF THIS MEETING

Class	Holder	Record	Bogey	Class	Holder	Record	Bogey
<u>TOURING CARS</u>							
1	Mike Flather.....	47.85	55.85	9	Charles Barter.....	42.36	50.36
2	Nicky Porter.....	47.06	55.06	10	Josh Sadler.....	43.21	51.21
3	Kevin Tate.....	45.49	53.49	<u>CLUBMANS SPORTS CARS</u>			
<u>SPECIAL SALOON CARS</u>							
4	Ken Knott.....	44.79	52.79	11	Nick Bridge.....	40.99	48.99
5a	Charles Barter.....	43.22	51.22	<u>SPORTS RACING &amp; CLUBMANS CHASSIS CARS</u>			
5	James Thomson.....	42.50	50.50	12	Nick Bridge.....	42.36	50.36
<u>"MARQUE" SPORTS CARS</u>							
6	Brian Kenyon.....	47.16	55.16	13	Martin Bolsover.....	40.54	48.54
7	Jeff Goodliff.....	45.25	53.25	14	Richard Jones.....	39.05	47.05
8	Tony Bancroft.....	44.94	52.94	<u>RACING CARS</u>			
				15a	Peter Voigt.....	44.84	52.84
				15	David Gould.....	41.63	49.63
				16	Martin Bolsover.....	39.10	47.10
				17	Chris Cramer.....	37.46	45.46

The "Bogey Times" are used in calculating marks in the Shell Super Oil Harewood Hill Climb Championship and also in certain of the Annual Harewood Trophies.

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# BRITISH HILL CLIMB CHAMPIONSHIP



The following competitors today have entered the R.A.C. British Hill Climb Championship

No.			Prev Marks	Best Cl Time	Posn	And of Merit
1	Chris Cramer.....	Toleman T.G.280H Hart 425R.....	43			
2	Martyn Griffiths*.....	Pilbeam M.P.46G Hart 425H.....	38			
3	Roy T.Lane*.....	March 802/812 Hart.....	40			
5	Dave Harris.....	Pilbeam M.P.50 Hart 420R.....	39			
6	Alister Douglas-Osborn*.....	Pilbeam M.P.47 DFV.....	62			
7	David Franklin.....	March 782 B.M.W.....	18			
8	Godfrey Crompton*.....	March 802 Hart 420R.....	1			
9	Malcolm Dungworth*.....	Pilbeam M.P.22-09G DFV.....	11			
10	Norrie Galbraith*.....	Chevron B.48S B.M.W.....	3			
11	James Thomson*.....	Pilbeam M.P.40K Hart 420R.....	53			
12	Jimmy Jack*.....	March 782/79B Hart.....	10			
14	Ted Williams.....	Pilbeam M.P.40 Hart 420R.....	20			
14a	Richard Fry.....	Pilbeam M.P.40 Hart 420R.....	5			
15	Max Harvey.....	March 792 Hart 420R.....	9			
16	Roger Philpot*.....	March 782 Hart.....	0			
17	Alan Payne.....	Gougar R.T.1 Rover.....	0			
18	Alan Richards.....	March 722P B.M.W.....	0			
19	Noel le Tissier.....	Chevron B.30 Ford GA.....	0			
20	Ken Ayers.....	March 79S DFV.....	0			
98	George Tatham*.....	McLaren M.12C Chevrolet.....	0			
100	Mark Williams.....	Mallock U.2 Hart.....	0			
102	Graham Priaux.....	Tiga S.C.80 Sports Nelson.....	2			
103	David Garnett*.....	Pilbeam M.P.40 Hart.....	0			
106	John McCartney*.....	Chevron B.9 Cosworth.....	0			
123	Peter Varley*.....	Ensign L.N.74M Pee-Vee BDA.....	0			
124	Tom Hughes*.....	March 742 Cosworth FVA.....	0			
126a	Allan Newton*.....	Joysel M.N.01 Hart.....	0			
126	John Barratt*.....	Joysel M.N.01 Hart.....	0			
127	David Gould*.....	Gould Terrapin 80/3 Langford BDA..	0			
128	Brian Frazer*.....	Boss Hog Argo JMIX Smith.....	1			
129a	Andy Smith*.....	March 722 Austin Turbo.....	0			
129	Rob Oldaker*.....	March 722 Austin Turbo.....	0			
130a	Tom McMillan*.....	Fi-Fab Modus M.4 Hart BDA.....	0			
130	Jim Campbell*.....	Fi-Fab Modus M.4 Hart BDA.....	0			
131	Martin Bolsover*.....	Pilbeam M.P.51 BDA.....	22			

CHAMPIONSHIP RUNS								
On Class Runs		No.	Driver	1st. Run	2nd. Run	Posn	Champ Marks	New Total
Best Time	Posn							
.....	10	.....	.....	.....	.....	.....	.....	.....
.....	9	.....	.....	.....	.....	.....	.....	.....
.....	8	.....	.....	.....	.....	.....	.....	.....
.....	7	.....	.....	.....	.....	.....	.....	.....
.....	6	.....	.....	.....	.....	.....	.....	.....
.....	5	.....	.....	.....	.....	.....	.....	.....
.....	4	.....	.....	.....	.....	.....	.....	.....
.....	3	.....	.....	.....	.....	.....	.....	.....
.....	2	.....	.....	.....	.....	.....	.....	.....
.....	1	.....	.....	.....	.....	.....	.....	.....



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# HAYNES LEADERS CHAMPIONSHIP



The R.A.C. Haynes Leaders Championship is sponsored by the Haynes Publishing Group and is run at the "Mainland" qualifying rounds of the R.A.C. British Championship i.e. not in Jersey, Guernsey or Northern Ireland. The Leaders is a Class Competition based upon the standard RAC Classes except for the over 1,600c.c. Racing Cars and marking is based upon position in class.

Provided that there are at least 6 starters in a class, marks are allocated on the scale of 9,6,4,3,2 & 1 for 1st. to 6th. position in class. Marks are based on actual class position so if the highest placed "Leaders" entrant in a class is 6th. he would get only one mark. If there are less than 5 starters in a class, marks are reduced on the scale - 4 starters: 9,6 & 4 for 1st. to 3rd. positions, 3 starters 6 & 4 for 1st. and 2nd., 2 starters 4 points for 1st.

Competitors who have registered for the "Leaders" in today's meeting are listed below with their previous marks to enable you to keep track of the progress of the Championship.

No.	Name	Car	Leaders Class	Class Posn	Marks Today	Prev Marks	New Total
32	Mervyn Brake.....	Hillman Hartwell Imp.....	A	.....	.....	10	.....
35	John Meredith.....	Maguire Hartwell Imp.....	A	.....	.....	58	.....
51	Dave Parr.....	Ford Escort RS.....	B	.....	.....	12	.....
53	Brian Walker.....	Skoda Coupe BDA.....	B	.....	.....	12	.....
54	Ron Hand.....	Chrysler Stiletto EDG.....	B	.....	.....	6	.....
55	Jim Thomson.....	Vauxhall Chevette HS.....	B	.....	.....	25	.....
56	Barrowgill Angus.....	Davrian Stiletto B.M.W.....	B	.....	.....	54	.....
60	David Watson.....	Davrian Mk.6 Imp.....	C	.....	.....	12	.....
62	Ian Sargent.....	Clan Crusader.....	C	.....	.....	12	.....
70	Andy Simm.....	Morgan Four Four.....	D	.....	.....	13	.....
73	Bob Dayson.....	Turner Mk.11 Ford.....	D	.....	.....	3	.....
75	Tony Bancroft.....	Porsche Carrera RS.....	D	.....	.....	16	.....
76	Josh Sadler.....	Porsche 911.....	D	.....	.....	27	.....
86a	Martin Curtis.....	Curtiswool U.2 20C Nelson.....	F	.....	.....	0	.....
86	Simon Curtis.....	Curtiswool U.2 20C Nelson.....	F	.....	.....	4	.....
90a	Max Seivewright.....	Mallock U.2 18 BDA.....	E	.....	.....	2	.....
90	Brian Windle.....	Mallock U.2 18 BDA.....	E	.....	.....	8	.....
92	Paul Bason.....	Myers Special BDA.....	E	.....	.....	0	.....
94a	Jim Robinson.....	Mallock U.2 21 Hart BDA.....	E	.....	.....	28	.....
94	Charles Wardle.....	Mallock U.2 21 Hart BDA.....	E	.....	.....	39	.....
100	Mark Williams.....	Mallock U.2 Hart.....	F	.....	.....	0	.....
101a	Maggie Blankstone.....	Mallock U.2 20 Hart.....	F	.....	.....	9	.....
101	Peter Blankstone.....	Mallock U.2 20 Hart.....	F	.....	.....	18	.....
108	John Beeden.....	Terrapin Mk.1C Leyland.....	H	.....	.....	0	.....
111	Derek Sharman.....	Terrapin Mk.1 Leyland.....	H	.....	.....	0	.....
112	Colin Myles.....	March 743 Hart.....	H	.....	.....	2	.....
114	Richard Homer.....	Ginetta G.17B Imp.....	H	.....	.....	2	.....
115	Jerry Sturman.....	Harrison K.H.4 Talbot Imp.....	H	.....	.....	10	.....
116	John Corbyn.....	Saracen S.F.79S BDA.....	H	.....	.....	27	.....

Note: In calculating Leaders Marks, competitors in class 11 have to be allocated to Classes E & F

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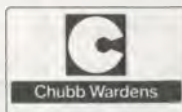
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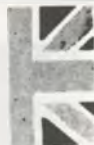
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# HILL CLIMB AWARD OF MERIT



All Competitors who have registered for both the R.A.C. British Hill Climb Championship and for the R.A.C. Haynes Leaders Championship and who do not hold one of the Competition Numbers 1 to 10 inclusive are eligible to score marks in the R.A.C. Hill Climb Award of Merit.

This is based upon fastest times in the Class runs, irrespective of which class the car is running in. Marks are awarded on the scale 10, 9, 8, 7, 6, 5, 4, 3, 2 & 1 for Fastest Class Run down to 10th. Fastest Class Run.

Competitors eligible are listed below:

<u>No.</u>	<u>Name</u>	<u>Car</u>	<u>Prev</u> <u>Mark</u>	<u>Best</u> <u>Cl Time</u>	<u>Posn</u>	<u>Mark</u>	<u>New</u> <u>Total</u>
11	James Thomson.....	Pilbeam M.P.40K Hart 420R.....	69				
12	Jimmy Jack.....	March 782/79B Hart.....	33				
14	Ted Williams.....	Pilbeam M.P.40 Hart 420R.....	24				
14a	Richard Fry.....	Pilbeam M.P.40 Hart 420R.....	9				
15	Max Harvey.....	March 792 Hart 420R.....	49				
16	Roger Philpot.....	March 782 Hart.....	0				
17	Alan Payne.....	Cougar R.T.1 Rover.....	1				
18	Alan Richards.....	March 722P B.M.W.....	5				
19	Noel le Tissier.....	Chevron B.30 Ford GA.....	0				
20	Ken Ayers.....	March 79S DFV.....	5				
32	Mervyn Brake.....	Hillman Hartwell Imp.....	0				
35	John Meredith.....	Maguire Hartwell Imp.....	7				
51	Dave Parr.....	Ford Escort RS.....	0				
53	Brian Walker.....	Skoda Coupe BDA.....	0				
54	Ron Hand.....	Chrysler Stiletto BDG.....	0				
55	Jim Thomson.....	Vauxhall Chevette HS.....	0				
56	Barrowgill Angus.....	Davrian Stiletto B.M.W.....	10				
60	David Watson.....	Davrian Mk.6 Imp.....	0				
62	Ian Sargent.....	Clan Crusader.....	0				
70	Andy Simm.....	Morgan Four Four.....	0				
73	Bob Dayson.....	Turner Mk.11 Ford.....	0				
75	Tony Bancroft.....	Porsche Carrera RS.....	0				
76	Josh Sadler.....	Porsche 911.....	4				
86a	Martin Curtis.....	Curtiswool U.2 20C Nelson.....	0				
86	Simon Curtis.....	Curtiswool U.2 20C Nelson.....	0				
90a	Max Seivewright.....	Mallock U.2 18 BDA.....	0				
90	Brian Windle.....	Mallock U.2 18 BDA.....	0				
92	Paul Bason.....	Myers Special BDA.....	0				
94a	Jim Robinson.....	Mallock U.2 21 Hart BDA.....	1				
94	Charles Wardle.....	Mallock U.2 21 Hart BDA.....	6				
98	George Tatham.....	McLaren M.12C Chevrolet.....	0				
100	Mark Williams.....	Mallock U.2 Hart.....	0				
101a	Maggie Blankstone.....	Mallock U.2 20 Hart.....	0				
101	Peter Blankstone.....	Mallock U.2 20 Hart.....	2				
102	Graham Priaux.....	Tiga S.C.80 Sports Nelson.....	7				
103	David Garnett.....	Pilbeam M.P.40 Hart.....	8				
106	John McCartney.....	Chevron B.9 Cosworth.....	0				
108	John Beeden.....	Terrapin Mk.1C Leyland.....	0				
111	Derek Sharman.....	Terrapin Mk.1 Leyland.....	0				
112	Colin Myles.....	March 743 Hart.....	0				
114	Richard Homer.....	Ginetta G.17B Imp.....	0				
115	Jerry Sturman.....	Harrison K.H.4 Talbot Imp.....	0				
116	John Corbyn.....	Saracen S.F.79S BDA.....	0				
123	Peter Varley.....	Ensign L.N.74M Pee-Vee BDA.....	0				
124	Tom Hughes.....	March 742 Cosworth FVA.....	4				
126a	Alan Newton.....	Joysel M.N.01 Hart.....	0				
126	John Barratt.....	Joysel M.N.01 Hart.....	0				
127	David Gould.....	Gould Terrapin 80/3 Langford BDA.....	12				
128	Brian Frazer.....	Boss Hog Argo JM1X Smith.....	12				
129a	Andy Smith.....	March 722 Austin Turbo.....	12				
129	Rob Oldaker.....	March 722 Austin Turbo.....	1				
130a	Tom McMillan.....	Pi-Fab Modus M.4 Hart BDA.....	6				
130	Jim Campbell.....	Pi-Fab Modus M.4 Hart BDA.....	9				
131	Martin Bolsover.....	Pilbeam M.P.51 BDA.....	50				



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# Shell Super Oil Harewood Hillclimb Championship

Although much of the glamour which goes with today's meeting must be with the R.A.C. Championships, to many of the Competitors, this is only a distraction - they have their eyes very firmly fixed on Harewood's very own Championship The Shell Super Oil series.

At Harewood we have always tried to keep up with the times and there can be no doubt that at present, there are two definite truths on Hill Climbing. 1. Most competitors like the incentive of a commercial championship to give them something to aim at and 2. If it is possible, a lot of competitors are not as anxious to travel all over the country for their sport as they have done in the past.

With this very much in mind we felt that we should try the experiment of a full-blooded commercially sponsored Championship, but with the difference that it is restricted to the members of one Club - The B.A.R.C. Yorkshire Centre, and that all marking is based upon

performance at just one hill - Harewood.

To make the thing work we looked around to find a sponsor who would be willing to back such a series, and we were fortunate indeed that Shell U.K. Oil through the good offices of their N.E. Regional Office in Leeds were willing to go along with us.

For the type of competition we were seeking to promote, we wanted sponsorship which, by Hill Climb standards was large so that we could spread the awards widely. Thanks to the good offices of Terry Rundle, Shell's Motor Sport Co-ordinator in the N.E. and John Theobald, the Regional big-chief, the men of Shell Mex House in London were cajoled into putting up the money and for this we have to thank Keith Collow, Shell's motor racing manager and Tony Holden, who used to be in the Leeds Office who searched the budgets and helped Leeds to put their money where their mouth was.

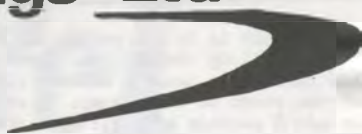
Continued on Page 52



Currently leading the Shell Super Oil Harewood Hill Climb Championship is Josh Sadler, the very likeable Porsche specialist from Amersham. At our Easter meeting he drove his own 911, but when Frank Hall took this picture on June 7th, he was sharing Tony Bancroft's Carrera - and beating him into the bargain.



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# Shell Super Oil

## Harewood Hillclimb Championship

Continued from Page 50

The Championship is in two parts, the main section is a handicap competition. Here each competitor is running against his own class record at the start of the season. To each record we add 8 seconds and call this the "Bogey Time" which stands for the year, even if the record is later broken. At each meeting a competitors best time on the class run is deducted from the bogey and they score the difference. In other words if a class record were 39.24 the "Bogey" would be 47.24 and a driver who recorded 40.15 would score 7.09 marks.

At the end of the season the best four performances from the five events which count are totalled to give the winners. But just to wind the whole thing up with a bang, at the end of the final meeting, the ten competitors who are in the top ten positions will be given an extra run-off to see if they can improve on their final places.

Then we have a second part to the Championship "The Shell Super Oil FTD Awards". Here

at each meeting, the ten competitors in class 11 to 17 who have the ten fastest times at the end of the Class Runs get a special run off with a couple of extra runs each at the end of the meeting and marks 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 for 1st. to 10th. plus a bonus if anyone beats the course record.

And the rewards? Well in the main championship the winner gets £500 and the "Glen Garnett Trophy" with other awards of £250, £125, £100, £95, £90, £85, £80, £75, £70, £65, £60, £55, £50, £45, £40, £35, £30, £25, £20, £15, £15, £15, £15, £15, £10, £10, £10, £10. Then in the F.T.D. Section the winner gets £400 and the "Wilson Trophy", 2nd. £250, 3rd. £150, 4th. £100, 5th. £50 and 6th. £25. a total of £3000 spread into 36 awards.

As you can imagine, this championship has really taken-off and as you will see from the current places which appear below and on the next two pages, a really high-quality field is chasing points. Thank you Shell.

### MARKS SCORED AND POSITIONS BEFORE THIS AFTERNOON'S MEETING

Posn	Name, Car & Class	Hometown	Marks	E
1	Josh Sadler (Porsche 911) Cl.10.....	Amersham, Bucks....	15.21	2
2	Kevin Tate (Ford Escort RS) Cl.3.....	Barnsley, S.Yorks...	14.01	2
3	Tony Bridge (Davrian Hillman Imp) Cl.4.....	Burnley, Lancs....	13.90	2
4	John Casey (Leyland Cooper S) Cl.2.....	Burnley, Lancs....	13.31	2
5	James Thomson (Pilbeam M.P.40K Hart 420R) Cl.17.....	Timble, W.Yorks....	12.84	2
6	Tony Bancroft (Porsche 911 Carrera) Cl.10.....	Burley Woodhead, Yks	12.35	2
7	Derek Bridge (Davrian Hillman Imp) Cl.4.....	Burnley, Lancs....	12.23	2
8	Paul Tankard (T.V.R. Tuscan Ford) Cl.10.....	Halifax, W.Yorks....	12.21	2
9	David Garnett (Pilbeam M.P.43 Hart 420R) Cl.14.....	Boroughbridge, York	12.18	2
10	Richard Jackson (Opel Ascona 400) Cl.3.....	Shadwell, Leeds....	12.16	2
11	Roy T.Lane (March 812 Hart) Cl.17.....	Warwick, Warks....	11.92	2
12	Tony Baines (Hillman Imp Sport) Cl.1.....	Kirkburton, W.Yorks	11.61	2
13	Pete Nicholson (Leyland Mini Clubman) Cl.2.....	Leicester.....	11.45	2
14	Mervyn Bartram (Mallock U.2 20/23 Bar Engineering) Cl.11.....	York.....	11.36	2
15	Jim Campbell (Fi-Fab Modus M.4 Hart BDA) Cl.16.....	Bothwell, Lanark...	11.14	2
16	Bill Wood (Mallock U.2 20 BDA) Cl.13.....	Edinburgh.....	10.90	2
17	Tom McMillan (Fi-Fab Modus M.4 Hart BDA) Cl.16.....	Glenrothes, Fife...	10.29	2
18	George Swinbourne (Ford Escort RS) Cl.3.....	Shaw, Lancs.....	10.19	2
19	Malcolm Dungworth (Pilbeam M.P.22-03G DFW) Cl.17.....	Sheffield.....	10.04	2
20	Richard Wood (Leyland Cooper S) Cl.2.....	Otley, W.Yorks....	9.82	2
21	Chris Seaman (Brabham BT.30 "Freedom" FVA) Cl.16.....	Sheffield.....	9.33	2
22	Des Richardson (Lotus Elan) Cl.7.....	Spondon, Derby....	9.13	2
23	David Kennedy (Mallock U.2 17B Ford) Cl.11.....	Haworth, W.Yorks...	9.20	2
24	Alex Graham (Mallock U.2 20 Twin Cam) Cl.13.....	Wishaw, Scotland...	8.89	2
25	John Foran (Davrian 7 Hartwell) Cl.9.....	Halifax, W.Yorks...	8.84	2
26	Joe Ward (Ward W.D.6M Ford Holbay) Cl.11.....	Pickering, N.Yorks.	8.82	2
27	Neil Turner (B.L. Cooper S) Cl.2.....	Bramhope, Leeds...	8.40	2
28	Alan Harper (Mallock U.2 20/23 Bar Engineering) Cl.11.....	Wetherby, W.Yorks...	8.32	2
29	Dave Allen (Hillman Imp) Cl.1.....	Belper, Derbys....	8.24	2
30	John Barratt (Joysel M.N.01 Hart) Cl.16.....	Garstang, Lancs....	8.14	2
31	Bob Prest (Altec Engineering Mallock U.2 20 BDA) Cl.13.....	Croxdale, Durham...	8.05	2
32	Mike Kerr (Vauxhall Chevette HS) Cl.3.....	Mkt.Weighton, Yks.	7.87	2
33	Redvers Arnold (Mallock U.2 14 Ford) Cl.11.....	Middlesborough....	7.60	2
34	Graham Thompson (Hillman Imp) Cl.1.....	Belper, Derbys....	7.55	2

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# Shell Super Oil

## Harewood Hillclimb Championship

Continued from Page 52

Posn	Name, Car & Class	Hometown	Marks	E
35	Don Bewick (Leyland Cooper S) Cl.5a.....	Chester-le-Street.	7.22	2
36	Alister Douglas-Osborn (Pillbeam P.47 DFV) Cl.17.....	West Hagley.....	7.21	1
37	Jim Robinson (Mallock U.2 21 BDA) Cl.13.....	Costock, Leics.....	6.87	1
38	Michael Radigan (Mallock U.2 20 Ford) Cl.11.....	Middlesborough....	6.80	2
39	Martin Curtis (Curtiswool U.2 20C Nelson) Cl.11.....	East Morton, W.Yks.	6.75	1
40	Mike Robson (Morgan Plus Eight) Cl.8.....	Roynet, Lancs.....	6.72	2
41	Simon Curtis (Curtiswool U.2 20C Nelson) Cl.11.....	Keighley, W.Yks...	6.70	1
42	Peter Varley (Ensign L.N.74M BDA) Cl.16.....	Silkston, S.Yks...	6.41	2
43	Palmer Hewardine (Ford Mustang) Cl.3.....	Huddersfield, W.Yks	5.95	2
44	Laurie Curtis (Curtiswool U.2 20C Nelson) Cl.11.....	E.Morton, W.Yks...	5.87	2
45	John Corbyn (Saracen S.F.79S Langford BDA) Cl.15.....	Wellingborough....	5.82	1
46	Graham Oates (Lotus Europa) Cl.7.....	Formby, Lancs.....	5.69	2
47	Andy Smith (March 722 Austin Turbo) Cl.16.....	Bromsgrove, Worcs.	5.61	1
48	Brian Frazer (Boss Hogg Argo JMXI Smith) Cl.16.....	Hazzard County....	5.56	1
49	Norrie Galbraith (Chevron B.48S B.M.W.) Cl.17.....	Lanark, Scotland..	5.38	1
50	Paul Bason (Meyers Special B.D.A.) Cl.13.....	Lichfield, Staffs.	5.23	1
51	Alan Newton (Joyce M.N.01 Hart) Cl.16.....	Rishton, Lancs....	4.95	1
52	Alex Williams (Austin A.35 Talbot) Cl.4.....	Upton, Wirral....	4.91	1
53	Stuart Jones (Ford Escort RS) Cl.3.....	Barnsley, S.Yks...	4.88	1
=	Brian Walker (Skoda Coupe B.D.A.) Cl.5.....	Longridge, Lancs..	4.88	1
55	Jim Thomson (Vauxhall Chevette RS) Cl.5.....	Timble, W.Yks.....	4.78	1
56	Rick Price (M.G.Midget) Cl.6.....	Harrogate, N.Yorks	4.76	2
57	Martin Brockhouse (Balt R.T.1 Ford) Cl.16.....	Yeadon, Leeds....	4.75	1
58	Richard Homer (Ginetta G.17b Imp) Cl.15.....	Sutton Coldfield..	4.71	1
59	Andy Williams (Austin A.35 Talbot) Cl.4.....	Greasby, Wirral...	4.67	1
60	Nigel Garland (Porsche 911) Cl.10.....	Maidenhead, Berks.	4.64	1
61	Allan Staniforth (Terrapin Mk.7b Talbot/Leyland) Cl.15.....	Pateley Bridge....	4.26	1
62	Bill Lord (Chevron B.42 Hutchison/Hart) Cl.17.....	Dunfermline, Fife.	3.87	2
63	Richard Gledhill (Leyland Cooper S) Cl.2.....	Stanningley, Leeds.	3.73	1
64	George Tathan (McLaren M.12C Chevrolet) Cl.14.....	Norton, N.Yorks...	3.46	2
65	George Cook (Ford RS2000 Panda) Cl.3.....	Swinton, Manchester	3.41	2
66	Barrie Forbes (Leyland Cooper S) Cl.4.....	Chester-le-Street.	3.05	1
67	Ray Harper (Harper Sports BDX) Cl.14.....	Sheffield, S.Yks..	2.97	1
68	John Lowe (Porsche 911S) Cl.7.....	Holmsfield, Derbys	2.93	2
69	Peter Harper (Harper Sports BDA) Cl.14.....	Sheffield S.Yks...	2.66	1
70	Ken Overend (Leyland Cooper S) Cl.2.....	Gledhow, Leeds....	2.66	2
71	Tom Hughes (March 742 FVA) Cl.16.....	Tantobie, Durham..	2.58	1
=	David Sturdy (Talbot L.C.W. Stiletto) Cl.1.....	Bradford, W.Yks...	2.58	1
73	Gordon Pepper (Mallock U.2 11/16 Ford) Cl.11.....	Haworth, W.Yorks..	2.56	1
74	Phil Prince (T.V.R. Tuncan Ford) Cl.8.....	Parbold, Lancs....	2.52	1
75	Geoff Palmer (Leyland Cooper S) Cl.2.....	Otley W.Yorks....	2.12	1
76	Phillip Featherman (Vauxhall Chevette RS) Cl.3.....	Baildon, W.Yorks..	2.06	1
77	Robert Sloan (Ford Capri 3000) Cl.3.....	Kirkburton, W.Yks.	2.04	1
78	Glynn Chamberlain (Jamin T.3.C Ford) Cl.16.....	Enderby, Leics....	1.92	1
79	Chris Fishwick (Leyland Gladstone Mini) Cl.5.....	Acomb, York.....	1.86	1
80	Peter Riley (March 722P B.D.A.) Cl.16.....	Liverpool.....	1.66	1
81	Peter Lewis (Ford Escort RS) Cl.3.....	Nelson, L ncs....	1.15	1
82	Ron Birkett (Lotus Elan) Cl.10.....	Southwell, Notts..	1.06	1
83	Derek Goodall (Ensign L.N.F.3 BDA) Cl.16.....	Meanwood, Leeds...	1.03	1
84	Tony Bridgen (Morgan Four Four) Cl.7.....	Worcester.....	1.00	1
85	Derek Sharman (Terrapin Mk.1a Leyland) Cl.15.....	Wollaston, Nthants.	0.98	1
86	Michael Umbrich (Mallock U.2 16 Ford) Cl.11.....	Norton, N.Yorks...	0.97	1
87	Gerry Raynor (B.L.Cooper S) Cl.4.....	Baildon, W.Yorks...	0.75	1
88	David Montague (Ensign L.N.F3 BDA) Cl.16.....	Ilkley, W.Yorks...	0.66	2
89	Rod Stanniland (Lotus Elan) Cl.7.....	Sutton-cum-Lound..	0.58	1
90	Frank Robinson (Lotus Elan) Cl.7.....	Farnley, Leeds....	0.44	2
91	Les Sharp (Lotus 51b Ford) Cl.16.....	Wakefield, W.Yorks	0.24	1
92	Andy Campbell (Leyland Cooper S) Cl.2.....	Bramley, Leeds....	0.07	1

"E" in right hand column = number of events in which marks scored. Best 4 events to count

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# Shell Super Oil

## HAREWOOD F.T.D. AWARDS

All Competitors in Classes 11 to 17 inclusive who are eligible to score points in the SHELL SUPER OIL HAREWOOD HILL CLIMB CHAMPIONSHIP (i.e. those marked with an "\*" in the programme list) are also eligible for the SHELL SUPER OIL HAREWOOD F.T.D. AWARDS.

After both Class Runs have been completed, the 10 eligible drivers who have recorded the ten fastest times in those Class runs are given the opportunity of making two special Championship Runs. Each of these two runs is made in reverse order with the competitor who qualified most slowly running first and the fastest qualifier last. Points are scored for the HAREWOOD F.T.D. AWARDS on the basis of 10, 9, 8, 7, 6, 5, 4, 3, 2 & 1 for finishing in 1st. to 10th. places in the Championship runs. There is also 1 Bonus Point for any competitor who on the Championship Runs beats the course record which was standing at the commencement of the meeting.

The procedure is that as soon as class 17 have completed their second runs, a list of Top Ten qualifiers will be exhibited at the Scoreboard and in Paddock Office and given out on the Paddock P.A. If any competitor does not come forward when the 1st. Championship Run is called, they will be considered not to be taking the runs, but they will be allocated points, below those gained by all competitors who start the Championship Runs and, if more than one driver is involved, based upon their qualifying positions.

Record Before Meeting 37.46

THE SHELL SUPER OIL HAREWOOD F.T.D. AWARDS RUN-OFF								
On Class Runs		No.	Driver	1st. Run	2nd. Run	Posn	Champ Marks	New Total
Best Time	Posn							
.....	10	.....	.....	.....	.....	.....	.....	.....
.....	9	.....	.....	.....	.....	.....	.....	.....
.....	8	.....	.....	.....	.....	.....	.....	.....
.....	7	.....	.....	.....	.....	.....	.....	.....
.....	6	.....	.....	.....	.....	.....	.....	.....
.....	5	.....	.....	.....	.....	.....	.....	.....
.....	4	.....	.....	.....	.....	.....	.....	.....
.....	3	.....	.....	.....	.....	.....	.....	.....
.....	2	.....	.....	.....	.....	.....	.....	.....
.....	1	.....	.....	.....	.....	.....	.....	.....

Because the R.A.C. Rules for their British Hill Climb Championship do not allow any extra run-off. Only the Shell Super Oil Harewood F.T.D. Awards qualifiers who also qualify for the R.A.C. Championship run-off will make runs. The remaining Shell Super Oil qualifiers will be awarded points based upon their qualifying times for the run-off.

POSITIONS BEFORE THE START OF TODAY'S MEETING

1 James Thomson(Pilbeam MP40K Hart)..... 20	8 Tom McMillan(Modus M.4 Hart BDA)..... 5
2 Malcolm Dungworth(Pilbeam MP22-03G DFV).. 15	= Brian Frazer(Boss Hog Argo Smith)..... 5
= David Garnett(Pilbeam MP43 Hart)..... 15	10 Simon Curtis(Mallock U.2 20C Nelson).... 4
4 Jim Campbell(Modus M.4 Hart BDA)..... 10	11 Chris Seaman(Brabham BT.30 FVA)..... 3
= Roy T.Lane(March 802/812 Hart)..... 10	= Andy Smith(March 722 Austin Turbo)..... 3
6 Alister D.Osborn(Pilbeam MP47 DFV)..... 9	13 John Barratt(Joycel M.N.01 Hart)..... 2
7 Norrie Galbraith(Chevron B.48S BMW)..... 6	= Jim Robinson(Mallock U.2 21 BDA)..... 2
	15 Bill Wood(Mallock U.2 20 BDA)..... 1



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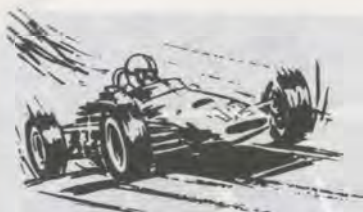


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# ABOUT THE B.A.R.C.



The British Automobile Racing Club was first formed back in 1912 as "The Light Car and Cyclecar Club". In 1922 with the demise of the cyclecar, the name was changed to The Junior Car Club, and, as before, the events organised by the club were limited to cars of up to 1,500c.c. until the mid-twenties when the limit was dropped.

The Yorkshire Centre of the J.C.C. was formed in Leeds in 1922 and right from the start ran Speed Hill Climbs on the open road up Greenhow Hill at Pateley Bridge. These very enjoyable, and slightly hairy, events continued until there was an incident at a hill climb in the South of England where a spectating M.P. was struck by a competing car and, not surprisingly, the axe of authority put an end to timed competitions on the public highway.

Still further back, the Brooklands Racing Circuit was built near Weybridge in Surrey and opened in 1907. The Brooklands Automobile Racing Club was formed to organise events on the famous concrete oval.

Between the two world wars both the B.A.R.C. and the J.C.C. made their name with motor racing at Brooklands. In particular the J.C.C., now free of the restricting 1500 c.c. limit earned a name for exciting and innovative ideas on new ways to exploit the bumpy banked oval. Meantime the Yorkshire Centre, in common with the Club's other Centres, no longer able to organise speed events on the open road, developed its local membership with a programme of all kinds of Rallies, Trials, Autotests, Treasure Hunts, Gymkhanas and a strong social calendar.

During world war two Brooklands was taken over by the government for aircraft production and when it became obvious that the chance of the concrete saucer ever being used for racing again was slim, the B.A.R.C. was absorbed into the J.C.C.

Directly after the war, the club was back in the field getting the States of Jersey to pass legislation to allow racing on their roads and assisting the Duke of Richmond and Gordon to develop Goodwood Airfield as its home circuit.

In this period, the name "Junior Car Club" was proving to be something of a liability in negotiations with possible sponsors and landowners and in the late '40's the club changed its name to the present "British

Automobile Racing Club". This 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 race promoting club in Britain and has its own home circuit at Thruxton in Hampshire, where the Club's offices are located. The Club also runs motor racing at Brands Hatch, Cadwell Park, Lydden Hill, Mallory Park, Oulton Park, Silverstone and Snetterton. In the Yorkshire Centre we used to run racing at Croft Autodrome, but this has come to an end with the impending closure of this popular north-eastern venue and our competition activities now major on the speedclimb here at Stockton Farm - one of the very best hill climb venues in the country. We also have a programme of social events including a regular monthly Club Night, a number of Dinners, Dances, Film Shows and non-speed events which include Autotests, Gymkhanas, Production Car Trials, etc.

To back up the Harewood events we run our own local championship, The Shell Super Oil Harewood Hill Climb Championship which with the support of our very good friends Shell U.K. Oil offers a glittering prize fund. We also do the "leg work" on the H.Q. organised "Guyson/B.A.R.C. Hill Climb Championship" which, for the seventh successive year is being sponsored by the Otley firm of Guyson International Ltd.

Membership of the B.A.R.C. is open to all interested and has various grades. The basic subscription is £10 which covers the Club as a whole, but without the right to take part in Race Meetings or Speed Events. We would expect all new members in the Area would want to register with the Yorkshire Centre which costs an additional £3 per year and gives the right to be part of our local activities, take part in all the Club's and Centres Sprints, Hill Climbs and other events and those organised by other clubs to which the B.A.R.C. is invited. For an additional £1.50 joint membership for husbands and wives is added. In all cases, membership runs for 12 months from the date of election and not just to December 31st. as in many other clubs.

But if you want to assist us here at Harewood you do not have to be a Club member, just call in at the Control Kabin in the Pad-dock and ask for a Marshalling Availability Form to be sent to you.

## MEMBERSHIP APPLICATION FORM

To:-

**The Secretary, B.A.R.C. Thruxton Motor Racing Circuit, Andover, Hants.**

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)

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Nationality ..... Date .....

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Yorkshire Centre Annual Registration Fee .....	(£3.00)	.	
(Covers all Local Centre activities,)			
Joint Membership (Wife/Husband) .....	(£1.50)	.	
<b>TOTAL</b>		<b>£</b>	

**Cheques should be crossed and made payable to "B.A.R.C", or a direct debit form can be supplied on request**

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

WARRANTY APPLICATION FORM



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