

Harewood

SPEED CLIMB



Shell Oils



CHAMPIONSHIP MEETING

Sunday 21st August 1983



Paul Tankard is currently leading the Shell Oils Harewood Hill Climb Championship with his thundering T.V.R. Tuscan

Photo by Frank Hall

OFFICIAL PROGRAMME 50p

For conditions of admission. see inside.



HAREWOOD HILL CLIMB

Length 1090 Yards
 R.A.C. Track Licence
 No. 54

Course Telephone
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Marshalling Area



Harewood

speedclimb

Stockton Farm, Harewood Avenue, nr. Leeds.

THE YORKSHIRE CENTRE OF THE BRITISH AUTOMOBILE RACING CLUB LTD WELCOME YOU TO THE

S Shell Oils
Harewood Hillclimb Championship

MONTAGUE BURTON TROPHY MEETING

Sunday 21st August
1983

R.A.C. M.S.A Restricted Permit RS/2108/4

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OF THE SHELL OIL HAREWOOD HILL CLIMB CHAMPIONSHIP
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*AND THE LONGTON AND DISTRICT M.C.'S
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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 in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury (whether fatal or otherwise) howsoever caused to spectators or ticket holders

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Harewood SPEED CLIMB



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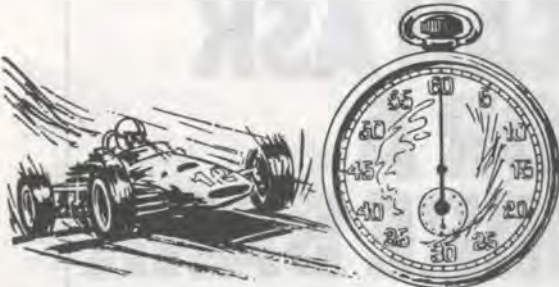
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HAREWOOD RECORDS

The first meeting at Harewood took place on 16th. September 1962. At that time the road had a tar and chipping surface. It was tarmac before our first National meeting on the 8th. September 1963 with a limestone based tarmac which grew very slippery. The present surface of non-slip asphalt with a sharp slag base was laid for the meeting on 21st. July 1968.

The meeting on 27th. September 1981 was the 100th. meeting at Harewood. F.T.D. at all the meetings to date is given below with an "*" to indicate the course records as they were set.

16/9/62	A. Lanfranchi (Elva Mk6).....	*51.61	17/5/70	R. Thwaites (Brabham Buick)...	43.12	26/9/76	A.D. Osborn (Pilbeam R22 DFV)	39.59
21/4/63	C.K.W. Schellenberg (Lister)....	49.79	28/6/70	D. Hepworth (Hepworth FF)....	40.25	9/4/77	A.D. Osborn (Pilbeam R22 DFV)	40.42
9/6/63	A.G. Wood (Cooper Monaco).....	51.85	26/7/70	A. Merrick (E.R.A. R1A).....	51.18	10/4/77	R.T. Lane (March 741 DFV)....	46.26
8/9/63	P. Boeh-Jones (Lotus 22).....	46.72	13/9/70	D. Hepworth (Hepworth FF)....	40.69	15/5/77	M.D. Griffiths (March 74P)....	38.82
29/9/63	G. Whitehead (Elva Mk.7).....	53.52	25/4/71	D. Hepworth (Hepworth FF)....	42.76	19/6/77	J. Johnstone (Brabham BT18)...	42.51
12/4/64	J.R. Walton (Malton Bristol)....	49.39	23/5/71	J.A.H. Lambert (Cooper T.86)...	49.45	31/7/77	R.T. Lane (March 741 DFV)....	*38.41
24/5/64	A.E. Marsh (Marsh Special).....	45.16	23/5/71	D. Hepworth (Hepworth FF)....	40.52	25/9/77	R.T. Lane (March 741 DFV)....	41.45
12/7/64	I.C. Dobby (Lotus Mk.7).....	50.75	25/7/71	E.N. Corner (E.R.A. M4D)....	47.08	9/4/78	C.F. Cramer (March 76A Ford)...	38.75
13/9/64	P. Westbury (Ferguson F.95)....	44.45	11/9/71	D. Hepworth (Hepworth FF)....	*40.10	14/5/78	D.T. Franklin (March 722 BMW)	42.38
4/4/65	P.H. Meldrum (Lotus Allard)....	46.02	12/9/71	R.T. Lane (McLaren M10R)....	*39.57	25/6/78	S. Curtis (Mallock U.2 17B)...	45.89
9/5/65	P.H. Meldrum (Lotus Allard)....	46.50	23/4/72	R.T. Lane (McLaren M14D)....	40.57	30/7/78	R.T. Lane (March 741 DFV)....	42.78
20/6/65	P.H. Meldrum (Lotus Allard)....	44.90	21/5/72	R.B. Good (Martin MB6).....	44.01	12/9/78	C.F. Cramer (March 76A Ford)...	*38.39
18/7/65	M.J. Smith (Mallock U.2 Ford)...	49.87	25/6/72	R.T. Lane (McLaren M14D)....	39.68	15/4/79	J. Johnstone (Brabham BT30)...	41.01
12/9/65	P.H. Meldrum (Lotus Allard)....	49.27	23/7/72	R. Scott-Noneisr (Kincraft)...	44.15	13/5/79	F.P. Kaye (Pilbeam MP31 DFV)...	38.18
1/5/66	P.H. Meldrum (Lotus Allard)....	46.20	10/9/72	M. McDowell (Brabham BT3X)...	*39.14	24/6/79	J. Foran (B.L.Cooper S).....	51.76
5/8/66	P.C. Lawson (Brabham Ford)....	46.76	24/9/72	R. Thwaites (McLaren M10A)...	*38.47	29/7/79	C.F. Cramer (March 782 Hart)...	38.23
26/6/66	P.H. Meldrum (Lotus Allard)....	45.99	22/4/73	R.T. Lane (McLaren M14DF1)...	45.21	16/9/79	C.F. Cramer (March 782 Hart)...	*38.04
24/7/66	J.A.H. Lambert (Cooper Mk.6)...	51.75	20/5/73	R.T. Lane (McLaren M14 DF1)...	42.66	13/4/80	M.D. Griffiths (Pilbeam MP40)...	*37.79
11/9/66	P.H. Meldrum (Lotus Allard)....	45.99	24/6/73	M. MacDowell (Brabham BT3X)...	38.52	1/6/80	C.F. Cramer (March 782 Hart)...	*37.46
26/1/66	P. Westbury (Felday 5 BRM)....	60.84	22/7/73	A. Mountain (Leda Chevrolet)...	44.70	20/7/80	F.P. Kaye (Pilbeam MP22 DFV)...	39.48
2/4/67	B. Eccles (Brabham Ford)....	49.14	9/9/73	R.T. Lane (McLaren M16 DF1)...	38.81	31/8/80	R.T. Lane (March 79 DFV)....	37.85
25/6/67	B. Eccles (Brabham Olds)....	45.16	30/9/73	M. MacDowell (Brabham BT3X)...	39.50	21/9/80	M.D. Griffiths (Pilbeam MP40)...	37.48
23/7/67	R.G. Winder (Elva Mk.6)....	50.73	14/4/74	C.F. Cramer (March 74B Hart)...	40.67	19/4/81	J.R.F. Thomson (Pilbeam MP40K)...	38.89
10/9/67	A.E. Marsh (Marsh Buick)....	42.94	2/6/74	M. MacDowell (Brabham BT36 X)...	39.23	6/6/81	F. Tankard (T.V.R. Tuscan)....	45.49
7/4/68	P.C. Lawson (B.R.M. 4MD)....	45.57	7/7/74	M. MacDowell (Brabham BT36X)...	38.59	7/6/81	J.R.F. Thomson (Pilbeam MP40K)...	37.65
28/4/68	P.C. Lawson (B.R.M. 4MD)....	43.65	4/8/74	R.T. Lane (McRae GM1).....	39.15	12/7/81	J.R.F. Thomson (Pilbeam MP40K)...	*36.72
16/6/68	P.C. Lawson (B.R.M. 4MD)....	42.86	29/4/74	M. MacDowell (Brabham BT36 X)...	41.14	23/8/81	J.R.F. Thomson (Pilbeam MP40K)...	36.75
21/7/68	D.R. Jackson (Lotus 23B Ford)...	48.51	20/4/75	R.T. Lane (McRae GM1).....	41.04	27/9/81	A.D. Osborn (Pilbeam MP41 DFV)...	39.24
15/9/68	P.C. Lawson (B.R.M. 4MD)....	41.43	16/5/75	P.A. Hawson (Jone Lotus)....	46.37	11/4/82	J.R.F. Thomson (Pilbeam MP40K)...	37.51
20/4/69	D. Hepworth (Hepworth FF)....	42.11	6/7/75	R.T. Lane (McRae GM1).....	39.06	15/5/82	D. Montague (Ensign LNF3 BD)...	43.57
1/6/69	D. Hepworth (Hepworth FF)....	43.20	3/8/75	R.T. Lane (McRae GM1).....	38.89	16/5/82	J.R.F. Thomson (Pilbeam MP40K)...	*36.42
20/7/69	C.J. Parker (Porsche 904)....	48.96	28/9/75	R.T. Lane (McRae GM1).....	39.96	11/7/82	M. Bolsover (Pilbeam MP51)....	*36.42
10/8/69	J. Johnstone (Brabham Buick)...	42.20	18/4/76	R.T. Lane (McRae GM1).....	40.25	21/8/82	A.N. Lane (Pilbeam MP51 FPA)...	40.85
14/9/69	M. Williamson (McLaren M10A)...	42.08	30/5/76	R. Pitt (Peola Ford).....	50.75	22/8/82	J.R.F. Thomson (Pilbeam MP40K)...	36.45
19/4/70	M. Williamson (McLaren M10A)...	*40.25	4/7/76	R.T. Lane (McRae GM1).....	38.72	19/9/82	M. Bolsover (Pilbeam MP51)...	*36.28
			1/8/76	R.T. Lane (McRae G.M.1).....	38.72			

F.T.Ds at our 1983 Meetings have been:-

3/4/83	J.F. Thomson (Pilbeam MP40K)	41.88	12/6/83	R.T. Lane (Pilbeam 51)....	37.69
14/5/83	N. Speers (Mallock U2 24)....	43.27	10/7/83	M.P. Bolsover (Pilbeam MP51)*	36.12
15/5/83	M.P. Bolsover (Pilbeam MP51)	39.21	21/8/83	New Course Record	

Class Records standing before today's meeting are:-

Touring Cars

Class 1	- R.Greenwood (B.L.Cooper)	49.33
Class 2	- R.N.Porter (B.L.Cooper S)	47.06
Class 3	- C.R.Jackson (Opel Ascona)	45.06

Special Saloon Cars

Class 4	- A.I.Cobb (Skoda RS Coupe)	42.64
Class 5	- B.K.Walker (Skoda Coupe)	41.75

"Marque" Sports Cars

Class 6	- B.Kenyon (Austin Healey)...	47.16
Class 7	- J.W.Goodliff (Lotus Elan)	45.25
Class 8	- P.Garland (Morgan Plus 8)	44.88

G.T. & Modified Sports Cars

Class 9	- L.C.Barter (Davrian 7)....	42.36
Class 10	- K.P.Tankard (TVR Tuscan)...	41.77

Clubmans Sports Cars

Class 11	- N.Bridge (Mallock U2 24)	40.03
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Sports Racing & Clubmans Chassis Cars

Class 12	- C.P.Wardle (Mallock U.2)	39.46
Class 13	- R.H.Jones (Mallock U.2)	38.98

Racing Cars

Class 14	- A.Harris (Lola T.200FF)	46.44
Class 15	- L.C.Barter (Delta T284)	41.36
Class 16	- M.Bolsover (Pilbeam MP51)	38.31
Class 17	- M.Bolsover (Pilbeam MP51)	36.12

Fuller details and dates when records set can be found in the heading to each class in the programme pages

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Awards

AWARDS TO BE PRESENTED AT THIS MEETING

- Fastest Time of the Day
 The Montague Burton Trophy and £60
- Second Fastest Time of the Day..... £40
- Third Fastest Time of the Day..... £30
- Fourth Fastest Time of the Day..... £20
- Fastest Time in each Class..... £17
- Second Fastest Time in each Class..... £13
 Subject to 6 or more entries in class
- Third Fastest Time in each Class..... £10
 Subject to 10 or more entries in class

Where a class is run with 16 or more entries there will be four awards in that class:
 1st. £20, 2nd. £17, 3rd. £13, 4th. £10

If a class is run without merging with three or fewer entries, the award for fastest time will be reduced to..... £13

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

Competitors may opt to receive a souvenir award to the same value in lieu of the cash awards listed above

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 13 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 the B.A.R.C. Yorkshire Centre resident in or 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 promise in speedclimbing, or to the established competitor who, not having been a regular winner, shows the greatest improvement in the season

All references to "The County of Yorkshire" above refer to the true County of the Three Ridings as it was before the carve-up of Local Government reorganisation

CURRENT HOLDERS OF THESE TROPHIES

The Yorkshire Post Trophy	
Martin Bolsover.....	36.12
The Yorkshire Post Trophy	
Jim Thomson.....	38.05
The Arnold Burton Trophy	
Peter Harper.....	59.75
The Richard Sutherland Trophy	
Paul Tankard.....	64.61
The Appleyard Group Trophy	
Graham Gates.....	46.30
The Wallace Arnold Trophy	
George Swinbourne.....	45.58
The Total Trophy	
Alastair Cobb.....	+0.58

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Appointed by the B.A.R.C.....H.C.Mason
B.Kenyon, F.H.Crosby, R.W.A.North

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Marshalling Coordinator.....Mrs.J.H.Marsden
R.A.C. Timekeeper.....D.R.Scatchard
Time Recorder.....Mrs.B.J.Scatchard
Results Production.....Miss S.J.Lambert
Cabin Scoreboard.Miss S.Varley, Miss P.Riley
Public Address...R.Sproston, Mrs.J. Sproston
Chief Scrutineer.....Flt.Lt.S.H.Hanson MBE
Scrutineers.....G.Harrison
D.Tarbett, T.M.Wood
Scrutineers Marshals.....Mrs.M.Hanson
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TIMETABLE FOR TODAY

09.15..... Sunday Practice Runs
11.00.. Meeting commences - First Class Runs
Classes 6, 7, 8, 9, 10, 11, 12, 13, 14
15, 16, 17, 18, 19, 1, 2, 3, 4, 5
13.15.....Lunch Interval
13.40. Parade by Yorkshire Thoroughbred Club
and The Side Valve Owners Club
14.00.. Meeting restarts - Second Class Runs
Classes 6, 7, 8, 9, 10, 11, 12, 13, 14
15, 16, 17, 18, 19, 1, 2, 3, 4, 5
16.30... The Shell Oils Harewood FTD Run Off
17.00..... Meeting Concludes
17.15..... Prizegiving at Control Cabin
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Ramblings



Harewood's most winningest man, Roy Lane congratulates the flying Martin Bols-
over on his new record after our August meeting. Frank Hall Picture

Welcome to Stockton Farm, Harewood for this the penultimate speedclimb in our 1983 series. Despite the troubled economic times which we are all suffering, the Harewood story has been one of success. Now that we are masters of our own destiny, we are able to plan improvements and, fortunately you the public and all our drivers and officials have supported us in such numbers that we have been able to put a number of developments and renovations into effect.

Obviously, from a social decencies point of view, the one with the most impact must be the new toilet block with decent facilities. This comes after 21 years of improvisation, trying to do our best with no mains water nor mains drainage and we have always been more than aware that the poor facilities were one of the reasons some people would no longer come to our meetings.

From the competitors point of view, the next most significant devepement must be the new Paddock exit road. For too long cars from the Paddock have had to assemble on a steep track

which joined the course with a step so sharp as to cause damage to the underside of cars if the drivers were not very careful. Again, as soon as it has rained, and this has been rather frequently in recent years, the Paddock has cut up into a sea of mud which has been trailed down on the the exit from Farmhouse Bend. While we can not claim that the new road, and it's companion across the paddock will provide an 100% cure. there is no doubt that when we do have a wet meeting, the ability to marshal the cars on a firm road will minimise the problem.

Obviously these works, and the less obvious ones like improvement to fences and generally clearing up the real estate have drained our resources pretty thoroughly and before we can go ahead with the next major plans, which include digging up and relaying the exit from the farmyard, to eliminate the notorious bump, a major refurbishment of the safety fence on the downhill side of Quarry Straight, which is at about the end of it's working life, new control cabin, new timing equipment with big clock readout down by the farm for all to see, our own permanent P.A. installation and so on, we

Continued on page 15

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have to replenish our coffers. To do this we are looking to Sunday 20th. November when the Lombard RAC Rally pays a visit to Harewood.

In the past we have had stages on the RAC, but these have been on a weekday, and confined to a rather "Mickey Mouse" stage involving one down and up journey on our own land. For 1980 we have been elevated to a full-blown Sunday spectator stage with no other stage nearer than Knowsley Park near Liverpool. From Bath the cars to a circuit of Stately Homes and take in Donington before making for Liverpool, then Harewood, arriving at around 4.00p.m. From here they go to Harrogate for a meal halt and then into the North Yorkshire Forests.

To provide a stage worthy of the event, we are cooperating with Harewood Estates and using part of Stockton Grange Farm (the one on the Harewood Village side of Stockton Farm). This will give a stage mileage of 2½, still on the short side, but much more in the spirit of the Rally.

The plot is to start on the Hill Climb finish line, travel down the hill to the start, swing left on to the access road and up the Western side of the farm to a 90° left and along the fence at the bottom of the Hillside enclosure to the new Paddock slip road. Up this into the Paddock then 90° on a new road across in front of the beer tent to the lone tree. Then down the existing spectator road

to a 90° left on to a new link road over to Stockton Grange Farm where the cars will turn left up the existing road, which you can see if you look across towards Harewood, and up to the top of the hill and the stage finish just before the exit to the main road.

Obviously this alters the whole thinking of how we get cars in and out, and where the best spectator vantage points will be. Negotiations with local farmers are still proceeding, but there will be ample car parking, although much of it outside the stage as, experience of the other Sunday spectator stages suggests that we could be looking for up to 30,000 people on the day. What is essential is that we get these people in, and out, as efficiently as possible, and to ensure the future of Harewood, that we relieve them all of the R.A.C.'s statutory fee of £3 from which our cut will hopefully pay the costs involved in setting up the stage, look after the next phase of our Hill Climb improvements and start a hill re-surfacing fund with a substantial contribution.

To do all this is a major project and we need lots of help of a physical nature both before and on the day. Hours will be long, it will not be particularly glamorous, much of the work will involve shepharding the public and ensuring they have come in through the paying gates. You reward will be to a vital part of Britain's biggest motor sporting event, and the

Continued on page 17



"Gentleman" George Swinbourne hails from just the other side of the Pennines at Shaw near Oldham, although this must just about be his adopted home. With only 1600c.c. to play with George and his Mk.1 Escort give larger and more sophisticated Saloons a hell of a run for their money. Photo by Frank Hall

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The two trim Hillman Imps from Derby supported by Terminal System Services of Belper have brought a lot of colour and action to class 1. This is the car which is shared by Dave Allen, sadly not with us today and Graham Thompson

knowledge that you are helping to build a much better Hill Climb for 1984.

So how do you get into the act, well you can come along to the Control Cabin in the Paddock and pick up a marshals availability form today, or you can write to the Rally Chief Marshal - Peter Warnes at 34, Shoreham Drive, Moorgate, Rotherham S60 3DS Tel. Rotherham 75929. Please competitors and enthusiasts alike, rally round and help the future of your Hill Climb.

Now, back to today, well we have a top class field with 149 individual entries, which when you consider that there is also a round of the prestigious Midlands Championship at Loton Park, says something about the healthy state of hill climb sport. Obviously the battle of the giants in Class 17 will draw attention, but competition is also white hot in the Shell Oils Harewood Hill Climb Championship.

Just look at the positions on Page 19 and you will see how the struggle between the current front runners Paul Tankard, Brian Walker, George Swinbourne, Neil Turner, etc. is about to be joined by people like Alastair Cobb, Richard Wood, Alex Graham, Martin Bolsover and Roy Lane who currently have run in one less event.

This will, of course all be finally resolved at our last meeting on September 18th. when we know we are going to have a really bumper, top-class entry and we hope to see you again then.

Now, what else is there for you today - well off course in the Hillside Car Park you will find a display of some 24 beautifully restored and kept vehicles from the Yorkshire Thoroughbred Car Club, you know the sort of cars we used

to run about our daily business and of which you must have thought, if I had that today in mint condition, it would be worth a bomb. Well take a walk over, past the new beer tent, to have a look at these vehicles which have been gathered together by arch-enthusiast Bob Chesterman. And just to prove that they can run, at around 1.40p.m. before the start of the second runs, they will be going down the hill and back again on a parade of honour.

Now, pencils out and diaries open. You may care to make a note of our 1984 dates so you can plan your holidays not to interfere with Hill Climbs at Harewood:-

- Sun 25 Mar..... Members Practice Day
- Sun 22 Apr..... Spring National Meeting
- Sat 19 May..... Novices & Newcomers Meeting
- Sun 20 May..... Harewood Championship Meeting
- Sun 10 Jun..... Summer Championship Meeting
- Sun 8 Jul..... Pace/RAC Championship Meeting
- Sun 19 Aug..... Montague Burton Trophy Meeting
- Sun 30 Sep..... Harewood Championship Final

So, there you have it, a good meeting today, a massive Championship Final in a month and the biggest ever affair at Harewood in November. Enjoy yourselves, take advantage of the experiment where there is no charge to get in to the Paddock today, sample our new caterers, look at the displays in the Hillside Car Park and, above all give thanks to our friends and sponsors without who's help it would not be possible to provide these events. You will find them listed on page 5 of the programme and we thank them all, particularly Shell U.K.Oil who have made the success of the Shell Oils Harewood Hill Climb Championship possible.

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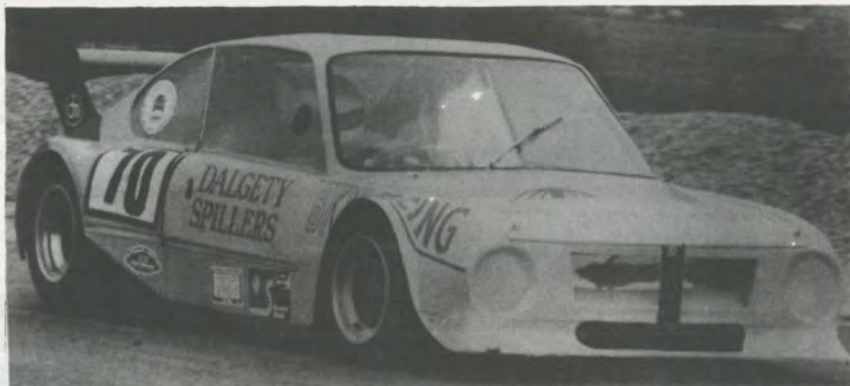
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Harewood Hillclimb Championship



Thanks to the generosity of Shell U.K. Oil we here at Harewood host one of the most exciting Club Hill Climb Championships in the whole country. The Shell Oils Harewood Hill Climb Championship is now in it's third year and has become firmly established as the one that all competitors in the North, and a good number from outside as well, want to win.

Currently Paul Tankard leads the field in his massive TVR Tuscan but as you can see from the marks below, it's tough at the top and Brian Walker with the Skoda, seen above, is hot on his heels.

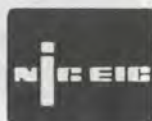
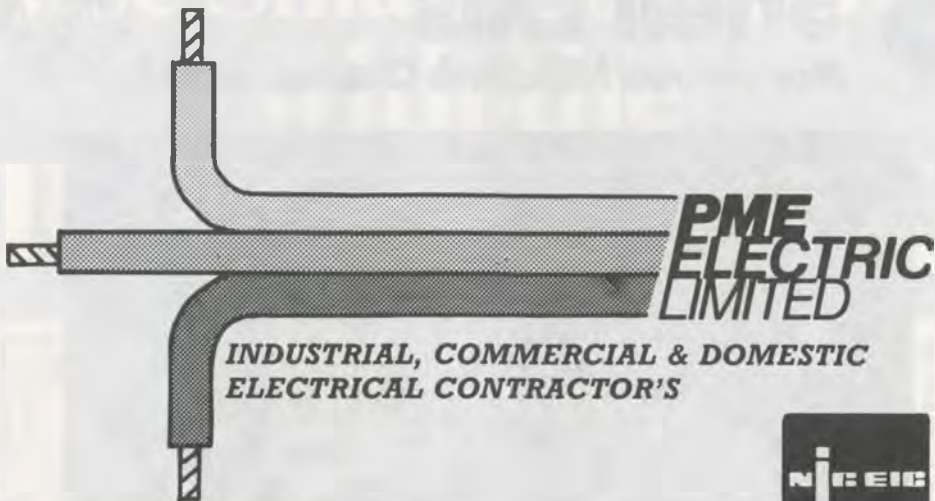
Full rules of the Championship will be found on pages 38 & 40, whilst the F.T.D. award section is tabulated on page 36. So far as the main series is concerned, in the table below, the people here today have to drop a low score as only the best 5 out of 6 count in the final results. This means that Alastair Cobb and Richard Wood will be up there in the final reconing in September.

POSITIONS BEFORE TODAYS MEETING

* indicates entered here today
Drop = mark to be dropped in September
N = No. of events in which points scored

	Drop	N	Marks
1 Paul Tankard*(Cl.10).....	14.00	4	64.61
2 Brian Walker*(Cl.5).....	11.75	4	64.19
3 George Swinbourne*(Cl.3).....	14.51	4	63.19
4 Neil Turner*(Cl.2).....	13.63	4	62.35
5 Philip Cooper*(Cl.1).....	14.02	4	61.94
6 Mike Kerr*(Cl.3).....	14.10	4	61.50
7 Peter Harper*(Cl.11).....	12.19	4	59.75

8 Ray Harper*(Cl.11).....	12.76	4	59.48
9 Bill Wood*(Cl.12).....	11.50	4	58.64
10 Graham Oates*(Cl.7).....	10.49	4	57.45
11 Charles Wardle(Cl.12).....		4	57.09
12 Tony Bancroft*(Cl.10).....	11.43	4	57.08
13 Neil Jackson*(Cl.2).....	12.68	4	56.98
14 George Cook*(Cl.3).....	12.92	4	56.94
15 Des Richardson*(Cl.7).....	11.85	4	56.57
16 Graham Thompson*(Cl.1).....	12.84	4	56.25
17 Joe Ward*(Cl.11).....	10.81	4	54.63
18 Chris Seaman*(Cl.16).....	11.52	4	53.41
19 Jim Thomson*(Cl.17).....	10.70	4	52.94
20 Alastair Cobb*(Cl.4).....		3	50.33
21 Rick Price*(Cl.6).....	10.06	4	50.33
22 Simon Thompson*(Cl.1).....	10.22	4	50.22
23 Geoff Howarth*(Cl.2/4).....	11.21	4	50.12
24 John Meredith*(Cl.17).....	9.63	4	49.85
25 Bob Prest*(Cl.12).....	8.83	4	49.74
26 Richard Wood*(Cl.2).....		3	48.66
27 Ken Overend*(Cl.2/4).....	10.80	4	48.13
28 Mike Brown*(Cl.3).....		3	47.46
29 Haydn Spedding*(Cl.10).....	9.83	4	46.91
30 Rod Stanniland*(Cl.7).....	9.18	4	46.39
31 Alex Graham*(Cl.12).....		3	46.37
32 Michael Radigan*(Cl.11).....	8.39	4	46.34
33 Tony Harris*(Cl.14).....	10.27	4	46.18
34 Martin Bolscover*(Cl.17).....		3	46.04
35 Dave Allen(Cl.1).....		3	45.42
36 Roy T.Lane*(Cl.17).....		3	44.22
37 Nigel Clegg*(Cl.1).....		3	43.45
38 David Sykes*(Cl.11).....	9.13	4	43.55
39 David Sturdy*(Cl.4/1).....		3	42.70
40 Richard Jackson(Cl.5).....		3	42.41
41 David Montague(Cl.16).....		4	41.16
42 Simon Clark*(Cl.3/14).....	7.02	4	40.91
43 Bobby Fryers*(Cl.4).....		3	40.57



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Shell Oils

Harewood Hillclimb Championship

Continued from page 19

44	Peter Varley*(Cl.16)	5.61	4	39.80	102	Dale Kitching*(Cl.15)	2	16.58
45	Jim Robinson(Cl.12)		3	39.54	103	Chris Knapman(Cl.9)	1	16.43
46	Allan Warburton(Cl.11)		3	39.35	104	Martyn Griffiths(Cl.17)	1	15.99
47	David Gardner*(Cl.6)	6.22	4	37.75	105	John Casey*(Cl.2)	1	15.90
48	Mark Walewski(Cl.11)		3	37.35	106	Martyn Cole*(Cl.12)	3	15.90
49	Nick Vandervell(Cl.3)		4	36.19	107	Max Harvey(Cl.17)	1	15.73
50	Charles Barter(Cl.15)		2	35.95	108	Tony Birch*(Cl.8)	2	15.25
51	Brian Lee*(Cl.7)	4.05	4	34.40	109	Peter Kaye(Cl.17)	1	15.09
52	Tim Thomson*(Cl.13)		2	32.02	110	Martin Brockhouse*(Cl.16)	1	15.02
53	Chris Moore*(Cl.1)		1	31.68	111	Richard Fry(Cl.17)	1	14.85
54	Jeremy Pogson*(Cl.2)		3	31.48	112	Lynn Craven*(Cl.15)	2	14.49
55	Bob Claxton*(Cl.5)		3	31.39	113	Jim Godwin*(Cl.1)	1	13.78
56	John Edmond*(Cl.10)		3	31.11	114	Chris Brooke*(Cl.4)	2	13.54
57	Paul Bennison*(Cl.15)		2	30.99	115	Godfrey Crompton(Cl.17)	1	13.50
58	Andrew Florentine*(Cl.16)	5.79	4	30.86	116	Alan Newton(Cl.16)	1	13.43
59	William Pearson*(Cl.9)		2	30.30	117	Max Brown*(Cl.9)	3	13.37
60	Dave Whitehead(Cl.4)		2	30.18	118	Peter Riley*(Cl.16)	1	13.34
61	Derek Goodall*(Cl.16)		3	30.10	119	Maxi Stuart*(Cl.4)	2	13.34
62	Redvers Arnold*(Cl.11)		3	30.01	120	Philip Featherman(Cl.3)	1	12.57
63	Allen Craven*(Cl.15)		3	29.74	121	Derek Bridge(Cl.9)	1	12.34
64	Phil Cowgill*(Cl.1)		3	29.59	122	Ian Fidoe(Cl.4)	1	12.19
65	Brian Frazer*(Cl.16)		2	28.56	123	Jerry Sturman(Cl.15)	1	12.17
66	Peter Firth*(Cl.1)		2	27.56	124	Leon Bachelier*(Cl.9)	2	12.06
67	Colin Elstropp*(Cl.7)		3	27.52	125	Robin Gray(Cl.1)	1	11.69
68	John Istead(Cl.11)		2	27.00	126	Tom Hughes(Cl.16)	1	11.52
69	John Netherwood*(Cl.13)	4.04	4	26.84	127	Ron Birkett(Cl.8)	1	11.38
70	Allan Staniforth*(Cl.15)		2	26.36	128	Gerry Rayner(Cl.3)	1	10.75
71	Neville Alderson*(Cl.11)		3	26.24	129	Josh Sadler(Cl.10)	1	10.73
72	Paul Bason(Cl.12)		2	25.97	130	Bob Campbell*(Cl.9)	1	10.07
73	Bob Dayson(Cl.9)		2	25.71	131	Steven Smith*(Cl.10)	2	9.98
74	Geoff Lumb*(Cl.16)		3	25.64	132	Jim Johnstone*(Cl.17)	1	9.90
75	Stephen Sharp*(Cl.15)		3	25.10	133	John Atkinson(Cl.7)	1	9.76
76	Johnathan Dale*(Cl.10)		3	24.87	134	John Bateman(Cl.12)	1	9.49
77	Mike McDermott(Cl.14)		2	24.42	135	Ian Wall*(Cl.3)	1	9.43
78	Charles Glazk*(Cl.1)		2	24.28	136	Bev Fenby(Cl.16)	1	9.30
79	George Tatham*(Cl.13)		3	24.03	137	Neil Bennett*(Cl.10)	2	9.18
80	John Mottershaw*(Cl.15)		2	23.98	138	James Kaye(Cl.2)	1	9.14
81	Gordon Pepper(Cl.11)		3	23.85	139	Peter Bellhouse*(Cl.9)	2	9.12
82	Paul Simson(Cl.3)		2	23.62	140	Graham Brierley*(Cl.9)	2	8.98
83	Dave Pickstone*(Cl.6)		2	23.45	141	Richard Williams(Cl.14)	2	8.64
84	Ron Gerrard(Cl.4)		2	23.10	142	Tom McCubbin(Cl.9)	1	9.45
85	Roger Reynolds(Cl.7)		4	22.51	143	Eddie Falkous(Cl.9)	1	8.44
86	Tim Hancock(Cl.11)		2	21.96	144	Antony Lane*(Cl.17)	1	8.37
87	Nigel Ellis(Cl.3)		2	21.90	145	Nicholas Dawson(Cl.4)	1	8.05
88	Robert Sloan*(Cl.3)		2	21.82	146	John O'Hare(Cl.4)	1	7.04
89	Andy Melvin(Cl.11)		3	21.41	147	Tony Blewitt*(Cl.9)	1	6.92
90	John Pogson*(Cl.3)		2	21.40	148	Don Bewick(Cl.13)	1	6.69
91	Steve Oyibo(Cl.2/16)		2	21.21	149	Larry Hirst(Cl.10)	1	6.83
92	Eric Humphreys*(Cl.9)		3	21.08	150	Ronnie Craik*(Cl.7)	1	6.08
93	John Burrell*(Cl.11)		2	20.89	151	David Wright(Cl.7)	1	6.04
94	Jim Laird*(Cl.3/9)	2.24	4	20.61	152	David Harland(Cl.11)	1	5.98
95	John Swift*(Cl.8)		2	20.39	153	Sarah Hutchinson(Cl.6)	1	5.15
96	William Richmond*(Cl.4)		2	19.56	154	Graham Garner(Cl.9)	1	5.00
97	June Laird*(Cl.3)	2.19	4	19.45	155	Bob Needham*(Cl.4)	1	4.22
98	Rob Marsh*(Cl.14)		3	19.11	156	Cei Tuxill(Cl.6)	1	3.89
99	Chris Mason*(Cl.10)		2	18.95	157	Dennis Pegg*(Cl.12)	1	0.51
100	Stephen Wright*(Cl.6)		3	18.04	158	Bill Owen*(Cl.4)	1	0.50
101	Alister D.Osborn(Cl.17)		1	16.83	159	Richard Anderson(Cl.9)	1	0.40

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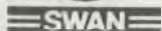
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ORDER OF ASCENT

1st Runs: Classes 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 1, 2, 3, 4, 5

2nd Runs: Classes 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 1, 2, 3, 4, 5

Run Offs: The Shell Oils Harewood F.T.D. Awards Series Championship Run Off

* After a driver's name indicates a member of B.A.R.C. Yorkshire Centre eligible to score points in the 1983 Shell Oils Harewood Hill Climb Championship

+ After a driver's name indicates registered to score points in the Longton and D.M.C. Sprint & Hill Climb Championship

Class 1 - TOURING CARS - Up to 1,150c.c. Bogey 67.33

Record: R.Greenwood (Rally Equipe B.L. Mini) 3/8/75 - 49.33

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
20	Jim Godwin*	Sunbeam Imp	998	Haslingden, Lancs	_____	_____
21a	Derek Stansfield	B.L. Mini Cooper S	998	Selby, N.Yorks	_____	_____
21	Chris Moore**	B.L. Mini Cooper S	998	Selby, N.Yorks	_____	_____
22	Phil Cowgill**	Hillman Imp	998	Colne, Lancs	_____	_____
	Entrant: Lancs & Ches C.C./H.J.Quick Ltd., Manchester					
23	Nigel Clegg*	B.L. Austin Mini	998	Rochdale, Lancs	_____	_____
	Entrant: Steermaster (Rochdale) Ltd.					
24	Graham Thompson**	Hillman Imp	998	Alvaston, Derby	_____	_____
	Entrant: Terminal System Services, Belper					
25a	Chris Holiday+	Talbot Stiletto Imp	998	Morley, Leeds	_____	_____
	Entrant: Lancs & Ches C.C./H.J.Quick Ltd., Manchester					
25	Peter Firth**	Talbot Stiletto Imp	998	Soothill, Batley	_____	_____
	Entrant: Lancs & Ches C.C./H.J.Quick Ltd., Manchester					
26	David Sturdy*	Talbot Imp	998	E. Bowling, Bradfd	_____	_____
27a	Simon Thompson**	Hillman Imp Hartwell	998	Chellaston, Derby	_____	_____
	Entrant: Terminal System Services, Belper					
27	Philip Cooper**	Hillman Imp Nartwell	998	Alvaston, Derby	_____	_____
	Entrant: Terminal System Services, Belper					

+26A J KOKAN

Class 2 - TOURING CARS - 1,151 to 1,500c.c. Bogey 65.06

Record: R.N.Porter (B.L. Cooper S) 7/7/74 - 47.06

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
29	Stephen Owen	B.L. Mini 1275 G.T.	1275	Adel, Leeds	_____	_____
30	Jeremy Pogson*	B.L. Mini 1275 G.T.	1293	Bramhope, Leeds	_____	_____
	Entrant: Strikes Garden Centres, Leeds					
31	Ken Overend**	B.L. Cooper S	1070	Gledhow, Leeds	_____	_____
32a	Charles Clarke*	B.L. Mini 1275 G.T.	1293	Bootham, York	_____	_____
32	Neil Jackson*	B.L. Mini 1275 G.T.	1293	Skelton-on-Ure	_____	_____
+33	John Casey**	B.L. Mini Cooper S	1328	Burnley, Lancs	_____	_____
34	Neil Turner**	B.L. Mini Cooper S	1340	Farsley, Leeds	_____	_____
	Entrant: Castle Elliott Crane & Plant Hire, Brighouse					
35	Richard Wood**	B.L. Mini Cooper S	1328	Baildon, W.Yorks	_____	_____



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Class 3 - TOURING CARS - 1,501c.c. and over
Record: C.R.Jackson (Opel Ascona 400) 11/4/82 - 45.06

Bogey 63.06

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
37	Norman Lewtas*	Ford Escort RS2000	1993	Curbar, Sheffield	_____	_____
38	Paul Barker	Talbot Sunbeam Lotus	2200	Dronfield Wdhs	_____	_____
+39a	John Pogson**	Ford Capri 3000	3000	Golcar, Huddersfld	_____	_____
	Entrant: Prancing Horse (Garages) Ltd., Kirkburton					
-39	Robert Sloan**	Ford Capri 3000	3000	Kirkburton, Hudds	_____	_____
	Entrant: Woodvale Motor Co Ltd., Kirkburton					
-40	Eric Haigh*	Colt Lancer Turbo	2795	Holmfirth, W.Yks	_____	_____
-41	David Cunliffe*	Volvo 242 Turbo	2978	Ormskirk, Lancs	_____	_____
42	George Cook*	Ford Escort RS2000 Panda	1993	Swinton, Lancs	_____	_____
	Entrant: Lancs & Ches C.C./H.J.Quick Ltd., Manchester					
-43	Mike Kerr**	Vauxhall Chevette HSR	2300	Mkt. Weighton	_____	_____
	Entrant: Thompson Group/G.M.Dealersport/Shell Oils					
44a	Lynne Whitehead	Ford Escort RS2000	1993	Yardley, Bham	_____	_____
44	Mike Brown*	Ford Escort RS2000	1993	Broughton Astley	_____	_____
45	George Swinbourne**	Ford Escort BDA	1600	Shaw, Oldham	_____	_____
	Entrant: Lancs & Ches C.C./H.J.Quick Ltd., Manchester					

Class 4 - SPECIAL SALOON CARS - Up to 1,300c.c.
Record: A.I.Cobb (Skoda RS Coupe) 12/6/83 - 42.64

Bogey 61.22

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
47	Johnathan North*	B.L. Mini Cooper	1293	Oakwood, Leeds	_____	_____
48a	Maxi Stuart*	B.L. Mini Cooper S	999	Southport, Lancs	_____	_____
48	Chris Brook*	B.L. Mini Cooper S	999	Hepworth, W.Yorks	_____	_____
49a	Bill Owen*	B.L. Mini Cooper S	999	Bradway, Sheffield	_____	_____
	Entrant: Sheffield & Hallamshire M.C.					
49	Bob Needham*	B.L. Mini Cooper S	999	Sheffield	_____	_____
	Entrant: Sheffield & Hallamshire M.C.					
50	William Richmond**	B.L. Rally Equipe Mini	1300	Golbourne, Lancs	_____	_____
	Entrant: Rally Equipe, Bury					
51	Geoff Howarth**	B.L. Cooper S	1275	New Mill, Hudds	_____	_____
52	Bobby Fryers**	Solo Stiletto Talbot	1000	Keighley, W.Yks	_____	_____
53	Alastair Cobb*	Skoda RS Coupe	1298	Sheffield	_____	_____



George Cook from Swinton in Manchester is a very regular Harewood supporter. What most people don't realise is that his Escort Panda starter life as a Police vehicle.

Photo by Frank E. Hall

Class 5 - SPECIAL SALOON CARS - 1,301c.c. and over Bogey 60.22
 Record: B.K.Walker (Skoda Coupe Hart) 10/7/83 - 41.75

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
55	Martin Goss	Talbot Avenger	1600	Stamford Br.York	_____	_____
56	John Mason†	Ford Escort RS2000	2000	Longridge, Lancs	_____	_____
57	Bob Claxton**	Vauxhall Firenza Lotus	2600	Birstwith, N.Yks	_____	_____
58	Brian Walker**	Skoda Coupe Hart 425R	2500	Longridge, Lancs	_____	_____

Entrant: Dalgety Spillers/B.K.W. Racing, Ribchester

Class 6 - "MARQUE" SPORTS CARS - Up to 1,500c.c. Bogey 65.16
 Record: B.Kenyon (Austin Healey Sprite) 24/9/72 - 47.16

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
60a	Rob Marsh*	Triumph Spitfire 111	1296	Huddersfield	_____	_____
60	Stephen Wright*	Triumph Spitfire 111	1296	Alwoodley, Leeds	_____	_____
+ 61	Carey Saunders†	Marcos G.T. 1500 Ford	1500	Heaton Mersey	_____	_____
62	David Gardner*	M.G. Midget	1275	Chester	_____	_____
63	Rick Price**	M.G. Midget	1275	Killinghall, NY	_____	_____
64	Dave Pickstone**	M.G. Midget	1275	Radcliffe, Lancs	_____	_____
65	John Gornall†	M.G. Midget	1275	Hambleton, Fylde	_____	_____

Class 7 - "MARQUE" SPORTS CARS - 1,501 to 2,600c.c. Bogey 63.25
 Record: J.W.Goodliff (Lotus Elan) 28/6/70 - 45.25

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
67	Ronnie Craik*	Lotus Elan Sprint	1594	Edinburgh	_____	_____
+ 68	Brian Lee*	Lotus Elan	1558	Shadwell, Leeds	_____	_____
+ 69	Rod Stanniland*	Lotus Elan S.3	1558	Sutton-cum-Lound	_____	_____
70	Des Richardson**	Lotus Elan S.1	1558	Spondon, Derby	_____	_____
17	Graham Oates**	Lotus Europa	1594	Formby, Lancs	_____	_____

Entrant: Lancs & Ches C.C./H.J.Quick Ltd., Manchester
 Entrant: Lancs & Ches C.C./H.J.Quick Ltd., Manchester

Class 8 - "MARQUE" SPORTS CARS - 2,601c.c. and over Bogey 62.88
 Record: P.Garland (Morgan Plus Eight) 23/8/81 - 44.88

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
73	Tony Birch*	Ferrari 308 G.T.S.	2926	Spofforth, N.Yks	_____	_____
74	John Swift*	Ferrari 308 G.T.B.	2926	Selby, North Yks	_____	_____



John Gornall, with his immaculate M.G. Midget is a welcome, but occasional visitor to Harewood. If he came regularly, he would be a strong contender for the Shell Oils Harewood Hill Climb Championship Picture by Frank Hall

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Class 9 - G.T. & MODIFIED SPORTS CARS - Up to 1,600c.c. Bogey 60.36

Record: L.C.Barter (Davrian Hartwell V11) 16/9/79 - 42.36

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
73	Bob Campbell*	Lotus Seven Ford	1498	Hyde, Cheshire	_____	_____
74	Tony Blewitt*	Davrian V111 Ford	1598	Wakefield, W.Yks	_____	_____
75	Tony Hall*	Clan Crusader	998	Cramlington,NInd	_____	_____
76	Graham Brierley*	Lotus Seven Ford	1500	Barrowford,Lancs	_____	_____
77	Leon Bachelier*	Lotus Seven Ford	1598	Addingham, W.Yks	_____	_____
78	Eric Humphreys*	Lotus Seven Ford	1600	Mirfield, W.Yks	_____	_____
79a	William Pearson†	Davrian V11 Hartwell	1200	Holmfirth, W.Yks	_____	_____
Entrant: Castle Elliott Crane & Plant Hire, Brighouse						
79	John Foran**	Davrian V11 Hartwell	1200	Lightcliffe,W.Yk	_____	_____
Entrant: Castle Elliott Crane & Plant Hire, Brighouse						

Class 10 - G.T. & MODIFIED SPORTS CARS - 1,601c.c. and over Bogey 60.32

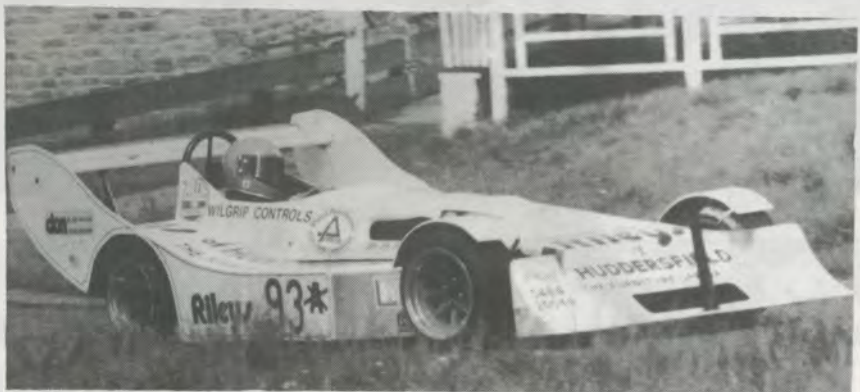
Record: K.P.Tankard (T.V.R. Tuscan Ford) 10/7/83 - 41.77

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
81a	Johnathan Dale*	Lotus Elan Sprint	1790	Scarborough, N.Y	_____	_____
81	John Edmond*	Lotus Elan Sprint	1790	Scarborough, N.Y	_____	_____
82	Tony Bancroft*	Porsche 3.3 Turbo Muldoon	4620	Burley Woodhead	_____	_____
83	Paul Tankard**	T.V.R. Tuscan Ford	4727	Lightcliffe, W.Y	_____	_____

Class 11 - CLUBMANS SPORTS CARS - Up to 1,700c.c. Bogey 58.03

Record: N.Bridge (Mallock U.2 24 Nelson) 11/7/82 - 40.03

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
85	John Gartside†	Mallock U.2 14 Ford	1700	Huddersfield,WY	_____	_____
86	Peter Green*	Centaur 83B Close	1600	Hemsworth, W.Y	_____	_____
87	John Burrell*	Mallock U.2 11 Ford	1600	Gt.Ouseburn,NY	_____	_____
88	Neville Alderson*	Ward Ford W.D.4a Ford	1700	Bishop Auckland	_____	_____
89	Geoff Ainsworth**	"Gala" Clubmans Ford	1600	Barton, Preston	_____	_____
Entrant: Preston Automobile Club						
90	David Sykes**	Mallock U.2 16/18 Ford	1598	Up.Cumberworth	_____	_____
Entrant: Tuff-Kote Dinol, Kirkburton						
91	Michael Radigan**	Mallock U.2 20C Ford	1700	Middlesborough	_____	_____
92	Redvers Arnold**	Mallock U.2 20 Ford	1700	Middlesborough	_____	_____
93	Joe Ward**	Ward W.D.7 Ford Holbay	1700	Pickering, N.Yk	_____	_____
Entrant: Motor Refinisher Supply Co., Pickering, York, Kingston-upon-Hull						
94a	Ray Harper**	Mallock U.2 21 Chamberlain	1700	Walkley,Sheffld	_____	_____
Entrant: Rileys Furnishings Ltd., Huddersfield						
94	Peter Harper**	Mallock U.2 21 Chamberlain	1700	High Grn, Shefld	_____	_____
Entrant: Rileys Furnishings Ltd., Huddersfield						



These days The Harper Brothers are the people to beat if you want to do well. Here Ray
 Ray eases the family Mallock around Farmhouse Bend Photo by Frank Hall

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Class 12 - SPORTS RACING & CLUBMANS CHASSIS CARS - Up to 1,600c.c. Bogey 57.46
 Record: C.P.G. Wardle (Mallock U.2 21 BDA) 22/8/82 - 39.46

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
96	Martyn Cole*	Chimera Clubmans Cosworth	1300	Tingley, W.Yorks	_____	_____
97	Pat Donnelly*	Mallock U.2 18 Ford	1600	Maryport,Cumbria	_____	_____
98	Bob Prest**	Mallock U.2 23 B.D.A.	1598	Croxdale, Dham	_____	_____
99	Alex Graham*	Mallock U.2 20 B.D.A.	1600	Newmains,Wishaw	_____	_____
100	Bill Wood*	Mallock U.2 18 B.D.A.	1600	Edinburgh	_____	_____

Class 13 - SPORTS RACING & CLUBMANS CHASSIS CARS - 1,601c.c. and over Bogey 56.98
 Record: R.H.Jones (Mallock U.2 BDG) 11/7/82 - 38.98

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
102	George Tatham*	McLaren M.12C Chevrolet	7200	Norton, N.Yorks	_____	_____
103	Tim (Sausage) Thomson*	Pilbeam M.P.43-002 Hart	2500	Harewood, Leeds	_____	_____

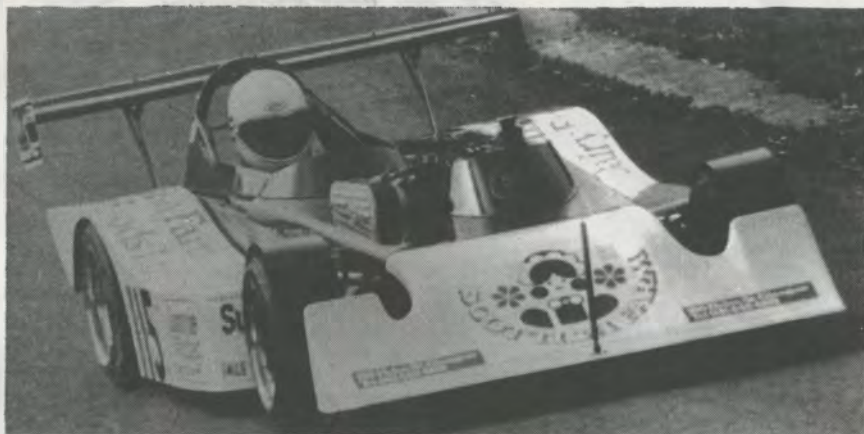
Entrant: Guyson International Ltd., Otley

Class 14 - PRE 1979 FORMULA FORD 1600 CARS Bogey 59.63
 Record: A.Harris (Lola T.200 Ford) 12/6/83 - 46.44

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
105a	Tony Harris*	Van Dieman R.F.78 Scholar	1600	Cannock,Staffs	_____	_____
105	Simon Clark* <i>c</i>	Van Dieman R.F.78 Scholar	1600	Scarcroft, Leeds	_____	_____

Class 15 - RACING CARS - Up to 1,100c.c. Bogey 59.63
 Record: L.C.Barter (Delta Hartwell T.824) 10/7/83 - 41.36

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
107a	Dale Kitching*	Terrapin Mk.4KS Wilkinson BL	1071	Alwoodley,Leeds	_____	_____
	Entrant: Colourvision TV-CB Sales & Service, Leeds 12					
107	Stephen Sharp*	Terrapin Mk.4KS Wilkinson BL	1071	Adel, Leeds	_____	_____
	Entrant: Colourvision TV-CB Sales & Service, Leeds 12					
108	David Smith*	Sidewinder Honda	736	Lazonby, Cumbria	_____	_____
109	Keith Gowers*	Monopin 11A Honda	734	Marton, Fylde	_____	_____
	Entrant: T.I.Cheswick Silencers, Blackpool					
110	Allan Staniforth*	Terrapin Mk.7c Imp/Mini	1034	Pateley Bridge	_____	_____
111	Eryl Davies*	Anson S.A.1 Cosworth B.D.J.	1098	Acton, London	_____	_____
112a	John Mottershaw*	Lola T.580H Mellors Elliott	1096	Walton,Chestfld	_____	_____
	Entrant: Photoco Snapshops Ltd., Sheffield					
112	Paul Bennison*	Lola T.580H Mellors Elliott	1096	Sheffield	_____	_____
	Entrant: Photoco Snapshops Ltd., Sheffield					



Pride of Newmains is popular Scot Alex Graham who will be trying to de-throne his fellow countryman Bill Wood in their Mallocks this afternoon. Both Alex and Bill make regular excursions to Harewood where they are always very welcome

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

Bogey 56.31

Record: M.P. Bolsover (Pilbeam M.P.51 BDA) 12/7/81 - 38.31

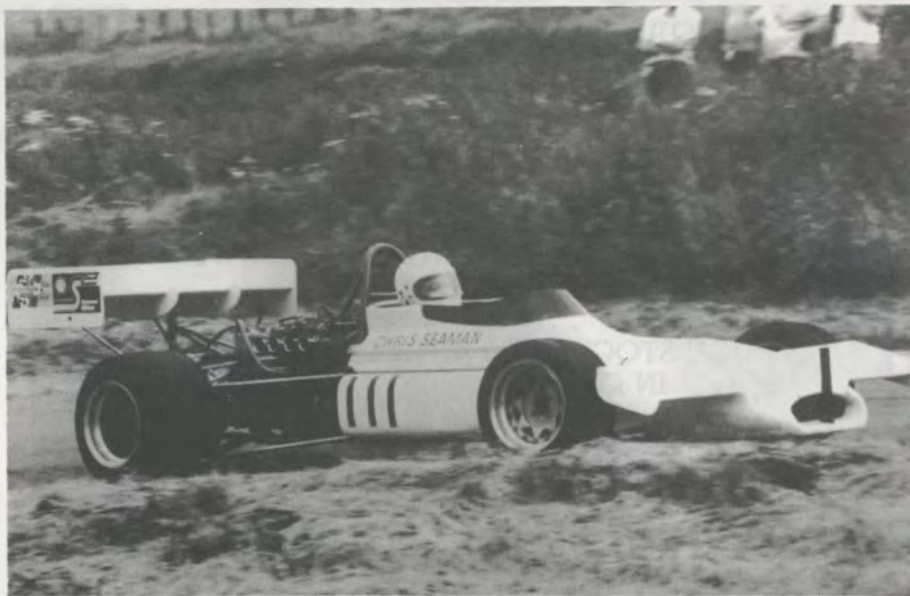
No.	Name	Car	c.c.	Hometown	Run 1	Run 2
114	Geoff Lumb*	Scott F.2 B.D.A.	1600	Brighouse, W.Yks	_____	_____
115	Derek Goodall**	Ensign L.N.F.3 B.D.A.	1600	Meanwood, Leeds	_____	_____
+ 116	Barris Duttall	March 782 B.D.A.	1600	Gillingham, Kent	_____	_____
117	Steve Lees*	Chevron B.45/47 B.D.A.	1600	Sale, Cheshire	_____	_____
118	Peter Varley*	Ensign L.N.74M	1598	Silkstone, S.Yks	_____	_____
	Entrant: Glossop Superalloys, Glossop					
+ 119	Peter Riley**	March 722 F.V.A.	1600	Crosby, Liverpool	_____	_____
120	Andrew Florentine**	Chevron B.21 B.D.A.	1600	Richmond, N.Yks	_____	_____
121	Martin Brockhouse*	March Pilbeam R.28/46 F.V.A.	1600	Yeadon, Leeds	_____	_____
122	Brian Frazer*	March 78/2 Smith F.V.A.	1598	Newton Mearns, NB	_____	_____
	Entrant: Boss Hogg Racing, Scotland					
+ 123	Chris Seaman*	Brabham B.T.30 F.V.A.	1594	Sheffield	_____	_____

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

Bogey 54.28

Record: M.P. Bolsover (Pilbeam M.P.51 Hart) 10/7/83 - 36.12

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
+ 17	Alan Cook	Delta T.79 Ford	2000	Bovingdon, Hants	_____	_____
16	Antony Lane*	Pilbeam M.P.51 B.M.W.	2500	Warwick	_____	_____
	Entrant: Steel King Safety Footwear, Warwick					
12	John Meredith*	Pilbeam M.P.22 D.F.V. OMOTH	3300	Leighton Buzzard	_____	_____
	Entrant: Cheltenham Cameras Ltd., Cheltenham					
11	Jim Thomson*	Pilbeam M.P.40RX Hart	2500	Otley, W _{est} Yks	_____	_____
	Entrant: Guyson International Ltd., Otley					
6	Roy T.Lane*	Pilbeam M.P.51 B.M.W.	2500	Warwick	_____	_____
	Entrant: Steel King Safety Footwear, Warwick					
1	Martin Bolsover*	Pilbeam M.P.51 Hart 428H	2800	Chaddesley Corbt	_____	_____
	Entrant: Guyson International Ltd., Otley					



Periodically Chris Seaman ceases in his attempts to prove that photography is an art, dusts off his venerable Brabham and takes himself to a hill climb where he proceeds to drive in a manner unbefitting one so gentle looking. This afternoon he will have to work hard to stave off Boss Hogg and Martin Brockhouse

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Class 18 - HAREWOOD CLASSICS

Bogey as Individual Classes

Marked on Handicap Basis according to competitor's own class Bogey Time

No.	Name	Can	c.c.	Hometown	Run 1	Run 2
125	Peter Bellhouse*	(9) Dutton Malaga Ford	1600	Methley, Leeds	_____	_____
126	Geoff McAuley	(6) Jowett Jupiter	1486	York	_____	_____
127	Dennis Pegg*	(12) Lotus 11 Climax	1098	Hackenthorpe, SY	_____	_____
128a	Max Brown*	(10) Batten Special Ford	3925	E. Hardwick, W.Y	_____	_____
128	Neil Bennett*	(10) Batten Special Ford	3925	Pontefract, W.Y	_____	_____
129a	Richard Netherwood*	(13) Rotrak Triumph Clubmans	1997	New Mill, Hudds	_____	_____
	Entrant: Rileys Furnishings Ltd., Huddersfield					
129	John Netherwood	(13) Rotrak Triumph Clubmans	1997	New Mill, Hudds	_____	_____
	Entrant: Rileys Furnishings Ltd., Huddersfield					
130	Ian Wall*	(3) Gilbern Invader 111	3000	Gt. Ayton, N. Yks	_____	_____
131a	Allan Craven**	(15) Lotus 51B Ford	1100	Wilsden, Bradford	_____	_____
	Entrant: Lancs & Ches C.C./H.J. Quick Ltd., Manchester					
131	Lynn Craven**	(15) Lotus 51B Ford	1100	Wilsden, Bradford	_____	_____
	Entrant: Lancs & Ches C.C./H.J. Quick Ltd., Manchester					
132	Jim Laird*	(9) Austin Healey Sebring Sprite	1275	Mears Ashby, Nots	_____	_____
	Entrant: Prontaprint, Roundhay Road, Leeds					
133	June Laird*	(3) Lancia Lusso 1.6 HFS	1584	Mears Ashby, Nots	_____	_____
	Entrant: Lancia (U.K.) Distribution Ltd., Ashford, Kent					
134	Steven Smith*	(10) Jaguar "D" Type Replica	3800	Newton Kyme, NY	_____	_____
135	Jim Johnstone*	(17) Brabham B.T.18 Oldsmobile	3528	Bardsey, Leeds	_____	_____
136a	Chris Mason*	(10) Jaguar "E" Type	4235	Strensall, York	_____	_____
136	Wayn Spedding*	(10) Jaguar "E" Type (Plus 3 Secs)	4235	Cawthorne, S. Yks	_____	_____
137	Colin Elstrop*	(8) Triumph G.T.6	1998	Consett, Durham	_____	_____

Class 19 - TRIUMPH T.R. REGISTER CARS

Record: To be established

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
139	Christopher Burbury	Triumph T.R.5	2498	Hartlepool, Clvd	_____	_____
140	Gilbert Campbell	Triumph T.R.5	2500	Maryport, Cumbria	_____	_____
141	John Cook	Triumph T.R.2	1991	Newcastle on Tyne	_____	_____
142	David Finlayson	Triumph T.R.5	2500	Glasgow	_____	_____
143	Martin Lofthouse	Triumph T.R.6	2500	Middlesborough	_____	_____
144	Geoff Mansfield	Triumph T.R.3a	2196	Willington, Dham	_____	_____
145	Colin Wheeler*	(7) Triumph T.R.3a	2138	Houghton-le-Sprg	_____	_____
146	David Wright*	(7) Triumph T.R.5a	2500	Whitley Bay	_____	_____

FORTHCOMING EVENTS AT HAREWOOD

Sunday 18 September - The Shell Oils Harewood Hill Climb Championship Final National Meeting. Commence 10.30a.m.
Including Final Rounds of the Shell Oils Harewood Hill Climb Championship, The Shell Harewood F.T.D. Awards and the B.A.R.C. Hill Climb Championship

Sunday 20 November - Lombard R.A.C. International Rally Stage
First Car 4.00p.m. Full programme of attractions and entertainment from noon onwards. Extra Car Parks and a new 2½ mile stage taking in both Stockton Farm and Stockton Grange Farm next door.
This will be the first ever floodlit stage on the RAC rally and well worth watching. In addition we do need a lot of helpers both before and during the stage. You can make offers of help at the Control Cabin in the Paddock or write to David Dalrymple, Manora, 30, Manley Road, Ben Rhydding, Ilkley, West Yorkshire LS29 8QP

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HAREWOOD F.T.D. AWARDS

All competitors in classes 9 to 17 inclusive who are eligible to score points in the SHELL OILS HAREWOOD HILL CLIMB CHAMPIONSHIP (i.e. those marked with an * in the programme list) are also eligible for the SHELL OILS HAREWOOD F.T.D. AWARDS SERIES.

After both Class Runs have been completed, the 10 eligible drivers who have recorded the 10 fastest times in those class runs are given the opportunity of making two special Championship Runs. Each of these runs is made in reverse order with the competitor who qualified the 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 one 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 the 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 and their place will be taken by the next highest qualifier so that 10 cars go to the line for the 1st. Championship Run. Once ten cars have come forward for the 1st. Championship Run, no further reserves will be included.

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	.....	.....	.....	.....	.....	.....	.....

Positions before today's meeting are:- * = Entered today Record Before Meeting 36.12

1	Jim Thomson*	Pilbeam M.P.40RX Hart	2500c.c.	32 (4)
2	Martin Bolsover*	Pilbeam M.P.51 Hart 428H	2800c.c.	30 (3)
3	Roy T.Lane*	Pilbeam M.P.51 B.M.W.	2500c.c.	27 (3)
4	John Meredith*	Pilbeam M.P.22 D.F.V.	3300c.c.	23 (4)
5	Ray Harper*	Mallock U.2 21 Chamberlain	1700c.c.	17 (3)
6	Charles Wardle	Mallock U.2 21 B.D.A.	1598c.c.	14 (2)
7	Peter Harper*	Mallock U.2 21 Chamberlain	1700c.c.	11 (3)
8	Bill Wood*	Mallock U.2 18 B.D.A.	1600c.c.	10 (3)
9	Alister Douglas-Osborn	Pilbeam M.P.63/01 D.F.V.	3900c.c.	9 (1)
10	Chris Seaman*	Brabham B.T.30 F.V.A.	1594c.c.	8 (3)
11=	Martyn Griffiths	Pilbeam M.P.53/01 Hart 425R	3500c.c.	7 (7)
11=	Alan Newton	March Pilbeam R.28/46 F.V.A.	1600c.c.	7 (1)
13	Jim Robinson	Mallock U.2 21 B.D.A.	1598c.c.	6 (1)
14	Peter Kaye	Toleman T.G.280H Hart	2500c.c.	5 (1)
15	Alex Graham*	Mallock U.2 20 B.D.A.	1600c.c.	5 (2)
16=	Richard Fry	Pilbeam M.P.54 Hart	2500c.c.	3 (1)
16=	Tom Hughes	March 742 Cosworth	1600c.c.	3 (1)
18	Max Harvey	Pilbeam M.P.53/01 Hart	3500c.c.	2 (1)
19=	Antony Lane*	Pilbeam M.P.51 B.M.W.	2500c.c.	1 (1)
19=	Tim Thomson*	Pilbeam M.P.43-002 Hart 425R	2500c.c.	1 (1)

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Shell Oils

Harewood Hillclimb Championship



SUPPLEMENTARY REGULATIONS

1. The British Automobile Racing Club Ltd., (Yorkshire Centre) will promote the Shell Oils Harewood Hill Climb Championship based upon Harewood Hill Climb meetings to be held on:-

Sunday 2nd. April 1983
 Sunday 15th. May 1983
 Sunday 12th. June 1983
 Sunday 10th. July 1983
 Sunday 21st. August 1983
 Sunday 18th. September 1983

2. The Championship will be 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.), these Supplementary Regulations and any written instructions the Yorkshire Centre may issue for the Championship.

3. R.A.C.MSA Permit No. CH/1999 has been issued.

4. The Championship is open to all current B.A.R.C. members who are Registered Yorkshire Centre Members. There is no registration form or fee for the Championship. All competitors who sign on for one, or more, of the six 1983 Harewood meetings listed above and who show a current B.A.R.C. Membership Card endorsed by Club HQ for the Yorkshire Centre at signing on will automatically be included in the scoring for the Championship, provided that they comply with Para 5 below.

5. To be eligible for marking, all cars must display Championship Decals on both sides of the car, clearly visible, but not on the boot lid or roof. Failure to display these Decals throughout a qualifying event will mean that no points will be credited for that event.

Championship decals will be available at signing-on at all meetings.

6. Cars will be divided into classes as laid down in the 1983 Harewood Speed Event Classes leaflet for marking purposes.

At any meeting where these classes are not used for the meeting class awards, the B.A.R.C. classes will be used for marking the Championship.

7. All vehicles must be fitted with timing struts as laid down in RACMSA G.R. QF 19(g). Any competitor who does not have a timing strut will not be credited with any points.

8. Marking will be within classes on a Bogey Time improvement basis. The Bogey Times for the 1983 season are:-

Class 1.....	67.33	Class 10.....	60.32
Class 2.....	65.06	Class 11.....	58.03
Class 3.....	63.06	Class 12.....	57.46
Class 4.....	61.22	Class 13.....	56.98
Class 5.....	60.22	Class 14.....	59.63
Class 6.....	65.16	Class 15.....	59.63
Class 7.....	63.25	Class 16.....	56.31
Class 8.....	62.88	Class 17.....	54.28
Class 9.....	60.36		

These Bogey Times are derived by adding 18 seconds to the record for each class as standing at the start of the season and will remain unchanged throughout the season.

The exception is Class 14 which has been laid down on an arbitrary basis for a new class.

9. Championship Marks will be gained at each meeting at the rate of .01 mark for each .01 of a second by which a driver beats the bogey time for his/her class. There is a maximum limit of 20 marks which can be gained at any meeting. Any competitor who does not beat the Bogey Time will gain no marks for that meeting. Marks can only be gained in the two Class Runs.

10. Marks gained in five of the six qualifying rounds will be counted for the Championship results. If any of the six meetings does not take place, the qualifying number will be reduced so it is always one less than the number of meetings which do take place.

11. Only one marking per meeting can count. Where a competitor has entered more than one car at a meeting, the car which is to be credited with Championship Points must be nominated to the Secretary of the Meeting before the start of the Class Runs.

12. In the event of a tie in the final marking this will be decided in favour of the competitor who has gained the marks in the fewest number of qualifying rounds, including discarded rounds. If the tie then remains, it will be decided in favour of the competitor who scores most marks in the final round on 18th. September 1983.

13. Any competitor who ceases to be a member of B.A.R.C. Yorkshire Centre during the season will no longer be eligible for the Championship.

Continued on page

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14. The awards for the Championship will be:

1st.....	The Glen Garnett Trophy and £500	(To be held for 12 months)
2nd.....	£250	11th..... £65
3rd.....	£125	12th..... £60
4th.....	£100	13th..... £55
5th.....	£95	14th..... £50
6th.....	£90	15th..... £45
7th.....	£85	16th..... £40
8th.....	£80	17th..... £35
9th.....	£75	18th..... £30
10th.....	£60	19th..... £25

20th.....	£20	26th.....	£15
21st.....	£15	27th.....	£10
22nd.....	£15	28th.....	£10
23rd.....	£15	29th.....	£10
24th.....	£15	30th.....	£10
25th.....	£15		

17. Marking Records will be maintained by the Championship Registrar M.S.Wilson, The Highlands, Scotchman Lane, Morley, Leeds LS27 0NY Tel: (0532) 533722. A bulletin with current markings will be sent out with the results of each event in the Championship.

Shell Oils

HAREWOOD F.T.D. AWARDS

1. All competitors in the Shell Oils Harewood Hill Climb Championship who run in the classes 9 to 17 inclusive are automatically eligible to take part in a second competition known as the Shell Oils Harewood F.T.D. Awards Series.

2. At each meeting, the ten Championship Competitors who have gained the ten fastest times of the day in the two Class Runs will be given two additional "Top Ten" Championship runs at the conclusion of the meeting.

3. Names and numbers of the competitors who have qualified for these Championship Runs will be exhibited in the scoreboard window of the Control Cabin and be announced on the Paddock and Course P.A. systems as soon as possible after the conclusion of the Class Runs. Any competitor who has not brought his/her car forward to the Paddock Exit Gate within 10 minutes of the publication of this list of qualifiers will be deemed not to be making the Championship Runs.

4. If for the above, or for any other reason a competitor qualifying for the Championship Runs does not come forward, their place will be taken by the next highest placed qualifier and so on until 10 cars actually go down to the start for the first Championship Runs. If a competitor leaves the Paddock, but does not start their place will not be filled.

5. Each of the two "Top Ten" runs will be made with the slowest qualifier (10th.) to run first and the fastest qualifier to run last. except that all shared drivers will run first before their faster drivers and other cars.

6. If at the conclusion of the Class Runs a non-eligible competitor has qualified for one of the four Fastest Time of the Day awards of the meeting, that competitor will have the opportunity of becoming an extra runner in the "Top Ten" runs for the purpose of defending their meeting award only.

7. At the meetings on 2nd. April, 12th. June and 18th. September the Shell Oils Harewood FTD Awards "Top Ten" run off will be combined with the B.A.R.C. F.T.D. Awards Series run off with competitors who have qualified for both making only one run to count for both Championships. As a result more than 10 competitors may start the run offs.

8. At the meeting on 10th. July the Shell Oils Harewood F.T.D. Awards run off will be combined with the Pace RAC British Championship run off, but as the rules of the latter do not permit more than 10 runners. Only those Shell Oils qualifiers who have qualified for the Pace RAC run off will start. The remainder will be allocated points based on their qualifying positions.

9. If for any reason the "Top Ten" Championship run off does not take place, marks will be awarded on qualification times from the two class runs.

10. Marks will be awarded on the basis of 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 for 1st. to 10th. place on the run off at each meeting with a single bonus point for any competitor(s) who break the course record standing at the start of the meeting during the "Top Ten" run off. Any competitor who fails to complete at least one "Top Ten" run will score no marks at that meeting.

11. Paragraphs 10,11 & 12 of the Regulations for the Shell Oils Harewood Hill Climb Championship also apply to the Shell Oils F.T.D. Awards Series.

12. The awards will be:-

1st.....	The Wilson Trophy and £400	(to be held for 12 months)
2nd.....	£250	5th..... £50
3rd.....	£150	6th..... £25
4th.....	£100	

These awards are additional to the Shell Oils Harewood Hill Climb Championship.

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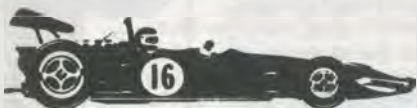
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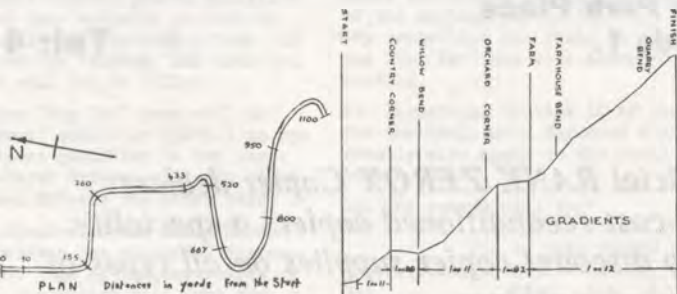
SPEED TABLE

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.

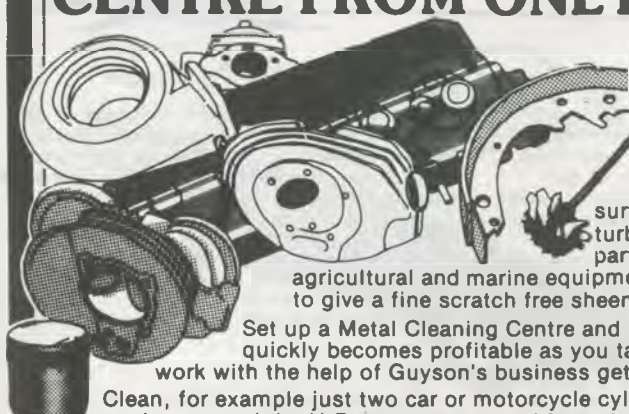
If anyone wants to get really precise, if they divide a constant of 2229.5454 by their time in seconds and hundreths, it will give their exact average speed.

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
35.00	63.70	39.00	57.17	43.00	51.85	47.00	47.44	51.00	43.72
35.20	63.33	39.20	56.88	43.20	51.61	47.20	47.24	51.20	43.54
35.40	62.98	39.40	56.59	43.40	51.37	47.40	47.04	51.40	43.38
35.60	62.62	39.60	56.30	43.60	51.14	47.60	46.84	51.60	43.21
35.80	62.27	39.80	56.02	43.80	50.90	47.80	46.64	51.80	43.04
36.00	61.93	40.00	55.74	44.00	50.67	48.00	46.45	52.00	42.87
36.20	61.58	40.20	55.46	44.20	50.44	48.20	46.26	52.20	42.71
36.40	61.25	40.40	55.19	44.40	50.21	48.40	46.06	52.40	42.55
36.60	60.91	40.60	54.91	44.60	49.99	48.60	45.87	52.60	42.39
36.80	60.58	40.80	54.64	44.80	49.77	48.80	45.69	52.80	42.23
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	52.58	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

HAREWOOD HILL CLIMB. GRADIENT PROFILE



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NOTICES



JURISDICTION

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 1983, the leaflet B.A.R.C. Speed Event Classes 1983 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 sincere thanks to Harewood Hill Ltd., for making Stockton Farm available for this event today and to those members and friends of the club who subscribed for shares in Harewood Hill Ltd. and, by so doing have ensured the long term future of our events here.

We also wish to thank the West Yorkshire Police and the A.A. for their assistance with traffic arrangements. The members of the Medical Officers Group (Yorkshire), the St. John Ambulance Brigade and the Northern Race and Rally Rescue Marshals Club for emergency services, Craven Gilpin & Sons (1980) Ltd. for provision of refreshment services and to members of BARC and EMRMC for staffing the course, and everyone else who has worked, or is working to make the event a success.

B.A.R.C. YORKSHIRE CENTRE

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

J.M.English - Hon. Secretary
32 Farfield Avenue, Knaresborough,
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All enquiries about the Harewood Hill Climb

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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 it's 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 it's 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 it's 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 it's 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, Mollory 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 closure of this popular north-east venue and our speed competition activities now major on the speedclimb here at Stockton Farm, Harewood - 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 Oils Harewood Hill Climb Championship which with the support of our good friends Shell U.K. Oil offers a glittering prize fund and draws a very large support. We also do the "leg work" on the H.Q. organised B.A.R.C. Hill Climb Championship which, since its inception in 1969 has gone from strength to strength and has rounds all over the country.

Membership of the B.A.R.C. is open to all interested and has various grades. The basic subscription is £11 which covers the Club as a whole, but without the right to take part in Race Meetings and Speed Events. We would expect all new members in the area would want to register with the Yorkshire Centre which costs an additional £3.50 per year and gives the right to be a part of our local activities, take part in all the Club's and Centres Sprints, Hill Climbs and other events plus those organised by other clubs to which the B.A.R.C. is invited. For an additional £2.00 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 Cabin 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:

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(If joining as joint Member)

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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".



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