

Harewood

SHELL OILS SPEED CLIMB



WEEKEND

Under the Distinguished Patronage of Mr. Terence Rundle



SATURDAY 19th MAY

The Shell Oils Novices &
Newcomers Speedclimb

SUNDAY 20th MAY

The Shell Oils Harewood
Championship Speedclimb



Class 9 - Derek Bridge - Lotus Seven

Picture by Frank Hall

OFFICIAL PROGRAMME 50p

For conditions of admission, see inside



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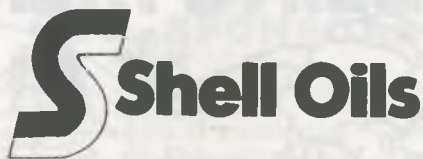
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speedclimb



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HAREWOOD WEEKEND

Saturday 19th May

**The Shell Oils Novices &
Newcomers Speedclimb**

R.A.C. M.S.A. Restricted Permit H/1905/2

Sunday 20th May

**The Shell Oils Harewood
Championship Speedclimb**

R.A.C. M.S.A. Closed Permit H/2005/7

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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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TIMETABLE FOR TODAY 20.5.84

09.15.....Sunday practise runs
13.45.....Lunch Interval
14.30.....Meeting commences First Class
runs
16.30.....Second Class Runs
18.30.....The Championship Run-offs
19.00.....Meeting concludes
19.15.....Prizegiving at Refreshment
Tent Awards presented by
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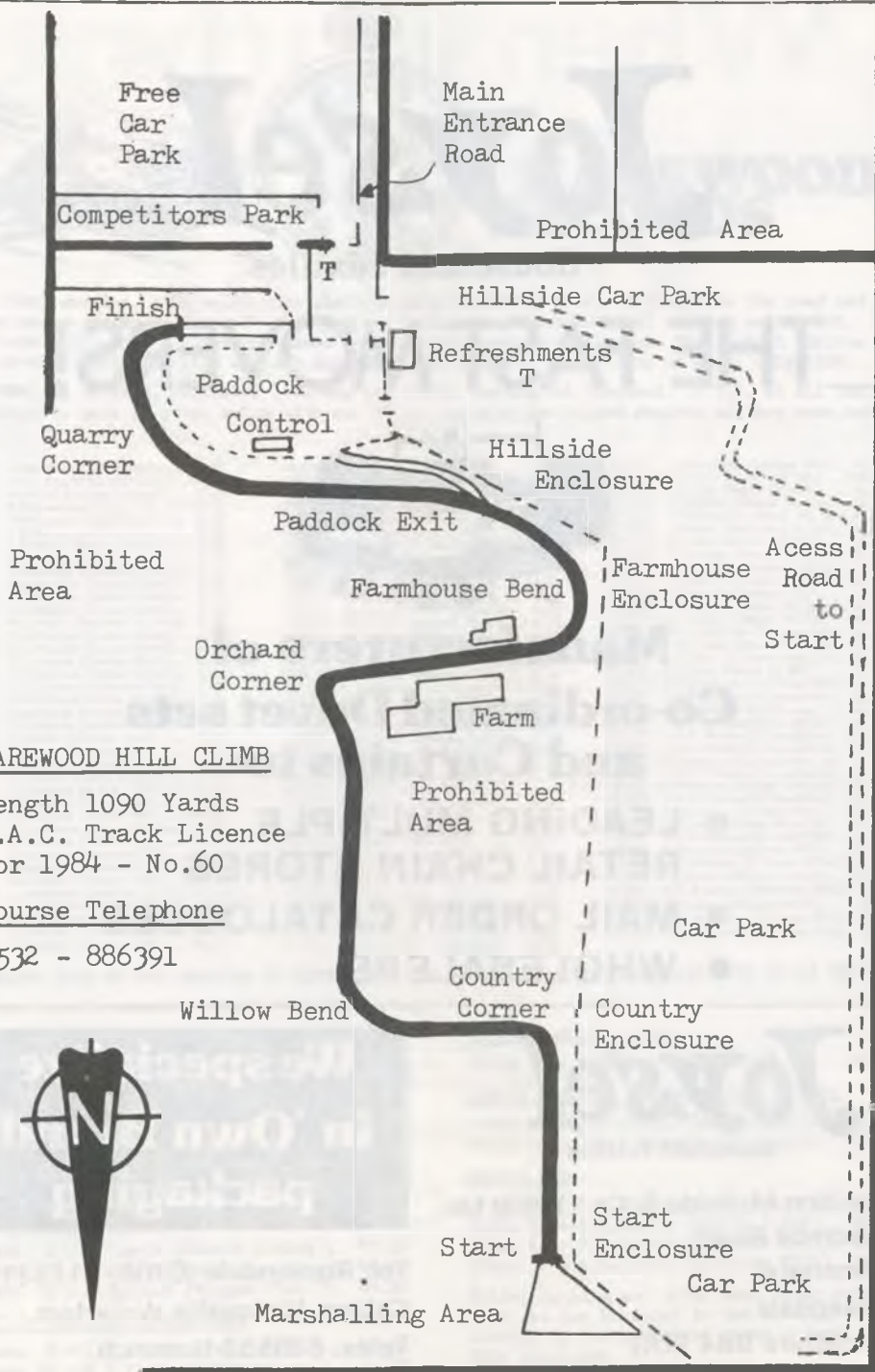
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HAREWOOD RECORDS

The first meeting at Harewood took place on 16th. September 1962. At that time the road had a tar and chipping surface. It was tarmaced 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	26/7/70	A. Merrick (E.R.A. R1A).....	51.18	19/6/77	J. Johnstone (Brabham BT18)...	42.51
21/4/63	C.K.W. Schellenburg (Lister)...	*49.79	13/9/70	D. Hepworth (Hepworth FF)....	40.69	31/7/77	R.T. Lane (March 741 DFV)....	*38.41
9/6/63	A.G. Wood (Cooper Monaco)....	51.85	25/4/71	D. Hepworth (Hepworth FF)....	42.76	25/9/77	R.T. Lane (March 741 DFV)....	41.45
8/9/63	P. Bosh-Jones (Lotus 22).....	*46.72	25/5/71	J.A.H. Lambert (Cooper T.86)...	49.45	9/4/78	C.F. Crasner (March 76a Ford)...	38.75
29/9/63	G. Whitehead (Elva Mk.7).....	53.52	27/6/71	D. Hepworth (Hepworth FF)....	40.52	14/5/78	D.T. Franklin (March 722 BMW)	42.38
12/4/64	J.R. Walton (Walton Bristol)...	40.39	25/7/71	E. Crasner (E.R.A. R4D).....	47.08	25/6/78	S. Curtis (Mallock U2 178)...	45.89
24/5/64	A.E. Marsh (March Special)....	*45.16	13/9/71	D. Hepworth (Hepworth FF)....	*40.10	30/7/78	R.T. Lane (March 741 DFV)....	42.78
12/7/64	I.C. Betty (Lotus Mk.7).....	50.75	12/9/71	R.T. Lane (McLaren M10B).....	*39.57	17/9/78	C.F. Crasner (March 76a Ford)...	*38.39
13/9/64	P. Westbury (Ferguson P.99)...	*44.45	23/4/72	R.T. Lane (McLaren M14D).....	40.57	15/4/79	J. Johnstone (Brabham BT30)...	41.01
4/4/65	P.H. Meldrum (Lotus Allard)...	*46.02	21/5/72	D.R. Good (Martin BM8).....	*44.01	13/5/79	P.P. Kaye (Pillbeam MP31 DFV)...	*38.18
9/5/65	P.H. Meldrum (Lotus Allard)...	46.50	25/6/72	R.T. Lane (McLaren M14D).....	39.68	24/6/79	J. Foran (B.L. Cooper S).....	51.76
20/6/65	P.H. Meldrum (Lotus Allard)...	44.90	23/7/72	R. Scott-Moncreif (Kincraft)...	44.15	29/7/79	C.F. Crasner (March 782 Hart)...	38.23
18/7/65	M.J. Smith (Mallock U2 Ford)...	49.87	10/9/72	M. McDowell (Brabham BT36A)...	*39.14	16/9/79	C.F. Crasner (March 782 Hart)...	*38.04
12/9/65	P.H. Meldrum (Lotus Allard)...	49.27	24/9/72	R. Thwaites (McLaren M10A)...	*38.47	13/4/80	N.D. Griffiths (Pillbeam MP40)...	*37.79
5/1/66	P.H. Meldrum (Lotus Allard)...	46.20	22/4/73	R.T. Lane (McLaren M14DF1)...	45.21	1/6/80	C.F. Crasner (March 782 Hart)...	*37.46
5/6/66	P.G. Lawson (Brabham Ford)....	46.76	20/5/73	R.T. Lane (McLaren M14 DF1)...	42.66	20/7/80	P.P. Kaye (Pillbeam MP22 DFV)...	39.48
26/6/66	P.H. Meldrum (Lotus Allard)...	45.99	24/6/73	N. MacDowell (Brabham BT36A)...	38.52	31/8/80	R.T. Lane (March 79 DFV)....	37.85
24/7/66	J.A.H. Lambert (Cooper Mk.6)...	51.75	22/7/73	A. Mountain (Leda Chevrolet)...	44.70	21/9/80	N.D. Griffiths (Pillbeam MP40)...	38.89
11/9/66	P.H. Meldrum (Lotus Allard)...	45.99	9/8/73	R.T. Lane (McLaren M14 DF1)...	38.81	19/4/81	J.R.F. Thomson (Pillbeam MP40)...	38.89
26/1/66	P. Westbury (Felday 5 BRM)....	60.84	30/9/73	N. MacDowell (Brabham BT36A)...	39.50	6/6/81	P. Tankard (T.V.R. Tuscan)....	45.49
2/4/67	P.G. Lawson (Brabham Ford)....	49.14	14/4/74	C.F. Crasner (March 74B Hart)...	40.67	7/6/81	J.R.F. Thomson (Pillbeam MP40K)...	37.65
30/4/67	B. Eccles (Brabham Olds).....	44.46	2/6/74	M. MacDowell (Brabham BT36 X)...	39.23	12/7/81	J.R.F. Thomson (Pillbeam MP40K)...	*36.72
5/6/67	B. Eccles (Brabham Olds).....	45.16	7/7/74	M. MacDowell (Brabham BT36A)...	38.59	23/8/81	J.R.F. Thomson (Pillbeam MP40K)...	36.74
3/7/67	R.G. Winder (Elva Mk.6).....	50.73	4/8/74	R.T. Lane (McRae GM1).....	39.15	27/9/81	A.D. Osborn (Pillbeam MP41 DFV)...	39.25
10/9/67	A.E. Marsh (March Buick).....	42.94	29/4/74	N. MacDowell (Brabham BT36 X)...	41.14	11/4/82	J.R.F. Thomson (Pillbeam MP40K)...	37.51
7/4/68	P.G. Lawson (B.R.M. 440).....	45.57	20/4/75	R.T. Lane (Fenny GMS Chev)...	41.04	15/5/82	D. Montague (Ensign LMFG BDA)...	43.37
5/4/68	P.G. Lawson (B.R.M. 440).....	43.65	1/6/75	P.A. Mason (Jomo Lotus).....	46.37	5/6/82	J.R.F. Thomson (Pillbeam MP40K)...	*36.64
16/6/68	P.G. Lawson (B.R.M. 440).....	*42.86	6/7/75	R.T. Lane (McRae GM1).....	39.06	11/7/82	M. Bolsover (Pillbeam MP51)...	*36.42
11/7/68	R.D. Jackson (Lotus 23B Ford)...	48.91	3/8/75	R.T. Lane (McRae GM1).....	38.89	21/8/82	A.N. Lane (Pillbeam MP51 BM)...	40.85
1/9/68	P.G. Lawson (B.R.M. 440).....	44.43	28/9/75	R.T. Lane (McRae GM1).....	39.96	22/8/82	J.R.F. Thomson (Pillbeam MP40K)...	36.45
20/4/69	D. Hepworth (Hepworth FF)....	42.11	18/4/76	R.T. Lane (McRae GM1).....	40.25	19/9/82	M. Bolsover (Pillbeam MP51)...	*34.28
1/6/69	D. Hepworth (Hepworth FF)....	43.20	30/5/76	E. Fitt (Hauls Ford).....	50.75	3/4/83	J.F. Thomson (Pillbeam MP40K)...	441.88
20/7/69	C.J. Parker (Porche 904).....	48.96	4/7/76	R.T. Lane (McRae GM1).....	38.72	14/5/83	N. Speers (Mallock U2 24)....	447.06
10/8/69	J. Johnstone (Brabham Buick)...	42.20	1/8/76	R.T. Lane (McRae G.M.1).....	38.72	15/5/83	M.P. Bolsover (Pillbeam MP51)...	39.21
14/9/69	N. Williamson (McLaren M10A)...	42.05	26/9/76	A.D. Osborn (Pillbeam R22 DFV)...	39.59	12/6/83	R.T. Lane (Pillbeam MP51)....	37.69
19/4/70	N. Williamson (McLaren M10A)...	40.25	9/4/77	A.D. Osborn (Pillbeam R22 DFV)...	40.42	10/7/83	M.P. Bolsover (Pillbeam MP51)...	*36.12
17/5/70	R. Thwaites (Brabham Buick)...	43.12	10/4/77	R.T. Lane (March 741 DFV)....	46.26	21/8/83	M.P. Bolsover (Pillbeam MP51)...	36.29
28/6/70	D. Hepworth (Hepworth FF)....	40.25	15/5/77	R.D. Griffiths (March 741)....	38.82			

Fastest Time at our meeting in Spril 1984 was recorded by Jim Thompson with 39.14 secs.

Class Records standing before today's meeting are:-

Touring Cars

- Class 1 - J. Foran (Hillman Imp)..... 49.20
- Class 2 - R.N. Porter (B.L. Cooper S).... 47.06
- Class 3 - C.R.J. 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).... 41.36

"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

Sports Racing & Clubmans Chassis Cars

- Class 12 - C.P. Wardle (Mallock U2).... 39.46
- Class 13 - J.R.F. Thomson (Pillbeam).... 38.72

Racing Cars

- Class 14 - S.N. Clark (Van Diemen 78).... 45.97
- Class 15 - L.C. Barter (Delta T.284).... 41.36
- Class 16 - M. Bolsover (Pillbeam MP51).... 38.31
- Class 17 - M. Bolsover (Pillbeam MP51).... 36.12

Fuller details and dates when these records were set can be found in the heading to the classes in the programme pages - later in this programme.

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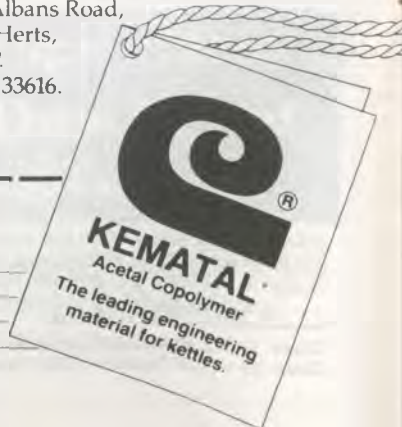
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NOTICES



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 & Rally Rescue Marshals Club for emergency services, Craven Gilpin 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.

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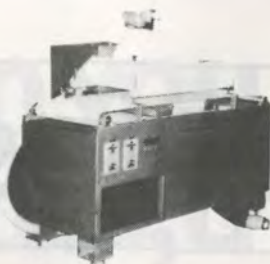
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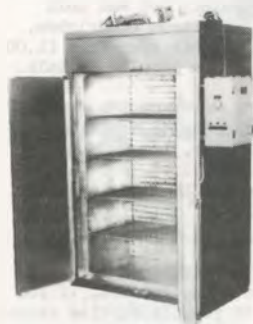


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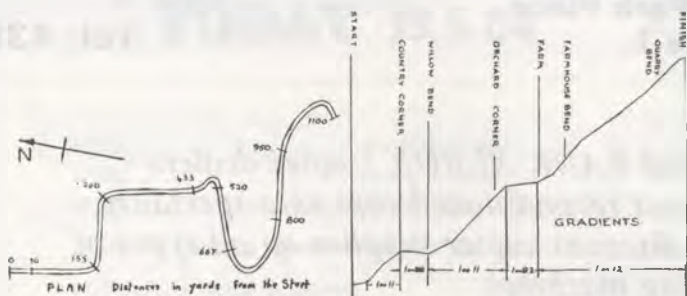
SPEED TABLE

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 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
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	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

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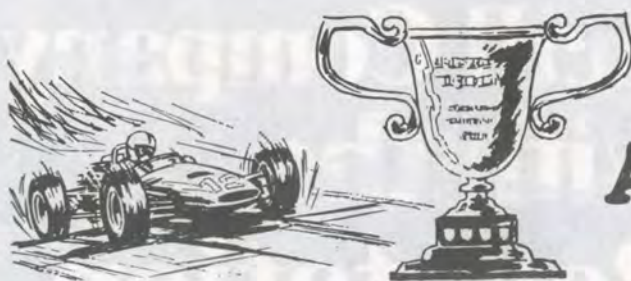
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Trophy and.....£50
Second Fastest Time of the day.....£35
Third Fastest Time of the day.....£25

Fastest time in each class.....£18

Second Fastest Time in each Class.....£14
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
there will be four awards in that class;
1st £21, 2nd. £18, 3rd. £15, 4th £12.

If a class is run without merging with three
or fewer entries, the award for fastest time
in class will be reduced to.....£14

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 20/5/84

Fastest Time of the Day
The Wood Cup and.....£150
Second Fastest Time of the Day.....£90
Third Fastest Time of the Day.....£60

Fastest Time in each Class.....£22

Second Fastest Time in each Class...£18
Subject to 6 or more entries in
class

Third Fastest Time in each Class...£15
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 £25, 2nd. £22, 3rd. £18, 4th, £15.

If a class is run without merging with
three or fewer entries, the award for
fastest time in each class will be
reduced to.....£18

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.

TIMETABLE FOR TODAY 19.5.84

10.00.....Practise runs
13.00.....Lunch interval
14.00.....Meeting commences-First Class Runs
15.30.....Meeting restarts-Second Class Runs
17.00.....Meeting concludes

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PROGRAMME AND LIST OF ENTRIES

19.5.84

Each entry to have a minimum of two class ascents, the better time to count for all class awards.

ORDER OF ASCENT

1st Runs: Classes 2, 3, 4, 7, 8, 9, 11, 12, 13, 14, 16, 18, 19 and 20

2nd Runs: Classes 2, 3, 4, 7, 8, 9, 11, 12, 13, 14, 16, 18, 19 and 20

3rd Runs: If time permits in the above order.

Class 2 - Touring Cars - 1,151 to 1,500 c.c.

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

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
28	Grayam Barnes	B.L. Mini Metro	1275	Ramsbottom	.....	.....
32	Neil Ellis	B.L. Mini 1275 GT	1275	Oldham	.....	.....
33	Brian True	B.L. Mini Clubman S	1293	Rochdale	.....	.....
Entrant: Lancs & Ches C.C./H.J.Quick Ltd., Manchester						
34	Mark Ford	B.L. Mini Cooper S	1328	Burley-in-Wharfedale	.....	.....

Class 3 - Touring Cars - 1,501 c.c. and over

Record: C.R.Jackson (Opel Ascona) 11/4/82 - 45.06

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
31	John Yardley	Ford Capri	2000	Goole	.....	.....
35	William Haseldine	Triumph Vitesse II	1998	Kingston	.....	.....
36	Chris Moore	Ford Escort XR3i	1596	Selby	.....	.....
37	Norman Lewtas	Ford Escort RS2000	2000	Sheffield	.....	.....

Class 4 - Special Saloon Cars - Up to 1,300 c.c.

Record: A.I.Cobb (Skoda RS Coupe) 12/6/83 - 42.64

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
42	John MacDonald	Midas B.L. Metro	1275	Chorley	.....	.....
43	Mike Bastiana	Mini-Marcos	1300	Hyde	.....	.....
44	Mike Tetlow	B.L. Mini	1275	Batley
45	Maxi Stuart	B.L. Mini Cooper S	998	Southport

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Class 7 - "Marque" Sports Cars - 1,501 to 2,600 c.c.

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

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
63	David A. Gould	Lotus Elan	1558	Bolton	.....	.....
64	Brian Lee	Lotus Elan	1558	Leeds	.....	.....

Class 8 - "Marque" Sports Cars - 2,601 c.c. and over

Record: P.Garland (Morgan Plus 8) 23/8/81 - 44.88

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
67	David Collard	Ferrari 365 GTB 4	4390	London	.....	.....
68	Stephen Crowther	Ferrari 308 GTB	2926	York	.....	.....
69	Bruce Ropner	Ferrari 308 GTS	3000 T	Bedale	.....	.....
70	Hew Dundas	Ferrari 308 GT4	2926	London	.....	.....
71	Gil Jetley	Ferrari 308 GTB q.v.	2926	Northampton	.....	.....
72	Frank Bott	Ferrari 308 GT4	2926	Gerrards X	.....	.....

Class 9 - G.T. & Modified Sports Cars - Up to 1,600 c.c.

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

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
75	Bob Bend	Lotus 7 Cosworth	1600	Sale	.....	.....
76	John Rayner	Lotus 7 Ford	1500	Leeds	.....	.....
77	Melville Tyson	Marlin Ford	1600	Broughton- in-Furness	.....	.....
278	James Hutchinson	M.G. Midget	1400	Wakefield	.....	.....
78	David Hutchinson	M.G. Midget	1400	Wakefield	.....	.....
79	John Hardy	M.G. Midget	1340	Whitby	.....	.....
83	Dave Marsh	Lotus 7 Lotus	1558	Skipton	.....	.....
84	Leon Bachellier	Lotus 7 Ford	1600	Addingham	.....	.....
85	John Pringle	Lotus 7 Lotus	1558	Bishop Auckland	.....	.....
86	Ken Campbell	Lotus 7 Ford	1600	Hyde	.....	.....
87	Eric Humphreys	Lotus 7 Lotus	1600	Mirfield
88	Rob Welch	Caterham 7 Sprint	1600	Lincoln

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Class 11 - Clubmans Sports Cars - Up to 1,700 c.c.

Record: N.Bridge (Mallock U2 24 Nelson) 11/7/82 - 40.03

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
298	Roddy Ropner	Mallock U2 18 Ford	1600	Durham	.....	.....
98	Guy Ropner	Mallock U2 18 Ford	1600	Coxwold	.....	.....
100	John Cartside	Mallock U2 14B Ford	1700	Huddersfield	.....	.....
101	Pat Donnelly	Mallock U2 18/21 Ford	1600	Maryport	.....	.....
102	John Burrell	Mallock U2 11 Ford	1600	Gt Ouseburn	.....	.....
103	Geoff Ainsworth	Gala Clubman Ford	1600	Preston	.....	.....
Entrant: Preston Automobile Club, Preston						
304	Chris Hart	Centaur 84B Close	1600	Sheffield	.....	.....
104	Peter Green	Centaur 84B Close	1600	Huddersfield	.....	.....

Class 12 - Sports Racing & Clubmans Chassis Cars - Up to 1,600 c.c.

Bogey 57.46

Record: C.P.G.Wardle (Mallock U2 21 BDA) 22/8/84 - 39.46

Merged with

Class 13 - Sports Racing & Clubmans Chassis Cars - 1601 c.c. and over

Bogey 56.72

Record: J.R.F.Thomson (Pilbeam MP43 Hart) 18/9/83 - 38.72

No.	Name	Cl.	Car	c.c.	Hometown	Run 1	Run 2
110	Dennis Pegg	12	Lotus XI Climax	1098	Sheffield	.....	.....
111	Doug Keith	12	Chimera Clubmans Ford	1300	Leeds	.....	.....
152	John Netherwood	13	Rotrak Triumph	2000	Huddersfield	.....	.....
Entrant: Rileys Furnishings Ltd., Huddersfield							

Class 14 - Pre 1980 Formula Ford 1600 Racing Cars

Bogey 63.97

Record: S.N.Clark (Van Dieman RF78) 21/8/83 - 45.97

Merged with

Class 16 - Racing Cars - 1,101 to 1,600 c.c.

Bogey 56.31

Record: M.P.Bolsover (Pilbeam MP50 BDA) 12/7/81 - 38.31

No.	Name	Cl.	Car	c.c.	Hometown	Run 1	Run 2
123	Paul Goldman	14	Mallock M9DD Ford	1600	Enfield	.....	.....
127	Bob Cartledge	14	Hawke DL11 Roland	1600	Tuxford	.....	.....
342	Lynne Whitehead	16	Chevron B38 Ford BDA	1594	Birmingham	.....	.....

Class 18 - Rally Cars -

Record: P.Featherman (Vauxhall Chevette) 14/5/83 - 48.66

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
29	Steve Owen	B.L. Mini	1275	Leeds	.....	.....
Entrant: Otley Motor Club, Rawdon						
30	Paul Taylor	Ford Escort	1998	Littleboro	.....	.....

Class 19 - Ferrari Owners Club Cars

Record: Dudley Mason-Styrton (Ferrari Dino 206) 14/5/83 - 45.92

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
62	Richard Chester	Ferrari 365 GT	4400	Masham	.....	.....
63	Robin Ashley	Ferrari 246 GTS Dino	2418	Sheffield	.....	.....
65	Roderick Peacock	Ferrari 308 GT4	2926	Wakefield	.....	.....
67	David Collard	Ferrari 365 GTB 4	4390	London	.....	.....
68	Stephen Crowther	Ferrari 308 GTB	2926	York	.....	.....
70	Hew Dundas	Ferrari 308 GT4	2926	London	.....	.....
71	Gil Jetley	Ferrari 308 GTB q.v.	2926	Northampton	.....	.....
72	Frank Bott	Ferrari 308 GT4	2926	Gerrards X	.....	.....
73	Tony Birch	Ferrari 308 GTS	2926	Spofforth	.....	.....
74	John Swift	Ferrari 308 GTB	2926	Selby	.....	.....
280	Sally Mason-Styrton	Ferrari F2/Tasman	1600	Farnham	.....	.....
	Entrant: Rardley Motors Ltd., Grayshott, Surrey					
80	Dudley Mason-Styrton	Ferrari F2/Tasman	1600	Farnham	.....	.....
	Entrant: Rardley Motors Ltd., Grayshott, Surrey					

Class 20 - Gilbern Owners Club Cars

Record: B.G.Fawkes (Gilbern Genie) 11/7/82 - 49.50

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
21	Ian Wall	Gilbern Invader III	2994	Middlesboro	.....	.....
22	Nick Hill	Gilbern Invader III	2994	Braintree	.....	.....
	Entrant: Gilbern Owners Club Ltd, London					
23	Ray Allen	Gilbern Invader III	3000	Bramhall	.....	.....
24	Nick Minett-Smith	Gilbern Invader III	2994	Gloucester	.....	.....
25	Paul Scott	Gilbern Invader III	2996	Cambridge	.....	.....
38	Nick Vandervell	Gilbern Invader III	3000	London	.....	.....
	Entrant: Gilbern Owners Club Ltd., London					
39	Nigel Ellis	Gilbern Invader II	3000	London	.....	.....
	Entrant: Gilbern Owners Club Ltd., London					

GUYSON
INTERNATIONAL

GUYSON HAREWOOD HILL CLIMB CHAMPIONSHIP



SUPPLEMENTARY REGULATIONS

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

Sunday 22nd, April 1984
Sunday 20th, May 1984
Sunday 10th June 1984
Sunday 8th July 1984
Sunday 11th August 1984
Sunday 30th September 1984

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/2141 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 1984 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 1984 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 13 (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 1984 season are:-

Class 1.....67.20	Class 10.....59.77
Class 2.....65.06	Class 11.....58.03
Class 3.....63.06	Class 12.....57.46
Class 4.....60.64	Class 13.....56.72
Class 5.....59.36	Class 14.....63.97
Class 6.....65.16	Class 15.....59.36
Class 7.....63.25	Class 16.....56.31
Class 8.....62.88	Class 17.....54.12
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 30th September 1984

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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3rd.....	£100
4th.....	£75
5th.....	£50
6th.....	£45
7th.....	£40
8th.....	£35
9th.....	£30
10th.....	£25

11th.....	£65
12th.....	£60
13th.....	£55
14th.....	£50
15th.....	£45
16th.....	£40
17th.....	£35
18th.....	£30
19th.....	£25

12. The awards will be:-

1st.....	The Wilson Trophy and £250 (to be held for 12 months)
2nd.....	£125
3rd.....	£75
4th.....	£50

These awards are additional to the Guyson International Harewood Hill Climb Championship.

GUYSON
INTERNATIONAL

GUYSON HAREWOOD HILL CLIMB CHAMPIONSHIP

1. All competitors in the Guyson International 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 Guyson International 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 last 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 22nd April, 10th June and 30th September the Guyson International 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 8th. 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 12 runners. Only those Guyson International 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 Guyson International Harewood Hill Climb Championship also apply to the F.T.D. Guyson International Awards Series.

12. The awards will be:-

1st.....	The Wilson Trophy and £250 (to be held for 12 months)
2nd.....	£125
3rd.....	£75
4th.....	£50

These awards are additional to the Guyson International Harewood Hill Climb Championship.



PROGRAMME AND LIST OF ENTRIES 20.5.84

ORDER OF ASCENT

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

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

Run Off: The Guyson International/Harewood F.T.D. Awards Series Championship Run-off.

Class 1 - Touring Cars - Up to 1,150 c.c.

Bogey 67.20

Record: J. Foran (Hillman Imp) 18/9/83 - 49.20

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
221	Roy Stone	Hillman Imp Carter	1000	Chaddesden	.....	.....
21	Carl Stone	Hillman Imp Carter	1000	Chaddesden	.....	.....
222	Graham Thompson	Hillman Imp	998	Alvaston	.....	.....
22	Simon Thompson	Hillman Imp	998	Chellaston	.....	.....
23	Bobby Fryers	B.L. Mini Cooper S	1071	Skipton	.....	.....
24	Nigel Clegg	B.L. Mini	998	Rochdale	.....	.....
Entrant: Steermaster (Rochdale) Ltd. & Lancs & Ches C.C./H.J.Quick Ltd.						

Class 2 - Touring Cars - 1,151 to 1,500 c.c.

Bogey 65.06

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

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
227	Elizabeth Wearden	Ford Escort Sport	1298	Solihull	.....	.....
27	Ian Wearden	Ford Escort Sport	1298	Solihull	.....	.....
28	Grayam Barnes	B.L. Mini Metro	1275	Ramsbottom	.....	.....
29	Jeremy Pogson	B.L. Mini 1275 GT	1293	Bramhope	.....	.....
Entrant: Strikes Garden Centres, Leeds						
30	Geoff Howarth	Austin Cooper S	1275	Holmfirth	.....	.....
31	Neil Jackson	B.L. Mini 1275 GT	1293	Skelton/Ure	.....	.....
Entrant: Union Tarpaulin Company, Leeds.						
32	John Casey	B.L. Mini	1293	Burnley
33	Neil Turner	B.L. Mini Cooper S	1275	Wakefield

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Class 3 - Touring Cars - 1501 c.c. and over

Bogey 63.06

Record: C.R.Jackson (Opel Ascona) 11/4/82 - 45.06

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
36	Chris Moore	Ford Escort XR3i	1596	Selby	.....	.....
37	Ronnie Craik	Ford Escort XR3i	1600	Edinburgh	.....	.....
38	Nick Vandervell	Gilbern Invader III	3000	London	.....	.....
	Entrant: Gilbern Owners' Club Ltd., London					
39	Nigel Ellis	Gilbern Invader II	3000	London	.....	.....
	Entrant: Gilbern Owners' Club Ltd., London					
40	Paul Simson	Vauxhall Chevette HS	2300	Leconfield	.....	.....
	Entrant: Simson's Photographers, Beverley					
41	George Swinbourne	Ford Escort BDA	1600	Shaw	.....	.....
	Entrant: Lanes & Ches C.C./H.J.Quick Ltd., Manchester					
42	Mike Kerr	Vauxhall Chevette HSR	2300	Mkt Weighton	.....	.....
	Entrant: GM Dealersport/Shell Oil U.K./Thompson Group					

Class 4 - Special Saloon Cars - Up to 1,300 c.c.

Bogey 60.64

Record: A.I.Cobb (Skoda RS Coupe) 12/6/83 - 42.64

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
45	Maxi Stuart	B.L. Mini Cooper S	998	Southport	.....	.....
46	Dave Ward	Maguire Imp	998	Gt. Missenden	.....	.....
47	William Richmond	Rally Equipe Mini	1300	Warrington	.....	.....
	Entrant: Rally Equipe, Bury					
48	Ron Gerrard	Maguire Imp	1200	Holmfirth	.....	.....
49	Ian Fido	Davrian Imp	(t)915	Worcester	.....	.....
	Entrant: Nayler Road & Motorsport					
50	Dave Whitehead	Chrysler Stiletto Ford	1294	Birmingham	.....	.....
51	Alastair Cobb	Skoda Sl10R BDH	1298	Sheffield	.....	.....
	Entrant: Frank Cobb Group, Sheffield.					

Class 5 - Special Saloon Cars - 1,301 c.c. and over

Bogey 59.36

Record: B.K.Walker (Skoda Coupe Hart) 18/9/83 - 41.36

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
54	Bob Claxton	Vauxhall Firenza	2600	Harrogate	.....	.....
55	Brian Walker	Skoda Coupe Hart	2500	Longridge
	Entrant: BKW Racing, Ribchester					

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Class 6 - "Marque" Sports Cars - Up to 1,500 c.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
58	David Gardner	M.G. Midget	1275	Chester	.....	.....
259	Des Richardson	M.G. Midget	1275	Spondon	.....	.....
	Entrant: Lancs & Ches C.C./H.J.Quick Ltd., Manchester					
59	Dave Pickstone	M.G. Midget	1275	Radcliffe	.....	.....
	Entrant: Lancs & Ches C.C./H.J.Quick Ltd., Manchester					
60	John Gornall	M.G. Midget	1275	Blackpool	.....	.....
	Entrant: Wyre & District Motor Club.					

Class 7 - "Marque" Sports Cars - 1,501 to 2,600 c.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
63	David Haith	Morgan 4/4 Ford	1600	Grimsby	.....	.....
64	Brian Lee	Lotus Elan	1558	Leeds	.....	.....
65	Graham Oates	Lotus Europa	1594	Liverpool	.....	.....
	Entrant: Lancs & Ches C.C./H.J.Quick Ltd., Manchester					

Class 8 - "Marque" Sports Cars - 2,601 c.c. and over Bogey 62.88
Record: P.Garland (Morgan Plus 8) 23/8/81 - 44.88

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
68	Roger Reynolds	Triumph TR8	3528	Wilmslow	.....	.....
69	Bruce Ropner	Ferrari 308 GTS	3000T	Bedale	.....	.....
70	Hew Dundas	Ferrari 308 GT4	2926	London	.....	.....
71	Gil Jetley	Ferrari 308 GTB	2926	Northampton	.....	.....
72	Frank Bott	Ferrari 308 GT4	2926	Gerrards X	.....	.....
73	Tony Birch	Ferrari 308 GTS	2926	Spofforth	.....	.....
74	John Swift	Ferrari 308 GTB	2926	Selby	.....	.....

Class 9 - G.T. & Modified Sports Cars - Up to 1,600 c.c. Bogey 60.36
Record: L.C.Barter (Davrian Hartwell VI) 16/9/79 - 42.36

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
77	Melville Tyson	Marlin Ford	1600	Broughton-in-Furness	.....	.....
78	Sarah Hutchinson	M.G. Midget	1400	Wakefield	.....	.....
79	John Hardy	M.G. Midget	1340	Whitby	.....	.....
280	David Naylor	Dutton Malaga B Plus Ford	1600	Leeds	.....	.....
80	Peter Bellhouse	Dutton Malaga B Plus Ford	1600	Leeds	.....	.....
81	Ray Chappell	Biota Leyland	1300	Worksop
82	Tony Hall	Clan Crusader	998	Cramlington

continued.....

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Class 9 - G.T. & Modified Sports Cars - Up to 1,600 c.c.

Continued

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
83	Dave Marsh	Lotus 7 Twin Cam	1558	Skipton	.....	.....
84	Leon Bachelier	Lotus 7 Ford	1600	Addingham	.....	.....
85	John Pringle	Lotus 7 Twin Cam	1558	Bishop Auckland	.....	.....
86	Bob Campbell	Lotus 7 Ford	1600	Hyde	.....	.....
87	Eric Humphreys	Lotus 7 Lotus	1600	Mirfield	.....	.....
88	Rob Welch	Caterham 7 Sprint	1600	Lincoln	.....	.....
289	John Atkinson	Lotus Elan Si T/C	1600	Keyworth	.....	.....
89	Ron Birkett	Lotus Elan Si T/C	1600	Southwell	.....	.....
90	Tony Blewitt	Davrian Mk 8 Ford	1598	Wakefield	.....	.....
91	Bob Dayson	Turner Mk II Cosworth	1594	Rugeley	.....	.....

Entrant: Cougar Developments Ltd., Brereton Cross

Class 10 - G.T. & Modified Sports Cars - 1,601 c.c. and over

Bogey 60.32

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

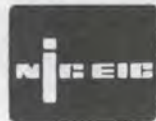
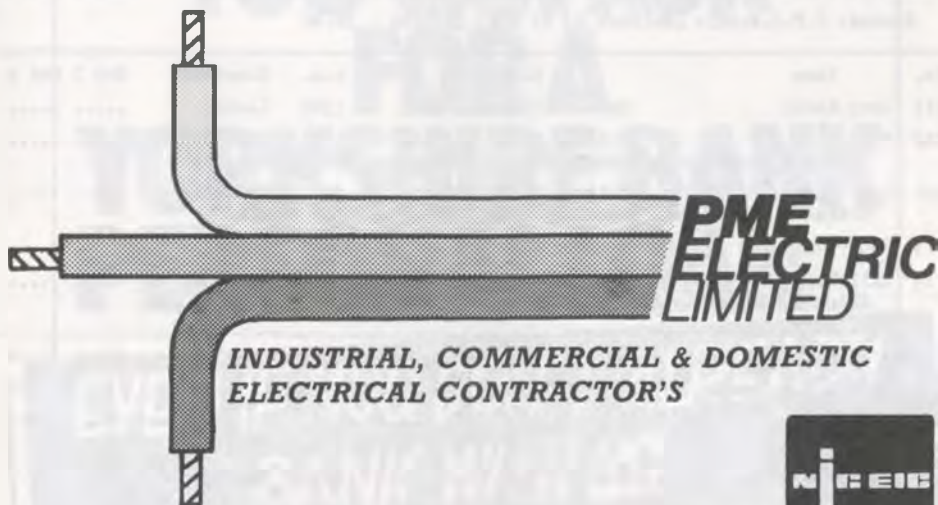
No.	Name	Car	c.c.	Hometown	Run 1	Run 2
94	Tony Bancroft	Porsche 3.3 Turbo	3300T	Ilkley	.....	.....
95	Paul Tankard	T.V.R. Tuscan Ford	4727	Lightcliffe	.....	.....

Class 11 - Clubmans Sports Cars - Up to 1,700 c.c.

Bogey 58.03

Record: N.Bridge (Mallock U2 24 Nelson) 11/7/82 - 40.03

298	Simon Ropner	Mallock U2 18 Ford	1600	Bedale	.....
98	Robert Ropner	Mallock U2 18 Ford	1600	Bedale	.....
99	Andrew Melvin	C.T.G. Scholar	1600	Tadcaster	.....
100	John Gartside	Mallock U2 14B Ford	1700	Huddersfield	.....
101	Pat Donnelly	Mallock U2 18 Ford	1600	Maryport	.....
102	John Burrell	Mallock U2 11 Ford	1600	Gt Ouseburn	.....
103	Michael Radigan	Mallock U2 20 Ford	1700	Ormesby	.....
304	Chris Hart	Centaur 84B Close	1600	Sheffield	.....
104	Peter Green	Centaur 84B Close	1600	Huddersfield	.....
105	Joe Ward	Ward WD7 Ford/Holbay	1700	Pickering	.....
	Entrant: Motor Refinisher Supply Co. (Sales) Ltd., Pickering, York & Hull				
106	Redvers Arnold	Mallock U2 20 Ford	1700	Middlesboro	.....
307	Allan Warburton	Mallock U2 14/25 Beattie	1700	Swinton	.....
107	David Grace	Mallock U2 14/25 Beattie	1700	Guiseley	.....
308	Ray Harper	Mallock U2 21/24B Chamb.	1700	Sheffield	.....
	Entrant: Rileys Furnishings Ltd., Huddersfield				
108	Peter Harper	Mallock U2 21/24B Chamb.	1700	Sheffield
	Entrant: Rileys Furnishings Ltd., Huddersfield				



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Class 12 - Sports Racing & Clubmans Chassis Cars - Up to 1,600 c.c. Bogey 57.46
 Record: C.P.G.Wardle (Mallock U2 21 BDA) 22/8/84 - 39.46

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
111	Doug Keith	Chimera Clubmans Ford	1300	Leeds	.....	.....
312	Mike Wall	Mallock U2 21 Beattie T/C	1598	Bristol	.....	.....
	Entrant: Honeybourne Mouldings Steel/Fibreglass	Car Panels				
112	John Bateman	Mallock U2 21 Beattie T/C	1598	Evesham	.....	.....
	Entrant: Honeybourne Mouldings Steel/Fibreglass	Car Panels				
113	Bob Prest	Mallock U2 23B Ford BDA	1598	Croxdale	.....	.....
114	Bill Wood	Mallock U2 18 Ford BDA	1600	Edinburgh	.....	.....
	Entrant: Leicester Building Society					

Class 13 - Sports Racing & Clubmans Chassis Cars - 1,601 c.c. and over Bogey 56.72
 Record: J.R.F.Thomson (Pilbeam MP43 Hart) 18/9/83 - 38.72

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
117	George Tatham	McLaren M12C Chevrolet	7200	Malton	.....	.....
118	Alex Graham	Mallock U2 20 Ford BDA	1700	Wishaw	.....	.....
319	Jim Robinson	Mallock U2 21 Hart/Marks	2200	Costock	.....	.....
	Entrant: Team Alno Racing					
119	Charles Wardle	Mallock U2 21 Hart/Marks	2200	Nottingham	.....	.....
	Entrant: Team Alno Racing					
1	Martin Bolsover	Pilbeam MPB 43 Hart:PMED	2500	Chaddesley	.....	.....
	Entrant: Guyson International Ltd., Otley			Corbett		

Class 14 - Pre 1980 Formula Ford 1600 Racing Cars Bogey 63.97
 Record: S.N.Clark (Van Dieman RF78) 21/8/83 - 45.97

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
123	Paul Goldman	Mallock M9DD Ford	1600	Enfield	.....	.....
124	Rod Stanniland	Merlyn Mk 30 Ford	1600	Retford	.....	.....
125	Peter Firth	Lola T200 Ford	1600	Batley	.....	.....
	Entrant: Lincs & Ches C.C./H.J.Quick Ltd., Manchester					
326	Les Sharp	Reynard FF77 Ford	1600	Wakefield	.....	.....
126	David Sturdy	Reynard FF77 Ford	1600	Bradford	.....	.....
127	Bob Cartledge	Hawke DL11 Roland	1600	Tuxford	.....	.....
128	Simon Clark	Van Diemen RF79 Scholar	1600	Scarcroft	.....	.....
	Entrant: Design & Fittings Ltd., Wehterby					
129	Mike McDermott	Van Dieman RF78 Minister	1600	Littleboro
130	Alan Stringer	Crossle 30F Minister	1600	Knaresboro

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Class 15 - Racing Cars - Up to 1,100 c.c.

Bogey 59.36

Record: L.C.Barter (Delta Hartwell T.824) 10/7/83 - 41.36

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
333	David Docherty	Cooper Heyward Special	500	Chester	.....	.....
133	Thomas Docherty	Cooper Heyward Special	500	Chester	.....	.....
134	Eryl Davies	Pilbeam SP1 BDJ	1098	Haworth	.....	.....
135	Allan Staniforth	Terrapin Mk7D Imp/Mini	1034	Harrogate	.....	.....
136	Richard Homer	Ginetta Imp	1094	Sutton Coldfield	.....	.....
137	Jerry Sturman	Sparton SF79 Cosworth BDJ	1098	Ruislip	.....	.....

Class 16 - Racing Cars - 1,101 to 1,600 c.c.

Bogey 56.31

Record: M.P.Bolsover (Pilbeam MP50 BDA) 12/7/81 - 38.31

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
140	Andrew Florentine	Chevron Ford BDA	1600	Richmond	.....	.....
341	Derek Goodall	Ensign LNF3 Ford BDA	1600	Leeds	.....	.....
141	David Montague	Ensign LNF3 Ford BDA	1600	Ilkley	.....	.....
342	Lynne Whitehead	Chevron B38 Ford BDA	1594	Birmingham	.....	.....
142	Mike Brown	Chevron B38 Ford BDA	1594	Leicester	.....	.....
143	Peter Riley	March 722P FVA	1600	Liverpool	.....	.....
8 - 144	Brian Frazer	March 782 FVA	1598	Glasgow	.....	.....
145	Alan Newton	March Pilbeam FVA	1600	Clitheroe	.....	.....
8 - 146	David S. Gould	Gould 84/1 Langford BDA	1570	Newbury	.....	.....

Class 17 - Racing Cars - 1,601 c.c. and over

Bogey 54.12

Record: M.P.Bolsover (Pilbeam MP50 Hart) 10/7/83 - 36.12

No.	Name	Car	c.c.	Hometown	Run 1	Run 2
12	Stuart Harte	Chevron B29 Cosworth	2282	Littleboro	.....	.....
8 - 11	Tim Thomson	Pilbeam MP50 OTJ Hart	2800	Harewood	.....	.....
	Entrant: Guyson International Ltd., Otley					
6	Jim Thomson	Pilbeam MP40 RXH Hart	2500	Timble	.....	.....
	Entrant: Guyson International Ltd., Otley					
8 - 4	Roy T Lane	Pilbeam MP51 BMW	2700	Warwick
	Entrant: Steel King Safety Footwear					



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Class 18 - Harewood Classics

Bogey as in individual class

Marked on a Handicap basis according to competitor's own class bogey time

No.	Name	Cl.	Car	c.c.	Hometown	Run 1	Run 2
349	Max Brown	10	Batten Special V8 Ford	3925	Pontefract	.....	.....
149	Neil Bennett	10	Batten Special V8 Ford	3925	Pontefract	.....	.....
150	Colin Shute	10	Jaguar E Type	3800	Wakefield	.....	.....
351	Chris Mason	10	Jaguar E Type	4235	York	.....	.....
151	Haydn Spedding	10	Jaguar E Type	4235	Cawthorne	.....	.....
152	John Netherwood	13	Rotrak Triumph	2000	Huddersfield	.....	.....
353	Lynn Craven	14	Lotus 51B Ford	1600	Bradford	.....	.....
	Entrant: Lanes & Ches C.C./H.J.Quick Ltd., Manchester						
153	Allen Craven	14	Lotus 51B Ford	1600	Bradford	.....	.....
	Entrant: Lanes & Ches C.C./H.J.Quick Ltd., Manchester						
154	Peter Speakman	16	Brabham BT18 Ford	1597	Broughton-in-Furness
155	Jim Johnstone	17	Brabham BT18 Oldsmobile	3528	Wetherby

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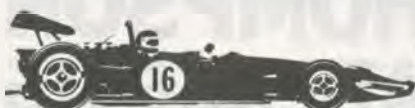
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After both Class Runs have been completed, the 10 eligible drivers who have recorded the 10 fastest times in those class runs are given the opportunity of making two special Championship Runs. Each of these runs is made in reverse order with the competitor 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.

Record Before Meeting 36.12

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

1	Jim Thomson *	Pilbeam MP40 RXH Hart.....	2500c.c.	10
2	Peter Harper *	Mallock U2 21/24R Chamberlain.....	1700c.c.	9
3	Ray Harper *	Mallock U2 21/24R Chamberlain.....	1700c.c.	8
4	Bill Wood *	Mallock U2 18 Ford RDA.....	1600c.c.	7
5	Alan Newton *	March Pilbeam Ford FVA.....	1600c.c.	6
6	John Istead	Mallock U2 14/18 Beattie.....	1700c.c.	5
7	Redvers Arnold *	Mallock U2 20 Ford.....	1700c.c.	4
8	Allan Warburton *	Mallock U2 14/25 Beattie.....	1700c.c.	3
9	Joe Ward *	Ward WD7 Ford/Holbay.....	1700c.c.	2



B.A.R.C. Yorkshire Centre SPEED EVENT CLASSES

The cars running to today's meeting range from basically family saloons right up to F1 racing cars. To enable the competition to be as even as possible, these cars are split into classes where, in theory, competition should be more equitable. The governing body for Motor Sport, the R.A.C. Motor Sports Association publish their suggested Speed Event Classes, but as these are entirely oriented towards the higher levels of competition, there is no room for lesser breeds of car who's primary object is to transport the driver. Over the past thirty years we have gradually developed our own "Speed Event Classes" which incorporate all the R.A.C. M.S.A. Classes, but have additional classes for fully trimmed saloon and sports cars. We thought that some of you watching this afternoon, might be interested in seeing something of the rules necessary to govern the division of cars into classes so the 1984 version of the B.A.R.C. Speed Event Classes is printed below.

1. DEFINITIONS

All vehicles will comply with the R.A.C. M.S.A. Technical Regulations as published in the 1984 Edition of the "R.A.C. British Motor Sports Yearbook" and any subsequent revisions issued by the R.A.C. M.S.A.

Vehicles will be divided into the following categories:-

Touring Cars

- (a) Touring Cars*
- (b) Special Saloon Cars

Production Sports Cars

- (a) "Marque" Sports Cars*
- (b) Modified Sports Cars
- (c) Grand Touring Cars

Competition Sports Cars

- (a) Clubmans Sports Cars
- (b) Sports Racing Cars
- (c) Clubmans Chassis Cars

Racing Cars

- (a) Formula Ford 1600 Cars
- (b) Racing Cars

In all categories above other than those marked with an * the definitions of what constitutes a vehicle eligible for one of these categories, or sub-categories will conform exactly with the Definitions and Regulations laid down in the R.A.C. M.S.A. Technical Regulations

In the case of Touring Cars and "Marque" Sports Cars, the definitions are at the sole discretion of the B.A.R.C. Yorkshire Centre Class Committee. The fact that a vehicle is open or closed has no effect on the category to which it is allocated.

Outline definitions covering the categories above are:-

Touring Cars* are normally series produced vehicles, usually with a minimum of four seats and fully equipped for road use.

Special Saloon Cars are as defined by the R.A.C. M.S.A. for entry into this category in Club Racing.

"Marque" Sports Cars* are sporting production cars which are arbitrarily grouped to give even competition.

Modified Sports Cars* are as defined by the R.A.C. M.S.A. for entry into this category in Club Racing.

Grand Touring Cars* are as the definition issued in April 1983 by the R.A.C. M.S.A. Speed Events Committee.

Clubmans Sports Cars are as defined by the R.A.C. M.S.A. for entry into this category of Club Racing.

Sports Racing Cars are as defined by the R.A.C. M.S.A..

Clubmans Chassis Cars are Clubmans Sports Cars fitted with engines which do not comply with the Clubmans Sports Cars regulations.

Formula Ford 1600 Cars are as defined by the R.A.C. M.S.A. for Club Racing but manufactured before 1st. January 1980.

Racing Cars are other single-seat competition cars.

Continued on page 44

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SPEED EVENT CLASSES Continued

Apart from categories marked * above, the exact definitions can be found on pages 118/121 of the 1984 R.A.C M.S.A. "Yearbook".

2. CLASSES

Within each category, vehicles will be divided into classes as below:-

Touring Cars

- Cl. 1 - Touring Cars up to 1,150cc
- Cl. 2 - Touring Cars 1,151 to 1,500cc
- Cl. 3 - Touring Cars 1,501cc & over
- Cl. 4 - Special Saloon Cars up to 1,300cc
- Cl. 5 - Special Saloon Cars 1,301cc & over

Production Sports Cars

- Cl. 6 - "Marque" Sports Cars up to 1,500cc
- Cl. 7 - "Marque" Sports Cars 1,501cc to 2,600cc
- Cl. 8 - "Marque" Sports Cars 2,601cc & over
- Cl. 9 - G.T. & Modified Sports Cars up to 1,600cc
- Cl. 10 - G.T. & Modified Sports Cars 1,601cc & over

Competition Sports Cars

- Cl. 11a- Clubmans Sports Cars - Class "A"
- Cl. 11b- Clubmans Sports Cars - Class "B"
- Cl. 12 - Sports Racing & Clubmans Chassis Cars up to 1,600cc
- Cl. 13 - Sports Racing & Clubmans Chassis Cars 1,601cc & over

Racing Cars

- Cl. 14 - Pre 1980 Formula Ford 1600 Cars
- Cl. 15 - Racing Cars up to 1,100cc
- Cl. 16 - Racing Cars 1,101 to 1,600cc
- Cl. 17 - Racing Cars 1,601cc & over

3. CONDITIONS OF ELIGIBILITY

a). Touring Cars

In classes 1,2 & 3 the capacity of any car shall be considered to be the standard unmodified capacity of the vehicle when new rather than the measured capacity. Engine modifications and tuning are permitted with no limit save that the original cylinder block shall be retained, the bore shall not be increased by more than 60 thou. the stroke will not be changed, the method of valve operation shall remain the same, the number of ports or valves in the cylinder head will not be changed, nitrous oxide injection will not be permitted and the engine will not be relocated in the chassis. The original gearbox casing must be retained but it's internals are free.

Any modification may be made to the braking system and wheels. Suspension

modifications are allowed as long as the layout and the method of operation remain unchanged from standard. So far as the bodywork is concerned cars in these classes will run with all standard equipment, a full complement of seats (although proprietary seats may be used in the front only) and standard coachwork.

Coachwork may not be lightened and must include all bumpers, fittings and trim supplied as standard with the exception that overriders may be removed, number plates and number plate backing plates need not be carried and, as a safety measure, combustible sound insulation, trim and carpets may be removed from the interior of boots and engine compartments only. The battery may be repositioned.

Additional accessory equipment will be permitted, but in cases where this has to be substituted for the original equipment e.g. dash panels, light units, etc., the construction of the new items must be at least as massive as the components removed with the exception that non-standard steering wheels of smaller diameter and/or lighter construction are allowed. Where installation of a roll cage displaces some of the interior fittings, trim, etc., the items removed must be carried in the car.

Air intakes and carburettor blisters, etc may be fitted. To enable the use of wider section wheels and tyres, wheel arch extensions not exceeding 75mm projection on each side may be fitted.

Spare wheels, fan belts and tools may be removed.

Note: Cars built in short production runs which are intended for competition in Rally Class "B" are not accepted as Touring Cars.

b). Special Saloon Cars

Will comply with the R.A.C. M.S.A. Technical Regulations, sections QA and QF and the Race Vehicle Regulations for Special Saloons on page 152 of the "British Motor Sports Yearbook 1984" except that the class capacity breaks are different.

Additionally, cars which would normally be eligible as "Touring Cars" but which are not in complete compliance with the Eligibility Regulations above will run in the appropriate Special Saloon Class, provided that their modifications are within the limits permitted for Special Saloon Cars.

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Proprietor: Malcolm Lanfranchi.

SPEED EVENT CLASSES Continued

c). "Marque" Sports Cars

Vehicles accepted as "Marque" Sport Cars are listed in Appendix "A" to these regulations and will not be amended until the end of the season. However, unlisted cars which are considered by the Classes Committee to comply with the spirit of the "Marque" regulations may be allowed to compete at certain meetings.

Eligibility rules in Classes 6, 7 & 8 are exactly as in Classes 1, 2 & 3 with the additional requirement that standard windscreens will be used and in the upright position.

d). Modified Sports Cars

Will comply with the R.A.C. M.S.A. Technical Regulations, sections QA and QF and the Race Vehicle Regulations for Modified Sports Cars on pages 146/149 of the "British Motor Sports Yearbook 1984" and the list of Permitted Cars on page 178 of the "British Motor Sports Yearbook 1984" except that the class capacity breaks are different.

Additionally, cars that would normally be eligible as "Marque" Sports Cars but which are not in compliance with the Eligibility Regulations above will run in the appropriate Modified Sports Car class, provided that their modifications are within the limits permitted for Modified Sports Cars.

e). Grand Touring Cars

Will comply with the definition laid down by the Speed Events Committee of the R.A.C. M.S.A. in April 1983 which reads:- "Grand Touring Cars are vehicles produced in small production quantities offering at least two seats and possibility of adaptation for sporting competition".

They will also comply with the R.A.C. M.S.A. Technical Regulations sections QA and QF and not exceed the modifications allowed for Modified Sports Cars in the Race Vehicle Regulations for Modified Sports Cars on pages 146/149 of the "British Motor Sports Yearbook 1984".

f). Clubmans Sports Cars

Will comply with the R.A.C. M.S.A. Technical Regulations, sections QA and QF and the Race Vehicle Regulations for Clubmans Sports Cars on pages 139/141 of the "British Motor Sports Yearbook 1984" except that paragraphs 6.2.1, 6.7.6 & 6.7.7 do not apply and tyres are free.

g). Sports Racing Cars

Will comply with the R.A.C. M.S.A. Technical Regulations, sections QA and QF and the definition on page 120 of the "British Motor Sports Yearbook 1984".

h). Formula Ford 1600 Cars

Will comply with the R.A.C. M.S.A. Technical Regulations, sections QA and QF and the Race Vehicle Regulations for Formula Ford 1600 Cars on pages 152/156 of the "British Motor Sports Yearbook 1984" except that any tyre that is, or has been, accepted by the R.A.C. M.S.A. as a controlled tyre for this Class may be used. Additionally paragraph QG 18.16(a) concerning silencers does not apply for Hill Climbs and Sprints.

All Formula Ford 1600 Cars must have been manufactured prior to 1st. January 1980 to be eligible for this class.

i). Racing Cars

Will comply with the definition on page 120 of the "British Motor Sports Yearbook 1984" and with the R.A.C. M.S.A. Technical Regulations sections QA and QF.

4. GENERAL CONDITIONS OF ELIGIBILITY

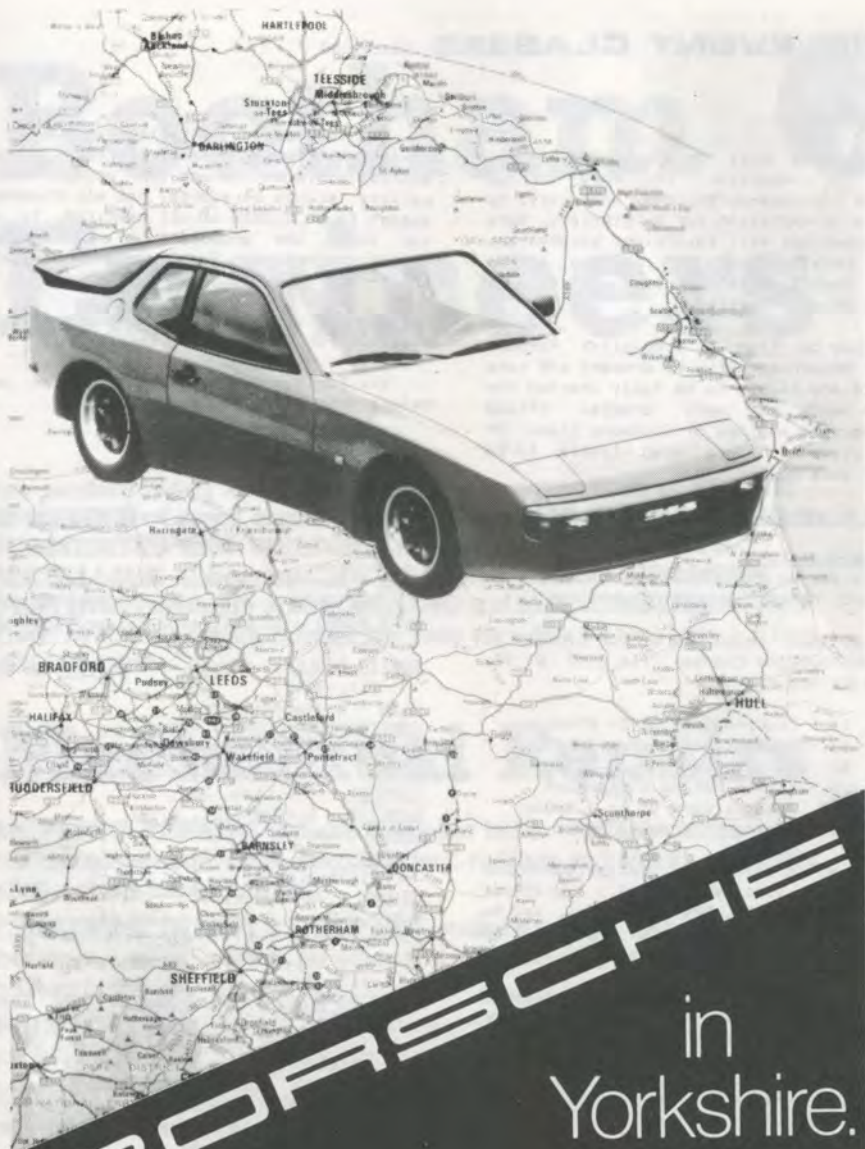
Cars fitted with superchargers, turbochargers or any other method of forced induction will be classed as having an engine capacity increase of 40%. Note: This rule overrides the 2:1 increase for Special Saloon Cars laid down in paragraph 17.5.2 on page 152 of the "British Motor Sports Yearbook 1984".

In all classes other than 1,2,3,6,7 & 8 the capacity of a car will be the actual measured capacity.

In classes 1,2,3,6,7 & 8 only standard pump fuel of not more than **** rating will be used and Nitrous Oxide or similar oxygen producing injection systems are not allowed.

All vehicles must be fitted with Timing Struts as laid down in R.A.C. M.S.A. Regulation QF.13(g). Competitors are reminded that under R.A.C. M.S.A. Regulations for Timekeepers, section 2.3.6 on page 84 of the "British Motor Sports Yearbook 1984", Timekeepers are forbidden to record a time for any car not fitted with a Timing Strut.

Each car may only be entered in its own correct category and capacity class.



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SPEED EVENT CLASSES Continued

5. SCRUTINEERING

Scrutineering will be divided into two sections. In addition to the normal examination for race-worthiness, there will be a separate examination for eligibility. Both these examinations will take place before the start of each meeting. At certain events additional checks for eligibility will be made during and after a meeting.

From time to time a specialist Formula Ford 1600 Scrutineer will be present and cars in class 14 are liable to be fully checked for compliance with the very precise FF1600 Regulations. The engines of Clubmans Class "B" Cars in class 11b are also liable to be checked in this way.

6. MERGING & SUB-DIVISION OF CLASSES

a). Sub-division

Classes may be sub-divided as allowed for in the R.A.C. M.S.A. General Regulations.

Five classes which may be sub-divided at certain meetings are Classes 1,4,5,12 & 15. The sub-divisions will be:-

- Class 1a - Touring Cars up to 850cc
- Class 4a - Special Saloons up to 850cc
- Class 5a - Special Saloons up to 1000cc
- Class 12a - Sports Racing & Clubmans Chassis Cars up to 1.300cc
- Class 15a - Racing Cars up to 500cc

Additional classes for specialised types of car e.g. Vintage, P.V.T., Historic Racing, Historic Sports, One-Make, etc., may be inserted for certain meetings. These will be numbered outside the normal Classes.

One example of this is the "Harewood Classics" Category which operates at Harewood Meetings. Vehicles running in this category have to comply with the general regulations above, but the specific requirements for the category are defined in the "HAREWOOD REGULATIONS BOOKLET - 1984".

b). Merging

Where less than four entries are received for a class, that class may be merged with the next appropriate class. Should the class be run with three, or fewer entries, the value of the First in Class award will be reduced to equal that for Second in Class for classes with four or more entries.

Where a class is merged, it normally will be amalgamated with a class having a slightly quicker class record.

Due to regional variations in support for different types of cars, the total number of entries different venues can accept and the varying status of events, not all classes can expect to be viable at all meetings. To allow for this, the promoters of a meeting may stipulate in their Supplementary Regulations that:-

a). Only certain of the classes above are eligible for entry in the meeting.

b). Certain of the classes may be merged before entries even open.

APPENDIX "A"

LIST OF VEHICLES ELIGIBLE FOR "MARQUE" SPORTS CAR CATEGORY

A.C. - Ace, Ace Bristol, Aceca, Aceca Bristol, Ace Zephyr, 428, Cobra 4727cc, ME3000
ALFA ROMEO - 1300GT, 1750 Spider, 2000 Spider Veloce
AUSTIN HEALEY - Sprite, 100(all except S), 100 Six, 3000
CLAN - Crusader (875cc)
CONTEMPORARY COBRA - 4727cc
DATSUN - 240Z, 260Z, 260Z 2+2
FIAT - 1500S, 2300S, 124 Spider Sport, X1/9
FERRARI - 246 Dino, 308
GINETTA - G.15(875cc), G.21
HONDA - S800
JAGUAR - All XK & E Types except competition lightweights
JENSEN - Jensen Healey
LOTUS - Elan, Elan+2, Europa, Elite, Eclat, Esprit, Esprit Turbo
MARCOS - Ford GT 1500 & 1600(Push Rod), 2 litre (V.4), 3 litre, Mantis
MERCEDES BENZ - 230SL, 250SL, 280SL, 350SL, 450SL
M.G. - "T" Type, MGA, MGB, MGC, MGB V8, Costello B
MORGAN - 4/4, Plus 4, Plus 8
PANTHER - Lima, Kallista 1.6, Kallista 2.8
PORSCHE - 1500, 1600, 911, 912, 924, 928, 944 - all road versions
RELIANT - Scimitar GTE, GTC, Sabre
SUNBEAM - Alpine, Tiger
TRIDENT - Venturer, Clipper, Typhoon
TRIUMPH - Spitfire, GT6, All TR models including V8
T.V.R. - Grantura, Vixen, Tuscan, 1300, 2500, 2500M, 3000M, 3000ML, 3000 Turbo, Tasmin
VOLVO - P.1800S, P1800ES
VOLKSWAGEN - Porsche 914/6

See paragraph 3.c above

Bootham Engineers



use modern repair and refurbishment techniques such as **FLAME SPRAYING** of steel, ceramics and bronze, **MIG, TIG** and **SUBMERGED ARC WELDING** for heavier repairs. **WHITE METALLING** of bearings. **NICKLE AND HARD CHROMIUM PLATING**. Full range of **MACHINING** and **MACHINE GRINDING**. Over 10 tonnes lifting, largest machine capacity 33 feet long a 6 feet diameter, for

Mechanical Repairs

SHIPPING REPAIRS include Propeller hubs - variable pitch, winches, hydraulic rams, engine liners, rudders and stocks, propeller shafts, stern tube bearings.

CHEMICAL INDUSTRY REPAIRS include pumps, turbine bearings, turbine elements, compressors, centrifuges, emulsifiers, mixers and agitators.

PRINTING INDUSTRY Reconditioning of printing machine cylinders and ink rollers by flame spraying.

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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 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 £12 which covers the Club as a whole, but without the right to take part in Race Meetings and Speed Events. We would expect that 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 the club's and other centres' Sprints & Hill Climbs and other non racing events plus those organised by other motor clubs to which the BARC is invited. For an extra £2 joint membership for husbands and wives is added. Membership runs for 12 months from the date of election and not just up 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.

British Automobile Racing Club

THIRUXTON MOTOR RACING CIRCUIT, THIRUXTON, ANDOVER, HANTS SP11 8PN



Membership Application Form

Your membership runs for a full 12 months from the 1st day of the month you join — not from January to December as with some other clubs

Application for Full Membership

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

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

Wife's Christian Names (if joining).....

Address.....

Telephone Number (Home)..... (Business).....

Nationality.....

Occupation (precise).....

I enclose a remittance/Direct Debit for the following categories of membership (tick box)

☐ Annual Subscription £12

☐ Entrance Fee (payable on joining only) £2 extra

☐ Racing Membership £14 extra

☐ Joint Membership £2.00 extra

☐ Centre Membership £3.50 extra

☐ Joint Centre Membership £2.00 extra

☐ Overseas Membership £11

Total amount..... Signature.....

If applying for Centre Membership please put a tick next to the Centre(s) of your choice.

☐ London and Home Counties (based on London)

☐ North Western (based on Liverpool)

☐ Yorkshire (based on Leeds)

☐ South Western (based on Southampton)

Application for Junior Membership

(Applicable between the ages of 13 and 17 Years)

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

Address.....

Age..... Date of Birth..... Nationality.....

Parents declaration: I am willing that my son/daughter should become a Junior Member of the British Automobile Racing Club and I undertake responsibility for the payment of the annual subscription of £3.00 I enclose £3.00 for the first year's subscription.

Parents signature..... Membership number (if applicable).....

All cheques should be made payable to British Automobile Racing Club Ltd and crossed.
Payment may be made either by Direct Debit (see enclosed form) or by cheque, cash or money order.

Please note

1. That any badges issued remain the property of the Club, and are to be returned immediately on termination of Membership

2. The Club reserves the right to require the return of badges at any time

3. Badges are not transferable to any other person

4. 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/she is a Member, or within one year afterwards, for payment of the debts and liabilities of the Club contracted before he/she 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 50 new pence



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307
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