Harewood

SPEEDCLIMB

MONTAGUE BURTON TROPHY MEETING

SUNDAY 21st AUGUST, 1988

Paul Greaves waves a wheel round Farmhouse *Photo: Frank Hall*

OFFICIAL PROGRAMME £1

For conditions of admission — see inside

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

MONTAGUE BURTON TROPHY MEETING

SUNDAY 21st AUGUST, 1988

R.A.C. M.S.A. Permit 9650

ROUND 5
OF THE
HAREWOOD HILLCLIMB CHAMPIONSHIP

PUBLIC WARNING MOTOR SPORT IS DANGEROUS

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 MARSHALS ASSOCIATION

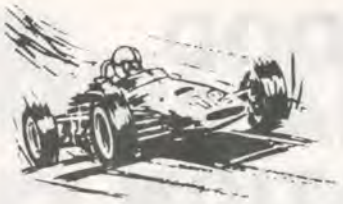
We hope you are enjoying your day at Harewood Speed Climb — if you are why not become more involved?

Why not get closer to the action and become a Marshal?

Members of the Harewood Marshals Association will be on hand at our caravan (the white and blue one - near the catering tent) in the paddock at lunch time and after the meeting to answer your questions.

You do not have to commit yourself to any more meetings than you wish to — but obviously the more meetings you attend the more you will get out of your commitment.

DO NOT DELAY — JOIN TODAY



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 1500c.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 sauce 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, Mallory Park, Oulton Park, Silverstone, Donnington 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 hillclimb 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 Harewood Hill Climb Championship which draws very large support.

Membership of the B.A.R.C. is open to all interested and has various grades. The basic subscription is £15.50 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 £5 per year and gives the right to be part of our local activities, take part in the Club's and other Centre's Sprints & Hill Climbs and other non racing events plus those organised by other motor clubs to which the BARC is invited. For an extra £2.50 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 Bus in the Paddock and ask for a Marshalling Availability form. The Harewood Marshals Association has a caravan parked in the Paddock and they will be pleased to meet you and explain how to become involved.

HAREWOOD COURSE RECORDS

The first meeting at Harewood took place on 16th September, 1962. It was tarmac'ed before our first National Meeting on 8th September, 1963, with a limestone based tarmac which grew very slippery. That surface was replaced with a surface of non-slip asphalte with a sharp slag base which was laid for the meeting on 21st July, 1968. The present surface, of a similar nature to the last, was laid in March, 1985.

The course records as they were set:

16.9.62	A. Lanfranchi	Elva Mk 6	51.61
21.4.63	C. K. W. Schellenberg	Lister	49.79
8.9.63	P. Boshier-Jones	Lotus 22	46.72
24.5.64	A. E. Marsh	Marsh Special	45.16
13.9.64	P. Westbury	Ferguson P99	44.45
10.9.67	A. E. Marsh	Marsh Buick	42.94
16.6.68	P. G. Lawson	BRM 4WD	42.86
15.9.68	P. G. Lawson	BRM 4WD	41.43
19.4.70	N. Williamson	McLaren M10A	40.25
11.9.71	D. Hepworth	Hepworth FF	40.10
12.9.71	R. T. Lane	McLaren M10B	39.57
10.9.72	M. McDowell	Brabham BT36X	39.14
24.9.72	R. Thwaites	McLaren M10A	38.47
31.7.77	R. T. Lane	March 741 DFV	38.41
17.9.78	C. F. Cramer	March 76A Ford	38.39
13.5.79	F. P. Kaye	Pilbeam MP31 DFV	38.18
1.9.79	C. F. Cramer	March 782 Hart	38.04
13.4.80	M. D. Griffiths	Pilbeam MP40	37.79
1.6.80	C. F. Cramer	March 782 Hart	37.46
12.7.81	J. R. F. Thomson	Pilbeam MP40	36.72
16.5.82	J. R. F. Thomson	Pilbeam MP40	36.64
11.7.82	M. P. Bolsover	Pilbeam MP50	36.42
19.9.82	M. P. Bolsover	Pilbeam MP50	36.28
10.7.83	M. P. Bolsover	Pilbeam MP50	36.12
29.9.85	R. Rowan	Toleman TG2/80	35.68
20.7.86	R. Rowan	Toleman TG2/80	35.44

COURSE AND CLASS RECORDS AT 1st JANUARY 1988

Class	*Driver*	*Car*	*Date*	*Time*
1	A. Tymkewycz	Chrysler Sunbeam Sport	27.9.87	48.52
2	N. Clegg	Austin Cooper S	29.9.85	46.27
3	M. R. Kerr	Vauxhall Chevette	10.6.84	44.33
4	D. Whitehead	Chrysler Stiletto	29.9.85	42.13
5	M. R. Kerr	Skoda	17.8.86	40.18
6	B. Kenyon	Austin Healey Sprite	31.5.87	45.67
7	M. D. G. Oates	Lotus Europa	20.7.86	44.30
8	P. Garland	Morgan +8	18.8.85	43.86
9	R. Dayson	Caterham Super 7	29.9.95	41.49
10	J. A. Bancroft	Porsche 3.3 Turbo	28.9.86	40.38
11B	P. Goldman	Mallock Mk 16	28.9.86	43.12
11A	D. A. Grace	Mallock Mk 14/24 Beattie	1.6.86	38.38
12	W. Wood	Mallock U2	29.9.85	39.37
13	R. R.owan	Pilbeam MP43	10.5.87	36.42
14	J. Collinge	Pacer FF80 Ford	31.5.87	43.31
15A	P. Jefferies	Trackstar Rotax	10.5.87	41.15
15	R. T. Ward	Saracen M85 Cosworth	14.7.85	40.01
16	D. E. Dutnall	Pilbeam MP50 Cosworth	17.8.86	38.10
17	R. Rowan	Toleman TG 2/80	28.9.86	35.92
Course	R. Rowan	Toleman TG 2/80	20.7.86	35.44

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SPEED TABLE

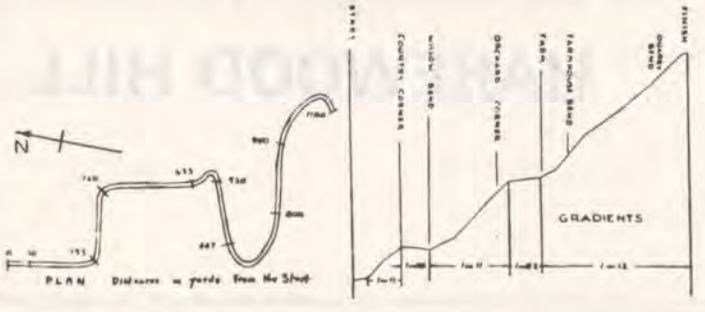
The table below will enable you to relate competitor's times for the climb with their average speed for the 1090 yards of the course. To get these average speeds into perspective, remember that times are taken from a standing start and that some of the corners are very slow. As an example, when Peter Kaye set the course record to 38.18 secs on 13th May 1979, this was an average speed of 58.39 m.p.h., but he was timed through the speed trap on Quarry Straight at just over 107 m.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
34.00	65.57	38.00	58.67	42.00	53.08	46.00	48.47	50.00	44.59
34.20	65.19	38.20	58.36	42.20	52.83	46.20	48.26	50.20	44.41
34.40	64.81	38.40	58.06	42.40	52.58	46.40	48.05	50.40	44.24
34.60	64.44	38.60	57.76	42.60	52.34	46.60	47.84	50.60	44.06
34.80	64.07	38.80	57.46	42.80	52.09	46.80	47.64	50.80	43.89
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

HAREWOOD HILL CLIMB.

GRADIENT PROFILE



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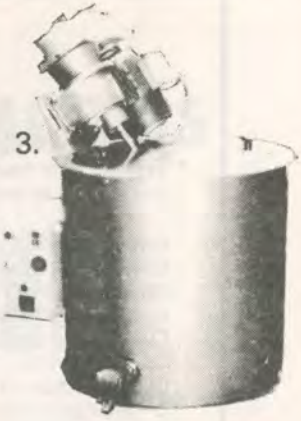

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Harewood HillClimb
ALLOCATION OF DUTIES TO OFFICIALS
21 August, 1988

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Clerk of the Course	J. R. Hardcastle
Deputy Clerk of the Course	I. Pashley
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Deputy Chief Observer	G. Wride
Incident Officer	M. J. Frost
Deputy Incident Officer	D. A. Naylor
Chief Marshal	D. M. Dalrymple
Deputy Chief Marshal	D. Spark
Secretary of the Meeting	J. Ison
Scoreboard	Miss S. Varley
RAC MSA Timekeepers	D. Staveley, E. Heath
Chief Results Production	T. C. D. Smith
Results Production	Mrs. C. Wride
Public Address	R. Sproston, Mrs. J. Sproston, A. Goddard
Entries Secretary	D. N. Townsend
Chief Scrutineer	S. H. Hanson
Scruntineers	D. Tarbett, G. Harrison, P. Bruce, J. Hoole
Scrutineers Marshal	Mrs. M. Hanson
RAC MSA Noise Inspector	T.B.A.
Chief Medical Officer	Mr. F. T. DeDombal
Medical Officers	Dr. C. Wright, Dr. G. W. Hamlin & Members of M.O.G.(Y),
Chief Paddock Marshal	A. McKinney
Paddock Marshals	D. G. McKinney, C. I. McKinney
Chief Admissions	P. A. Oakley
Press Liaison	D. R. Scatchhard, Mrs. B. J. Scatchard
Chief Start Area Marshal	J. M. Staveley
Deputy Chief Start Area Marshal	A. S. Anslow
Start Area Marshals	D. I. Woodhead, N. Gilbertson, P. L. Walsh
Country Corner Observer	M. Bolton
Marshals	D. Summerscales, R. F. Evans
Willow Bend Observer	J. M. Tyas
Marshals	J. D. Hill, S. V. Good, P. D. Covill
Orchard Corner Observer	C. F. Jones
Marshals	A. P. Sims, A. J. Black, F. Kingston
Farmhouse Bend Observer	P. L. Warnes
Marshals	A. Kilvington, P. Saville, A. Martin, Miss A. Coulter
Paddock Exit Observer	R. L. Wright
Marshals	S. Hartley, J. M. Bell, B. Holland, Mrs. J. Holland
Quarry Corner Observer	G. Walker
Marshals	R. Frost, M. Walker, I. Morgan, A. Norfolk, N. Hood
Finish Area Observer	G. F. Barker
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Awards

AWARDS TO BE PRESENTED AT THIS MEETING WILL BE:

Fastest Time of the Day ..... The Montague Burton Trophy and £75
Second Fastest Time of the Day £50
Third Fastest Time of the Day £40
Fastest Time in each Class £30
Second Fastest Time in each Class £20
(Subject to 6 or more entries being received in class)
Third Fastest Time in each Class £15
(Subject to 10 or more entries being received in class)
Fourth Fastest Time in each Class £10
(Subject to 16 or more entries being received in class)
Meeting Award to the highest marked driver under the Championship Bogey marking system, competing in a taxed, tested and insured road-going vehicle competing on road tyres *(tyres as listed in the 1988 R.A.C. M.S.A. Blue Book)* ..... An Award
Where a class is run, without merging, with three or fewer entries, the award for the first in class will be reduced to £20
To any competitor who holds a new record for their class at the conclusion of the Meeting in any of the B.A.R.C. classes 1 to 17 or for the course ..... A Harewood Record Plaque

AWARDS PRESENTED AT THE END OF THE SEASON

The Yorkshire Post Trophy
Presented to the competitor making the fastest time of the season. (Martyn Griffiths 35.86 secs).

The Jack Farrar Trophy
Presented to the competitor making the fastest time of the season and who is a member of the B.A.R.C. Yorkshire Centre resident in, or working in, the County of Yorkshire. (Tim Thomson 37.26 secs.).

The Arnold Burton Trophy
Presented to the competitor running in classes 11 to 14 inclusive who is a member of the B.A.R.C. Yorkshire Centre and who, over the season, scores the most marks on the Bogey Time improvement scoring system without dropping marks. (Tony Bridgen 50.81 pts.).

The Richard Sutherland Trophy
Presented to the competitor running in classes 6 to 10 inclusive and 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 without dropping marks. (Paul Greaves 45.47 pts.).

The Guyson Sandblast Trophy
Presented to the competitor recording the fastest time of the season in a Jaguar car. (Charlie Saunders 43.23 secs.).

The Hatfield of Sheffield Jaguar Trophy
Presented to the competitor 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 without dropping marks in a Jaguar car. (Charlie Saunders 41.12 pts.).

The Ford Woodhead Trophy
Presented to the competitor running in class 14 who records the fastest time of the season. (Jon Collinge 43.21 secs.).

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. (George Whittaker 45.80 secs.).

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. (John Casey 47.53 secs.).

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. (Andrew Tymkewycz +0.60 secs.)

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 B.A.R.C Harewood Committee to the new competitor who has, in their opinion, shown the greatest promise in hillclimbing, or to the established competitor who, not having been a regular winner, shows the greatest improvement in the season.

The Ronald Hudson Memorial Trophy
Presented at the discretion of the B.A.R.C. Harewood Committee to the Marshal who has shown the greatest dedication to duty during the season.

The Philpott Marshals Trophy
Presented at the discretion of the B.A.R.C. Harewood Committee to the Harewood Marshal who, in their opinion, has performed some specific task over and above the normal call of duty.

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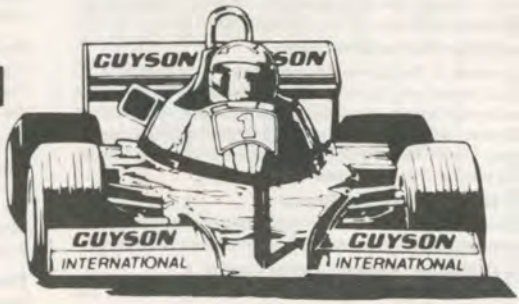

TIMETABLE

SUNDAY 21st AUGUST

Practice runs		09.15
Lunch Interval		12.45
Meeting Commences	1st Class Runs	13.30
	2nd Class Runs	15.30
Championship Run-off		17.30
Meeting concludes		18.15

Followed shortly afterwards by Award Presentation in the Refreshment Tent.

The running order for classes today will be as follows:

Class 1 to Class 17 followed by Class 26

The second runs will be in the same order followed by the Championship Run-off.

Eligibility may be checked by the scrutineers, S. H. Hanson, D. Tarbett, G. Harrison, P. Bruce, J. Hoole.

These scrutineers will be considered 'JUDGES OF FACT,' within the regulations laid down.

CLASS 1 — BOGEY 66.52

TOURING CARS
UP TO 1150cc

RECORD - 17/7/88 - TIME 47.92
A. TYMKEWYCZ · CHRYSLER SUNBEAM SPORT

Scot Andrew Tymkewycz's grip on the Harewood Championship continues to tighten. His highly developed Imp looks set to further lower the Class 1 record. Tim Smith in his immaculate but less developed car will be chasing hard.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
22	Tim Smith	Sunbeam Imp Sport	998	Keighley	.....	.....
24	Andrew Tymkewycz	Chrysler Hillman Imp	998	Edinburgh	.....	.....

Tim Smith trying hard on Farmhouse Corner in his immaculate Imp. *Photo: Frank Hall*

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CLASS 2

BOGEY 64.27

TOURING CARS
OVER 1150cc & UP TO 1500cc

RECORD - 29/9/85 - TIME 46.27
N. CLEGG · AUSTIN MINI COOPER S

On times set this year, Martin Brobyn would appear to have this class well sewn up.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
27	Barry Tordoff	Morris Mini	1293	York	.....	.....
28	Geoffrey Harkness	Opel Kadett	1281	Carlisle	.....	.....
29	Brian Pitcher	Austin Cooper S	1293	Nuneaton	.....	.....
30	Martin Brobyn	BL Mini	1275	Derby	.....	.....

CLASS 3

BOGEY 62.33

TOURING CARS
OVER 1500cc

RECORD - 10/6/84 - TIME 44.33
M. R. KERR · VAUXHALL CHEVETTE HSR

Richard Hargreaves' Sierra Cosworth looks certain to face its sternest challenge this year from brothers Chris and Andrew Thompson in their well developed Escort RS2000. This is Chris and Andrew's first trip to Harewood for some considerable time so Richard will hope that his local knowledge will tip the balance in his favour.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
237	Andrew Thompson	Ford Escort RS2000	2000	Nottingham	.....	.....
33	Gordon Peters Entrant: NSCC/Quickbits	Opel Manta	2215	Groby	.....	.....
34	Ian Hart	Ford Escort	1998	Rochdale	.....	.....
35	Steve Cartwright	VW Golf GTi	1598	Aldridge	.....	.....
36	Ken Overend	Ford RS2000	1998	Leeds	.....	.....
37	Chris Thompson	Ford Escort RS2000	2000	Nottingham	.....	.....
38	Richard Hargreaves Entrant: Lakeland/Ford Motorsport, Kendal	Ford Sierra Cosworth	2000	Settle	.....	.....

CLASS 4

BOGEY 60.13

SPECIAL SALOON CARS
UP TO 1300cc

RECORD - 29/9/85 - TIME 42.13
D. WHITEHEAD · CHRYSLER STILETTO

Bobby Fryers will be hoping to bounce back after his disappointment at the recent Guyson RAC National Harewood, when car problems robbed him of his usual top placing.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
41	Martin Boast	Austin Mini GT	1293	Leeds	.....	.....
42	Bobby Fryers	Solo Stiletto Talbot	1200	Keighley	.....	.....

Commentary Team: Richard and Janice Sproston. *Photo: Frank Hall*

CLASS 5 — BOGEY 58.18

SPECIAL SALOON CARS 1300cc AND OVER

RECORD - 17/7/88 - TIME 40.00
M. R. KERR · SKODA

Mike Kerr's single seater based Skoda should have the legs off Doug Bruce's more production-based Capri. Mike came oh so close to a sub 40 second time at the last meeting. Will this be his day?

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
245	Ian Stedman	Ford Escort	3500	Carlisle	.....	.....
45	Andrew Stedman	Ford Escort	3500	Carlisle	.....	.....
46	Doug Bruce	Ford Capri	3528	Batley	.....	.....
47	Mike Kerr	Mobil Tiga Skoda	3900	Mtk. Weighton	.....	.....

CLASS 6 — BOGEY 63.67

'MARQUE' SPORTS UP TO 1500cc

RECORD - 31/5/87 - TIME 45.67
B. KENYON · AUSTIN HEALEY SPRITE

Paul Greaves, always a front runner in the small marque sports cars along with Richard Moorhouse — who had a recent victory at Blackpool — will have their sights set firmly on toppling Brian Kenyon from his domination of the class.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
253	Derek Openshaw	Austin Healey Sprite	1275	Bolton	.....	.....
254	Nigel Stansfield	Austin Healey Sprite	1275	Huddersfield	.....	.....
256	Pat Kenyon	Austin Healey Sprite	1275	Sheffield	.....	.....
	Entrant: Sheffield & Hallamshire Motor Club					
50	Norman Pemberton	Austin Sprite	1293	St. Annes on Sea	.....	.....
51	David Cole	MG Midget	1275	Newton Harcourt	.....	.....
52	Allan Inwood	MG Midget	1300	Chapel en le Frith	.....	.....
53	Steve Openshaw	Austin Healey Sprite	1275	Bolton	.....	.....
54	Richard Moorhouse	Austin Healey Sprite	1275	Huddersfield	.....	.....
55	Paul Greaves	MG Midget	1293	Northallerton	.....	.....
56	Brian Kenyon	Austin Healey Sprite	1275	Sheffield	.....	.....
	Entrant: Sheffield & Hallamshire Motor Club					

CLASS 7

BOGEY 62.30

'MARQUE' SPORTS CARS OVER 1500cc & UP TO 2600cc

RECORD - 20/7/86 - TIME 44.30
M. D. G. OATES · LOTUS EUROPA

Brian Lee and Des Richardson are seldom separated by more than a fraction of a second.

No.	NAME	CAR	C.C.	HOMETOWN	RUN 1	RUN 2
59	David Edwards	Lancia Fulvia	1584	St. Helens	.....	.....
60	Simon Lindley	TVR Vixen Ford	1600	Mirfield	.....	.....
61	Brian Lee	Lotus Elan	1558	Leeds	.....	.....
62	Des Richardson Entrant: Notts. SCC/Quickbits	Lotus Elan S1	1594	Derby	.....	.....

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CLASS 8

BOGEY 61.68

'MARQUE' SPORTS CARS OVER 2600cc

RECORD - 18/8/85 - TIME 43.86
P. GARLAND · MORGAN +8

In this highly competitive class, Richard Jackson's TVR 3000M, which he shares with Tony Abrams, would appear to have a slight edge on George Whittaker's +8 Morgan and John Yardley's 3-litre Marcos.

No.	NAME	CAR	C.C.	HOMETOWN	RUN 1	RUN 2
270	Tony Abrams Entrant: Nidd Vale Motors/Harrogate Horseless Carriages/Shell Oils	TVR 3000M	3000	Harrogate	.....	.....
65	John Simpson	TVR 3000 Ford	3000	York	.....	.....
66	Don Williams Entrant: Gilbern Owners Club	Gilbern Invader Mk2 Ford	3000	Huddersfield	.....	.....
67	Nick Vandervell Entrant: Petrofina (UK) Ltd. Epsom	Gilbern Invader Mk 3 Ford	3100	London	.....	.....
68	John Yardley Entrant: Yardley Developments	Marcos GT Ford	3000	Goole	.....	.....
69	George Whittaker	Morgan +8 Rover	3528	Lancaster	.....	.....
70	Richard Jackson Entrant: Nidd Vale Motors/Harrogate Horseslss Carriages/Shell Oils/Centaur Clothes	TVR 3000M	3000	Leeds	.....	.....

Don Williams in his Gilbern is a regular in Class 8. *Photo: Frank Hall*

CLASS 9

BOGEY 59.49

MODIFIED SPORTS CARS
UP TO 1600cc

RECORD - 29/9/85 - TIME 41.49
R. DAYSON · CATERHAM SUPER SEVEN

Wild card in this class is Allan Warburton who is sharing Leon Bacheliers class winning Caterham. It will be interesting to see how Allan, a front runner in Clubmans, copes with the change of class and car. Photographer Paul Simson in his Caterham is also likely to feature in the frame, likewise Eric Humphreys can also turn in quick times.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
274	Sarah Hutchinson	MG Midget	1275	Wakefield	.....	.....
279	Allan Warburton Entrant: DTA Abrasives Ltd.	Caterham Super 7 Ford	1600	Eccles	.....	.....
73	John Wilman	MG Midget	1275	Chapel en le Frith	.....	.....
74	David Hutchinson	MG Midget	1275	Wakefield	.....	.....
75	Barry Heath Entrant: Refrigeration South Yorkshire Ltd.	Davrian Mk 3	998	Sheffield	.....	.....
76	Graham Oates Entrant: L&CCC/Cox Rockcliffe	Lotus Europa	1594	Formby	.....	.....
77	Eric Humphreys	Lotus 7	1600	Huddersfield	.....	.....
78	Paul Simson	Caterham Super 7 Ford	1600	Leconfield	.....	.....
79	Leon Bachelier Entrant: Seba Developments Ltd.	Caterham Super 7 Ford	1600	Addingham	.....	.....

CLASS 10

BOGEY 58.38

MODIFIED SPORTS CARS
OVER 1600cc

RECORD - 28/9/86 - TIME 40.38
J. A. BANCROFT · PORSCHE 3.3 TURBO

The brutish TVR Tuscan of Paul Tankard should take the class, whilst the ever improving combination of Peter Needham and his Westfield cannot be discounted from the equation.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
82	John Smith	Jaguar E-Type	3800	Mirfield	.....	.....
83	John Oxborough	Jaguar E-Type	3500	Mansfield	.....	.....
84	Peter Needham	Westfield Seven BL	3500	Skipton	.....	.....
85	Paul Tankard	TVR Tuscan Ford	4727	Lightcliffe	.....	.....

CLASS 11B

BOGEY 61.12

CLUBMANS SPORTS CARS
CLASS B UP TO 1600cc

RECORD - 28/9/86 - TIME 43.12
P. GOLDMAN · MALLOCK Mk 16

Although Phil Price has yet to topple Paul Goldman's record, he looks capable of taking the class from Peter Green, whose Centaur is at present holding fifth place in the Championship.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
89	Jack Elliott	CTG	1598	Radcliffe on Trent	.....	.....
90	Peter Green Entrant: Hotel Miramonte, Portugal/Claymore Products, Huddersfield	Centaur Mk 14G Close	1600	Huddersfield	.....	.....
91	Phil Price Entrant: Connaught Competition Engines	Connaught Mallock Mk18/21	1600	Chatham	.....	.....

CLASS 11A — BOGEY 56.38

CLUBMANS SPORTS CARS
CLASS A UP TO 1700cc

RECORD - 1/6/86 - TIME 38.38
D. A. GRACE · MALLOCK U2 14/24 BEATTIE

Joe Ward is certain to win this class (or at least one of his cars) as both are cars of Joe's construction.

No.	NAME	CAR	C.C.	HOMETOWN	RUN 1	RUN 2
94	Bob Needham	Ward Ford MkIV	1700	Sheffield	.....	.....
95	Joe Ward	Ward WD8 Ford Holbay	1700	Pickering	.....	.....

CLASS 12 — BOGEY 57.37

SPORTS RACING & CLUBMANS
CHASSIS CARS UP TO 1600cc

RECORD - 29/9/85 - TIME 39.37
W. WOOD · MALLOCK U2

Bob Prest's smaller and more nimble Mallock should win the day from husband and wife team Bev and Delyth Fawkes in their Ultima.

No.	NAME	CAR	C.C.	HOMETOWN	RUN 1	RUN 2
98	Bob Prest	Mallock Mk20/27 BDA	1598	Durham	.....	.....

MERGED WITH

CLASS 13 — BOGEY 54.42

SPORTS RACING & CLUBMANS
CHASSIS CARS OVER 1600cc

RECORD - 10/5/87 - TIME 36.42
R. ROWAN · PILBEAM MP43

No.	NAME	CAR	C.C.	HOMETOWN	RUN 1	RUN 2
301	Delyth Fawkes	Ultima Mk2	3900	Huntingdon	.....	.....
101	Bev Fawkes	Ultima Mk2	3900	Huntingdon	.....	.....

Bev and Delyth Fawkes, drivers of the bulky but quick Ultima in Class 13. *Photo: Frank Hall*

CLASS 14

BOGEY 61.31

PRE-1984 FORMULA FORD
1600cc RACING CARS

RECORD - 31/5/87 - TIME 43.31
J. COLLINGE · PACER FF80 FORD

For close competitive driving there is little to match this class. Tony Bridgen was winner at the July meeting, and presently he is second in the Harewood Championship, but Jon Collinge is the quickest man in the class on times. Pat Donnelly and David Park are also extremely competitive so you should be treated to some high speed hillclimbing with probably no more than the odd tenth or two covering these four.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
304	Michael Parker	Royale RP26	1600	Stafford	.....	.....
308	Ken Bailey	Royale RP26 Ford	1600	Sale	.....	.....
309	Jerry Paterson	Van Dieman RF80 Ford	1600	Newcastle	.....	.....
104	Brian Keay	Royale RP26	1600	Stafford	.....	.....
105	John Bennett	Hawke DL11 Ford	1600	Heckmondwike	.....	.....
106	Ian Stringer	Nike Mk9	1600	Redditch	.....	.....
107	Julian Ackerman	Royale FF RP26 Ford	1600	Worcester	.....	.....
108	David Bailey	Royale RP26 Ford	1600	Sale	.....	.....
109	Tony Briggs	Van Dieman DF80 Ford	1600	Ryton	.....	.....
110	Jason Leach	Dastle Mk16/77	1600	Leeds	.....	.....
111	Colin Wheeler	Merlyn Mk30 Ford	1600	Houghton-le-Spg	.....	.....
112	Paul Stringer	Lotus Fifty One Ford	1600	Calverley	.....	.....
113	John Hanline	Sparton FF Auriga	1600	Otley	.....	.....
114	John Wilkinson	Royale RP26 Ford	1600	Wetherby	.....	.....
115	David Park Entrant: Design & Fittings Ltd., Wetherby	Van Dieman RF79 Scholar	1600	Washington	.....	.....
116	Pat Donnelly	Hawke DL19 Ford	1600	Maryport	.....	.....
118	Tony Bridgen Entrant: Sedan Performance	Merlyn Mk30 Ford	1600	Huddersfield	.....	.....
119	Jon Collinge	Pacer FF80 Ford Kent	1600	Leeds	.....	.....

CLASS 15

BOGEY 58.01

RACING CARS
OVER 500cc AND UP TO 1100cc

RECORD - 14/7/85 - TIME 40.01
R. T. WARD · SARACEN M85 COSWORTH

Steve Owen and Andrew Jackson will have to be on top form to see off the challenge of Barry Whitehead who will be well 'revved' up in the RBS 4B which he is sharing with Harewood regular Allan Staniforth.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
324	Eddie Dodd	Terrapin YAM1	1100	Birmingham	.....	.....
325	Allan Staniforth	RBS 4B	748	Pateley Bridge	.....	.....
328	Lynn Owen	OMS 88 Kawasaki	908	Leeds	.....	.....
123	Ian Scott	Terrapin 88E	1100	Carlisle	.....	.....
124	Mark Dodd	Terrapin YAM1	1100	Birmingham	.....	.....
125	Barry Whitehead	RBS 4B	748	Wigan	.....	.....
126	David Smith	Sidewinder Suzuki	1052	Skelmersdale	.....	.....
127	Andrew Jackson	OMS 88 Kawasaki	908	Leeds	.....	.....
128	Steve Owen	OMS 88 Kawasaki	908	Leeds	.....	.....

CLASS 16

BOGEY 56.10

RACING CARS
OVER 1100cc & UP TO 1600cc

RECORD - 17/8/86 - TIME 38.10
B. E. DUTNALL · PILBEAM MP50 C/WORTH

You can bet your life that Dave Whitehead will be trying hard to find those elusive hundredths of a second which will topple Chris Seaman from his usual class lead. Dave, as always, will be well backed up by wife Lynne who is capable of a top placing.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
336	Dave Montague	Argo JM8	1600	Silsden	.....	.....
338	Lynne Whitehead Entrant: Oyez Press Ltd.	Chevron B49 Ford	1594	Birmingham	.....	.....
131	Darell Staniforth	Van Dieman RF85	1598	Pateley Bridge	.....	.....
132	Mike Auckland	Tiga F77S	1600	N'wcastle u Lyme	.....	.....
133	Paul Harris	Elden Mk9 F/3 Ford	1600	Goole	.....	.....
134	Andrew Florentine	Chevron Ford	1600	Buxton	.....	.....
135	Peter Riley	March 722P	1600	Liverpool	.....	.....
137	Richard Williams	Crossle 30F Ford	1600	Desford	.....	.....
138	Dave Whitehead Entrant: Oyez Press Ltd.	Chevron B49 Ford	1594	Birmingham	.....	.....
139	Chris Seaman	Brabham BT30	1594	Sheffield	.....	.....

Lynne and Dave Whitehead always front runners in their Chevron B49 in Class 16. Photo: Frank Hall

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CLASS 17 — BOGEY 53.92

RACING CARS OVER 1600cc

RECORD - 28/9/86 - TIME 35.92
R. ROWAN · TOLMAN TG 2/80

After the excitement of the RAC round, it would appear that the battle at this meeting for FTD will go Charles Wardle's way, his 5-litre Pilbeam being the class of the field. Barring a major upset, Yorkshire drivers John Lambert and Dave Tilley will be slugging it out for second position within this class.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
217	Juliette Nix	Reynard SF79	2000	Burntwood	.....	.....
18	John Payne	Royale RP27 Ford Pinto	2000	Sutton Coldfield	.....	.....
17	Stuart Nix	Reynard SF79	2000	Burntwood	.....	.....
16	Martin Middleton Entrant: Gareth Woodfine & Partners	Pilbeam MP52	1700	Redditch	.....	.....
15	Dave Tilley	March 722	3528	Wakefield	.....	.....
14	John Lambert	Pilbeam MP53-01 BMW	2700	York	.....	.....
6	Charles Wardle Entrant: Shell Chemicals UK Ltd.	Pilbeam MP47HRB	5000	Nottingham	.....	.....

John Lambert always tries hard in his Pilbeam in Class 17. *Photo: David Scatchard*

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HAREWOOD HILLCLIMB CHAMPIONSHIP

FTD AWARDS SERIES — TOP TEN CHAMPIONSHIP RUNS

After both Class Runs have been completed, the eligible drivers who have recorded the 10 fastest times in those class runs are given the opportunity of making two special Championship Runs. In each of these runs the competitor who qualified with the slowest time runs first and the fastest last. Points are scored for the HAREWOOD FTD 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, in the Championship Runs, beats the course record which was standing at the commencement of the meeting.

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

CLASS 26

TR REGISTER CARS

RECORD - 17/8/86 - TIME 48.28
GEOFF MANSFIELD · TR3A

With every model other than the TR4 competing today, it will be extremely interesting as to whether the earlier models will be quicker than their later model brethren in this large 18-car class

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
347	Christine Saxton	Triumph TR5	2500	Ingatestone	.....	.....
353	Irene Tydeman	Triumph TR5	2500	Westcliffe	.....	.....
355	Jan Morgan	Triumph TR6	2498	Bristol	.....	.....
142	Mike Jennings	Triumph TR3	1991	Billericay	.....	.....
143	Roger Mew	Triumph TR6	2500	Chigwell	.....	.....
144	Alistair Ferguson	Triumph TR3A	2138	York	.....	.....
145	Ian Fozzard	Triumph TR2	2187	Menstrie	.....	.....
146	Paul Unwin	Triumph TR6	2498	Brentwood	.....	.....
147	John Saxton	Triumph TR5	2500	Ingatestone	.....	.....
148	Michael Tidball	Triumph TR5 PI	2500	Walton on Thm's	.....	.....
149	Cliff McKinnon	Triumph TR6	2498	Port of Menteith	.....	.....
150	Richard Wright	Triumph TR6 PI	2498	Lymm	.....	.....
151	Leslie McGuffog	Triumph TR7	1998	Shipley	.....	.....
152	Gerald Dawe	Triumph TR8	3528	Buckhurst Hill	.....	.....
153	David Tydeman	Triumph TR5	2500	Westcliffe	.....	.....
154	Chris May	Triumph TR6	2498	Billericay	.....	.....
155	Nick Morgan	Triumph TR6	2498	Bristol	.....	.....
156	Geoff Mansfield	Triumph TR3A	2300	Rushyford	.....	.....

When only the best will do.

HAREWOOD HILLCLIMB CHAMPIONSHIP

Andrew Tymkewycz from Class 1 has over three points in hand over the leading Formula Ford driver in the Championship, Tony Bridgen. Roger Kilty presently holds third place but Roger, who has been sharing drives this year, is not entered for this event so will drop from the Top Ten. Mike Kerr's record breaking efforts in Class 5 have seen him climb to fourth place and Peter Green from Class 11B is fifth. David Park is next up in his Formula Ford but John Casey's 7th place will disappear as he is not entered for this event. Next is is Paul Greaves in his MG Midget from Class 6 with Brian Lee in his Elan close behind and John Hanline's Formula Ford rounds off the top points scorers.

Championship marks will be gained at the rate of 0.01 mark for each 0.01 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. Marks gained in five out of six qualifying rounds will be counted for the Championship results.

HAREWOOD HILLCLIMB CHAMPIONSHIP POSITIONS

Positions after 4 Rounds

1	Andrew Tymkewycz	72.14
2	Tony Bridgen	68.30
3	Roger Kilty	67.18
4	Mike Kerr	66.33
5	Peter Green	64.34
6	David Park	64.14
7	John Casey	64.06
8	Paul Greaves	61.33
9	Brian Lee	61.15
10	John Hanline	61.13

In addition to the above Championship there is an FTD Championship with marks awarded on the scale 10, 9, 8 . . . 1 for 1st to 10th place in the run-off at each meeting. There is also a bonus mark for any competitor(s) who breaks the course record standing at the commencement of the meeting.

HAREWOOD HILLCLIMB FTD POSITIONS

Positions after 4 Rounds

		Pts.
1	Charles Wardle	27
2	Tim Thomson	25
3	Sean Gould	19
4	David Gould	16
5=	Rob Welch	13
	Steve Allen	13

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Sunday 25th September

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HAREWOOD HILLCLIMB DATES FOR 1989

March 12: Practice Day

•

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March 25/26

•

NOVICES MEETING
May 20

•

MEMBERS MEETING
May 21

•

SUMMER CHAMPIONSHIP MEETING
June 10/11

•

RAC NATIONAL MEETING
July 8/9 or July 15/16
(Date to by finalised depending on date of British Grand Prix*)

•

MEMBERS MEETING
August 20

•

FINALS MEETING
September 16/17

** Competitors planning July holidays should note that the July date will not be fixed until December/January*

THE RESCUE SERVICES

Report and Photographs by David Scatchard

Like most aspects of Motorsport, the Rescue Services have developed by leaps and bounds, not only at Harewood but also at virtually all other events too. Unlike most developments in Motorsport, the Rescue Service developments go largely unnoticed, but then the glamour side will always get the attention, that's essentially what Motorsport's about.

Not so long ago, if we had a doctor and an ambulance and a box of basic jacking and cutting equipment, we were ready to run Harewood, but now we need a Rescue Unit too. Like many more people I thought these Units were a sort of ambulance with a bit more rescue gear manned by more experienced marshals.

The first few minutes of discussion with the very enthusiastic crew of the B.A.R.C. Unit, on hire to us for the weekend, proved my assumptions were only a fraction of the story. After about half an hour my guided tour of the Unit was every bit as fascinating as being shown over the latest Grand Prix car and having all its design features pointed out.

Our regular Rescue Unit. (Note: 'Ambulance' and 'Rescue Unit' are mirror images on the van).

The BARC Rescue Unit. Left to right are Paul Butt, Alan Bunyon, Mick Couzens and Dr. Peter Holden.

Rescue Units are now licensed by the R.A.C M.S.A. and must carry a minimum amount of equipment which is listed in detail in the Motor Sports Year Book Section E.13.2. This Unit actually carries more.

Starting with what can be classified as hydraulic equipment, there is a pedal cutter, a shear which can cut all the roof pillars on a production saloon car(!) along with three different sizes of jacks or spreaders for prising apart parts of the car that were forced together with impact.

Then there are pnuematic tools powered by portable compressed air bottles. These range from an air chisel that cut a sun-roof size hole in sheet metal within seconds, various hacksaws and a rather nasty looking 3in. circular saw for cutting off helmets. Actually this helmet saw is not as bad as it looks, since it oscillates and doesn't cut flesh. Its primary use would be to remove helmet jaw bars on full face helmets to aid restoration of the driver's breathing. If you've ever wondered what to do with your old helmet, why not enjoy the experience of letting them remove it from you with this saw! It is not as bad as going to the dentist — I'm told — and they need

The small pneumatic cutting equipment including helmet saw.

the practice. Amongst the other mechanical equipment there are spanners, screwdrivers, pliers, tow ropes, hammers and other things you would find in a very good tool box. Fire extinguishers complete the picture.

Before we get too carried away with the idea of dismembering a car into pocket sized bits of metal in 60 seconds flat, we must remember that the real object of the exercise is to remove the injured driver from the wreckage without worsening his injuries. For the driver there are various items to restore breathing. Where serious bleeding is a problem, and this is often internal, there are a selection of solutions for intravenous infusions mainly for bulking out the patients blood to ensure there is enough to maintain circulation. There is a Hines Splint and a Cervical Collar for all important neck support, stretchers, scalpels, stethoscope, oxygen set and a large range of dressings including sterile plastic bags for burns.

The inside of the BARC Unit.

The equipment costs about £10,000, the van fortunately was donated by Renault UK, but if that was to be bought, the total Unit would come to about £20,000. Some sponsorship comes from the trade — in this Unit's case from Teli — the Swedish supplier of telephone equipment. Like most voluntary units, raising the money is not always easy. It is worth a thought that about 15 of these Units could be bought for the cost of running an F3000 car for a year.

The people who operate the Unit have to be licensed by the R.A.C. M.S.A. Generally recuits are taken from volunteers of people with at least two years circuit experience. Their suitability is checked at a trial meeting or two, followed by the need to collect ten signatures over two years. These must include two specialist training days, one on medical practices and one on rescue

Intravenous infusion and other resuscitation equipment.

techniques. Every two years each crew member is required to be re-assessed and this includes an oral examination on aspects of the Unit not covered in practice on the training day. The crew members are unpaid volunteers. The BARC London and Home Counties Unit was operated at the July meeting by Paul Butt who works for the Ministry of Agriculture, Alan Bunyon, a Quantity Surveyor and Mike Couzens, a building materials salesman. Our usual Unit is run by Messrs. Ashton and Murdoch. There must always be a doctor with the Unit when it goes into action. It must reach the accident in 90 seconds from the 'Go' from Race Control, so the engine is kept warm all day and constant radio contact is maintained with race control throughout the day.

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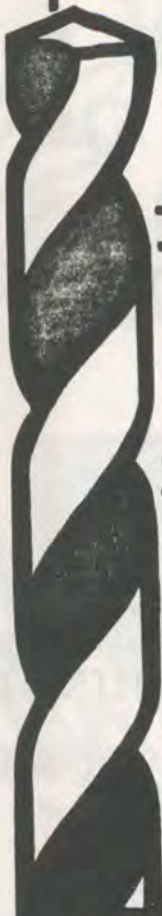

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NOTICES

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.A.,the Supplementary Regulations issued for the event, The Harewood Regulations Booklet 1988, the B.A.R.C. Speed Event Classes 1988 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 and 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 Secretary's Office in the bus in the Paddock. Any people who have lost anything in the grounds should also apply at the bus.

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 7.00 p.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 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.

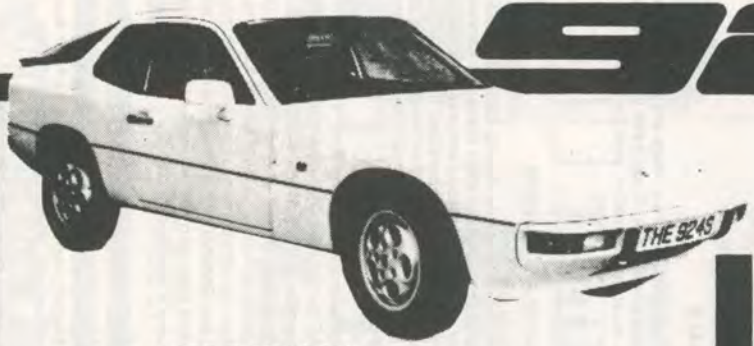
We also wish to thank the West Yorkshire Police and the RAC for their assistance with traffic arrangements. The members of the Medical Officers Group (Yorkshire) and the St. John Ambulance Brigade for emergency services. Gilpin Outside Catering for Provision of refreshment services and to members of BARC and BMRMC 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, North Yorkshire HG5 8HB

All enquiries about the Harewood Hill Climb should be made to the Secretary of the Meeting in the bus in the Paddock.

924S



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THE HAREWOOD MARSHAL'S ASSOCIATION
APPLICATION FOR MEMBERSHIP

Membership runs for 12 months from 1st March each year. Members joining after 1st January will be entitled to membership until 1st March of the following year.

I desire to be nominated for election by the Committee of The Harewood Marshal's Association as a member, and, if elected, I undertake to abide by the rules of the Association.

Surname .....

Christian Names .....

Address .....

..... Post Code .....

Telephone Number (Home) ..... (Work) .....

Nationality .....

Occupation .....

Usual Marshalling Duty .....

Are you a member of any other Motor Clubs (if so, please state) .....

.....

I enclose a remittance for the following category of membership (Please tick)

Full Marshalling Member £1	☐	Associate Member £1	☐
Life Marshalling Member £10	☐	Life Associate Member £10	☐

Total amount remitted £ ..... Date .....

Signature .....

Cheques should be made payable to 'The Harewood Marshal's Association'.

Please complete and return this form to:

Mr. G. Wride
110 West End Drive
Horsforth
LEEDS LS18 5JX

What will I gain from joining the British Automobile Racing Club?

The BARC was founded in 1912 and is Britain's largest motorsport club. We run a dozen national championships at more than 75 meetings during the year for circuit racers, hill-climbers and sprinters.

Our Racing Members can take part in any of our major race championships from Formula Three to Production Saloons (subject to Competition Licence).

Our Marshals officiate at over 75 meetings - both on and off track - and benefit from the Club's unique Marshals' Stamp Scheme to offset Membership costs or to exchange for insignia and racewear.

Spectating Members benefit from discounts at the Club's headquarters circuit - Thruxton - on admission and privileged stand seats.

All our Members receive the BARC News magazine (two monthly) and there are hosts of trade discounts available.

Our Centre Members, and there are four Centres to choose from, have their own social and competition events and receive any magazine or newsletter published by their centre.

What categories of membership are available

Overseas, Basic or Junior Membership is required by all members - other categories are optional.

Ordinary Membership

This entitles Members to carry the BARC badge, receive the BARC News magazine free, benefit from trade discounts, receive concessions on spectating at Thruxton and to enjoy social and training events organised nationally by the Club. Members are also eligible to train as marshals.

Entrance Fee

An entrance fee is charged to all new Members of the Club. This is additional to the annual subscription, but is paid once and once only on joining. (NOT APPLICABLE TO JUNIOR MEMBERS)

Overseas Membership

Enthusiasts living overseas can qualify for Membership. This entitles them to carry the BARC badge and receive the BARC News magazine free.

Junior Membership

Junior Members may join the Club between the ages of 13 and 17. They are entitled to the BARC News, to carry the BARC badge, to benefit from trade discounts and to receive special spectating concessions at Thruxton circuit. They may transfer to Full Membership (without payment of the Entrance Fee) at the age of 17.

Extras

Centre Membership

(You may join more than one centre)

There are four centres - South Western, London and Home Counties, North Western and Yorkshire. Membership of any or all entitles you to take part in Centre-organised social and competition events and to receive their magazine or newsletter. For Hillclimbs and Sprints, Centre membership only is required, not racing membership. A Centre Member's spouse may join the club and become a Joint Centre Member at a reduced rate.

Joint Membership

A Member's spouse may join the Club at a reduced rate, becoming a Joint Member without any additional entrance fee. Joint members receive only one copy of the BARC News. A Joint Member may not take out Racing Membership.

Racing Membership

This is in addition to the annual subscription and caters specifically for racing competitors. It entitles Members to receive regulations for all BARC-organised meetings and to enter them and all BARC-run Championships (subject to current RAC regulations).

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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 £15.50
- ☐ Racing Membership £19 extra
- ☐ Centre membership £5.00 extra
- ☐ Overseas Membership £14.00
- ☐ Entrance Fee (payable on joining only) £2 extra
- ☐ Joint Membership £2.50 extra
- ☐ Joint Centre Membership £2.50 extra

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)
- ☐ Yorkshire (based on Leeds)
- ☐ North Western (based on Liverpool)
- ☐ South Western (based on Southampton)

APPLICATION FOR JUNIOR MEMBERSHIP

(Applicable between ages of 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 £3.50. I enclose £3.50 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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