

## British Automobile Racing Club Ltd - Yorkshire Centre

## HAREWOOD "SHELL SPEEDCLIMB" MEETING

12th. September 1971

R.A.C. Permit RS/7515

## Supplementary Facts &amp; Figures

Through the good offices of David Pearson & John Gibson of the Huddersfield Motor Club we were able to operate two supplementary timing channels during the runs at Harewood on 12th. September. These extra times were 1). An average speed trap taken over 27.5 yards (1/64th. Mile) of Quarry Straight and 2). A time from a point 1 yard outside the farmyard gateway to the exit from Farmhouse Bend 2 yards below the Paddock Slip Road exit on to the course.

Last year we did a similar set of times covering a speed trap and the time to round Quarry Corner. At that time the speed trap was over 55 yards (1/32nd. Mile) and the end was slightly too far up Quarry Straight as the faster cars were cutting off still in the trap. This time the shorter trap was moved down and was before the cut off point.

These times, especially if taken in conjunction with last year's figures, do provide a lot of food for thought and we are more than grateful to David and John for their efforts. Incidentally, we still have a few copies of last year's results and figures available if you have lost yours.

| No. | Name                   | Car             | First Run |         |                  | Second Run |         |                  |
|-----|------------------------|-----------------|-----------|---------|------------------|------------|---------|------------------|
|     |                        |                 | Time      | Fmhouse | mph              | Time       | Fmhouse | mph              |
| 1   | Phil Bennett           | Cooper          | 58.80     | 8.961   | 47               | 58.50      | 8.989   | 50 $\frac{1}{2}$ |
| 2   | Andrew Jeffery         | B.L.1300 GT     | 62.87     | 9.505   | 49 $\frac{1}{2}$ | 62.59      | 9.417   | 49 $\frac{1}{2}$ |
| 3   | John Edmond            | Mini            | 57.95     | 8.704   | 54               | 56.81      | 8.628   | 50 $\frac{1}{2}$ |
| 4   | Paul Adelman           | Mini            | 57.26     | 8.770   | 51               | 57.02      | 8.710   | 51 $\frac{1}{2}$ |
| 5   | Keith Hardy            | Cooper          | 52.93     | 7.917   | 57               | 53.01      | 7.965   | 56 $\frac{1}{2}$ |
| 6   | Ian Hardy              | Mini            | 53.40     | 8.334   | 56 $\frac{1}{2}$ | 53.38      | 8.230   | 56 $\frac{1}{2}$ |
| 7   | Graham Brooks          | Escort GT       | 49.40     | 7.911   | 67 $\frac{1}{2}$ | 49.35      | 7.685   | 67 $\frac{1}{2}$ |
| 8   | Robert Speak           | Escobt          | 49.05     | 7.697   | 63               | 48.64      | 7.611   | 63               |
| 10  | Jim Thomson            | Viva GT         | 47.01     | 7.117   | 73 $\frac{1}{2}$ | 46.94      | 7.173   | 73 $\frac{1}{4}$ |
| 139 | Ian Beardsley          | Escort TC       | 54.64     | 8.692   | 58 $\frac{3}{4}$ | 55.71      | 8.733   | 54 $\frac{1}{4}$ |
| 11  | Barry Spinks           | Cooper S        | 52.04     | 9.123   | 62 $\frac{1}{2}$ | 52.86      | 9.187   | 62               |
| 12  | Howard White           | Cooper S        | 51.20     | 8.916   | 63 $\frac{1}{2}$ | 50.62      | 7.952   | 57               |
| 13  | Roy Greenwood          | Cooper S        | 55.75     | 8.296   | 55               | 54.75      | 8.123   | 53 $\frac{1}{4}$ |
| 14  | Norman Lewtas          | Escort TC       | 55.23     | 8.716   | 60               | 55.38      | 8.779   | 59               |
| 15  | Gordon Chippindale     | Mini Clubman    | 54.16     | 8.416   | 56 $\frac{1}{4}$ | 54.44      | 8.442   | 54               |
| 16  | John Pascoe            | Cooper S        | 48.93     | 7.387   | 69 $\frac{1}{2}$ | 48.98      | 7.542   | 69 $\frac{3}{4}$ |
| 17  | Clive Harrison         | Cooper S        | 48.75     | 7.461   | 67 $\frac{1}{4}$ | 48.53      | 7.443   | 68 $\frac{1}{4}$ |
| 18  | Mike Flather           | Cooper S        | 49.28     | 7.453   | 66 $\frac{1}{2}$ | 47.56      | 7.695   | 65 $\frac{1}{2}$ |
| 19  | Nicky Porter           | Cooper S        | 47.68     | 7.493   | 68               | 47.31      | 7.470   | 68               |
| 23  | Ralph Winder           | Mini            | 55.22     | 8.202   | 55 $\frac{1}{2}$ | 54.52      | 8.207   | 53 $\frac{1}{2}$ |
| 24  | Phil Gill              | Mini            | 51.40     | 8.093   | 62 $\frac{3}{4}$ | 51.48      | 7.921   | 60               |
| 25  | Peter Beadman          | Cooper S        | 49.96     | 7.646   | 64 $\frac{1}{2}$ | 50.11      | 7.730   | 61               |
| 26  | Alex Boyal             | Cooper S        | 48.87     | 7.452   | 65 $\frac{1}{2}$ | 48.87      | 7.616   | 65               |
| 27  | Gordon Brookes         | Mini            | 49.84     | 7.845   | 62 $\frac{1}{2}$ | 49.47      | 7.562   | 65 $\frac{1}{2}$ |
| 136 | Nigel Garland          | Cooper S        | 47.45     | 7.397   | 70 $\frac{1}{2}$ | 47.82      | 7.389   | 70               |
| 20  | Morris Carhart         | Anglia          | 57.95     | 9.074   | 52               |            |         |                  |
| 21  | John Carhart           | Anglia          | 55.27     | 8.713   | 58 $\frac{1}{4}$ | 56.17      | 8.824   | 56               |
| 28  | Christopher Sutcliffe  | Anglia/Daimler  | 53.73     | 8.379   | 57               | 53.51      | 8.382   | 57               |
| 29  | John Casey             | Cooper S        | 49.73     | 7.332   | 66 $\frac{1}{2}$ | 49.08      | 7.511   | 65 $\frac{1}{2}$ |
| 30  | Paul Beal              | Wolseley Hornet | 50.79     | 7.620   | 66 $\frac{1}{2}$ | 51.19      | 7.439   | 65 $\frac{1}{2}$ |
| 31  | Mike Beckett           | Anglia TC       | 47.80     | 7.319   | 72 $\frac{1}{4}$ |            |         |                  |
| 32  | John Davies            | Cooper S        | 47.57     | 7.409   | 70 $\frac{1}{4}$ | 47.48      | 7.430   | 70               |
| 33  | Ed Spencer             | Cooper S        | 46.23     | 7.222   | 71 $\frac{3}{4}$ | 46.27      | 7.298   | 71               |
| 34  | Gigi Lewin             | Cooper S        | 52.41     | 8.255   | 67 $\frac{1}{2}$ | 52.97      | 8.416   | 69 $\frac{3}{4}$ |
| 35  | Brian McLenzie         | Sprite          | 54.79     | 7.236   | 64 $\frac{1}{4}$ | 54.86      | 8.475   | 58 $\frac{3}{4}$ |
| 36  | Jonathan Layton        | Sprite          | 55.76     | 8.641   | 58 $\frac{1}{2}$ | 54.67      | 8.299   | 57 $\frac{1}{2}$ |
| 37  | Ian Scott              | Sprite          | 56.64     | 9.952   | 56               | 55.75      | 8.739   | 53               |
| 38  | Bob Cartledge          | Midget          | 53.44     | 8.325   | 57 $\frac{1}{4}$ | 53.83      | 8.275   | 57 $\frac{1}{4}$ |
| 39  | Peter Davey            | Sprite          | Fail      |         |                  | 50.88      | 7.801   | 61 $\frac{1}{2}$ |
| 40  | Pat Hopkinson (Kenyon) | Sprite          | 49.69     | 7.712   | 67 $\frac{1}{4}$ | 49.68      | 8.077   | 66 $\frac{1}{4}$ |
| 41  | Chris Seaman           | Midget          | 49.57     | 7.882   | 65 $\frac{1}{2}$ | 48.80      | 7.739   | 63               |
| 42  | John Fury              | Midget          | 52.45     | 8.018   | 66               | 51.27      | 7.798   | 67 $\frac{1}{4}$ |
| 43  | Peter Hargrave         | Sprite          | 52.38     | 8.924   | 63 $\frac{3}{4}$ | 51.27      | 7.780   | 67               |
| 89  | Bob Bingley            | TVR 1800S       | 52.71     | 8.181   | 62 $\frac{1}{4}$ | 52.61      | 8.034   | 62 $\frac{1}{4}$ |
| 44  | Mike Bonar             | Lotus Elan      | 52.11     | 8.008   | 63               | 51.34      | 7.910   | 57               |
| 45  | Loll Ryan              | Morgan          | 54.31     | 8.475   | 62 $\frac{1}{4}$ | 53.73      | 8.405   | 62 $\frac{3}{4}$ |

Continued

| No. | Name                | Car             | First Run |         |                  | Second Run |         |                  |
|-----|---------------------|-----------------|-----------|---------|------------------|------------|---------|------------------|
|     |                     |                 | Time      | Fmhouse | mph              | Time       | Fmhouse | mph              |
| 46  | Nick Lewtas         | MGB             | 58.50     | 9.065   | 53 $\frac{1}{2}$ | 58.05      | 8.896   | 53 $\frac{3}{4}$ |
| 47  | Charles Dracup      | TVR Vixen       | 50.97     | 7.945   | 65 $\frac{1}{2}$ | 49.88      | 7.956   | 66               |
| 48  | John Ascroft        | Lotus Elan      | 51.17     | 8.097   | 68               | 50.36      | 7.988   | 69               |
| 49  | Richard Shardlow    | Porsche 911 S   | 51.22     | 8.054   | 68               | 51.15      | 8.268   | 67 $\frac{1}{2}$ |
| 137 | John Walker         | Jaguar E Type   | 47.80     | 7.538   | 73 $\frac{1}{2}$ |            |         |                  |
| 50  | Spotty Smith        | TVR Tuscan      | 46.84     | 7.255   | 83 $\frac{1}{2}$ | 46.05      | 7.216   | 81 $\frac{1}{2}$ |
| 51  | Mrs. Pam Hemmingway | Turner Mk3 Ford | 51.85     | 7.985   | 68               | 51.34      | 7.968   | 71 $\frac{1}{2}$ |
| 52  | Steve Hemmingway    | Turner Mk3 Ford | 48.82     | 7.789   | 68 $\frac{1}{2}$ | 48.74      | 7.762   | 69               |
| 55  | Fred Cliffe         | Jaguar E Type   | 46.52     | 7.193   | 79               | 46.10      | 7.085   | 79 $\frac{1}{2}$ |
| 58  | Jim Bunney          | Mini Marcos BL  | 48.40     | 7.513   | 70 $\frac{1}{2}$ | 48.49      | 7.646   | 68 $\frac{1}{4}$ |
| 59  | Tim Hayton          | Mini Marcos BL  | 48.78     | 7.430   | 66 $\frac{3}{4}$ | 48.78      | 7.630   | 66 $\frac{3}{4}$ |
| 60  | Dennis Pegg         | Lotus 11        | 57.49     | 9.054   | 58 $\frac{3}{4}$ | 62.32      | 8.858   | 60 $\frac{1}{4}$ |
| 61  | John Barratt        | Merlyn Mk.6     | 46.59     | 7.134   | 78               | Fail       | 6.934   | 77 $\frac{1}{4}$ |
| 62  | Sandy Hutcheon      | Landar R7 BL    | 47.25     | 7.222   | 72 $\frac{1}{4}$ | 46.07      | 7.191   | 73 $\frac{1}{4}$ |
| 140 | Maggie Chadwick     | Mallock U2      | 54.67     | 8.173   | 60               | 55.50      | 8.380   | 56 $\frac{3}{4}$ |
| 63  | Scott Robinson      | Mallock U.2     | 48.04     | 7.318   | 69 $\frac{1}{4}$ | 48.58      | 7.375   | 71               |
| 64  | Jim Robinson        | Mallock U2      | 47.46     | 7.152   | 71 $\frac{1}{2}$ | 46.78      | 7.086   | 72               |
| 65  | Ian Curtis          | Mallock U2      | 49.77     | 7.876   | 64               | 49.37      | 7.634   | 64 $\frac{1}{2}$ |
| 66  | Geoffrey Deakin     | Mallock U2      | 53.73     | 8.117   | 61 $\frac{1}{2}$ | 52.90      | 7.920   | 63 $\frac{3}{4}$ |
| 67  | Steve Butterworth   | Lotus 7         | 51.47     | 7.889   | 63 $\frac{1}{4}$ | 50.61      | 7.771   | 67               |
| 68  | Peter Matthews      | Mallock U2      | 47.28     | 7.519   | 74 $\frac{1}{2}$ | 46.90      | 7.421   | 75 $\frac{1}{4}$ |
| 69  | Joe Ward            | Wardford        | 46.53     | 7.141   | 77               | 46.53      | 6.965   | 76 $\frac{3}{4}$ |
| 70  | Mervyn Bartram      | Moss Chevron    | 46.05     | 6.971   | 78 $\frac{1}{2}$ | 45.73      | 7.102   | 77 $\frac{3}{4}$ |
| 71  | Richard Jones       | Mallock U2      | 45.56     | 7.021   | 80               | 44.58      | 6.907   | 79 $\frac{3}{4}$ |
| 72  | Bill Morris         | Mallock U2 TC   | 78.74     | 7.600   | --               | 46.08      | 7.506   | 77 $\frac{1}{2}$ |
| 73  | David Morris        | Mallock U2 TC   | 44.24     | 6.975   | 86               | 58.56      | 6.885   | 84 $\frac{3}{4}$ |
| 74  | Richard Evans       | Mallock U2 TC   | 45.68     | 7.037   | 79               | 45.83      | 7.352   | 80               |
| 76  | Trevor Smith        | Daren Gp7       | 43.59     | 6.770   | 82 $\frac{1}{2}$ | 42.35      | 6.613   | 87 $\frac{1}{4}$ |
| 77  | Chris Cramer        | Terrapin Mk.5   | 44.67     | 7.244   | 80 $\frac{3}{4}$ | 46.57      | 7.281   | 68 $\frac{3}{4}$ |
| 78  | Jeff Hill           | Mallock U2      | 45.65     | 7.160   | 76               | 44.68      | 6.818   | 80               |
| 79  | John Stuart         | Mallock U2      | 44.45     | 6.871   | 77 $\frac{1}{2}$ | 44.36      | 6.757   | 82 $\frac{3}{4}$ |
| 138 | Tony Harrison       | McLaren M12C    | 43.43     | 7.026   | 82 $\frac{1}{2}$ | 43.30      | 6.683   | 85 $\frac{1}{4}$ |
| 80  | Brian Alexander     | Ginetta G16     | 45.36     | 6.986   | 80               | 45.14      | 7.453   | 79 $\frac{1}{2}$ |
| 81  | Spotty Smith        | Ford GT40       | 46.06     | 7.039   | 80               | 45.90      | 7.219   | 80               |
| 82  | George Tatham       | Brabham BT17    | 46.81     | 7.362   | 77 $\frac{1}{2}$ | 44.99      | 7.109   | 76 $\frac{1}{2}$ |
| 83  | Chippy Stross       | Chevron B8      | 47.90     | 7.151   | 77 $\frac{1}{2}$ | 46.12      | 7.036   | 80               |
| 84  | Jim Thomson         | Chevron B8      | 46.54     | 7.048   | 64               | 45.23      | 7.100   | 79               |
| 85  | Reg Phillips        | Chevron B19     | 42.87     | 6.798   | 92 $\frac{1}{2}$ | Fail       | 6.853   | 90 $\frac{3}{4}$ |
| 86  | Philip Scragg       | Lola T70        | 45.00     | 6.918   | 79 $\frac{1}{2}$ | ----       |         |                  |
| 87  | Bob Dover           | Cooper Mk.7     | 70.35     | 10.988  | 47 $\frac{1}{2}$ | 66.74      | 10.255  | 48 $\frac{1}{4}$ |
| 88  | Geoffrey Dean       | Cooper Mk.7     | 66.19     | 10.482  | 47 $\frac{3}{4}$ | 64.69      | 10.066  | 48               |
| 90  | Colin Myles         | Cooper Mk.9     | 52.71     | 7.879   | 63 $\frac{3}{4}$ | 50.86      | 7.888   | 64 $\frac{1}{2}$ |
| 91  | Barry Oddy          | Cooper Mk.9     | 52.89     | 7.914   | 63 $\frac{1}{2}$ | 52.77      | 7.558   | 63 $\frac{1}{2}$ |
| 93  | John Turner         | Cooper Mk.9     | 50.20     | 7.568   | 64               | ----       |         |                  |
| 93  | Barry Bryant        | Cooper Mk.10    | 55.09     | 8.412   | 60 $\frac{3}{4}$ | 52.97      | 7.922   | 61 $\frac{1}{4}$ |
| 95  | Leslie Stone        | Cooper Mk7      | 49.59     | 7.667   | 71               | 49.10      | 7.629   | 71               |
| 96  | Alan Richards       | Gryphon Mk3     | 45.66     | 7.226   | 76 $\frac{1}{2}$ | 46.05      | 7.018   | 76 $\frac{1}{4}$ |
| 97  | Donald Gray         | Cooper T82 Ford | 50.74     | 7.553   | 70 $\frac{1}{4}$ | 48.98      | 7.400   | 71 $\frac{1}{2}$ |
| 98  | John Buck           | Terrapin Mk1a   | 48.80     | 7.285   | 72 $\frac{1}{2}$ | 48.20      | 7.380   | 73 $\frac{1}{2}$ |
| 99  | Alex Brown          | Ginetta G17     | Fail      |         |                  | 45.00      | 7.007   | 72               |
| 100 | Graham Ashley Smith | Terrapin Mk1a   | 47.94     | 7.365   | 68 $\frac{1}{2}$ | 47.53      | 7.170   | 72               |
| 102 | Mike Allan          | Ecosse Imp      | 45.58     | 6.835   | 76               | 45.16      | 6.721   | 76 $\frac{1}{2}$ |
| 103 | Allan Staniforth    | Terrapin Mk.1   | 46.41     | 7.665   | 70 $\frac{1}{4}$ | 46.08      | 7.192   | 72 $\frac{1}{2}$ |
| 104 | Roger Willoughby    | Brabham BT15    | 44.25     | 6.714   | 85 $\frac{1}{4}$ | Fail       | 6.540   | 86               |
| 105 | Peter Voigt         | Ginetta G17     | 43.05     | 6.732   | 79               | 43.15      | 6.698   | 79               |
| 106 | Mrs. Terry Dunn     | Brabham BT18    | 49.24     | 7.377   | 63 $\frac{1}{4}$ |            |         |                  |
| 107 | John Berry          | Brabham BT15    | 50.97     | 7.354   | 77               | 45.15      | 7.080   | 76 $\frac{3}{4}$ |
| 109 | Ian Smillie         | Lotus 22/23     | 45.24     | 6.901   | 80 $\frac{3}{4}$ | 45.15      | 7.223   | 82 $\frac{1}{2}$ |
| 110 | Peter Varley        | Brabham BT21C   | 45.26     | 7.016   | 78 $\frac{1}{2}$ | 44.83      | 6.948   | 77 $\frac{1}{2}$ |
| 111 | John McCartney      | Techcraft BRM   | 45.50     | 7.301   | 76               | 44.76      | 7.031   | 79 $\frac{1}{2}$ |
| 112 | Bob Prest           | Dulon LD4       | 46.18     | 7.381   | 74               | 45.47      | 7.029   | 74 $\frac{1}{2}$ |
| 113 | David Hamer         | LB Vauxhall     | 50.01     | 7.625   | 72               | Fail       |         |                  |
| 114 | Howard Wilkinson    | Lotus 61M       | 46.48     | 7.980   | 72 $\frac{1}{2}$ | 46.86      | 7.026   | 72 $\frac{1}{2}$ |
| 115 | Ted Dezeireck       | Lola T55        | 44.86     | 6.909   | 80               | 43.81      | 6.802   | 83               |
| 116 | Mike Hawley         | Brabham BT35    | 43.03     | 6.787   | 77 $\frac{1}{2}$ | 41.72      | 6.714   | 79               |
| 117 | Sir Nick Williamson | Guyson Spl      | 42.03     | 6.545   | 89 $\frac{1}{4}$ | 42.94      | 6.581   | 89               |
| 118 | Richard Chichester  | HWM Jaguar      | 49.85     | 8.219   | 70               | 49.94      | 8.118   | 74 $\frac{1}{2}$ |
| 119 | Charles Lambton     | HWM Jaguar      | 48.68     | 7.659   | 72 $\frac{1}{4}$ | 48.86      | 7.826   | 73               |
| 120 | Agnes Mickel        | Techcraft Buick | 45.32     | 7.236   | 74 $\frac{1}{2}$ | 45.72      | 7.305   | 74 $\frac{1}{2}$ |
| 121 | Gray Mickel         | Techcraft Buick | 45.31     | 7.284   | 79               | 44.80      | 7.032   | 79 $\frac{1}{2}$ |
| 122 | Guy Smith           | F.N. Alvis      | 51.80     | 8.169   | 68               | 50.62      | 7.018   | 68 $\frac{1}{2}$ |