

Castrol B.A.R.C

Hill-climb

championship

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Bulletin No.11 - 3rd. September 1971

You will remember that in Bulletin No.10 I outlined what I had been told about the "Top Twelve" incident at Gurston Down on July 25th. and, as a result I ruled that Richard White and Robert Speak had correctly taken their "Top Ten" places and, as a result, the runs by the two reserves Jim Thomson and Peter Voigt could not be counted for Championship marking.

I have now received a signed statement by Stan Hunt of Lymington who was the Chief Paddock Marshal at the Gurston round which is countersigned by Mike Norris Hill, the Secretary of the Meeting. It seems that there can be no doubt that neither Robert Speak nor Richard White came forward when called for, they were not to be found when the Chief Marshal, the Chief Paddock Marshal and another Marshal searched the Paddock nor did they respond to further calls. After some delay the reserves were admitted to the "Top Ten" runs and Messrs White and Speak must be excluded from the Top Ten runs under A.S.R. R.15. as they did not come forward until the runs had actually commenced.

So far as Championship markings are concerned, this means that Richard White with 41.18 secs and Robert Speak with 43.45 secs are marked on their Class Runs whilst Peter Voigt and Jim Thomson are marked on their "Championship" runs with times of 37.69 and 41.77 secs respectively. This changes their total Championship Marks after the eighth round at Pontypool to - Speak 60.59, White 45.21, Voigt 37.61 and Thomson 53.57. It was obviously most important that this matter be cleared up correctly as all four competitors are in contention for a place in the top ten in the Championship.

Despite the rather last minute arrangements, Cadwell last Sunday appears to have been a popular new addition to the Championship series. Even more to the point, Charles Wilkinson of Cadwell Park liked the event so it can happen again. The Bogey Times were created mathematically based upon the relationship between the average of the records at all the other venues in the series and what I assumed to be the potential f.t.d. at Cadwell. It was very interesting to see how the fast people managed to lift off during their practice runs thinking I was going to "pull" the Bogey Times based upon practice performances whereas I had worked them out before Practice started and did not change a single "Bogey" on Sunday morning. A copy of the Cadwell Results is enclosed with each copy of this Bulletin so you will have a record of the actual "Bogey Times".

In fact it all seemed to work out rather well with people all up the Class range getting fairly level markings and only David Hepworth, who had sworn blind before the meeting that 50 seconds was not on, getting a maximum with 10.03 from his second Championship run of 48.01.

As a result of Cadwell, Jim Thomson, David Hepworth and Peter Voigt who had not completed seven scoring events have all moved up the table whilst with the discarding of scores some other positional changes have taken place. The present positions for the top fifty competitors are:-

		Events	Marks	Low Marks	Class	Hometown
1	Jim Thomson	Vauxhall Viva GT	7	63.24 (7.84,8.03)	2	Otley
2	Robert Speak	Ford Escort	7+1	62.52 (7.50,8.21)	1	Blackburn
3	Chris Seaman	M.G.Midget	7+1	60.84 (7.72,7.95)	6	Sheffield
4	Richard Jones	Mallock U.2 Ford	7+2	58.11 (5.06,7.19)	13	Birmingham
5	Nicky Porter	B.L.Cooper S	7+1	56.66 (7.06,7.42)	3	West Auckland
6	Spotty Smith	T.V.R. Tuscan	7+1	56.50 (6.47,6.89)	8	Jump,Barnsley
7	Mervyn Bartram	Moss Chevron B2 Ford	7+2	56.01 (5.58,7.15)	13	York
8	Trevor Smith	Lotus 47/Daren Gp7	7+2	54.64 (7.16,7.23)	14	Stanley
9	Richard White	Cortina GT/Mexico	7+1	53.39 (4.57,5.47)	2	Colne
10	Frank Aston	(Landar R7 BL (Chevron B8 BMW	7+1	51.14 (3.68,3.91)	12	Shrewsbury
11	Chris Cramer	(Terrapin Mk.5 S/R BL (B.L.Cooper S	7+1	50.73 (5.25,6.16)	14	Stroud
12	Mike Flather	B.L.Cooper S	7+1	50.01 (6.34,6.49)	3	Droitwich
13	David Hepworth	Guyson Sandblast Spl	6	49.12 (5.49)	18	Brighouse
14	Jim Robinson	Mallock U.2 Ford	7+1	48.58 (3.85,5.97)	13	Loughborough
15	John Pascoe	B.L.Cooper S	7+1	46.61 (5.50,5.90)	3	Blackwood, Mon
16	Peter Voigt	Ginetta G17 Imp	6	46.55 (6.93)	16	Haywards Heath
17	Richard Thwaites	Packmail McLaren	7	46.16 (1.97,6.22)	18	Dewsbury
18	Alex Boyle	B.L.Cooper S	7+1	42.59 (5.47,5.61)	3	London NW6
19	David Morris	Mallock U.2 TC	6	39.62 (2.86)	14	Haverfordwest

continued.

Positions continued:-

No.	Name	Car	Events	Marks	Low Marks	Class	Hometown
20	Scott Robinson	Mallock U.2 Ford	7	36.76	(3.81,4.24)	13	Loughborough
21	John Meredith	B.L.Cooper	6	36.59	(4.40)	1	Cheddington
22	Graham Brooks	Ford Escort GT	4	35.88		1	Oswaldtwistle
23	Ed Spencer	B.L.Cooper S	7+1	34.99	(3.98,3.77)	5	Leeds
24	Miss Pat Hopkinson	Austin Healey Sprite	6	34.12	(1.44)	6	Sheffield
25	John Barratt	Merlyn Mk.6 B Ford	7	32.88	(1.64,2.13)	12	Hazel Grove
26	Richard Evans	Mallock U.2 Ford	7	30.44	(1.41,2.70)	14	Haverfordwest
27	Mike Allan	Ecosse Imp	7	29.93	(2.87,3.27)	16	Halifax
28	Tony Lambert	Ginetta G.4 Ford	6	28.53	(1.05,2.72)	14	Solihull
29	John Davies	B.L.Cooper S	5	28.45		5	Broadway
30	Gordon Brookes	B.L.Cooper S	6	27.80	(2.30)	4	Godalming
31	Bob Cartledge	M.G.Midget	7+1	27.49	(2.12,3.47)	6	Sheffield
32	Jeff Hill	Mallock U.2 TC	4	25.57		14	Bristol
33	John Hawley	M.G.Midget	6	25.43	(1.73)	6	Upton upon 7
34	Clive Harrison	B.L.Cooper S	4	24.94		3	Darlington
35	Peter Varley	(Ginetta G.12 Ford Brabham BT21C Ford)	5	23.50		14 17	Ambergate
36	Bill Morris	Mallock U.2 TC	5	22.93		14	Haverfordwest
37	Brian Alexander	Ginetta G.16 Olds	5	22.89		15	Stroud
38	John McCartney	Techcraft B.R.M.	5	22.68		17	Horwich
39	Tom Elton	Brabham BT18 Ford	3	19.09		16	Westbury
40	Alex Jackson	B.L.Mini	4	18.86		1	Leeds
41	Mike Thomas	Paola GT BL	5	18.56		11	Salisbury
42	Mike Beckett	Ford Anglia TC	5	18.47		5	Sheffield
43	Jim Thomson	Chevron B.8 BMW	4	16.90		15	Otley
44	Allan Staniforth	Terrapin Mk.1 BL	4	16.56		16	Leeds
45	Chippy Stross	(Lotus Elan Chevron B.8 BMW)	4	16.55		10 15	Leeds
46	Roger Willoughby	Brabham Bt15 Ford	2	16.32		16	Sulhamstead
47	Peter Beadman	B.L.Cooper S	4	16.03		4	Coalville
48	Keith Hardy	B.L.Cooper	3	15.26		3	Scarborough
49	Stuart Hibbard	Triumph Spitfire	3	14.76		6	Frome
50	Joe Ward	Wardford Mk.4	2	14.12		13	Thornton Dale

The next, and penultimate, round will be next Saturday 11th. September at Harewood where the entry is restricted entirely to Championship contenders. There will be almost seventy runners including 48 of the top 50 above. As an experiment the event will be run without classes and awards down to 10th. place given on the basis of Marks gained in the Championship scoring.

Regulations for the final round at Scarborough on the 25/26th. were sent out some time ago, if you have lost yours please contact Linda Thornton at BARC Yorkshire Office before entries close on September 15th. Arrangements for the party on the Saturday night at Scarborough are going well, Castrol are going to grace the event in force whilst thanks to Messrs Moet & Chandon, the prizegiving at the end of the final promises to be the best celebration of the week-end.

There is one change of address to record for a Championship entrant:- Alex Seldon is moving next Thursday to "Oaktrees", Clandon Road, Burnt Common, Send, Woking, Surrey. Tel. Ripley 2177.

Finally, looking ahead to next year, there are going to be two "Drivers' Forums" this Autumn. The first will be on Friday 8th. October 1971 at The Stratton House Hotel, Stratton, Nr. Cirencester at 7.30 for 8.00p.m. The Hotel is located on the A.417 about 1 mile North of Cirencester and the meeting is organised by the S.W.Centre. Any items for the agenda should be sent to Mike Norris Hill. The date and venue of the Northern Forum will be announce very shortly. These forums are to enable competitors and organisers to get together to exchange ideas for the improvement of our sport. One of their main functions is to take a look at the class system with a view to sorting out anomalies so that, unless the chair keeps a very tight rein, they can become the biggest Axe grinding session of all time.

In anticipation of these Autumn meetings would anyone who has any observations or suggestions on how the class system can be improved please let me have their ideas in writing as soon as possible. Please do not raise the question of Lotus 47s in the "Modsports" class however, I think that has been thoroughly ventilated already.

Next bulletin shortly after Harewood.

Mike Wilson