

Castrol B.A.R.C.

Hill-climb

championship

From:-

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Following upon the fact that a number of Competitors entered for Gurston on May 23rd. after the official closing date for entries had passed and, as a result, were not accepted, there have been a number of changes in the "leader board".

Looking ahead I understand that entries for the Gurston round on July 25th. will close on Monday 12th. July and that entries received after this date will not be accepted. I shall be sending out the next bulletin shortly after Harewood on June 27th. and, provided that I have received copies from the organisers, I will be including regs for both Gurston on 25th. July and Pontypool on August 1st. Will the organisers of these rounds please note that I now need 164 copies to supply all the drivers and entrants.

Now for a matter which has grown up about vehicle eligibility. In the 1971 edition of the "Blue Book" the R.A.C. have made it obligatory for all vehicles which are running in Hill Climbs and which are not single-seaters to be equipped with a battery, dynamo, self-starter, side lights, tail lights, brake lights and head lights all in normal working order.

As you will see from the enclosed notice to competitors, this requirement has given rise to a protest, and consequent exclusion of a competitor, at a non-championship hill climb.

Frankly I find it difficult to understand why it should be necessary for a competitor in a hill climb where cars run singly, and only when weather conditions provide sufficient visibility, to be equipped with full lighting equipment unless they should be running in one of the classes where eligibility depends upon full trim and equipment i.e. classes 1, 2, 3, 6, 7 & 8.

The April/May 1971 edition of the R.A.C. "Motor Sport News" contains an item that following upon representations from the Clubman Register it has been agreed that cars complying with the Clubman Formula will be granted exemption from compliance with R.A.C. Vehicle Regulation AA 3 (c) in that they will be allowed to run with mudguards mounted on the brake backplate. To me this creates a precedent for modifications to Vehicle Regulations AA 3 for specific and justified cases and so, on behalf of all registered competitors in the Castrol B.A.R.C. Hill Climb Championship I have made application to the R.A.C. for competitors in the Championship to be granted exemption to AA 3 (d) in so far as side lights, tail lights, brake lights and head lights are concerned. I will keep you advised of any developments in respect of this application.

Back to the Championship, in Bulletin No.6 I gave a list of records which were standing at Loton Park at the end of their season. As always Wilson has made a booboo and given the record in Class 13 to Mervyn Bartram. Actually this should have been credited to R.H.Jones driving a Mallock U.2 Mk.6/8 Ford who on 12/4/71 recorded a time of 64.59 seconds. Sorry Richard and Mervyn!

New entries for the Championship have still been coming in. These are:-

- M. (Mike) Chenery, 16, Greengate, Lurgashall, Petworth, Sussex.
B.L.Cooper, 997c.c., Class 4.
- N.S. (Spencer) Elton, "Highfield", Leigh Road, Westbury, Wilts
Brabham BT21C Ford, 1598c.c., Class 17
- L.B.G. (Bevil) Harrison, 2, Swan Lane Close, Burford, Oxon
Morgan 4/4, 1599c.c., Class 7
- D.P.S. (David) Smith, "Chatcombe", Coberley, Cheltenham, Glos.
Merlyn 6a Ford, 1594c.c., Class 14
- Dr.R. (Roger) Willoughby, Old Post Cottage, Sulhamstead, Berks.
Brabham BT15 Ford, 1098c.c. (s/c), Class 16

This brings the total of entries up to 151 of whom 106 have actually scored some points in the first five rounds. Positions after the 5th. round are overleaf.

Championship Positions after 5th. Round at Gurston Down on 23rd. May 1971

<u>Posn</u>	<u>Name</u>	<u>Car</u>	<u>Events</u>	<u>Marks</u>	<u>Hometown</u>	<u>Class</u>
1	Mervyn Bartram	Moss Chevron B.2	5	37.58	York	13
2	Richard Jones	Mallock U2 Mk6/8	5	37.19	Birmingham	13
3	Chris Cramer	(B.L.Cooper S	5	36.00	Stroud	5
		(Terrapin Mk.5 S/R				12
4	Chris Seaman	M.G.Midget	4	35.42	Sheffield	6
5	Robert Speak	Ford Escort	4	33.84	Blackburn	1
6	Trevor Smith	Lotus 47 FVA	5	33.73	Stanley	14
7	Frank Aston	(Landar R.7 B.L.	5	33.67	Shrewsbury	12
		(Chevron B.8 BMW				15
8	Nicky Porter	B.L.Cooper S	4	32.82	West Auckland	3
9	Mike Flather	B.L.Cooper S	4	30.54	Droitwich	3
10	Jim Robinson	Mallock U.2 Ford	4	27.83	Loughborough	13
11	Alex Boyle	B.L.Cooper S	5	27.72	London	3
12	Spotty Smith	T.V.R. Tuscan	4	27.56	Jump, Barnsley	8
13	Jim Thomson	Vauxhall Viva GT	3	26.63	Otley	2
14	John Meredith	B.L.Mini	4	25.56	Cheddington	1
15	John Pascoe	B.L.Cooper S	4	21.71	Blackwood, Mon.	3
16	Tony Lambert	Ginetta G.4 Ford	4	21.25	Solihull	14
17	Graham Brooks	Ford Escort GT	3	20.60	Oswaldtwistle	1
18	Richard White	Ford Cortina GT	4	20.12	Colne	2
19	Edward Spencer	B.L.Mini	4	18.57	Leeds	5
20	John Hawley	M.G.Midget	4	17.48	Upton-upon-Severn	6
21	John Davies	B.L.Cooper S	3	17.12	Broadway	5
22	Scott Robinson	Mallock U.2 Ford	3	16.45	Loughborough	13
23	David Morris	Mallock U.2 TC	3	15.46	Haverfordwest	14
24	Richard Thwaites	Packmail McLaren	3	15.37	Dewsbury	18
25	Peter Voigt	Ginetta G17B Imp	2	14.50	Haywards Heath	16
26	David Franklin	Sunbeam Imp	2	14.10	Bristol	4
27	Alex Jackson	B.L.Mini	3	13.84	Leeds	1
28	Mike Allan	Ecosse Imp	3	13.83	Halifax	16
29	Gordon Brookes	B.L.Mini	3	13.82	Godalming	4
30	David Hepworth	Hepworth FF	2	13.25	Brighouse	18
31	Richard Evans	Mallock U.2 TC	4	13.22	Haverfordwest	14
32	Henry Blacklidge	B.L.Cooper S	2	13.01	Frome	3
33	John Barrat	Merlyn Mk.6B	3	12.65	Hazel Grove	12
34	Jim Thomson	Chevron B.8 BMW	3	12.29	Otley	15
35	Jeff Hill	Mallock U.2 TC	2	12.21	Bristol	14

Remaining Marks and Places are:-

<u>Posn</u>	<u>Name</u>	<u>Marks</u>	<u>Posn</u>	<u>Name</u>	<u>Marks</u>	<u>Posn</u>	<u>Name</u>	<u>Marks</u>
36	Clive Harrison	11.92	60	Spencer Elton	4.70	84	Raymond Payne	2.59
37	Bob Cartledge	11.51	61	Bevil Harrison	4.51	85	Barry Spinks	2.33
38	Peter Beadman	11.45	62	Tim Hayton	4.22	86	Richard Hudson Evans	2.26
39	Brian Alexander	11.35	63	Peter Dawkins	3.86	87	Peter Dolan	2.18
40	Keith Merryfield	11.16	64	Steve Grainger	3.80	88	John Frampton	2.05
41	Brian Preston	10.26	65	John McCartney	3.56	89	John Weil	2.02
42	Basil Dagge	9.44	66	Colin Barrow	3.53	90	Tony Brown	1.98
43	Peter Ripley	9.05	67	John Hollingsworth	3.42	91	Keith Perks	1.93
44	Keith Hardy	8.95	68	George Valente	3.35	92	Bobby Fryers	1.95
45	Pat Hopkinson*	8.82	69	Bob Prest	3.30	93	David Wilson	1.56
46	Mike Beckett	8.58	70	Trisha Uren*	3.25	94	Tommy Pascoe	1.40
47	Chippy Stross	8.53	71	Peter Fisk	3.19	95	Donald McWhannell	1.30
48	Dr. Roger Willoughby	7.57	72	Peter Kirwan	3.11	96	Alan Workman	1.12
49	Peter Varley	7.29	73	Leslie Stone	3.07	97	Bill Morris	0.94
50	Ian Harper	7.13	74	Terry Dunn*	3.02	98	Tom Smith	0.80
51	Mike Thomas	6.99	75	Peter Davey	2.98	99	John Walker	0.77
52	Ray Payne	6.33	76	Stuart Hibbard	2.94	100	Steven Roberts	0.71
53	Phil Darbyshire	6.05	77	David Smith	2.89	101	Ian Beardsley	0.61
54	David Phillips	5.98	78	Howard White	2.84	102	Graham Masters	0.49
55	Tom Elton	5.91	79	Francis Ferris	2.81	103	Mike Chenery	0.48
56	Balan Staniforth	5.91	80	Roy Light	2.68	104	Jacky Jackson*	0.41
57	Tony Brown	5.40	81	Philip Gill	2.54	105	Dave Marfell	0.27
58	Robbie Roberts	5.06	82	Mike Crossfield	2.50	106	Maurice Crombridge	0.26
59	Rees Gilchrist	4.98	83	Bob Bingley	2.41			

* denotes lady competitor eligible for the "Fast Lady" Trophy.

Mike Wilson