

Castrol

BARC HILL CLIMB CHAMPIONSHIP 1974

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Two rounds of the Championship now gone by and Mike Flather is still well in front of the pack with only Nicky Porter in breathing distance, still there is a long way to go yet and some of the other fancied runners have not yet entered the lists.

At last, the Championship Regulations and the Class Leaflet are enclosed with this bulletin. I must apologise for their being so late, but our printers have not yet got over the delays brought about by the three day week followed by an overtime ban.

This week end sees the first meeting for some years at Wiscombe organised by the B.A.R.C. Bristol & Bath Centre and counting for our Championship. I think the entry list is overfull, but if you are in despair and wanting an entry you can try ringing Chris Rivett at Calne 3283.

Neither John English nor myself will be able to get to Wiscombe this weekend so John Atkins and Liz will be working out the Championship Results and Top Ten & Five runners in the Castrol caravan. John will also have supplies of stickers, further copies of the entry forms and Class leaflets and other details.

SCRUTINEERING NOTES

One of the problems of the Championship in the past has been that Scrutineers in different parts of the Country have tended to interpret the Class rules in varied ways. To try to get some uniformity we have put all the Scrutineers we know who act at Meetings where BARC Hill Climb Classes are used on the mailing list for these bulletins. As the season progresses, any queries or clarifications in interpretation or references to specific vehicles will be notified in the Bulletin.

Carrying this a little further, at least one member of the Classification Sub-Committee will be present at every round of the Championship and, in case of query, they will be available for assistance on the spot. The members of the sub-committee are:- Tony Bancroft, John English, Jim Johnstone, Brian Kenyon, Chris Seaman, Allan Staniforth and Mike Wilson.

Incidentally, I am afraid that two printing errors have already shown up in the 1974 Speed Events class leaflet. On page three under the heading "Production Sports Cars" in the seventh paragraph 1st. January 1973 should read "1974" whilst on page 5 under AA.2 (e) the note that 1/4" plastic is not required for windows should read "Before 1st. January 1975".

At present there seems to be some doubt about the Lotus Europa. The position is that with the smaller Renault engine this is accepted as a "Marque" sports car but that with the Twin Cam engine it runs in Class 10.

It has been decided that, for the purposes of the Championship the two Porsche 356b cars driven by Tommy Pascoe and Fred Turner will be accepted for Class 7 as "Marque" sports Cars.

Recently requests were made for the Mini Marcos and the 998c.c. engined Clan Crusader to be included in the "Marque" classes. Both these have been considered in detail but the Committee feel that the requests can not be accepted. The Mini Marcos was sold as a kit shell and there is difficulty in specifying exactly what equipment should be included as standard. Similarly, the Clan factory did supply a number of 998c.c. versions of the Crusader, but these were with lightened shell and integral roll cage and not in the spirit of the Class - "..... arbitrarily grouped into classes to give even competition".

Continued.

If anyone knows of any scrutineers who do not now receive these bulletins please let me know so that they can be added to our list for the future.

Incidentally, in the interests of uniformity Loton Park have, of their own accord agreed to fall into line with the practice at all other hills in the series (save one) with regard to Championship Records. Also there is a strong possibility that 1975 will see the Championship Classes in use for the Prescott round. At the end of the very happy meeting there recently the Senior Officials of the meeting felt this would be a good idea, but it has, of course, to be ratified by the B.O.C. Classes Committee at their next meeting.

Now a little amplification of the change of date for the Loton Park round on June 23rd. Unfortunately when the Hagley Club sent in their date cards to the R.A.C. for inclusion in the Year Book, due to some mix-up on the Club's registration the dates were not included in the fixture list. At the same time the Swansea Motor Club had inserted a non-championship National meeting at Penrice on the chosen date for Loton Park. When the Registration query was sorted out, the Loton dates were published in the R.A.C. "Club News" but, owing to the industrial difficulties of the Winter these were not issued until well into the New Year. When Swansea saw the Hagley date they objected to the R.A.C. and this was upheld on the grounds that a National took precedence over a Restricted meeting. As every weekend through the season has a round of ours, or the other National Championship this put the Hagley Club into a very difficult position. The only way out was to move forward a week on to the date vacated by the cancellation of the Doune round of the R.A.C. Championship. There is now some possibility that Doune may be reinstated on a shorter course, but Hagley felt that a distant clash of Championship rounds was better than no round at all. It does mean however that Loton Park will also clash with the co-promoted event at Gurston and the Closed MGCC event at Wiscombe.

Harewood on Saturday was bloody cold and miserable, fortunately on Sunday the sun shone and, by Harewood standards, it was quite warm. The track was rather slippery but there were records for Flather, Porter and Phil Bennett. Current Marks are:

Mike Flather	17.41	Tony Brown	5.24	Viscount Villiers	3.07
Nicky Porter	16.14	Stuart Browne	5.22	Trevor King	2.90
Alan Cox	13.77	Stephen Madge	5.17	Jim Campbell	2.81
Russ Ward	12.65	David Angless	5.14	Peter Fisk	2.73
Mervyn Bartram	12.45	Richard Baldwin	5.13	Richard Shardlow	2.60
John Barratt	11.96	Guy Brooker	5.08	Diana MacMaster	2.45
Don Hardman	11.86	Des Weyman	5.01	Tom Elton	2.28
Phil Scragg	10.31	Roger Walker	4.99	Matthew Needham	2.19
Chris Cramer	9.89	Tony Bancroft	4.86	Ken Davies	2.06
Dave Chaney	9.76	John Pascoe	4.69	Paul Squires	2.01
Tony Southall	9.22	John Crowson	4.65	Bob Bartram	2.01
Roy Lane	8.94	Martyn Griffiths	4.63	John Hall	1.85
Phil Bennett	8.35	Chippy Stross	4.61	Reg Phillips	1.79
Don Robinson	8.14	Mike Gleave	4.47	Andrew Squires	1.75
Peter Voigt	8.08	Guy Woodward	4.30	Geoff Rollason	1.74
Patrick Walker	7.95	Joe Ward	4.29	Anthony Bayley	1.60
Dave Abram	7.50	Norman Galbraith	4.22	Paul Savage	1.59
Derek Lloyd	7.01	John Walker	4.20	Roger Blackmore	1.35
Richard Fry	6.78	Fred Cliffe	4.17	Colin Pook	1.32
Antony Pownall	6.75	Derek Gray	4.12	Jim Thomson	1.30
Colin Rogers	6.72	Alan Hunt	3.94	Peter Stahl	1.15
Peter Riley	6.45	Alan Richards	3.83	Roy Gibbs	1.07
Ken MacMaster	6.30	Richard Courtney	3.76	Frank Brown	1.03
Roy Greenwood	6.14	Alun Morgan	3.66	Nigel Martin	0.90
Mick Merrill's	5.99	Phil Jones	3.61	Ken Ayers	0.86
Rowland Hand	5.96	Jack Peat	3.59	Peter Kirby	0.86
Alistair Douglas Osborne	5.93	Ian Curtis	3.57	Sandy Hutcheon	0.69
Patrick Watts	5.70	Hugh Woodward	3.35	Colin Rennie-Fowler	0.69
Mike MacDowel	5.58	Tim Williams	3.35	Dennis Jellett	0.71
Chris Seaman	5.58	Hugh Colman	3.30	Bruce Ogilvie	0.41
George Whittingham	5.54	Bill Lancashire	3.16	David Way	0.24
Jeremy Hunt	5.51	Roger Walding	3.16		
Malcolm Dungworth	5.32	Kenneth Knott	3.10		

Remaining Castrol/BARC positionsCastrol/BARC F.T.D. Awards Positions

	<u>Evn</u>	<u>Marks</u>		<u>Evn</u>	<u>Marks</u>
115 Roy Gibbs	1	1.07	1 Chris Cramer	4	16
116 Nigel Martin	1	0.90	2 Roy Lane	3	11
117 Peter Kirby	1	0.86	3 David Franklin	3	8
118 Dill Morris	1	0.76	4 Alister Douglas Osborne	3	6
119 Dennis Jellett	1	0.71	5 Mike MacDowel	1	5
120 Ian Walding	1	0.70	6 Malcolm Dungworth	1	4
121 Sandy Hutcheon	1	0.69	7 Tony Griffiths	1	3
Colin Rennie-Fowler	1	0.69	8 Ken MacMaster	2	3
123 Bruce Ogilvie	1	0.41	9 Tony Bancroft	1	2
124 Ian Giles	1	0.37	10 Nigel Fow	1	1
125 John Billings	1	0.32	Richard Shardlow	1	1

The next round, and fifth in the series, will be at Gurston Down on May 12th. Entries have closed and I understand that the list was oversubscribed and some folk have had to be refused. Mike Norris-Hill asks me to apologise, like all organisers he hates to turn entries away, but there are only so many cars can be got through in a day. As always my advice is, if you want an entry for any meeting, send in your form as soon as it comes out and you will have the best possible chance.

I have received regs for a number of non³Castrol BARC events in the near future. Details of these are:-

12 May - Lancashire & Cheshire Car Club "Susan Wilding Speed Hill Climb" at Baitings Dam. Regulations from J.E.Cheetham, 46, Taunton Road, Sale, Cheshire. Tel. Home 061 962 5404, Bus 061 962 2209

19 May - Harewood Practice Day. Regulations from Miss J.M.Walker, BARC Yorkshire Office, 6, Sidney Street, Vicar Lane, Leeds LS2 7JD.

1 Jun - Westmorland Motor Club Barbon Speed Hill Climb (for that other Championship) Regulations from S.J.Dunning, 6, Ings Hall, Ings, Nr. Staveley, Cumbria. Tel. Staveley 628

16 Jun - Swansae Motor Club "Golden Jubilee Hill Climb" at Penrice Regulations from W.S.Phillips, 95, Dishopston Road, Bishopston, Swansea. Tel. Dishopston (Glam) 2444

I would also remind everyone that all the Gurston regs for the year have been issued in book form and already distributed. If you want an entry for the next Championship round there, or for any other meeting at Gurston, you should already have the regs. If not send off for a copy today from Miss Jan Walker (address after 19th. May above).

Incidentally, if anyone is connected with a Club running hill climb events and would like details to be circulated, please send me copies of regulations, etc.

On a parochial note, we have been approached by the Wetherby St. John Ambulance Brigade who provide first aid cover at Harewood, Castle Howard, Topcliffe, Rufforth, etc. to see if we can assist them in obtaining a new ambulance as one of theirs is ready for the knacker. If anyone knows of an ambulance authority or industrial concern who have a good second-hand ambulance available fairly reasonably, please let me know.

One query which has been raised, by Peter Voigt, who else. Under the rules at Gurston, where the 500c.c. class is closely allied to the 500 Owners Association, drivers of "Modern" or "Modified" 500's have to run in Class 15 for the meeting awards. In cases like this, just as at Prescott in the past, the Championship Marking will be based upon the Championship Class for which the vehicle is eligible. Similarly when classes are merged, Championship Marking is always based upon a competitor's time and his Championship Class Bogey irrespective of meeting classes.

That is all for now, next bulletin due shortly after Gurston on May 12th.

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