

Activity centres on Pontypool

PONTYPOOL Park Hill Climb meetings are now a major part of the Welsh motor sport scene and in 1969 continued to be this Centre's main activity; some diversification would, in fact, be highly desirable.

The Park provided a really exciting season with records tumbling and close finishes to the end.

The season opened with the second round of the Club Championship on April 27. This was definitely Tom Christie's scene. His opening run of 34.83 secs. remained unscathed until his second effort when he made it 33.97 secs. This figure stood as FTD with only Jeff Goodliff coming in under 34 secs, with 33.99 on his last run in Top Ten.

For the next Hill Climb on June 22 added interest came from the first appearance of the motorcycle brigade when the NSA brought along 21 of the top riders. It proved an interesting and rewarding venture for both competitors and spectators. The bikes found the hill rather a handful but accepted the challenge wholeheartedly. Riding with great verve, Chris Ludgate took the solo class with 36.44 secs. For sheer spectacle the three-wheelers take some beating on the twisty Pontypool course and Bill Matthews with the able assistance of "passenger" Brian Millson took this class with 40.81 secs. For the cars, Chris Court pulled out a respectable 32.35 secs.

Our National British meeting on July 20 attracted an interesting entry and was enlivened by the "Champions Challenge" which consisted of a special run off for the National Hill Climb Championship drivers. Three new class records were established and each was the result of first class driving to take well set records.

The final event was the Bank Holiday Meeting on August 31, another round in the Club Championship and possibly the most exciting finish of all. John Cussins (BRM FF, 2020 cc), on his first visit to Pontypool, took the course record established by Mike Hawley (Brabham BT23B, 1968 cc) in August 1967. His first run in the Top Ten produced 31.04 and his second brought the fastest ever—30.55 secs. A fitting end to the season.

Financially we did better than last year but as before the National meeting lost money. Running this meeting was a calculated gamble with the hoped for reward of having Pontypool included in the National Hill Climb Championship. Regrettably, although we have proved our ability to run first class events and a number of competitors consider the hill worthy of inclusion, we are not to be included in 1970, so Wales is still not represented in the "National (?) Championship".

Vic Hesketh, who has been Hon. Secretary for nearly twelve years has resigned with effect from December 31, 1969, and would like, through this report, to thank all those who have struggled mightily with him over the years to keep Centre events going and those competitors who have taken the time and trouble to write and say how much they have enjoyed our meetings. For the enthusiastic who become totally immersed in organising, the thanks of competitors are what makes it all worthwhile.

1969 EVENTS

- Apr. 27—Hill Climb, Pontypool Park
- June 22—Hill Climb, Pontypool Park
- July 20—National Hill Climb, Pontypool Park
- Aug. 31—Hill Climb, Pontypool Park

MOMENTOUS MOMENTS AT LAST PONTYPOOL

THE penultimate round of the Castrol BARC Hill Climb Championship certainly brought the Pontypool Park season to a dramatic close on September 20.

During both practice and timed runs there were numerous "moments" and more than one driver finished the meeting with a damaged car. Luckiest of these was Roger Andreason who escaped serious injury when HOT 1E came off worst in an argument with a tree.

With Jeff Goodliff being an absentee the remainder of the Championship competitors had a chance of closing up on him. In classes 1 and 2 John Meredith in his 998 cc Cooper had an easy victory when he set a new class record of 38.89 secs.

FIERCE

In class 3 there was fierce competition between John Pascoe, Nick Porter and Henry Blacklidge all of whom were anxious to improve their placings in the Championship. Honours finally went to Pascoe with a time of 34.90 from Porter and Blacklidge.

Although David Franklin took his Imp up the hill in 35.21 secs he was not able to snatch class 4 from Sandy Hutcheon (998 Mini) who recorded 35.18 secs. Franklin tried hard on his second run but fluffed a gear change.

With Andy Davies' Janglia being absent from class 6 there was nobody to challenge Brian Preston who took his 1293 Cooper up in 33.75 secs. Class 6 saw the second record go when Chris Seaman (MG Midget) easily won the class with a new record of 36.30 secs. It was during the second run of class 7 that disaster struck Roger

Andreason but his first run time of 35.15 secs kept him in second place behind Michael Benn's WRA Marcos which had a time of 34.37 secs. Third in this class was Judy Andreason who, despite the accident to HOT 1E, retained her Ladies title in the Championship having a big enough lead over her nearest rival to make her competing at Scarborough unnecessary.

RECORD

Class 8 went to Spotty Smith (TVR) with a new record time of 33.72 secs. The only competitor in class 10 was Paul Channon in his road going Cobra which not surprisingly won the class with a climb in 36.47 secs.

In the combined classes 13 and 14 there was a duel for the lead between the U2s of Dave Morris and Jeff Hill with Morris getting the honours in 32.61 against Hill's 33.11. The two car duel for the large sports racing car class went to Brian Alexander's Ginetta V8 Oldsmobile with another record climb in 33.44 secs.

In the small racing car class both Mike Boulton (Gryphon 1098) and Richard Blackmore (Terrapin) had "moments", Boulton hitting a tree during practice which did considerable damage to the front of the car, and Blackmore spinning on his first run and going into a fence on his second. The class went to Stephen Cuff (Cooper JAP) in 33.93 secs with Tom Elton's similar car second.

Despite arriving late and spinning in practice Spencer Elton in the ex-Nicholas Williamson Brabham BT21C took FTD in 32.46 seconds, leaving the class award in the large racing car class to go to David Phillips (Nitus) in 34.88 seconds.

BARC Centres in Castrol Quiz

XX BARC centres who are taking part in the third of the popular Annual Castrol Inter-Club Quizzes are having mixed fortunes. Club's main hope at the moment seems to be the South Western who have managed to battle their way through to the quarter-final in their area, while the Yorkshire Centre have scored a very satisfactory indeed in their first round.

South Westerners beat the Metropolitan CC by 625 pts to 580 in the first round, and in the week of December—when the quiz went to press—went on to beat the Standard Tele- & Cables MC from London, having recovered from a 1-0 start to achieve a score of 625 to their first-round opponents. They will play either Farnham DMC or the Salisbury Salisbury CC in the third

round. The others, the North

Western, North Thames and South Wales Centres are all already out of the competition. The NW team were put in their place in the first round by the strong Lancashire AC—winners in 1970 and 1971—after amassing only 215 pts to the LAC's 610. The North Thames boys won their first round against Broomfield MC 485-290, but were eliminated in the second round 210-590 by the Cheshunt MC. South Wales Centre's tale of woe involved a crushing defeat in the first round at the hands of the

Bristol Aeroplane & LCC. The score: 190-670. Oh dear.

When we went to press, the Surrey Centre were yet to play their first round contest with the Old Woking AC, but we did just have time to include the result of the Yorkshire Centre's first round confrontation with the David Brown Motor Sport Club: they won 1000-125! It will be remembered that Yorkshire was the most successful BARC Centre in last year's Quiz, when they won their Area Final. They go on to meet the Wakefield Motor Sport Club in the next round.

The Yorkshire team is made up of David Scratchard, Paul Hargreaves and Roger Ellis, and representing the South Western Centre are Bill Short, Colin

Masterman and Mike Ware or Ted Britten. Good luck all.

A total of no fewer than 380 motor clubs are taking part in the quiz, which is run in 12 areas all over the country. The finalists from each area should be known by the beginning of next month. The winning team will receive the Castrol Quiz Trophy and club equipment to the value of £200, plus a canteen of cutlery for each of its three members.

Next year's Shell British Formula 3 Championship will be worth £40,000 plus. There will be 13 races including Monaco, the 'Ring, Ricard and Zandvoort and the BARC will be running the final round at Brands Hatch on October 29.