

S. Wales plan wider programme

FOR the 1971 season South Wales Centre intend to widen the Centre's activities.

Although they will still be organising four hill climb meetings, including two Castrol/BARC qualifying rounds, at Pontypool Park they want to organise more events on the social side, such as film shows, etc.

A Film Show is planned for

the near future and more detailed information will be circulated to Centre members by the Secretary shortly.

A date to make a diary note of is the Autocross on August 22, which will be a round of the Welsh Championship.

If you are interested in this event, to either compete or marshal, please contact the

Centre's Competitions Secretary, Gwyn Box, Dumfries, Park Place, Newbridge, Mon., or the Hon. Secretary, Nigel Jones, 5 Holywell Road East, Abergavenny.

Non Centre members who would like to join in these activities will be more than welcome and can get further information from Nigel Jones.

Dogs Delay Hill Climb Start Pontypool

1971 Castrol/BARC Hill Climb Championship, under the merry of the Yorkshire Mike Wilson, kicked the South Wales meet at Pontypool Park on April 1 was a little slow and its were broken, but in was close and, in a delayed start because there were no serious from accidents or, it's biggest problem, spectators. One rein-starter was the sun, as was just about dry cold.

Peter Voigt with the Imp-engined Ginetta G17 Formula 4 car with which he finished fourth in the championship last year was the FTD man in 32.95 secs., 1.07 secs. outside his own record. One run of 33.30 was enough to secure Geoff Inglis with second FTD, the £10 prize no doubt helping to pay for the nosecone he damaged badly when his Brabham BT14/21, with blown 1500 Ford motor, hit a tree just after the start of his second run.

After John Meredith (998 Mini), and Gareth Taylor (Escort Mexico) had won their classes, the first close result

came in the Special Series class 3, wherein Nicky Porter (1328 Cooper S) pipped Mike Flather's 1293 S and John Pascoe's 1328 car. The class 4 1-litre special saloons saw a straight fight between the Imps of David Franklin and Ray Payne, the former getting the verdict by less than half a second, with Gordon Brookes third in his 999 Mini. The 1969 and 1970 Castrol/BARC runner-up Chris Cramer, pending the completion of his mount for 1971 (a sports-racing variation of Allan Staniforth's Terrapin theme, designated Mk. 5 and with 293 S engine), scored yet another over 1-litre win with his ultralightweight 1328 Mini, although he only stayed off south-western hillclimb champion Brian Preston (1293 S) by 0.13 secs. John Davies' 1293 car was rather overshadowed third.

The "Marque" sports car classes were poorly supported, classes 7 and 8 being amalgamated, and were won by Chris Seaman's Midget (with a time which put him into the championship lead overall ahead of Voigt) and Tom Pascoe's venerable Porsche 356, now rejuvenated by a yellow respray.

Class 10 went narrowly to Spotty Smith's famous Tuscan V8 from Ian Perrett's ex-works MGC GT, while Mervyn Bartram took the Moss Tyres Chevron B2 to a win in the next class over Richard Jones' U2 Mk. 6/8. The 1600 cc GT section went to Trevor Smith's Lotus-FVA 47 from Jeff Hill's twin-cam U2 Mk. 5 and Tony Lambert's Ginetta G4, and the Chevron-BMW B8s of Jim Thomson and Frank Aston scored a class 15 one-two.

Voigt just missed his FTD time in winning the top-ten run-off from Cramer, Preston, Smith, Brookes, Porter, Flather, Seaman and Meredith; Trevor Smith retired when his 47's throttle broke.

Close Result

Round 2 of the championship was held by the Hagley & DLCC at Loton Park on Easter Monday, when over 90 per cent of the field were Castrol/BARC entrants. David Hepworth won overall in the 4wd Hepworth-Chevvy, breaking the hill record in practice but not in the event (58.55), and Richard Thwaites was second in the ex-David Good McLaren M10B on 60.06. Seaman, Bartram and Aston, this time driving his Landar R7, all achieved the maximum championship points, and the positions before the Yorkshire Centre's round 3 at Harewood on April 25 were as follows:

1. Chris Seaman (1.3 MG Midget), 17.72 pts; 2. Nick Porter (1.3 BL Mini-Cooper S), 16.32; 3. Chris Cramer (1.3 BL Mini-Cooper S), 15.88; 4. Bob Speak (1.3 Ford Escort GT), 15.43; 5. Mervyn Bartram (1.6 Chevron-Ford B2), 15.41; 6. Richard Jones (1.8 U2-Ford Mk 6/8), 14.94; 7. Mike Flather (1.3 BL Mini-Cooper S), 14.82; 8. Trevor Smith (1.6 Lotus-Ford/Cosworth FVA 47), 14.34; 9. David Franklin (1.0 Sunbeam Imp), 14.10; 10. Frank Aston (2.0 Chevron-BMW B8 and 1.3 Landar-BL R7), 13.82.

☉ Peter Voigt was feeling unwell at Pontypool, and missed Loton and Harewood altogether for this reason. We wish him a speedy recovery.

S. WALES

HELD at the Coliseum Cinema, Abergavenny, the South Wales Centre's Late Night Film Show on April 2 turned out very well. Other motor clubs were invited, the show was advertised as well as possible, and although advance ticket sales were dismal and the cause of some nail-biting, the turnout on the night was class.

Calamity was barely a word though, after two of the films were sent in 16 mm instead of 35 mm, and only a borrowed projector, mounted on the aisle and operated for the next 15 minutes before the trembling Bob Phil... the day. The highlight was the fabulous... from "Bullitt", starring... Queen.

Bigger Class

With Voigt setting FTD, the 1100 single-seater class went to Rees Gilchrist's Lotus 20/22, with Mike Allan's Ecosse-Imp very close behind. With the unfortunate Inglis also picking up an FTD pot, the bigger class (there were no 1600 cc runners) went to Stephen Cuff, who was learning about his new mount, the ex-Ian Swift Cooper-based Swift special, with David Philip's Nitus-Bedford second.