

Castrol	B.A.R.C
Hill-climb	championship

The organisation of Hill Climbs has always been a part of the programme of the B.A.R.C. right back to the foundation of the Club in 1912. As the Regional Centres were formed they took to organisation of this type of event and nowadays more hill climb events are organised by the Club than by any other organisation.

Directly after the War in 1947 the R.A.C. introduced a British Hill Climb Championship which had proved very popular. This was on a Free Formula basis for the fastest competitor irrespective of the type of car. This virtually restricted the entry to drivers of potent racing

cars whilst in the B.A.R.C. there was a tradition of arranging classes for hill climbs so that all types of cars could have a chance.

At the end of 1967 representatives of the B.A.R.C. Centres decided to organise a Hill Climb Championship which would be on a handicap basis and take in all the venues used by the Centres. The 1968 Championship was experimental, the prize fund was limited, but it proved an immediate success. Over 70 entries were received and very keen competition ensued.

For an internal Club Championship, the series got a very good

press. So much indeed that Burmah Castrol Ltd. generously agreed to give it their sponsorship for 1969. Their support was in typical Castrol style, divided between financial assistance, encouragement and publicity and at once raised the scope and stature of the competition.

The first year of the "Castrol/B.A.R.C. Hill Climb Championship" attracted 130 competitors and pleased Castrol so much that they continued their support in 1970, as indeed, they have ever since.

In 1968 the Championship included rounds at Brunton, Gurston, Harewood, Pontypool and Scarborough. For 1969 Brunton was lost to the S.W. Centre, but the Bristol and Bath Centre came in with an enjoyable round at Wiscombe. Unfortunately it has not been possible to repeat this owing to the difficult financial position at Wiscombe to date.

The venues remained the same for 1970, but in 1971 the Championship spread its wings when events which were organised by Clubs outside

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Chris Cramer, tying for the lead in the F.T.D. awards series with Roy Lane.
(Photo: Tony Hodgetts)

From Inwood Program
29 Sept 1974

CHAMPIONSHIP—continued

the B.A.R.C. were introduced. The Hagley and District Light Car Club were re-opening the Loton Park hill and played host to the Championship entrants at a couple of meetings.

Also new in 1971 was a round on the delightful Lincolnshire motor racing circuit at Cadwell Park which broke new ground and provided most exciting competition. In 1972, for the first time there was a round at Prescott, home of the Bugatti Owners Club which added to the variety, and quality of the qualifying rounds.

Sadly 1972 also saw the demise of one of the most popular hills in the series, and scene of the final round of the Championship—Scarborough. The drivers liked the hill, we liked the hill, Scarborough Corporation wanted us to go back again, but the R.A.C. with the Grand Prix Drivers' Association ringing in their ears felt that they could not issue a track licence unless a fantastic amount of Armco barrier was installed. This just was not possible, either financially or from an amenity point of view so, reluctantly, we said farewell to Olivers Mount, as a Hill Climb venue and moved the final round here to Harewood.

In 1974 it has been possible to arrange for a round at Wiscombe once again with the Bristol and Bath Centre in charge, at the time of writing this is scheduled again for next year, but there is a question mark hanging over this popular South Devon venue at present.

Normally Castrol only support an event or championship for a maximum of three years, so we regard it as a great tribute to the Championship that they have been our sponsors for six years. It is only fitting that we pay tribute to the way they have supported Motor Sport at all levels through the years. This Championship is only one manifestation of their activities which embrace two and four wheels, wings and water.

Victor in the first Championship in 1968 was Jeff Goodliff of Littleborough with a very hot Mini. The following year Jeff produced the fantastic Mini-Sprint G.T. and repeated the dose whilst in 1970 he achieved a hat trick with a very trim Lotus Elan. In 1971 Jim Thomson of Otley, Managing Director of Guyson Industrial Services got together with Bill Blydenstein and produced a highly

potent Vauxhall Viva which took the Championship Crown.

1973 was Spridget year with Chris Seaman of Sheffield slugging it out with Brian Kenyon, his near neighbour and verbal sparring partner. Chris finally triumphed after the near disaster of having his car written off whilst parked in a garage.

Last year the winning car was a Mini once again, but this time the beautifully prepared Aldon tuned and supercharged model of Mike Flather. Mike cleaned up Class 1, set new and high records and walked away with the title. This year he has put up a good fight and holds an unbeatable second place in the same car.

Whilst on personalities, we must mention Nicky Porter who has now been competing in the same Cooper S for no less than 10 years. He is the only man to do all seven Championships in the same car—and he has never been out of the top few places. What a fantastic achievement.

Now, how does the Championship work? Scoring has always been on a Class Improvement basis which through the years has evolved into a system which is accepted by the Competitors as giving fair competition.

A standard set of 17 classes are used at all rounds for scoring. In each of these classes a "Bogey Time" is established at the beginning of each season and competitors score marks based upon the number of seconds by which they beat their Class "Bogey Time".

Normally the "Bogey Time" is based upon the Class Record standing before the commencement of the season although in some cases where records have not been competitive, a mathematical reconstruction is used instead. To this Class record eight seconds are added to give the "Bogey Time" for the ensuing year.

Competitors score marks on the basis of 0.1 mark for each 0.1 second by which they beat their Class "Bogey Time". Thus any driver who equals the record standing to his class at the beginning of the season scores 8.0 marks. In case there should be any freak low record a limit of 10 marks is imposed as the maximum which can be scored in any round.

Similarly, marks can only be claimed in seven out of the thirteen rounds. This means that a competitor who gets a low score due to mechanical problems or bad

weather has a chance to discard this score in favour of a better one at another round.

Competitors gain their marks in the Class Runs at each meeting. As a supplement, the ten competitors who gain the most marks in these runs get a further two "Championship Runs" at the end of the meeting to try and improve on their previous scores.

One criticism which could have been levelled at the Championship in the past was that, because of the ultra-competitive records in the faster racing car classes, the chances of a big single-seater car winning the series were slight.

Last year there was an innovation which takes care of this possible objection, and at the same time, does much to provide an exciting climax to each meeting. All competitors who run in the Castrol/B.A.R.C. Hill Climb Championship are now eligible for a second competition—"The Castrol/B.A.R.C. F.T.D. Awards". This is a subsidiary set of awards determined by the fastest performances at each meeting irrespective of class or type of car. At the end of each round the five competitors who have recorded the five fastest times in the Class Runs are given two additional runs. Points are awarded on the basis of positions in these runs with 5 to the fastest down to 1 for the fifth fastest. In addition any of the competitors who break the course record standing at the commencement of the meeting during these "Top Five" runs are given an extra "Bonus Mark". Like the main Championship marks can be claimed only on the best seven of the thirteen rounds.

So much for the mechanics of the Championship. Now what are the actual rewards? Well, the winner of the "Castrol/B.A.R.C." gets the "Archie Frazer-Nash Trophy" for 12 months and £150 in cash. The following nine finishers all get a souvenir plaque and cash awards of £100, £75, £50, £40, £35, £30, £25, £20, £15 & £10 with the "Judy Andreason Trophy" and £20 to the best lady competitor.

In the "F.T.D. Awards" section the winner gets "The Castrol Trophy" and £100 cash. The second, third and fourth men get souvenir plaques and cash awards of £75, £50, and £25. In addition there is a special £10 award at each of the thirteen rounds for the Team Castrol member who scores the greatest number of points in the "Castrol/B.A.R.C." marking.

CASTROL/B.A.R.C. HILL CLIMB CHAMPIONSHIP

(Positions at the Start of this Meeting)

1. P. E. Voigt (Voigt Renwick Special)	(7)	70:00
2. M. R. Flather (Aston B.L. Cooper)	(7)	66:45
3. David Franklin (Mansman Ensign)	(7)	61:31
4. Nick Porter (B.L. Cooper S)	(7)	59:60
5. Russ Ward (Aston Healey Sprite)	(7)	58:47
6. Jim Thomson (Walkhoff Fireza)	(7)	56:28
7. John Barrett (Triumph 302 Ford)	(7)	55:43
8. Alan Cox (B.L. Cooper S)	(7)	54:40
9. Terry Sims (Terrapin Mk. 5 S/R B.L.)	(7)	54:00
10. Roy Lane (McRae GM1 Chevrolet)	(7)	50:81
11. Guy Brooker (Lotus Elan)	(7)	49:26
12. Mervyn Bartram (Moss Tyres Special)	(7)	48:68
13. Chris Cramer (Grunhalla March)	(7)	48:36
14. Stuart Browne (Escort RS 1600)	(7)	46:18
15. George Whittingham (DMW Mk.2 Ford)	(7)	45:35
16. Richard Jones (Suttees TS10 Hart)	(7)	45:21
17. Richard Fry (B.L. Cooper S)	(7)	44:48
18. Patrick Watts (B.L. Cooper)	(7)	43:77
19. Terry Smith (Mansman Vixen Imp)	(7)	40:56
20. Jim Robinson (Mallock U.2 8B Ford)	(7)	38:56
21. Alister Douglas-Osborne (Brabham)	(7)	38:26
22. Patrick Walker (B.L. Cooper S)	(7)	37:91
23. David Morris (Ensign LNI Cosworth)	(6)	37:65
24. David Way (Ensign 72 Holbay)	(7)	36:41
25. Hugh Colman (M.G. Midget)	(7)	35:95
26. Alun Morgan (B.L. Cooper S)	(7)	35:94
27. Robert Sunderland (Brabham BT35)	(6)	35:75
28. Des Weyman (B.L. Cooper S)	(7)	35:38
29. Chris Seaman (M.G. Midget)	(5)	35:04
30. Joe Ward (Ward WD5 Ford)	(6)	34:84
31. Roger Walker (B.L. Cooper S)	(6)	33:26
32. Jeremy Hunt (Mallock U.2 11)	(5)	32:97
33. Nigel Pow (Brabham BT21/23C Buick)	(7)	32:61
34. Colin Rogers (Carlow B.L. Mini)	(5)	32:45
35. Mike Gleave (Austin Healey Sprite)	(5)	31:66
36. Don Hardman (Marque B.L. Company)	(5)	31:30
37. Antony Pownall (B.L. Cooper S)	(6)	31:21
38. Martyn Griffiths (Mallock U.2 T.C.)	(6)	31:12
39. Tony Southall (Mallock U.2 11B BRM)	(6)	30:80
40. Frank Browne (Ford Escort RS)	(7)	30:39
41. Ian Curtis (Mallock U.2 11B BMW)	(5)	29:75
42. Roger Walding (B.L. Mini)	(7)	29:26
43. Tony Browne (A.C. Cobra Ford)	(4)	28:49
44. Tony Bancroft (McLaren M10B Chev)	(5)	27:83
45. Bill Lancashire (M.G. Midget)	(6)	27:71
46. Bill Morris (Ensign LNI Cosworth)	(6)	27:62
47. Terence Tattam (B.L. Cooper)	(6)	27:60
48. Dave Chaney (Marque B.L. Clubman)	(6)	27:60
49. Peter Kaye (Brabnam BT35X Ford)	(4)	26:48
50. Stephen Madge (Mallock U.2 6/8)	(5)	26:39
51. Ken MacMaster (GRD 272 Hart BDA)	(4)	26:29
52. Philip Scragg (Chevron B19 BMW)	(4)	26:27
53. Tim Williams (Mallock U.2 8B Ford)	(6)	25:70
54. John Crowson (Rawlings Terrapin)	(4)	24:91
Mick Merrills (Austin Healey Sprite)	(4)	24:91
56. Sandy Hutcheon (Giletta G17 Imp)	(6)	22:69
57. Allan Humphries (Ford Escort)	(4)	22:64
58. Don Robinson (Lotus 69 Novamotor)	(5)	22:44
59. John Bury (M.G. Midget)	(3)	20:29
60. Roy Greenwood (B.L. Cooper)	(3)	20:14
61. Peter Riley (Chrysler Imp)	(4)	19:72
62. Adrian Gilbert (B.L. Cooper S)	(3)	18:68
63. Richard Baldwin (Lotus Elan)	(4)	18:63
64. Malcolm Dungworth (Brabnam BT35X)	(3)	18:47
65. John Frampton (Terrapin Mk. 1F B.L.)	(5)	18:05

(Figure in brackets is number of events in which points scored)

CASTROL/B.A.R.C. F.T.D. AWARDS SERIES

(Positions at the Start of this Meeting)

1. Chris Cramer (Grunhalla March)	(7)	32
Roy Lane (McRae GM1 Chevrolet)	(7)	32

CASTROL/B.A.R.C. HILL CLIMB CHAMPIONSHIP

Highest 10 Scores at each Round to date.

1. Prescott 31/3/74

Flather 8:83, Porter 8:08, Cox 7:25, Lloyd 7:01, Ward 7:01, Fry 6:78, Barrett 6:77, Hardman 6:66, Bartram 6:50, Watts 5:70.

2. Harewood 14/4/74

Flather 8:58, Bennett 8:35, Porter 8:06, Rogers 6:72, Cox 6:52, Riley 6:45, Greenwood 6:14, Bartram 6:05, Merrills 5:99, Hand 5:96.

3. Wiscombe 21/4/74

Sims 10:29, Porter 10:22, Flather 10:01, Voigt 9:93, Ward 9:08, Cox 8:97, Franklin 8:84, Brooker 8:82, Fry 8:62, S. Browne 8:36.

4. Pontypool 28/4/74

Porter 7:90, Flather 6:95, Cox 6:26, Griffiths 6:06, Franklin 5:81, Cramer 5:80, Rogers 5:46, Williams 5:18, Voigt 5:08, Colman 4:89.

5. Gurston Down 12/5/74

Voigt 10:16, Flather 9:69, T. Brown 8:08, Ward 7:97, Franklin 7:95, S. Browne 7:89, Cox 7:64, Rogers 7:13, Hunt 6:65, MacDowel 6:51.

6. Loton Park 23/6/74

Voigt 12:64, Flather 10:59, Franklin 9:77, Thomson 9:71, Ward 9:42, Porter 9:13, Scragg 8:91, Seaman 8:18, Cox 7:70, Whittingham 7:46.

7. Scammonden 30/6/74

Voigt 10:54, Ward 10:59, Bartram 10:09, Franklin 9:71, Barrett 9:66, Whittingham 9:43, Bury 8:81, Robinson 8:80, Jones 8:70, Franklin 8:78.

8. Gurston Down 21/7/74

Voigt 11:57, Flather 9:31, Barrett 8:64, Franklin 8:61, Sims 8:10, T. Brown 7:94, Cox 7:92, Morris 7:85, S. Browne 7:81, Jones 7:42.

9. Harewood 4/8/74

Voigt 11:39, Flather 8:82, Thomson 7:82, Porter 7:76, Hunt 7:63, Lane 7:32, Kaye 7:28, Sims 7:23, Jones 7:15, Ward 7:16.

10. Cadwell Park 25/8/74

Voigt 13:72, Brooker 10:43, Thomson 9:15, Kaye 8:64, Flather 8:48, Chaney 8:26, Barrett 8:07, Franklin 8:04, Hardman 8:00, Dungworth 7:93.

11. Loton Park 8/9/74

Voigt 11:72, Flather 9:80, Franklin 9:42, Ward 9:02, Thomson 8:86, Cramer 8:75, Barrett 8:40, Lane 8:06, Porter 8:01, MacMaster 7:85.

12. Pontypool 15/9/74

Franklin 6:44, Cramer 6:29, Porter 6:29, Flather 5:84, P. Walker, 5:77, Lane 5:68, Barrett 5:62, Sims 5:42, Robinson 5:37, Wilson 5:30.