

Cramer ftd at Pontypool

CHRIS CRAMER in his Grunhale Lager March 74B gave another superb display of wet weather driving to win the twelfth round of the Castrol/BARC Hill Climb Championship at Pontypool on September 15. Cramer and Roy Lane in his McRae GM1 fought out both the class and top five runs in really wet conditions, with Cramer extending his class lead to one hundredth of a second to six tenths of a second in the top five run off. Both drivers have now scored 32 points in the Castrol Top Five Championship thus leaving the Championship to be decided this weekend at Harewood.

Conditions all day were extremely poor with Paddock being turned into a quagmire very early on in the day. This, allied to a rather strange batch system operated for the practice session which depended on the fact that all drivers in the early running classes wanted to practice at the same time and had arrived early enough for this to happen, caused chaos with practice continuing after lunch with the meeting eventually starting three quarters of an hour late and ending very close to seven o'clock. The South Wales centre of BARC should really take note of the excellent Harewood Hill Climbs organised by its counterpart in Yorkshire.

Touring Cars up to 1150 cc started the day's proceedings with the Team Aldon entry of Mike Flather in his supercharged Mini Cooper showing everyone else the way with a climb in 37.55s. Mike's one and only run was well ahead of Terence Tattam in his Mini Cooper who recorded 38.76s, improving to 38.08s on his second run.

Similarly in the next class up, Nicky Porter made the long trip down from Bishop Auckland worth while with a climb in 36.49s in his 1328 cc Mini Cooper, being well ahead of Alun Morgan, also in a Cooper S, who stopped the clocks at 39.28s ahead of third place man Clive Hayes with a time of 40.37s in his 1275 cc Cooper S.

Stuart and Frank Browne wrapped up the large Touring Cars class between them, Stuart recording two consistent times of 38.62s and 38.59s to win the class in the very quick Escort twin-cam from Frank who managed a best time of 40.34s. Griff Griffiths managed a time of 41.09s to claim third spot in his Escort Mexico.

The John Brown Motors Cooper S of Alan Cox dominated the small Special Saloons class leading with a time of 37.44s to Guy Woodward's 37.86s after the first runs. A determined challenge by Guy Woodward in his Cooper S ended with a time of 37.74s to which Alan Cox, driving very smoothly and with lack of drama, replied with a 37.17s run. A second behind Guy Woodward, and in the same car, was Hugh Woodward who claimed third place.

Patrick Walker was master of the over 1001 cc Special Saloons recording a time of 37.05s in his Cooper S on his first run to brother Roger's time of 37.26s. Challengers on the second runs made things more exciting with Richard Fry, trying a little too hard, slowing by 0.3s and letting his first run time of 36.63s give him fourth place. Des Weyman improved by over 4½s to take third place in his Mini with a superb 36.59s, with Roger Walding improving by nearly a second in his Mini for second place with a time of 36.17s. Not to be outdone, however, Patrick Walker had recorded 35.77s to win the class, although Roger Walker failed on his second run.

It was the Lotus Elan of Stuart Watts all the way in the Marque Sports Cars class, improving from

40.06s to 38.08s to win convincingly from second place man - woops, woman - Carol Lloyd in her MG Midget who recorded 42.05s just to defeat John Saunders in his 1293 cc MG Midget by 0.21s.

Diana MacMaster led the Mod-Sports contingent away with a very smooth and quick climb in her 998 cc Clan Crusader recording 37.90s. Russ Ward in his John Brown Motors Aldon Healey Sprite was trying a bit too hard, ending up in the escape road at the hairpin - later remarking that the car had never aquaplaned before on slicks and he was too lazy to change the tyres! Second place after the first runs went, therefore, to Peter Waldon in his Lotus Elan with a time of 39.12s. Diana MacMaster improved to 37.63s on her second run, but Peter Waldon improved more to win the class with a time of 37.28s. Third place went to Russ Ward who managed to complete the climb in 38.60s just ahead of his compatriot, also in a John Brown Motors car but this time a Sprite, John Hawley who recorded a time of 38.99s.

The Team Castrol entry of Jim Robinson in his 1595 cc Mallock U2 Mk8/11B led the first runs of the Clubman's Sports cars with a time of 35.55s, although not too far behind was Brian Wilson in his shared Mallock Mk11X with a time of 35.99s - this car being, in fact, the ex-Morris Brothers U2 fitted with a 1558 cc engine. The drier second runs saw Jim Robinson improve to 35.10s to win the class from John Wilson, who recorded 35.17s in his Mallock. Brian Wilson slowed slightly but his first time gave him third place ahead of Mervyn Bartram who stopped the clock at 36.52s in his Moss Tyres Special.

As is the custom Martyn Griffiths won the GT and Sports Racing Cars class, taking his Mallock U2 Mk8B up the hill in very wet conditions in a time of 34.35s, with the Terrapin Mk5 of Terry Sims some way behind in 36.03s. Griffiths improved on the second runs to 33.64s, with John Barratt really trying hard in the Theta Ford, his efforts paying off with a time of 34.91s for second place. Terry Sims improved - but not enough - to take third place with a time of 35.11s.

A rather small up to 500 cc Racing Cars class saw victory going to Guy Murray in his Cooper Mk8 with a time of 39.56s, well ahead of second place man Chris Sturgess, who recorded 40.55s in his Tecno K4.

Terry Smith led the up to 1100 cc contingent away with a very hairy and twitchy run in the 998 cc Huntsman Vixen in 35.34s giving him third place in the class; no drivers improved during the second runs due to the extremely wet Welsh rain! David Way in the immaculate Ensign LNF3 fitted with a 1098 cc Holbay engine claimed second place by 0.01s, but David Gould really showed the rest of the class the way to climb Pontypool with a superb time of 34.64s in his 1071 cc Terrapin Mk1G entered by Basingstoke Car Club. The usually very quick Terrapin of John Frampton was fourth with a time of 36.28s.

The Racing Cars of 1101 cc to 1600 cc class saw Gerry Wilkins doing a Russ Ward and driving his Brabham BT21B up the escape

road, luckily with no damage. Earlier in the afternoon Peter Kaye recorded a time of 34.20s in his shared Brabham BT35X, to which co-driver Robert Sunderland replied with 34.85s. Despite a slight misfire David Franklin had the Huntsman Ensign really motoring to record 32.74s, with David Morris making a typically smooth climb in his Ensign to record 33.60s. On the second runs Peter Kaye once again ran out of turn, recording 33.54s in the Brabham for second place in the class. David Franklin slowed slightly to 32.95s but retained his class lead, with David Morris opting not to run a second time in the wet conditions, his first time giving him third spot. Robert Sunderland also failed to improve and was fourth with Richard Jones in his Surtees taking fifth place with a time of 34.91s.

The big Racing Cars class saw a further round in the Cramer/Lane battle, Nigel Pow being rather out of things with a time of 34.66s in his Brabham BT21/23C. Chris Cramer took the 2-litre Grunhale Lager March 74B up in 31.66s, to which Roy Lane replied with a time of 31.60s, the McRae looking very twitchy and on opposite lock after the hairpin. The second runs saw Chris Cramer going that little bit quicker to record 31.59s, just 0.01s quicker than Lane. The wet track, however, slowed Roy Lane to 32.72s to once again give him second place behind Cramer.

Championship Run-Off

Only four cars ran in the Top Five run-off, Peter Kaye, David Morris and Robert Sunderland deciding that discretion was the better part of valour in the appalling conditions. There was no Top Ten run-off either, as, apart from the fact that it was unlikely any times would be improved upon, the light was failing rapidly.

David Franklin was first to go. There was still a faint trace of misfire but his time of 32.52s was

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THURSDAY, SEPTEMBER 26, 1974

an improvement on his class time. Roy Lane had trouble getting the power down, but eventually shot up the tree-lined straight bottoming before the hairpin to record 32.25s. Nigel Pow in the 3.5-litre Brabham made a typically smooth climb recording 35.94s. Last of the four to run was Chris Cramer. The Grunhale Lager March made a superb start, with Cramer gently feeding in the power and shot up the hill in an incredible 31.17s.

Nigel Pow started the second runs with another smooth climb improving to 35.62s giving him two points in the Championship. David Franklin had flames coming from the exhaust of the Huntsman Ensign to further improve to an excellent 31.81s - second place to date. Roy Lane was on the grass after the start, seemed to miss a gear and just managed to keep his second place with a time of 31.78s. Last to go was Chris Cramer. It was another superb run, but slightly slower in 31.36s. So roll on Harewood this weekend - will it be Cramer or Lane?

R.J.W.

1. C. Cramer (2.0 Grunhale Lager March 74B Hart), 31.17s; 2. R. Lane (5.0 McRae GM1 Chevrolet), 31.78s; 3. D. Franklin (1.6 Huntsman Ensign (LNF 373 Holbay Ford)), 31.81s; 4. N. Pow (3.5 Huntsman Brabham BT21/23C Buick), 35.62s.

Class winners: M. Flather (Mini Cooper), 37.55s; N. Porter (Cooper S), 36.49s; S. Browne (Ford Escort TC), 38.59s; A. Cox (Cooper S), 37.17s; P. Walker (Cooper S), 35.77s; S. Watts (Lotus Elan), 38.08s; P. Waldon (Lotus Elan), 37.28s; J. Robinson (Mallock U2 Mk 8/11B), 35.10s; M. Griffiths (Mallock U2 Mk 8B), 33.64s; G. Murray (Cooper Mk 8), 39.56s; D. Gould (Terrapin Mk1G), 34.64s; D. Franklin (Huntsman Ensign), 32.74s; C. Cramer (March 74B), 31.59s.

Castrol/BARC FTD: Equal 1, R. Lane (McRae GM1) and C. Cramer (March 74B), 32; 3, D. Franklin (Huntsman Ensign) 25; 4, A. Douglas-Osborn (Brabham BT38), 18; equal 5, M. MacDowel (Brabham BT36X), M. Dungworth (Brabham BT35X) and Tony Bancroft (McLaren M10B), 10.

Castrol/BARC Hill-climb Championship: 1, P. Voigt (Voigt Renwick Special), 70.00; 2, M. Flather (Mini Cooper), 66.45; 3, D. Franklin (Huntsman Ensign), 61.31; 4, N. Porter (Mini Cooper S), 59.60; 5, R. Ward (Aldon Healey Sprite), 58.47; 6, J. Thomson (Vauxhall Firenza), 56.28.

PONTYPOOL PARK
RESTRICTED HILL CLIMB MEETING - 2nd June 1974

Your entry for the meeting has been accepted, and enclosed are your passes for admission. Pontypool Park is within the town of Pontypool, South Wales. The signposted competitors and officials entrance is Pantymoile gate, at the south end of the Park.

PADDOCK

The paddock is on the left of the driveway leading from this gate. Please park your competition car in your allotted space, marked with your competition number.

SIGNING - ON (CHANGE FROM PREVIOUS PROCEDURE)

Please sign on immediately on arrival. This will be AT THE CARAVAN IN THE PADDOCK. All drivers must have signed on by 10.00a.m. Then present car for scrutineering.

SCRUTINEERING

Scrutineering starts at 8.30a.m. When scrutineered please be ready for practice as soon as possible. Cars line up for practice on the left towards the bridge.

PRACTICE

Practice starts at 10.00a.m. All drivers must endeavour to take their first practice run by 11.45a.m. An over capacity entry has been accepted for this meeting and the schedule will be very tight. There is no return road at Pontypool, so cars will run to the top of the hill in batches of approximately 30 in number, as directed by the paddock marshals, and then return under the direction of the Clerk of Course. Cars waiting at the bottom of the hill for their run must keep well to the left not to obstruct their return. Two driver cars are reminded the onus is on them to be in the early batches. There will be no practice runs after lunch.

SILENCERS

Your attention is drawn to the paragraph in the regulations on the use of silencers. Please do everything possible to keep noise to a minimum, both in the main paddock and the holding paddock at the top of the hill.

SELF-STARTING

Your attention is drawn to the regulation that all cars up to Class 14 inclusive be self starting

CLOTHING

Where flame proof overalls are not worn, you are reminded that nylon based garments are extremely hazardous in the event of fire. It is also unwise to drive bare-armed.

COMPETITION RUNS.

These will be taken in class order as shown by the programme, with the exception of two-driver cars, the running order for which will be announced on the day. There are also twenty-five N.S.A. motor-cycles at this meeting. These will be run in batches between the car classes. The two competitions are entirely separate. Competitors are asked to pay attention throughout the meeting to the paddock tannoy, for any change in running order or other announcement that may be made.

DRIVEWAY

At no time must the driveway alongside the paddock be used for any practising.

RESTAURANT AND SPORTS CENTRE

The facilities of both will be available to competitors and their party. There will be catering facilities in the sports centre and in the restaurant over the track below the start. Although this was arranged for the previous meeting, owing to a misunderstanding catering was not available, and we apologise to any competitors inconvenienced by this.

COMPETITION NUMBER

Your competition number is 9.

We regret that adhesive numbers will not be on sale from the organisers. Numbers must be shown on both sides of the vehicle and to the front.

The co-operation of competitors in abiding by all regulations is requested in order to make the event as enjoyable as possible for all concerned. You are especially requested to pay particular regard to keeping noise to a minimum, and observing the schedule of the meeting.

The Secretary of the meeting is Mr. Alan Cooper, 414, Hector Avenue, Crunlin,
Near Newport. Gwent.

Telephone messages will be taken by Nigel Jones,
Abergavenny (0873) 5474.

Fairground frolics

Imagine turning up to the paddock for a hillclimb event and finding most of the space for the cars taken up by a travelling circus, complete, of course, with dodgem cars! This was the embarrassing situation which faced competitors and officials attending Pontypool Park last Sunday when BARC (South Wales) eventually ran their hillclimb. A clash of dates somewhere, by someone, caused the trouble but with a little juggling, manoeuvring and tolerance things settled down eventually and the wet and wet and dry event carried on. Continual morning rain gave way to fine but cloudy conditions later on, but the damp patches remained beneath the trees and caution was the order of the day.

David Franklin brought along his Huntsman Ensign to get in some useful practice and his 32.99 s was BTD by more than a second. None of the really big guns were present, having taken themselves well to the north. A final entry of 91 cars contested the event which was split into the usual 18 classes with several having to be amalgamated.

Datsun Cherry driver Peter Houghton took the up to 1150 Touring car class by nearly 2 s from Mini man Terence Tattam and his time of 37.44 s was well under the 38.63 s returned by the Cooper S of Alun Morgan to win the up to 1500 cc class. The big Touring class attracted seven entries and Stuart Collins whipped up in 40.69 s to beat Mexico driver Hugh Griffiths by a second plus.

It was Imp, Cooper, Anglia, in the places in the up to 1000 cc special saloon class with Kenneth Knott getting up in 37.98 s to handsomely beat Derek Gary's Cooper. From a class of 11 Ednyfed Morgan brought his Anglia through to third in 41.02 s. The day's biggest class, with 16, was the over 1 litre special saloons and Patrick and Roger Walker took first and second with their Cooper S, Patrick beating Roger with a 36.37 s to a 36.92 s. The 1950 Escort of Allan Humphries was third with 37.39 s.

Lotus Elans took both the next classes. Stuart Watts was best in the smaller capacity mod sports and Peter Waldon did 35.59 s in the combined marque/modsports bigger capacity class with the AC Cobra of Paul Channon collecting second in 37.22 s. Class II had the narrowest class winner of the day. This was Brian Wilson in his Mallock U2 Mk 11B who pipped Stephen Madge's Mallock U2 Mk 6/8 by two-tenths of a second, Wilson having 36.39 s. Hopes of another Mallock class winner disappeared in the combined GT and Sports (all capacities) when Terry Sims did 34.75 s with his Terrapin to beat Norman Hutchings 1892 cc Mallock by almost a second.

Six cars did battle in Class 15A for 500 cc racers conforming to the original specification and it was a Cooper-Triumph in the hands of Barry Brant who won in 37.36 s, a second faster than Jack Dillard's Cooper-JAP. The former Franklin Vixen took the up to 1100 single seater class, which combined with the other 500 entries produced a class of 14. Smith's time was 34.58 s, a fraction quicker than John Frampton's Terrapin who did 34.81 s with Alan Workman, in another Terrapin third.

Competition was pretty close also in the class of eight who contested Classes 16 and 17 for up to and over 1600 cc class. Nigel Pow eventually emerged the class winner in his Brabham BT 21/23C in 34.43 s, which was second BTD, with Ken Davies clocking 34.92 s in his Royale and David Morris (Ensign) third in 35.22 s.

BTD: D. Franklin (Huntsman Ensign), 32.99 s.
Class winners: P. Houghton (Datsun Cherry), 37.44 s; A. Morgan (Cooper), 38.63 s; S. Collins (Fireza) 40.69 s; K. Knott (Imp), 37.98 s; P. Walker (Cooper S), 36.37 s; S. Watts (Elan), 38.17 s; P. Waldon (Elan), 35.59 s; B. Wilson (Mallock U2), 36.39 s; T. Sims (Terrapin), 34.75 s; B. Brant (Cooper-Triumph), 37.36 s; T. Smith (Vixen), 34.58 s; N. Pow (Brabham BT21/23C), 34.43 s.

S. Wales Centre News

YOUR hardworking committee has been particularly busy over the past couple of months, and the pressure will if anything increase by the time you read this with Llandow coming up on June 30 and the National Meeting at Pontypool on July 14.

The Pontypool Hill Climb on June 2 was a jolly hectic affair all round. To begin with, someone in the Pontypool Council offices got his dates mixed up and what should have been our Paddock was full of Mr Deakin's Fair; rifle ranges, rocket roundabouts, the lot. The rumour that up to lunchtime FTD was held by a dodgem car is not true! However, with competitors' cars crammed together between the Fair and the startline, we managed to run through the massive entry of 104 cars and 25 motor cycles. We did rather stick our necks out in

accepting this number, but no things were under way, particularly in the afternoon, the organisation seemed to handle the number pretty well.

It was only decided at the last minute to use the return road from the esses back to the paddock but once competitors were used to the system, and one or two persuaded to obey the directions of the marshals and not come back down the track with other cars waiting on the startline as the first insisted on so doing, it proved quite a time saver.

We agr'n appeal for more assistance at our events. If you can help at Pontypool on July 14 please telephone Abergavenny 5474. There is a phone answering service on this number, so if the phone is not manned, leave a message with your name and address, and we will contact you

Griffiths scores at Pontypool

THE fourth round of the Castrol/BARC Hill Climb Championship ended with a fastest time of the day for Tony Griffiths in the immaculate Kidderminster Motors Brabham BT33F1 with a time of 31.40s for the narrow Pontypool hill climb course. Fastest in the top-five run-off was, however, Chris Cramer in his Grunhalle Lager March with a time of 32.12s just beating David Franklin's Huntsman Ensign by 0.32s. Poor weather conditions alternating between showers of rain and rather short sunny intervals made the track treacherous, and record times were obviously out of the question.

The small Touring Cars class was the domain of the reigning Castrol/BARC champion and current leader Mike Flather in his supercharged Aldon Mini Cooper. His time of 36.57s was over a second outside his own class record time, but even so he beat second place man Terence Tattam in a Mini Cooper by 2.75s.

As a similar story in the Touring Cars class of 1151 cc to that of Nicky Porter's purple Cooper S demoralised the field by ascending the hill in less than 31.3s ahead of Alan Cox's Cooper S which lost out a fair amount of time from the exhaust system.

In the Touring Cars class the standard looking Ford Escort ascended in 41.94s. The B0 of Hugh Griffin overtook by 0.52s. Meanwhile Jonathan finished third in his Escort

in the 1000 cc class. The special Saloons to the fore with Alan Cox in the lead, a noisy John Cooper S with a time of 31.40s finishing the Cooper S in second place. The Cooper S driven by Roger Griffiths finished in fourth place.

Ward recording a time of 38.25s to Diane MacMaster's 36.61s in her 998 cc Clan Crusader.

The class for Clubmans and GT cars saw the only bad accident of the day when the Mallock U2 Mk6 of Brian Wilson came off just after the start in the tree lined avenue leading to Pool Corner, spinning right around and damaging both ends against two trees, luckily with no injury to the driver.

On the first runs the class was led by Mervyn Bartram in his Moss Tyres Special in 37.42s, just leading the Mallock U2 Mk11 of Tony Southall by 0.02s. Southall improved on his second run to 37.05s but Bartram retaliated by stopping the clock at 36.74s on his second run to win the class. Third place with a time of 37.35s went to the Lotus Super Seven of Andy Fraser.

Richard Brown in the ex-David Good Martin BM8 just won the class for GT & Sports Racing Cars of 1600 cc and over with a time of 35.90s, but very close behind was the 1892 cc Mallock Mk8 shared by Hedley and Norman Hutchins - Norman came off best with a time of 36.06s.

Blackmore. Finishing lower in the class was John Ingall who recorded 38.98s in his 1964 Formula Junior Cooper T65.

Despite going on the grass during his first class run David Franklin led from start to finish the class for Racing Cars of 1101 cc to 1600 cc. His first time of 33.02s was well ahead of David Morris in his Ensign LN1, whose time of 34.24s on his first run gave him second place in the class. David Franklin improved to 32.45s in the twin-cam 1592 cc Huntsman Ensign, and David Morris failed to complete his second run. Ken MacMaster in his GRD 272 recorded 34.61s to just take third place from Richard Jones in his Surtees TS10 with a time of 34.68s.

An unfortunate non-starter in the class for large racing cars was Roy Lane, who apparently had broken his wrist whilst changing a wheel on his transporter, and it seems likely that Roy will be out of hill climbing for a short while - let's hope the wrist mends quickly, as we want to see the exciting 5-litre McRae back on the hills as soon as possible.

It seems strange to think that a municipal park is the place to see a Formula 1 racing car, but it is! The immaculate Kidderminster Motors Brabham BT33 of Tony Griffiths ascended the hill in the typical smooth fashion of Tony Griffiths to stop the clock at 31.40s, winning the class and taking fastest time of the day.

FTD: T. Griffiths (Brabham BT33/F1) 31.40s.

Class winners: M. Flather (Aldon Mini Cooper) 36.57s; N. Porter (Cooper S) 34.88s; S. Bensley (Escort RS2000) 41.94s; A. Cox (Cooper S) 35.68s; B. Bartram (Ford T/C Special) 37.01s; T. Williams (Lotus Europa) 36.64s; M. Bartram (M Tyres Special) 36.74s; R. Brown (Martin BM8) 35.90s; D. Way (Ensign F3-72) 34.66s; D. Franklin (Huntsman Ensign) 32.45s. T. Griffiths (Brabham BT33F1) 31.40s.

Castrol Top Five Run-Off: 1, C. Cramer (Grunhalle Lager March) 32.12s; 2, D. Franklin (Huntsman Ensign) 32.44s; 3, T. Griffiths (Brabham BT33F1) 33.73s; 4, A. Douglas-Osborn (Temple Row Special) 34.10s; 5, K. MacMaster (GRD 272) 34.56s.

Castrol/BARC Hill Climb Championship: 1, M. Flather 34.36; 2, N. Porter 34.01; 3, A. Cox 29.00; 4, R. Ward 25.86; 5, M. Bartram 23.11; 6, P. Voigt 23.09; 7, C. Cramer 21.01; 8, C. Rogers 18.31; 9, R. Fry 18.19; 10, R. Lane 15.92.

Castrol FTD Championship: 1, C. Cramer 16; 2, R. Lane 11; 3, D. Franklin 8; 4, A. Douglas-Osborn 6; 5, M. MacDowel 5.

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SOUTH WALES

THE Centre has had a most active, and generally successful, year. Our newer committee members are helping with ideas and effort, and during his first year our treasurer has been able to report more substantial bank balances than for some time, although this has been boosted by new-found sponsorship and increased charges, rather than more support.

Our Film Show at Abergavenny in April had an excellent programme, but rather poorer attendance than our previous show here, and a small loss was made.

The April and June Hill Climb meetings were successful and generally enjoyable events. All of the Hill Climbs have been over-subscribed with entrants, the June one particularly so. This meeting was both a round of the Castrol/BARC and the Esso Uniflo (Welsh) Hill Climb Championships, which turned out to be a mistake. The support for the Welsh Championship was much greater in number than anticipated, although lacking in quality, and this together with the peculiar attitude of its organisers makes us undecided on the merits of running a round next year or not.

The calamity was the enforced last minute cancellation of the July RAC National meeting. A top class entry had been received and every detail of organisation finalised, when a strike by the Municipal Workers who run the Park prevented us running. We were committed at that stage to an expenditure of over £200, which was a straight loss.

Our share in the first BARC Llandow meeting was an enjoyable diversion, but the position on the three meetings planned for next year is still not confirmed, with financial agreement still to be reached with the circuit, and their own essential construction work now very much behind schedule.

The September Hill Climb ran through smoothly enough, although the day was wet, and this meant Championship points, at this the penultimate round, meant little. Also this meeting was the first without our usual Clerk of Course and Centre Chairman, Vic Hesketh, as his wife had been taken gravely ill. How much Vic will now figure in our future affairs we do not know at this stage.

Through its Chairman the Centre is at the forefront of the plans for the country's first Motor Sports Complex, which if finally given the go-ahead will be sited at Tredegar, Monmouthshire. We are still awaiting the renewal of the lease at Ponypool Park for 1975 onwards, but there seems no reason why it should not be granted.

1973 EVENTS

Apr 29	Hill Climb, Pontypool Closed
Jun 17	Hill Climb, Pontypool Restricted
July 15	Hill Climb, Pontypool National Meeting cancelled at 48 hours notice.
July 29	HQ/S. Wales Race Meeting, Llandow. Restricted.
Sep 16	Hill Climb, Pontypool Closed

S. Wales Centre News

OUR Club Night on February 12 included two good films, unfortunately marred by poor sound quality, and a quiz devised by yours truly. Well really!—some of those answers! We are going to have a tough job finding a team for the Castrol Quiz next year.

We have had some encouraging meetings with Pontypool UDC over our activities at Pontypool Park. The new indoor Sports Centre that is nearing completion will be most impressive and is being opened on March 27 by Princess Alexandra. We will have use of the restaurants and bars at our meetings and the Council are keen to encourage us—that is our competitors and spectators—to take an interest in the

activities there. An artificial ski slope is scheduled for completion by June.

We shall be holding a MARSHAL'S TRAINING DAY on SATURDAY, APRIL 20, at 10 a.m. All aspects of the job will be covered, courtesy of Surrey Centre's two experts. This day will benefit us all, so I hope all our marshals will make an effort to attend. Further details will appear in our Centre Newsletter but the venue is The Village Hall, Michaelstone-y-Fedw, near Castleton. You will find it by taking the B4288 Michaelstone turning off the main Newport-Cardiff road at Castleton and the hall is about one mile along, next to the Cefn Mabley Arms. Nigel Jones