

SPEED HILL CLIMB — BAITINGS DAM

21st August, 1966

The poet who wrote "and the heavens opened" must have been present at the Club's Annual Hill Climb at Baitings, as it threw it down from early morning to late afternoon without respite.

Such was the scene when competitors arrived for scrutineering only to find that the gentleman in question was noticeable by his absence, however, all was well in the end, and competitors began making their usual noises in the paddock, verbal and mechanical, when it was discovered that the medical gentleman who had agreed to be M.O. had not arrived, and that, coupled with a very much over cautious(?) R.A.C. Steward, just about qualified the organisers for the nut-house.

These troubles apart, practice got under way and as the cars "splashed" their way to the top, the scene was more reminiscent of power boat racing than hill climbing. But it was obvious that no records were to be broken that day, everyone was treating the streaming wet course with great caution, and strange to relate times were faster in the rain than when it ceased, owing to the fact that mud deposited on the bends was not being swilled away by the flow of water. Most of the single-seater and sports racing cars were most unhappy as the weather would not allow the best to be made of the power available.

Malcolm Dungworth showed his versatility as an all-weather driver by taking F.T.D. in the T.V.R. Griffin with 35.29 secs. Class 1 saw J. M. Radcliffe's Rally Imp fast enough with 36.14 secs. to take first. Peter Gould, M.G. 1100, would have had a secure second in Class 2 but for striking one of the marker flags on the course, the Class being taken by W. E. Booth in another M.G. 1100. And so the day wore on with very few incidents in spite of the weather, John Fletcher having the bad luck to break a half-shaft on his first run, and one competitor who performed the most amazing gyrations to finish about face roughly in the position of the Marshal at the top corner, having only his pride damaged.

All in all, a successful event spoilt only by the weather. A full entry and some really wonderful marshals who stuck it out all day—some 10 hours. We can't thank those people enough for their support, without whom, these events would not be run.

But at least they had some interesting moments, particularly when Vikki Lincoln (née Heppenstall) came up the hill, their expressions and attitudes had to be seen to be believed, after all who ever heard of a mini-skirt in a mini-car, and although she took the Ladies' Award, we would have given it to her anyway for her sartorial display.

Results :

F.T.D.:	M. Dungworth, T.V.R. 200	35.29
Class 1 :	J. M. Radcliffe, I.M.P.	36.14
2 :	W. E. Booth, M.G. 1100	40.08
3 :	A. Forrest, Cortina	37.86
4 :	F. Midgley, Cooper S	37.11
5 :	C. F. Hirst, Cooper S	38.56
6 :	B. Whiting, Spitfire	38.97
7 :	S. J. Simpson, T.V.R.	38.22
8 :	Miss M. W. Oakden, A/H 3000	40.59
9, 11, 12, 13 :	M. Dungworth, T.V.R. 200	35.29
Ladies' Award :	Mrs. V. Lincoln, Cooper S	39.97

MINI-MIGLIA RALLY

The Rally was held on Saturday/Sunday, 24th/25th September, a pleasant night weatherwise for what was to be a very good Rally.

11-0 p.m. saw the first car away from Ribblesdale Motors Garage at Settle with a distance of 240 miles to cover before finishing at Shap Wells Hotel, Penrith, some eight hours later.

Route cards had been issued at signing on and covered O.S. sheets 83, 84, 89, 90 and 91 with a halt for petrol at approximately 150 miles. The route had been well planned to cover some of the best Rally country in Yorkshire, on non-damaging roads.

Torgo timing was used on the road and precision timing on the selectives; unfortunately this fell down on two of the sections, but had little effect on the final placings.

Timing was tight on the road, which possibly accounts for the fact that less than half of the original 90 starters did not finish, and only nine of these came through without fails.

The event was slightly marred by the fact that the results were not announced at the finish and competitors had to wait several days before receiving the provisional results. Final results arrived a week later, and overall positions of the first three were : R. Bean/G. Nash, 1,241 marks; F. Davis/R. Redhead, 1,305 marks; followed by J. Tordoff/B. Marchant with 1,354 marks. D. Tomlinson/R. Davidson took the Non-Championship Class and P. Shorrocks/L. Catteroll the Non-Expert Class.

P. SHORROCK.

KNOWLDALE MUTTERINGS

Watch out for Fred in his Fredmobile. Bert seems to have had some trouble lately with his Bertmobile, he does not get around now like he used to.

What is this Fred hears about two birds taking flight from Chapel House in their passion waggon and not seen since? What is happening up there? Did you hear about Hutch? Thought he had enlisted back in the Army when he went round the route on the Mini. What about the three well-known K.C.C. noddies in Penrith on a Saturday night, they found a good pub to hibernate to until next year. They say CLEGGY'S never been the same since.

Anyway time is pressing, Fredmobile's calling. Hoping to be around at the FIREWORKS, HUTCH SOLD me a ticket, easier to sell than cars, "What Hey".
FRED.

AUTUMN AUTOCROSS : 18th September, 1966

This type of event, put on by the Club for the first time, is a rapidly growing branch of Motor Sport, giving competitors ample opportunity to do some fast motoring without damage to their vehicles, at the same time teaching them how to control them.

Co-promoted with High Moor, B.A.R.C. and Mid-Cheshire, the event was unfortunately plagued by a small entry, some 31 cars signing on. Sad to relate the bulk of the entry was provided by one of the co-promoting clubs, whilst one club did not provide a single entry, but helped with the organising. It was found out later that most members of this club did not even know they were invited—shows a lack of foresight on the part of the club's Secretary.

Be that as it may, a last minute change of venue nearly upset things, but with the very kind co-operation of the farmer, to whom we are deeply indebted, an even better one than the original was found and scores of little yellow flags suddenly grew out of the ground and we were away.

A course of nearly three-quarters of a mile was laid out and three laps per run arranged, but subsequently amended to two. Cyril Rose, S.A.A.B., being number 1, was first off, but stopped after the first lap presumably to ask his way, thus nearly causing Mr. Harte and No. 2 son (Hon. Timekeeper—San) to have convulsions. B. Mankin, Porsche—V.W., travelled down from Newcastle (Tyne variety) to compete, and appeared to enjoy himself immensely, gaining 2nd F.T.D., fastest going to A. W. Ridwell, Cooper, with 82.6 secs. What was most astonishing was the crowds of spectators for whom the organisers had not made arrangements, thereby depriving themselves of valuable income, but apparently one of the largest national daily papers had mentioned its whereabouts.

The course was cutting up somewhat in the late afternoon, and some very fine sights of air-borne cars with their suspensions "all funny" were seen and some interesting techniques were observed; but all in all, a very enjoyable day's motoring.

F.T.D. Class 2 :	A. W. Ridwell, M.C.M.R.C., Cooper	82.6
1 :	C. Nuttall, K.C.C., Mini	88.0
3 :	P. L. Croot, M.C.M.R.C., Cooper S	85.4
4 :	B. Mankin, B.A.R.C., Porsche V.W.	83.3
5 :	P. Gould, K.C.C., M.G. 1100	85.5
6 :	J. K. K. Barlow, M.C.M.R.C., Volvo	82.8
7 :	N. E. Platt, M.C.M.R.C., Sprite	88.5
9 :	J. D. Clegg, K.C.C., Mini Special	86.8

Competition Notes

One or two of our events were plagued by lack of helpers, so in order to give you advance information for 1967, I am printing a list of events for you to cut out and keep next to your hearts or money. If you feel you would like to assist in any way at all, please contact me and I will put you in touch with the relative organisers. Every ounce of help is needed and appreciated, particularly in the preparatory stages.