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NOVEMBER

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NOVEMBER **67**

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COVER PICTURE

David Hepworth's tremendous form with his Brabham in the closing stages of the Season brought him well-deserved and popular success at Tholt-Y-Will Harewood, Scarborough and Castle Howard and served notice the combination will be a force to be reckoned with on the hills next year.

(Photo: Jeff Binns)

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Special Awards

To maintain the comprehensive social and competitive programme staged by the Centre each year calls for a great deal of effort from a large number of people — competitors, officials, marshals, administrators, committeemen and so on. Some receive tangible reward for their labours — although probably few are animated by that consideration — this taking various forms, not the least of which is public recognition received from appreciative fellow-members. However, Centre activity resembles the iceberg, much of it being unobtrusive and below the surface and there are numerous individuals — some members, some not — who year after year quietly work for the benefit of the Centre, often unknown to the majority of the members and whose sole reward is the satisfaction they themselves derive from their activities.

Wishing to show its appreciation of these efforts and feeling confident it is reflecting the views of members, the Committee has decided to institute Special Awards which will, from time to time, be awarded in recognition of outstanding services to the Centre — from both members and non-members. These awards will not be made at any particular time or in any particular number — indeed in some years none may be given — and they will only be awarded for outstanding services over a lengthy period of time. Deliberately their monetary value will be modest but it is hoped their sentimental value to the recipients will be considerable, especially as the number of Special Awards made will be small.

December Club Night

The December Club Night — purely a Natter and Noggin affair — will be held at the Grey Hound Inn, Tong, near Bradford on Tuesday 5th December commencing around 8 p.m.

Recently club nights haven't been at all well supported — so much so their discontinuation has been suggested — and consequently it is hoped, blowbags or no, a good turnout of members will support this one.

These are excellent occasions for new members to get introduced around and we hope to see a number of new faces, who are asked to contact any Committee member present, at the Grey Hound.

Due to the nearness of Hogmanay there will, as usual, be no club night in January, the first of 1968 being on 6th February.

Annual Dinner Dance

As we close for press in mid-November over half of the tickets for the Dinner Dance have been sold and probably most of the remainder will have gone by the time this Circular hits your doormat. However, there may still be a few left — or a few returns — but we suggest early application to be essential.

Breathalyser-conscious guests coming from the Sheffield district may like to know Barry Joell and Richard Shardlow who are running a 32-seater coach for their own party have a few seats vacant. Enquiries to Barry or Richard at Leedspeed Accessories Ltd., 494 Fulwood Road, Sheffield 10. (Tel.: Sheffield 32432).

Speed Event Classes — 1968 Season

The Open Forum to discuss Centre Speed Event Classes for next season at the Griffin Hotel, Leeds on Wednesday 15th November was very well attended, the discussion being helpful and constructive with a welcome absence of personal axe-grinding — which gets nobody anywhere.

After the Committee's suggested alterations had been put forward and explained the meeting was thrown open to general discussion, following which several amendments were agreed upon. The final results of all these deliberations will be self-evident from the enclosure with this Circular which gives full details of the classes and rules for 1968. Briefly the changes embrace a break in the middle Marque "Y" Sports Car class at 2,200 c.c. instead of three litres, a new break in the Special Grand Touring Car classes at 1,300 c.c., re-organisation of the Sports/Racing Car classes and the discontinuation of any maximum pressure limit when supercharging is employed.

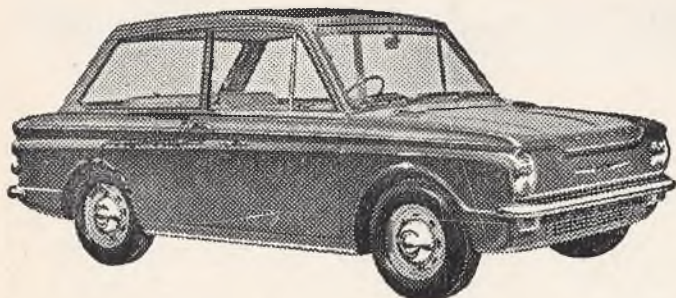
Centre Annual Competitions

Details of the final placings in the four Centre Annual Competitions viz Pearce Trophy — now incorporating the Firth Bowl — Ken Lee Trophy, Chippy-lola Vase and Arnold Burton Trophy will be found elsewhere in this issue for which our thanks are due to Tony Hodgetts who, single-handed, has maintained the records throughout the season.

Although the task of compiling these, which reached impossible proportions, has been greatly eased this year by introduction of a system of individual entry

Continued on page 7

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in each competition, the amount of work involved is still considerable and bearing in mind the great deal of other work Tony does for the Centre we are greatly indebted to him not only for maintaining the records but also ensuring they have been kept right up to date thereby making possible regularly monthly publication of the leading positions.

Figure of Merit Markings

Under CORRESPONDENCE in this issue we publish a letter from Geoff Winder on the subject of Figure of Merit markings in standard car trials — a controversial letter on an equally controversial subject. This letter, is, however, of especial interest as it not only states a widely-held view with force and clarity but comes from an experienced competitor who won the recent Greenwood Cup Trial although deploring the marking system which enabled him to do so — an unusual situation.

The burden of Geoff's argument is that the chap who gets farthest up most sections is the moral winner and that therefore he should receive the major award and furthermore the kind of car he happens to be driving, always providing it falls within a reasonable definition of "standard", is irrelevant. To support his argument Geoff points out that the principle of best outright performance holds good for almost all other events, a viewpoint which overlooks the fact standard car trials and driving tests are about the only competitions left for ordinary "go-to-work" vehicles to compete in and it is, of course, largely for their benefit figure of merit systems are used.

The proof of the pudding is, however, in the application of Geoff's formula to actual events and there is no doubt his argument gains much ground when related to the results of the recent Greenwood Cup Trial where several excellent performances in less suitable vehicles went totally unrewarded.

If the figure of merit marking system was dispensed with marking would simply be based on marks gained, the chaps who climbed highest up most hills getting the major awards with class awards going to the leaders in each class — with the usual caveat about nobody winning more than one pot.

There is, however, another point to be taken into consideration viz that although this system of marking might be more equitable it could be less universally acceptable which might lead to a fall in entries and, in the end, only those who felt they had a good chance of success, plus one or two consistently unsuccessful "regulars" participating — a state of affairs we would all regret.

Much midnight oil has been spent in searching for an equitable marking system and no doubt Geoff Winder's thought-provoking letter will spark off further discussion, especially in the Events Committee but it would be both interesting and helpful if other members would ventilate their opinions, for which purpose the correspondence columns of the Circular are at their disposal.

STONE TROUGH TRIAL

17th SEPTEMBER

Pleasant, but perhaps inappropriate, weather attended the annual Stone Trough Trial which took place in 17th September on its usual midden amidst the desolation of the old mine workings at Yarnbury, just above Grassington, in the heart of the Yorkshire Dales.

This year's Stone Trough — a qualifying event in the R.A.C. Trials Championship — was organised by our co-promoters or, to be more accurate, by "Bing" Crosby and George Firth who cooked up twenty sections for each of the 23 competitors to tackle twice.

At the lunch halt Lol Hurt was leading with 26 marks lost, a lead of one from John Harrison these two being well ahead of third man Ralph Needham (37) and Tony Marshall (54) — the difference between the first four being unusually wide.

In the afternoon the leading pair emphasised their superiority by pulling further ahead but in the end John Harrison managed to pip Lol Hurt by 1 mark thereby reversing the lunchtime positions, returning a score of 66 marks lost. Eric Jackson was third with 110 marks astray.

Another excellent Stone Trough thanks to Bing, George and the rest of the marshals who turned out to assist.

Results

Stone Trough Trophy	J. F. Harrison (Harford)
Special Award	L. Hurt (Ford Special)
First Class Awards	E. Jackson (Cannon)
	T. A. Marshall (Cannon), R. C. Needham (Cannon)
Novice Award	P. R. Hargreaves (Edford)
Team Award	E. Jackson, J. Harrison, T. A. Marshall

DECEMBER CIRCULAR

PRESS CLOSING DATE

All copy, advertisements, etc. for publication in the November Circular must be received by

WEDNESDAY, 6th DECEMBER

otherwise publication in that issue cannot be guaranteed.

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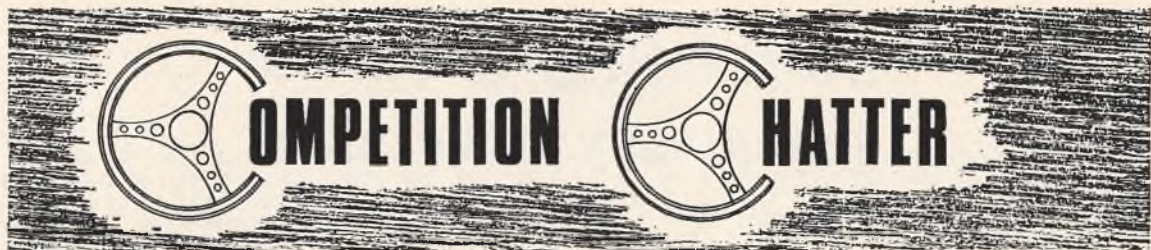
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COMPETITION MATTER

● The British Racing and Sports Car Club Ltd., Northern Centre, have their Annual Midnight Film Premier at the A.B.C. Cinema, Vicar Lane, Leeds this Saturday, 2nd December at 11-45 p.m. Films to be shown include two from Firestone, "Showdown in '67" and "Thirty Days in May", also "The Ringmasters" by Castrol and the B.R.S.C.C.'s own film, "Charge of the Fright Brigade". Admission is by ticket only and these are obtainable from Leedspeed Accessories, 5 Grand Arcade, Leeds 1, Lewis' Store, The Headrow, Leeds or Wolfe & Hollander, Bradford. Alternatively, direct from the Northern Centre Secretary, Geoff Knights at 12 Westroyd, Pudsey.

● Disappointment was shared by many Centre Members at the last minute cancellation of the R.A.C. Rally. None more so, however, than Gordon Forster. Gordon had over the previous six months put in many, many hours of receiving over the stages and just as many back at home getting everything down on paper. On top of this he overlorded the super-human efforts that were made during the final week, re-routing the competitors to run back through the Yorkshire stages. Well done Gordon, I for one, and many others for sure, appreciate your efforts and sympathise with the disappointment you must have suffered at the eleventh hour cancellation.

● Still on Forest Rallying — the Association of Northern Car Clubs' Forest Rally for 1967 will be run by the De Lacy Motor Club on 24th/25th February 1968. The Rally is once again sponsored by Palmers Tyres and will be a 450 mile affair with several Forest Special Stages as well as the usual road sections. B.A.R.C. will be manning a stage, it is anticipated, so if you cannot enter, book the date to come along and marshal.

● Another Rally 'off' due to Foot and Mouth is the Poachers Motor Club of Grantham's Empire Trophy Rally, which was to have been held on 2nd/3rd December. It is now hoped to hold the event in the new year and you are asked to hold your regulations as it is proposed to use them for the re-run event.

● One of the best local Production Trials comes up on Sunday 10th December. This is the one organised by the Ilkley and District Motor Club. Centre Members are invited to compete in this Restricted Trial, which is a qualifier for the British Trials & Rally Drivers' Association's Production Car Trials Star Championship. The start is from the entrance of Caley Hall Farm on the Leeds/Otley road, from where the Trial will be held; all the sections and connecting tracks will be non-damaging. There are the usual four Production Car Trial Classes and a generous Awards list. Pre-event formalities, scrutineering, etc. will take place in the Car Park of the Royalty Hotel (Map Ref. 96/201440), and a lunch break will also be

held at the Royalty, where snack lunches will be available. Start by the way is from 10-31 a.m. Regulations are available from the Centre office and we look forward to healthy support for the event from B.A.R.C.

● Another local event gaining in popularity is the Autocross at High Eggborough Motor Sport Centre run by the De Lacy Motor Club. Two meetings have been held there recently and at the October meeting B.A.R.C. Yorkshire Centre members performed with distinction. Class winners include Mike Sugden in an 850 Mini, Richard Peacock in the Coldwell Special and John Williamson (Mini); Richard Thwaites took a second class award in the fast Mini Class.

Included in these meetings is the Queen's Garage Inter-Club Trophy, which is a very interesting and closely fought affair. Representatives of each of six local Clubs attempt to beat the class bogey time. 40 points are awarded for bogey time and 1 point added for each tenth of a second faster than bogey, 1 point being deducted for each tenth of a second slower than bogey. In the Inter-Club runs in October, Peacock achieved a 3 second improvement on his own previous best time, which was good enough for F.T.D. and 50 bonus points for B.A.R.C.

At the conclusion of the Meeting B.A.R.C. were lying a close third behind De Lacy and York Motor Clubs. Unfortunately darkness closed in rather swiftly at the conclusion of the meeting held on November 19th, which led to the cancellation of the Club Runs that day. However, there are still two meetings to be held in the new year, so if you have a liking for Autocross why not go along and support the Centre in an attempt to lift the Inter-Club Trophy. As Peter Morrell, the Secretary of the Meeting says, it would make a good double to go with our Cricket success.

● You may not have heard, but Motor Sport in the East Riding has been undergoing something of a change recently. Two of the leading Clubs from that part of the County have merged to provide their Members with bigger and better Motor Sport. They are the East Yorkshire Car Club and the Hessle and District Motor Club, and the combined Club is to be known as the Hessle and East Yorkshire Motor Club. The merger is officially due to be effective from the 1st January 1968, though the two committees are already working closely together. We have of course close associations with the E.Y.C.C., having co-promoted Autocross and Driving Tests (which we still do) with them and having had help for many years at the Olivers Mount Hill Climb. We look forward to further years of co-operation with the new Club.

Initial Chairman, by the way, is our worthy commentator at Harewood, Ted Booth. Secretary is Kenneth G. Spoor, 25 Pulcroft Road, Hessle, E. Yorks.

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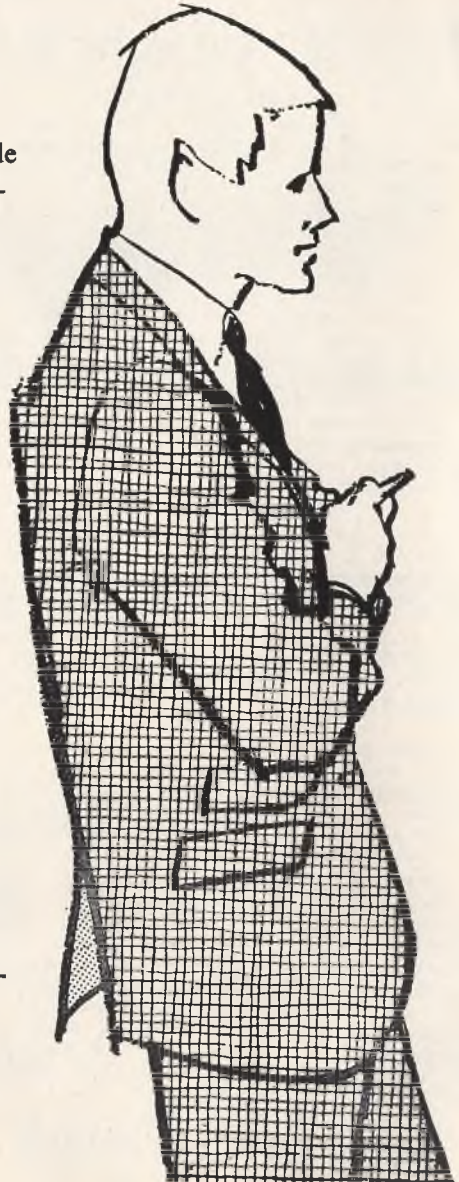
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AUTOCROSS

24th SEPTEMBER

Despite a filthy day the annual Autocross, co-promoted with the Yorkshire Sports Car Club, at Dunkswick near Harewood, attracted a modest entry of 42 and a surprisingly large crowd whose hardiness was much to be admired.

Owing to a paucity of entries classes one and two, catering for the f.w.d. saloons, had to be merged — a step which seemed to favour the larger-engined of the breed of which Geoff Helliwell's proved slightly quicker than Mike Flathers. Third man Geoff Walker not only took third place but Grewer's Cortina after crossing the line.

Grewer's now tatty Cortina, minus grille, provided his usual fireworks to win the next class by a clear ten seconds from Gordon Chippindale, the latter's Cortina G.T. being reluctant to fire on all four. Peter Millman (ancient Mk. VII Jaguar) appeared to be enjoying himself and took third place, somewhat to the surprise of many.

In class 5 Millman, now more familiarly-mounted in his VW, took the honours from John Cockerill (Hillman Rally Imp) and the two-car Class 6 went to R. G. Moorhouse (Lotus 7 BMC) after some hairy stuff on his first run which did a world of no-good to Patrick Snowden's straw bales. Moorhouse's opponent, David Crowther (MG Midget) had his moments too, and the crowd loved every minute of this pair.

Try though Ian Grassick (MG B) might Class 7 went to Arnold Burton's Elan with Tony Dean, in unaccustomed surroundings, getting faster on each run — which is something few others managed to do.

In the final class for specials Arnold Burton (1293 c.c. Mini Moke) again turned in fastest time, Garsides ex-Burton similar, but 1071 c.c.-engined apparatus being just that bit slower. Paul Hargreaves Edford expressed his disapproval of autocross by shedding a wheel.

The knockout relay race drew seven entries and by the time the first heat came round the surface was well and truly ploughed up, everybody scrabbling for grip. However, there was no shortage of pushers, many from opposing teams, and at the end of all this Team Flower Power — Messrs. Barton, Umpleby and Grewer, emerged victorious.

Results

Class 1. — Front Wheel Drive Saloons Up to 1,000 c.c. (including Cooper S Types)

Class 2. — Front Wheel Drive Saloons 1,001 c.c. and over (including Cooper S Types)
Merged

1. G. Halliwell (Morris Cooper S) 169.46
2. M. R. Flather (Morris Cooper S) 172.52
3. G. Walker (Austin Cooper S) 181.11

Class 3. — Rear Wheel Drive/Front Engined Saloons up to 1,300 c.c.

No entries.

Class 4. — Rear Wheel Drive/Front Engined Saloons 1,300 c.c. and over

1. C. Grewer (Ford Cortina) 184.28
2. G. F. Chippindale (Ford Cortina GT) 194.01
3. E. P. Millman (Jaguar Mk. VII) 229.22

Class 5. — Rear Engined and Formula Libre Saloons

1. E. P. Millman (VW 1500) 192.82
2. J. Cockerill (Hillman Rally Imp) 197.72
3. C. M. Burgess (Ford Lotus Cortina) 211.49

Class 6. — Sports and G.T. Cars up to 1,300 c.c.

1. R. G. Moorhouse (Lotus 7 BMC) 217.35
2. D. G. Crowther (MG Midget) 251.21

Only two entries in class.

Class 7. — Sports and G.T. Cars 1,301 c.c. to 3,000 c.c.

1. A. J. Burton (Lotus Elan) 203.40
2. I. Grassick (MG B) 209.06
3. A. G. Dean (Porsche 356B) 235.83

Class 8. — Sports and G.T. Cars over 3,001 c.c.

No entries.

Class 9. — Specials

1. S. J. Burton (Morris Moke) 186.56
2. G. Gartside (Morris Moke Special) 198.21
3. J. M. Wheatley (Mini Climber) 204.81

Relay Race

Team Flower Power —

H. B. Barton, A. N. Umpleby, C. Grewer.

Awards

Fastest Time of Day G. W. Helliwell

First Class Awards:

- C. M. Grewer, E. P. Millman, R. G. Moorhouse,
- A. J. Burton, A. J. Burton.

Second Class Awards M. R. Flather, G. F. Chippindale

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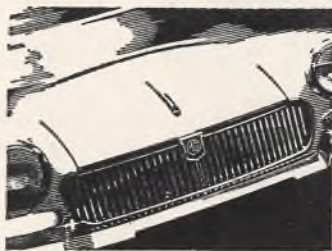


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ALFA GIULIA SPRINT & SPYDER	10 2 6	8 15 0	9 15 0	9 15 0
SPRITE Mk. 1 & 2. MIDGET Mk. 1	9 12 6	7 19 6	8 10 0	8 10 0
SPRITE Mk. 3 & 4. MIDGET Mk. 2	9 17 6	8 10 0	9 10 0	9 10 0
B.M.C. MINI RANGE	9 12 6	7 19 6	8 10 0	8 10 0
B.M.C. 1100 RANGE	9 12 6	7 19 6	8 10 0	8 10 0
B.M.C. 1800 RANGE	10 2 6	8 15 0	9 15 0	9 15 0
FIAT 500, 500D, 600, 850	9 12 6	7 19 6	8 10 0	8 10 0
FIAT 850 COUPE	9 17 6	8 10 0	9 10 0	9 10 0
FORD ANGLIA 105E	9 12 6	7 19 6	8 10 0	8 10 0
FORD CORTINA 1964	9 12 6	7 19 6	8 10 0	8 10 0
FORD CORTINA 1965 ON	9 17 6	8 10 0	9 10 0	9 10 0
HILLMAN IMP RANGE	9 12 6	7 19 6	8 10 0	8 10 0
JAGUAR Mk. 2 & 'S' TYPE	10 2 6	8 15 0	9 15 0	9 15 0
LOTUS CORTINA & ELAN	9 12 6	7 19 6	8 10 0	8 10 0
LOTUS CORTINA 1967 ON	9 17 6	8 10 0	9 10 0	9 10 0
M.G. B & C	9 17 6	8 10 0	9 10 0	9 10 0
MINOR 1000	9 12 6	7 19 6	8 10 0	8 10 0
RILEY 1.5	9 12 6	7 19 6	8 10 0	8 10 0
ROVER 2000 & T.C.	9 12 6	7 19 6	8 10 0	8 10 0
SAAB	9 17 6	8 10 0	9 10 0	9 10 0
SIMCA 1000	10 2 6	8 15 0	9 15 0	9 15 0
TRIUMPH HERALD, VITESSE, SPITFIKE, T.R.4	9 12 6	7 19 6	8 10 0	8 10 0
TRIUMPH 1300	9 17 6	8 10 0	9 10 0	9 10 0
TRIUMPH 2000	10 2 6	8 15 0	9 15 0	9 15 0
VIVA	9 12 6	7 19 6	8 10 0	8 10 0
WOLSELEY 1500	9 12 6	7 19 6	8 10 0	8 10 0

For those reluctant to venture into the wilds of Lower Wharfedale (where we would be shut anyway on a Saturday afternoon), BOB SOPER will always fill his car with the odd wheel, Gear Knob, Rally Jacket or even Sidewinder before coming to Club Nights. He is always prepared to have a little haggie at the bar counter to liven things up a bit and is willing to buy cash customers a fat, free Bitter Lemon or 2% Lager if they insist — Anything to get the party going. Don't forget the number is BOSTON SPA 3772.



F. H. CROSBY

Mention F. H. Crosby and one may ask, "Who's he?" but add "Bing" and a moustache and you have a well-known member in all spheres of motor sport. Bing, as he is universally known, is one of those people who make my task easier by not being particularly interested in anything except his family, his business and motor sport. His story then, apart from having been in the motor trade all his working life, and that he is married to Joan, his most loyal supporter in all things motoring, is made up of his long and varied competitions career.

No competition was done before the war but Bing made a quick start afterwards and has continued more or less without break since 1945. The year 1945 was a momentous one as Bing joined the Y.S.C.C. encouraged by Tommy Wise into taking the step. His first event followed soon afterwards which was a trial and Bing drove his then current car, an M.G. J2. At this time, large V8-engined specials were the most successful type of cars in trials so Bing decided to make his own variation on the theme which was a cut down Buick with a straight 8 engine and two seats lashed on to the frame. This was an interesting motor and provided a lot of fun. In addition to trials, the Buick was entered for the odd speed hill climb run 'unofficially' on the main road at Park Rash. Bing was young and impetuous, the car light and powerful and the road loose and slippery with the result that there was a long and exciting moment, ending up in the ditch!! The day of the V8 passed, no doubt to the delight of the marshals and spectators who had to push them when stuck, and the Ford Ten engine gained ascendancy which it still holds today. Bing obtained a new special from Bert Cryer who was a well known and successful local driver. Bing did a lot of trials with this car, never, in his own words "doing anything brilliant but having a grand time". Around 1950, Bing 'retired' until 1957 from actually driving in events but did a great deal of marshalling and organising work. During this time too, he was Chairman of the Yorkshire Centre of the Seven-fifty Motor Club.

In 1959, Bing had a Mini, one of the first in these parts, and in this car he did the Yorkshire Rally. Being impressed with its potentialities, he vowed to use one for speed events which were just starting to become so popular. The car he first used in sprints was a blue 850 Mini with a mild tweak, Reg. No. 1234 WX. This car's successor had the same registration number but was a Mini-Cooper with a full race Downton motor. In this car, Bing enjoyed more success than with any other before or since. The battle was usually between Ken Lee, Bing and Alan Staniforth and they fought at autocross, sprints and hillclimbs. Of all the awards Bing has won, he is probably most proud of the fact that he won the Y.S.C.C. Premier Annual Trophy on a points basis for three years running, much to the disgust of his friend



George Firth who had to come on all sorts of road events he did not particularly like in order to assist Bing to amass his points! Winning this esteemed trophy three years running was "harder than work" but well worth the effort. At the end of the third Downton Mini-Cooper year, Bing again 'retired' but was very kindly loaned a Cooper 500 to which a 1,000 c.c. engine had been fitted. This was enjoyed so much that Bing bought the car and another from the owner, Duncan Collinge. The second car was the ex C. S. Henderson Centric blown 1100 Cooper and rates as Bing's favourite-ever car. "It would go faster than I could think and the road holding was diabolical but driving it was my greatest thrill". Once sorted out by Roy Cunliffe, the very able motorcycle tuner, it was a force to be reckoned with and Bing had some very exciting hillclimbing from this car. The only reason for sale was due to its need of being specialist-maintained and Bing wanted something he could look after himself as he enjoys this side of the motoring as well as the driving. His cars are always spotless and a credit to his careful maintenance. As a result of the Cooper's departure, he bought a Lotus 20, ex-Jim Russell and had a good season in this car which looked as if it was out of a showroom, such was its condition. Bing was rarely out of the first three and on one occasion had a second F.T.D. to David Harrison at a Topcliffe Sprint.

This brings us up to the season just concluded during which Bing had rather a trying time with his new Mamba. This was entirely due to attempting to build, run and develop at the same time and was in no way due to builder John Thornton for whom Bing has the greatest respect. The season ended on a happy note with a good meeting at Castle Howard, Bing finishing in the first three and recorded a good time so that he is full of hope for a fine season next year.

Continued on page 17

The annual Scarborough Hill Climb — seventh in the series — took place in conjunction with our co-promoters, the East Yorkshire Sports Car Club, on the usual Oliver's Mount course on 1st October — for which we are indebted to the generosity of Scarborough Corporation. With dry, if cold, weather and so many quick cars about nowadays, all appeared set for a wholesale lowering of class records and so it proved, no less than twelve — including the outright — out the seventeen going before the end of the day, many of them several times over. David Hepworth maintained his recent improvement with the now very quick Brabham Traco Olds to record 44.11s. in the class runs — 1.84s. inside Fred Smith's year-old record — but Peter Lawson had the final word in the ex David Good 4 WD BRM with 43.49. in the "Top Ten" run-off at the end of the meeting.

With Chris England's Cooper missing from Class 1 following a practice prang in the esses the field was wider open than usual and Jeff Goodliffe twice broke the class record — finally leaving it at 4.97s. lower than at the start of the meeting — and beat second placeman Stansfield by 5.56s. — a convincing superiority. Hard though regular opponents Alan Forrest and Gordon Chippindale might try in the "Cortina" class they couldn't approach the class record set by Jim Wood's very hot 3.8 Jaguar some years back finishing in that order. In the fourteen-entry class for Special Series Touring Cars Ken Lee had almost half a second in hand over John Cussins — both 1293 c.c. mini-mounted — whilst a gentleman called Kaye performed his usual act in the Formula Libre class and rocketed to the top in 51.07s. — 1.99s. inside the old record — with next man, Pearson, 3.84s. in arrears.

In the first of the Marque "Y" Sports Car classes — five Sprites and a Spitfire — David Welpton's Sprite was .97s. quicker than Richard Sutherland's similar car and 3.30s. inside the old record, a target bettered by the first four men in the class. Ted Worswick's now venerable Healey 3000 saw off its twelve opponents in the up to 3000 section with a fairly comfortable 1.70s. advantage over Simpson (TVR 1800 S), taking the class record by 1.08s. into the bargain. The hotly-contested "E Type" category — six of that ilk plus an XK 120 and a DB 6 — provided tremendously close competition the first three men, Henry Crowther, Jim Thomson and David Stead being separated by .07s. and .7s. respectively — all three well inside Stead's old record.

The up to 3000 c.c. Special G.T. class lost a little interest when Tyack's Porche C6 GT failed to materialise but Gerry Durham's 911 S edition of the marque managed second place behind Chippy Stross' Elan — 2.40s. the faster — whilst in the unlimited category, with only two runners, Malcolm Dungworth (TVR 200 Ford) had a somewhat hollow victory over V. A. Smith's pleasing Bentley R Type Special which turned in 59.49s.

In the class for the smaller-engined Clubman's Sports cars Fowlers Ford-powered Welstor was nearly a second quicker than Hardy-Birt's Lotus 7 Ford although both were well outside the class best-ever. In the 1½

litre section only four cars came to the line, Mervyn Bartram's versatile Lotus 7 Ford providing him with the expected victory with 50.99s. against Whittingham's 51.57s. with a similar car.

Of the five cars in the under 1600 c.c. Sports/Racing class Miss Georgina Baillie-Hill (Elva Mk. 7 BMW) beat Edmondsdon's DRW Ford by .49s. whilst the better-supported unlimited section gave David Harrison the chance to let the Crossle-Buick really loose to smash the existing record by no less than 3.62s. and take the class by 2.21s. from John McCartney's Felday 4 WD BRM. The newly-bodied Crossle now seems really sorted and seems destined to be quite a power in this class next year.

So to the monopostos and despite a seeming lack of power Jimmy Johnstone (Lotus Crosford 18) managed a creditable 47.79s. on his first run to take the record and the class. Alan Staniforth (Terrapin Min) being 1.66s. behind. The 1,151 c.c. to 1,600 class produced five runners, the quickest of which was John Butterworth (Brabham BT 14) Dragon) — .49s. inside the old record — with "Fast" Fred Smith, last year's "fastest man", 1.29s. in arrears. Although the unlimited class had only two runners, Hepworth and Lawson, it lacked nothing in interest. First time up Hepworth, going first, cracked the old hill record with a splendid 44.15s. to which Lawson replied with 44.72s. Next time round Hepworth was slightly slower with 44.58s. and although the BRM driver was faster than on his first, his 44.62s. wasn't quite good enough.

Thus to the "Top Ten" run-off, an agreeable and apparently now customary way of concluding hill climbs. Hepworth having discovered a minor mechanical malady sportingly agreed to forgo his first run during the course of which Chippy Stross, David Harrison and Peter Lawson all succeeded in beating the previous class bests — in the latter case the hill record also with 43.63s. On his second time Lawson cut this back even more with a sizzling 43.39s. and try though Hepworth did the best he could do on the final run of the day was 44.11s. — just not quite good enough.

The meeting had been run through without incident and well to time, so much so that everything was cleared away and packed into the bus ready to move off at 6 p.m., thus ending the final Centre hill climb of the season on an appropriately high note.

Results

Class 1. — Touring Cars up to 1,300 c.c.

- | | |
|--|-------|
| 1. J. Goodliffe (Austin Cooper S) | 52.85 |
| 2. E. Stansfield (Morris Cooper S) | 58.41 |
| 3. T. J. Hayton (Morris Cooper) | 58.96 |

Class 2. — Touring Cars 1,301 c.c. and over

- | | |
|--|-------|
| 1. A. Forrest (Ford Cortina Super) | 58.73 |
| 2. G. F. Chippindale (Ford Cortina G.T.) | 60.44 |
| 3. C. W. A. Venter (Ford Cortina G.T.) | 62.43 |

H HILL CLIMB

CTOBER

Class 3. — Touring Cars Special Series

1. K. N. Lee (Austin Cooper S) 53.72
2. J. R. Cussins (Austin Cooper S) 54.17
3. T. R. Clapham (Alfa Romeo GTA) 54.47

Class 4. — Touring Cars Formula Libre

1. F. P. Kaye (Morris Cooper S) 51.07
2. C. B. Pearson (Austin Cooper S) 54.91
3. T. R. Clapham (Alfa Romeo GTA) 54.47

Class 4. — Touring Cars Special Series

1. K. N. Lee (Austin Cooper S) 53.72
2. C. B. Pearson (Austin Cooper S) 54.91
3. R. Speak (Ford Lotus Anglia) 55.04

Class 5. — Marque "Y" Sports Cars up to 1,300 c.c.

1. D. C. Welpton (Austin Healey Sprite) 54.43
2. R. D. Sutherland (Austin Healey Sprite) 55.40
3. G. J. Harrold (Austin Healey Sprite) 57.11

Class 6. — Marque "Y" Sports Cars 1,301 c.c. to 3,000 c.c.

1. E. A. Worswick (Austin Healey 3000) 54.60
2. S. J. Simpson (TVR 1800 S) 56.30
3. N. L. Hodkin (MGB) 56.82

Class 7. — Marque "Y" Sports Cars 3001 c.c. and over

1. H. R. Crowther (Jaguar "E" Type) 51.23
2. J. Thomson (Jaguar "E" Type) 51.30
3. D. P. Stead (Jaguar "E" Type) 52.00

Class 8. — Special G.T. Cars up to 3,000 c.c.

1. L. S. Stross (Lotus Elan) 50.76
2. G. Durham (Porsche 911 S) 53.16
3. M. E. Tebb (Lotus Elan) 53.20

Class 9. — Special G.T. Cars 3,001 c.c. and over

1. G. M. Dungworth (TVR 200 Ford) 50.67
 2. V. A. Smith (Bentley R Type Special) 59.49
- Only two runners in class

Class 10. — Clubmans Sports Cars up to 1,000 c.c.

1. C. A. R. Fowler (Welstor-Ford) 56.92
2. R. Hardy-Birt (Lotus 7 Ford) 57.88
3. T. Jones (Lotus 7 BMC) 58.16

Class 11. — Clubmans Sports Cars 1,001 c.c. to 1,500 c.c.

1. M. Bartram (Lotus 7 Ford) 50.99
2. G. Whittingham (Lotus 7 Ford) 51.57
3. D. Gray (Mallock U2 Ford) 53.66

Class 12. — Sports/Racing Cars up to 1,600 c.c.

1. Miss G. Baillie-Hill (Elva Mk. 7 BMW) 50.84
2. P. Edmondson (DRW Ford) 51.33
3. C. A. Winder (Elva Climax Mk. 6) 52.96

Class 13. — Sports/Racing Cars 1,601 c.c. and over

1. D. A. Harrison (Crossle Buick) 47.50
2. J. M. McCartney (Felday 4 WD BRM) 49.71
3. M. Starbuck (Chrysler Special) 50.98

Class 14. — Racing Cars up to 1,150 c.c.

1. J. Johnstone (Lotus 18 Crosford) 47.49
2. A. Staniforth (Terrapin Min Mk. 1) 49.10
3. J. Thornton (Mamba Mk. 2M) 49.84

Class 15. — Racing Cars 1,151 c.c. to 1,600 c.c.

1. J. T. Butterworth (Brabham BT 14 Drag.) 45.46
2. F. W. Smith (Brabham BT 14 Ford) 46.77
3. F. G. Fenwick (Brabham BT 16 Ford) 51.10

Class 16 — Racing Cars 1,601 c.c. and over

1. D. Hepworth (Brabham Traco Olds) 44.15
 2. P. Lawson (BRM 4WD) 44.62
- Only two runners in class.

"Top-Ten" Run Off

1. P. Lawson (BRM 4 WD) 43.49
2. D. Hepworth (Brabham Traco Olds) 44.11
3. F. W. Smith (Brabham BT 14 Ford) 45.76
4. D. A. Harrison (Crossle Buick) 46.66
5. A. Staniforth (Terrapin Min Mk. 1) 48.55
6. J. Thornton (Mamba Mk. 2M) 48.77
7. L. S. Stross (Lotus Elan) 50.05
8. G. M. Dungworth (TVR 200 Ford) 50.17
9. R. Blackmore (Terrapin Mk. 2 BMC) 50.24
10. J. M. McCartney (Felday 4 BRM) 50.90

Awards

- Fastest Time of Day (£60) — P. G. Lawson.
 2nd Fastest Time of Day (£30) — D. Hepworth.
 3rd Fastest Time of Day (£20) — J. T. Butterworth.
 4th Fastest Time of Day (£15) — F. W. Smith.
 Fastest Touring Car (£15) — F. P. Kaye.
 Fastest Marque "Y" Car (£15) — H. R. Crowther.
 Fastest Special G.T. Car (£15) — L. S. Stross.
 Fastest Sports/Racing Car (£15) — D. A. Harrison.
 First Class Award (£10)

J. W. Goodliffe; A. Forrest; K. N. Lee; D. C. Welpton; E. A. Worswick; G. M. Dungworth; C. A. E. Fowler; M. Bartram; Miss G. Baillie-Hill; J. Johnstone.

Second Class Awards (£5)

E. Stansfield; G. F. Chippindale; J. R. Cussins; C. B. Pearson; S. J. Simpson; J. F. Thomson; G. Durham; A. Staniforth.

Third Class Awards (£3)

T. J. Hayton; D. Bullen; N. L. Hodkin.

Class Record Plaques

J. W. Goodliffe; K. N. Lee; F. P. Kaye; D. C. Welpton; E. A. Worswick; H. R. Crowther; L. S. Stross; D. A. Harrison; J. Johnstone; J. T. Butterworth; P. G. Lawson.

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CENTRE ANNUAL COMPETITIONS

The final leading positions in the four Centre Annual Competitions for the season just ended are given below. These have been compiled by Tony Hodgetts to whom any queries concerning the marking, etc. should be directed.

Rules for the competitions were published in the January Centre Circular and only allow marks to be gained for a specified number of events in the case of the Pearce Trophy (including the Firth Bowl), Chippy-lola Vase and Ken Lee Trophy competitions, this number being less than the total number of qualifying events held during the season. The adjustments necessitated by this have been made in arriving at the Final Corrected Totals listed below, members discarding their lowest scores when and if appropriate. The Firth Bowl is now awarded to the highest-placed lady member in the Pearce Trophy competition and no longer constitutes a separate competition of its own.

	PCT	V	W	X	Y	FCT
Pearce Trophy						
1. G. F. Chippindale	151	—	11	162	—	162
2. A. J. Hodgetts	150	8	11	169	16	153
3. M. S. Wilson	163	8	8	179	32	147
4. Mrs. D. M. Lincoln	145	12	8	165	24	141
5. J. R. Hardcastle	138	—	8	146	8	138
6. J. M. Busfield	137	8	8	153	16	137
7. P. G. Holiday	128	—	8	136	—	136
B. Bettridge	160	8	8	176	40	136
T. M. Wood	120	8	8	136	—	136
10. J. M. Holroyd	114	8	—	122	—	122
11. J. E. Ison	103	8	—	111	—	111
12. D. M. Gledhill	99	—	8	107	—	107
13. G. F. D. Hewitt	88	8	—	96	—	96
14. M. M. Rogerson	85	—	8	93	—	93
15. B. W. Moss	67	—	8	75	—	75
16. B. Weatherill	59	—	8	67	—	67
17. M. H. Whaley	55	—	8	63	—	63
18. C. A. Winder	48	—	12	60	—	60
19. Mrs. G. Haigh	50	—	8	58	—	58
20. D. M. Garnett	56	—	—	56	—	56
D. K. Haigh	48	—	8	56	—	56
R. B. Stross	48	8	—	56	—	56
23. L. S. Stross	54	—	—	54	—	54
24. A. Forrest	51	—	—	51	—	51
25. G. F. Helliwell	40	—	8	48	—	48

Ken Lee Trophy

1. G. F. Chippindale	45	—	—	49	—	49
2. E. P. Millman	31	—	3	34	—	34
3. J. Hall	31	—	—	22	—	22
4. I. K. Hardy	20	—	1	21	—	21
5. A. Forrest	20	—	—	20	—	20
6. J. M. Busfield	16	—	3	19	—	19
7. J. R. Cussins	15	—	—	15	—	15
8. J. Thomson	14	—	—	14	—	14
9. B. Weatherill	12	—	1	13	—	13
10. L. S. Stross	12	—	—	12	—	12
11. M. M. Rogerson	9	—	1	10	—	10
12. P. R. Grimshawe	9	—	—	9	—	9
C. A. Winder	9	—	—	9	—	9
14. M. F. Nickell-Lean	8	—	—	8	—	8
15. J. D. Bunney	7	—	—	7	—	7

Chippy-lola Vase

Mr. & Mrs.						
1. „ J. M. Busfield	48	—	8	57	8	49
2. „ E. P. Millman	38	—	11	49	—	49
3. „ D. K. Haigh	46	—	8	54	6	48
4. „ I. K. Hardy	39	—	8	47	—	47
5. „ M. Rogerson	34	—	8	42	—	42
6. „ M. H. Whaley	38	—	—	38	—	38
7. „ J. Jagger	30	—	—	30	—	30

Arnold Burton Trophy

	PCT	W	TOTAL
1. G. F. Chippindale (Cortina)	291.19	87.71	378.90
2. E. P. Millman (VW)	285.83	90.31	376.14
3. A. J. Burton (Elan)	275.88	79.29	355.17
4. B. Weatherill (Cooper)	255.05	64.35	319.40
5. M. M. Rogerson (Cortina)	242.48	49.72	292.20
*6. G. W. Helliwell (Cooper S)	196.50	78.70	275.20
*7. J. M. Busfield (Cooper S)	268.89	N/E	268.89
*8. I. K. Hardy (Cortina)	186.58	46.37	232.95
†9. P. A. Snowden (Zephyr)	161.05	N/E	161.05
‡10. R. A. Hunter (Steyr Puch)	85.29	59.47	144.76

*3 events entered only.
 ‡2 events entered only.

Key

- PCT *Previous corrected total.
- V Croft Race Meeting — 15th October.
- W Greenwood Cup Trial — 22nd October.
- X Gross Total.
- Y Deductions vide rules.
- FCT Final corrected total.

*Including markings for Stone Trough Trophy trial 17th September.

Awards

Pearce Trophy	G. F. Chippindale
Runner-Up	A. J. Hodgetts
Consolation Award	M. S. Wilson
Firth Bowl	Mrs. D. M. Lincoln
Ken Lee Trophy	G. F. Chippindale
Arnold Burton Trophy	G. F. Chippindale
Chippy-lola Vase	Mr. & Mrs. J. M. Busfield Mr. & Mrs. E. P. Millman (tie)

FACE TO FACE—Continued.

The Y.S.C.C. honoured Bing by asking him to be President for 1967, making the season even more arduous though no less enjoyable.

Bing says that if he were to live his life again he wouldn't alter any of his motor sport as he has enjoyed every bit of it. He has met countless friends through motor sport and thinks there to be no substitute for it. He counts his friends who come to help him as irreplaceable, for they don't have the thrill of actually driving but they always come along to help wherever Bing is driving and whatever the weather. Always with Bing is a quiet man who has helped him for years and is a great enthusiast — Gilbert Ibbotson, for whom Bing is full of praise and grateful thanks. Usually, Bing's Wife, Joan, comes along to support and their daughter Carol did too until she went to Cardiff on a teacher training course. I am sure all will wish success to Bing and his team with their gleaming white Mamba for 1968.

C.A.W.

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GREENWOOD CUP TRIAL

22nd OCTOBER

So good was the response to the 1966 "new look" Greenwood — there were 80 would-be entrants — and so complimentary the post-event opinions that the organisers of this years trial had no hesitation in laying on the mixture as before with only minor alterations. Their confidence in obtaining an over-subscribed entry took a knock when, for no obvious reasons, the entry list closed at 46. There can be few finer venues than Whin Park with its ample acres offering an almost limitless choice of sections within a radius of a mile or so — all sections being quite non-damaging which is not always the case in standard car trials — and few more expert Clerks of the Course than Chris Winder. Given a fine day — and this it was — the whole adds up to a pleasant day out in the country for the family and the moderate support the trial received from members is therefore all the more difficult to understand.

Co-promoted as usual with the Yorkshire Sports Car Club but organised by the Centre — with David Lincoln as Secretary and Chairman Mike as Chief Marshal — 45 entrants underwent scrutineering at the premises of Barnes and Winder at White Cross, Guiseley, the sole non-starter, David Stead, apparently not recognising the existence of any hour earlier than noon on the Sabbath! Competitors then made their way to Whin Park where, after signing on again, the trial started. Each of the ten sections was tackled once in the morning session and, slightly modified in some cases, again after the lunch break, taken at the Ashfield Hotel, Otley — although many preferred to take their refreshment on site at Whin Park. Considerable thought had clearly gone into the siting and lay-out of each section and Chris Winder was given especial praise for the location of start lines, each being placed to ensure none suffered the indignity of wildly spinning wheels but a total absence of forward movement into a section.

Following the 1966 Greenwood those two experts of the abacus, Mike Wilson and David Lincoln, had gone very carefully into the Figure of Merit marking basis and come up with the notion it would be fairer to work on a marks gained system — which we unrepentantly consider both better and more logical — and this was adopted for 1967 after its proponents had shown the effect when applied to the results of the two previous Greenwoods. When all the sums were done Geoff Winder (Austin 7 Ulster) — a regular and successful competitor for so many years but without an outright win — emerged as well-deserved and popular victor with 96.65 against John de Lacy Taylor's 95.83 in his 1100, the latter taking second place to add to his third of the previous year. Close behind were Edgar Wadsworth (Denzel), Peter Millman (VW) and Malcolm Snowden (Fiat 500D), in that sequence.

To round off a thoroughly enjoyable day the landlord of the Scotts Arms, Sicklinghall, laid on an excellent high tea, supplemented by a welcome licence extension — admirable facilities which were done justice by the sizeable crowd of competitors, officials and spectators who went along.

Results

1.	R. G. Winder (Austin 7 Ulster)	96.65
2.	A. J. de Lacy Taylor (Austin 1100)	95.83
3.	E. B. Wadsworth (Denzel)	91.63
4.	E. P. Millman (VW)	90.31
5.	M. L. Snowden (Fiat 500D)	90.31
6.	W. A. Judge (Sunbeam Imp)	89.87
7.	G. F. Chippindale (Ford Cortina GT)	87.71
8.	J. Johnstone (Hillman Californian Imp)	85.46
9.	P. R. W. Hargreaves (Cooper S)	84.65
10.	D. Barrett (Mini)	83.90
11.	J. S. Ramsbotham (Hillman Imp)	83.71
12.	K. W. Hartley (Triumph 1300)	82.87
13.	P. A. Snowden (Renault 4L)	82.87
14.	R. J. Clark (HRG)	82.78
15.	A. J. Burton (Lotus Elan)	79.29
16.	J. M. Busfield (Rover 2000)	78.77
17.	G. W. Halliwell (Wolseley 1100)	78.70
18.	D. Kemp (VW)	78.41
19.	D. N. Townsend (Mini)	76.90
20.	J. F. Jolley (Ford Anglia)	75.98
21.	T. Nutton (Mini)	73.15
22.	F. H. Crosby (Riley Kestrel)	73.15
23.	J. Goodhall (Cooper)	73.15
24.	M. Craven (Triumph Spitfire)	72.25
25.	J. C. England (Morris 1100)	71.30
26.	T. M. Hartley (VW)	70.04
27.	A. E. Liddle (Renault R8)	70.04
28.	J. Craven (Ford Cortina GT)	69.83
29.	C. D. Roberts (MG B)	69.38
30.	C. A. E. Ashworth (MG Midget)	68.42
31.	C. H. B. Wadsworth (Morgan Plus Four)	67.94
32.	D. Crowther (MG Midget)	66.98
33.	J. Prosser (MG Midget)	64.59
34.	B. Weatherill (Cooper)	64.35
35.	R. Soper (Cooper S)	60.65
36.	R. A. Hunter (Steyr Puch)	59.47
37.	D. G. Griffiths (MG B)	58.37
38.	C. J. Shaw (Mini)	57.41
39.	D. K. Haigh (Cooper)	54.17
40.	P. H. Ruffell (Ford Cortina GT)	51.40
41.	R. J. Stephenson (MG A)	50.72
42.	D. F. Herbert (Singer Vogue)	50.28
43.	M. M. Rogerson (Ford Cortina GT)	49.72
44.	I. K. Hardy (Ford Cortina GT)	46.37
45.	B. L. Mankin (VW)	40.09

Awards

1st — Greenwood Cup R. G. Winder

2nd — Special Award A. J. de Lacy Taylor

First Class Awards :

E. B. Wadsworth, E. P. Millman, M. L. Snowden,
W. A. Judge, G. F. Chippindale.

Novice Award D. Barrett

Team Award :

Team "Chipp and Co."

A. J. de Lacy Taylor, G. F. Chippindale,
W. A. Judge.

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Committee Commentary

Main Committee

There was little of especial note to record at the October meeting although members were disturbed to learn from the Hon. Competitions Secretary that the occupier of Whin Park, despite an earlier signed permission, was reluctant to allow its use for the Greenwood Cup Trial. This unexpected last-minute complication sparked off a discussion on the need for use of a permanent site for off-the-road events of this kind and it was decided once again to make active enquiries in this direction.

During discussion of the Dinner Dance arrangements it was pointed out the rapidly increasing preference for cash prizes meant the number of awards to be presented would be fewer than ever before. However, it was generally felt this was not undesirable, most of the guests obviously preferring the time taken up by presentations should be as brief as reasonably possible.

At the November meeting the Chairman reported on the proceedings at the Annual Conference of Centres held in London earlier in the month. Most of the business covered there was concerned with mundane matters, especially administration, but an interesting suggestion was that there should be a B.A.R.C. Hill Climb Championship — an idea arising from the growing number of speed hill climb venues now run by Centres. The basic idea, which was referred to Centres to consider, envisaged the nomination of two meetings per season at each hill (except for Scarborough where there is only one event a year) as championship qualifying events with the six best performances to count, marking to be on a class improvement system — the best times standing at the commencement of the season being the comparison datum. It was suggested the Archie Frazer Nash Trophy might be the major award with supplementary cash prizes, the funds to be provided by Centres and Headquarters.

The Competition Secretary raised the thorny question of precise definition of what constitutes an event on the public road — vide the M.V. (C & T) Regulations — mentioning that police, insurance companies and motor clubs have widely differing interpretations. It was felt essential to know exactly where the Centre and competitors in its events stood in this matter and decided to press the R.A.C. — hitherto unwilling to commit itself — for a clear ruling.

The Committee also discussed declining attendances at social club nights but decided to defer any action until the Social Committee had further discussed the matter following the December club night.

Events Committee

With the competitive season almost at its end the September meeting took little time being almost completely concerned with reviewing past events, arrangements for the three remaining meetings having been completed.

Despite the relatively low entry the Birds Event was felt to have been successful, the participants having obviously enjoyed themselves. It was hoped a bigger entry might be obtained in 1968, especially as there are many lady members who could, but do not, compete in this event. The Autocross had not drawn as many entries as anticipated, a state of affairs for which no ready reason could be found, but despite this and many vicissitudes — not the least of which was the weather — the event turned out reasonably successfully. The experiment of running on stubble had worked very well, the surface being almost ideal, and it being much easier to obtain the use of suitable land after the harvest has been gathered. The Committee was particularly appreciative of the efforts of the party who remained behind to clear up despite the dreadful weather conditions.

The thorny subject of competitions classes was discussed and in deference to the strongly-expressed wishes of some members — and criticism of another local club! — it was decided to reintroduce the former practice of holding an open forum at which members could express their opinions before matters are finalised for next season. It was also felt the presence of a "body from the kirk" would be a welcome and useful addition to the Classes Sub-Committee and decided to co-opt Mr. Allan Staniforth accordingly.

All members of the Committee — as well as one ex-member — attended the October meeting at which the three final competitive events of the season were reviewed. The Scarborough Hill Climb dance was thought to have made a material contribution to the success of the event as a whole and organisational economies had enabled the deficit on the meeting to be reduced, although this was still sizeable due largely to factors outside Centre control. The Croft Race meeting on 15th October reflected the usual twin end-of-season phenomena of shortage of entries and glut of non-starters which had greatly reduced the fields in some events. The attendance of a moderately-sized crowd had assisted finances. In the light of the generally poor support, which extended to marshals, it was decided not to repeat this October race meeting at Croft in 1968. When the Greenwood Cup came up for review it was generally agreed the Whin Park site was very suitable for the event and hoped it would be possible to ensure its use for at least one more year. If so it was felt a lunch halt could be dispensed with, allowing the insertion of more sections and that the trial could be built up not only as a competitive event but as a day out for the family. The severely-reduced entry surprised everybody, especially after the success of the 1966 Greenwood but no reasons could be found to explain the drop. The marking system was discussed at length and whilst a few minor modifications were considered desirable to minimise possible inequities and freak results, the general consensus was that the new basis was almost ideal.

Continued on page 22

COMMITTEE COMMENTARY—continued.

Although the 1968 Scarborough Week-End was nearly seven months off the principal organiser needed guidance on the outline of the event, it being necessary to finalise arrangements for test sites and obtain necessary permissions, etc. by not later than the end of January.

The Classes Sub-Committee put forward its recommendations for alterations to the existing rules for 1968, having taken into account the numerous suggestions received from competitors. These were discussed at length, modified in some respects and put forward for consideration by the Main Committee in early November, preparatory to presentation at the Open Forum later that month and eventual finalisation.

Social Committee

At its meeting in early November the Committee pondered upon the poor attendances at the Special Club Night when the racing car simulator was available and again at the October Club Night, attendances which scarcely warranted the time and trouble, and certainly not the expense, involved in their organisation. The Committee failed to arrive at any definite conclusions to explain this unusual lack of support and could only suggest it might have been due to a surfeit of Centre activity at this particular period, especially as there was some evidence of this factor affecting support for one or two competitive events at that time.

Inevitably most of the meeting was taken up with plans for the Annual Dinner Dance and a review of the arrangements for the Scarborough Week-End — now finalised.

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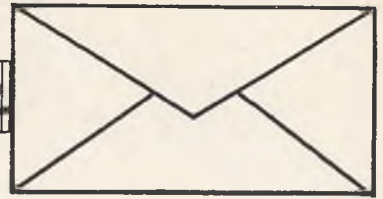
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Correspondence



The opinions expressed by correspondents are their own and do not of necessity correspond either with those of the Editor or of the Centre Committee. Letters for publication should be addressed to J. A. Stroud, 495, Bradford Road, Bailiffe Bridge, Brighouse, Yorkshire.

'Horses For Courses'

Dear Sir,

I was interested to read in 'Competition Chatter' of the last circular that the Greenwood Cup marking system had been under discussion. It was suggested that the ideal system was likely to be discovered in the near future.

However, on receiving the full results sheets the following day, it occurred to me that the idea of any form of percentage improvement index was really unnecessary. If we take the best marks gained on scratch, in classes 1, 3 and 4 we have a front engine/front wheel drive touring car with 207 marks, a front engine/rear drive sports car with 202 marks and a rear engine/rear drive car with 208 marks. (This class also included three others with over 200 marks gained.)

Thus, still working from scratch, we have 6 marks covering 6 cars from three classes. We then come to the problem of class 2, i.e. front engine/rear drive touring cars, and from the results of this year's event it may seem that there is little chance of outright victory going to a car in this class, (best in class gained 157 marks). But if we turn up last year's results it will be very apparent that a car of this type can be very competitive on a scratch basis. I might in this instance be accused of singling out one particular car and driver, but I am sure that any regular competitor in B.T.R.D.A. championship events will agree that if the Greenwood had been a B.T.R.D.A. event (heaven forbid that it ever will be) there would have been at least one Cortina, one Herald and an Anglia Estate with marks in excess of 200. In other words, it has been proved that they can be competitive.

Returning to this year's event, it must be significant that under the present system 4 out of 5 first class awards went to competitors in class 4, and as this system has been introduced to encourage drivers of the so-called 'less suitable cars', I do not understand what possible encouragement there has been to people like Paul Hargreaves who came 2nd in class 1 beating 14 other competitors; John Busfield 2nd in class 2, and Richard Clark 2nd in class 3; and received no reward other than the satisfaction of having done so.

To anyone who has studied the results and has read this letter so far it must by now be plain to see that the only person who really benefited from the index method was the fellow in class 3 (sports cars) who came 6th on scratch and yet won the premier award, i.e. the writer.

"So", some will say, "what the hell is he moaning about?". The answer is "nothing". The writer understood the marking system at the time at which he entered and naturally was delighted to win the event; he would also have been delighted with the event had he not won. The thing which would have delighted him most of all would be to have won the trial by climbing further up more hills than any other competitor in any other class. This feat was performed most effectively by Edgar Wadsworth in the Denzel.

If it is considered necessary to detract from this excellent performance by applying a class improvement index, then why has it never been suggested that a formula be applied to other types of event? Try to imagine the delight of Tony Marsh, Peter Meldrum or Peter Lawson on being informed that although they had made F.T.D. and broken the Harewood record, the 'Double Twelve' trophy and £60 was to be presented to Mini driver Joe Bloggs who beat Imp driver Joe Soap by 10 seconds after Soap's plug leads had worked loose.

Seriously though, now that there are no real outsiders any more, let us return to marking on scratch and if some 'horses' are more suited to some 'courses', then may the best horse win.

Yours faithfully,

Ilkley.

R. G. Winder.

(Well now, fairer than that you could scarcely be. What do other Greenwood competitors think? — Ed.)

Dear Sir,

The Old Man

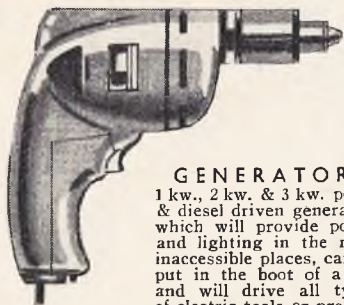
Now Chippy, if you have a son old enough to compete you must be an old man!

Anyhow, congrats on your present performances.

Yours faithfully,

Thorpe, Wakefield.

XWW 1.



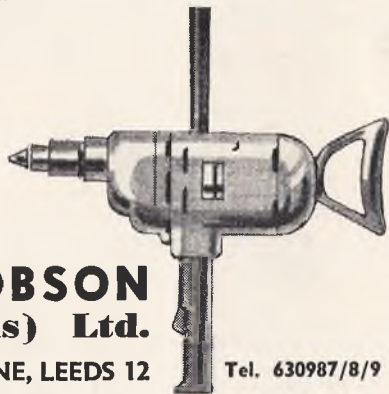
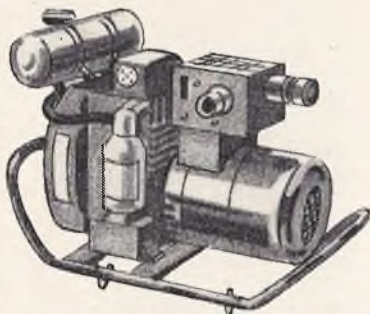
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DATES

For Your Diary

YORKSHIRE CENTRE PROGRAMME

Date	Event	Status	Centre Annual Competitions
1967			
5 December	Club Night — Social.	—	—
14 December	Annual Dinner Dance.	—	—
1968			
4 January	Film Show, Bramley Liberal Club.	—	—
18 January	Film Show, Bramley Liberal Club.	—	—
28 January	Midnight Film Matinee, Odeon Cinema, Leeds 2.	—	—
6 February	Club Night — Social.	—	—
8 February	Film Show, Bramley Liberal Club.	—	—
22 February	Film Show, Bramley Liberal Club.	—	—
3 March	Sleuth's Mug.	Closed	C
5 March	Club Night — Social.	—	—
7 March	Film Show, Bramley Liberal Club.	—	—
21 March	Film Show, Bramley Liberal Club.	—	—
23 March	Croft Practice Day.	Closed	K
24 March	Race Meeting — Croft.	Restricted	NK
2 April	Club Night — Social.	—	—
7 April	Harewood Hill Climb.	Closed	K
28 April	Spring National Hill Climb, Harewood.	National British	K
7 May	Club Night — Scarborough Practice.	Closed	CK
11/12 May	Scarborough Week-End.	Restricted	NCKA
19 May	Race Meeting — Croft.	Restricted	NK
4 June	Club Night — Harewood Practice Evening.	Closed	K
16 June	Montague Burton Trophy Meeting, Harewood.	National British	KA
23 June	E. A. Denny Production Car Trial.	Closed (Joint)	CK
2 July	Club Night — Autocross.	Closed	K
7 July	Race Meeting — Croft.	Restricted	NK
21 July	Novices Hill Climb, Harewood.	Closed	K
4 August	Joint Driving Tests.	Closed (Joint)	K
6 August	Club Night — Production Car Trial.	Closed	CK
25 August	Sprint.	Closed	K
3 September	Club Night — Bird's Event.	Closed	CK
15 September	Championship Hill Climb — Harewood.	National British	K
22 September	Stone Trough Trial.	Restricted (Joint)	NCK
29 September	Autocross.	Closed (Joint)	KA
1 October	Club Night — Social.	—	—
6 October	Scarborough Hill Climb.	National British (Joint)	K
27 October	Greenwood Cup Trial.	Closed (Joint)	CKA
5 November	Club Night — Social.	—	—
3 December	Club Night — Social.	—	—
12 December	Annual Dinner Dance.	—	—

Dates of Annual Cricket Match, Summer Dance and Annual General Meeting to be notified later.

CENTRE ANNUAL COMPETITIONS

Events marked "N" must be entered under B.A.R.C. to qualify for marking.
 Events marked "C" qualify for Chippy-lola Vase competition.
 Events marked "K" qualify for Ken Lee trophy competition.
 All competitive events qualify for Pearce Trophy/Firth Bowl competition.
 Events marked "A" qualify for Arnold Burton Trophy competition.

Regulations for the above events — except the "Stone Trough Trophy Trial" — will be automatically distributed to Yorkshire Centre members as published.

The dates for 1968 are provisional and subject to confirmation.

1967

OTHER EVENTS

DECEMBER

- 2/3—Sat./Sun. Empire Rally — Regs from R. A. Dickinson, 183 Somerby Hill, Lincs.
 3—Sunday Sprint — Brands Hatch — East Surrey M.C. — Regs from D. V. Whitten, 43 Courtfield Road, London, S.W.7.
 10—Sunday Production Car Trial — Ilkley & District M.C. — Regs from D. Kirk, 17 Drummond Road, Far Headingley, Leeds 16.
 10—Sunday Race Meeting — Brands Hatch — Mini Seven Club — Regs from B.A.R.C. London.
 26—Tuesday Race Meeting — Lydden Hill — Thames Estuary A.C. — Regs from K. S. Kaye, 167 Benfleet Road, Hadleigh, Benfleet, Essex.
 26—Tuesday Festive Frolics Driving Tests — New Brighton B.A.R.C. N.W. Centre — Regs from B.A.R.C. London or Centre.
 31—Sunday B.A.R.C. New Year's Party — Hyde Park Hotel, London, S.W.1. — Tickets from B.A.R.C. London.

1968

JANUARY

- 1—Monday South African Prix (Int.)
 4/7—Thurs./Sun. Swedish Rally (Int.)
 3/13—Wed./Sat. Monte Carlo Rally (Int.)
 13/14—Sat./Sun. Lincolnshire Rally — Lincolnshire C.C. — Regs from K. M. Franklin, 240 Hykeham Road, Lincoln.
 20/27—Sat./Sat. Auto Speed 1968 Exhibition, London — Organised by B.R.S.C.C.

FEBRUARY

- 3/4—Sat./Sun. 24 Hours Daytona Beach Race — Daytona U.S.A. (Int.)
 24/25—Sat./Sun. Palmer Tyres Seven Dales Forest Rally — A.N.C.C. — Regs from N. Pyke, "Seven Dales", 28 Woolgreaves Garth, Sandal, Wakefield.

MARCH

- 6/10—Sun./Thurs. Rallye de Fiore (Int.)
 17—Sunday Race Meeting — Brands Hatch (Int.)

APRIL

- 4/7—Thurs./Sun. East German Rally (Int.)
 7—Sunday Race Meeting — Brands Hatch 500 (Int.)
 11/15—Thur./Mon. East African Safari (Int.)
 12—Friday Race Meeting — Snetterton (Int.)
 12/16—Fri./Tues. Circuit of Ireland (Int.)
 22/27—Mon./Sat. Tulip Rally (Int.)
 27—Saturday Race Meeting — Silverstone (Int.)

MAY

- 2/5—Thurs./Sun. West German Rally (Int.)
 5—Sunday Targa Florio, Italy (Int.)
 15/19—Wed./Sun. Austrian Alpine Rally (Int.)
 19—Sunday Nurburing 1,000 kilos Race (Int.)
 26—Sunday Spa 1,000 kilos Race (Int.)
 26—Sunday Monaco Grand Prix (Int.)
 30—Thursday Indianapolis 500 (Int.)
 30/?—Thurs./? Acropolis Rally (Int.)

JUNE

- 3—Monday Race Meeting — Crystal Palace (Int.)
 9—Sunday Belgian Grand Prix (Int.)
 9/14—Sun./Fri. Scottish Rally (Int.) — Provisional date.
 15/16—Sat./Sun. Le Mans 24 Hours Race (Int.)
 23—Sunday Race Meeting — Mallory Park (Int.)
 23—Sunday Dutch Grand Prix (Int.)
 25/29—Tues./Sat. London Rally (Int.)
 27/30—Thurs./Sun. Geneva Rally (Int.)
 29/30—Sat./Sun. Rheims 12 Hours Race (Int.)
 29/30—Sat./Sun. Race Meeting — Watkins Glen, U.S.A. (Int.)

JULY

- 5/7—Fri./Mon. Nurburing 1,000 kilos Race (Int.)
 7—Sunday Czechoslovakian Rally (Int.) — Provisional date.
 7—Sunday French Grand Prix (Int.)
 19/22—Fri./Mon. Danube Rally (Int.)
 20—Saturday British Grand Prix (Int.)
 27—Saturday Race Meeting — Silverstone (Int.)

AUGUST

- 1/4—Thurs./Sun. Polish Rally (Int.)
 4—Sunday German & European Grand Prix (Int.)
 10—Saturday Race Meeting — Croft (Int.)
 16/18—Fri./Sun. 1000 Lakes Rally (Int.)
 17—Saturday Race Meeting — Oulton Park (Int.) — or 14th Sept.

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