

## EDITORIAL

Well, it's here, and about time too, you may say. After a lengthy period of running on choke, the new Knowldale Bugle has finally started and should henceforth fall through your letter-box every two months.

The decision to embark on this venture was taken in the now dim and distant days when there was no motor sport, and all you could do was talk about it. From there it was only a short step to writing about it.

I use the words "dim and distant" advisedly, for the rallying scene especially has been very slow to restart, and we are now well into the traditional summer break anyway. However, the summer break normally comes after a full season's rallying culminating in the Scottish, and after a very desultory two months club rallying, and a heartlessly cancelled Scottish, I think this year's summer break will be even harder to bear than usual.

However, enough of the gloom. On reading through the copy assembled for this first mag, we appear to be short of material on the sprint side, and the twelve-car rally scene. The reason for this is that we have not been able to find anyone engaged in these activities able to string together a number of words to form a sentence, so anyone who fancies their hand please contact the editor.

Finally, a word about our advertisers. Owing to the high cost of producing this magazine, we are forced to rely heavily on advertisers for support, so in return, please support them, and if you have occasion to use their services, mention that you saw their ad in the Knowldale magazine.

## COMING EVENTS

|           |                            |              |                     |      |
|-----------|----------------------------|--------------|---------------------|------|
| 3/4 Aug   | Festival Stages Rally      |              | Furness & D.M.C.    | RES  |
| 3/4 Aug   | Dalesman Rally (Nov. only) |              | Airedale & Pennine  | RES* |
| 4 Aug     | Sprint                     | Longridge    | Longton & D.M.C.    | RES* |
| 18 Aug    | Hillclimb                  | Baitings Dam | K.C.C.              | RES* |
| 31 Aug    | R. L. Brown Rally          |              |                     | RES* |
| 7 Sep     | Shunpiker Rally            |              | Lightning M.S.C.    | RES* |
| 13/14 Sep | Manx Trophy Rally          | I.O.M.       | Manx Auto Sport     | INT  |
| 21 Sep    | Hillclimb                  | Isle of Man  | Longton & D.M.C.    | NAT* |
| 5 Oct     | Illuminations Rally        |              | Morecambe C.C.      | RES* |
| 23 Nov    | Bullough Trophy Rally      |              | Kirby Lonsdale M.C. | RES* |
| 30 Nov    | Hall Trophy Rally          |              | Clitheroe & D.M.C.  | RES* |

\* Knowldale invited club.

## THE GREEN PAPER

In spite of all the efforts to prevent it, the RAC's infamous Green Paper is going through almost unaltered.

Reprinted in full below is the RAC's statement resulting from the meetings of Association chairmen on 26th February, and the Rallies Committee on 27th February, so now you are as wise (or otherwise) as we are.

## MOTOR RALLIES

1. The RAC is aware of environmental pressures on motor rallies on the public highway and accepts that the position of these events may require re-examination. However, motor competitions on the highway are an essential element of the foundations of motor sport as providing a natural gateway into the sport by the user of a normal motor car.

It is recalled that when the Motor Vehicles (Competitions and Trials) Regulations were introduced to Parliament it was stated that the intention was not to stop rallies but to create conditions in which they could continue. It is accepted that in the intervening decade some conditions have changed. Amenity interests and individual objectors have become more numerous and more articulate and drivers and their vehicles have improved their competitive ability.

Diversion of many rallies from the public highway is advocated by amenity interests. This could be done with satisfaction both to the public and the motor sporting community only if full co-operation is obtained in making available alternative facilities. It follows that it is a responsibility of Government to provide such facilities in view of a commitment to the needs of sport in general. The Government already controls many potential facilities, furthermore the possibility of diverting other traffic from little used portions of the public highway to enable the safe passage of a rally needs examination. Given such alternative facilities, one third of existing events could be catered for.

The current Act and/or Regulations can then be amended.

2. Having regard to the fact that authorisation as required by law applies equally to all organisers, whether or not they submit to the Regulations of the Royal Automobile Club and the Auto-Cycle Union, acknowledged respectively as the governing bodies for car and motor cycle sport, it is noted that currently the requirements of these bodies are more onerous than is the law and believed that as far as possible this disparity should be removed.
3. On the basis of alternative facilities being available, the following changes would be acceptable:
  - that all time schedule events be subject to authorisation;
  - that all other events be subject to notification to the authorising agency and to the police;
  - that central authorisation continue but with more regional liaison with local authorities and amenity interests;
  - that there be specific powers and funds for the authorising agency to appoint observers to events;
  - that the responsibility for organisation be placed on individuals though there should be provision for more than one individual jointly to accept such responsibility;
  - that evidence of ability to carry such responsibility be required and that such evidence be based on a grading of events as under:

| Grade | Maximum competitive mileage on the highway | Maximum number of entries |
|-------|--------------------------------------------|---------------------------|
| 1     | 50                                         | 50                        |
| 2     | 100                                        | 90                        |
| 3     | 150                                        | 90                        |
| 4     | no limit                                   | no limit                  |

(The term "competitive mileage" is introduced in that this is the portion of the competition from which complaints, if any, are likely to emanate and that provision is needed for allowing entrants to proceed in a regulated manner from the start to the competitive sections of an event, and from the end of such sections to the finish. Competitive mileage would be defined as "that mileage where the rules of the event provide for the application of a penalty for late arrival at a specified point.")

- that an organiser must satisfactorily organise at least three events in a grade before being authorised to organise events in a higher grade;
  - that in order to facilitate supervision of an event, distances between all controls or check points and time of day relating to competitors required arrival time thereat always be specified in full in documents provided for competitors and officials, irrespective of whether or not officials are using actual time of day in order to calculate results.
  - that competitors who may be late in arriving at one control or check on a competitive section may not without penalty subsequently recover such lateness;
  - that organisers check on compliance by competitors with legal requirements concerning vehicle lighting and noise;
  - that organisers meet specified minimum standards in providing prior information to all residents, etc., on or near all sections of competitive mileage in rural areas;
  - that authorisation fees be set on the basis of the number of entries and the mileage on the public highway;
  - that a fee be charged for applications as well as authorisation.
4. In reframing regulations care should be taken:
- that events such as trials and certain rallies which merely use the highway to drive between such places on private property as at which the competition is staged are not inhibited;
  - that there be recognition of the special position of events confined to vintage and veteran vehicles;
  - that the regulations do not in themselves obstruct such development of variations in motor competitions as might be less likely to disturb the public;
  - that accordingly there be more flexibility in listing specified events or classes of events for which exemption could be granted either in full or in part.
5. The RAC does not consider that overall benefit would result from:
- a reduction in the time interval between competitors;
  - a specific numerical limit on the number of authorisations issued;
  - more specific regulations concerning time intervals between events, provided that this point is kept under review bearing in mind the requirements of specific areas and existing powers used.
6. In addition to the above the RAC would be prepared to take certain action in respect of its own affiliated clubs. It would:
- continue to restrict the servicing of competitors' vehicles;
  - seek to reduce the number of events in holiday areas during holiday periods;
  - seek to divert commercial sponsorship away from championships based on events run solely on the highway.
7. It is accepted that to implement more onerous regulations, coupled with improved supervision, will require considerably more expenditure. Rallyists are prepared to pay more for the continuance of this sport, but it is most strongly felt that there must be a re-examination of what is meant by the stated requirement that authorisation be self supporting. The substantial revenue accruing from excise duty on fuel consumed by competitors in pursuing this sport, coupled with the revenue resulting from the taxation of a large number of vehicles specifically for the purpose of competing in rallies, cannot fairly be ignored. Together these amount to at least £100,000 per annum.
- The crucial question is: should any Government ban rallies on the highway would this revenue be forthcoming from alternative forms of motor sport? The answer is: No.
- Furthermore, it is recalled that these regulations were imposed on motor sport for the benefit of the community and believed that the community should at least contribute a fair portion of the cost of obtaining these benefits.

## CASTROL QUIZ 1973/74

Knowldale, for the fifth consecutive year reached the final of the Castrol Quiz Series, only to be beaten in the final by Knutsford & District Motor Club. They were beaten in the four previous years by Liverpool Motor Club, who this year was knocked out in an earlier round.

To arrive at the final, K.C.C. beat the tough opposition of Bolton-le-Moors in the first round. Included in the Bolton team was John McCartney who has taken F.T.D. at our Baitings Hill Climb in the past two years. The second and third rounds were both played on the same night at Hyde Cricket Club against M.G. C.C. (North West) and Lancs. & Chesh. Coincidentally, Knowldale scored exactly the same score in both these rounds — 535 points.

The semi-final was held at Manchester University against M.A.S.S.A.C.—Manchester and Salford Students Automobile Club. They were beaten conclusively and the team were quite hopeful of their chances in the final against Knutsford. This was short lived however, as Knutsford took the lead, and by half-time, they had built a lead of 180 points. The second half resumed, and Knutsford extended their lead to about 250 points, and in the last ten minutes Knowldale reduced that lead to exactly 100 points before time expired. The final score was 660 — 560.

These quizzes were based on University Challenge; there being a starter for 10 points and then bonuses for 20, 25, 30 or even 40 points. Each member of the team was equipped with a button and buzzer for the starters, i.e. the first one to press the buzzer with the correct answer gained the point; then that person's team had the chance of answering the bonus, conferring over the answer. The duration of these quizzes was twenty minutes each half, with a break in between for liquid refreshment.

Knowldale were represented all through the series by John Hopwood, Terry Harrison and David Bamber. The regular Tuesday Nighters know Dave, and are probably saying "Who the hell are Terry Harrison and John Hopwood", so here is a little blurb about each of them.

**Terry Harrison** is a works engineer who originates from Warrington. His main interest in motor sport is historic racing and races a Lotus XI under the name of Team Woodbine. Terry has also tried his hand at rallying—doing this successfully with Mike Offley. Mike drove and Terry was in the hot seat. They had most of their success in an Austin 1800—known in those days as a "Leyland Land Crab".

**John Hopwood** is a company director from Hyde who makes leather goods, including driving gloves for several of the formula one racing drivers. John is one of the founder members of "Ecurie Cod/Fillet". He co-founded this along with Roy Fidler (King Cod). John and Roy used to rally together, sharing the driving.

D. BAMBER

## VAUXHALL BONUS SCHEME

I have just received details of the Vauxhall bonus scheme for 1974.

To qualify, you must drive a Vauxhall-engined Vauxhall and carry Vauxhall stickers. Dealer Team Vauxhall entries are excluded.

All types of events are covered, and awards range from £500 for an overall win in the RAC Rally Championship, down to £10 for a win in a saloon car race. The main awards of interest to our club members are as follows:—

|                                   | Qualifying Events |         | Championship |         |
|-----------------------------------|-------------------|---------|--------------|---------|
|                                   | Class Win         | O/A Win | Class Win    | O/A Win |
| Castrol/BARC Hill Climb Champ'shp | £10               | £20     | £20          | £40     |
| RAC Rally Championship            | £50               | £100    | £250         | £500    |
| Motoring News Rally Championship  | £25               | £50     | £50          | £100    |
| Autosport Special Stage Champ'shp | £25               | £50     | £50          | £100    |
| Avon Tour of Britain              | —                 | —       | £50          | £100    |

Plus £25 for an overall win in any other restricted rallies. Further details available from the Editor.

## RADIO MANCHESTER QUIZ — 1974

It is a great pity that Radio Manchester will no longer allow sufficient time for this series to be broadcast because the last one was the most entertaining yet.

In these quizzes there are three members on each team and each member can choose a particular subject on which to answer questions. These included Law, Rallying, Racing, General, Technical and Historical.

K.C.C. representatives were John Hopwood, Terry Harrison and Deryck Pickup, in fact the same team that won the 1973 series outright. Once again Eric Purnell acted as question-master.

This year sixteen teams took part in the competition, and Knowldale were drawn against Ferodo in the first round, which took place at the Birches. After beating Ferodo 22-7, Knowldale went on to beat a team of Driving Instructors from Manchester, by 22 points to 12. 22 was a record score in the '74 series.

The semi-finals and finals were played a few weeks later on neutral ground at Hyde Cricket Club. In the semi-final our team beat a team from Mini-seven Club, but it was only the fattening before the kill, for in the final, Knowldale lost to, you guessed it — Knutsford Motor Club — the same team who beat us in the Castrol Quiz.

Ah well, roll on next year!

D. BAMBER

## FORD SPORT TABLE-TOP RALLIES

During the fuel crisis, some bright spark at Ford's decided to do his bit for humanity and leave an indelible mark on the brain of every navigator in the country, and the outcome was the Ford Sport Table-Top Rally Series.

To give something to aim for, the first prize was an all expenses paid trip to Finland for the 1000 Lakes Rally, for the winner of both the driver's and navigator's sections.

Each club had a choice of six maps from different parts of the country and we plumped for Sheet III for all three rallies.

The first and last events were divided into three sub-sections:— Plotting the route; navigation; driving and servicing. The second rally was of a different format, being just two sections:— plotting the route and general rallying questions. Route plotting on all three rallies involved devious means such as tulip arrows, spot heights, and the infamous clock face. General opinion was that it was harder than going to night school!

Uncle Eric Newby acted as chairman, clerk of the course, and Beer Supplier for the series, and awarded points for each rally on the basis of 20 points for first, down to 1 point for 20th, eventually producing a winner of the driver's category in the shape of Hon. Sec. John Clegg, and in the navigator's category in the shape of Pint Pot Pickup.

These two went on to represent the club in the area finals at the Excelsior Hotel at Manchester Airport, where they were comprehensively watered on from a great height, finishing 27th and 23rd in the driver's and navigator's sections respectively.

I suppose you can't win 'em all.

D.BAMBER

## KNOWLDALE GYMKHANA 19th MAY 1974

The Gymkhana which Dave Bamber and John Pedley organised on the 19th May turned out to be a thoroughly enjoyable event, even though the response from the other invited clubs was poor, the bulk of the entry list being from ourselves.

The venue was up "on't top'o Lobden", up past the Red Lion at Whitworth, where a veritable maze of rough tracks criss-crosses the moorland. A combination of timed driving tests, and production car trial type tests had been laid out, and the entry was split into just two classes, Class One being engine-over-driven-wheels, and Class Two front engine, rear wheel drive.

The first few tests were timed driving tests on grass, which was fortunately nice and dry, and these saw the pattern for the rest of the day emerging, with Ray Bamber (Imp) and Terry Yates (Mini), drawing away from the rest of the Class One, whilst in Class Two the Dellow's of High Moor men, Smith and Pellowe, and the Midget of Dion Pedder were setting the pace.

Tests 4 to 7 then varied the style a bit, being of the trial variety, and in Class Two the saloons soon found themselves at a disadvantage, the two Dellow's cleaning every one, and Dion Pedder using his limited slip to full advantage to clean them all as well. In Class One Ray Bamber and Terry Yates firmly established their superiority by cleaning three apiece.

Tests 8 and 9 were similar in character to the first three, being on grass, but were just warmers-up for Test Ten which took the form of a superb thrash down one of the aforementioned loose-surfaced tracks, and provided the opportunity for some of the rally men to raise plenty of dust and pull back a few seconds. Big cheesy grins were plentiful at this point!

At this stage in the proceedings an hours break was called in order to consume some excellent 'tater' pie which had been laid on at the Birches, and give the results team a chance to provide interim results.

The afternoon's sport consisted of a re-run of the mornings tests with one or two minor variations, mainly on the trails sections which became more difficult. It was noticeable that the dodge of sitting the navigator in the back, which one or two of the Class Two saloon car men had tried in the morning, was being carried rather to extremes, with several navigators hanging out of the boot!

An unfortunate retirement here was the Escort Twin Cars of Colin Brennan and Geoff Waterworth, which had been having trouble during the morning with the nearside front suspension. After giving it a good coat of weighing-up during the lunch break Colin had decided to carry on, but his efforts were wasted when the differential broke up.

Apart from this, the afternoon passed without incident, the class leaders merely extending their leads, and when the results were announced shortly after the last test, it was found that the Dellow of T.A. Smith was the overall winner the Class One winner was Bamber Senior's Imp and the Class Two winner was the Midget of Dion Pedder. The awards were presented there and then, bringing a successful conclusion to a most enjoyable day's sport.

### AWARD WINNERS

|     |           |             |               |     |
|-----|-----------|-------------|---------------|-----|
| 1st | O/A       | T. A. SMITH | Dellow        | 302 |
| 1st | Class One | R. BAMBER   | Hillman Imp   | 325 |
| 2nd | Class One | T. YATES    | Mini          | 338 |
| 1st | Class Two | D. PEDDER   | M.G. Midget   | 325 |
| 2nd | Class Two | J. PELLOWE  | Dellow        | 334 |
| 3rd | Class Two | D.T. PICKUP | Avenger Tiger | 376 |

D.T. PICKUP



**ALAN BARLOW ON ONE OF THE AUTOTESTS**



**JOHN PEDLEY LEARNS SOME NEW BALLET STEPS  
WHILST OBSERVING ROD COLLINS ON A TRIAL SECTION**



**GEOFF WATERWORTH IN COLIN BRENNAN'S TWIN  
CAM (Above) AND DERYCK PICKUP (Below)  
RAISE THE DUST ON LOBDEN SOUTH**



## MINTEX DALES, 74

Running in May due to the petrol crisis, the ANCC Mintex Dales Rally organised by the De Lacy Motor Club, was an excellent event yet again.

The entry list read like an International with all the top wheel twiddlers in attendance, and suffering a shortage of readies to play out in my own machine, I accepted an invite to co-drive York's answer to Timo Makinen, yes, Colin "give it some welly" Grewer.

The definition of talent in motor sport is to do well with modest machinery and this guy really moves it considering his Volvo is only giving 180 b.h.p. the wheels, and it must weigh as much as 1½ Escorts.

The car, of course, is exceptionally reliable, and having been prepared for the RAC, that is the ashtrays were emptied, it had lain inactive until the Dales, and as Colin joined me at the start he explained that he had given it the pre-rally service on the way — oil, water, full revs in all gears and two hand-brake turns to check tyre pressures and bed the suspension in.

So a quick kip, a bit of plotting and off we went into the airfields that make up the night section of the Dales. Not ideal stages for this car, nevertheless with plenty of revs off the line, following a blaze of light from four Super Doodahs, we earold round at an incredible pace accompanied by the smell of burning knobbles as we described huge opposite lock slides across the tarmac, using more runway than the aircraft.

Great stuff for the bowels!!

Daylight brought the first of the North York Moors stages, stirring names like Staindale, Dalby, Wykeham, Harwood Dale etc. before and after breakfast at Flask Inn.

Harwood Dale possesses a monster brow after a two mile straight uphill followed by a two hundred yard descent to base level. Taken at Mach One this causes a long silence in the car, accompanied by the bird's whistling in the trees below us, then, like Newton's apple we return to earth with a noise like four million old tin cans being dropped off the Town Hall roof. As the dust cloud clears Colin regains the track and we continue at an equal velocity.

At the end of the stage a ninety left gives Colin chance to demonstrate the handbrake turn so typical of his driving. Arriving at the corner at an incredible velocity he points the car at the inside bank, shouts Geronimo and pulls a bloody big lever next to the co-driver's knee-cap. The immediate result is the car turns in the direction required, the crowd receive two hundredweights of washed gravel at eighty ft/sec/sec and the co-driver's equipment is scattered in the four corners of the car.

After a morning of forests taken in our stride and with some excellent opposite lock power-on exits, the tail chewing the stones from the lip of some two hundred foot drop, and yours truly just chewing his lip, we arrived at the lunch halt at Geordie-land Airport for crumpets with Michael and Tony "All Stand" Mason — By Appointment.

Our hero indulged in a half-hour kip as we journeyed to Stage, One and Two, where we jumped from brow to brow, landing only to change direction with the statutory huge handfuls of lock..

A comic railway-line stage in Upper-Something-Dale brought some light relief; here was a two mile blind up a tarmac track, then ninety left into reservoir car park, then ninety left over line to park up and watch other competitors rush past. After a sufficient number of cars to cause a meeting had gathered, the marshals cleared the course and a mass return to the start provided even more amusement. Prince Mike of Whatsit rolled our Tony with due ceremony which stopped the job for a moment whilst they collected his crown — Tony's I mean, the rally moving-on to a reservoir stage.

## MINTEX DALES, 74 cont...

At Bradford Sewage Works at Esholt our hero nearly had the same inside the car as outside, as he skimmed his anxious co-driver through stone gate-posts and stout walls at x mph above the manufacturer's recommended figure.

The Mintex test track provided the final stage, and with a spin and some four-letter words we finished back at Selby Fork. After a considerable time the results were announced and Colin had won his class (push-rod engined cars up to 2000 cc) and finished 13th overall, an excellent performance against such formidable opposition.

All credit also to Peter Clarke who won the Knowldale Forest Noddy Pot and finished 3rd overall.

A great event, a great motor, with a very talented driver.

THRUP

Photo: P. McFADYEN



BRIAN WHITING SHOWS CHRISS MEEK THE WAY  
HOME AT LONGRIDGE

## KNOWLDALE KNATTER

It would appear that the enforced break over the winter came as a welcome opportunity to several Knowldale members to re-furbish/bent vehicles and build new ones.

Roger Riley finally managed to get his Invacar rebuilt after his monumental roll on the Queensway Stages Rally last year, when his car ran out in front of a dog and got run over. On hearing that he is now back on the road, the local branch of the R.S.P.C.A. have requested that in future when travelling along Queensway Roger should keep his car on a lead!

John Hardman took the opportunity to obtain a big-winged/shell for his Mexico, and has lost none of his old form, as shown by his performance on the last twelve-car.

Hon. Sec. John Clegg transferred the engine from Venerable Vera the Volvo into his left-hand-drive Volvo 142, thus creating the fastest taxi in Littleborough, and notched himself some Castrol/Autosport Championship Group One points on the Tour of Lincs, although throttle linkage problems spoiled his chances of a good placing on the Welsh.

On the sprint side, Dave Ham has produced yet another means of getting his MGB engine from A to B. This one is a rear-engined device driving through an inverted VW transaxle. The chassis has been designed on completely new scientific principles, and the Rooley Moor Road computer was busy for at least three seconds on producing a formula for the ideal wheelbase of the vehicle, which turned out to be:

$$W = \frac{2/3 L \times 3 EC}{4T} \times 2\frac{1}{2}\%D$$

Where L = The length of the garage  
EC = Early Closing Day  
T = The longest piece of tubing he could find  
D = Discount

On its first outing it was the cause of much head-scratching by the scrutineers who finally decided to take exception to the suspension arrangements and refused to let Dave start.

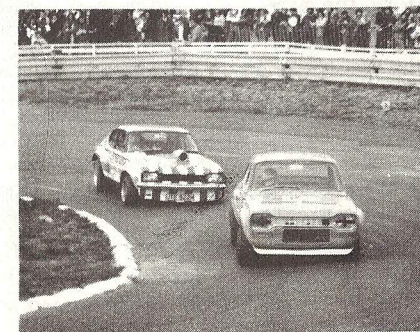
The second outing was more successful, and the car appeared to go quite well until a weld broke on the rear hub carrier, causing Dave's retirement.

We hope that on his next outing, Dave will have solved the vehicle's apparent inability to keep all its wheels pointing in the appropriate directions and will meet with success which his efforts deserve.

Last year's two star men in the saloon car field, Vic Mills and Brian "Hot Clog" Whiting have been laying out vast amounts of cash on new motors.

Brian has obtained a new Cosworth BDE engined Escort from last season's arch-rival Peter Ormerod, of Crowtrees Engineering at Brighouse, and 245 b.h.p. in a car weighing 11 cwt, with Hot Clog at the wheel is proving to be a formidable combination. At the time of writing, Brian has notched up 5 class wins, but the piece de resistance must surely be his fantastic performance in his first ever race, at Longridge when he lead the hitherto uncatchable Chris Meek for the first seven laps of the race, until a flat battery caused his retirement. In the process of showing Meek the way round, Hot Clog broke Meek's existing lap record, and we eagerly await the outcome of their next encounter.

The prize for the best turned out car goes to Vic Mills' Capri, which has been extensively modified by GRV, and is now one of the most eye-catching vehicles on the track. We wish Vic a speedy recovery from his recent illness and trust that the roar of the mighty Capri will soon be heard, again on the circuits.



Photos: K. HELLIWELL

## RAMBLINGS BY NODGE

Since the resumption of rallying in the spring, many members' plans have crystallised sufficiently to provide some excellent copy for the premier issue of the "Nu-Knowldale Mag".

Jim Bullough, ex mine host of the Chapel House and now a coastal dweller in the byways of Lytham, brought his ex-Harold Morley Porsche out on the "Bouches de Spa" with Barry Hughes riding shotgun, but with only wet racers available, his 300 bhp caused a few excitements on the sheet ice present in the night. He plans further sorties onto the "continong" this year, and may be seen on the Manx and the RAC in said machine.

Roy Fidler has been seen out in the Winners of Withersford Avenger on the Tour of Lincs, rumour hath it that he will feature on home Internationals, perhaps with a new BRM engine in.

Tony Fall is now fully in command of D.O.T. and is showing cars in both circuit racing and on the rally scene using "Speedy Broad" as the sack of potatoes instead of "Budge-up Wood", who is now appearing in your local motor cycle showroom fitting ladies for bicycle clips. Alan Clegg, ex Ken Tyrrell/Autorita is the brains on the motors so anyone with a dopey Opel should seek him out in the wilds of Smithy Bridge for advice.

Peter Clarke is out again, with Howard Scott as co-driver, and has been spotted on the Tour of Lincs — first overall, and on the Dales — third overall, going like a train and showing all the skills of a Roger Clark beater. This could just be the year when Peter shows them all a clean pair of heels.

## RAMBLINGS by NODGE cont.

On the local scene the Devils Own Rally was the first Motoring News event of the year, and for many crews their first taste of plot and bash navigation. A KCC member was secreted in as steward and two crews played out, Brennan/Pickup—Escort TC, and Crabtree/Greenwood, Todmorden's answer to Mikkola and Davenport, in their famous concrete Triumph 2000. After a thrash over some of the North's best territory, the latter crew "triumphed", as it were, and finished Best Novices, showing our expert men the way home.

On the Welsh scene two local crews tramped off to Barry for this year's Fram Castrol International Welsh Rally, starting on the Knap.

John Wood/Deryck Pickup ventured South on the Thursday to reach the start and some of the local pubs, and having set the scene, slipped into overdrink at the pre-rally party in the august company of Porky, Uncle Jim, Tony-by-appointment, George Hill and Keith Wood.

The second team, John Clegg/Mike Sutcliffe in the Volvo 142 left-hand drive ex French lettuce reps' machine, after a hasty pre-rally bodging session, arrived sporting a large bulge under the rear, which was designed as a tank shield and stage levelling device.

Both crews finished after some exciting moments. John Wood/Deryck Pickup finished 44th overall and 2nd in class in the Escort Sport after a monumental spin on Eppynt and some low flying on Penmachno, an excellent performance by these talented newcomers to international rallying.

The veterans had a great time, the left-hand drive causing some passenger discomfort, for in an effort to keep the driver's side away from the edge, Suttly was plunged into every bush available on the entrance and exit to corners. A severe bout of Chinese abuse remedied the situation after two maximums with a failing throttle, and the Volvo finished a useful hundred and something.

In July comes La Tour de Britain, now a post petrol crisis potter round the Midlands. Circuits and stages are the format, and although the overall pace is somewhat leisurely, the motoring on the circuits and stages should be terrific. Camaros, Escorts, Dolomites, Mazdas, you name it, they've got it, will be seen in FIA Group One trim, with all the big names featured.

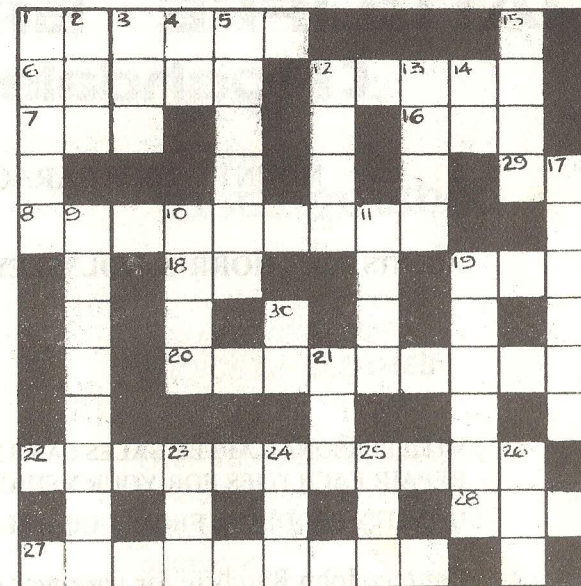
Rev. Rupert Jones is out in a Mazda RX3, using a mixture of petrol and font water to cut down the cost and cover the opposition in steam.

Hon. Sec. is invited to share a British Leyland Dolomite with racing and rallying ace John Handley, again hoping for a good place, but with some strong opposition it's anybody's guess.

Barrie "Whizzo" Williams should do well except for his pot leg handicapping his social activities, the lack of which may influence his attack behind the wheel, I don't think.

So keep an eye out for this unique event.

## RALLY CROSSWORD



### ACROSS

- 1) Lowest Grade Event (6)
- 6) It's not much, but it's home (5)
- 7) Hairy (3)
- 8) Best Club in the Country (9)
- 12) A Reverent kind of drink (4)
- 16) They make mexicos (3)
- 18) Where it .. (2)
- 19) You could get one into the next round (3)
- 20) Sometimes found in other people's regs (8)
- 22) A different kind of P.I. (11)
- 27) Teifi Valley Run it (9)
- 28) Colour of Navigators Face (3)
- 29) Cardiff Registration (2)

Solution in next issue,  
or available from  
Deryck Pickup at the  
Birches on Tuesday nights.  
Price one pint.

### DOWN

- 1) The Maestro (5)
- 2) Once Round (3)
- 3) Singular (3)
- 4) Rover make one (2)
- 5) You're really in it if you go off here! (6)
- 9) One of the Greatest, Pre-War (8)
- 10) Normally more solid than they look (4)
- 11) Valley, Windermere Area
- 12) British Fours and Sixes (4)
- 13) Bane of the Ripponden Area (4)
- 14) The Box (2)
- 15) You do it to the left, then you do it to the right (4)
- 17) Lubricant (6)
- 19) You have to do this to some drivers (6)
- 21) Abode (3)
- 23) Not many (3)
- 24) Welcome sight to a weary rally driver (3)
- 25) You do it with 15 down (3)
- 26) Don't take one of these when you're driving (3)
- 30) Doctor in Forces (2)