

EDITORIAL

The new social committee have made a fine start, their first two "events", the "Italian Job" and the bonfire both being resounding successes. Keep up the good work!

Star of the show at Ennerdale was Knowldale's answer to J.Arthur Rank, Cecil B. de Pedley, whose video film of the stage went down well at the club the following Tuesday. Thanks John and father!.

Elsewhere in this issue you will find details of a club rally championship. As we are now getting reasonable entries on local events again, we felt it was time we gave you something to aim for. Before the sprint men begin to feel left out, Roger Riley is at this very instant working feverishly on details of a club sprint championship, of which full details will be given in the next issue.

On the subject of sprints, I would like to repeat my plea for someone to report on events, even if only to list member's results. Any offers!

On the subject of championships, I had better point out that the new rally championship in no way affects the running of the existing 12 car championship, which continues as before.

The rolling championship idea seems to have caught on, a mention in Motoring News with only our second issue can't be bad. It looks like I might have to dig out a rolling pin for the winner to be presented with at the Annual Dinner, administered in traditional fashion, about the head, naturally.

Plans for the Mini Miglia are well under way and the route is at present being chewed about by the various constabularies concerned. As in previous years it will be for production cars only, with a separate class for Group One cars. We want it to be a success again, so make a note of the date, 8/9 March, you've had plenty of warning now, so no excuses for prior engagements will be permitted!

Finally, I would like to wish you all a Merry Christmas and a Happy New Year, and look forward to seeing everyone on Boxing Day, heads permitting.

D.T. PICKUP

EMMETT DIGITUS RALLY

Once more I have to report that the Knowldale gremlin was out playing and having fun; of the four crews competing none finished without serious trouble of some sort.

The first car out was "Son of Concrete Triumph" driven by Norman Greenwood and Rod Crabtree, both of whom were of the same mind in that a Triumph 2.5 PI is not the best machine for rallying when it has a death wish. Someone once remarked that cars with a mind of their own are great, but not when they insist on trying to get round hairpins flat out with the throttle jammed fully open. Repeated attempts by the car to damage itself decided the crew to go home to a possibly safer bed.

The next crew to go were the Avenger crew of Pickup and Bamber, "young"? Pickup deciding to view the world from a different angle by putting the car on its side at Abbeystead. Unfortunately he forgot that this strange manoeuvre can modify the vehicle, and even prevent further forward progress, this being a case in point. Pickup insists that the man with the breakdown truck had liberally distributed loose chipping over the road, and then proceeded to de-ditch the cars at £10 a go.

The crew of Jim Stanton and Roger Hampson in a 1600 Escort were next in trouble. Whilst proceeding at an orderly pace through the Trough the driver suffered from an attack of chronic boredom, and being a mechanic by trade decided to completely rewire the ignition system. This he proceeded to do in the middle of Selective Two, with immediate effect for they proceeded at a much faster pace thereafter. However, Jim does not recommend a rewire for relieving boredom, more for curing a car with hiccups, these hiccups along with a fail for lights in a quiet zone costing them much higher final position.

Alan Barlow and Rod Collins (Cooper S), who had been cruising happily along for three-quarters of the event, suddenly realised they were the only crew not to have any trouble. Upset at being left out of the gremlin's games they promptly rectified the oversight by putting the Mini through a wall in a neutral section. Fortunately, no damage was caused, as someone had very considerably gone through the wall before them, having just enough stonework for the Mini to run aground on, it being left high and dry resting on the sump guard with the front feet pedalling fresh air over a six foot drop.

At this point the gremlin must have gone home to bed because the Knowldale service army appeared round the corner just like the Seventh Cavalry without horses or a bugle for that matter — must rectify this bugle shortage for the next event — and all seven of them with assistance from Jim Stanton, Roger Hampson and a log or two proceeded to lift the Mini back onto the road again.

At the final count Stanton and Hampson finished bleep, and Barlow and Collins bleep, bleep. (The censor cut out the actual figures saying the finish positions were bad enough to destroy all club morale).

Despite all that happened the rally was well organised over an excellent route. We will certainly enter again and recommend everyone to do likewise.

R.COLLINS

RAC RALLY ENNERDALE STAGE

Dan Grener Seems pleased
to be still running



RAC RALLY — ENNERDALE

Once again, the R.A.C. Rally attracted its usual following of entrants, service crews, marshals and spectators from Knowldale.

This year, there was an excellent response for marshals: from Members of the Club for the Ennerdale Stage, quite a few volunteering for extra duties which involved two days of laughs and hard work — the laughs being automatic with the motley crew which turned up, but the hard work had to be done.

Whilst one team was tramping miles back and forth inside the Forest laying telephone cables, another team was practising a bit of 'circus engineering' and rigging a 'Big Top' for shelter at the Finish Control. Also involved in the preparation of the stage, arrowing, etc., were members of the M.G. Car Club.

After the interesting but uneventful passage of the depleted competitors, 114 cars in all, the job of removing the equipment out of the Forest began in the dark and was completed in record time.

Therefore, on behalf of Mr. Arther Ridy (Forest Commander), I would like to thank very much all Marshals who made the long trek North to do duty in the Forest and whose contributions made Ennerdale a very well organised stage.

N. SIMMONS



Action in the Stage





The Knowldale Big Top Photo: J. Moon

RADIO MANCHESTER QUIZ 1974/75

Knowldale's first round tie was against Stockport Motor Club at the Elephant and Castle, Bury Road, Rochdale. Last year's runner-up team was used, namely Deryck Pickup, John Hopwood and Terry Harrison. It would not be an understatement to say that Stockport got hammered. The half time score was 27, which at that time was a record full-time score by the K.C.C. team. The final score was increased to 44 - 21.

Once again Eric Purnell was in charge from Radio Manchester, asking questions on all sorts of motoring subjects, varying from rallying to motoring law and insurance. The programme is broadcasted on Sundays at six thirty and on Mondays at 11.00. and is very interesting to listen to.

The second round resulted in an even more impressive victory than the first round, Knowldale beating their previous score which was itself a record. Patricroft Conservative Club was the scene of the massacre of a team of driving instructors, who were beaten by 47 points to 16.

This puts Knowldale into the semi-finals against the winners of the round between M.A.S.S.A.C. and Mini Seven, on Wednesday 1st January 1975, at Hornets and whoever is successful there will play in the final the following Wednesday, 8th January at the AA Headquarters at Manchester.

16/84 OF AN R.A.C. RALLY REPORT

York again provided the base for this year's R.A.C. Rally, the racecourse giving ideal facilities for the various signing-on and scrutineering functions, and the usual messing about in the trade car park extracting oil from Castrol, plugs from Champion, and tyres from Dunlop for the gruelling week ahead and the next year's motoring as well.

The R.A.C. is peculiar in not requiring parc ferme after scrutineering and indeed one could report with a Group One car one day, take it home and lighten it to return to the start in Group Two trim. The catch to this is the intense competition between class competitors and in the half-hour line-up before the start each crew spend their time observing the opponents to see if any irregular extras have appeared since the previous day's inspection, thus any special and irregular activities generally take place at the first service point down the road where the odd bar strut or brace to keep that "showroom" car together is screwed on.

Bramham Park was the first stage, followed by Harewood Hill climb, a diabolical muddy slither, then on to the sewage works at Esholt - an excellent thrash. In the afternoon over to New Brighton Prom for a sprint, Vauxhall, test track at Ellesmere Port, then to the forests.

Quite a relief really for it's dead easy to over-rev a new and last minute motor on the first few Mickey Mouse stages or go off into a good solid wall with some first stage excitement and be first for the early bath back at York.

Once in the forests it's business as usual and the Cloacaenog Stages are excellent first stages, smooth and fast and no big drops. Then on to Coed-y-Brenin and Dovey, and then the Wynnstay Arms Control for tea and buns in preparation for a good first night's rallying in Mid Wales.

This casual report of this year's R.A.C. ends here as the writer broke his gearbox in Dovey and retired to spend the next three days locked in the coal place being fed through the letter box until the event was over.

Other members in action:

Tony Fall departed on the Esholt stage with a broken axle, and joined the Mayor of Bradford at a cocktail party. The Rev. Rupert Jones finished in fine style after steering and pedalling his well-stocked Lada round with never a spanner laid on it, just a few well chosen words in Russian before every hill and neat Vodka in the radiator twice nightly.

George Hill and Peter Bryant won their class after a very arduous rally, never being more than ten minutes from exclusion on the road and replacing most parts of the car at various intervals during the event. That's hard for you've never much time to pinch it back and the mechanical men get very little respite from continual rushing about and spannering sequences. But that's what it's all about.

J. CLEGG

KNOWLDALE RALLY CHAMPIONSHIP

For next year we have decided to re-introduce a proper club championship for road events. It is intended that the championship should be as cheap as possible to contest, and that novices should be in with a good chance. Awards will be given at the Annual Dinner for first, second and third drivers and navigators. Competitors best eight scores will be taken from events as follows:

Four restricted or closed events, spaced evenly throughout the year, will be selected. These will be called, for want of a better word, mandatory events. The first of these will be the Demdike Rally on the 8/9th February.

In addition to these four events, a further eight events will be selected which will be optional, and competitors may use their best four scores from these eight events to make up a total of eight scores. For the benefit of novice crews who may not wish to go to the expense of tackling more than the four mandatory restricteds, they may take their second four scores from four twelve-car events. To prevent expert crews from taking easy points on twelve-car events, points will not be awarded to any crews who have finished in the first ten on a restricted rally, or the first five of a closed event, in the last three years.

The points system will be the same whatever type of rally, being 12 points for first down to 1 point for twelfth. On the restricted rallies this will be irrespective of overall position. i.e. 12 points for first Knowldale. Bonus points will be given for class positions on restricteds, consisting of 3 points for first in class down to 1 point for third.

To qualify for points you must be a fully paid up member and enter as Knowldale.

Although we will do our best to ensure that the scores are kept up to date, it is up to the competitor to claim his points. The scorer will be David Bamber, 6 Ashmount Drive, Rochdale. Tel. Rochdale 48036.

As mentioned above the first mandatory event will be the Demdike. The first two optional events will be the Riponian Rally and the Ribble Rally. The first 12-car will be on the 25th January.

Watch this space for further details!

TREASURE HUNT TUESDAY NOVEMBER 12th

Fourteen crews turned out for this epic potter around such areas as Ripponden Maze, Luddenden Foot, Sowerby Bridge etc. etc. etc. Worthy winners were Rod Collins and Bird with a total of forty seven out of a possible fifty points. Second was Ian Stansfield and Mike Taylor with forty six points. Third equal saw the Heavy Gang of Turnough, Pickup and Bamber tying on forty five points with Stephen Walsh.

This motoring extravaganza was organised by the old wizards Mike Sutcliffe and Johnny Clarke, who with one clue had crews counting 251 windows on the front of a house. The event finished at The Brown Cow reet up on t' tops at Deanhead, after sampling a pint or two of five star Samuel Websters most people went down to the Hornets for the remainder of the night.

D.J. BAMBER

KNOWLDALE KNATTER

Latest news on the Rolling Championship is that a rank outsider in the shape of Barrie Williams has shot into second place with twenty points for rolling the VRM Fiat 128 Coupe in Clocaenog on the RAC. The twenty points are made up of six for the roll itself, four for general spectator approval, four for doing it on an International plus a six point bonus for taking the trouble to do it on the very bend where the editor was watching! The latest score is therefore John Wood 25, Barrie Williams 20, John Hardman 6 and Deryck Pickup 5.

Heard at the public bar from the girlfriend of a navigator who was explaining that he used a Poti to assist him with his map-reading, "Yes, but does it never spill?"

Is it true that Roger Clark lives at Albert Hall?

Tuesday-nighters are now well entrenched at the Hornets swapping rallying yarns with the rugby supporters. The mixed jargon could result in some very confused articles, for example:

"The rally kicked off at 10.30 with the Group One cars running in the blue and white strip. At control 2 there was a slight scrum-down after Car No. 4 went out of touch on a ninety right and the breakdown truck and coach had to be sent for. Play was resumed with a substitute. The half-time score at the petrol halt showed the favourites to be well down after incurring a fail for approaching TC 15 nearside, and having their names taken by the noise marshal for fouling car seven below the hub-caps — Nasty."

On the celebrity scene George Hill and Keith Wood look well set in the Motoring News Championship again. The consistency of the crew must now stand in the annals of rallying with the Reg McBride/Don Barrow and Jim Bullough/Don Barrow era. Fascinating that five local men have dominated for so long a championship open to all the country. "Northern grit" or the ale, I suppose.

On the Motoring News scene the Cytax was its usual excellent self with the course car conducted by none other than Harold Morley in a Porsche, his own old car, tracked down and repurchased. So next year should see him back from the hay-burner stakes. Roll on '75, more stage events, lots of forest space, the sport booming, but not many sponsors and costs rising for competitors, so its no birds, one pint a week, no breakfast and cycling to work: What's that I hear — forget rallying — Cowards!!!!

A little birdie, who is a member of the Heaton Park Golf Club, tells us that on the Saturday morning of the RAC, a blue and white Ford Escort bearing the colours of Esso Uniflo was observed parked at the park entrance, containing two very puzzled looking men in racing overalls. Could it have been anybody we know?

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D.J. BAMBER

THE BIRTH OF A MOTOR CLUB (A Christmas Story)

Few people realise that Knowldale Car Club owes its existence to that noted big game hunter Sidney "Allstand" Weatherspoon, who was once caught on the horns of a gazelle, this model being much more dangerous than the Minx which has only one horn, and not even that after 11.30 p.m.

The cause of the trouble was Weatherspoon's aunt, who lived in Wardle and was on very friendly terms with a foreman bricklayer whom she called "Tiddles". This "Tiddles" was a very large man built on rather the same lines as the Albert Memorial, which incidentally just goes to show what a remarkably small world it is, because his name was Albert too, Albert Alsop to be precise.

Albert or "Tiddles" had a weakness for cocktail parties which he attended whether invited or not, heavily disguised as a man named Mudd. This usually resulted in him being thrown out, hence the phrase "Mudd slinging".

However it was not that so much that worried Sydney as the fact that he had that morning received a letter from his aunt, a very uneducated woman who thought that "Mikkola" was the name of a patent medicine to be rubbed on the affected parts three times a day. In this letter, his aunt, whose name was Gertrude, wrote that she and Albert had decided to get married and buy a public house in the country called the 'Chapel House', with a large notice saying "Good Pull-up for Car Men", because that was her favourite opera, and would he (Sydney) bring all his friends along from his club "The Affiliated League of Big Game Hunters and Bottle Top Collectors", for a nice drop of stout one night? Hoping this found him as it left her, in the pink, with love from Aunt Gertrude.

With due consideration he called at the League Headquarters and went up to the writing room where there was a very peculiar smell, due to the carelessness of a new steward who had left one of the older members too near the fire. This cheered Sydney up a bit as he was next on the list for that particular armchair on Fridays. In happier mood he wrote suggesting forming a motor club and he would organise a reliability trial which finished at her public house.

Regs. were produced — a very stiff course had been planned with two hills, Drake Street and Tim Bobbins which had to be climbed non-stop, there was a stop and re-start on Manchester Road and a colonial section, timed to the second, through Heywood, which at that time was a forest, with monkeys. A premier award awaited every competitor who complied with the regs. and made non-stop runs on the observed sections.

A record entry was received but unfortunately all three of them failed on Manchester Road. Eventually however, one competitor arrived at Sydney's Aunt's where a film show and dinner was held. It was then decided that the title be changed to the "Mini-Miglia Rally" as the "Sydney 'Allstand' Weatherspoon's Aunt Gertrude's Pub Reliability Trial" would not fit the route card. Sydney objected but was over-ruled and so he retired on a tantrum, a two-wheeled bicycle which at that time was at the peak of its popularity.

From that moment Knowldale Car Club began and grew to its present day size and standing in rallying circles. It's a far cry (1 far cry = 3 stones throw; 1 stones throw = 10 minutes walk from the beach — holiday brochure measurements) from those early days of K.C.C. but as far as I know the club has never looked back, although one of its members once did to see if the girl had turned round too. Unfortunately she had not and he ran straight into the back of a bus which was most annoying as the girl was very attractive.

Merry Christmas,

THRUP

MOTHER OF WALES RALLY

Three Knowldale crews along with several marshals turned out to support the Bury Auto Club's Mother of Wales Rally (so called because Anglesey is Welsh for "Mother of Wales"). Unfortunately the rally clashed with the Bullough Trophy reducing both the total entry and the entry from Knowldale. The Bullough entrants made the wrong choice according to Pickup who wished he had taken a tractor. Certainly it would have been difficult to surpass the route laid on in Anglesey.

Of the three crews out Kevin Duffy and Phil White collected a banking just after half way ensuring their lack of further progress in the event. The car was well and truly jammed at an angle of 60° to the road. It looked very spectacular when we passed it which is more than can be said for Phil White who looked more like Phil Wet as he was warning the following cars during the ensuing thunderstorm. Fortunately the car was still drivable ensuring that at least they got home.

Jim Stanton and Roger Hampson finished 33rd after collecting a fail and an obstacle part way round which bent a wing and blinded the car in one eye.

Alan Barlow and Rod Collins were the most successful Knowldale crew winning the novice class and finishing 16th overall.

The unluckiest competitor must have been the one who was rumoured to have gone off over a banking into a field. The car still being in one piece he drove round and round trying to find an exit only to discover that there wasn't one!

The rally itself contained some excellent sections and was well organised. Unfortunately the results took hours to work out and this waiting at the finish spoilt for organisers and competitors alike what had been, up to then, a first-class event. Even more so when one considers that it was B.A.C.'s first attempt at organising a rally.

R. COLLINS

The end of Kevin Duffy's Mother of Wales

Photo: K. Brierley



The end of Billy Lord's Hall Trophy

Photo: A. Barlow

CLITHEROE & D.M.C. HALL TROPHY RALLY 30th Nov/1st Dec

There were seven Knowldale entries on the Hall Trophy but only six started. Stuart Edwards and Phil White non-started their Mexico due to the fact that it had not been rebuilt in time. The remaining six crews were as follows

- 26 Deryck Pickup/David Bamber Avenger GT
- 55 John Wood/Rod Collins Escort Sport
- 59 Rod Crabtree/Norman Greenwood 'Accrington Brick' Triumph
- 84 Ian Stansfield/Mike Taylor Cortina GT
- 85 'Billy' Lord/Roger Wilson Clubman
- 92 Les Wynn/Malcolm Hope 1275 Mini

The Hall was a qualifier for both the A.N.C.C. and S.D.34 championships and earned a full entry of 120 cars despite clashing with the Cytax and attracted most of the top northern crews. Dave Cowan/Fez Parker ran at Car 0, followed by Peter Kirk and Stephen Bye. Car 2 was Bob Bean and Alan Greenwood in an extremely well used Mexico.

From the start at Rushworths of Burnley there was a run out to T.C.1 near Bashall Eaves. An early retirement was the Lord and Wilson Clubman which broke its diff on the way to T.C.1. From the first control there was a large loop over Waddington Fell, through Cow Ark, then Doeford Bridge and over Jeffrey Hill before dropping down to the hard-to-find white near the Longridge Racing Circuit.

On to sheet 103 (metric) and then an all yellow loop around Beacon Fell and Chipping took crews to the first selective, followed by petrol at Dunsop Bridge. John Wood and Rod Collins really had the Sport flying on the selective., just thirty seconds over bogey ... Les Wynn and Malcolm Hope had disappeared from the scene by the first petrol.

Selective two over Tatham Fell led the remaining crews on to map89 and Barley Bank. Deryck Pickup performed a superb handbrake round the tight hairpin, whereas Rod Crabtree nudged the wall and knocked a bit of pointing off the Accrington Brick machine. The white through Cragg Hall came next and had a liberal coating of mud on top of best quality tarmac. John Wood put the battle-scarred sport off the road but got back a few yards up the road without damage.

The Gunnerthwaite white caught out Rod Collins and he missed the entrance to the road, or footpath as the ordnance survey have decided to mark it. Another ten time controls and second petrol was taken at Ingleton. From there the bog standard tackle on the joint of sheets 89 and 90 was used, then past Giggleswick Station on to sheet 103. The yellows to the south of Earby and Carlton were used before a red road section to Coal Pit Lane. The first half mile was dog rough and Crabtree/Greenwood cracked the radiator on the Triumph.

The finish was at Stirk House, Gisburn and the results were announced about 10.15. When we arrived at about seven o'clock the results were available up to second petrol. The event was quite tight in places but there were several relaxed sections throughout which caused plenty of waiting. Only one Knowl Dale crew finished 'bowt fails, Deryck Pickup and David Bamber in Deryck's newly acquired Avenger GT. This is the ex-Allan Grimsley car which Clegg had used on various events, and it acquired a pot first time out, finishing twelfth overall and first Chrysler.

D.J.BAMBER

METRIC TIME

As most of you will have read in the national press, from midnight on the 3rd January 1975 the whole of Great Britain (except for the Isle of Man) will be converting to metric time. From that date there will be 10 seconds to the minute, 10 minutes to the hour, 10 hours to the day and so on, delineated according to the following table:

IMPERIAL TIME		METRIC TIME
1 Second	=	1 Milliday
1 Minute	=	1 centiday
1 Hour	=	1 deciday (or millimonth)
1 Day	=	1 day
1 Week	=	1 decaday
1 Month	=	1 hectoday
1 Year	=	1 kiloday

As you will see one new hour or deciday only represents 5/12ths of an old one, which is bound to create problems, but the RAC have decided to simplify matters by retaining Imperial time for rallies in those areas of the country not yet covered by metric maps. This may perhaps simplify matters in some areas, but a great deal of thought will have to be put into the planning of such rallies as the Devil's Own and our own Mini Miglia which cross the dividing line between Imperial and Metric Map areas. One obvious result is that the metric part of the route will be slowed down, as 30 miles per deciday is 5/12ths slower than 30 miles per hour. However this could be compensated for by speeding up the Imperial section.

Another change that will have to be implemented in some instances (for safety reasons) is that some events will have to be started halfway through with the first half run after the second to avoid the possibility of competitors on the second half running into themselves still doing the first.

All of which will give the poor old navigator more headaches. I can see many a new navigator resurrecting his superkilodayuated Blackwell Calculator and Halda Speedpilot.

Ah well, Merry Christmas and a Happy New Kiloday!

COMING EVENTS

26th Dec.	Boxing Day Driving Tests	K.C.C. Closed*
18/19th Jan	Riponian Rally (ANCC Champ)	Ripon M.S.C. Res.*
25/26th Jan	12-car Rally	K.C.C. Closed
1/2 Feb	Precinct Rally	Coventry M.C. Res.*
8/9 Feb	Demdike Rally (ANCC Champ)	Lancs A.C. Res.*
22/23 Feb	Mintex Dales Rally	De Lacy M.C. Nat.
8/9 Mar	Mini Miglia Rally (ANCC Champ.)	K.C.C. Res.*
5/6 Apr	Ribble Rally	Spring Hill C.C. Res.
19/20 Apr	Garstang Rally	Garstang & D.M.C. Res.
17/18 May	Clubman's Rally	Bolton-le-Moors C.C. Closed
24/25 May	Ten of Clubs Rally (ANCC Champ)	SD (34) Res.*

SOCIAL EVENTS

17th Dec.	Tramps Ball Hornets	8.30 p.m.
7th Jan.	Opel Forum Hornets	8.00 p.m.
14th Jan	Vauxhall Film Night Hornets	8.30 p.m.
28th Jan	1974 Tour of Britain Film Hornets	8.30 p.m.