

LETTERS.....

Sir,

I feel compelled to write yet again concerning the antics of your club members. We at FISA take a very dim view of any motor sport activity and it is our aim to introduce as many rules and regulations as it takes to make any form of motorised sport obsolete.

It is with this in mind that I must take you to task. FISA does not approve of people who win things, ie races, rallies, hillclimbs, sprints, indoor karting events, etc, etc, etc. It has come to my attention through my spies, that is, I meant to say, FISA's ever diligent representatives in the UK, that some of your club members are actively involved in competing and actually winning trophies!! This must stop with immediate effect. I know the names of the guilty persons and I am considering imposing a 25 year ban on any one of them who finishes an event in the future!! Furthermore, should anyone from your club even so much as look at a set of event regulations, let alone consider entering, I shall order the immediate use of rule 23, section 19, sub-section 12, paragraph 9. It was this rule which caused the dramatic change in attitude of F1 driver Hairyone Santa. He has now accepted FISA as the true faith and has made a full and complete mconfession to me in my bedroom, er I mean, my boardroom.

JON MARIE (OSMOND) BALLESTRE

Merry Christmas and
Happy New Year
To All Our Readers!!

SUNDAY 16th December**AUTOTEST**

Third round of the Social Test Championship

Ask Derk Lord or Garry Rudman for further details.

BOXING DAY AUTOTEST

The usual festive occasion, but also the final round of the Social Test Championship.

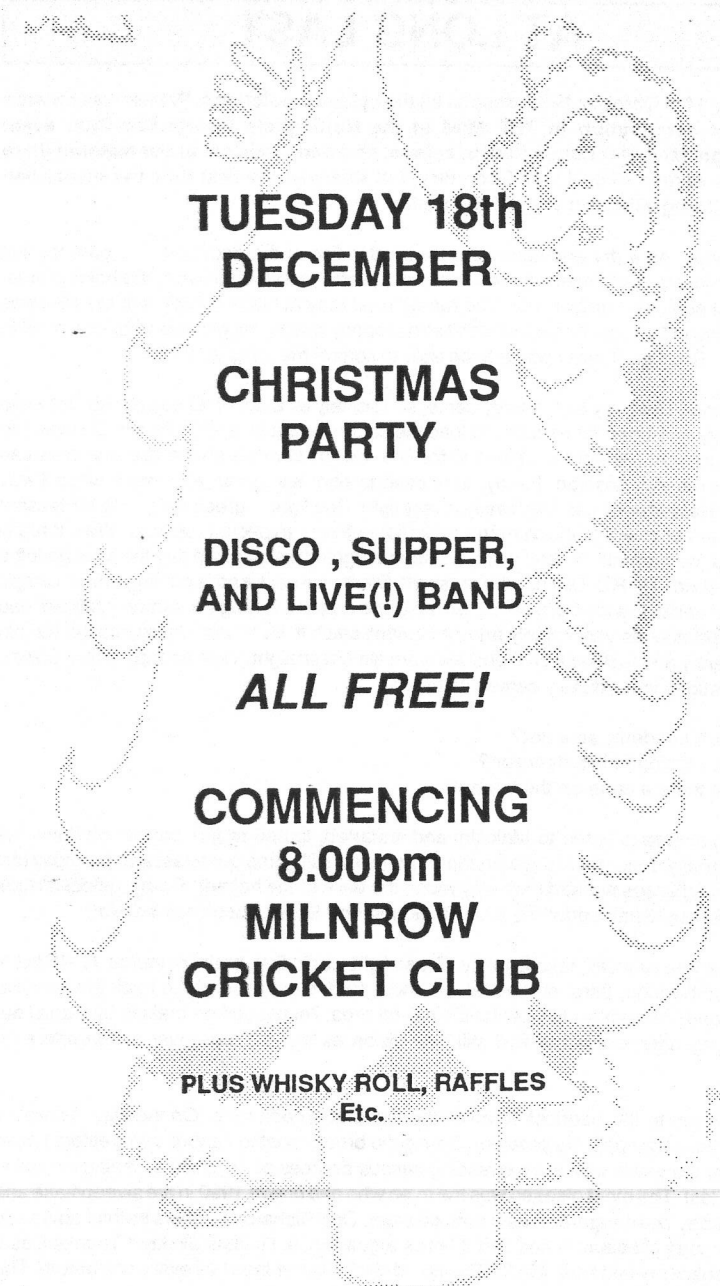
Further details from Garry Rudman or Derek Lord.

BOGIES GROUNDED

The downhill event scheduled for January 1st has been postponed until sometime later in the New Year.

100 CLUB REVIVAL

'Older' members will remember well John Hardman's '100 Club' from the days at Rochdale Hornets' Bar (and beyond?). Derek Lord will shortly be impressing upon you the desirability of parting with 50p a month to be entered in the monthly draw of numbers from the sweaty sock - first prize from which used to be £25 in Hardman's day. Once more the Club will echo to the bellowed plea "Simon Lord, WHERE'S YOUR 50p?"


**TUESDAY 18th
DECEMBER**
**CHRISTMAS
PARTY****DISCO , SUPPER,
AND LIVE(!) BAND****ALL FREE!****COMMENCING
8.00pm
MILNROW
CRICKET CLUB****PLUS WHISKY ROLL, RAFFLES
Etc.**

AT LONG LAST

On Sunday 14th October 1990, despite all the cynics predictions, Palmer was entered in his first competition in THE MINI at the Nottingham Sports Car Club event Curborough. Malcolm Hague had, of course, christened the car at our meeting there two weeks earlier when I was Secretary, but this was the first time the owner had driven the thing other on and off the trailer.

So there I was, on a dry and sunny day, second in line at the paddock gate for first practice. At last the gate opened and I followed a Sierra Cosworth down to the holding area. Unpleasant surprise number one. The run-off road may not look bumpy, but the Mini was bouncing around so much that I couldn't see properly due to my glasses rattling around in my helmet! Good grief, am I going to be able to control the thing at all??!!

Being second in line, my turn quickly came, so I politely let a dozen or so cars go first while I desperately searched for excuses to load the car on the trailer and go home. Oh well, I've paid my money so here goes... Move to the line, feet off controls so the start line crew can manhandle me into position. Funny, they used to pant and groan a lot more when I was competing Her Indoors' car. Mini really is very light! Red light... green light... Hit it! Pleasant surprise number one, it's much more controllable than I expected, second, Wow it really goes! Third, no dammit, neutral, third, no neutral again (Malcolm did say the change left a lot to be desired) THIRD! Left hander, ease off, O'eck, the back end is coming round, caught it and continued with a lot more care. Came into the chicane feeling very smug. Malcolm had said it swapped ends very rapidly and he couldn't catch it. But I had. Came into the hairpin still very gently and trickled round until we were almost straight. Time to apply a little power. Three questions immediately came into mind:-

- 1 Why was it suddenly so quiet?
- 2 Why was I facing in this direction?
- 3 Why was there a cone on the bonnet?

Made mental note to listen to Malcolm and restarted, turned round and set off down the straight. It really does go! Arrived on the run-off area still going quite fast and promptly lost vision as the glasses worked their way round the back of the helmet. Funny, it doesn't look rough. Must sue Spax under the Sale Of Goods Act. Shock absorbers indeed!

Second practice run. OK, take it gently. Green light, car in first, brain in neutral. IT REALLY DOES GO!! Second, third, no neutral, graunch, third. Gently round the track this time No problems and I remember to slow for the run-off area. I'm passed on braking by a snail out for a Sunday afternoon stroll and still lose vision as the car runs over a cigarette end. (Tipped).

We then return to the paddock to await the timed afternoon runs. On the way, I practice second to third changes. No problem. During the break I chat to various competitors I have known over the years who are expressing various degrees of pleasure at seeing me out in the Mini at last. The most pleased was the man who had drawn 1990 in the sweepstake and had until today been regarded as a rank outsider. Des Richardson offers helpful advice on the gearchange problem, "I find that if I miss a gear once, I miss it all day." Thanks Des. I decide to check my last time. 49.09! This is two-tenths faster than I've ever done before. The

A GOOD READ

RUPERT JONES

Rupert Jones came to Rochdale in May 1961, already established as a works driver and navigator and friendly with Knowldale Car Club committee members Mike Sutcliffe and the late Derek Astle. He joined Knowldale at once and was soon co-opted on the committee, on which he served for several years. In the early '60s he re-started the Club magazine and edited this for some time. He has written for several motoring journals in years gone by.

RUPERT JONES - The memoirs of a motorsport clergyman. Foreword by Marcus Chambers, ex BMC Team Manager. Published by Richard Netherwood Ltd. - ISBN 1-872955-03-7. Price £12.95 in the shops - £12.00 to club members (signed if desired). Available from Peter Whatmough on Club nights, or from Rupert himself at home.

Now we have his own light-hearted and amusing account of his adventures, in life generally, and in motorsport in particular - of how he managed a racing team, broke international records and got signed up with BMC at a time when rallying was just becoming alive.

RALLY CHAMPIONSHIPS 1990

OVERALL

Drivers		Navigators	
1 Nik Cheetham	278	1 Chris Cheetham	278
2 Ian Savage	166	2 Richard Hudson	245
3 Garry Rudman	115	3 Julie Entwistle	222
4 John Pedley	139	4 David Pedley	159
5 Kevin McTighe	107	5 Robert Plant	156
6 Roger Emery	87	6 Paul Griffin	87
7 David Pedley	75	7 Michael Pedley	75
8 Haydn Williams	42	8 Graham Sherwood	42
9 Steve Tweedale	10	9 Martin Butler	10
10 Michael Pedley	10		

MULTI-VENUE STAGE

Drivers		Navigators	
1 Nik Cheetham	108	1 Richard Hudson	245
2 Kevin McTighe	107	2 Julie Entwistle	181
3 Garry Rudman	74	3 Chris Cheetham	108

MULTI-USE STAGE

Drivers		Navigators	
1 Nik Cheetham	170	1 Chris Cheetham	170
2 Ian Savage	166	2 Robert Plant	156
3 Haydn Williams	42	3 Graham Sherwood	42
4 Garry Rudman	41	4 Julie Entwistle	41

ROAD RALLY

Drivers		Navigators	
1 John Pedley	139	1 David Pedley	159
2 Roger Emery	87	2 Paul Griffin	87
3 David Pedley	75	3 Michael Pedley	75
4 Michael Pedley	10	4 Martin Butler	10
5 Steve Tweedale	10		

down side is that the previous best was in Managements 1980 bog standard 2 litre Cavalier on a test day with Her watching to assess whether I was safe to use it for competition. Must try harder.

"I'm passed on braking by a snail out for a Sunday afternoon stroll and still lose vision as the car runs over a cigarette end. (Tipped)."

The afternoon runs started with yours truly determined to make his mark. I had been watching American football the week before and decided to adopt a rictous grin to frighten the opposition (under the circumstances, myself!). Green light, GO! First, second, GOOD GRIEF third! Immensely impressed by this achievement I forgot to slow down for the first left and out comes the back end again, this time in a threatening fashion rather than out of Joi de Vivre. Lots of gulping and trying to slow down without lifting off. The increased speed makes the car feel actually far more stable and I finish the run feeling quite pleased with myself. The time was in the 45 sec bracket, easily beating a 1.4 Escort Estate, but a bit adrift of Tom Hammond's Pike's Peak Quattro.

The second timed run, I was quite confident, would see a respectable time. Whilst waiting at the paddock gate, however, I noticed that a passing destroyer was laying a smoke screen. Being a ship enthusiast, I got out of the car for a closer look and discovered that Min had taken up a new and unpleasant habit. Nothing daunted, I went down to the start, but just in case, sneaked into first position. Green light GO! First, second, glance behind, can't see behind, third, no neutral, third, graunch - Sod It!, second. I don't remember much about the first part of the track except I was beginning to go quite quickly. Magically, third had selected itself and Min was behaving herself in a contrite fashion. We exited the final hairpin, I applied the power and Min playfully wiggled her rear. Obviously telepathic, she understood the message about the petrol remaining in the can being quite sufficient to achieve the desired effect and pulled herself together just before joining in unholy matrimony with the remains of Rob Liversage's X1/9's front grille which has become a sighting point in the ditch.

I won't mention the time because the timekeeper has agreed not to report me to Green Peace for the amount of smoke I was laying down. Valve stem oil seals, say the pundits.

At the end of the day, I was pleased to load the car on the trailer intact. The pleasure of having finally competed (and beating the Escort Estate) gave me new heart for the next season.

Min is now laid up for winter, but work is planned for next season. Malcolm's 45 will be fitted to replace the 1.25" SU's donated by Graham Sherwood and a new cam and lower final drive will be added subject to planning permission being granted by Management. Hopefully time and financial resources will allow a respray and general tidy as Min deserves it after all the years of neglect.

The car has competed under the billing "BITOV MINI". Dave Cole asked why as he couldn't remember a constructor called Bitov. I pointed to the few remaining original Mini parts in the car. "That's a bit of Mini, that's a bit of Mini....." Dave smiled and said "See you next year!" Sure will!!!

DAVE PALMER

AGM

26 members were present at the AGM held at the Cricket Club on November 20th. President Gail Bloor led the meeting, accompanied by Hon Sec. John Clegg, and new Auditor Mike Pickup.

REPORT OF THE COMMITTEE

The minutes of the 37th AGM were held to be a true and correct record, and John Clegg read the Report of the Committee for the year ending February 1990.

The year started with the Dinner Dance for President Robin Bloor, with first international guest speaker John Haugland who also attended a Rally School for Club Members at Chadderton Power Station.

The Social Championship numbered 24 events with 89 members taking part in a variety of events - picture, sound, and written quizzes, treasure hunts, and the social (auto) tests, in which 32 members were entertained by Richard Hudson, Simon Lord and Garry Rudman.

On the Competitions side, Graham Sherwood organised the Grimley JR Eve Hillclimb and Sprint Championship which consisted of 15 events, 3 of them KCC Hillclimbs, won by Tony Bridgen. An increase in membership during the year was due mainly to the Hillclimbing activities.

In Rallying, David Pemberton and Richard Hudson had an impressive program of international events, and were joined on occasion by Mike Sutcliffe and Roy Dixon along with Janet Sherwood and Nina Sutcliffe sponsored by Team Hartnell. All three crews competed on the RAC, Mike still recovering from a bad accident on the Au-

toglass Tour. At the year end, David Pemberton won Best International and Stage Champion awards, Nina Sutcliffe took best Multi-venue Driver, Nik Cheetham was best Single-venue Driver, and David and Michael Pedley took the Road Rally Awards.

A novel event was the Christmas Hillclimb organised by Graham Sherwood, with Metro 6R4, Cosworths and others competing on a crisp dry day with 5 runs for most entrants, real Christmas value for money.

Once again the Committee feel that members have had good value from Knowldale, and will try with the support of the membership to maintain this high standard in coming years.

Auditors Report

The Balance Sheet and Auditors Report were scrutinised and questions answered. Thanks were due to Mike Corfield for his endeavours over the past months. It was noted that the previous Auditors, Samuel Slater & Sons had resigned, and C E Garnett & Co were appointed by the Committee to fill the vacancy, and are offering their services for the coming year.

Election To The Committee

It was noted that Neil Anderton retired from the Committee due to pressure of work during the year, and also that Roger Riley, after 25 years sterling service on the Committee had decided not to offer himself for re-election. Tribute was paid to the efforts which Roger had made, particularly as Clerk of the Course at Baitings Dam for many years. Derek Lord was co-opted onto the Committee during the year. Six members were duly (re)elected to serve:

Robin Bloor, John Clegg, Derek Lord, Simon Lord, Garry Rudman, and Paul Johnson. Unfortunately this left Andy Czakov unelected but an offer was made for him to consider being co-opted.

RALLY CHAMPIONSHIP SCORES

The Rally Championship scores on page 10 are as accurate as the information I have available at the moment allows, but the scores for Nik and Chris Cheetham count the Silva Stages twice, so 51 points should be deducted from their scores. This means that Nik is still winning the Overall Series, but Chris is demoted from winning the Multi-use Series, Richard Hudson is winning the Overall Navigators Series, and Chris the Multi-use Navigators.

It is possible that you have claimed points which are not shown, although I think it unlikely.

Here are the events I think you have claimed for:

Nik and Chris Cheetham - A Design, Bell Watson, SSL, Silva, Oulton Park.

Raydn Williams - Single venue event.

Roger Emery - Autowindscreens, Northern Lights.

Kevin McTighe - Panaround, Imber, Dukeries, Flanders

David Pedley - Drystone, Autow, Lley, Falls, Dams, 061, Targa, Briedden

Michael Pedley - Drystone, Falls, Dams, 061

John Pedley - Autow, Lley, Targa

Garry Rudman - Blakes, Silva, Trackrod

Ian Savage - Winter, Agbo, Duddon, Blakes, A Design

Richard Hudson - Vauxhall, Severn, Cumbria, Trackrod, Audi, RAC

Navigators should look in general for the names of their driver(s) and check their events have been claimed.

WARRIOR

AUTOMOTIVE RESEARCH LTD

5-6 Bellbrook Industrial Estate, Uckfield, East Sussex TN22 1QL, England

Tel: (0825) 764833 Fax: (0825) 769132

October 1990

As another motorsport season comes to a close competitors all over the country are taking stock and formulating their plans for the coming year.

When it comes to car preparation the power unit must be high on the agenda and no company is better prepared to respond to customer demand than Warrior, the Uckfield based engine designers and manufacturers.

Famous for their 16 valve, twin cam cylinder head conversion for the Ford Pinto block, Warrior have modernized and expanded their engine preparation facility over recent months and can now offer complete or partial engine builds.

Even the most experienced hands can make the odd mistake during the assembly of the unique Warrior cylinder head kit, despite the fact that every conceivable component required is supplied with it.

These mistakes cost time, and time means further unnecessary expense for the customer.

A Warrior built engine is one that has been assembled under the watchful eye of designer Russell Pain, whose office is immediately adjacent to the build shop itself. If a technician has a problem of any sort during assembly, who better to consult than the man who designs the cylinder heads from scratch?

Customers using Warrior for their builds have the added advantage of being able to discuss engine installation and application matters with proprietor Richard Ive, himself a seasoned campaigner at international rally level. Having owned, driven and worked on Escorts of every conceivable configuration over the years Richard is a mine of information.

The combination of Russell's technical expertise and Richard's in-depth knowledge of the sport means that customers receive an engine which is powerful, reliable and unrivalled value for money.

Warrior's new facility also boasts an elaborate and highly accurate airflow rig, which is currently playing a crucial part in the design of several new products expected to be launched in the near future. The fact that not all of these will necessarily have the name "Warrior" on the cam covers serves to remind one that outside consultancy is still a vital part of the company's activities.

FOR FURTHER INFORMATION CONTACT RUSSELL PAIN OR RICHARD IVE ON
0825-764833

Ends

Retiring Auditor

Tribute was also paid to 'Uncle' Jack Slater, retiring Auditor, a long standing non-competitive member who gained great satisfaction from hearing of the exploits of others. Mike Pickup, brother of Deryck, has taken up the bat on our behalf, and his nomination was accepted by the floor.

Change Of Year End

The lengthening gap between year-end and AGM has been considered by the Committee. It would seem beneficial for the change of President to take place at the Annual Dinner Dance, and therefore for the AGM and Dinner Dance to occur closer together. The Committee proposed a change of year end to 31st December henceforth, with the AGM in February, and the Dinner Dance in March. The Auditor foresaw no problems, and the meeting accepted the proposal unanimously.

There was a request for earlier notice of the AGM, with apologies from the table. It was decided that despite the short time until the next AGM, elections of committee members should still take place, but that the president would serve 15 months. After a discussion on the membership fees, the vote was against raising membership fees, but in favour of abolishing the 'Social' membership. It was agreed to put defer these matters for further discussion before and at the next AGM. Simon Lord asked that more members become involved in organising events.

Chain Of Office

After a vote of thanks to our first Lady President, Gail Bloor handed the Chain Of Office to Graham Sherwood, who promised a lot of changes on the Competitions Scene for Knowldale in the coming year.

John Clegg thanked everyone for attending and closed the meeting.

Richard Hudson Tells Of His Exploits On The 1990 RAC

CSMA put a lot back into rallying (they have 200,000 members), all the organisation being done by Alan Thurbon. A meeting took place the week before the event near Birmingham to go over tactics (to get two teams to the finish) and to meet the rest of the teams, and pick up the team clothing - Rally jackets, jumpers, sweatshirts, hats, ties for each driver, and jackets, sweatshirts, overalls, waterproofs, hats, ties for the service crews.

The day of scrutineering arrived and we left Tod at 5.30am for our 7.45 scrutineering time - the best time, no spectators, just straight in and out without any problems. The rest of the day was spent packing the van and chase car (from Lookers of Chester) and fitting the two way radios courtesy of CSMA. These worked brilliantly apart from every car in the CSMA team having a radio and all being on the same channel - 21 crews in all!

Sunday morning arrived and we lined up the car for our 10.56 start. The first stage at Rudding Park went very well, the unchecked pace notes were very good and the newly built engine seemed to be pulling well, setting third fastest time in the class. SS2 saw no problems but on the road section the car was missing - a spray with WD40 seemed to cure the problem. SS3 at Scunthorpe was the longest of the day at 7.58 miles. What a brilliant stage this is, very fast and smooth with some very big jumps on the long straights; we even caught the car in front. Another long road section followed and again the car started to miss, cured by fitting a new set of plugs. We had no problems on SS4 and SS5, and SS6 was cancelled due to a bad accident, so it was on to SS7 taking to the yellows to avoid the 23,000 spectators leaving the stage. No trouble on the stage, but the speedo cable broke leaving me without a trip (out with the maps). After SS8, and just a sixty mile road section back to Harrogate, we were 114th overall and 6th in class.

A 7am start for the North Yorkshire forests. Boltby and Ingleborough were OK, but on SS11 we had two visits to the scenery, the second resulting in a bent wing and light. SS12 brought back one or two memories of last year (the same stage where we crashed), but we still caught and passed the car in front. SS13, long Dalby, started very fast, but after 11 miles the car started to run on two cylinders, only doing 20mph uphill, and about four miles from the finish we got a front puncture which we drove to the finish on. We were passed by two cars on this stage, the only two all rally. A quick check over at service, where it was decided to change the oil when we had time. The next three stages were at a reduced pace, but we still passed a car in each. At the next service the lads changed the oil, but noticed that the sump was very badly bent which we thought was restricting the oil pick-up, so we decided to change the sump when we had time. No further problems for the rest of the day saw us back in Harrogate minus sumpguard (ready to change the sump on the morning run out), and 85th overall, 5th in class.

We changed the sump at Scotch corner and the car began to miss on the run to the next stage, Dave reporting that it was burning oil. A quick stop revealed too much oil in the sump, so it was off with the oil filter to drain a bit out. We arrived at the next stage only for it to be cancelled 20 secs. before we were due to start. Driving slowly through the stage, the car began to miss, then stopped altogether. After several minutes it restarted so we drove on, only for it to stop again on the road section in the middle of a small town. Dave pushed us with the chase car until we found somewhere to park. A change of coil got us going again until service, where a crack in the disc cap was discovered - problem cured. On the next stage SS24, Stuart found the gear lever to be moving a lot, at next service the lads decided to change the engine mount, which would have been easy had it not ripped a big hole out of the floor. Dave tried his best to weld it, but the carpet kept setting on fire, and the water used to put out the fire kept putting out the gas torch. After another long stage in Kielder, the lads decided that the best thing was to wire the mount in a sling from the strut brace, and this was used for the rest of the rally, only being replaced five times as the wire broke. The remaining five stages were taken at a reduced pace but we still managed to lose the front bumper in a big hole. Overnight in Newcastle we were lying 67th overall and 4th in class. What more could go wrong?

After last year's RAC and our slight off, David decided to have a year off to build a new GpA Opel Corsa Sprint, which left me without a ride for 1990 until Stuart Hall from Wrexham phoned to ask if I would like to do several rounds of the National Championship with him. After four events in his GpN Nova SR Stuart finished 3rd in his class in the Championship. On the last event he asked if I would like to do the RAC with him as part of the CSMA (Frizzell) Rally Team.

After a 5am start for the next stage we felt all we needed to do was have a steady run back to Harrogate. 500 yards into the first stage we were off into the undergrowth but managed to drive back onto the stage; another 2 miles on we were off again - must have been slippery, or so we thought. The next stage Orge Hill, had a three mile downhill section to the finish, and luck was on our side as the halfshaft broke halfway down the hill leaving us to coast the remaining mile or so to the finish, only dropping 45 secs. Dave and Nigel changed the shaft at the roadside, and at the next service the front near side strut was found to be bent so it was changed for a new one. Leaving service, Stuart said the car was handling badly so we turned round and went back into service. The nearside wheel was right back in the arch and thinking the bottom arm must be bent, we changed that, but it made no difference. Closer inspection revealed that the left hand side of the front panel which holds the tie bar in place had ripped off the inner wing. We were already 20 minutes into our lateness, so a very quick welding job was required. Dave somehow managed to get a small weld onto the panel, but we had 25 miles of stages in Kielder before next service. If the weld had broken we would have been out of the event, but it held, and at next service the lads found the use of a garage with a ramp. The garage proved very useful as Dave used their Mig to weld the front panel, and the lads changed the sump which was holed, and also rewired the engine mount. We left service in a hurry because we had only 7 minutes lateness left before we were OTL. On the way to the next stage the sumpguard decided to fall off, so it completed the next 2 stages with 1 bolt at the back and tie-wraps at the front. After a Main Time Control and another 40 minutes lateness was added all there was left to do were four stages in the Lake District and the drive back to Harrogate.

After a service where the lads fitted a new sumpguard there was a fifty mile road section; just as we started we lost 1st and 3rd gears. After driving down near to the stage, we stopped to re-align the linkage dropping another 8 minutes on the road section. The next two stages went OK apart from being stuck in traffic for 40 minutes after Comb. On to Grizedale, where we decided on a steady run, without problems apart from hitting a big hole 200yds. from the finish of the last stage. Driving back to Harrogate Stu said it was not steering properly - at service the offside strut was found to be bent, so it was changed. 25 miles further down the road the car was making funny noises at the front end, and the next minute Dave said he could see sparks coming from the front tyres(?). Stopping in a lay-by we found the inside edges of the front tyres were worn down to the wire; the front panel had split on the offside so we swapped the tyres front to back and drove very carefully to the finish. The service lads said they knew where we had gone as they were following the two black lines on the road back to Harrogate.

We finished 64th overall and 4th in class, picked up £500 from the RAC and £100 from the CSMA.

Thanks to Dave Pemberton and Nigel Claypit (Chase car)
The Lads Mike, Mike, Dave (Service crew)

RICHARD HUDSON

WHO OWNS THE COSWORTH?

This brain teaser can be solved by combining deduction, analysis, and sheer persistence. The essential facts:

- 1 There are five houses, each with a garage door of a different colour, inhabited by men of different nationalities, with different cars and favourite drinks. Each man uses a different kind of engine oil.
- 2 The Englishman lives in the house with a red garage door.
- 3 The Spaniard owns the XR2.
- 4 Coffee is drunk in the house with the green garage door.
- 5 The Ukrainian drinks tea.
- 6 The house with the green garage door is immediately to the right (your right) of the house with the ivory garage door.
- 7 The GTX user owns the XR3i.
- 8 Duckhams is used in the house with the yellow garage door.
- 9 Milk is drunk in the middle house.
- 10 The Norwegian lives in the first house on the left.
- 11 The man who uses Shell lives in the house next to the man with the Orion Ghia.
- 12 Duckhams is used in the house next to the house where the Capri is kept.
- 13 The Mobil 1 user drinks brake fluid.
- 14 The Iraqi uses Q8.
- 15 The Norwegian lives next door to the house with the blue garage door.

**WHO DRINKS WATER, AND
WHO OWNS THE SIERRA
COSWORTH?**