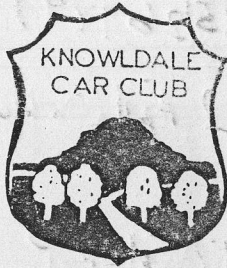
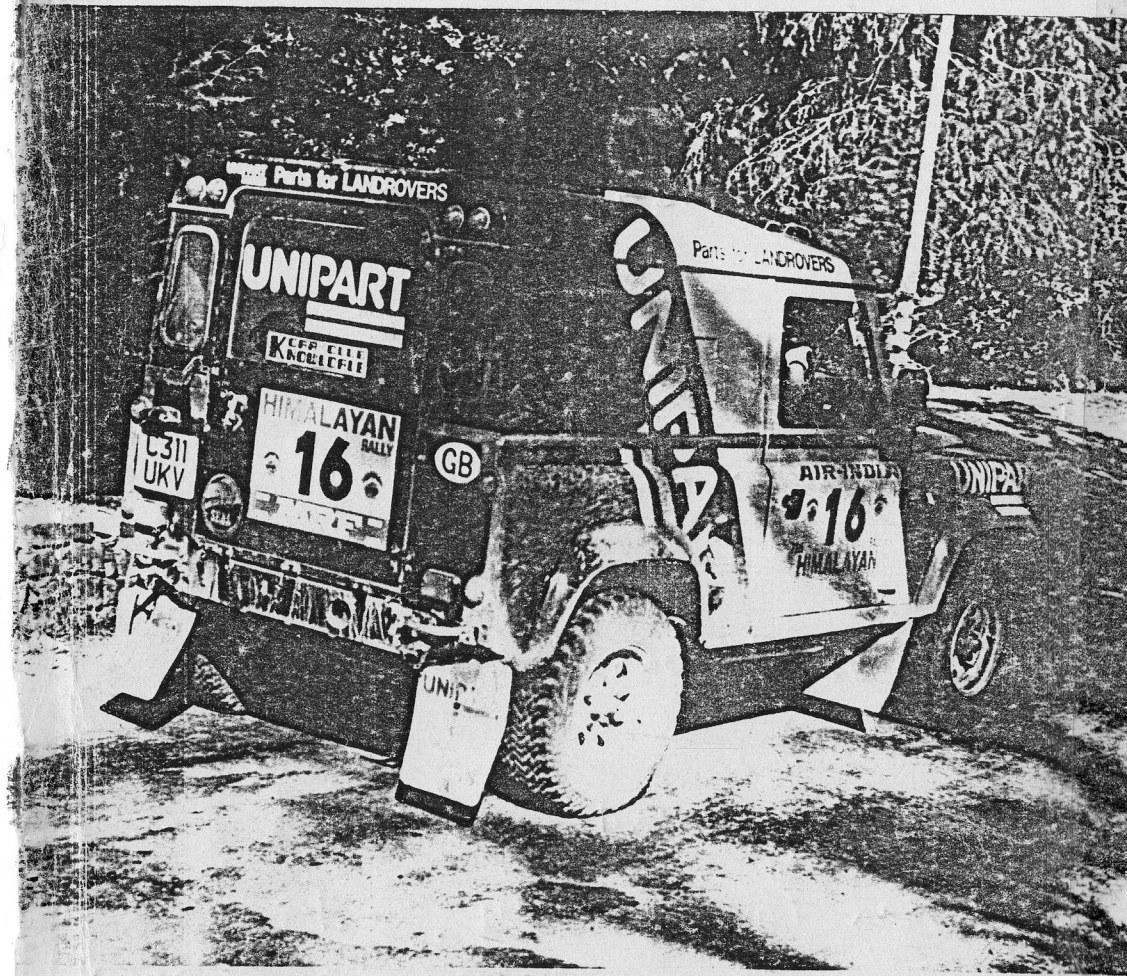


K CAR CLUB KNOWLDALE



FEB 87



MAGAZINE

CLUB DIARY

REGS ARE AVAILABLE FOR:

FROM NOW ON, WE WILL TRY TO GIVE A 'PHONE NUMBER OF THE ENTRIES SEC. AND HOW MANY SETS OF REGS HAVE BEEN SENT TO US, SO YOU CAN RING DIRECT IF NECESSARY.

14/15 MARCH CLITHERONIAN RALLY organised by Clitheroe & DMC on maps 97, 98, 99, 103, 104. £24 entry fee. Mrs. P Bateson 0282 62613

22 MARCH HOLDERNESS TROPHY RALLY Multi-venue 30 stage mile rally on 106/107 run by N. Humberside MC. £50 entry. David Hawkins 09644 2472

SOCIAL EVENTS

17 FEBRUARY PICTURE QUIZ at the Ladybarn organised by John Atkinson

24 FEBRUARY FILMS at the Ladybarn (details TBA)

14 MARCH ~~Annual Dinner-Dance~~ *PRC*

24 MARCH PICTURE QUIZ at the Club

7 APRIL FILMS/VIDEOS at the Ladybarn 9.00pm

14 APRIL TREASURE HUNT *Robert Burke*

4 MAY AUTOTEST

FOLLOWING THEIR RECENT VISIT TO THE CLUB, DAVE HARRISON AND CHRIS MANSLEY HAVE AGREED TO SET ASIDE A SUNDAY AFTERNOON TO SCRUTINEER AND NOISE TEST CARS. MIKE DUFFY WILL ANNOUNCE FULL DETAILS LATER, BUT THE DATE IS LIKELY TO BE IN LATE FEBRUARY OR IN MARCH.

SUBMISSIONS

Does anyone read this bit? We welcome rally reports, amusing anecdotes, hints and tips, action photographs of club members etc..... Contact Steve Tweedale or Janet Sherwood any Tuesday night at the Club, or ring Steve on Bacup 878275.

EDITOR: Steve Tweedale

Asst. EDITOR Janet Sherwood

21. March Colway L Stages K. Ho neale

7/8 March Northern lights LUMC

5 April D. Brown SMC SV Kiron Quarry 112 20m f40 1st

12 April Tour Lines MV Stages

12 April Forest Motors Trophy H/C Bankings Shipley £18. 2 sets.

11/12 April Lindholme MSC Dunfob Danum 111/112/113 180m £

FEBRUARY 87

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Once again we begin with an apology for the non-appearance of newsletters, this time the December and January copies. There hasn't been a great deal happening on the Social or Competitive fronts, in this issue you will find reports on the last round of the 1986 Social Championship (the Boxing Day Autotest) and the first round of the 1987 series (the Scalextric).

As I write, the new covers are in the final stages of preparation and one should be wrapped around this issue. The photographs were chosen by independent judges from all those submitted late last year. Another innovation which should make this issue is the Trade Register - if you want your business included, let us know.

Finally, words of thanks to Chris Mansley and Dave Harrison who came along one Tuesday night recently to talk about car preparation, scrutineering and noise testing.

Steve Tweedale

ANNUAL DINNER DANCE

SATURDAY 14 MARCH 1987

23 MAY

"BRACES NIGHTCLUB"

BAILLIE STREET

ROCHDALE

Tickets: £10.00 per person

7.00 p.m. - 2.00 a.m.

Includes Dinner, Caberet and Disco

Tickets available from Simon Lord

WOODPECKER STAGES

1 February 1987

And the Lord said unto them: 'Let there be confusion' and, in truth a great confusion did descend upon them and verily many things were cocked up!

Our epic story begins on Friday 30th (13th more like) when the Aeroquip lines finally arrived three days late, courtesy of Malcolm Wilson Autosport (thanks Malc?).

The plan had been simple enough - stay at Kev's on Friday, collect the Colways in the morning, have them fitted, pick up new tax disc and away we go. But no, the Lord was having none of it. The Colways had arrived but the fitting machine had broken, the jobsworth at the Post Office refused to tax the car because of a mistake in the cover note and we were late getting the van loaded.

So, we had ten tyres and no rims - no problem, we'll go to the local tyre bay and get them done there. Oh yeah? No! Never mind, we'll call in at Winsford Tyres on the way for the car. They couldn't do ten, but agreed to do six, however I forgot to check the rims, the significance of which will become apparent later.

So all there was to do was call and collect the car and trailer from home as arranged with SMM. No way! The car wasn't there and a phone call confirmed that it wasn't quite ready. Finally the car arrived and was loaded, albeit with a mechanic still underneath it. For some reason, which will always remain a mystery to me, we didn't change the wheels at this point or we would have known about another problem. Finally then, we set off, very late.

We arrived in Newtown even further behind time as yours truly had us well on the way to Rhyl! Hindsight being 20-20 that may have been a good idea. Anyway, check in at the hotel (the one bright spot being the Bear Hotel - well recommended), change the wheels and off to do the formalities.

And the Lord said unto them 'On no you don't, pal'.

The jack which had been repaired following an indiscretion involving a loaded trailer, had been welded at the wrong angle and had no intention of lifting anything, least of all the rally car. 'Not to worry, we'll use the trolley jack, just pass me the torch'. 'Torch - what torch?'. There was no point in putting the trolley jack in the car as we were only going a mile down the road to scrutineering and I mean who gets a puncture at scrutineering?

The answer to that one is 'any plonker who doesn't check his rims!' Our thanks to car 51 for the loan of their jack. I'm going to take Dave Pemberton's advice and fit tubes for the next event.

It didn't seem too bad after a good meal and a sharp intake of alcohol and let's face it, the event would be easy after this. Wouldn't it? Oh no it bloody well wouldn't!

...../

brocken track control arm. As far as they were concerned they were out of the rally. However, the S.O.S. went out and our intrepid service crew headed by Bob Fowden got them back on the road and they limped to the rest halt in last place - after lying 3rd overall.

Leg 4 - only 320 miles to go!! 15 miles into the first competitive section Nina said, "I think we've got a puncture - have a look on your side." Janet winds her window down and sticks her head out just as Nina drives through a large muddy puddle - I know mud is good for the complexion, but not at three in the morning! Yes, we had a puncture which lost us time and our place in the top 10 overall. However, we are grateful for small mercies and two punctures over 1800 miles of some of the roughest roads we have ever seen is not bad going.

The final re-grouping was the end of the rally as far as most of the crews were concerned but Nina and I refused to believe it until we arrived back in Delhi. What a fantastic welcome awaited us there.

After the champagne and curry celebrations it was back to sunny Manchester - will life ever be the same again??

We finished 12th overall, 3rd in class and took Coupes des Dames.

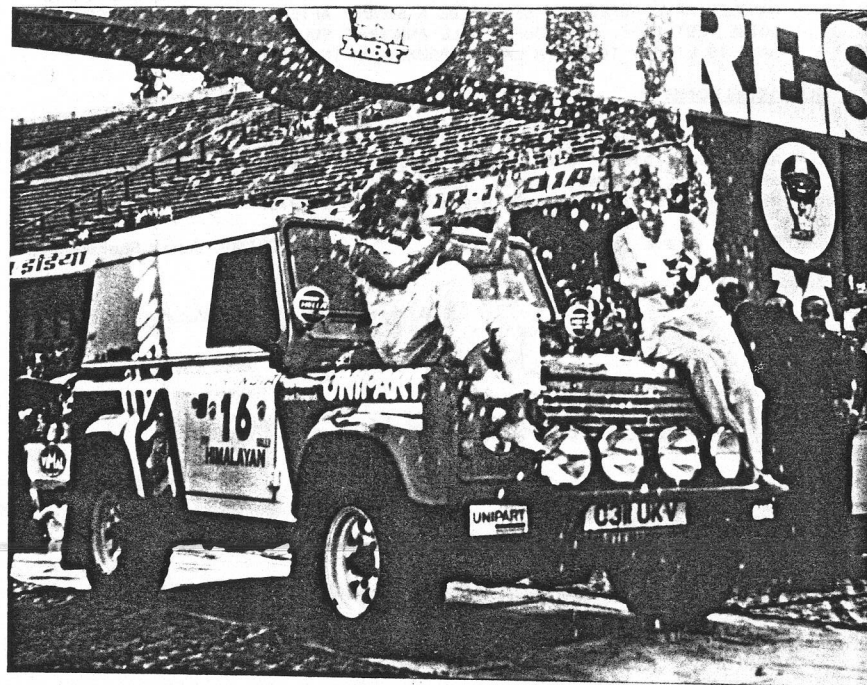
Phillip and Hywel finished 11th overall.

Peter and Betty-Ann finished 4th overall and 2nd in class.

Needless to say Unipart won the team prize!!

Nina Sutcliffe

Janet Sherwood



lined with people, it seemed that the whole of Delhi had turned out to watch the start.

After 294 miles we arrived at the first re-grouping control in Bareilly lying 13th overall with only 38 minutes of accumulated lateness from an allowable 3 hours! The only problem we had encountered so far was drowning out during a river crossing. We were on top form and found it very difficult to relax.

The next section was fairly short (170 miles) with a couple of straight-forward competitive sections and a very twisty road up to Nainital and the end of the first leg.

Resting in the Swiss Hotel with a fantastic view from our balcony, including Mt. Everest!, the easy part of the rally was over. From now on it was up into the mountains and hundreds of miles of hairpin after hairpin.

Leg 2 comprised 478 miles of which 350 were competitive. Nina had driven the whole of the first leg and thereafter it was decided that I would drive the non-competitive sections to give Nina a rest and allow her to brush up on her navigating skills!

The second and third legs were entirely in the mountains and the scenery was unbelievable - we were above the clouds at one point, 12,000 feet up - on top of the world!

How Nina wrestled with the steering wheel for so many miles I will never know and she still found the energy to catch and pass other competitors whenever we spotted a cloud of dust ahead. I didn't realise that Nina had such a viscous streak of competitiveness in her!

Halfway, at Mussorie we were scheduled to change all four tyres, however, as we had had only one puncture and the others were still like new, they were left on. The tyres fitted to the Landrover were off-road racing tyres made of Kevlar, which are fine on the rough stuff but have a tendency to overheat on tarmac. This meant that at some service halts the pressures varied by as much as 15 pounds on each corner which in turn meant problems with the handling, not to mention our nerves. Fresh-air bends with drops of several thousand feet do wonders for your trust in each other.

At the start of leg 3 the three car Unipart team of Philip and Hywel, Nina and Janet and Peter and Betty-Ann Banham (in a Group N Toyota Corolla GT) were all doing well and still favourites to take the Team prize.

Everything was running like clockwork - Hywel's planning was faultless and our super efficient service crews were a welcome sight - not only attending to the car but also offering us a gin and tonic - with ice!!

Leg 3 was to be the toughest part of the rally as far as the car was concerned - and overhearing Peter Banham describing the second half of the previous leg as being the equivalent of the R.A.C., we wondered what we were in for!

It was certainly rough, but the car stood the test. More than once we wondered how Philip was coping, especially in landslide areas which made the "road" very narrow and rocky; at least we had the advantage of a diff-lock and four wheel drive.

We came across Philip and Hywel on a competitive section with a

WOODPECKER STAGES cont'd.

The finger of God did pierce the skies and did give the sinners pot a good stir.

SMM arrived at the appointed hour and duly set off for Service 1, leaving their Metro behind. We started the event and on SS1 began to experience a very 'iffy' feeling from the brakes. I was going to for it on SS2 when, approaching a right hander under braking, the car took up an attitude that had 'accident' written all over it. Feet off everything and wait for the bang. It didn't come and somehow we were round. This scene repeated itself on every sharp bend and soon we realised what had happened. The rear brakes had gone on strike so any hard braking had the car looking to swap ends. Not a nice feeling with drops on every corner. SS3 was not funny at all and we crossed the flying finish in the middle of a 30 yard or so sideways slide, which fortunately ended a few inches before the world did!

Into Service 1 lying 3rd in Class where the awful truth was discovered. The mounting bracket for the hydraulic handbrake cylinder was flexing the floor panel and absorbing all the effort intended for the rear wheels. A temporary solution turned out to be just that and half way through the next stage it gave out again. We arrived at Service 2, still 3rd in Class, to the marvelous news that the van had broken down and the crew wasn't there. The ensuing confusion between navigator, marshal, a crowd of 'messengers' and an MN reporter led to a real big cock up. At every service halt we have ever been to we always, always check the road book. We didn't. We left eight minutes early. Having arrived 3rd in Class we departed 8th in Class. Eventually we finished and were placed 31st overall, 5th in Class, but it was so nearly 24th and 3rd. 60 started and 43 finished a well organised event, which I understand some people even enjoyed.

Most rally reports end here, but not this one. It took the AA five hours to find the van and thirty odd to get it home. I had to drive the rally car home and the Metro towed the trailer. Somewhere near Shrewsbury the final twist - the Metro copped a puncture.

'And the skies thundered to the sound of His laughter'.

Andy McTighe

RAC Motor Sports Association Limited

Updates on the 1987 Yearbook

1. QM Safety Requirements

- (a) QD 12.1 (page 124) Cross Country Vehicles)
 QG 8.2 (page 135) Production Saloons) delete drawing "No.8"
 QG 12.2 (page 140) Modified Saloons) insert drawing "No.3"
 QG 14.2 (page 143) Special Saloons)
- (b) Special Sage Rallies (page 153)
 QH 14.1 add after 1(a) "to drawing No.3"
 QH 14.2 delete "2(a)" insert "2(b)"
- (c) Trials (page 156)
 QK 1.7 delete "1(g)(ii)" insert "1(d)(ii)"

2. QH Stage Rallies

- QH 16.1 Have the engine fitted with a 32mm diameter air restrictor unless it is either:
- (a) A normally aspirated engine with no more than 2 valves per cylinder and is of a capacity of not more than 2800cc.
 - (b) A Forced Induction engine of capacity not more than 1650cc.
 - (c) A vehicle with a 1987 FISA vehicle Homologation document valid for International Rallies, and is run in compliance with those documents. Such documents must be available at events on demand.
 - (d) A make and model of vehicle of which the MSA has agreed a Specification Sheet with which the vehicle complies. Such specification sheets must be available at events on demand.

3. QF Hill Climb and Sprint

Wheel diameters of under 10" are prohibited.

4. Formula Libre Cars

Formula Libre Cars must comply with Single Seater Rear Wing heights 90cms.

5. Ignition Components in Single Seater Cockpits

Ignition components Coils, Chokes, Black Boxes etc., must not encroach on the cockpit area of Single Seater Circuit Racing Cars.

6. Items to Take Effect from 1 January 1988

- (a) QM 3(a)(ii) and 3(a)(iii) will be considered as "Plumbed in Systems".
- (b) Other than Saloon and Sports Cars, all vehicles in circuit racing must have a Red rearward facing light fitted, of minimum 21 watts, with surface area minimum 20cm² maximum 40cm². It must be located within 10cm of the centre line of the vehicle. (Recommended immediate implementation).
- (c) Special Stage Rally Cars:
 - All cars to be fitted with Fire Extinguishers to QM 3(a)(iv)
 - All cars to be fitted with Head Restraints to QM 13
 - Safety Roll Over Bars/Roll Cages to be of Steel Only

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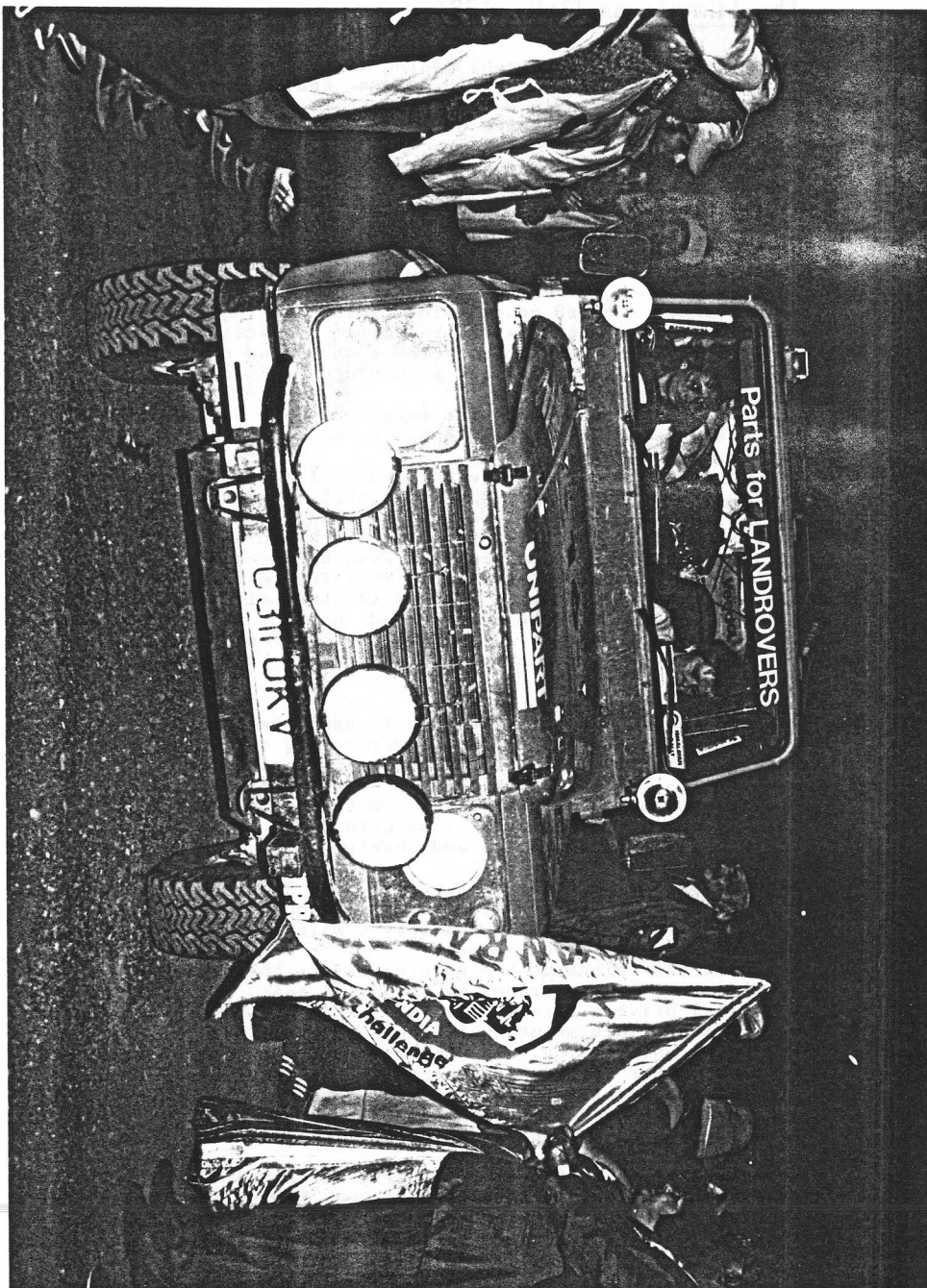
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 All types of photography inc. Weddings, Commercial, Industrial.

Discounts are available to all club members using the above services.
 If you want your business to be included in this directory, please see Johnathan Simkins or Graham Sherwood.



RAC Updates on 1987 Yearbook cont'd.

7. Items to Take Effect from 1 January 1989

Cockpit openings in Single Seater and Sports Racing Cars to be a minimum width of 45cms, symetrical along the centre line of the drivers seat for a length of 30cms from the back of the drivers seat. The opening must be maintained down into the cockpit. (Full details to be published later).

8. Special Note on Silencing Regulations QA 17

TEMPORARY SILENCERS, BY PASS PIPES or the inclusion of TEMPORARY PARTS to meet Silencing requirements are prohibited.

Officials may refuse to carry out Noise Check on vehicles utilising Temporary Parts in Exhaust Systems.

9. Updates on Production Tyre List for 1987

LIST 1

BRIDGESTONE

delete	S315	insert	SF315
delete	S370	insert	SF370
add	SF216		

DUNLOP

delete	SF Formula R		
delete	SF Sports Super D		
add	SF Sports Super (D3, D4, D7, Denlock and TD)		

GOODRICH

add	Comp TA 50/55V		
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MICHELIN

delete	XDW	insert	XDX
add	TDX(E)		

SEMPERIT

add	Hi Speed		
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1986 Social Championship

1	Terry Mills	172
2	Steve Tweedale	121
3	Graham Sherwood	112
4	Janet Sherwood	93
5	Richard Hudson	83
6	Robin Bloor	70
	Peter Sastawnyuk	70
	Linda Sastawnyuk	70
	Paul Entwistle	70
10	Julie Entwistle	67

As predicted early in the year, once money was involved Terry Mills would not be far away from the lead in the Social Championship, and come the Dinner Dance £25.00 will be his, along with the Shield and replica which go with the title of Social Champion 1986.

After a very promising, hectic start, the season settled down to a steady flow, ending up with a total of 19 events through the year. Of 6 Picture Quizes, 3 were won by Robin Bloor, but on the other events no clear 'kings' emerged; Paul and Julie Entwistle came 1st and 3rd on two of the four Treasure Hunts, but the 3 Scatter Rallies and 2 each of Word Puzzles, Crosswords and Autotests, had varying winners.

Terry's run of success included 1 outright win and 3 second places, but he scored 10 points for organiser or 3rd place man no fewer than 11 times. Steve Tweedale, defending champion, pipped Graham Sherwood for second place when the latter vanished for some reason during October. Both had only one outright win and numerous thirds.

Altogether 77 members took part in this year's championship, more than ever before, and the number of organisers also showed an increase on the previous year. Many thanks to all those organisers and entrants and hard luck to those who didn't win; The 1987 season is now underway so join in now if you want a chance of that £25.00.

* * * * *

AMENDMENT

Please note that the date of the Annual Dinner Dance has been changed and will now be held on Saturday 23 May 1987 at the same venue. Tickets will be available shortly from Simon Lord.

ADVERTISEMENT

Can you help me lose money on my tyre stock?

All tyres are nearly new and some not used at all

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8 x Bridgestone 165/70/13 M&S Ice Compound at £15 each

16 x G.M. 5½J x 13 Steel Rims at £10 each

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Or the lot for £475

OR

Will sawp for Ferrari 308GTB

Contact Andy McTighe

Tel: 051-647-4411 (Day) or at the Club

* * * * *

ANNUAL SCALEXTRIC

27 January 1987

32 crews took part in the annual thrash around the four-lane circuit. The favourites for the event were the Tod Lads, Richard Hudson and Dave Pemberton, but a total lack of driving skill put them out on their first heat.

Even Neil Anderton with partner Nick Cheetham were knocked out as the Chadderton boys all came through their first races.

Owners of the circuit, Simon Lord and Ted and Craig MacDougal had their meeting in the first heat and the two Simons went through.

Unfortunately half way through the event there were problems with one of the tracks and thereafter only two lanes could be used. As a result the scoring system had to be change and the teams then carried on with the two Simons coming through to win in the end.

Simon Lord

The Himalayan Rally 1986

After weeks of preparation, making list after list in an effort to remember to take everything we could possibly need, we finally left for India determined that, above all, this was going to be the experience of a lifetime.

We were greeted at Delhi by Philip Young and Hywel Thomas who had spent all day trying to get the cars out of customs - just a little problem with the paperwork!

We had a full week in Delhi prior to the start of the rally - a week which passed so quickly we hardly had a minute to ourselves. When the cars had finally been released from customs we underwent a crash course in fault finding, just in case anything went wrong with Uniparts immaculately prepared Landrover 90 V8. The service crew soon had us changing not only plugs, leads and wheels, but also clutch and accelerator cables and fuel pumps.

Marking up the road books and maps took up a lot of our time - especially when there are eight sets of everything.

Due to shortage of time the only part of the route we were able to recce was the first competitive section just outside Delhi. Due to an alteration in the road book we found ourselves off the route and up to the axles in thick black mud - we were well and truly stuck!! A crowd of Indians soon surrounded us and seemed to be highly amused by the situation. They were of no help at all until Nina's patience snapped and they all jumped (me too!!), grabbed a piece of rope and dragged us out of the mire. We looked a sight when we got back to Delhi - not much was said of the incident, but I can imagine what was being thought - what a great start!!

It wasn't all hard work, we have to admit, we spent an afternoon with the film crew in Old Delhi pretending to be tourists! After a very hairy ride in what can only be described as a cabriolet bubblecar - AGAINST oncoming rush hour traffic - with a Seikh driver who was more interested in watching the film crew filming than in watching the road!! - we were taken round the shops in Old Delhi trying on sarees and shawls.

Signing on and scrutineering went very smoothly for us, but Philips Rover SD1 was fitted with some non-homologated parts and was moved from Group A to Category C which meant he had to start at slot 13 - an ominous sign!!

This all took place on the morning before the rally and we then spent a relaxing afternoon by the hotel pool. We all attended the final drivers briefing at 1830 when yet more amendments were issued. This meant that Janet and Hywel had to return to the hotel whilst Nina and Philip went to the British High Commission for drinks and canapes! - these drivers have an easy life!! The rest of the evening was spent trying to fit everything we needed into as few bags as possible, we managed to surprise the service crews with how little we were taking.

We tried very hard to eat a hearty breakfast and were very subdued on the way to the start at the Nehru Stadium, India's Wembley. After a very grand send off by the Vice-President of India we were on our own - well very nearly! The roads were

RALLY CHAMPIONSHIP

STAGE

Drivers	Navigators
David Pemberton 459	Richard Hudson 459
Andy McTighe 195	Mike Corfield 231
Colin Brennan 190	Kevin McTighe 195
Simon Lord 154	Richard Barnes 116
Mark Ashworth 116	Nina Sutcliffe 113
Pete Sastawnyuk 69	Lin. Sastawnyuk 69
John Wood 49	Pete Whatmough 49

The end of another year, and yet another closely fought Stage Championship, with once again David (not a lot of bottle) Pemberton just scraping home with his Astra ahead of Andy (can I do any more rallies) McTighe, who just pipped Colin Brennan for second place. Admittedly the latter's Corolla was out of action half the season, so things could have been different.

At fourth in a somewhat lowly position to say he had the most powerful car, it being the only Group B Civic Supercar, came Simon Lord. Having sat with him his position cannot have been for lack of effort. At fifth, Mark Ashworth, who seems to be improving rapidly if his skill at the Autotest is anything to go by. Sixth must be the most unlucky driver in the club when it comes to hit the dirt but keep on going - Peter Sastawnyuk has got to come right soon. Seventh and last, semi-retired (or so it seems) John Wood is still a force to be reckoned with if he does a full season.

Top of the navigators, International Superstar Richard Hudson had it rather easy since he had the only steady ride all season, but Mike Corfield claimed a good second whilst changing drivers mid-season from Colin Brennan to Simon Lord. Kevin McTighe, who drives his Golf faster in the car park than most do on the stages took third place, ahead of Richard Baines (in his first season) who navigates for Mark Ashworth. The blonde bombshell of Knowldale, Nina Sutcliffe, International Superstar Driver and also Navigator for Simon Lord (what can't this girl do?), claimed sixth spot ahead of Linda Sastawnyuk who sits beside husband Pete through thick and thin (but then that's rallying as they say). Last but by no means least was Peter

Whatmough, the smiling half of the Nova crew, who also has had a quiet season.

ROAD

Drivers	Navigators
Richard Hudson 186	Brian Green 186
Steve Tweedale 165	Martin Butler 165
Graham Sherwood 83	Janet Sherwood 83
Andy McTighe 36	Kevin McTighe 36
Mike Sutcliffe 25	Nina Sutcliffe 25

That name appears once again, this time at the top of the driver's list. Richard Hudson partakes of these events in his 1200 Nova, and takes some beating, having said which, the next man up, Steve Tweedale could not beat a rug on a washing line. Third spot in both drivers and navigators sections went to husband and wife team of Graham and Janet Sherwood in what was a Sunbeam until the Boxing Day Autotest, followed by Andy and Kevin McTighe who scored points on the Tour of Mull (a Motoring News Road Rally Championship event which is also a stage rally). Mike and Nina Sutcliffe, the latter chasing her International Licence, managed a road rally during a hectic season.

The navigators championship was won by seasoned campaigner Brian Green who guides Richard round the lanes, though I did hear that at one point he was calling the bends from the map which were nothing like the road, until Richard looked across to see the map upside down! Second place went to Martin Butler who talks Steve round the lanes very well, and anyone wanting a good navi should give him a shout, but take a little paper bag for him because he turns green occasionally.

As some of you are already aware, Steve Tweedale and I have swapped jobs within the club, so in future Steve will handle all Championship points for Stage/Road Rallies and I will be responsible for all Licence forms, Knowldale Entrant Licences, stickers and badges. So you lot can now pester the life out of Steve.

Neil ANDERTON
Comps. Sec.

BOXING DAY AUTOTEST

Thirty six cars started this year's Autotest from the Ladybarn car park. The first test was the infamous weight and string, this time to be attempted in reverse gear. Neil Anderton was first to fall foul of the test, and unlucky not to have the advantage of seeing others prove how it should be done. Hoots of laughter (from within the car) accompanied Mike Sutcliffe's attempt at the test - he set the fastest time, but unfortunately with three 'touches' twist bobbin and ground. Only twelve drivers were successful on this test, Steve Bosworth being fastest in his Mini.

Test two was the usual under-the-office and around the cones at Sutt's yard. John Wood set the pace with fastest time here - was he going to take first O/A from the others? Chasing hard was the Nova crew of Barry/Cheetham, Nick only two seconds behind Woody.

Next came Linfood, the first of two visits here. Tod Lad Richard Hudson came out on top here with a flying time of 36 seconds, 3 seconds clear of John Dunn in his rally Mini and Nick Cheetham in the SR, (now just ahead of the car's owner - team mate Mark Barry). Test four was the simple forward/reverse which most got in the right order, and once again John Wood showed the master's touch with fastest time of 37 secs., Mark Barry and Steve Bosworth equal next on 39 secs.

Back to Sutt's Yard for test five, the same route but in the opposite direction. A new leader emerged in the form of Haydn Williams, his time of 43 secs. knocking 6 secs. off his first run. Most drivers bettered their first run times on this test.

The next two tests were back at Linfood, and were completely new. On the first, Bob Pedley (Metro van, blowing exhaust) and Alan Schofield (Escort RWD) took fastest time on 48 secs., way ahead of the nearest man Mike Sutcliffe (Honda Civic) on 54.

The final test was a fast forward/reverse with a long fast slalom to finish, and Steve Bosworth in a borrowed Mini took another lead position with 43 seconds. Richard Hudson and John Wood shared second fastest, both in Novas.

The drivers returned to the Ladybarn for lunch and the award ceremony. There was a slight delay due to some cars having missed test four. Marshals Peter Butterworth and Jon Simkins waited in the rain for the drivers to return from Sutt's and complete the test. Results were produced at 2.30:

- 1 Richard Hudson Nova Swing 1.3
- 2 Nigel (Fred) Wood (1st FWD) Audi
- 3 Nina Sutcliffe (1st Lady) Civic
- 4 John Wood (1st Rally) Nova SR
- 5 Mike Sutcliffe (2nd FWD) Civic
- 6 Haydn Williams (2nd Rally) Escort
- 7 David Pemberton (3rd FWD) Escort

- 1st RWD Gary Dawson (11th O/A) Escort
- 2nd RWD Peter Whatmough (14th) Pony
- 3rd RWD Andy Laycock (15th) Escort

Booby prize: Derek May 36th, Civic

Unfortunately this year's contest saw a few mishaps in the way of Gary rudman's water pump falling off and going through his radiator, Richard Sutcliffe's clutch cable snapping, and most unlucky Janet Sherwood hitting the high kerb at Sutt's yard head on, pushing back the chassis possibly beyond repair.

All in all a good day's sport!

Thanks to all who helped, especially the marshals who stood in the cold and rain for over three hours.

Simon LORD (Clerk of Course)

TOTAL