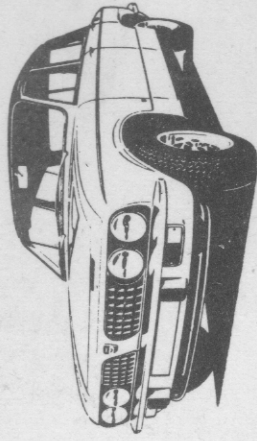


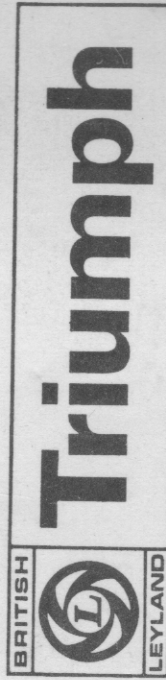
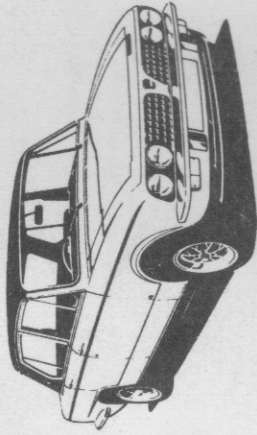
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Magazine

January 1976

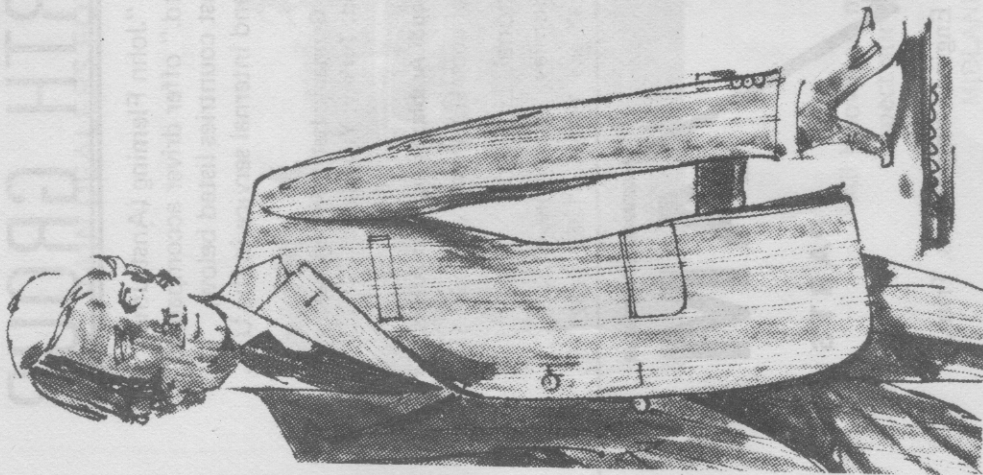
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EDITORIAL

Your eyes are not deceiving you, it's not an optical illusion or a trick of the light, it's a brand new issue of the Knowldale Bugle. Once again we have managed to recruit twelve month's advertisers and the show is back on the road. Our thanks go to those firms who have again chosen to give their support, and double thanks to the new recruits. We trust that you will support them in return.

Looking back on the past year's activities, the interest generated by the club rally Championship is particularly encouraging, whilst the lack of same in the sprint championship is quite the reverse, and could well result in the idea being dropped.

Also we have had a lot more drivers venturing on to the stages, which bodes well for the future. Just for the record, during the past twelve months club members have propelled a diverse range of machinery including Escort Sports, Mexicos, Twin-cams, RS 2000-s, Avengers, Cooper S's, Volvos, 2.5 Pl's, Vauxhalls, Skodas, Ladas, Dolomite Sprints and Opel Asconas. Quite a list!

The Mini Miglia takes place at the end of this month on the 31st Jan/1st Feb. and marshals appear to be in short supply, so anyone who has not yet owned up to doing nothing on that night, please ring Norman Simmonds on Rochdale 42057.

D. T. PICKUP.

PHOTOGRAPHY by I. JUPP & L. WYNN

LAKELAND STAGES RALLY AUGUST 30th

The Lake District Forests have a character all of their own. Morecambe Car Club and Kirkby Lonsdale Motor Club's Lakeland Stages Rally proved too much a temptation for four Knowlisdale crews. Howard Bulcock and C. Sykes were at 63 in the Deales Team Skoda 120s, Stuart Edwards and Pete Edwards somehow managed a start number of 84, Norman Greenwood and Rod Crabtree started at 92 in the ubiquitous P.I. and Colin Brennan and Bill Hughes just managed an entry (albeit incognito) at 118 in the newly signwritten RS2000;

It all started at the Lakeland Motor Club Co., the rally sponsors, the previous evening. After slick scrutineering (not noticing umpteen different sizes of 10 Kilo fire extinguishers!), everyone accompanied the well stocked bar in watching a good selection of topical rally films. An amusing Rally Forum followed hosted by Tony Mason with guests Russell Brooks and John (balance bar) Taylor. After the usual sour grapes and "Clark bashing", the noise at the bar gradually drowned the forum and we all retired to bed.

After rather heavy rain overnight, things got off to an early start at the soggy Kendal Showground where excellent road books were issued to competitors and Service Crews alike. The route was clearly defined on a Tulip system and the road book even included diagrams of all the stages showing hazards.

SSI Lowther Park was a quick tarmac and mud dash through a private estate and provided a few moments to settle everybody down.

Due to road repairs, Greystoke was not quite the normal R.A.C stage but instead provided some very rough bits and a few cunningly placed log piles. Setmurtherly was as per R.A.C and extremely hairy!

For newcomers Wythop is a nightmare. A straight which is flat in top for over half a mile is immediately followed by a few very deceptive bends overlooking a frightening drop down to Bassenthwaite Lake. It then plunges down to a long slipping hairpin over a narrow bridge and then climbs over the top to a rough hairpin left just before the finish.

Hobcarton was aptly christened "the unknown forest" being across the road from the usual whin latter stage. A hairpin over a bridge without a parapet led to two more hairpins uphill and a long twisty bit before a fully deserved "caution" board. A 90 right dropped off to about a 1 in 4 slippery descent into another deceptive 90 right which was so slippery narrow that everyone seemed to hang a rear wheel the huge drop in order to get round! This stage will be a must for spectators if used as suspected on the R.A.C.

Ennerdale was efficiently marshalled as usual by a host of Knowlisdale members. However, it was quite reassuring to see a few familiar smiling faces hurling abuse at those of us who got it all wrong! The surface at the last hairpin cut up so badly that most of the tailenders were seen rocking with all four wheels off the deck! The Edwards Brothers were seen with miles of piping and cable trailing beneath their Escort and Colin Brennan succeeded in braking a gearbox mounting and modifying the exhaust pipe to the shape of the propshaft! However, the good fast surface of Dunnerdale brought relief and a good run into lunch at Ambleside where a battle was revealed amongst the front runners. Chris Wathin was leading John Taylor by six seconds with Bob Bean third.

Bramcrag stage was a bumpy fairly straight affair into a very bumpy quarry which really stirred up the trifle and whipped cream!

A repeat of Greystoke and Wythop in the opposite directions followed but the surface had really started to cut up for the tailenders.

After a few huge accidents and a faulty watch Setmurtherly II was unfortunately cancelled after only half the field had been through.

The intricacy of Hobcarton provided a fitting end to a good thrash and to everyone's surprise, all Knowlisdale crews were still in one piece.

John Taylor drove superbly during the afternoon to finally beat Chris Wathen by just four seconds and take the title.

Howard Bulcock flew the flag for Knowlisdale with 30th overall and 4th in class, the little Skoda was really singing. Stuart Edwards and Colin Brennan drove well to gain valuable experience of forest stages, they both being out on their first stage event. Norman Greenwood put up a consistent performance in the big car despite being dogged by unusual minor problems.

Certainly, this event must feature strongly in any calendar for next year and was voted by most who took part the most enjoyable stage rally in the North.

Bill Hughes.

1976 MOORES OPEL STAGES RALLY

Moore's of Hull are agents for Skoda as well as Opel, so it was only natural that we should want to do the event. As the class was up to 1200 cc we had hopes of doing fairly well, and in view of the tie-up with Moore's we felt the pressure was on us a little bit to do so. The sixteen stages included the well-known airfields stages of Cotham and Full Sutton as well as a number of farm tracks which were in the main loose but fairly smooth.

We had a couple of minor offs in the morning but otherwise no trouble so things looked reasonably good at the lunch halt. The airfield stages were very fast and the car spent quite a lot of time flat-out in top gear (90-95 m.p.h.), and the farm tracks were only occasionally really twisty, so it was turning out to be a power rally, though everybody was enjoying themselves. A number of the stages were repeated in the afternoon.

The car gave no trouble whatsoever, and we were particularly pleased with the Bilstein shock absorbers - they were so good it felt like driving on the M.1.

There was some delay over the results which we anxiously awaited since we had an ex-works Imp and a Ginetta in our class. However, when the results were posted we were second in class behind a 1071cc Cooper 'S', who beat us by 30 seconds (or about 2 seconds a stage), and a 23rd overall.

We won £12 for our troubles, which at least paid for one of the two Pirelli MS 35 (fine all-round tyres) we wore out during the day.

All in all a thoroughly enjoyable and well organised event which we hope to repeat next year.

H. Bulcock.

THE MANX

The Manx had 3 entries from Knowldale, these being John Clegg/Alan Grimsley at number 50, Deryck Pickup/Philip White at 61 and John Wood/Billy Lord at 77. All three were running in group one but within different classes; Cleggs Volvo in class 3, Pickups Avenger GT in class 2 and Woody's Escort Sport in class 1. The winner was you know who in group 2 class 6, the one with an abundance of racing sticks.

However, Cleggs big ends expired the same week-end as the hill climb, and was promptly snapped up as co-driver to desperate Dan in a Wolseley 2200 on a caravan rally the same week-end. Alan Barlow replaced Bill Lord in Woody's Escort and so only 2 crews and 2 service barges went over to the Island on the Sunday preceding the Friday start. Numerous quantities of canned ale were thrown down our throats on the boat trip and even more that night - most people flaking out with exhaustion by 11-00 pm!

The rally itself allowed the use of pace notes so on the Monday morning Deryck and Phil set off to make their own, a worthwhile investment when time permits, and met up with Woody and company at the Highlander for lunch.

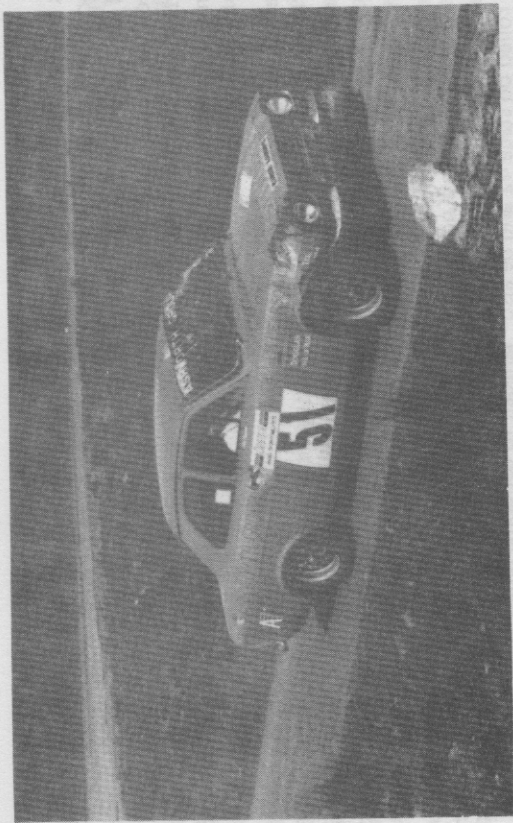
This was the format for the rest of the week but changing our allegiances to the Greg-ny-Baa on Wednesday. That same evening the rest of the Knowldale entourage came ashore making a grand total of 15 with, Roger Riley (Batmobile) Stu and Rob (Mexico) (Stu would really have got a flyer over Druidale if only he had entered the event!) Di and Rod (Fiat rubber band) and Alan and Linda (on foot).

That evening also saw the arrival of Peter Thompson in the Ashworths Group RS2000, later co-opted into forming the Knowldale Knoddies Club team. During Thursday Phil was kept busy writing up the pace notes which were then lent to Pete's co-driver Malcom Harvey for the princely sum of £5. Deryck spent a few hours settling the car at Finch Hill Motors, a Chrysler agent who kindly lent us some sale or return items and a space in one corner at the garage to do repairs. i.e. wash the car!

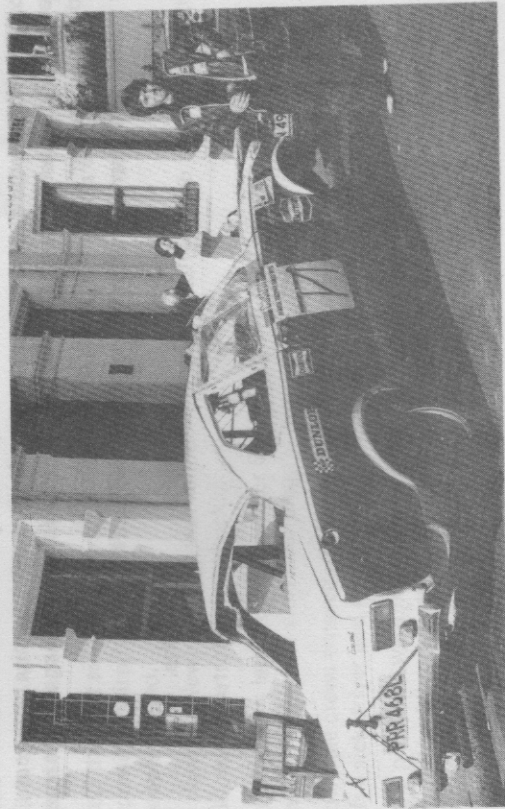
Friday morning saw scrutineering at Mylchreests Motors, on show the fabulous looking XJS and then most cars were locked away on the promenade inside, parc ferme, until the first car away of last years winners Cahal/CB/Curtey in a Porsche Carrera RSB at 1800 hours. Before this however Castrol along with Gerry Marshall decided to film the special stages but they got no further than stage 2 when they rolled rather heavily!

Having made the notes at no more than a snails pace, practising being forbidden, it was pleasing to find that 'our' notes (on sale for next years Manx!) proved to be fairly accurate. The only problem being reading them fast enough at rally speeds. After the first couple of stages Deryck was feeling confident enough to go quite fast but we were losing time when bends had to be negotiated in first gear and having to hold it in as well. Les Wynn and the crowd were quite pleased when we stopped on a hairpin right to have our photo taken! The last stage of the first section, stage 9 saw us nearly loose the back end, after the flying finish the road went 90 right and we overcooked it a bit, getting away rather lightly with a couple of thou off the tyres. Not so lucky were a couple of Opel Ascona's who went in the banking on the outside of the bend backwards. Back at parc ferme we totted up our results which came to 666 penalties, Woody's were 711 and the leader, Clarky a measley 100!

There was now a halt in parc ferme until midnight, most crews opting to stay awake, some trying to catch an hour or so's sleep. The start of the night section went up the east coast and into the northern part of the island where the terrain is mostly flat, but one person to reach great heights was Bertie Fisher who landed on top of a banking some 15 feet up from the road! Stage 18, The Currags, was the only one where most of it was on loose and it was here that car 27 slid off on a 90 left, it was a Sunbeam Avenger GTX driven by a gentleman from Finland!



Our answer to the Bay City Rollers, the Knowldale Rollers. Pete Thompson (above) who went on to finish 16th, and last year's rolling champion John Wood (below), who as can be seen, bettered all his previous attempts.



R. L. BROWN TROPHY RALLY

Organised by Furness & District Motor Club, the R.L. Brown started on September 13th from the Bowater Scott factory. This year the sponsors did not donate their usual gift to each navigator, a pity really as their paper products would have come in very handy over Hard Knott Pass!

Plotting was easily accomplished in the comfort of the staff canteen and a short run out down the not-as-map new road led to the start of competitive motoring.

Tight Target sections were to be the main meat of the event using nearly every going white sheet 88.

Everything went well until TC6 when several crews wrong slotted at the white junction 228840. Further up the same white, we were warned in the road book to stop before going on to the railway track and turn into a field over a large rut. This turned out to be somewhat of an understatement as the whole field was riddled with deep ditches and several minis disappeared into them for good!

The white in KM square 2389 has to be seen to be believed. The undergrowth was so dense that it met at the top and it was like driving through a tunnel. It was on this section that Brennan/Hughes picked up a large rock which wedged in the wheel arch of the Escort. The time taken to extract the passenger cost them a place in the top ten.

A fast dash over Corney Fell led back to the sea where two 90 rights in succession would each have led to a swim. The Ford at 095941 is rather amusing. Several navigators admitted afterwards that it was difficult to persuade their driver to go down a one fast drop off tarmac into a river bend and scramble out through the mud at the other side! After petrol came the traditional hairy run over Hard Knott Pass from West to East. This got too much for Jim Stanton and for some reason put him off any further rallying that night.

The incredibly twisty Jackson's Ground led to the whites of Dunnerdale and Woodland Fell. The ford here was rather deep and caused several problems and delays.

Fast run up the East side of Lake Coniston brought us to the whites of Tarn Hows and the impossible hairpin at 327019. However, much use of reverse gear and tactics got most people round.

Selective 1 down to Newby Bridge was cancelled due to a faulty watch although Selective 2 was quick over to petrol at Grizebeck.

Several short sections led back to Bowater Scott's factory where an excellent cheap breakfast was served in the works canteen.

Of the Knowlside crews entered, Jim Stanton/Roger Hampson had unfortunately retired with a sick driver and Colin Brennan/Bill Hughes finished 14th overall.

However, the problems were not quite over for Stanton/Hampson whose diff siezed solid on the M6, luckily, the other Knowlside crew were at the ready with a tow rope and a slow run home ended an excellent night's rallying.

Bill Hughes.

Deryck had been really flying in the dark without seeing some of the drops on either side of the roads but it made one think how fast one must go to be really competitive for Eyre-Mansell watered on us from a great height and on Brandywell, a 10 minuter, Deryck dropped 228, Woody 242 and Clarky an astounding 59 penalties.

Towards the end of the night section the front strut on the passenger side began to leak oil which made cornering on right handers rather odd, whilst Woody had pulled out a good lead to be leading his class.

Cars were then again locked away in parc fereme for 5 hours whilst nearly everybody turned in for a well earned rest. Saturdays stages totalled 17 in all and on these MOST of the action took place, some crews trying just that bit harder to gain places and some easing off slightly to try and preserve the car for a finish. Of the former Pete Thompson was after Eyre-Mansell and Woody was after keeping onto his lead in case of punctures etc., of the latter, Deryck was trying to keep going at a reasonable speed.

The first to suffer of the Knowlside Knoddies was Pete who rolled on stage 41 but managed to keep going with the aid of a KCC sticker holding in the windscreen. Then Woody rolled on stage 42 and he also managed to get going albeit with a car looking similar to a Firenza. But what robbed KCC of second club team was Woody's front hub shearing off and causing him to be classified as a non-finisher. A great pity really as he had literally trounced the opposition in his class.

The final stage Snaefell was run over the 11 course from Ramsey hairpin to Greg-ny-Baa, most people cleaning it, but also one of the most hairy stages of the whole rally.

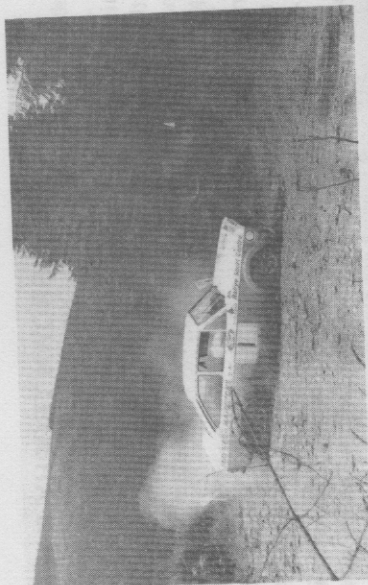
Of the team, Pete Thompson collected 16th o/a, first in class 3 group 1 over 1600 cc and 4 o/a group 1 category. Deryck picked up a worthy 26th o/a, 11th group 1 and 5th in class.

Sunday lunch was the presentation with the bar closing at 2 O'clock and Clarky telling the Porsche lads to get in a bit more practice and find a few more prancing horses for next year! We all left on the boat at 18.00 hrs partaking of some more canned ale and recounting tales from a most enjoyable rally. Not an event to miss next year. In the meantime Pete Thompson is rebuilding his Escort, Woody is taking a well earned rest and Deryck is after a sponsor for an 1800 cc block!

All our thanks to the service crews who accompanied us.

Phil White.

On the Ennerdale stage on the Lakeland Stages, winner John Taylor shows how to take the famous hairpin,



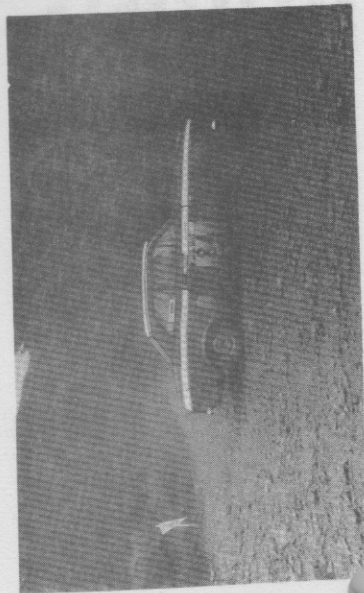
whilst various club members offer alternative approaches! Left, Norman Greenwood and Rod Crabtree.



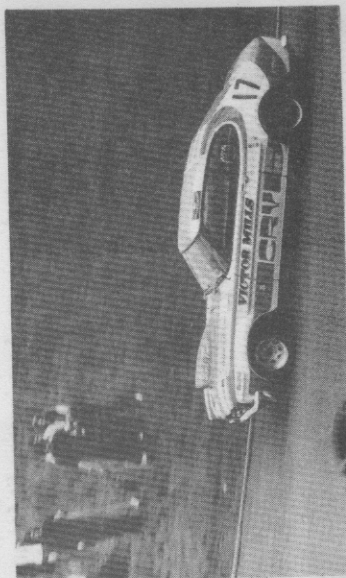
Howard Bulcock



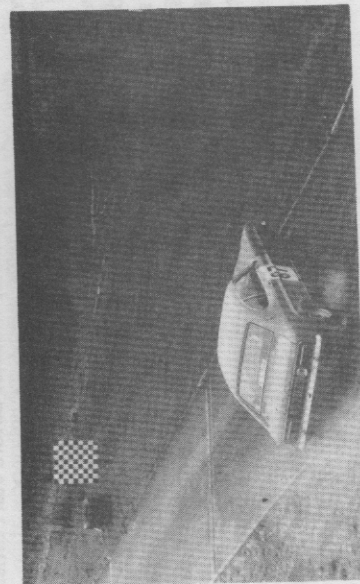
and Stuart Edwards



Two different ways of cornering a Capri, at the hill climb at Baitings Dam last August. Right: Vic Mills



and Dave Harrison keeping Dunlop shares up.



TOUR OF MULL 1975

Most people have heard about the tour of Mull rally. Organised by 2300 Motor Club and Mullard Blackburn, it dates back seven years and has been part of the Motoring News Championship. The tales vary from horrible hairpins and blind brows to the wonderful social atmosphere that must accompany a full size rally on a small island, isolated from the main land from Saturday until the scramble for the first available ferry on Monday.

This was our first trip to Mull and we were very visibly worried for weeks before by the great unknown. I could not figure out how it was possible to run a 230 mile event on an island that is smaller than one O'S. map and consists of only six classified roads! Colin Brennan could not figure out how we were going to cope with these dubious looking roads and forests and then manage to travel 300 miles home.

The problems were gradually solved. The Nobbut lads/Ashworths of Whitworth RS2000 loaded on to a trailer on Thursday morning and we were loaded into a Land Rover together with a vast amount of equipment fit for an Antarctic Expedition. A service car was generously supplied by Carlect of Bacup and Allan and Pam accompanied us on the long trek north.

We arrived in Oban in time for a few pints and a kip before the early morning ferry.

The first sight of Mull is impressive, it's volcanic peaks towering out of the sea and covered with liberal amounts of pine forest - not a road in sight!

Even after leaving the ferry, only a small single track road leads off towards the North.

This we followed and soon learned that blind brows and yumps were to be our main problem. A land Rover and loaded trailer fully airborne is an amusing sight to say the least!

However, to cut a long story short, the afternoon section of the rally started at 3 pm on Saturday with all the cars lined up on Tobermory Promenade.

Being seeded at No. 97, we had the pleasure of not only seeing all the starters but even seeing the first few crews coming back!

This allowed time for an extra pint to steady the nerves and time to see what the opposition was playing at. I couldn't understand how nearly every other navigator already had the route plotted when the road books were not issued until thirty minutes before start time. A bloke in the bar eventually put me wise - the route was identical to last year!

The afternoon section consisted of just four stages. The first two fairly smooth forests allowing a good thrash to settle everybody down. The third stage was a very rough forest perimeter road which allowed us to gain a fair advantage on the host of minis surrounding us. The fourth stage really set the scene for what was to come. A four mile blind down a closed mountain road including hairpins, blind brows and changing surfaces; this was what we had come for. A slight disappointment was that this stage was cleaned by most of us, ourselves being about fifteenth fastest.

Back to Tobermory for a pint and a good meal. The interim results revealed that we were about thirteenth overall and third non expert, beating our friends from Mini-Sport and other notable Mull regulars.

The night section comprised thirteen selectives and four stages, the only difference really between selectives and stages was that the latter were a forestry commission property. All roads that were to be used were virtually closed with the co-operation of most islanders who turned out in scores to watch all through the night. Spectators were issued with programmes detailing which roads to avoid between which times and where to watch.

The first selective was used three times in all, this was the famous Tobermory to Dervaig road including twenty-seven hairpins in about six miles! The second selective was a twenty-five minute affair right down the west coast cliff road; Some of the drops down into the sea were quite frightening on the race but didn't seem half as bad at night!

After a few short sections around the South of the island, petrol was taken on at the ferry terminal. Quickly posted results showed that we were holding our position although the minis had forced their way ahead on the narrow roads at the expense of much more powerful machinery.

Our first experience of night forest rallying came straight after petrol when we promptly took twenty seconds off our afternoon times on two stages, two more stages and three selectives followed.

Back at petrol, a full service inspection revealed the Escort in to be sound condition although there was plenty of evidence of bent or damaged machinery around us.

Notable retirements included Peter Kirke/Stephen Bye with a blown diff., and Phil Davies/Don Davidson with a damaged gearbox in their newly acquired Porsche Carrera

The final five selectives proved the most trying. Basically a repeat of the first five in the opposite direction, this left the worst two until last. After fifteen hours rallying, mistakes are easily made but any error could have been disastrous. I was accused of falling asleep several times and awoke sharply to see either a sheer rock face or a view full of nothing down to the sea (it was light by then).

However, somehow we survived to finish twenty ninth overall and fifth non-expert. The event was won in convincing style by Ian Gemmell/Frew Bryden in the 1800 Avenger followed by Dave Cowan/Fez (Fez) Parker (RS2000) and Chris Coburn/Rodney Spokes (Magnum 2300).

We were allowed a good sleep before the prizegiving and then the usual celebrations. It's quite unnerving for a newcomer to see the pubs close bang on time and throw everyone out but unbelievable to see the lights come back on ten minutes later and everybody pile back in!

The long trek home didn't seem half as long as the journey up there but of course it's downhill all the way from Scotland.

We'll be back next year, this excellent event could only be described as an adventure with a truly satisfying reward. The organisation was faultless and the atmosphere terrific. We hope that we can count on the support of other club members next year and would be pleased to give any advice or information to any potential competitors and can certainly promise them an enjoyable week-end.

Bill Hughes.

Compulsory dipped headlights after November 16th didn't happen after all, this ill-thought-out idea being thrown out by our lords and masters at the last minute. The fact remains though that more use should be made of headlights so that a vehicle is more easily seen rather than to help the driver with his seeing. The clot who drives on his nightlights in poorly lit streets or roads seems either to be demonstrating that his eyes are better than your eyes, or that his lighting costs him sixpence a unit. He also appears to be unaware of the long standing requirement for headlights on unlit roads and recent legislation making them compulsory in poor visibility or heavy rain. (We get around to Continental rules eventually).

In all the fuss about dazzle on wet roads and city streets the simple solution of dim-dips seems to have been overlooked. This is possibly because the scheme got off on the wrong foot with the MIRA system introduced in 1960 which was too inflexible and expensive. It used a relay following the ignition and sidelights so that the headlights are on dip through a dimming resistance whenever the sidelights are on and the engine running. To the best of my knowledge no car manufacturer has fitted this as original equipment.

A simpler and more flexible arrangement is to insert the dimming resistance in the dipped headlight feed and fit a separate switch to short it out. The cost of this on a new car would be microscopic but on an existing one some ability with electrics is needed. A 1.2 - 1.5 ohm 40/50 watt resistance (the original MIRA component if available) is fixed somewhere the heat won't matter - say under the bonnet - and two wires from it the length doesn't matter but the copper section should be reasonable - not lighting flex - led to the dipswitch. The dip headlight wire, colour blue/red, is removed from it's terminal, one of the resistance leads connected to it and the other to the vacant terminal, thus inserting the resistance into the dip circuit. A convenient mounting is found for a single pole (2 terminal) switch of spotlight quality, as near as possible to the dipswitch, say on the steering column shroud but mind it doesn't catch your knees. Two wires from the new switch, as short as possible, of headlamp gauge are then connected to the same two points at the dipswitch. It will be seen from this that operating the switch inserts or removes the dimming resistance.

You probably won't be able to find a suitable resistance but it's not difficult to make; buy a 1 kilowatt replacement electric fire spiral, not dear; this will give you enough wire for 9 or 10 turns so you can start a production line. The spiral is 50/55 ohms. Measure it's length, unstretched, in inches and cut off one tenth of the length, erring slightly on the generous. You now have about 5 ohms; straighten it out, probably reaching 30 inches or so. Measure the length and cut into 3 equal parts, twist these together to make a resistance of about 1.6 ohms with adequate current-carrying capacity. Wind it round a 1/4" bolt into a spiral and loop the ends neatly to take 2BA. Cut a bit of asbestos cement sheet to form a mounting, about 5" x 1 1/2" and fix the spiral to it with 2BA brass screws, nuts and washers as terminals, making sure all strands are tightly held. Two fixing holes will also be needed, the fixing self-tappers spaced off so the terminals don't touch. It is preferable to mount the resistance on a horizontal surface to eliminate possible sag through heat and vibration but if this is not possible, arrange two extra supports for the spiral.

Connections at the dipswitch are most likely to be slide-on terminals and it will be best to use these for new wiring, easy to buy but note that double ones will be needed. Tape the loose junction with the blue/red wire.

You now have a dim-dip system which is probably too dim. Try it on the road; it's it's about right when the lights are just useable on a completely dark road, invisible with any street lighting. If you have a voltmeter, 5.5-6.0 v with engine stopped. Adjust for brightness by shortening the effective length of resistance wire in circuit but don't cut it until you're sure. Make off dead tight when satisfied.

Dim-dipped are well worth while; useful in towns, enabling a vehicle to be seen more easily and safely by other traffic and pedestrians but causing no dazzle, occasionally also in fog. The only disadvantage found in my 14 years use seems to be that coming up behind someone, he will immediately drop down to 30 mph thinking he's being followed by a police car, almost the only present users.

A. C. HARTE.

1976 A.N.C.C. RALLY CHAMPIONSHIP

The association Rally Championship this year runs under a slightly revised format.

To be eligible for points competitors must first register at a cost of £1, which fee will include a three-monthly newsletter, Registration may take place anytime during the year, but must be received before three o'clock in the afternoon of the day of the first rally from which points are required.

Fifteen points will be given to the highest placed registered contender, down to one point for the fifteenth.

To register, send your name, address, club and category (driver or navigator), and £1 to

Honest Ian Grindrod,
9, Stockbridge,
Stonyhurst,
Blackburn. (Tel:Stonyhurst 449).

Full list of events in coming events column.

THE KNOWDALE RALLY CHAMPIONSHIP 1975

After a season long battle Deryck Pickup and Gordon Taggart emerged victorious in the drivers and navigators section respectively. The drivers award was won by ten points from Alan Barlow whereas, in the navigators championship Gordon and Rod Collins tied on 70 points, the decision going to the Irishman because of the greatest number of maximum scores.

In all forty seven people contested the championship and ten events were included in the series. The highest eight scores were to count but no competitor entered more than seven rallies. Two twelve car events and eight restricted comprised of the events and restricted varied from R.L.Brown Trophy Rally organised by Furniss Motor Club to the Calderford Trophy Rally which is included in this years M.N. Championship and is run by Wakefield Motor Club.

Congratulations to the award winners!

1976 RALLY CHAMPIONSHIP

The championship for this year will be greatly simplified. As there are now many more crews turning out on restricted twelve-car rallies will no longer be included in the main championship (their own championship will continue as before). There will be eight events included in the series, and competitors best six scores will count. Points will be awarded to both drivers and navigators on the basis of ten points for first Knowdale down to one for tenth Knowdale, plus bonus points for class wins - three for first down to one for third. As before you must enter as Knowdale to be eligible for points, and carry a club sticker. Scorer will be Dave Bamber. (Rochdale 48036). The first two events will be the D.F.S. Rally in Derbyshire, and the Snowdrop Rally. Further events will be announced in these pages.

ROAD RALLY CHAMPIONSHIP 1975

[illegible]

12 CAR CHAMPIONSHIP 1975

DRIVERS	NAVIGATORS		
	25th Jan	12th July	Total
A.Barlow	9	5	14
C.Brennan		12	12
M.Hope	2	10	12
A.Stevenson	5	7	12
G.Wilcox	12		12
S.Edwards	11		11
C.Simmonds		11	11
S.Howarth	10		10
J.Hardman		9	9
I.Stansfield	8		8
R.Turnough		8	8
H.Stevenson	7		7
L.Wynn	1	6	7
P.Latham	6		6
Miss D.Crabtree	4		4
R.Dale		4	4

COMING EVENTS

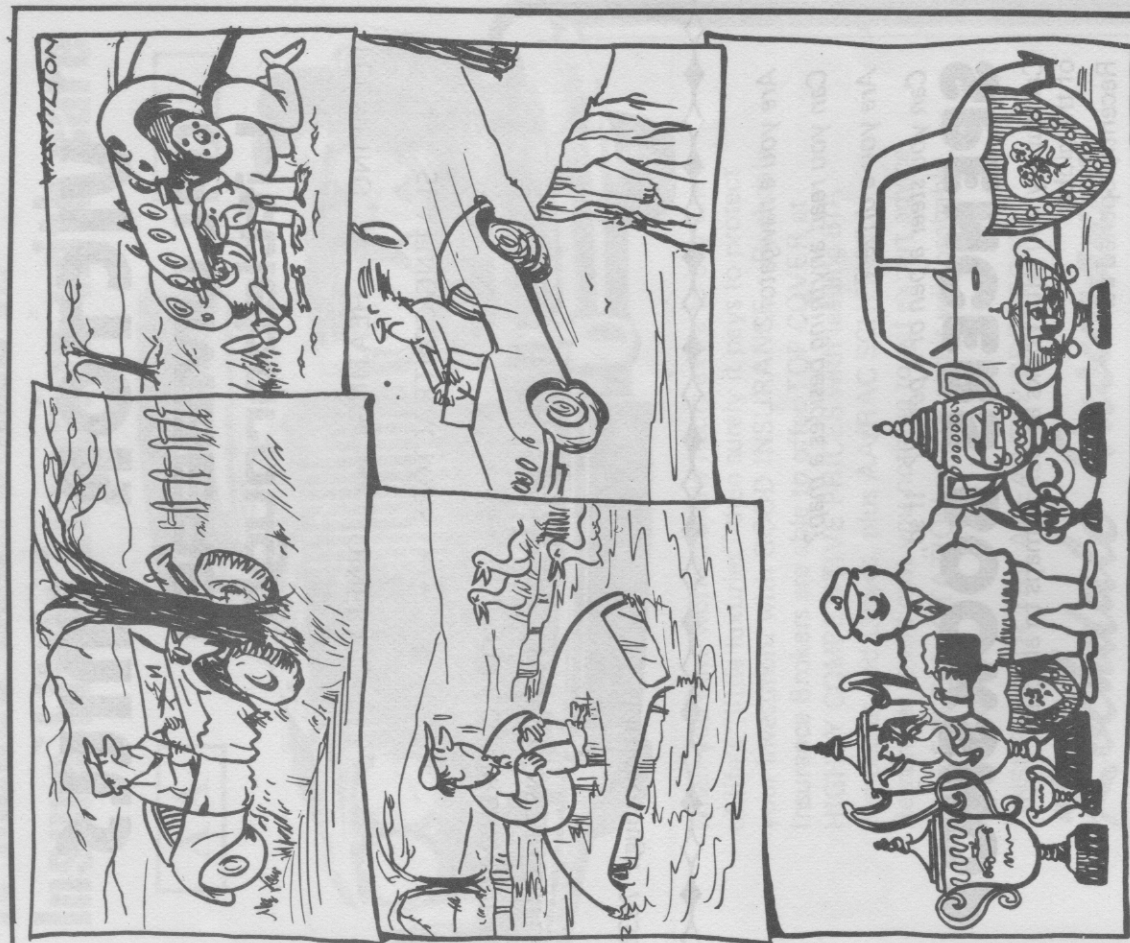
A.N.C.C. Championship			Res.
Jan 31/Feb 1	Mini Miglia		Res
Apr 3/4	D.F.S. Rally		Res
Apr 17/18	Snowdrop Rally		Res
June 12/13	Bury 100		Res
June 19/20	Martin Group Rally		Res
July 24/25	Calderford Trophy		Res
Aug 28/29	Seven Dales Rally		Res
Sep 4/5	Rally of the Dams		Res
Sep 18/19	Costa Di Plenti		Res
Oct 2/3	Illuminations Rally		Res
Dec 4/5	Hall Trophy Rally		Res

Motoring News Rally Championship

Feb 7	Gremlin Rally	Brecon MC	Res
Apr 3	Servais Rally	Roding CC	Res
Apr 17	Border Uniflo Rally	Welsh Border CC	Res
July 17	Nutracker Rally	Aberdare MC	Res
July 24	Calderford Trophy	Wakefield & DMC	Res
Sep 11	Clwenedeg Rally	Teify Valley MC	Res
Sep 18	Bristowe Rally	Tavern MC	Res
Sep 25	Devil's Own Rally	Kirkby Lonsdale MC	Res
Oct 2	Illuminations Rally	Morecambe CC	Res
Oct 9	Tour of Mull	2300 Club	Res
Oct 16	Bartley Rally	Chester MC	Res
Nov 6	Martin Group Trophy	High Moor MC	Res
Nov 13	R L Brown Rally	Furness & DMC	Res
Dec. 4	Red Dragon Rally	Port Talbot MC	Res

Castrol/Autosport Championship

Feb 19/21	Mintex Dales	De Lacy MC	Int
Mar 26/27	Cheltenham Festival	Cheltenham MC	Nat
Apr 24	Tavern Rally	Tavern MC	Nat
May 6/9	Western Mail Welsh Rally	South Wales A.C.	Int.
June 17/20	Circuit of Donegal	Donegal MC	Int.
July 25	Arkell Rally	Cirencester CC	Res
Aug 21/22	Burmah Rally	Lanarkshire CC	Nat
Sep 4	Lakeland Stages	Morecambe CC & Kirkby Lonsdale MC	Res
Sep 25	York Forest Rally	York MC	Nat
Oct 17	Castrol 76 Rally	Wolverhampton & South Staffs CC	Nat



"WHICH DRIVER BUYS HIS
RELIABLE SPARES AT GRIMSLEYS?"