

RALLY CHAMPIONSHIP POINTS CLAIM FORM

DRIVER NAVIGATOR

EVENT DATE

ROAD: RESTRICTED: 15 OTHER: 10

STAGE: MULTI-USE: 10 MULTI-VENUE: 15 NATIONAL: 20
INTERNATIONAL: 30 RAC: 40

CLASS: ENTERED AS KCC? YES / NO

POSITION IN CLASS: No. of STARTERS in CLASS:

KCC CREWS BEATEN: (6 POINTS EACH)

Fill in on dotted lines and circle event details as necessary. Give or send to Richard Hudson within one month of event. Official results must be available. Please write a brief review for the newsletter.

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KNOWLDALE CAR CLUB**NEWSLETTER****JANUARY 1994****ANNUAL DINNER DANCE****23rd April 1994****SCAITCLIFFE HALL****Traditional Three Course Dinner****Dancing until 2am**

Rooms available £40 per double

Tickets available £14.50 from Terry Mills 351854 or Derek Lord 49493

New Members

Jonathan North, Leeds
Graham Butterworth, Royton
Michael Pass, Dobcross

Bailings Cancelled

We had recieved only 27 entries by the closing date for the Christmas Hillclimb, and needed 40 to break even, so the event was called off, sad but fortunate really as the snowfall on the eve of the event would have made things very difficult!

ANWCC Championship

Ian Savage is the 1993 ANWCC Rally Champion
Denis Doyle came 2nd in the Speed Championship, whilst Dick Stevenson was 3rd.
Graham Sherwood won the Hillclimb Championship
Knowldale came 6th Club Overall

SD34 Championship

Neil Matthews won Class A
Dick Stevenson won Class C
Graham Sherwood won the Racing Car Class
Graham Cannon won the Rally Car Class
Knowldale came 5th in Division 1, just avoiding relegation.

KCC Social Championship

Paul Stringer is the 1993 Social Champion

Boxing Day Autotest

16 Competitors enjoyed 6 tests at the Boxing Day Test held on St Cuthbert's yard. Results:
1st Jon Simkins
2nd Paul Stringer
3rd Haydn Williams

Oldham College

Following last year's success, Knowldale have been asked once again to provide a display of competition cars for Oldham College's Open day on 12 June. Please speak to Andy Czakow if you would like to take part or help out.

KCC Autotest Championship

Jonathan Simkins would like to resucitate the Autotest Championship this year and would appreciate any help in obtaining venues or organising tests. Speak to him any Tuesday night.

SD34 MSG Interclub League

Events for 1994

05/02/1994	G&PMC	R	NB	T	Road Rally 97,98,102,103
13/02/1994	PDMC	O	NB	T	PCT Fosters Leap
06/03/1994	HMMC	S	NB	T	Stage Rally Three Sisters
12/03/1994	KLMC	S	NA/B	T	Lakeland Stages
19/03/1994	CDMC	R	NB	T	Hall Trophy 97 98 99 102 103 104
27/03/1994	PDMC	O	NB	T	A/T Rolls Royce Car Park
09/04/1994	PDMC	S	NB	T	Lee Holland Ty-Crocs
09/04/1994	SHMSC	R	NB	T	Ribble Rally
17/04/1994	KCC	H	NB	T	Scammonden Hillclimb
17/04/1994	KLMC	R	CL?	T	Navigation Scatter
24/04/1994	SHMSC	O	NB	T	Autotest
01/05/1994	BAC	S	NB	T	MUV Stages
22/05/1994	BAC	O	NB	T	Autotest
04/06/1994	PDMC	R	NB	T	Summer Rally 97 98 102 103 104
19/06/1994	KLMC	S	NB	T	Salmsbury Charity Shield
03/07/1994	LDMC	H	NA/B	T	3 Sisters Sprint
10/07/1994	BAC	O	NB	T	Autotest
16/07/1994	G&PMC	R	NB	T	Road Rally 97 98 102 103
07/08/1994	KCC	H	NB	T	Hillclimb Stuart Harte Baitings
13/08/1994	CDMC/SHMSC	S	NB	T	Silva Stages
14/08/1994	PDMC	O	NB	T	PCT Fosters Leap
20/08/1994	CDMC	R	CL?	T	Clitheroe 800
21/08/1994	PDMC	H	NB	T	Hillclimb Scammonden
28/08/1994	SHMSC	O	NB	T	Autotest
29/08/1994	KLMC	O	NB	T	PCT
04/09/1994	LAC	H	NB	T	Hill Climb Scammonden
11/09/1994	KCC	H	NB	T	Sprint Aintree
09/10/1994	PDMC	O	NB	T	A/T Rolls Royce
14/10/1994	2300	S	NB	T	14 to 16th Tour of Mull
30/10/1994	BAC	O	NB	T	Autotest
06/11/1994	WDMC	S	NB	T	Castrol Stages Flookburgh
26/11/1994	CDMC	S	NB	T	Grizedale or 3/12
03/12/1994	CDMC	S	NB	T	Grizedale or 26/11

Forthcoming Events

1994 Club Autotest Championship see Jon Simkins for further deatils

16 January ERO Stage Rally

29/30 January Wakefield & District MC Road Rally

5/6 February Garstang & Preston MC Road Rally

5/6 February Ciywd Vale Rally Phone Anne Holmberg 0745 560625

20 Febraury Potteries & Newcastle Panoramic Stages Rally

20 February Morecambe Bay Stages Rally Morecambe CC

27 February DeLacy MC Forest Stages Rally

17 April KCC Scammonden Hillclimb

12 June 1994 Display of Competition Cars at Oldham College - Andy Czakow for further details

KCC RALLY CHAMPIONSHIPS 1993

OVERALL RALLY

DRIVERS		NAVIGATORS	
1 Neil Freeman	322	1 Julie Entwistle	280
2 Haydn Williams	296	2 Peter Whatmough	264
3 Ian Savage	282	3 Paul Stringer	195
4 Michael Pedley	161	4 David Pedley	181
5 Lee Dickinson	127	5 Joanne Johnson	155
6 John Haugland	84	6 John Vance	90
7 Liam Pilkington	41	7 Ray Dale	84
8 Lance Gillmore	35	8 Nik Cheetham	42
9 Mike Chadwick	26	9 Paul Entwistle	41
10 Dave Nicholls	16	10 Alison Whiteman	35

MULTI-VENUE STAGE

DRIVERS		NAVIGATORS	
1 Neil Freeman	264	1 Peter Whatmough	264
2 Haydn Williams	87	2 Julie Entwistle	178
3 John Haugland	84	3 Ray Dale	84

MULTI-USE STAGE

DRIVERS		NAVIGATORS	
1 Ian Savage	282	1 Paul Stringer	141
2 Haydn Williams	209	2 Joanne Johnson	127
3 Lee Dickinson	127	3 Julie Entwistle	112

ROAD RALLY

DRIVERS		NAVIGATORS	
1 Michael Pedley	161	1 David Pedley	181

SD34 MSG Championship Rules General

- 1 A championship will run from January 1st to December 31st in any year.
- 2
 - a) The championship is open to all fully paid up members of SD34 MSG member clubs.
 - b) A contender must enter an event from a SD34 MSG member club. The member clubs name must appear on the entry and results list.
 - c) A new club member may only score points from the time of joining his/her club. Points cannot be scored retrospectively.
 - d) If a member club ceases to be part of the SD34 MSG, championship contenders who are members of that club will score points up to and including the date their club ceased to be a member.
- 3) All championships contenders must be registered. Registrations will only be accepted on official forms. Registrations received by February the 28th will be backdated to January 1st provided such contenders also comply with rule 2. After February 28th points will only be awarded from the date the registration is received by the Registration Officer. Registrations will be made by class and declared on the registration form. On receipt of registration contenders will receive (if requested) a copy of the championship rules and a championship decal which must be displayed on the car during competition to score points. (Except road rally championship events)
- 4) All events, appropriate to the championship, organised by SD34 MSG clubs will be included in the championship unless decided otherwise by the committee. Events organised by non member clubs may be included at the discretion of the committee.
- 5) Final championship class winners will be the competitors with the highest number of points in the class.

The overall championship winners will be the competitors with the highest number of points. These people may not take a class award as well.

Contenders changing class during the championship year will not carry points forward to their new class, but these points will still count towards the overall award.

The best scores from one half plus one, rounded up, to count to a max of eight (8) scores.
- 6) Ties for awards will be resolved in favour of the contender scoring the greatest number of maximum points during the year. If a tie still exists the the highest single score will count and then the greatest number of equal highest scores until the tie is resolved.
- 7) Awards. Drivers and co drivers as applicable.

1st Overall	Trophy and replica
1st and second in each class	Awards

First overall may not win a class award. To qualify for an award a competitor must start either a minimum of two or a quarter of the total events counting towards the championship, whichever is the greater

- 8) The awards will be presented at the Annual Presentation Evening, the date and venue of which is decided by the committee.
- 9) It is a condition of the event being included in the championship
- That notification that the event is to be run is received by the SD34 MSG committee at least two (2) months prior to the date of the event.
 - That Supplementary Regulations are supplied to all member clubs at least four (4) weeks prior to the closing date of entries for that event.
 - That Supplementary Regulations must state that it is a round of the appropriate SD34 championship, and if appropriate that it is a counter for the Inter Club League. The regulations must also include an advertisement, as appropriate, for the championship sponsor. Minimum size for advertisement shall be half A5.
 - The obtaining of regulations by the individual competitor rests with that competitor and that non receipt by an individual shall not invalidate the inclusion of an event in the championship or League
- (Do not forget that the results of events must be sent to the championship compilers as soon as possible after the event and these should contain the clubs crews have entered under)
- 10) Any controversy arising from the championship will be resolved by the committee who reserve the right to adjudicate on such matters.

Specific Rules

Stage Rally

- a) Classes are as follows

- | | |
|---|---------------------|
| A | up to 1300cc |
| B | 1301 to 1600cc |
| C | 1601 to 2000cc |
| D | over 2000cc and 4wd |

BDA's, Twin cam and forced induction cars must be entered in the next higher cc class.

- b) Point scoring system. Points will be awarded to drivers and co drivers independent according to position in championship class. The highest placed registered contender in each class will be awarded twentyfive (25) points, plus one (1) point for every registered contender in that class. All other finishers will receive one point less for each lower position in the class.

Road Rally

- a) Classes are as follows. Expert, semi expert and novice depending on status at the time of registration. Contenders may register as Drivers, Navigators or both. For championship purposes, contenders will remain in their original registered class even though they may be promoted to another class during the year.

Class definitions

- | | |
|-------------|---|
| Expert | Competitor who in the role in which he/she registers has finished in the top ten of a National 'B' or higher grade rally. |
| Semi expert | All competitors not eligible for expert or novice class. |
| Novice | Competitor who in the role in which he/she registers has never won an award other than a team award. |

- b) Point scoring system. points will be awarded to drivers and navigators independently as follows
The highest placed registered SD34 MSG finisher in the overall results will score a number of points equal to the number of registered starters in the event, with a minimum score of ten (10) points. All other registered finishers will score the same number of points reduced by one (1) for each position lower.

Off the Road

- a) Classes are as follows

- | | |
|---|---|
| A | Saloons up to and including 1100cc but under 11' overall length |
| B | Saloons over 1100cc but under 11' overall length |
| C | Saloons between 11' and 13' overall length |
| D | Saloons over 13' overall length |
| E | Sports cars |
| F | Specials |

(Saloons will include Estate cars, Hatchbacks and Commercials as appropriate. Overall length of vehicle to include bumpers whether fitted or not)

- b) Points scoring system. Overall positions will be calculated according to the Index of Performance described in the RACMSA Year Book using classes as run on the event. The highest placed registered contender will be awarded fifteen (15) points. The second highest one point less and so on until all registered contenders have scored. An additional one (1) point will be awarded to each registered contender who starts the event.

Sprint and hillclimb

- a) Categories will be as follows

- | | |
|---|---|
| A | Saloon cars up to 1400cc |
| B | Saloon cars 1401 cc and above |
| C | Kit cars & sports cars |
| D | Racing cars, Sports Libre & Clubmans cars |
| E | All rally cars & historic cars. (Rally Cars must comply with the appropriate Tech Regulations appertaining to Stage rally cars as issued in the RACMSA Year book) |

- b) Point scoring system. Points will be awarded according to the Index of Performance described in the RACMSA Year Book using classes as run on the event

League, Marshals and Individual Championships

Please see your club representative for information and up to date positions regarding these and any of the other championships.

TECHNICAL TIPS

SUPPLIED BY **CARS**
and CAR CONVERSIONS

In from the cold . . .

PEOPLE often talk about the need to get the under bonnet temperatures down, since undoubtedly the best system is to feed the engine cold air from outside the engine bay. A properly designed cold air box can be worth up to five bhp on a 2-litre engine, probably twice that on a British Touring Car (if you ever get the chance, have a look under a BTCC bonnet and you will see what great lengths some teams go to achieve this).

In the simplest terms, all you need is a sealed box with a cold air intake, preferably taken from a high pressure area of the car. The front of the car is the obvious place. A lot of people talk about the 'ram' effect of forward facing air intakes, but really you seldom see any positive pressure inside the box. Depending on engine size, the engine consumes an awful

lot of air, usually faster than the ram effect can fill it. However, some people do see a positive boost. This often isn't all good news. Not having planned for a free supercharger, the air box connects to the carb intakes, but nothing else. When this positive pressure arrives the main jets get pressurised along with the intake air, which results in fuel being pushed back down the emulsion tube. The mixture therefore weakens off and a high-speed misfire results; not a good idea, and something that can be a bitch to track down, because it never shows up on the dyno or the rolling road – mainly because it isn't there under these artificial conditions!

The answer can be to make sure that the air box connects to the float breather chamber and seal the lids. This will cause the pressure in the float chamber to rise along with the pressure in the intakes. Extreme cases may also need a pressure

regulated fuel supply. If you do have this problem and are not too sure what is causing it, try drilling a few holes in the back of the air box to let the pressure out. If the misfire disappears you know that you have a potential power gain – if you can get the set-up right. And don't forget to make the box and any underbonnet trunking very neat and tidy, refuse to explain exactly what it does when asked and you will get some fellow competitors well-confused . . . and that can be worth half a second a lap when the lights go green!

QUIZ ANSWERS

1. Martin Brundle, Jaguar XJR 12.
2. Martin Rowe.
3. Ford GT70.
4. Midland A.C.



Wheels

Mr Chairman,
ladies and
gentlemen

I'd like to thank my
sponsors

The toast is . . .

This award isn't just
for me . . .

Unaccustomed as I am . . .

I owe it all to
Edgar Jessop



Saying a few words

SPONSORSHIP pitches... prize givings... talks to outside organisations... the times when motor sport people may be expected to say a few words are legion, yet most of us get nervous before such a common task, more nervous than negotiating with an F1 constructor for instance. It's worth accepting that nerves are perfectly natural – no different to athletes fidgeting before a race – and having a go, because if you can cope with public speaking you may have a better chance of attracting sponsorship, while if more of us made the effort to talk about the sport to outside organisations we might enhance our chances of finding new venues.

The key to speaking is to think about your audience. Who are they? How many will be there? How old are they? And so on. The more you know about your audience the better you will be able to communicate with them.

Consider the typical motor club dinner dance (force yourself). If there

are 100 people present of which, say, 25 are club members with 25 partners and the other 50 are people dragged on to making up the numbers, well, that means that only 25% of your audience may be really interested in your particular branch of the sport. If you go on too long about your subject, or – worse – use lots of jargon, then you will see eyes glazing over. You need care too in making thank-you speeches. If a young prize winner thanks his mum and dad, people may think how charming. If he then goes on to thank his 34 sponsors in great detail then people may begin to wish that mum and dad had been less fertile. The more aware and switched-on sponsors will know that being over-thanked is very counterproductive.

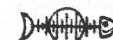
Once you've analysed your audience, it's worth having a free-thinking session in which you jot down at random the points you want to make. Then sort the points into a logical sequence and add "signposts" through which you let your audience know where you are taking them eg

"so that's how motor sport started, now let's look at where it is today".

Remembering it all? Well some people memorise a complete speech but that is far too much like hard work. The other extreme is to write everything down and then read it all. This is the safest way but can sound very uninspiring.

I reckon the best method is to use brief bullet points of what you want to say eg "Aim: 3 in champ" to remind you to tell a sponsor the target is to finish in the top three in a championship. Having *continued over*

COD FILLET QUIZ



1. Which British driver won at the 24 hrs at Le Mans in 1990?
2. Who won the 1993 Copy Cat Manx rally?
3. Which Ford rally car was announced in January 1971?
4. Which club organises the Shelsley Walsh Hill Climb round of the British Championship?

ANSWERS ON PAGE iv

THE ENTHUSIASTIC CHOICE GOOD LUCK IN '94

LINK HOUSE MAGAZINES SUPPORTING THE CLUBS

NEWS FROM THE RACMSA

Motor Sports Council changes

The constitution of the RAC British Motor Sports Council has been reviewed, to more accurately reflect the responsibilities and purpose of the various specialist committees and their working groups.

The current Technical, Medical and Timekeeping committees will become advisory panels, with flexible membership and meeting dates; their job will be to advise both the standing committees and the RACMSA staff. Standing committee chairmen can call on any panel for advice and assistance as required.

The Motor Sports Council itself will be made up from the chairman of each standing specialist committee, the chairman of each advisory panel, regional representatives from Scotland, Wales and Northern Ireland, representatives of the RAC and the RACMSA and up to five invited members.

The Off Road Events Committee will cease to exist: rallycross and autocross will both be handled by the Speed Events Committee.

New procedure for rule changes

Starting in 1994, the RAC British Motor Sports Council has adopted a new procedure for rule-making, allowing time for more feed-back from competitors and officials.

Each specialist committee will first propose new rules (or rule changes) to the Motor Sports Council, as at present. The council will either approve the rule in principle, or return it to the committee for further discussion. The council will not, itself, change any proposed rule.

The new rule will be published in

RACMSA News as "approved by the council in principle, and subject to ratification at the next council meeting."

Interested parties will be invited to send comments on the proposed new rule to the RACMSA, so that they can be discussed at the next meeting of the specialist committee concerned.

At the subsequent meeting of the council, the relevant committee chairman will report on any comments received, the committee's views on those comments, and whether the committee now feels that the proposed rule can be ratified.

This will automatically mean that the final council meeting which can hear proposals for the following year will be in June, with ratification in September to enable the rule to go into the next *Motor Sports Yearbook*. The stability rules will thus be maintained.

Safety items can still be approved for early (not immediate) implementation, as at present.

'Greener' historic rally cars

Historic rally cars must be fitted with working air filters and comply fully with the noise regulations published in the *Motor Sports Yearbook*. From 1 January 1994, they will be subject to exactly the same limits as modern rally cars: 102dB(A) for road events or 108dB(A) for special stage events.

From the same date, cars on historic road rallies will – like those on modern events – be limited to four forward-facing lights. Both these regulations were proposed by the Historic Rally Working Group and approved by the RAC British Motor Sports Council.

A proposal to change the cut-off date for historic rally cars from 1968 to 1965 was not accepted by the Rallies Committee. The idea was proposed by the Historic Rally Working Group, who sought to bring RACMSA events into line with international regulations, but the main committee felt that too many entries would be lost.

Individual events and championships can, of course, specify any pre-1968 cut-

off date: an organiser wishing to run only pre-1965 cars, for example, can do so under the existing regulations.

Sponsorship and promotion

A video based on the RACMSA *Motor Club Manual* – covering topics such as community relations, dealing with the media, seeking sponsorship and how to keep it – is available from the Association of North Western Car Clubs (ANWCC). The video is specifically tailored for motor clubs but drivers may also find the tips useful. It costs £7.50, cheques made out to "ANWCC" should be sent to Allan Dean-Lewis, 'By-Ways', 44 Penrhyn Isaf Road, Llandudno LL30 3LT.

Showing that they already know a bit about sponsorship, the ANWCC has become the first motor sports organisation to benefit from the government's Sportsmatch scheme. The association has been granted £1,000 towards the 'Dave Brooks Scholarship', which helps competitors who fail to achieve good results because of mechanical failure. Commented Allan Dean-Lewis: "This award marks a significant milestone for motor sports as a whole and considerably widens the number of successful nominations that we can endorse for the scholarship".

Saying a few words . . . continued
planned a speech, don't get edgy about rehearsing it, simply run through it a few times in your head so that you get a feel for the flow and, not least, have an idea of how long it is. Note that this article is called *Saying a few words* – no one ever gets criticised for being too brief, all too many do for going on too long.

When it comes to show time, stand up and CONCENTRATE. If you can't concentrate on what you are saying, how can you expect your audience to do so? And when it's all over you can relax and forget it, right? Well, not quite because if you want to improve it's worth considering just how well you performed. Should it have been even shorter? Did you make all your key points? Did you offend anyone? Should you emigrate? *Stuart Turner*

AUTOSCENE

AYRTON SENNA'S PRINCIPLES OF RACE DRIVING

By Ayrton Senna, published by
Hazleton, hardback, 208pp, £14.99

The glossy, colourful presentation of this book belies the seriousness of its approach to the subject of race driving. Starting from first principles it tackles all the classic elements of racing but through the eyes of Senna and with his own interpretations of the moves and techniques. Everything is explained clearly and logically with diagrams where appropriate, and although everything is described in the context of Formula 1 it can still be applied to other levels of the sport. And its wisdom is not just limited to the track either.

There are chapters on drivers' fitness, diet and psychology. In all a very informative and accessible book that is a must for anyone into motor racing.

Rating ★★★★★

CA-W

BMW 3-SERIES

By Jeremy Walton, published by
Osprey Automotive, hardback,
192pp, £30

This book tells you all you want to know about 3-series BMWs, from their antecedents to the latest E36 versions. In among all the road car details, there is a great deal of information for the touring car racing freak. If you want to know more about the Group 5 320s of the 1977 BMW Junior Team or refresh your memory about the McLaren-run BMW North America turbocharged 320s it's all here. The competition M3 gets a chapter all to itself.

The format of the book tends to make absorbing all the information rather a struggle, but it's all there.

Rating ★★

NPP

TOURING CAR YEAR 93-94

Published by the Nott
Organisation, hardback, 128pp
£9.95

Now it's third year of publication, the official review of the *Auto Trader* RAC British Touring Car

Championship has made significant advances in its overall quality and size that reflect the growing stature of the series itself.

The real strength of the book lies in the stunning, full-colour photography that packs its pages. Some superb action shots are liberally interspersed with the off-beat and the candid, giving the reader a real feel for the atmosphere and personalities of the championship.

The race reports are succinct and informative, and are backed-up with a wide variety of features by some of the top writers in the field. A comprehensive results section, including details from all the major overseas series, completes a very entertaining book.

If I do have any grievances with the book, these are of a minor nature, and include the sometimes confusing presentation style and that old chestnut of advertising creeping into the editorial pages. On the whole, though, it's a fine effort and well recommended.

Rating ★★★

LIF

LIFE AT THE LIMIT

By Graham Hill, published by
Patrick Stephens Limited,
hardback, 255pp, £16.99

First published in 1969, this autobiography of the two-time British World Champion has been reprinted to mark son Damon's entry into Formula 1. Although, by his own admission, Graham was no writer he certainly had a few good stories to tell. The result is an interesting and often hilarious account of his life as a racing driver, up to and including his damaging accident at Watkins Glen. In fact, the book was written from his hospital bed with regular visits from his solicitor who removed the libelous parts. Yet the result is still well worth reading. This facsimile reprint also comes with forwards by Damon, Brigitte and Samantha Hill.

Rating ★★★

CA-W

FEATURE **AUTOSPORT**

Facts about... ROAD RALLIES

● Road rallying has been defined as: "Following a complicated route through beautiful countryside, but in the dark... to arrive for breakfast very close to where you set off from the night before".

● It is rather more than that. Road rallying is a test of the skills of the two people who form the crew. Without a competent navigator even the most rapid driver will achieve nothing; conversely, however, a good navigator can achieve unexpected success with a novice driver.

● Route information supplied by the organisers comes in various forms, varying from six figure map references through tulip diagrams, spot heights, indeed, anything listed on an Ordnance Survey map key is fair game.

● Standard cars can be used and these are in fact encouraged by sensible organisers as a way to maintain the good relations which now exist with the general public.

● Probably around three hundred permit events, where competitors from a number of clubs join in competition against each other, are promoted in any year.

Many clubs also organise closed to club events, commonly called 'Twelve Car' because they are limited to twelve crews competing. There are around one thousand of these a year and these really are an ideal club night activity, which do not take a great deal of effort to organise.

● The rules of how a rally can be organised on the public highway are included in Acts of Parliament. The Chesham Committee Report in the mid 60's followed by the Montagu Report in the mid 70s define what may or may not be proposed by organisers. Routes are submitted to the Competitions Dept. at the MSA and to the appropriate Police Authorities before authorisation is granted.

● Road rallying can become addictive and many of today's top competitors started in road events. Nicky Grist, Juha Kankkunen's co-driver, cut his teeth in Welsh road rallies not very many years ago. *John H Richards*