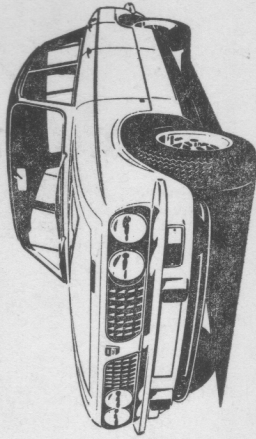


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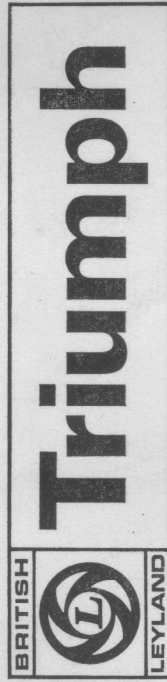
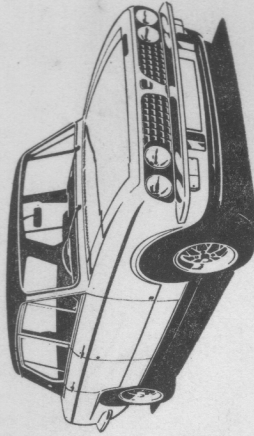
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Magazine

JULY 1975

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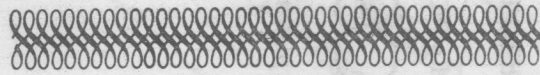
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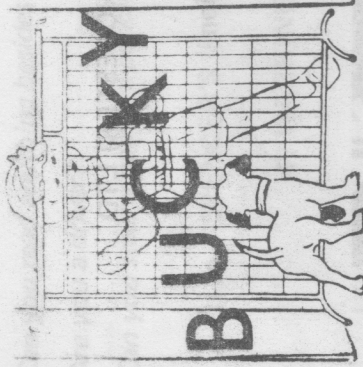
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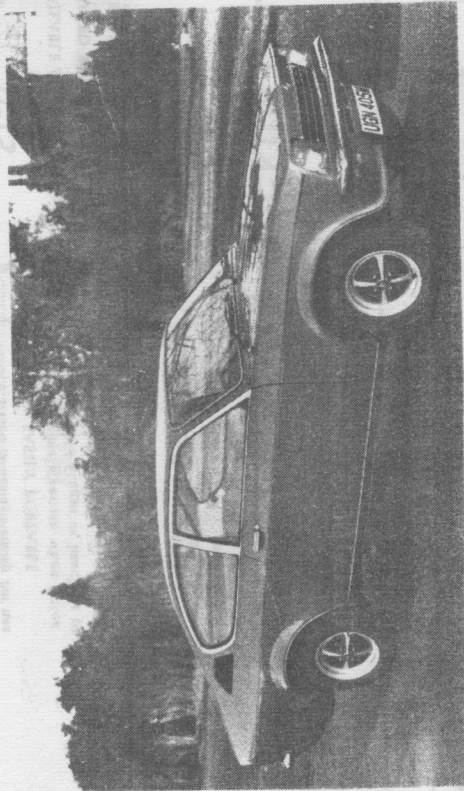
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KNOWLDAL CAR CLUB

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	Robert Pedley	David Bamber	
	John Hardman	Philip White	

EDITORIAL

Its been an up and down summer for the club. On the up side John Wood and Alan Barlow won their class on the Scottish, and George Hill is currently leading the Castrol/Autosport Rally Championship in the Martin Group Vauxhall.

On the down side it's possible that we may not see Woody out again after the Manx, as the boys in blue are currently trying to get him sent off for twelve months. We're all keeping our fingers crossed for you, John!

Also the Tour of Britain saw Hon. Sec. John Clegg out again with John Handley in the Colliers of Birmingham Dolomite Sprint, a combination tipped by many to win. However it was not to be for the engine blew up in a big way on the very first race at Silverstone, where John was leading by half a lap after four! A great disappointment to all concerned.

The press coverage of the Tour was everything we have come to expect. If H.R.H.'s car had not burst into flames it would not have been mentioned in the papers at all. It was rumoured, by the way, that when the said Prince was interviewed by the press regarding his reaction to the incident, back came the royal reply: "One shat oneself!"

Elsewhere in the mag. you will find a new code of practice for road rallies which is being implemented by the ANCC. Since this was drawn up we have been informed of an RAC decision to increase the minimum time period between events on Map 89 from 4 weeks to 6 weeks. This is obviously going to mean that competition for the use of this area is going to be very keen, and some events are going to suffer. It is interesting to note that the very clubs who instigated this move i.e., the clubs who actually live there, are some of the worst offenders, through apathetic PRO work on their minor events. One forms the impression there is a feeling in some clubs that clubs from out of the area should not encroach on "their" patch with a major event, in order that they themselves may run one big event, and several third-rate events each year. So now we're all reduced to 6 weeks!

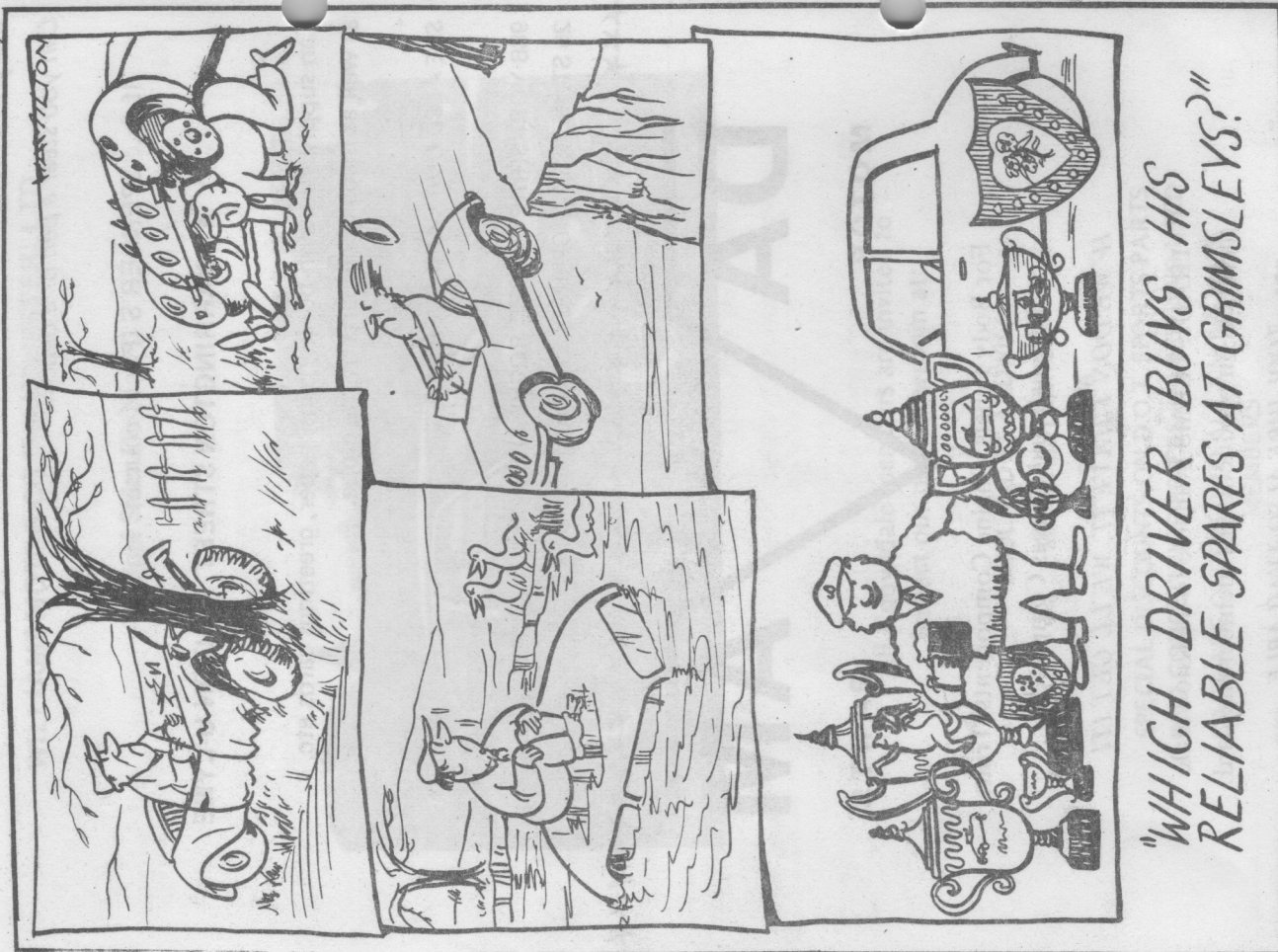
Also at the last meeting of the RAC rallies committee, certain anomalies regarding Regulation SSR S66(0), (the ¾ rule) were resolved as follows:

¾ of an 8 minute section	=	6 minutes
¾ of an 9 minute section	=	6 minutes
¾ of a 10 minute section	=	7 minutes
¾ of an 11 minute section	=	8 minutes

All you navigators take note.

Finally the sprint championship. Roger Riley is not receiving the results from you competitors as he should be, and has so far been unable to compile any proper table, the only position known for certain being the leader Vic Mills, so who's going to try and catch him?

D.T.PICKUP



THE SNOWDROP RALLY

This excellent event was held on the 10/11th May, with all the competitive mileage on Sheet 89. Only two Knowldeale crews were in attendance, Colin Brennan/Steve Law, RS 2000, and Jim Stanton/Roger Hampson, Escort twin-cam. The start was at John Bosomworth's of Skipton and was quite well organised although a little small. The scrutineers were keen enough to spot a loose navigators seat on the Stanton car which was quickly strapped down with wire.

Only 30 mins were allowed for plotting as there was a long run out to TC1, which was near Clapham, and just on 89. The route didn't leave this tricky map for the next 200 miles or so and when battle commenced, few crews were without the completed route.

The rally soon took in two famous whites, Barley Bank and Melling, which were reasonably uneventful, although the usual number of spectators were in attendance at Barley Bank.

After this a loop to west took in the tricky junctions near Nether Kellet, which if not known can be quite confusing, and a few quick controls just East of Silverdale before speeding back eastwards to the petrol halt at Kirkby Lonsdale.

After a short rest the competition turned Northwards, using a few roads around Levens which are now not as map because of motorway construction, and it was later heard that several crews had found their way onto the motorway. The next sections were tightened considerably and culminated at Crook, before a long neutral (one of the few neutrals of the event) was used to by-pass Kendal.

From Docker Hall a few quick sections took crews to the only selective, which for some crews provided problems, as there were two passage controls in the middle which had tricky approaches.

The end was almost in sight now, and a fitting climax to a good event were the yumps of Barbondale.

After the final control just East of Kirkby Lonsdale the pressure was off for a relaxed run down to Settle and breakfast at the Falcon.

Provisional results were posted around 10.00 am and it appeared that Stanton/Hampson had been favoured by the gods and had gained 1st Novice and 8th overall.

Considering the Snowdrop was Airedale and Pennine's first restricted for three years it was excellent and certainly worth remembering for next year.

R. HAMPSON

WELSH INTERNATIONAL RALLY

A classic event in its own right the Welsh has always been an "International-on-the-cheap", being the event to do as one's first International, for its format of a Friday evening start, then a night on the road, then a further night without any substantial halts, to a finish back at Cardiff early on Sunday morning enabled one to compete without the expense of hotels for crew and service teams. Due to extreme pressure to produce a more social package the organisers this year produced a more expensive event. Scrutineering was on the Thursday with a party in the evening, the start being on Friday morning from the local park.

Knowldeale fielded no less than four crews, the flagship being the Volvo of Clegg/Sutcliffe, followed by le patron Shackleton's newly painted Escort Sport in the hands of Wood/Barlow, with the Avenger of Pickup/Edwards and the 2.5 PI of Crabtree/Greenwood both out on their first Internationals as drivers.

Woody and Barlow started off on the right foot (appropriately) with an outright win and several class wins in the raffle at the Thursday night party. From a pounds-worth of ten-pee tickets, they had no less than four winners, receiving a quart of oil, a rally jacket, a pair of racing overalls, and the major prize, a free entry on next year's event. It just had to be a good omen!

First stages were Brechfa 1 and 2, the usual twisted, narrow, rutted track, and on the second one the Volvo flicked its tail into the ditch, and the diff. pulled the car over and into the ravine with just the lamps showing level with the track. After the efforts of a forestry truck and a few helpers had failed to move said vehicle, a vain cry by the driver moved a total of forty spectators to descend and with a mighty heave, they pushed the car out, leaving the local male voice choir with the highest baritone section since Pinky and Perky! The other crews went well here so on to Eppynt for Accident No. Two.

This time it was Pickup's turn and he overcooked it on a deceptive tight-right-over-brow, and visited the meadow in no uncertain fashion. With the help of some spectators and the occupants of various assorted BMW's that were already littering the countryside, they managed to get the Avenger back onto the road, only to find forward movement impossible because the nearside front suspension lower links had torn apart and the wheel just moved backwards and jammed in the wheel-arch whenever forward motion was attempted.

After a couple of abortive attempts at repair, during which time they were treated to the spectacle of Woody in fully cry, they finally hit on the idea of lashing the tow-rope round the base of the strut and forwards to the bumper bar and lamp bracket. This lash-up proved effective enough to complete the remaining six miles of the stage at a ten-miles-an-hour crawl. John Hardman and Doc then appeared with the service van, new parts were fitted and the Avenger was ready for action once more. Unfortunately this piece of silliness cost so much time that the next two stages had to be missed altogether to get to next main control in time, incurring a penalty of half-an-hour a stage.

Meanwhile back at the ranch, such stages as Brecon, Myherin, Rheidol brought the rally to an evening rest halt at Aberystwyth.

A short rest, a meal and a chat were finished all too soon and the weary crews set off to tackle Pennal and Pantperthog. Pickup thought it was about time he had another accident, and after two spins and three different quotations, stopped facing a rock face two inches in front. He, He!

Stages came thick and fast now, Dovey 1 and 2; Coed-y-Brenin, Beddgelert; dawn breaking at Bettws-y-Coed before Penmachno 1 and 2; Clocaenogs 1 to 4; Dyffnant; Kerry; Hafren 3; then Radnor, where Cleggy clobbered a huge pile of logs and suffered a flat which they decided to change after a picnic at the side of the stage, resulting in a bucketful. In this class of rallying you can't afford to stop and Wood/Barlow completed one or two stages with flats in true works style, gaily throwing wheels away, (hard men these Wardle lads) but he was after a class win and going well.

So back to Eppynt, where Clegg/Sutcliffe hit a sheep, which is regarded as a "tup" as in "tupped some stuff last night." Crabtree flew and Wood rocketed, whilst Pickup engaged the services of a man with a red flag to walk in front and warn the scenery to keep out of the way.

So back to Cardiff and a night's rest, the Volvo crew having spent some time boozing in the taverns of the valleys on their way in, hiccupped over the line for a well-earned kip.

The Triumph crew had had a good run, their biggest trouble having been Rod wearing out two pairs of right pumps and Norman chewing his way through three 1" O.S. maps in his excitement at the big drops.

Stewart Edwards had been very patient with Pickup but got quite used to going off by the end!

All that remained now was the Sunday morning silliness at Llandow, an aerodrome racetrack where one is encouraged to over-rev that lovely piece of low-gear forest tackle! One has been preserving all the rally. Woody and Cleggy went well, Pickup still looking like the proverbial accident in search of somewhere to happen (and finding suitable accommodation twice!) and Crabtree content to finish intact.

A more expensive Welsh, yes. More enjoyable?

Well, too few forests for the miles really, and if it was all closed up we might enjoy it even more.

Results:

Wood/Barlow 45th o/a 2nd in class. Superb performance from the Wardle flier.

Clegg/Sutcliffe 78th o/a. Two falls, three submissions, four faults.

Crabtree/Greenwood. 100th o/a and a good run, pumps and all.

Pickup/Edwards 123rd o/a and thoroughly enjoyed it.

J.CLEGG

CODE OF PRACTICE FOR ROAD RALLIES

The Association of Northern Car Clubs

At recent meetings of the A.N.C.C., concern has been expressed for the future of Road Rallying resulting from complaints from the general public. It has become apparent that some Association control of rallies in the A.N.C.C. Area would be acceptable.

The importance of maintaining Road Rallies cannot be overestimated as these events form the main entry to Motor Sport for up to 80% of competitors regardless of the type of event undertaken later (Race, Hill Climb, Sprint etc.).

The Association was asked to set up a working party to discuss a code of practice for Road Rallies in the A.N.C.C. area. This working party has met on two occasions and the following draft code was presented and approved at the meeting of A.N.C.C. in July 1975.

GUIDELINES FOR ROAD RALLIES:

(In this paper, 'Closed' includes 'Closed Co-promoted' events)

1. The Clerk of the Course shall ensure that RAC Regulations are observed. In particular, he shall ensure that all paragraphs (a-w) of Org. C88 are carefully followed.
2. **Public Relations Work:** shall be of a high standard and a form containing at least the following information shall be given to all persons involved on the route.
 - Name of Organising Club. Name of event.
 - Date of event and duration (BBC Times) of cars passing the premises
 - Direction of travel for competing cars
 - Number of competing cars in the event
 - The fact that the Event is Authorised by the RAC on behalf of the Department of the Environment.
 - An address and telephone number for comments before and/or after the event

P.R. work should be completed at least two weeks before the event. All letters and/or telephone calls containing complaints must be followed up by the Organisers and included in the P.R. report.

A report of P.R. work including a record of all calls made with date and time shall be prepared and be available to the A.N.C.C. representatives before the event. (Para.3).

3. The Association of Northern Car Clubs reserve the right to appoint a Steward and/or Observers to all restricted and closed events organised by member Clubs. A request for such representatives to be appointed must be made to the Secretary of the Rallies Sub-Committee at least 8 weeks before the event.
4. To ensure that information is received about damage caused during the event, the following procedures should be followed:
 - a. Scrutineering as per C93 will include in addition, the receipt by the scrutineers of the scrutineering card showing existing damage.
 - b. Further scrutineering for damage will take place at the end of the event.
 - c. A 'Damage Declaration Form' will be issued to all Competitors.
 - d. To be classified as a Finisher, competitors must complete the Damage Declaration Form and have it agreed by the Scrutineer at final scrutineering.
 - e. **Damage Forms:** Any competitor not handing in, or sending in (in the case of a retirement), a damage form to the organisers or reporting damage, then his name after proof that damage had been committed will be passed forward to organisers of future rallies for action or banning from entry.
 - f. This does not absolve the competitor from his responsibilities to report damage under the Road Traffic Acts.
5. **Noise Checks** as per SSR S34b will be established on Closed as well as Restricted events.
 - A noise Meter check will be instituted at the start of each event. Cars exceeding 80 dBA should not be allowed to start.
 - The Association suggest that noise checks at points on the route should not be conducted solely by a noise meter. Noise marshalls shall be named Judges of Fact.
6. Cars will carry Competition Numbers as per C88t and BB1t to assist the general public to differentiate between competing and other (e.g.spectators) cars.
7. The Maximum entry for Closed events shall be 75 and for Restricted events shall be 90. The Association may give permission for additional entries for specific events.
8. Competitive sections should not start before 2330 and the control at the end of the last competitive section must close by 0800.
9. Villages or hamlets (definition: see Org.C89ii) shall be included in Neutral Sections (i.e. 15mph average) unless signed agreement has been obtained from all residents. There must be no ambiguity of route through villages.
10. All 'Quiet Zones' must be Neutral Sections. There shall be no lateness penalty at the end of Neutral Sections apart from Maximum lateness.
11. Cars must not park or stop for adjustments in Neutral Sections, except within the Start Control or Finish Control area.
12. No Auxiliary lights shall be used in Neutral Sections.
13. Judges of Fact shall be on duty in a proportion of quiet zones.
14. All sections including a mandatory 30mph maximum speed limit shall be Neutral Sections unless agreement has been obtained from all residents within 500 yards of the route except for parts of the route on 'A' Class roads.
15. A number of 'standing' Give Way Signs should be marshalled by Judges of Fact. Competitors failing to Slow Down or Give Way will be reported to stewards.
16. 'NO' boards should be used on sections where mistakes can lead to trouble.
17. If information is issued about 'spectator points', these points should be carefully selected to avoid disturbances to residents both at the point and on possible access routes.

18. Applications for dates submitted to the A.N.C.C. Dates Meeting should include map numbers even if these are not required by the RAC. These map numbers should not be changed later unless approved by the A.N.C.C.
19. Only 4 Twelve Car Rallies may be held in any one year by a Member Club.
20. The Association must be informed of dates when twelve car rallies are to be held, together with the map numbers involved at least 4 weeks before the event.

It is proposed that the Association establish a Rally Sub-Committee to administer this code.

The RAC should be asked to implement their previously announced policy to licence Clerks of the Course for Rallies.
The Association Area shown in the 1975 Motor Sport Year Book includes the following maps:

1" - 82-83-84-85-86-88-89-90-91-92-93
1:50,000-102-103-104-105-106-107-108-109-110-111-112-113-
117-118-119-120-121-122-128-129-130-131

Working Party: P.A.G. Forster Chairman, A.N.C.C.
Dr. S.B. Foulds Vice-Chairman A.N.C.C.
Stephen Bye Kirkby Lonsdale M.C./Morecambe Car Club
John Clegg Knowl Dale C.C.
Alan Larkin Alwoodley Motor Club
Ken Pease Airedale and Pennine M.C.
Norman Pike De-Lacy M.C.

MILD AND BITTER RALLY JUNE 28/29

The nights are very short in June.

In view of this profound fact Morecambe Car Club and Kirkby Lonsdale Motor Club co-promoted only a short 130 mile event on Map 89. It was called the Mild and Bitter rally but the chances of any alcoholism were severely restricted by the event starting and finishing at Burton Services on the M6! Luckily C.B. and myself had the forethought to stock up the cocktail cabinet in the newly built RS 2000.

First car was away at 11.31 and we got away just before midnight. The first half (if it can be called a half) was only 35 miles and consisted of short targa sections. Unfortunately, the timing was very slack probably due to the abundance of our friends in blue who seemed to turn up at nearly every give way and quiet zone. The result of all this was that nearly all crews, including ourselves, were clean at petrol (rather boring, actually).

However, things started to liven up after the restart with some of the roughest whites we have ever seen! Timing was a bit tighter and the odd minutes were now being dropped.

TC 14 was where yours truly and 52 other hot seat men dropped a huge gooly. Apparently circumnavigation of a classic green triangle was required to approach this control correctly.

Well it was too late to worry about the fail and all thoughts of pot-hunting quickly turned into a battle for good selective times.

Melling White was the first selective following a long neutral section with the result that a queue of twenty-five cars preceded us. Out with the lager and the butties as dawn broke during the wait.

A short thrash was followed by the habitual trip up Barley Bank where the whole local population had turned out to see us take two goes at the hairpin! Most crews seemed to have dropped a minute or two at the next control which led straight into the second selective. This was a long nine minute incorporating Tatham Fell, Ivah Bottoms, White Moss and a horribly rough white up to Cragg Hall.

Then, all of a sudden, just as we were getting into our stride, anticlimax. That was the last control followed by a long run-in back up the M6 to the Services, finishing about 5 am.

Provisional results were announced about 6.30 with very few protests for a change. Cyril Bolton and Dave Stephenson were overall winners, closely followed by Geoff Birkett and Dave Orrick.

We had the honour of being fastest car with a fail and would have been eighth overall without the blunder. Ah well, we all make mistakes.

W.HUGHES

30th INTERNATIONAL SCOTTISH RALLY

After a reasonably good run on the Welsh three weeks before and having returned with the car in approximately the same shape, John Wood alias John Jimmy (have you got a beer tray) Wood and Alan Barlow set forth once more on the trail of (fingers crossed) better things.

On arrival at Glasgow they thought the local population had heard about them for the Albany Hotel (rally headquarters) was surrounded by screaming girls, but alas not for their arrival was all this jubilation but for the arrival of a quite well known collection of entertainers the Osmonds, even Mr. R. Clark doesn't get that sort of welcome.

As earlier recruiting sessions for a service crew had come to nothing the answer was quite plain an all female service crew in the shape of Gill Evans and Linda Barlow turned out in Gill's recently acquired Opel Kadett.

Signing on and scrutineering went smoothly except for being instructed to remove the Knowl Dale sticker from the rear screen. Having put the car to bed it was time for them to find somewhere to stay and await the off.

10.08am was the hour, with a sigh of relief they headed out into the Scottish countryside to start the affray. After completing the 62 mile run out on the first stage, Glentress, they found it had been cancelled due to a clock error. They were however allowed to run through the stage and thus gain their first glimpse of what was to come.

The rest of the day passed without incident except for a few minor excursions into the undergrowth and a flat tyre half way through a seven mile stage. The darkness fell and with it came the rain, not that the rain wasn't welcome after the extremely dusty conditions of earlier.

With nineteen stages behind them someone decided it was time to pull the plug out and stop their little escapade, this they did and the car just stopped with not a flicker of electrical power to be found. On further investigation it was found that the battery connector had broken right out of the casing, only one thing for it PUSH to the service car. Not a bad idea at the time as the car was on a downhill slope but after about 2 miles with only a torch to light the road the car once again ground to a halt, reason uphill section and no more leg power. The miserable crew of car 128 climbed back into the car cold, very wet and most of all dejected at being forced to retire.

The only sound to disturb the early morning silence was the incoherent mumbling of Mr. Wood and the horrific sound of Mr. Barlow's brain (he hasn't had the operation yet) trying desperately to find an answer.

To John's surprise Alan suddenly leapt up, grabbed two screwdrivers from the kit and disappeared under the bonnet. By this time John had recovered from his temporary state of shock and made a move to assist only to be told not to watch this piece of roadside battery surgery as his wallet may not be able to stand the strain. The next sound was that of a very confident co-driver shouting "Try That"

and the whole bag of tricks burst into life once more. A quick U turn, a rather furious 2 mile and report for stage 20 very wet but nevertheless happy.

After completing SS 20 there was a 65mile trek to Erskine Bridge where the 10 volt battery was put in part exchange against a twelve volt version.

All went well then during the day but on close inspection of the exhaust system just prior to Aviemore parc ferme revealed that the previous diagnosis of exhaust catching prop-shaft was indeed the other way around, the prop was resting on the exhaust due to the disappearance of one of the carrier bolts. After fitting a replacement 128 was off again.

The Tuesday session re-started at 08.00hrs and cars left in the order of their overnight positions, so 128 left at 08.41 hrs.

No servicing was required so 128 kept on going getting closer and closer to the front runners, just imagine a marshall's or a spectators face when car 128 went through a stage only sixteen minutes after car 1.

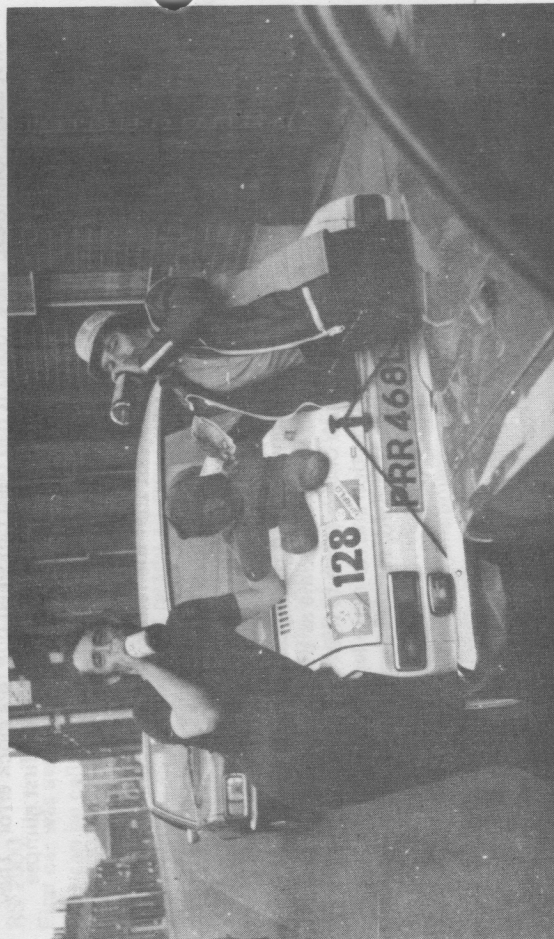
On the return to Aviemore the timing got really tight, the car had to be dumped the occupants given a quick wash down, and fed and then led to the watering hole namely the Post House for a butchers at the results which read

Car 128 1st in class 38th Overall

then on to the bar for a celebration (hic)

P.S. Ask Woody about the train lines and the beer trays

A. BARLOW



12-CAR RALLY 12/13 JULY

Saturday evening of the 12th July, saw the usual gathering of entrants and marshals for this season's second Twelve Car Rally which turned out to be very well organised by Jim Stanton and Roger Hampson.

The field was led away on its northerly route by Alan Barlow & Rod Collins followed closely by the Whitworth Wonders, Messrs. Brennan and Hardman, with their respective co-drivers, being Bill Hughes and Simon Ridy — Simon putting in his first competitive event.

Among other notable crews was Rod Turnough, navigated by John Noblet who had returned to the hot seat for one night during this holiday from Down Under.

The rest of the competitors followed away at one minute intervals and made their way to the first control located at the top of Crosstones, Todmorden.

At this point, where the competitive motoring started, quite a few drivers got a shock at the remarkable lack of adhesion which was predominant throughout the night. The first car to grind to a halt was that of Messrs. Barlow & Collins, just after Blackshaw Head, coming in contact with some rather stout stonework; the damage not being too serious they carried on a few minutes late.

The tricky yellow across Widdop Moor brought one or two moments for Stewart Edwards and Les Wynn as the route headed towards Trawden for the first neutral, at the end of which the Flying Fiat of the Simmonds Bros. got an acute dose of hiccoughs which necessitated the removal of an air filter.

A big loop of good competitive roads followed, taking in TC5 on the Lothersdale White and ending just before Eislack TC6. This point saw the brakes applied to the progress of the Ray Dale and Andrew Lord, caused by a duff throttle cable, no doubt the result of bags of welly.

After short sections of both competitive and neutrals, the remaining crews set off for Malham Tarn district and a good run in to half way.



It was along this section that mist made it very difficult and slowed everybody down.

The approach to TC11 gave a few drivers a shock, when so-called expert navigators were calling '90 left' and the road decided to go 'Hairpin right, hairpin left', one instance being that the little Fiat demonstrated a 'wall of death' act around the banking of the first hairpin.

After a short halt at TC13, the competitive motoring re-started in fine style, as crews were presented with two further via's to plot, which had cars buzzing up and down the main road like flies around a jam pot, and obviously had its desired effect, as buckets full of time were lost at TC14.

Cars passed onward through the miserable weather to visit three via boards very cunningly arranged within a couple of miles, designed, no doubt, to keep navigators on their toes. The route was now heading back south via Clapham Sta. and picking up via 8 near Eldroth. This was followed by a re-route to a speedily relocated TC 16 just south of Giggleswick Sta., the reason we believe, was the gathering of local sheep along sections of the original route.

The pressure was kept on all the time with everybody trying hard but still losing minutes.

During the last section up to the finish, there were reports that the Avenger of Rod Turnough and John Noblet was having to show Messrs. Hardman and Ridy the way home, due to failure of the navigational equipment in the Mexicos cockpit.

The general comment at the finish was of praise both for the organisers and the marshals for a good job, giving competitors an enjoyable night out, with the first three places being taken by Colin Brennan/Bill Hughes, Clifford Simmonds/Norman Simmonds and Malcolm Hope/Harry Ogden.

NORMAN SIMMONDS.

12 CAR CHAMPIONSHIP AS AT 1.8.75

DRIVERS		NAVIGATORS	
A Barlow	14	R. Collins	15
G. Wilcock	12	R. Pedley	13
A.Stevenson	12	D.Harrison	12
M. Hope	12	H.Ogden	12
C.Brennan	12	W. Hughes	12
S.Edwards	11	P.White	11
C.Simmonds	11	N.Simmonds	11
S.Howarth	10	D.Pedley	10
J.Hardman	9	S. Ridy	9
R. Turnough	8	M. Taylor	8
I.Stansfield	8	E. Brierley	8
H. Stevenson	7	Mrs.P.Stevenson	7
L.Wynn	7	D.Marshall	6
P.Latham	6	A. Lord	5
Miss Crabtree	4	Mrs A Lord	4
R.Dale	4	P.Edwards	4
R.White	3		3

CIRCUIT OF DONEGAL INTERNATIONAL RALLY

If the Scottish is a super rally, then the only way to describe the Donegal must be hyper. It is quite the most fantastic event imaginable. Seriously thought, an 'I mean this most sincerely folks! a more enjoyable way of spending a week has not yet been devised.

For those of you who have not yet heard the gospel, the Donegal is an all tarmac, all daylight, pace-note event taking place in the Southern Irish county of, believe it or not, Donegal, based on the Ballyraine Hotel in the town of Letterkenny, and lasting for a full week, culminating in three days actual driving, the remainder of the event being occupied with more Baecanahan pursuits. (It is rumoured that during rally week the Garda are under strict instructions to arrest anybody found on the streets in a sober condition, and lock them in the bar of the Ballyriane until morning or drunk!).

Having serviced two years ago, and navigated last year, it seemed a logical progression that I should put in an entry in my own car this year. Allan Grimsley was co-opted as co-driver, and John Lowthion and Phil White as service crew. As Allan was unable to devote a full week to the event, John Lowthion and myself took the Avenger over on the Sunday, Allan and Phil bringing the service van over on the Wednesday. The rally itself occupied the eminently sensible hours of Friday afternoon, all day Saturday, and Sunday afternoon.

Sunday night was spent practising one of the night stages in the bar of the Milford Hotel, and first thing Monday morning we negotiated the purchase of a set of pace-notes from Bill Coleman's co-driver, Peter Scott. We decided to buy a set of notes rather than make our own, as we felt there was insufficient time to make our own from scratch. As things turned out, I think we would have had time to do our own, and this would probably have been preferable, but there you are, you live and learn!

The next three days then, were spent in doing a strictly low speed reconnaissance of the stages to ensure that we thoroughly understood the notes.

Altogether there were 40 stages this year, but as some are used twice, there were in effect, only 25 different ones. By the end of the Tuesday, we had covered every stage once, and then had to decide which stages to go over again in the remainder of the time before scrutineering on the Thursday. Remembering that Allan would not arrive until Wednesday afternoon, and would have little opportunity to look at any of the stages and get into the swing of reading the notes, I decided to concentrate on repeating the first days stages, so that if Al experienced any difficulty with the notes in the early stages, I would still have an idea of what was coming. As it happened, Al read the notes perfectly right from the word go, and looking back I think the time would have been better spent in learning the longer stages. This may sound like basic commonsense, but it was something we just did not think about at the time!

Wednesday night brought the first night stage. The practising was now over.

This was for real, and to ensure that everyone treated it seriously, the beer was free. Yes FREE! All night!! Oh boy, what a rally! Al and Phil had duly appeared and were overwhelmed with their first taste of Irish hospitality, which is extremely powerful stuff, especially the bitter.

On the following day Al and I went for a short look at the nearest stages in the service van, whilst John and Phil serviced the Avenger, changed the suspension back to the normal stage rally height, as the low springs we had gone over on had kept bottoming at the front, and even found time to wax polish the coachwork!

Scrutineering was successfully passed, and suddenly there was only one night to go.

During the days we had been there we had made countless new friends, amongst whom were the Ashworth Group team, who were running a Group One RS 2000 driven by Pete Thompson, from the Isle of Man/Burnley. They had got up on Thursday morning and discovered that the co-driver had absconded with their hire car and pace notes in an Englandwardly direction. Upon hearing of their plight we immediately nominated Phil White as replacement co-driver, and suddenly there were two Knowldale crews in the event! Which brings us to the rally.

Day 1. The Moment of Glory

There were ten stages on the first day, of which three were repeats. All were absolutely epic thrashes, but the ones that stand out must be Derrylaggy which is fairly wide, very smooth and exceedingly twisty, with a section of about two miles where the tyres just never stop screaming; Muckish Gap, which has some of the highest yumps I've ever seen; and the incredible Atlantic Drive, which is a twisty uppy downy stage around a headland along the cliff-tops.

The first day passed uneventfully, apart from a minor moment on Lough Keel 1 after a tricky junction over a yump, where we landed slightly askew and clobbered the nearside rear wing against the banking, which knocked us straight again with no loss of time.

We had previously weighed up the opposition in our class, and it appeared that the cars to watch were Nos. 95 a Toyota Celica GT, 98 another Avenger, and 113 a Fiat 124 ST. We were no. 99.

When the results of the first day went up on the board back at the Ballyraine we were amazed to find that we were leading the class by 26 secs. from the Toyota, with the other Avenger and the Fiat some further way behind. Little did we know what was to follow.

Day 2.1 The Rude Awakening. or the Day we Disproved the Theory that Irish Drivers are Thick and Fast — They are Merely Fast.

As the second day contained the real meat of the event with a total of eighteen stages, the first car was away at the early (for Ireland) hour of nine a.m. Phil and Pete were confident of an improved run, as they had cured the lack of power they had experienced on the previous day, and Al and I were all set to hold on to our slender class lead.

The first stage was an eleven minuter, of which two-thirds was on a very fast main road. To say we were surprised when we discovered that the Toyota had taken forty-two seconds off us would be an understatement, but that is exactly what had happened! Also the other Avenger had beaten us, the driver having thrown away his pace-notes, with an immediate improvement in his stage times. This set the pattern for the day and by the lunch halt we had slipped back to third place. Pig sick is the word I am searching for! However it was some comfort when we discovered that the Toyota was using Dunlop racers at £30 a time, and wore a set out every day, whereas our Rally Supers should last the Manx as well.

The first stage after lunch, Cloghan 1, brought the final straw. We came to a tricky bit which was marked with a caution board at the side of the road, and we had caution in the notes as well so we took it really easy into a "K left 50 loose open hairpin right" We were almost round the hairpin when I gave it a bootful to bring the tail round. Going straight on, on full lock into the ditch was not what I intended at all. Fortunately there was no damage, but by the time the spectators had lifted the car bodily back onto the road we had dropped a minute and a half. The effect of all this silliness was to let the twincam Fiat through into third place in class.

A word about the marshalling. First-class. No other word for it. To run forty stages with cars at thirty second intervals without a single timing error is no mean achievement.

Anyway, back to the rally. The rest of the day passed without any further incidents and once more we were back at the Ballyraine intact. Unfortunately things were not so rosy in the Ashworth's camp, for after setting up some very fast times Peter and Phil were again in trouble with the cylinder head and decided to retire rather than risk ruining the engine.

It was fairly late that night before the results were posted, and Al had already gone to bed. When I poked my head round the bedroom door and reported that the twenty-six second advantage over the Toyota was now a seven minute deficit, a barely discernible mumble from the shapeless mount in the middle of the bed informed me that "He must have had a ***** rocket up his arse!"

Day 3. The Grand Finale

There were twelve stages on the last day, all in the spectacular scenery of the Northern Donegal coast. In addition to another repeat of Atlantic Drive, although in the opposite direction, we were treated to two thrashes over the incredible Knockalla coast road. This really is the most fantastic stage of the event, starting with a steep climb from sea level up about four hundred feet to the cliff top. (This section is also used as a speed hill-climb, a la Baitings Dam). The road then follows the cliff-top for about six miles, with many blind crests and sweeping corners, the whole length being as wide as an average English main road, and really fast. Absolute flat-in-top stuff. The stage then leaves the main road for the tight narrow lanes, including the famous jump-over-crossroads, taken uphill this year, where the locals all have a competition to see who can get furthest off the floor!

It was on our second trip, which was the next to the last stage of the event, that we came round a fast right over crest and found a pair of black lines leading across the road to a gap in the concrete safety fence. I thought,

"Christ, somebody's gone over", but luckily further round the corner was Jack Tordoff's three litre Porsche Carrera parked up with the rear wheel hanging off, looking a little the worse for wear. He had spun coming out of the bend and fortunately the safety fence had bounced him back. With four hundred feet down to the Atlantic it would have been a real burial at sea job if they had gone over. Wouldn't have liked to have been in Alan Greenwood's underpants.

The final stage, Garrygort, was notable for the fact that if you went off, you couldn't possibly damage your car, for all the bad corners were thickly padded with spectators, none of whom, fortunately, were killed. Never have I seen so many people stand in so many stupid places.

Anyway, we made it back to the finish alright, where the results soon proclaimed that we had finished 36th overall and 4th in class, just out of the pots (and the money).

I don't think we met a single person who had not enjoyed the event, and all the English crews we spoke to swore to be back again next year.

So roll on the 1976 Donegal, lets see how many Knowldale teams we can get!

D.T.PICKUP

CLUB RALLY CHAMPIONSHIP

The fourth mandatory event is the Bolton-le-Moors Midnight Rally on August 30th.

Drivers.	12 Car 1	Dem-Dike	Ribble 12	Calder Car 2	TOTAL
A.Barlow	11	11	11	7	40
D.T.Pickup	-	12	12	-	36
L.Wynn	3	-	7	8	28
S.Edwards	-	9	8	11	28
A.Stevenson	7	-	5	9	21
S.Halstead	-	8	9	-	17
M.Hope	4	-	-	11	15
C.Simmonds	-	-	-	12	12
G.Wilcock	12	-	-	-	12
J.Stanton	-	10+1	-	-	11
I.Stansfield	10	-	-	-	10
R.Turnough	-	-	-	10	10
I. Fletcher	-	-	10	-	10
H.Stevenson	9	-	-	-	9
P.Latham	8	-	-	-	8
Miss D.Crabtree	6	-	-	-	6
C.Bartlett	-	-	6	-	6
R.Dale	-	-	-	6	6
R.White	5	-	-	-	5
Navigators	12 Car 1	Dem-Dike	Ribble 12	Calder Car 2	TOTAL
R.Collins	10	11	11	6	38
W.Hughes	-	8	9	12	29
G.Taggart	-	-	12	-	24
D.Harrison	12	-	8	-	20
R.Pedley	7	-	5	8	20
P.White	-	9	-	-	20
K.Brierley	4	-	7	6	17
H.Ogden	4	-	-	10	14
D.Bamber	-	12	-	-	12
D.Pedley	11	-	-	-	11
R.Hampson	-	10+1	-	-	11
N.Simmonds	-	-	-	11	11
H.Gracie	-	-	10	-	10
J.Lowthion	-	-	-	-	10
M.Taylor	9	-	-	10	9
S.Ridy	-	-	-	9	9
D.Marshall	8	-	-	-	8
Mrs. A.Lord	6	-	-	-	6
P.Bartlett	-	-	6	-	6
P.Edwards	5	-	-	-	5
A.Lord	-	-	-	-	5

COMING EVENTS - RALLIES

Aug.22/23	Burmah Rally	Lanarkshire CC	Nat
Aug. 30	Lakeland Stages	Morecambe CC & Kirkby Lonsdale MC	Res
Aug 30/31	Stocktonian	Stockton M.C.	Res
Aug 30/31	Midnight Rally	Bolton-le-Moors CC	Res
Sept. 6	Marina Rally of The Forests	York M.C.	Nat
Sept.6/7	Cilwendeg	Teify Valley M.C.	Res
Sept.6/7	R.L.Brown	Furness & D.M.C.	Res
Sept.12/13	Manx Trophy	Manx Auto Sport	Int
Sept.20	Castrol 76	Wolverhampton & South Staffs C.C.	Nat
Sept.20/21	Burgess Bowl	Glossop & D.M.C.	Res
Sept.26	Moors Stages	North Humberside MC	Res
Sept.27	Cestrian Stages	Chester M.C.	Res
Oct.4	Lindisfarne	Tynemouth & DMC	Nat
Oct.4/5	Illuminations Rally	Morecambe CC	Res
Oct 5	Ouse Valley Stages	Cambridge CC & S.O. DC	Res
Oct.11/12	Tour of Mull	2300 MC	Res
Oct 17/18	Cheltenham Festival	Cheltenham MC	Res
Oct.18	Devils Own	Kirkby Lonsdale MC	Res
Oct.25	Hercok Simpson	Soar Valley MC	Res
Oct.25/26	Black Horse Rally	Longton & D.M.C.	Res
Nov 1/2	Cytax Rally	High Moor MC	Res
Nov.1/2	Preston Regardless	Preston A.C.	Co.Prom
Nov.21/26	RAC Rally	RAC	Int
Nov 29/30	Red Dragon Rally	Port Talbot MC	Res
Dec 6/7	Hall Trophy Rally	Clietheroe & DMC	Res
Dec.27	Tour of Epynt	Port Talbot MC	Res.
SPRINTS AND HILLCLIMBS			
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Aug 17	Baitings Dam	Knowldeale CC	Res*
Aug 31	Loton Park	Hagley & DLCC	Res
Sept 14	Scammonden Dam	Huddersfield MC	Res*
Sept 20	Isle of Man	Longton & DMC	Nat/Res
Oct 12	Castle Howard	Yorks SCC	Res
Oct 18	Oulton Park	Longton & DMC	Res

LAKELAND STAGES RALLY AUG 30

The Club will be running the Ennerdale stage on the above event. Anyone interested in marshalling please contact Dave Bamber Rochdale 48036.

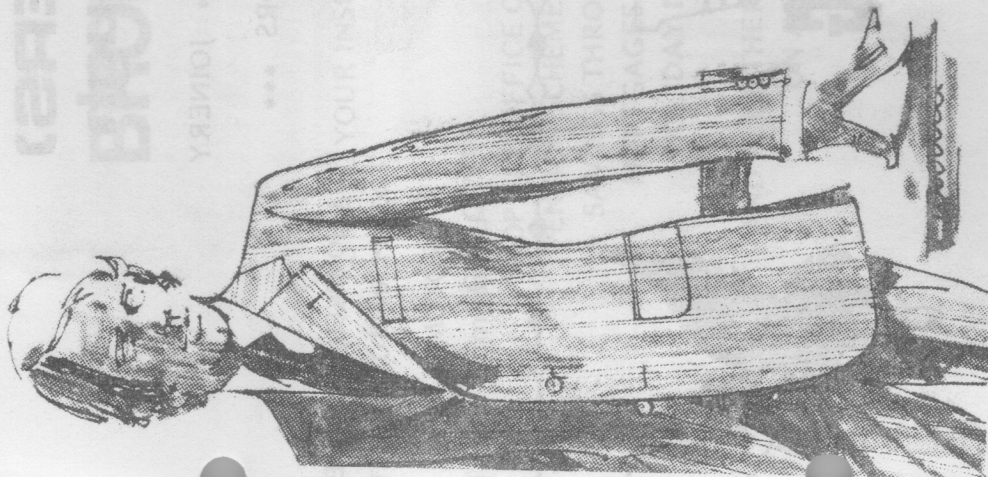
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