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EDITORIAL

Due to Young Pickup's temporary emigration to the wilds of Middlesborough, the Knowldale Bugle is blessed with a new editor for an odd issue or two. So if any of you have any news or scandal Dave Bamber is the man to see any Tuesday night.

The Mini - Miglia is over once again There was a full entry this year, being open to the big smokers instead of Group one tackle only. The event was won by Ron Beecroft and Adrian Dixon in a RS2000, with Ian Harrison and Steven Bye second in a Mark 2 RS 2000. It was Adrian who was in the Escort that plunged into the sea on the Mintex.

On the Mintex the two entries of the Tuesday nighters both had fraught times. Deryck Pickup and Alan Barlow (Avenger GT) retired with axle trouble after changing the gearbox and Peter Thompson and Ian Grindrod failed to make the start ramp after failure of the transistorised ignition.

This year's rally championship has got off to a slow start. The first event to qualify was the DFS Rally in Derbyshire. Only two Knowldale entries were accepted, the Escort of Graham Wilcock and Phil White and the Cortina of Ken Lambshead and Julian Hague. They finished in that order, therefore they are leading the championship at the time of going to press. The next event is The Bury 100 Rally, Castleford Motor Club, June 13th/14th.

Last but not least, I regret to announce the resignation from the Committee of Harold Watson. Through this column I would like to thank Harold for all the work he has done during the umpteen years he has served on the committee.

Dave Bamber

Photography by Ian Jupp & Les Wynn.

MINI - MIGLIA RALLY — JANUARY 31ST / FEBRUARY 1ST.

Another tough, superbly organised, and as demanding as ever, K.C.C.'s.

Mini—Miglia Rally on the night of January 31st and February 1st was another of the North West's classic rallies, using well known and often used roads such as Gisburn Forest and Lythe Fell, both being used as selectives.

The event started from Skipper's of Burnley, the Main Ford Dealers, as some objection, namely the Police, had been raised to the Skipton start. Scrutineering was a bit slow for the later numbers but everyone got through bar one. One hour was allowed to plot the 64 time controls, two selectives, stop at give way signs, and a couple of vias.

The run out from Burnley gave the crews and their motors time to warm up just enough before being rudely awakened with a selective over Gisburn Forest, from south to north. Fastest over this by some four seconds was Ron Beecroft from Vince Giradier. The route then almost doubled back on itself from here to take in Barley Bank (downhill) and then west to east over Melling White, where it was reported that Colin Brennan was really flying! First petrol was taken at Ingleton where food and hot drinks were available, which is a good idea.

At the petrol halt it was learnt that Ron Shipp in the Firenza had jumped off the road into a wall, probably necessitating a re-shell, but the lads were O.K.

A member of the club had also come into contact with something solid. Raymond Clegg and Keith Brierley in the recently re-shelled ex Vimto waggon had hit the same bridge that Colin Brennan hit, in his RS2000, first time out!

From petrol, the route went over the now very tame (cos it has been filled in) Ingleton Switchback and then over the top road through Lea Yeat and Dent. Sedbergh was neutral and the route used the Grisdale white where a little bit of ice caused havoc with offside front wings. It was crest into a sixty left on sheet ice with an unmovable earth bank that had contained grass before the rally, but ceased to retain it after the passage of some 90 cars. The cars headed south for some refreshments and petrol at Peter Kirk's, Kirby Lonsdale and it was Ron Beecroft leading from Keith Watkinson by nearly a minute. Within 5 or 10 minutes of arriving at the two petrol halts, the crews could check up on their performances from a results table pinned up on a wall - a most efficient service, and one that even organisers of other events could do well to copy. Bernard Griffin and Andy Milner (Mini class 5) would have been lying a creditable second overall but a fail at T.C.32 dropped them out of contention - their first ever 'off' on that ice could have upset them!

From the second petrol the cars headed south taking in Gunnerthwaite white, where most crews overshot the square left after the second gate and then down to the start of the second selective, where 7 crews got W.D.s at C.C. 54 the control just before the selective start. Fastest over the selective (Lythe Fell) were Harrison and Bye in the new RS2000 Mark 2 by six seconds from B Beecroft and a further 8 seconds from Colin Brennan and Bill Hughes. The route meandered south west to take in the little white at the top of Longridge Reservoir and then to the finish at Pilky's Bar at Edisford Bridge. A splendid breakfast was served for £1. and numerous pints of ale consumed while the results were being finalised. No objections were raised when the results appeared and so were declared final at 9.15 a.m. The winners were Ron Beecroft and

Adrian Dixon on 17.14 penalties, second after a cautious start were Ian Harrison and Steven Bye in the RS2000 Mark 2 and then third Keith Watkinson and Jeff Smith. The highest place regular Tuesday nighters from the club were Colin Brennan and Bill Hughes, in a RS2000 who came home twelfth overall. If they hadn't dropped 4 minutes at TC4 then they would have no doubt been credited with 7th overall. Big'ofs' aren't they? Knowldale won the team prize, the crews being Colin Brennan and Bill Hughes, Alan Barlow and Rod Collins who came home 20th overall and Graham Wilcock and Phil White 40th O/A. after collecting a fail at T.C. 54.

It was a thoroughly enjoyable event and the inclusion of non-standard cars was a good idea, the route was demanding, the marshalling up to scratch and even the weather was kind.

Phil White.

BOXING DAY TESTIVITIES

This annual event was held at Fieldhouse Stadium, by kind permission of the Directors of John Bright & Bros. Limited, who provided a variety of surfaces: smooth tarmac, loose gravel and rough slippery cobbles.

A FULL entry of 40 cars, including many notables from the world of rallying, plus many reserves (an early entry advised next Boxing Day) negotiated a series of 6 tests, mostly against the clock which demanded much sideways motoring, the test appeared to be specifically designed to be of great benefit to the tyre manufacturers, as many millimetres of rubber were left behind. The festivities continued at the Chapel House, where lunch was served and the prizes distributed by John Hopwood, consisting of useful motoring accessories, the most colourful being the Ari Vatanen cap, retrieved from the wreck of his rolled Escort on last year's R.A.C. But alas it was several sizes too small.

Many thanks to the efficient organisers, marshalls and scorers for an excellent event.

Results

1st Overall		Alan Barlow	Cooper 'S'
Class 1	1st	Malcolm Hope	Cooper
	2nd	Dave Marshall	Mini
Class 2	1st	Ray Bamber	Imp
	2nd	Graham Bull	Fiat
Class 3	1st	Dion Pedder	Midget
	2nd	John Wood	Opel
Class 4	1st	Jim Stanton	Escort TC
	2nd	Peter Bryant	Lotus Elan.

Best Lady: Mrs. J. Hamm.

Booby: Rod Turnough.

O.A.P.

ANNUAL DINNER DANCE

Another night that some will remember and talk about in years to come was 15th April 1976, when Knowldale in striking new ground, decended upon the Norden Chimney for their Annual Dinner Dance. Guest speaker Brian Gillibrand, amongst other things, revealed some well kept secrets of the Knowldale committee, having been one himself for a number of years. One highlight of the evening was the presentation by Liz Crelin of a magnificent array of Annual Trophies and Replicas to the following.

- | | |
|--|------------------|
| 1. THE DERRICK ASTLE MEMORIAL TROPHY | George Hill. |
| Best Driver on all Rallies | |
| 2. THE DERRICK ASTLE MEMORIAL TROPHY | Tony Mason |
| Best Navigator on all Rallies | |
| 3. THE FIRST MOTOR TRADERS TROPHY | Deryck Pickup |
| Winning Driver - Knowldale Rally Championship | |
| 4. THE DONALD HEYWORTH TROPHY | Gordon Taggart |
| Winning Navigator - Knowldale Rally Championship | |
| 5. THE MERCURY TROPHY | Dan Grewer |
| Best performance on International Events. | |
| 6. THE SESTRIERE TROPHY | Norman Greenwood |
| Best performance by a B.M.C. car | |
| 7. THE SECOND MOTOR TRADERS TROPHY | David Bamber |
| Best Organiser | |
| 8. THE TURNER TROPHY | Roger Hampson |
| Second Organiser | |
| 9. THE RUSSEL HOWARTH TROPHY | Martin Dawson & |
| Best Knowldale Crew - Mini Miglia Rally | Keith Wood |
| 10. THE KANS SHIELD | Victor Mills |
| Best performance - Off the Road Events | |
| 11. | Victor Mills |
| Best Performance - Baitings Hill Climb | |
| 12. THE NORMAN LEDSON TROPHY | Alan Barlow |
| Winning Driver - 12 Car Championship | |
| 13. THE COCTAIL TROPHY | Rod Collins |
| Winning Navigator - 12 Car Championship | |
| 14. THE KNOWLDALE TROPHY | Ron Beecroft |
| 1st overall Mini Miglia Rally | |
| 15. THE TOM MELLOR FORD TROPHY | Ian Harrison |
| 2nd overall Mini Miglia Rally | |

16. THE F.T.D. TROPHY F.T.D. Baitings Hill Climb

Eric Gowers

For his efforts in promoting the Knowldale '100' Club
the BEST ENDEAVOUR AWARD presented to John Hardman

A SPECIAL AWARD – To the Sponsor of the Mini Miglia
Rally
a token of appreciation for

Tom Mercer

The award for Tony Mason was received on his behalf and forwarded to him by John Hopwood. Here is a copy of the letter John sent with the award.

Dear Tony,

I was very pleased to collect the Derrick Astle Memorial Trophy on your behalf at the Knowldale Dinner last week. A goodly time was enjoyed by all in a fair thrash up. There were far too many old lags there doing nowt but drink.

Evermindful of your usual sense of generosity and kindness at such occasions, I undertook, again on your behalf, to entertain the assembled gathering. A small list of sundry disbursements is attached for your immediate, and no doubt, grateful attention.

Two tickets to the Dinner Dance @ £5. each	10.00
Taxis to and from above	15.00
Cloakroom charge	05p
Tip to toilet attendance	02p
Drinks for Brian Gilly and Liz	17.89
Drinks for John Clegg	09
Drinks for committee	13.45½
Drinks for myself and partner	10.67
Cigars for all who stood at the bar	3.50
To seducing the waitress with the Big Knockers (again on your behalf)	No charge
To Litigation following above interlude	45.50
Tip to doorman of News of the World	75p
Metal polish	35p
Total	£117.27

But say £120.00 with Best Wishes,

John Hopwood.

SPONSORSHIP — ARE YOU WORTH IT?

Motor sport in general and rallying in particular is one of Britain's fastest growing sports, even in this uncertain economic climate.

Whereas once though it was an amateur sport, nowadays it has grown both in popularity and also in the number of events taking place. Unfortunately it now requires expensive equipment to take part properly, so this is where the sponsor comes in.

DEFINITION - The provision of financial or material support for an independent activity which is not intrinsic to the furtherance of commercial aims but from which the company might expect to gain commercial benefit.

OBJECTIVES AND BENEFITS - We all know what our benefits would be, but we have to try and convince the sponsor what he will gain from this. Here are one or two ways in which you can explain his benefits.

- a) To extend general publicity campaigns, to gain maximum publicity and exposure for your company and to achieve a high degree of press coverage.
- b) To launch a new corporate logo or project company identity.
- c) To change the image of the company and/or its brands, in accordance with the activity sponsored.
- d) To improve relations with customers, clients and with the press by entertainment.
- d) To improve relations and assist recruitment,
 - as a means of boosting staff morale.
 - as a way of improving communications
- f) To gain a presence in overseas markets,
 - To launch a new overseas commercial venture or product.

Now I think many of you would like to know the answer to the title, well it's quite simple really, yes you can be, you don't have to be able to drive as quick as Roger Clark or Deryck Pickup to qualify for this.

From my point of view there are two ways you can qualify for this, one of which is to book in at the John Wood Clinic for quick drivers and have the operation, and then if you have the ability it all becomes quite easy.

The other way - this one is a little harder. If you haven't got the ability to drive very quick, obviously you are not going to get the same publicity so it's up to you to make sure you do. Before each event write a press release and send it to your local paper, radio etc. Depending on what line of business your sponsor is in. For example, our sponsor "The Ashworth Group" is a haulage company, so I send monthly press releases to such magazines as "Commercial Motor", "Truck", "Headlight", and "Motor Transport". Not all get published but the majority of it does and this is what your sponsor wants.

At the start of an event it's always worthwhile introducing yourself to the motoring correspondent, or if you already know him buy him a couple of drinks: even if you only get a small mention it all helps.

After a rally always report back to your sponsor, good news or bad he still likes to know.

Any photographs you get taken, have one or two good ones framed and send them to him (without the bill).

Remember at all times give your sponsor a fair deal, you or someone else may need him next year!

Peter Thompson

KNOWLDALE SILVER JUBILEE

August 1976 will mark 25 years for Knowldale Car Club, and to celebrate a quarter of a century in Motor Sport, Knowldale Car Club and the Ecurie Cod Fillet are joining together for a Grand Dinner Dance Reunion at the Belgrad Hotel, Oldham on 14th August, 1976. But, see separate sheet for more details and if you are interested please reserve your tickets as soon as possible, to help the organisers and avoid disappointment for yourself and friends.

TREASURE HUNT

"Young Clarke and Sooty have decided to test us once again with a TREASURE HUNT. The event will start from Clarke's Motors, Roch Valley Way, off Manchester Road, Rochdale any time between 6.30 and 7.30 on Tuesday evening, July 8th. Everyone must turn up for what are always superb events. The finish will be at The Hornets."

FORTHCOMING EVENTS

12th June	Lindholme M.S.C.	Impal 76 Rally (Stages)	Rest.
12/13th June	Castleford M.C.	Bury 100 Rally	Rest.
19/20th June	Synchro 68 M.C.	Ziebart Rally	Rest.
20th June	Longton & Dist. M.C.	Blackpool Sprint	Nat.
26/27th June	SD34 M.C.	10 of Clubs Rally	Rest.
27th June	Huddersfield M.C.	Hill Climb, Scammonden.	Rest.
4th July	Stockport M.C.	Hill Climb, Baitings	Rest.
11th July	M.G. Car Club,	Hill Climb, Baitings	Rest
25th July	Longton and Dist M.C.	Rallycross, Longridge	
8th August	Knowldale C.C.	Hill Climb, Baitings	Rest
28/29th Aug.	Stockport M.C.	Regent Rally	Rest
11/12th Sept.	West Cumberland M.C.	Peak Revs Rally	Rest.

Regs for the above from Roger Riley.

GREYSTOKE R.A.C. RALLY 1975



Above, in the same car that has just won the Welsh in the hands of Ari Vatanen, Timo Makinen, two punctures and a slow time and he still won the R.A.C. Below, one Roger Clark, complained about tired suspension at the end of the stage



Second in Group 1 on the R.A.C. but the points were enough to give Robin Eyre-Maunsell the R.A.C. Group 1 championship. A new car for Welsh, he wiped the floor with the opposition again. Below, and another fastest time on Greystoke, but eventually excluded from the R.A.C. due to being OTL in the Clipstone area. It is with deep regret that I have to report the passing away of the Chequered Flag model after the huge accident on the Welsh.



Tony Fowkes and Bryan Harris, left, third overall on the R.A.C. he then went on to confirm his title of 'King of Eppynt' by winning the Tour of Eppynt. A TR7 is Tony Pond's mount for 1976. He has won several Group 1 awards with the Leyland Cars Dolomite Sprint.

TEXACO TOUR OF BRITAIN – JULY 9th/10th/11th 1976

By the time this magazine falls through your letter box, the next event to look out for will be the Tour of Britain, this year sponsored by Texaco, in place of Motor Magazine who sponsored last year's event with Avon.

This is the fourth tour since the event was thought by Peter Browning, ex comps manager of British Leyland, and now of B.R.S.C.C., and as yet England and Wales are the only two parts of Britain to be visited. What a shame.

This year, with a Birmingham start yet again, the tour invades two stages in Norfolk, then back to Brum, to Wales and Oulton Park then Brum, then south and finish at Brum. Too many Brum/Brums make it quite a racy flavour. What? what? Any road, at press Peter Browning has been dragged off to hospital to have his glasses re-treated, so the leak of information as to the exact route remains some what sketchy. His bed pan of course, has been bugged to pick up any snatches of route information divulged during visiting time, so it may have been possible to fit in some statutory visits to stately homes prior to the event. On last year's event ours was the only crew who's practised the lion enclosure on Longleat, both ways in the dark, on foot, dressed as traditional tribal wogs just to confuse the residents.

Boreham have 4 cars out, show offs, or is it that they made too many cars they can't sell, they have plenty to spare, and Opel in the lavatory cleaner's organisation have a couple, Vauxhall/British Leyland all represented at factory level.

Exact details of circuits and stages will be in the motor sport magazines, for in the short time the event has been running, it has an excellent reputation for its circuit and stages format. Group one tackle makes it a very tight, close and competitive outing, and well worth a watch.

Thrup.

STOP PRESS

The Accrington Brick Triumphs again

Norman Greenwood (the thin one) and Rod Crabtree (the fat one) drove their Triumph 2.5 P.I. to a class win and seventy third overall on the Welsh international Rally. What's more they achieved this with hardly any service crew, fortunately having very little trouble with the car. Thirty seventh overall saw Peter Thompson and Alan Barlow in the Ashworth Group Escort RS1800. Pictures and report next issue.

It has been decided to award £6. to the winning crew on each 12 car rally. The award is to go to the cost of an entry on a restricted rally, a crew only allowed to claim this money once, and must produce evidence of starting the event. The man to see is Treasurer, Eric Newby.

Any person wanting a pair of Cibie Oscars, spot lamps, see Dave Bamber, or telephone him at Rochdale 48036, price to be negotiated.

Tuesday 22nd June 1976 at the Hornets, two films, One about the Safari and the other about the 1973 Scottish Rally.

Anybody entering this year's Manx (September 17th & 18th) or servicing or watching I have some details of special rates for crossing the sea, flying, hotels, car hire on the island. If demand is sufficient a mini bus will be used to convey spectators around the island.

The End.

THE ELCAR TROPHY (STAGES) RALLY

The Elcar Trophy Rally, an all day Sunday affair was held on 21st March. The week prior to the event was the usual 'panic to have the car ready' do, with Mick Wrigley and Ian Stansfield putting in a lot of hard work. I should like to thank at this point the Knowldale members who helped us out with advice and the loan of helmets.

Having had the car scrutineered the night before, we arrived at the start, at Canker Fields, Huddersfield, bright and early, complete with service crew in a Mini van kindly loaned by Lex Motor Company, Rochdale. At first the organisation at the start seemed to reflect the previous night's loss of sleep, (British Summer Time started) as one or two cranky officials were in evidence. But as time went on everybody forgot about the sleep loss and complained about the rain instead. This wasn't surprising really as I got soaked trying to stick the numbers on the side of the car.

The first car left at 9.00 a.m. on the dot, followed by a full entry of 120. A run along the M62 led to the first stage just outside Dewsbury. This was one and a quarter miles in length and as we were running at thirty one, by the time we reached the stage it was cut up rather badly and would only be described as a mud bath. A little later in the event the Clerk of the Course assured us that the stage was quite smooth the day before when it was dry, mmmmmm? Anyway having slithered round that one, we set off for the second stage, a few miles away to the east, near Normanton. This was a very twisty three quarter miler and having got round reasonably well and feeling quite please with ourselves, we negotiated rather tight hairpin right after the finish and became wedged. A red-faced navigator, a kind marshall and plenty of umph got us out of that one. Another long run along the Motorway and a trip up the A614 brought us to stage three at Spalding Moor, Two and a quarter miles of farm track was in store here and was fairly smooth apart from one hell of a rutted hole in the centre of a long straight. We hit this at a fair speed and were airborne for the first time in the event. When we landed we heard an alarming rattle from under the car, which turned out to be nothing more than the hand brake cable bouncing on the prop shaft. Up rolled the service crew, re-fitted the cable and we were rolling again in no time. The airfield at Seaton was the venue for stage four, a six miler and the longest of the event. As we drove in we were rather taken aback by all the activity. It looked like Oulton Park on international race day. Spectators were sat on cars and mingling with service crews, who were going like the clappers changing wheels etc. What, with all the comings and goings of spectators, service and competing cars, all covered over with a dust haze from the stage, it was all we could do to find the start. The stage itself was two laps of a very well thought out circuit, being a mixture of long fast straights and tricky tail-waggings bends. A yump (where all the dust was coming from) followed by a tricky chicane at the start of the second lap, saw the end of car number one's chances, planting itself on a bank, missing the chicane completely. S.S.5 was another farm track of one and a half miles, whilst six was the second

of the airfields. This stage, at Full Sutton, was in my opinion the best of the lot, absolutely superb. It consisted of a series of nineties and hairpins with a couple of exhilarating chicanes before bursting out on to a very wide, straight and long runway. A real needle bender it was. At the end of the runway was a ninety right, it turned out to be more than a hairpin, and frightened the living daylight out of me as I thought we were going over. Seven was a fast half tarmac, half farm track one miler and two more farm tracks brought us to the halfway halt near Market Weighton. SPY44, the Carrera RS of Jackson & Lloyd was having a wash, as were a few others, whilst our Marina was having its vital little places rubbed with a mucky rag.

The second half started with a reminder to keep speeds down between stages (quite a few complaints had been lodged). Three, four, five, six and seven were all done again, only three being in the reverse direction. S.S.11, the six mile airfield, saw a spectacular accident. Car fifty odd came over the yump, clipped the chicane, went broadside and rolled quite a few times. Fortunately the occupants only had cuts and bruises. Twelve was the Escort bone yard, just after a ninety right one had sheared its wheel studs and a little further on another one was being put back the right way up after a very damaging roll. Stage thirteen was that superb airfield again and this time we remembered the hairpin. After fourteen there was a long run to the final stage at Tockwith. The route led through the centre of York and it was in this very centre that disaster struck. The engine cut out at some traffic lights and on trying to restart we found all the electrics completely dead. After much fumbling under the bonnet we pushed the car round the corner and stood there rather helpless. (All our tools were in the service van, which by this time, was at the final stage). Then a very kind service crew came along with a bootfull of tools. We eventually traced the fault to an internal fracture in the battery and thought that was as far as we were going. A Land Rover then arrived on the scene, gave a tow and it started. Shouting a hasty 'Ta very much' we set off hot foot for the final stage. This was the third airfield to be used and like the others was well endowed with spectators. The format here being two laps of a cross-shaped circuit, ninety left, ninety right, hairpin left and so on. The final hairpin, used only once, proved to be a real puzzler being very, very tight indeed. Talk about arms, legs and handbrake levers flying. It proved all too much for one crew who ploughed through the tyres and marker poles right on the apex, doing some form of damage in the process, having to be pushed off the stage as we started. We arrived at the finish at the Wetherby Turnpike with about seven minutes to spare. Results were posted in about three or four pints time and we finished twenty seventh in class, seventy second overall. Not an impressive result but we certainly enjoyed ourselves thoroughly. The event was won by Pip Dale and Richard Stark in the Leedhams of York Vauxhall Magnum, second going to Jackson and Lloyd in the Carrera RS.

Mike Taylor.

THE O.F.S. RALLY

On Sat/Sun 3rd and 4th April, Matlock and District M.C. ran their D.F.S. restricted rally on map 119M. It was a championship qualifier for both the A.N.C.C. and A.E.M.M.C., and consisted of pre-plot in the first half and pre-plot and plot and bash in the second half.

The 100 entries were led away by Ron Shipp and Peter Whittaker in the re-shelled 2.3 Firenza after their excursion on the Mini Miglia, and was heard to say to the scrutineer that it was alright to use brake servos on handbrakes! Next away was Keith Watkinson/Jeff Smith in the V8 engined Escort followed by John Leyland/Neil Fairhurst in a RS2000 and then the first of the Minisport lads, the boss Brian Harper partnered by Don Davidson. At 5 was Ken Goodall/Hugh Edwards in another RS2000 followed by the second Minisport Mini of Trevor Roberts and Ian Grindrod. Bernard Griffin/Andy Milner at car 21 in the Rallye Equipe of Bury, complete with a new distinctive number plate, were taking things seriously with a bought marked map, having through the grapevine heard that Graham Wilcock and Phil White (car 57 Semi-Experts) had recently installed a 4.1:1 diff ratio in Graham's 1760 c.c. pushrod motor, and were looking for a good run. They were first of the Knowldale crews on the entry list, two other members, Ken Lambshead and Julian Hage in a Cortina GT Mk1 started but W.E.P. (Billy) Lord and Roger Wilson non-started. A couple of lads from Glossop, who are Knowldale members were on the reserve list and they started. They were Dave Rawlinson and Keith McIlroy in the former's Avenger GT. It was their first event after having built it up with all the necessary goodies, but they were to have an eventful first half when the fan belt came off and it took 20 minutes to put back after first having to drop the sup sumpguard. Funny these Avengers, but watch out Deryck, in Donegal, it's a bit of a flyer - and it looks nice too!

The Rally itself started from the sponsor's premises, The D.F.S. furniture people from Daley Dale, their spacious car park being used to the full. The noise meter was late in arriving, but everyone passed this and the scrutineering and 1½ hour was ample time in which to plot the route. It was a fact that there were no quiet zones in the competitive route, these being confined to the neutrals, but what was generally a good idea from Wales, has turned into a ridiculous nightmare as far as the drivers are concerned. The ruling about stopping at defined give way sign was taken to the limited with no less than 4 give way references in which to stop at. This puts a tremendous burden on the cars' tyres, brakes, suspension etc. In this economic climate of ours when everyone is trying to cut costs. It may be fine for those with sponsors, but about 75% without. Enough of the gripe

From the start the route went generally south in an anti-clockwise direction for about 90 miles where the first and only petrol halt was back at the start. Nothing spectacular happened in this half save for Graham passing a car on the inside of a bend at a T junction, a trick he learned from C. Brennan Esq. There was also a bit of trouble with the motor, this being sorted out after a couple of miles motoring when a set of wet plug leads was diagnosed after removal of the thermostat. WD40 came to the rescue again.

The selective should never have been run, what with 4 stop at give way signs, and two selective passage controls where signatures had to be obtained. Don't the A.N.C.C. ruling have anything to say about it? In any case it didn't matter, after nearly coming off on a square right and a few other nasties, we got to the selective finish where the marshal pops his head in the window and says 'what's yer 'urry mate? The clock has stopped!!

For navigators who are intending doing events in Derbyshire there is a little white that is very hard to see from the map. It is in KM SQ. 3559 (map 119M) and runs a s.w. to n.e. direction where the single downhill arrow is marked, and also a care at ford at 356½601½ where one must keep to the left. Any more information on that map is readily available, price a couple of pints from Phil White any Tuesday night at the club.

At petrol, there should, according to the regs, have been results posted courtesy of the Army radios, but when we arrive we couldn't see any. It was very surprising to see the lack of bent motors as a fine drizzle had caused some of the roads to be just that little bit slippery on corners, a fact we noticed on more than one occasion. The second half started with a run to the west and a competitive blast along the white through 1662 where a bit of common sense from the organisers was thankfully received by those crews who hadn't marked the vicious yump somewhere along its length. For the exact location see Phil on a Tues.... The plot and bash section was handed out and consisted of 4 controls, a couple of vias and some more give way signs. These sections we plotted stopped, as we thought to plot them on the move would have led to either errors or great losses of time, one that Andy Milner learnt to his cost when he wrong plotted a control and got a fail. Up to the top half of the map and a run west to east along The Rake, a very muddy, very, very rough and bumpy white running through 2173 where Rob White and Co. where ankle deep in s-t giving us the thumbs up as we passed them sideways... It gets very steep going down the other side, and it was on this that Brian Harper travelled most of the way sideways. You could only get that type of car sideways, who said the Mini was dead. The route then went towards the finish at Chesterfield Territorial Army barracks where nosh was available, price £1. but a fiver could have bought a pint. We finished just gone 7.00 hours and with about 40 cars to arrive the results should have been provisionally displayed at about 8.30, what with radio communication and all. By 9.30 the results were still not posted so we left for home.

It was a good route made only the better by the quality of roads available down there, and it was thoroughly enjoyed by everyone we spoke to, but what let it down was the results, or maybe the lack of them. At the time of handing in this report we still hadn't heard from the organisers on how we fared, but we gathered that the winners were John Leyland/ Neil Fairhurst. That was the only result we had as we headed home after a real good do.. If some of these clubs took notice of how Knowl Dale produced results at the finish then everyone would go home happy, and would look forward to the next years event. As it is, only the inclusion in the A.N.C.C. road rally championship would tempt me back next year.

Results — just come through.

- 1st — Chris Drake/Dave Coustick
- 2nd — John Leyland/Neil Fairhurst
- 3rd — Brian Harper/Don Davidson

Graham Wilcock/Phil White 23rd o/a., 5th in class.
Ken Lamshead/Julian Hage 74th o/a.,

Phil White.

THE HACKLE RALLY. 10th April, 1976.

On Tuesday 6th April at the car club, one Phil White was consuming his quota of ale, as usual when one Keith McIlroy approached and asked the said person to co-drive on the Hackle Rally, up yon in Bonny Scotland. Naturally after being picked up from the floor, the said person accepted and so on the Friday evening the barge was packed and with the car on the trailer we headed north. The Hackle, a national stage rally, started from Grassick's Garage in Blairgowrie at 8.00 Saturday morning and was a round of the Scotsman Scottish rally championship including the challengers section. The rally is very popular in Scotland and brought out some of the best crews north of the border, car one being Charles and Alec Sampson in their immaculate unsponsored 2 litre BDA Escort. Car 2 was Bill Taylor/Keith McIver (Escort), car 3 Don Heggie/George Dean complete with support crew from F. English of Bournemouth. Names continued down the list with Ian Wilson at 5 in the Opel, Murray Grierson at 6 (Escort) Jimmy McRae at 7 (Magnum), Drew Gallagher at 10, Willie Crawford at 11, and at 31 Fred Henderson and Dave Orrick in a Toyota Celica and way down at last car Keith McIlroy and yours truly. This position was obtained from the late entry that was put in, like the Monday before the rally, by telephone! Keith's car is a Simca Rallye 2, 1299 c.c., left hand ex roundy roundy, ex French Group 1½, which confused some of the marshalls. The car was taken to the start behind a diesel Transit van with windows and was fitted out with all the luxuries like hot water, cooker, bunks etc., and proved most invaluable. The service crew which did a damn good job were Paul and Malc and they kept the exhaust from falling off more times than I care to remember.

Documentation was straight forward, we hadn't received any before we set off on Friday night, these being obtained at the start where the car was passed at scrutineering. The road book was well laid out, with tulip diagrams and distances for the stages as well.

Feeling rather knackered from the journey up there, we set off car number 89 for the start of stage 1, Glenisla, a 7.06 mile thrash in the forest of the same name. Through the stage we passed three cars albeit they were stopped, one of them was car 38, the Argyll, a 3.5 litre engined plastic job shaped like something from the year 2076. We recorded a time of 2½ minutes over bogey and felt quite pleased with the way the car was running and especially the handling. Stage 2, Kindrogan was 4.08 miles long and on this we saw two cars that had rolled and Jimmy McRae's Magnum facing the opposite way, could have been the diff or halfshafts. Two stages gone and we had beaten 6 of them already. Stage 3 is a bogey stage as far as Keith is concerned, he had Hill, the third stage, was no exception save that we finished it. It was a good stage for the first four out of 10.63 miles until for some reason the oil pressure began to creep towards zero, and for the next six miles one eye was on the gauge and the other on the road, which was hairy at times to say the least. By this time, Paul and Malc had already fettled the exhaust a couple of times, and as we pulled into service after the stage on of them said 'same as usual'. Anyway, the oil pressure was diagnosed to a warmish engine that had apparently affected the oil, the engine was allowed to cool down and from there on we had no further trouble - strange? Stage 4 Errochty, was 6.6 miles of true forest stage, those stout pines waiting to catch the unwary. It was a classic

one on which the 2 Litre brigade could use to the full and it wasn't surprising that the car behind us at that time came into the finish about 5 - 10 seconds behind us. Stage 5 was called Blair 1 and was a bit of a Mickey Mouse affair consisting of 1.1 miles of loose type forest roads inside the grounds of one of the most impressive castles I have ever seen, with a car park large enough to take every car on the rally plus their service crews. Albeit it was a loose car park and here the organisers had wisely decided to hold the lunch halt, which consisted of soup and butties. Not even the smell of venison of freshly cooked salmon wafted our way, so we decided to make do with what was available. Inside the castle results were quickly to hand, something along the lines of our Mini Miglia, and showed that the Sampson Brothers were leading. Stage 6 was tackled again in the grounds of the castle, 3.86 miles of twisty road, one hairpin left came up rather too fast and we ended up right on the outside of the bend, but we managed to keep it on the road by a judicious use of the handbrake and a lack of speed at that time. Goodness knows how Albert and the like do it, still a lot more practice is required and a hell of a lot more nerve.

Moving on to stage 7, Kindrogan, was a repeat of stage 2 and was as rough as hell for the later numbers, a Magnum rolling when he got out of the ruts on a left hander and it just pushed him over. Stage 8, Glenisla, was again a repeat of stage 1, and even with so many cars having gone over the stage it was still a good thrash. Even so, one car rolled, an Escort Mexico, when enthusiasm got the better of him. Stage 9, Pitmedden, was of 5.27 miles and was a pleasant stage, nothing spectacular occurring except for stopping on a hairpin to have photos taken of us. No matter which driver I go with, they always want to stop on hairpins, must be particular to the breed that's all I can say. Stage 10, Pitmedden 2, was 2.01 miles long and was fair as far as stages go, nothing spectacular that stands out in memory. Stage 11, Edensmuir, was 1.73 miles and resembled the stage before it and 12, Thornton Wood was very quick, just one mile in length, with a dirty great pile of logs hugging both the inside and outside of a square left. As we passed it, all the logs were still there, so we decided not to move them and be the odd one out. Otherwise that stage passed insignificantly into the distance as we went to service for the exhaust again, and on to the final stage, Blairadam, a 5.36 mile thrash on good firm forest road. And that was that. We made our way to the finish at the Wheel Inn at Scone, north of Perth, had a couple of bevies, loaded the trailer and south we headed for home.

With it being my first forest event, I was rather apprehensive at first, especially in a left hand drive motor, but after a while I was really beginning to enjoy myself. Everybody has seen the movies of those events like to R.A.C. and the Scottish etc, but to actually go out and take part was a real eye opener. For Keith, it was a necessary and worthwhile exercise as part of his preparation, both car wise and driving technique which should stand him well when he tackles the Welsh.

With 60 miles of stages in a total route of 290 miles I think the organisers might have reduced the mileage a wee bit, but they did lay on some fine stages and some fine weather. My thanks go to Keith, Paul and Malc for a great week-end's motor sport.

We finished 51st overall.

Phil White.

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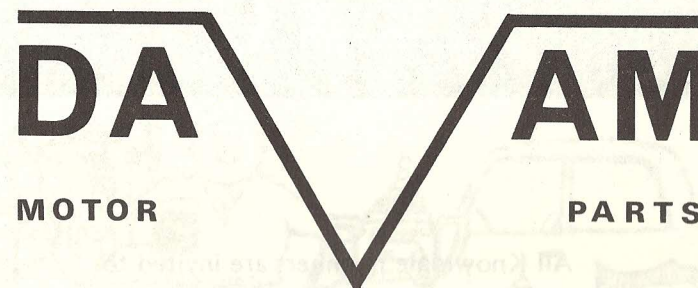
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